



GENIUS AND MASTERPIECE

Newey on his first Red Bull title winner



PLUS...

Lunch with Trulli

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Bianchi in

Marseille

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"Who's Ferrari's last world champ?"

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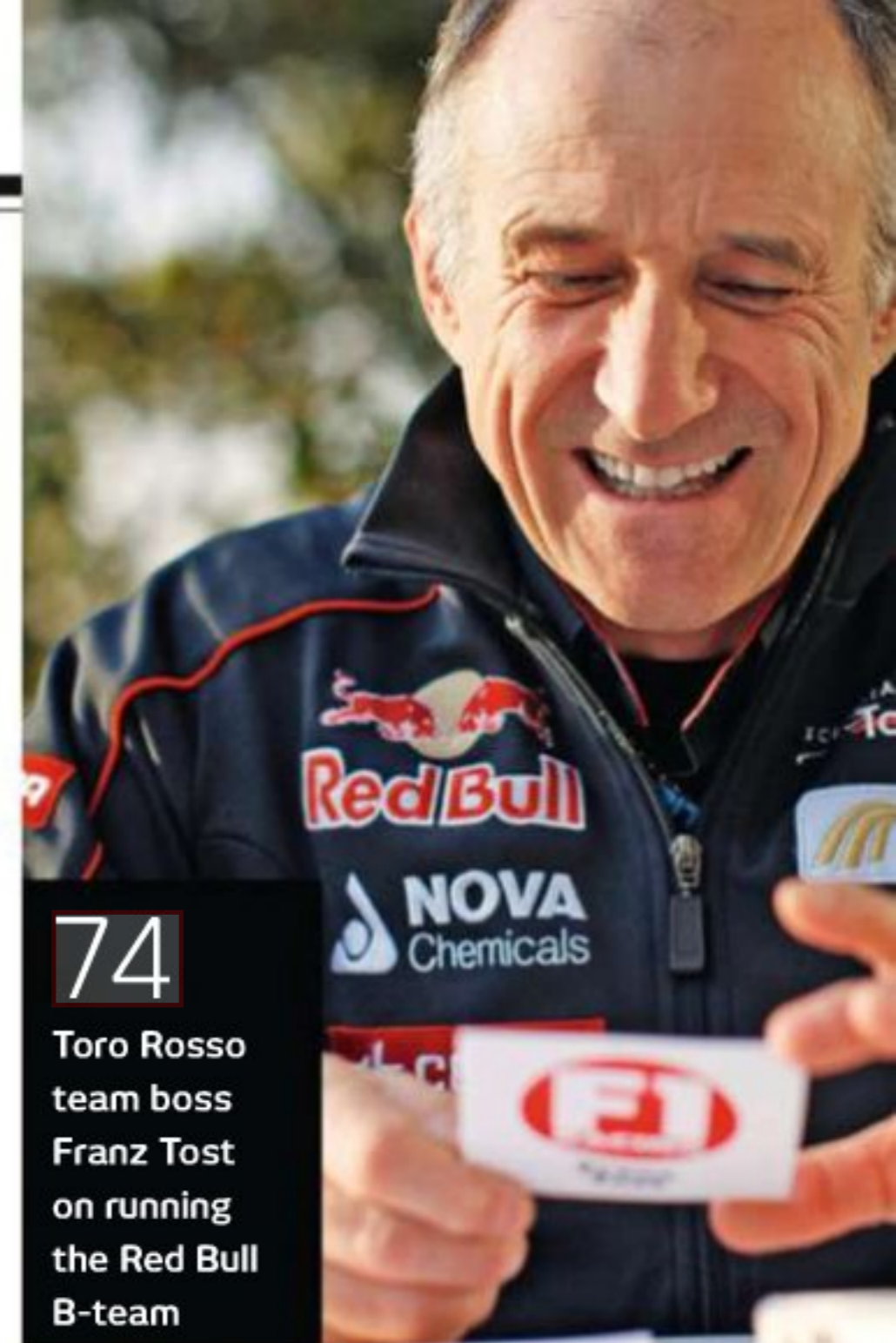
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Peter Windsor presents a photographic record of Jim Clark's first Formula 1 title





Ignition / Anthony Rowlinson / 11.13

Why we can all be bullish about 2014...

As the dust settled on a stirring 2013 Korean GP, it was sobering to note that once again Sebastian Vettel had won from pole, setting fastest lap as he pleased. It was the same story in Singapore, similar in Italy and Belgium, where only Lewis Hamilton could taint Seb's scorecard, with fastest lap at Monza and pole at Spa.

Admirable though Vettel's feats are, as he and Red Bull march to a fourth straight title double, it is all getting a little repetitive. Not boring, because their domination still represents F1 being executed at a pitch only rarely attained. But it is, well... samey. Post-Korea, Vettel has won eight of 14 races and if we discount the British GP, where he retired from the lead, the only time he has been beaten post-Monaco was in Hungary, where Hamilton and Mercedes scorched off into the distance.

When you try to challenge this F1 leviathan week-in, week-out, it gets a little soul-destroying. The post-race remarks of both Hamilton and Alonso were evidence of a growing frustration that however hard they exert themselves, the results just won't go their way.

And this is a problem for F1. While it's brilliant to watch Nico Hülkenberg hold off legions of faster cars thanks to his own throttle-craft in maximising the performance parameters of his Sauber (shades of Gilles Villeneuve, Jarama '81?) the battle for fourth is never as sexy as the battle for the lead. It's not good box office.

Now none of this, of course, is the fault of Vettel or Red Bull. They are a *staggeringly* effective team/car

combo and Seb is clearly relishing the pure driving satisfaction of caning a machine that fits him as exquisitely as a silk gauntlet hand-stitched by Adrian Newey-schooled cherubs. His peers, meanwhile, are having to make do with watching and wishing that they, too, may one day drive a car penned by Newey.

We speak to F1's top technical brain in an exclusive interview on [page 78](#), in which he reveals some secrets of the first Red Bull title winner, 2010's RB6. He notes therein that had it not been for the advantage gained by Brawn GP with their double diffuser in 2009, RB's championship run might have started a year earlier...

But let's not be downcast, for 2014 holds great promise. There's the electrifying pairing of Fernando Alonso and Kimi Räikkönen at Ferrari, for starters – as exciting a line-up as any the Scuderia has ever fielded. Peter Windsor gives his thoughts on that spicy confrontation on [page 40](#) – and you won't be surprised to learn he thinks it might end in tears. Then there's the prospect of hungry young talent coming though, namely Daniel Ricciardo, the Toro tyro with the widest smile in F1. Find out on [page 62](#) why he thinks he has what it takes to handle having Vettel as a team-mate.

And the rest? They'll hope the regulation shake-up in 2014 will give one of them a chance to innovate their way to success. A note of caution, though: history tells us that whenever the F1 regs are re-set, the man who interprets them best is one A Newey, OBE...



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Marc Priestley

Bolter-turned-broadcaster better known as @f1elvis

Marc spent nine years as a McLaren mechanic, giving him a unique insight into the period when Alonso versus Hamilton nearly tore the team apart. Read more on [p46](#)



Glenn Dunbar

F1 Racing's sharp shooter sets his sights high

Not content with shooting F1 cars trackside, we sent Glenn to snap Marussia's Jules Bianchi on the Marseille waterfront. Check it out on [page 56](#)



Andrew Benson

BBC Sport's expert F1 paddock newshound

With a contact book as big as the *Yellow Pages*, there was no one better to provide an insight into the psyche of Fernando Alonso than Andrew. See [page 48](#)



Thomas Butler

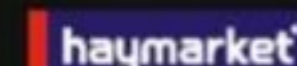
Dazzling portrait snapper. Aims to look dapper

"Don't forget a tie!" we said, as Thomas headed off to photograph FIA presidential hopeful David Ward at the RAC Club, which operates a strict dress code ([p96](#))



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Parade

Tripping the light fantastic The Singapore GP weekend was one of the best of Romain Grosjean's relatively short F1 career. He was third on the grid and could have finished on the podium had his Renault engine not suffered a loss of compressed air, used to drive the pneumatic valves

Where Marina Bay, Singapore **When** 10.11pm, Friday 20 September 2013

Photographer Andrew Ferraro/LAT

Details Canon EOS-1DX, 200mm lens, 1/10th at F10





Parade

Rider of the storm Mark Webber could hardly have imagined that hitching a lift atop Fernando Alonso's Ferrari would lead to a ten-place grid penalty at the next GP. But stewards deemed the Singapore pick-up unsafe and as it was Webber's third reprimand of the season, it led to his demotion in Korea

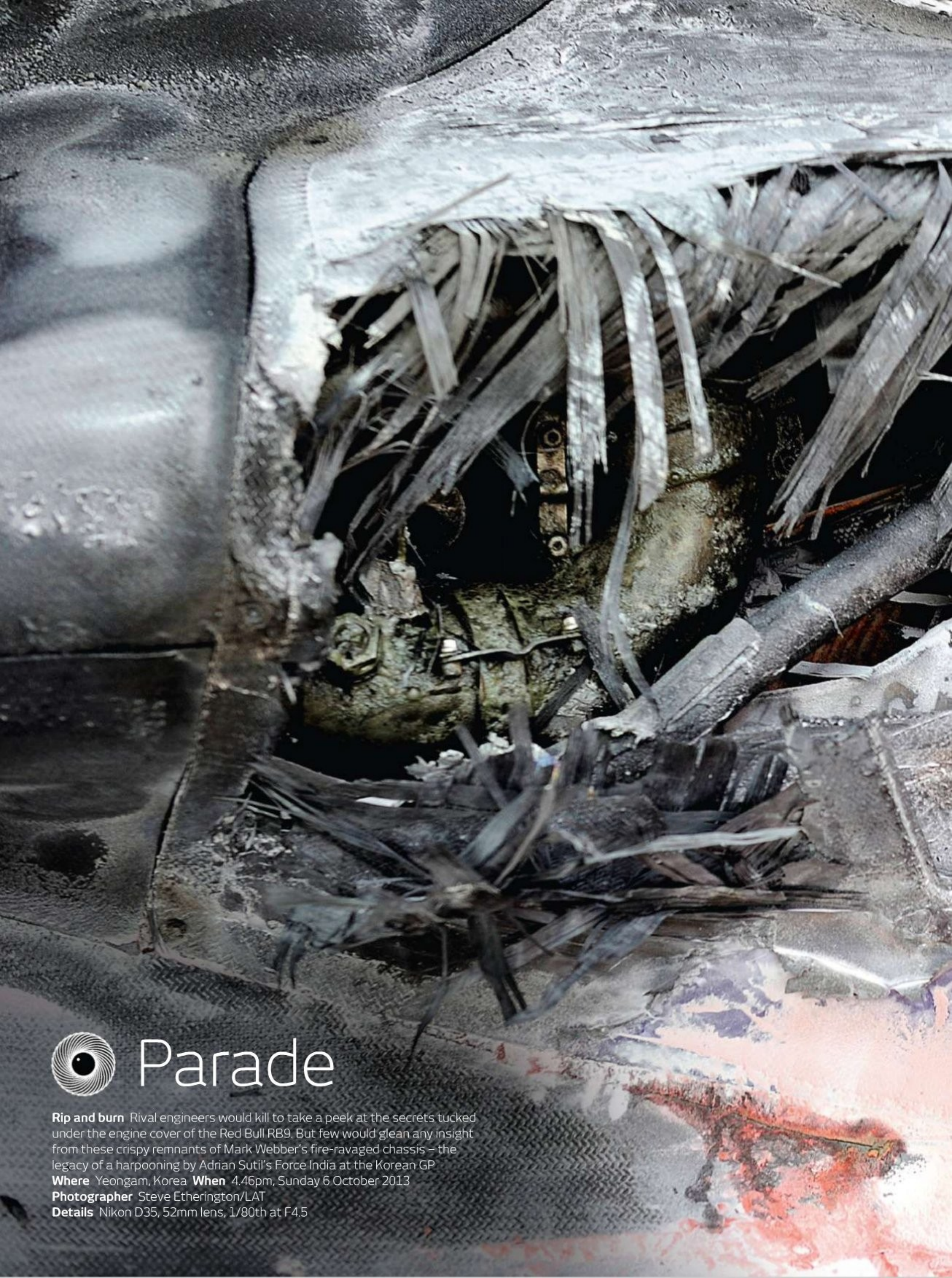
Where Marina Bay, Singapore **When** 22.08pm, Sunday 22 September 2013

Photographer Lorenzo Bellanca

Details Canon EOS-1DX, 600mm lens, 1/2000th at F4







Parade

Rip and burn Rival engineers would kill to take a peek at the secrets tucked under the engine cover of the Red Bull RB9. But few would glean any insight from these crispy remnants of Mark Webber's fire-ravaged chassis – the legacy of a harpooning by Adrian Sutil's Force India at the Korean GP

Where Yeongam, Korea **When** 4.46pm, Sunday 6 October 2013

Photographer Steve Etherington/LAT

Details Nikon D35, 52mm lens, 1/80th at F4.5





NEWS

Why McLaren want to sign Fernando Alonso

Despite their high-profile split post-2007, McLaren have opened their door to an Alonso return

McLaren team principal

Martin Whitmarsh made it clear in Singapore that his team want to re-sign Fernando Alonso.

While some have suggested this is a means of applying pressure on an underperforming Sergio Pérez, McLaren are serious about attracting a driver who, six years ago, almost tore their team apart.

The thinking behind this stems from growing dissatisfaction over Pérez's lacklustre performances

this year. Signing Pérez had been Whitmarsh's idea alone, and he did it without putting the former Sauber racer's profile through the data-based tests McLaren use to analyse potential drivers.

Pérez has been underwhelming in 2013, and McLaren are now questioning if they have a driver line-up that is as good as it could – or, indeed, *should* – be.

They believe that while Jenson Button is exceptional in many

areas, he isn't always aware of just how fast the car can go. To extract the best from him he needs to be teamed with the likes of Lewis Hamilton, who can demonstrate what is possible. Once Button knows what he should aim for, he can generally get pretty close.

But alongside a driver such as Pérez, whose natural performance level is much lower, Button's 'A' game is rarely seen. Pérez has been 0.2secs or so slower than

Button in 2013, so Button has accepted this and the car has ended up looking at least 0.5secs slower than it really is.

Whitmarsh was keen to give Pérez another chance, but the rest of the team does not agree. Which begged the question: who else might be available? Neither Hamilton nor Vettel were, which left Alonso – and, as luck would have it, his relationship with Ferrari is now on shaky ground.



Alonso's last McLaren outing was Brazil 2007 at the end of a rocky season

Between Monza and Singapore Whitmarsh came round to the logic in re-hiring Alonso, despite the Spaniard reputedly trying to blackmail former team boss Ron Dennis during his one turbulent season at McLaren.

Behind-the-scenes overtures have been made to Alonso, and, publicly, Whitmarsh has made it clear how highly he regards him, describing him as: "The best driver out there," to the BBC.

In an ideal world, Whitmarsh would sign Alonso for 2014. He accepts this is unrealistic, but McLaren are now seeking to get Alonso on board for 2015, their first year with returning engine supplier Honda. What a mission statement that would be: Alonso, Button *and* Honda engines.



Pérez: underperforming

McLaren may continue with Pérez next year, but serious consideration is being given to promoting one of their highly rated young drivers, Kevin Magnussen or Stoffel Vandoorne, who are racing in Formula Renault 3.5 this year.

This could work as a stop-gap with minimal risk in a transition year, McLaren's last with Mercedes engines. And if whoever is promoted impresses, they could be retained for 2015 alongside Alonso, as Button's contract runs out at the end of 2014.

Publicly, Alonso has dismissed the idea of a McLaren move. He is contracted to Ferrari until the end of 2016 and said in Singapore: "I have been at four races now saying: 'I will stay in Ferrari and would like to end my career here, maybe extend the contract – whatever they will like.' And these quotes never appear the next day."

But many have questioned the sustainability of an Alonso/Räikkönen pairing at Ferrari. Most expect Alonso to come out on top, but how he copes with the loss of the team's undivided attention remains to be seen.

If that relationship continues to sour, Alonso will find Whitmarsh ready to welcome him back to Woking with open arms.

WINNERS + SPINNERS

UPS AND DOWNS ON THE F1 ROLLER COASTER

GOOD MONTH FOR

Armchair racers

The latest F1 game for Xbox360 and PS3 is now available featuring all of this year's drivers, teams and circuits. An exciting extra feature of *F1 2013* is the option to race classic 1980s and '90s Formula 1 cars at venues including Estoril, Imola and Jerez. Mega!

Friday fanatics

First practice sessions at grands prix will be extended in 2014 by half an hour, with an extra set of tyres provided only for that period, in an attempt to persuade teams to try out young drivers.

Russian rookies

Sergey Sirotkin enjoyed his first taste of Formula 1 machinery last month, demonstrating a 2013 Sauber on a stretch of the Sochi circuit that is set to host the first-ever Russian Grand Prix next year.



Caterham's current driver line-up

Team owner Tony Fernandes has openly stated that Heikki Kovalainen has a chance of returning to a race seat in 2014, which leaves only a handful of races in which Charles Pic and Giedo van der Garde will be hoping to persuade Fernandes they are worth keeping on next year.

The waistline...

Just as you've finished one bumper bag of popcorn while watching *Rush*, it's time to crack open another. The new Formula 1 documentary film *1* has its UK theatrical release next spring, and tells the story of the sport's most glamorous – and dangerous – era, the '60s and '70s.

Sporting behaviour

When Vettel was booed after wins at Monza and again at Singapore, he remarked: "They're on a tour, they go around on a bus." Podium interviewer, Martin Brundle administered a telling-off, saying "Please don't do that – it's not correct."



BAD MONTH FOR

F1 Mastermind

Your chosen specialised subject: the world's greatest sport



- 1 Jacques Villeneuve (left) raced in F1 for Williams, BAR, Sauber, BMW... and which other team?
- 2 Which respected race engineer followed David Coulthard from Williams to McLaren in 1996?
- 3 Prior to 2013, in which season did McLaren last fail to score a podium in Formula 1?
- 4 Which country hosted the opening round of the 1955 Formula 1 world championship?

- 5 Where was the 1970 Canadian Grand Prix held?
- 6 Who led the 1980 US GP at Watkins Glen in an Alfa Romeo?
- 7 Which former GP circuit has a corner called Courbe de Signes?
- 8 What was the type number of the 1988 Lotus (right)?
- 9 How old was Enzo Ferrari when he died?
- 10 At which grand prix did Johnny Herbert race a Ligier?



THIS BOY CAN DRIVE

Keeping an eye out for the stars of tomorrow



Jordan King Who is he?

A 19-year-old racer from Warwick, who currently races for Carlin in the British Formula 3 series.

How good is he?

Although British F3 ran with fewer competitors over fewer rounds this year, King won the title to join an illustrious list of champions that includes Ayrton Senna, Mika Häkkinen and Daniel Ricciardo.

Anything else we need to know about him?

Jordan's father is Justin King, who, since 2004, has been the chief

executive officer of Sainsbury's. Having previously worked for Asda and Marks & Spencer, King has been credited with reviving the profits of the supermarket chain and has reaped the rewards financially.

F1 chances

Oddly enough, there might be more chance of King's father getting to Formula 1 first. Earlier this year CVC Capital Partners touted Justin King, a lifelong motor-racing enthusiast, as the sort of candidate who could one day be a replacement for Bernie Ecclestone...

NEWS



Hülkenberg set for Lotus seat

With Nico poised to take over from Kimi, Felipe Massa's options further diminish

Nico Hülkenberg has emerged as a strong favourite to take over Kimi Räikkönen's Lotus drive in 2014, following news of the Finn's return to Ferrari.

Hülkenberg is the preferred choice of team boss Eric Boullier and has negotiated a three-year deal with Lotus for €7m in year one, rising to €9m in year two and €11m in year three. But that decision is yet to be approved by owner Genii Capital.

Sources say Genii tend to think of issues beyond mere driving – including marketing and whether the chief executive will enjoy spending time with a given driver at a race. It was their call to bring back Kimi for 2012 amid scepticism from the team. The management were proved right on that occasion.

Hülkenberg's other option is Force India. Sources say that if he moved there, he would replace Paul Di Resta as the team are keen to retain Adrian Sutil.

Romain Grosjean is likely to remain at Lotus, despite attempts by Pastor Maldonado to move from Williams. Pastor is locked in at his current team, whose contract with PDVSA runs for a further two years.

Elsewhere, Felipe Massa is seeking a drive having been jettisoned by Ferrari. He is a proven winner and F1 boss Bernie Ecclestone is keen to keep a Brazilian in the sport having just signed a new TV deal with that country. Massa currently lacks sponsorship, but there is plenty to be found given the soaring Brazilian economy.

He's been linked with both Lotus and Force India, but a return to Sauber, where he began his F1 career in 2002, is more likely. Sauber will also take on Russian teenager Sergey Sirotkin as part of a deal with their new backers, while Esteban Gutiérrez is on shaky ground after an unconvincing debut season.



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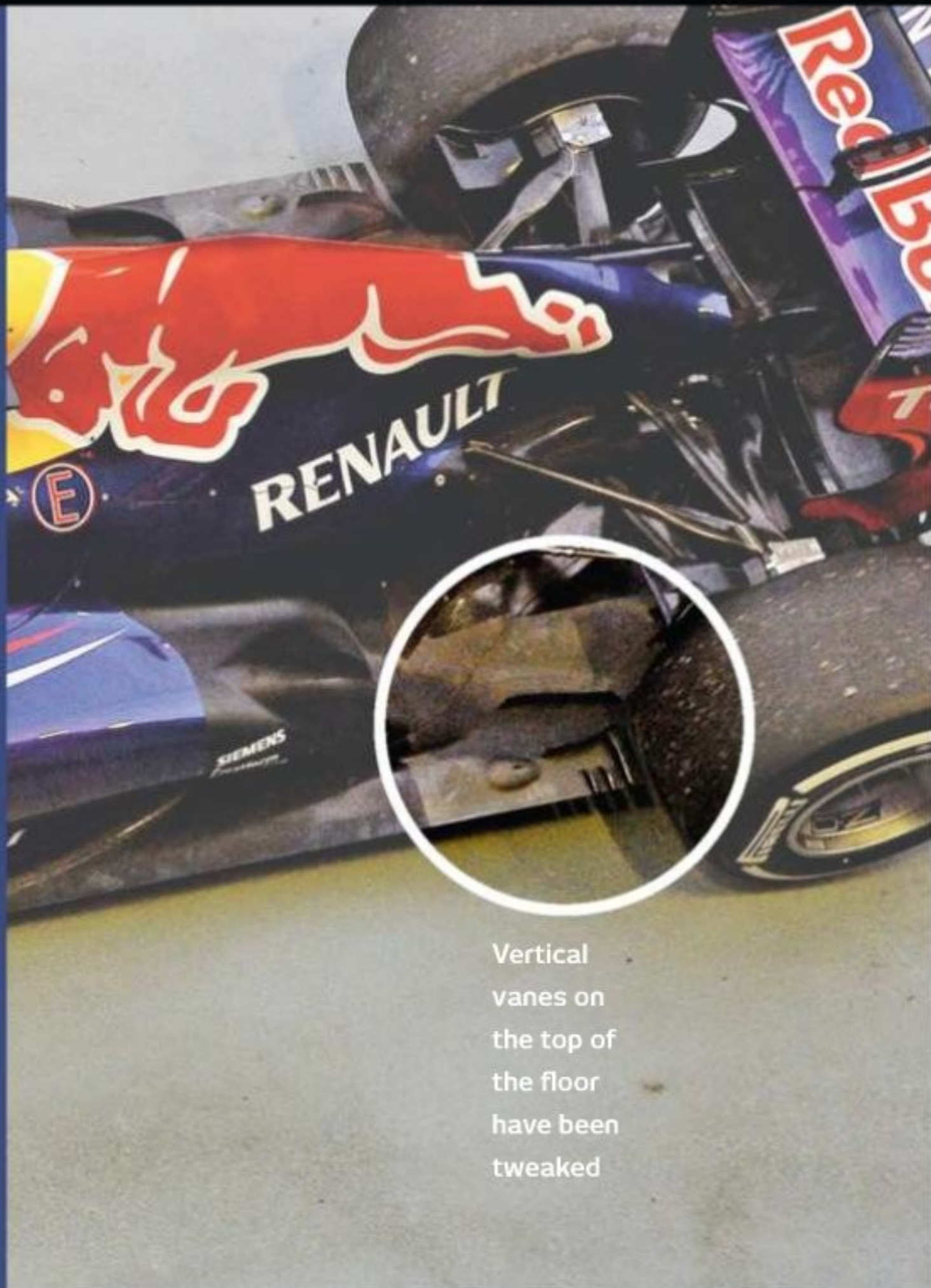
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Vertical vanes on the top of the floor have been tweaked



The outer edges of the diffuser's rear have been reshaped

PHOTOS: SUTTON IMAGES

NEWS

Red Bull's late-season dominance explained

Two tweaks to the RB9's diffuser have effectively put Seb's fourth title in the bag

A change to the Red Bull diffuser for the second half of the season appears to have been the defining factor in turning a very strong car into an utterly dominant one.

Sebastian Vettel was already comfortably leading the championship before the summer break, and consolidated that with a storming victory at Spa at the end of August. After that, modifications to the RB9 at the subsequent two races have transformed its performance.

"We've been developing the diffuser, yes," Red Bull chief technical officer Adrian Newey confirmed, although he obviously declined

to go into detail. Mark Webber added: "We learned a bit about the car on low-downforce circuits, which we can translate into the car on high downforce."

The key is changes to the rear floor. Firstly, the vertical vanes on the top of the floor before the rear tyre have been tweaked to improve how they direct exhaust gases towards the area around the rear tyres for aerodynamic effect. At the same time, the outer edges of the diffuser's rear have been reshaped. From Monza, they have been shortened and rounded, to get the diffuser to 'talk to' – as

F1 designers put it – the low-pressure area behind the rear tyres. When these two areas are connected, it gives 'free' downforce.

Red Bull have managed to get the area behind the rear tyre to suck the air out of the diffuser, greatly increasing air speed under and over the floor, and therefore boosting downforce in the process.

They were not the first to do it, however – that honour goes to Lotus. But Red Bull have produced the most effective solution. And it seems to have made championship number four for Vettel look an absolute certainty.



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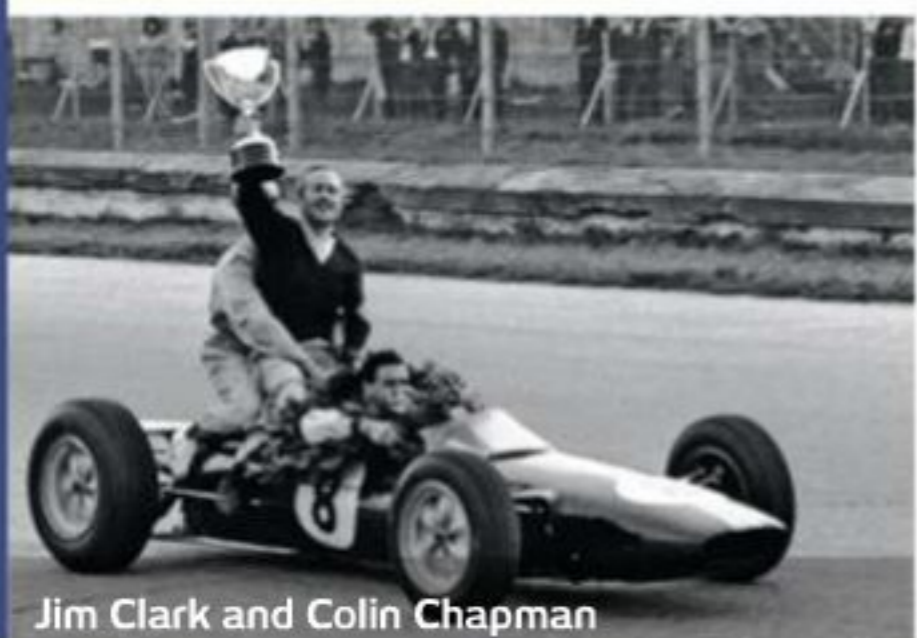
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REACTION

Warwick defends Webber penalty

Hitching a lift from Alonso in Singapore could have "caused serious injury" says driver steward

The decision of the Singapore GP stewards to penalise Mark Webber for thumbing a lift back to the pits with Fernando Alonso at the end of the race is one of the most controversial of the season.

The reprimand handed to Webber was his third of the season, which meant an automatic ten-place grid penalty at the next race in Korea. He took to Twitter to express his outrage – and many fans followed suit. But Derek Warwick, the ex-F1 driver among the stewards in Singapore, is unrepentant.

Warwick, who raced in F1 in 1981-93, accepts that one top driver giving another a lift is "part of the charisma and excitement of F1". Having twice benefitted from lifts back to the pits from rivals in his career, he insists he is not being hypocritical.

Warwick says stewards had to act as Webber and Alonso put themselves in danger. What TV viewers did not see was that Alonso stopped on the racing line on the exit of a corner and was narrowly missed by both Mercedes drivers as Webber climbed onto the Ferrari sidepod.

"The first car on the scene," Warwick explains, "was Nico Rosberg, who, in my opinion, got very close to Mark. He was followed by Lewis Hamilton, who came round the corner, almost running into the back of the Ferrari. Either situation could have caused serious injury to Mark Webber, notwithstanding two cars colliding."

He said the danger was heightened because on the slowing-down lap the drivers are "not concentrating any more,"

adding: "We can't let it happen in future. Picking up a driver, I haven't got a problem with. It's how it's executed."

He added that he would not like to see the FIA banning drivers giving lifts: "If they make that ruling, is that health and safety gone mad? Possibly," he said. "The F1 environment has become too sterile, too self-important, and it's time people brought a bit of excitement into our sport."

Meanwhile, there's a twist. The reprimand system, Warwick says, was introduced as a result of driver pressure: "I remember saying to them: 'Be careful what you wish for,' because I could see this totting up and biting somebody in the backside. And sure enough, one of the key people behind it was Mark Webber."

NEWS

F1 set to hold 22 races

GPs in New Jersey, Russia, Mexico and Austria all join a packed 2014 F1 calendar, but there could be more changes ahead

The first official version of the 2014 Formula 1 calendar features a record 22 grands prix, with new events in New Jersey and Russia joining revived races in Mexico and Austria.

Doubts have, however, been expressed over the proposed race in New Jersey. Concerns centre around whether organisers have enough money to pay the sanctioning fee and run the race, and if they have the time and

ability to make the changes to the local area required to create a street circuit.

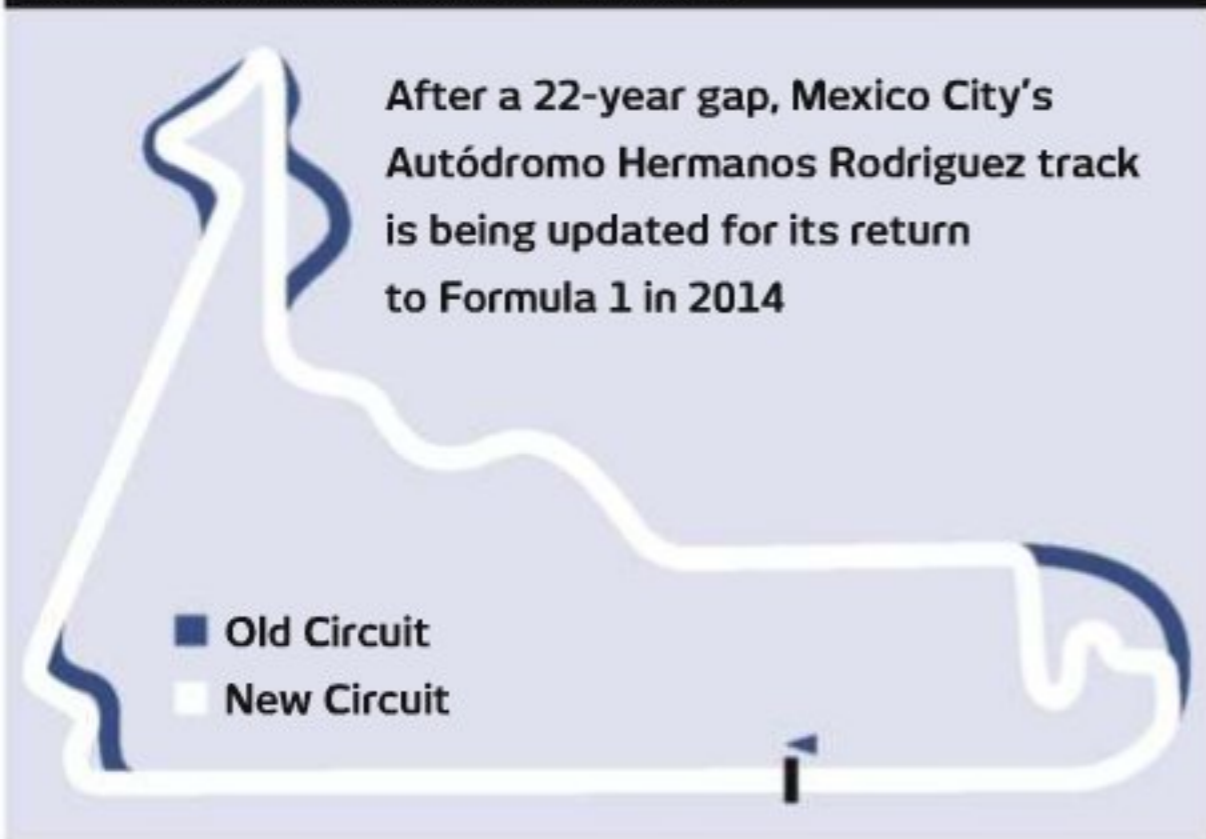
The New Jersey race has been slotted in as the middle of three consecutive races, after Monaco and before Canada. This raises another concern, as FOM have never before staged a new race as the second of a pair of back-to-backs events, due to the logistical issues created in preparing a new site.

The Mexican Grand Prix is said to be a more plausible event. While the Autódromo Hermanos Rodríguez in Mexico City requires extensive renovation, it has been inspected by FIA race director Charlie Whiting, who believes there is sufficient time to complete the work. *F1 Racing* has obtained a track map of circuit (pictured, left), which shows how the track is to alter from the last time Formula 1 raced there in 1992. Changes to its layout include the emasculation of the iconic Peraltada final corner.

Korea, meanwhile, has yet to conclude a new contract with FOM and many believe that race will not happen either. Losing both Korea and New Jersey would reduce the calendar to a more manageable 20 races, the same number as in 2012.

Few in the sport expect the calendar, published in late September, to remain unchanged when it is finalised at the FIA World Council meeting in December, and this will be a relief to teams. Because the current running order of races (with or without Korea and New Jersey) is significantly different from this year, teams would face increased logistical costs and confusion as they plan their race schedules for 2014.

New-look Mexican GP circuit



OFFICIAL

The 2014 Formula 1 calendar

 16 MAR Australia, Albert Park	 30 MAR Malaysia, Sepang	 6 APR Bahrain, Sakhir	 20 APR China, Shanghai	 27 APR Korea,* Yeongam	 11 MAY Spain, Barcelona	 25 MAY Monaco, Monte Carlo	 1 JUN America,* New Jersey	 8 JUN Canada, Montréal	 22 JUN Austria, Red Bull Ring	 6 JUL Great Britain, Silverstone
 20 JUL Germany, Hockenheim	 27 JUL Hungary, Budapest	 24 AUG Belgium, Spa	 7 SEP Italy, Monza	 21 SEP Singapore, Marina Bay	 5 OCT Russia, Sochi	 12 OCT Japan, Suzuka	 26 OCT Abu Dhabi, Yas Marina	 9 NOV USA, Austin	 16 NOV Mexico,* Mexico City	 30 NOV Brazil, São Paulo

*Subject to circuit approval

NEWS

Ward ups pressure on Todt in FIA electioneering

FIA presidential candidate David Ward questions the suitability of Bahrain hosting a grand prix

David Ward has made quite an impact since he announced his intention to stand against Jean Todt for the FIA presidency in December.

First, Ward accused Todt of “trying to orchestrate support letters [for his re-election] while attending FIA meetings, which I think is clearly in breach of the rules.” In response, Todt maintained the letters were spontaneous.

Ward has now told the BBC that he would look at whether the Bahrain GP should remain on the calendar. He says the situation in which the race was cancelled following the suppression of civil unrest in 2011 and its subsequent reinstatement in 2012 was “very poorly handled” and had “all the hallmarks of decision-making on the hoof right up to 24 hours before the race”.

According to Ward, he would have kept the race off the calendar for longer: “I think what is merited in the circumstances is an investigatory visit to look at things on the ground to talk to all sides as far as is possible and to make a judgment based on that.”

He criticised Todt’s decision to send the head of the Spanish motorsport federation on a fact-finding mission to Bahrain in early 2012, saying he was unsuitable. Instead, he says the FIA should send a “credible external expert”, mentioning Edwin Glasgow QC, who chaired both the Bloody Sunday Inquiry and, more recently, the International Tribunal hearing into Mercedes’ illegal tyre test.

Another matter of concern to Ward is the decision not to put the new F1 tyre contract



David Ward: the gloves are well and truly off

out to tender, which he believes could leave the FIA in breach of its obligations to the European Commission under competition law. He also wants to strengthen the FIA’s rules on anti-corruption, which would threaten Bernie Ecclestone’s position if he is convicted in Germany. In a further attack, he also said: “Jean has been slow to appreciate how serious the cost control issue is in F1.”

NEWS

Pirelli to remain as F1 tyre supplier

The new Concorde Agreement, signed by FOM and the FIA, retains Pirelli “for a transition period”

Pirelli look set to continue as Formula 1’s sole tyre supplier for 2014, but doubt remains about their future in the sport beyond that.

Despite interest from Michelin, the FIA has ruled that Pirelli will stay on next year, providing they meet required technical and safety standards. The ruling was based on practicality, due to the lateness of the decision and the fact that most teams had already struck commercial agreements with Pirelli.

But the FIA has made it clear that this arrangement is “for a transition period” and that there will be a tender process for the supply for 2015. It is “in charge”



of this process while Bernie Ecclestone runs “commercial negotiations with potential suppliers”, such as Michelin. This arrangement for appointing a single tyre

supplier will also be used to decide fuel providers for the sport, under the terms of the new Concorde Agreement, the document by which Formula 1 is governed.

The long-running saga over the signing of the Concorde Agreement finally appears to be drawing to a conclusion. The FIA and the sport’s commercial arm FOM have both now signed the document, which just leaves the teams needing to do the same.

As ten of the 11 teams on the grid (Marussia being the exception) already have commercial deals with Ecclestone running until 2020, that should be a relatively simple process.

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PITPASS TECH

Explaining the hidden brilliance that drives Formula 1 forward

THE SCIENCE BEHIND...

2014 aerodynamics

When engineers refer to points of downforce, what do they mean?

When we discuss downforce or drag, we try to normalise results so that ambient conditions are irrelevant. If we simply talked about how many newtons of downforce were produced at, say, 200mph, this would vary between a hot day when air density is low, and a cool day when air density is high. Aircraft pilots know about this and adjust take-off speeds depending on ambient conditions as the lift their craft experiences also varies with temperature and air pressure.

To eliminate this ambiguity, we express downforce by means of a term we name the 'lift coefficient'. Of course, since it is downforce we are interested in, the number is negative. This

coefficient is a number that, when multiplied by air density and the square of the speed as well as a reference area, will tell us the actual downforce. The reference area is generally the frontal area of the car but, although many teams express this as 1.5 square metres, there is no hard and fast rule and so the way one team expresses the lift coefficient may be slightly different to another.

Let's say a car has a lift coefficient of -3.50. The gains made in the windtunnel will often be of a magnitude shown only by the second decimal place of that coefficient and, for convenience, aerodynamicists talk about this being a point. Therefore if we improved our downforce by one point we would increase the coefficient from -3.50 to -3.51. In fact, downforce gains are so

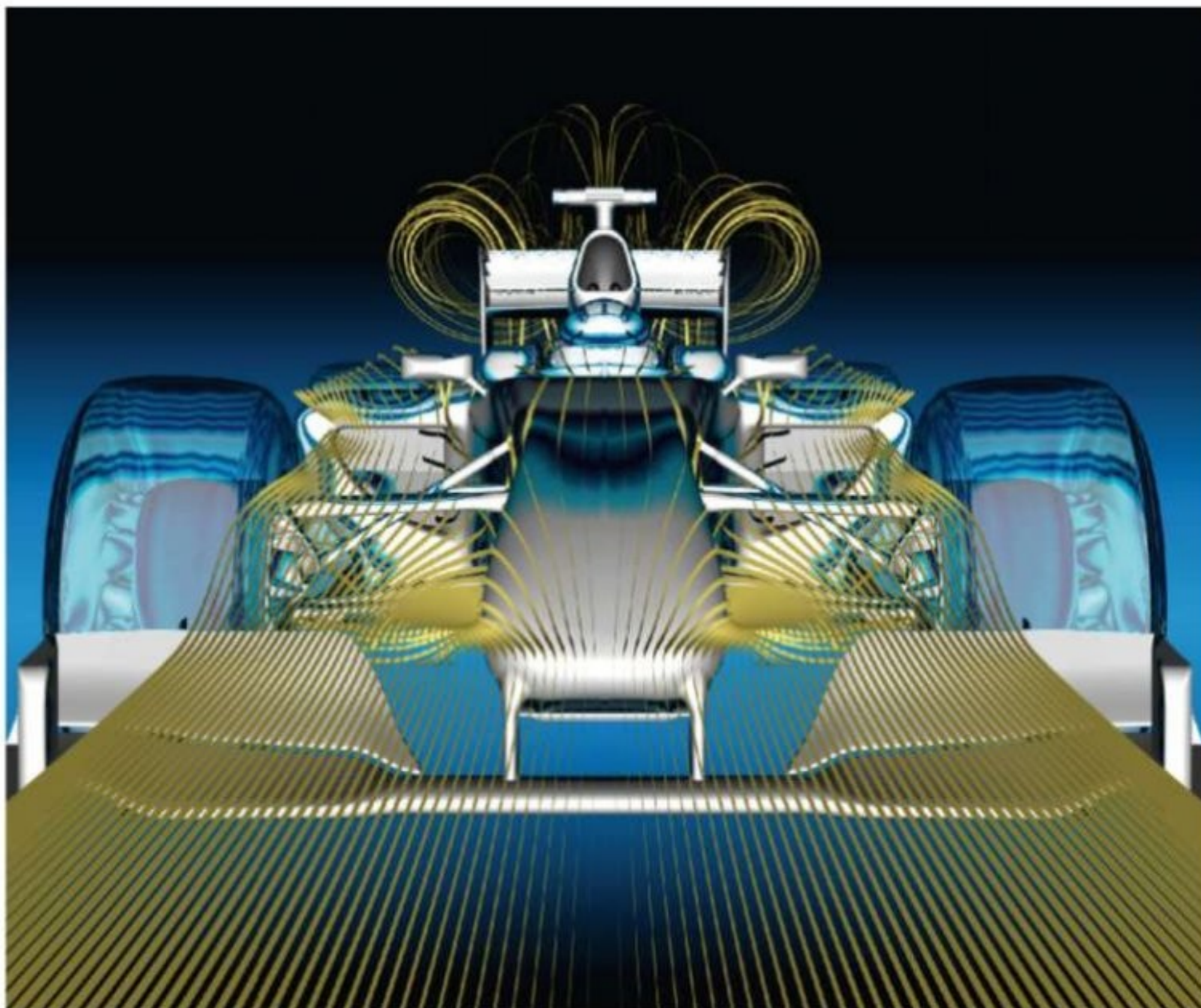
hard to come by that we often use the third decimal place as well and this increment is termed a 'unit'.

So a point is really nothing?

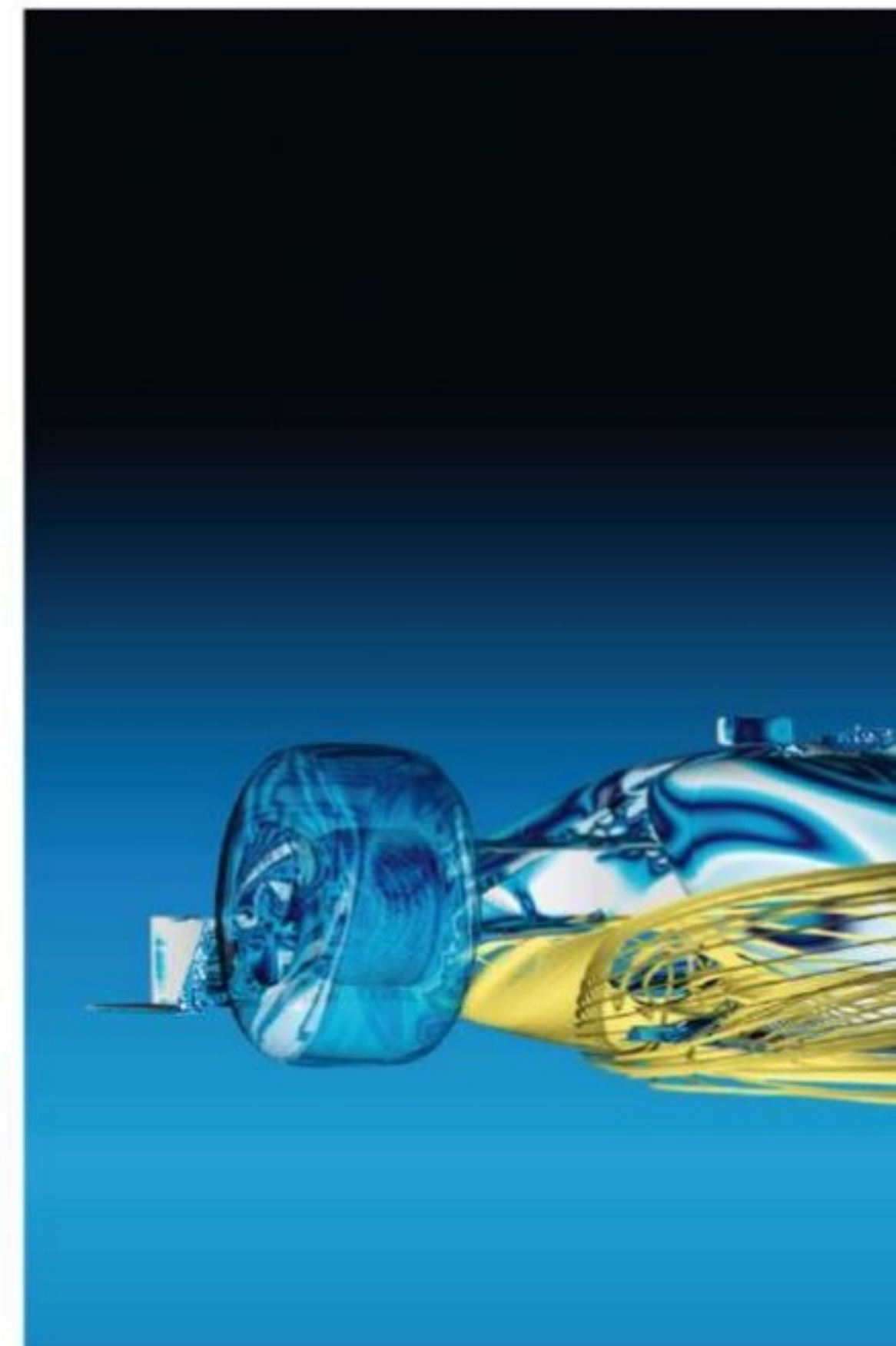
It's true that it is a small percentage and the effect of a gain of one point will vary from circuit to circuit, but, as a rule of thumb, a gain of three points will represent a lap-time improvement of 0.1 seconds. Given how close racing is these days, that can be very significant.

Engineers also talk about aerodynamic maps. What are they?

The downforce a car generates is affected by the car's ride height, steering angle, exhaust gas mass flow and other factors. To understand these interactions, we show them on a contour chart where the axes may be front and rear ride height and the contours express the level of downforce for example. These map shapes



"All components must work in aerodynamic harmony, but the most important element is the front wing"





DOES THE GREATER FOCUS ON THE POWERTRAIN FOR 2014 MEAN AERODYNAMICS WILL BE LESS IMPORTANT?

No, not at all. The new powertrain regulations certainly present a fresh challenge, but their additional cooling requirements will need great attention from the aerodynamics

group. Nothing, however, has changed the fundamental fact that additional points of downforce will still provide the main way of increasing performance.

are as fundamental to performance as the headline coefficients, and one of the objectives of developing the aerodynamics of a car is to make these contour shapes smooth and consistent. If they are, then the engineers can set up the car to ensure a predictable aerodynamic performance as the speed and attitude varies. If the map shapes are poor, the car is hard to set up and equally hard to drive.

How does this affect the 2014 cars?

There are fundamental changes to the bodywork regulations for 2014. Significantly, the width of the front wing has reduced from 1,800mm to 1,650mm. This is coupled with regulations aimed at forcing designers to lower the nose of the car to make them safer in accidents.

While every component of the car has to work in aerodynamic harmony, the most important element is the front wing, which makes the change fundamental. When the width was

increased in 2009, it took designers a while to optimise the outwash from the wing tips but you can see the increasingly complex front-wing endplates and outer portions of the wing as evidence of attention paid to this flow. With the tip moved further inboard so that it is more shadowed by the front tyre, a whole new design process is kicked off.


Equally, at the rear, the lower wing element, often called the beam wing, is fundamental in connecting the flow structures of the top wing and the diffuser, so the whole becomes more than the sum of the parts. In 2014 we can no longer place a beam wing in a favourable position, so performance is greatly reduced.

The exhaust position has also been altered: a single tailpipe will be positioned above the gearbox and will have a much-reduced ability to augment aerodynamic performance. Coupled with a slightly shallower top rear wing, downforce has been cut both front and rear.

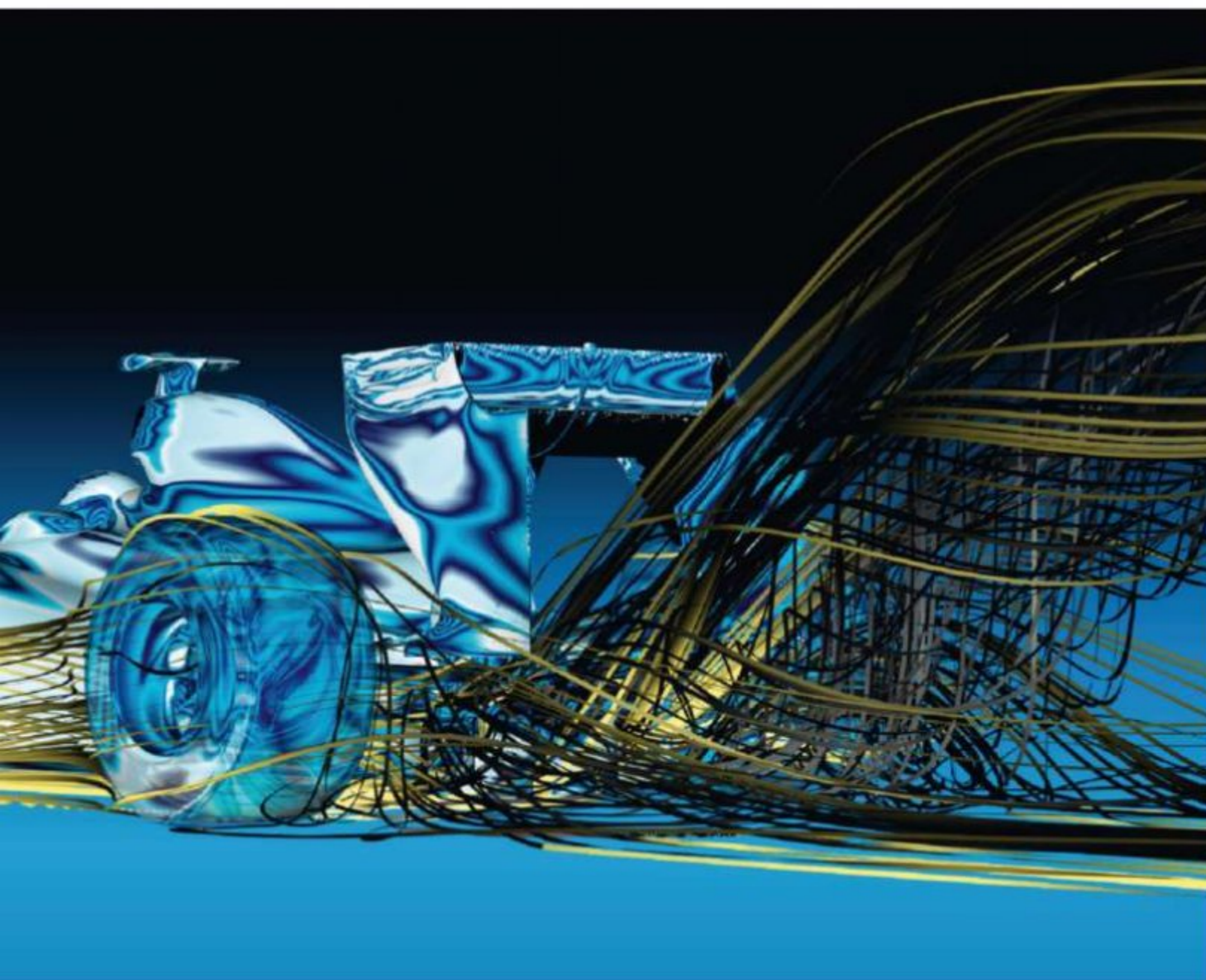
How much will this slow the cars?

That's the big question. When the new designs first entered the windtunnel, they were probably 30 per cent down on the current cars, even without exhaust effects that enhance the current aerodynamics. They have improved since then, but we will see a significant drop in aerodynamic performance at the start of the year.

Will it take long for them to catch up?

Ordinarily, I'd say it will take some time, but F1 aerodynamicists are a wily lot! Remember the 2009 rules were designed to arrest development but the semantics of rule interpretation allowed the double diffuser to step performance much higher than anticipated. Will there be a similar breakthrough this time? Wait and see. 

• *Correction: In September's 'Pitpass tech', we wrongly captioned a roll hoop as being made of nylon when it was actually made from titanium. We should have also credited 3T RPD for the use of photographs printed.*





Peter Windsor RACER'S EDGE

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

EVERY F1 WEEKEND IS DIFFERENT. BUT IN A WAY, THEY'RE ALL THE SAME...

It was the Singapore paddock, but it could have been anywhere. The people moved. The movers moved. Everyone glanced at everyone else until suddenly, with so much to see, with so much not to miss, it blurred into the Great F1 Interrupt, or the Keep-Talking-While-I-Take-This-Call-F1-Multitask. You find a quiet corner. In the trees nearby, a lone bird offers its own kind of tweets. You sip some water. You stay and watch.

They walk past, en route to Race Control, or to their garages, or back to the nether regions of the track from whence they came. Faces in the crowd. Real people. Racers without the glitz. The non-celebs. You list them in this small pocket of the day.

Paul 'Chucka' Monaghan, the engineer who left McLaren to join Red Bull when it was still basically Jaguar. Loves tennis. Doesn't crave attention. He's walking quietly over to Race Control. Another race. Another win.

Eric Boullier, formerly of GP2 team Racing Engineering and now running Lotus with the understated but very able Patrick Louis. Kimi and James Allison may be leaving for Ferrari, but Eric still knows how to put together a race team. He believed in Romain and now believes in Nick Chester. It'll happen. He doesn't say much, doesn't speak loudly. He's just walking to the garage.

In the background, the Porsches boom. The tweets are drowned. Earl Bamber, a still-young New Zealander who did well in single-seaters in Europe, is in the process of scoring the win that underscores his talent. No one notices. The grandstand audience is sparse. The F1 paddock grinds on, oblivious.

Kimi might be leaving for Ferrari, but Lotus team boss Eric Boullier still has faith in Romain Grosjean



Derek Warwick strolls across to the FIA compound with wife Rhonda. 'Deronda', they named their house. Always there. Always a constant. Always having a laugh. Always straight. Derek on this occasion is an FIA steward. He still looks fit and he still looks sharp. Must

be the Mars bar he's munching prior to his long evening's work.

Eddie Baker in smart white shirt, grey trousers and shiny shoes, stands blank-faced outside the FOM TV facility. A Brabham mechanic from the Charlie Whiting/Herbie Blash days, Eddie now lives in Adelaide, Australia, travels frequently on F1 business but works behind very closed doors. Impressively, a couple of hours later, he would be seen striding quietly from the circuit, large briefcase in hand, even as the F1 cars began their formation lap.

Peter Stayner, who ran Brands Hatch when they still had a proper press box opposite the start/finish line, is heading towards the entrance gates, presumably to meet a guest. Pete has been a McLaren man since '89. He worked for Yas Marina from 2008-11 but he's now back with the boys from Woking. A brand ambassador. Team shirt. Always immaculate. Always professional. Peter's racing roots are undeniable. Knows his stuff. Always obliging.

And there's Mika Salo, looking as though he doesn't give a stuff about once having raced in F1. This afternoon he's just a part of Finnish TV. He wears long shorts and a baggy T-shirt. He's a little unshaven, too. A normal guy who loves Harleys and munching a decent bit of sushi. Does he wish he'd won that '99 German GP? Probably. Does he think about it much? Probably not.

Mark Arnall, Kimi's physio and trainer, is equally relaxed. Kimi may have trapped a nerve in his back, and Mark may be working overtime to reduce the inflammation, but he's still the neat, organised, softly spoken and very polite F1 guy he always was. You can see why Kimi has him around. He's part of normality. He loves the background, hates the spotlight. He doesn't know the meaning of the first person singular. He's walking over to the medical centre. No rush but plenty of pace.

Mike Negline still looks unfamiliar in FOM uniform. A McLaren man from way back, and an Aussie, he worked for Ron Dennis because Ron was and is a racer who ultimately gets things done. Then came an offer to work for FOM, liaising with the teams on all matters logistic. He loves the job – and the teams love him. A round peg in a round hole. We don't often see that in F1.

James Calado, the English GP2 driver, strides purposefully back from a meeting with the stewards.



The people who make up a grand prix weekend: some are familiar faces, some less so but still every bit as important



Penalty or no penalty? His expression says it all. He's a quick guy who raced closely against Valtteri Bottas in GP3 in 2011. Plenty of Racing Steps Foundation backing. His ART GP2 season, though, has been a challenge.

Phil Prew, McLaren's senior operations engineer, has just given a talk at a local university. Another organised racer with a crystal-clear mind, he's the epitome of an F1 engineer, with whom you can never converse enough. And that's partly because he's always

"Faces in the crowd. Real people. Racers without the glitz. The non-celebs. You list them in this pocket of the day"

learning. There's no ego there, no obvious persona. He just works and works and works.

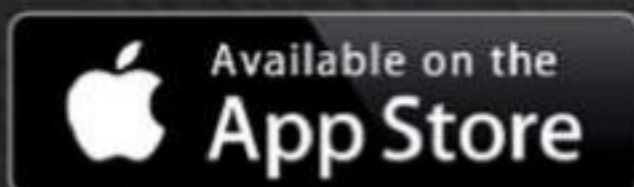
Dr Jonathan Palmer, in pink polo shirt, looks strangely tense. His son, Jolyon has, the day before, won the GP2 feature race. Jonathan was an extremely fast and able racing driver in the Ralt-Honda F2 days and has since become something of a magnate in British motorsport circles. Withal, he is a doctor of medicine who loves his motor racing and thinks creatively. Why is he so tense now? I suspect it's because this is The Moment. Jolyon has won on a very big stage. Now the result must be maximised. And that won't be easy. Not in an F1 paddock.

Alfonso d'Orléans-Borbon, owner of Racing Engineering, wanders over. Yes, his man – the very fast Fabio Leimer – has slightly extended his points lead; no, the massive post-race shunt was not Fabio's fault. The big thing now is getting the car rebuilt before the next race. All the parts are being flown directly to Abu Dhabi. It's a pressure cooker. He walks back to the wasteland of the GP2 paddock, away from F1, still in his own, very able world of motorsport. Another good man never seduced by the gloss.

My walkie-talkie speaks. The spell is broken. I head over to the TV compound. Behind me, they're in a frenzy about the arrival of Celeb A. Above me, high up in one of the trees, a little bird sings again. 📻

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Dieter Rencken

POWERPLAY

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

HAS JEAN TODT'S LOW-KEY APPROACH TO THE FIA PRESIDENCY UNDERMINED HIS SUCCESS?

Todt has the full support of six F1 team bosses and former rival Ari Vatanen, yet faces a challenge to his presidency in December's election



FIA president Jean Todt has had a rough ride these past four years, and the signs are that things are about to get even rougher for the 67-year-old Frenchman – at least until 6 December when the result of the four-yearly FIA presidential election will be announced.

Todt was described after his 2009 election as “unquestionably the outstanding motorsport manager of his generation, and arguably of any generation” by predecessor Max Mosley, who added a belief that Todt would “continue but also extend the work of the past 16 years”. Yet Todt now faces stern opposition from those very Mosleyites whose support in 2009 enabled him to trounce rival Ari Vatanen 135 votes to 49.

Todt's – thus far – only opponent is David Ward, Labour Party political strategist-turned-FIA Foundation director general. In 2009 he openly endorsed Todt, taking time out from the organisation founded by Mosley via proceeds from the sale of F1's commercial rights to entities controlled by his friend of 30 years, Bernie Ecclestone, to write Todt's manifesto.

This agreement, which leased the sport's rights for 113 years for a relative pittance (\$360m), was massaged down obstructive Brussels corridors by Ward, among others, but left the FIA cash-strapped.

So Todt inherited a far from healthy organisation, forcing him to dedicate the past four years to totally restructuring the FIA, its statutes and procedures, and

squeezing additional revenues out of the commercial rights holder, which paid five times the original price for 66 per cent control, yet stands to yield billions over a decade – of which none will go to the FIA.

After years of neglect, most categories of motorsport bar F1 were in disarray. Todt conceived structures to oversee their rehabilitation: despite the global crisis, the World Rally Championship attracted Volkswagen and Hyundai. Portends for other series are equally positive.

When Todt assumed office, F1 was still reeling from the aftershock of Mosley's privacy issues, ‘Crashgate’, the 2009 breakaway series threat, a flawed 2010-12

Concorde Agreement, the high-profile withdrawals of Honda, BMW and Toyota, and the need to force through F1's ‘green’ four-cylinder engines as originally devised for 2013 introduction.

Add intra-team squabbles over cost-cutting, worry over the viability of the four nascent teams attracted by ‘cut-price F1’ (USF1 proved stillborn; HRT lasted three years), and Todt was immediately faced with an overflowing in-tray. So is it any wonder, that he did not “extend” the work of the “previous 16 years”, during which F1 was characterised by vitriolic infighting of a type not seen in other sports? Instead, Todt set to work quietly without drama, absorbing criticism stoically.

But that is Todt's style, as it was from 1981-85, when he led Peugeot from chaos to WRC domination; when he restructured Peugeot's motorsport activities in the aftermath of Group B's demise on safety grounds (taking Peugeot on record-setting sprees in Dakar, Pikes Peak and Le Mans); when he rebuilt Ferrari from 1993-97, setting the scene for what proved to be a red-wash. Each was a four-year project and if he was condemned during each early stage for being invisible, he was subsequently criticised for being too successful to the detriment of the sport.

Whether WRC, Le Mans or Ferrari, the pattern was identical. Now, though, there is a difference: where in the past Todt's contracts were renewed without question, in December he faces a fight for re-election from unexpected quarters.

During June's FIA Sport Conference Week, the full extent of Todt's achievements became apparent, with delegates from across the globe paying tribute to his vision for motorsport development in places such as Sri Lanka and Botswana, while the FIA's International Tribunal was completely revamped on his watch, as were the FIA Statutes. Simultaneously, F1 enjoys stability for the first time since 2009. At the time of writing a new Concorde Agreement had been signed, while at a recent press conference six F1 team bosses called for a continuation of Todt's presidency.

All this, though, counts for nought come ballot time, for only the (paid-up) members of the FIA's General Assembly can vote to determine the FIA's future direction, and those thus privileged would do well to reflect on Todt's history of four-year cycles. Perhaps unsurprisingly, Vatanen is backing his former rival.

• Turn to [page 96](#) for an interview with Todt's presidential challenger, David Ward.

PHOTO: CHARLES COATES/LAT

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VALTTERI BOTTAS

ROOKIE YEAR

The Williams racer reveals all about his first season in F1

THERE ARE SOME MORNINGS WHEN ALL YOU WANT IS A LIE-IN...

Sometimes the life of a Formula 1 driver isn't as glamorous as it might seem when you watch it on TV. A few mornings ago I was planning to lie in, when I heard some banging downstairs. It was only six, so I decided to turn over and ignore it. The noise continued and I realised someone was hammering at my front door. I assumed it was an over-enthusiastic postman with a parcel so didn't think it was worth getting out of bed.

But after five minutes he was still there and the hammering was starting to get a bit more intense, so I decided to get up and see what he wanted. I opened the door to discover a man from the UK anti-doping agency, who wanted to collect a sample. He showed me his UKAD ID straight away, so I knew it was genuine.

He then followed me into my home and I wasn't allowed out of his sight until I'd provided the sample.

It was the first time I'd ever done it, so it was a bit unusual, but my girlfriend, who is an Olympic swimmer, has had a number of anti-doping tests in the past. I believe that both Fernando Alonso and Max Chilton had a rude awakening that morning, too.

The anti-doping policy is a very serious deal. Every F1 driver and major sportsman has to supply details of where they will be on every single day of the year, three months in advance. Those are the rules that you

sign up to, so they need to know what you are doing and where you will be staying. For nearly half the weekends of the year that's pretty easy, because they only have to turn on the TV to see where I am!

The information is held in the strictest confidence, of course, but it means that if your plans change, the Anti-Doping Agency must be updated. And also, if you fancied a secret weekend away, you can't. They always have to know where you are.

Having been woken up so early, I decided to go cycling across the

Oxfordshire hills close to the village where I live, before heading into the Williams factory in Grove for a catch-up with my engineers.

I go into the factory after every grand prix to have a debrief about how the weekend went and to analyse what we could have done differently to improve our performance. Pat Symonds has now joined our team as chief technical officer and he brings a lot of experience with him. He's spent the first couple of races just watching and learning how we operate and now he's started to implement some ideas to help the team improve. One of his first priorities has involved working in the factory rather than going to races, because there is a lot of work to do – especially with the seismic changes in the regulations for next season. I've already spent a bit of time talking to him about

"A few mornings ago I heard some banging downstairs. It was only six. I assumed it was an over-enthusiastic postman, but after five minutes the hammering was more intense..."

the car, my driving and how the team operates at the moment and what we could do to change things. It's exciting that he's joined us and I think there's potential for good things ahead.

One of the things that Williams – and all the teams – have to consider, is how we balance resources for the final part of the year. We have another technical upgrade planned for one of the final races of the season as we are still pushing for points. Where we finish in the constructors' standings is crucially important for the team. And yet we also have to concentrate on developing next year's car because of all the aerodynamic and engine changes coming in for 2014. So this is a critical time for all of us. Still, with someone like Pat Symonds coming in and with all the experience we have at Williams, I'm confident that everything will work out for the best.





Finally, the team were very kind to me recently as I celebrated my 24th birthday. The team's chef, Jon Smee, baked me an amazing cake, which Michael Caines [Michelin-starred chef and Williams ambassador] presented to me, and I was given a number of gifts by the team, including dinner for two in a top Finnish restaurant, which I'm really looking forward to. Thank you to everyone who sent me birthday wishes on Twitter, too. It meant a lot.

"Pat Symonds has now joined our team as chief technical officer and he brings a lot of experience with him"



PHOTO: GLENN DUNBAR/LAT

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★ STAR LETTER



Does Sebastian Vettel deserve a bigger challenge than Daniel Ricciardo?

Seb vs Dan? It's no contest...

The news that Kimi Räikkönen is going to Ferrari has created an interesting role reversal in F1, with Ferrari abandoning their traditional policy of a clear number one and number two to field a driver line-up that only the likes of McLaren may have considered in the past. Strangely, Red Bull have taken on Ferrari's safe and steady policy of a clear number one and a second driver unlikely to present a sustained challenge.

The loser in this situation is Sebastian Vettel. If Red Bull have another class-leading car in 2014 and Seb wins another title with no competition from the other side of the garage, what value will this have? I can't believe that being booed by fans every weekend really has no effect on him. He's an amazing driver, but proving himself against another champion is what he needs to put the image-damaging 'multi-21' fiasco behind him, show what he can do and silence the booing. In hiring a junior driver Red Bull have done Seb, F1 and the fans a disservice by denying them tooth-and-nail competition at the head of the field between the two best cars.

Brian Kiloh
 By email



STAR PRIZE

Brian Kiloh wins a Silverstone SuperChoice Anytime Voucher. For more details, visit www.silverstone.co.uk/experiences. Hotline number: 0844 372 8270

The perils of hitchhiking

Aside from the stated and very much overplayed danger posed to other drivers when Alonso stopped to give Webbo a ride in Singapore, why are the stewards being so petty and harshly punitive about such an outstanding display of sportsmanship? Fernando's gesture made for amazing footage – not to mention great PR for the sport.

Marcus Darwell
 Ontario, Canada

Stars in her eyes

I've been reading *F1 Racing* for years and recently won tickets to the *Rush* world premiere. What a fantastic night we had, walking down the red carpet and shaking hands with Ferrari's Stefano Domenicali – all before watching an amazing film. To see the 1976 season portrayed on the big screen was outstanding and made me appreciate what amazing men Lauda and Hunt were. And after the film I was lucky enough to get my photo taken with both Martin Brundle and Mark Webber!

So thank you *F1 Racing* for this once-in-a-lifetime opportunity.

Sian Bloxham
 By email

Grace under pressure

There's been much debate about fans booing Vettel. While it's not the most sporting thing to do, may I suggest why I think fans feel this is acceptable? Yes, Seb's a great driver, but his domination would be better accepted if he'd tone down the finger pointing and the 'that's-what-I'm-talking-about!' Schumi dominated F1 for five years and (bar Austria 2002), I don't recall him being booed when he won.

Matt Bennison
 Herts, UK

NEXT MONTH...



GREAT SCOT! WHAT NEXT FOR PAUL DI RESTA?

Quick but misunderstood: we find out what makes PdiR tick **PLUS...**

- > Mind games: find out where Ferrari drivers train their brains
- > Tokyo drift! Fast and furious with Giedo van der Garde
- > Marussia's Max Chilton answers YOUR questions*

DECEMBER ISSUE ON SALE 14 NOVEMBER



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Now *that* was a car



No. 21 The Tyrrell 003

This variation on Ken's first self-named chassis proved indomitable

In 1971, money from the French petroleum giant Elf began flowing into a tiny corner of Surrey, and a leafy woodyard became a world-renowned grand prix car-manufacturing facility.

The previous year, Ken Tyrrell had grown disenchanted with the pace of his paid-for March chassis and commissioned designer Derek Gardner to create the first Tyrrell car. The 'SP' ('Special Project') was devised by Gardner at his drawing board in a Portakabin in Ockham, Surrey, and made its grand prix race debut in Canada in September as the Tyrrell 001. Jackie Stewart put it on pole, but mechanical issues meant it never finished a race.

'Chopper' Ken had forked out £9,000 for the March chassis to go 'off-the-peg' racing, while the 001 had cost him £22,500 to construct. But it was a price worth paying when balanced against his ambitious plans to turn Tyrrell into a self-supporting Formula 1 team.

As the 001 launched, Gardner was already reworking the design to create its successor. The 002 had a longer tub and wheelbase, and increased elbow room in the cockpit to better accommodate lanky François Cevert. A shorter-wheelbase version of the same chassis,

the Tyrrell 003, was made for Cevert's shorter team-mate Jackie Stewart, and the two cars were raced concurrently

Gardner was particularly safety conscious and added a 360° roll hoop, which bolted directly onto the monocoque and had pick-up points to which the rear suspension was connected. Rather than bracing the hoop on the engine-cam covers, as was the case on the 001, he instead applied forward support for the roll hoop with connections on the monocoque. As the year progressed, Gardner experimented with an interlink suspension at the rear to try to improve traction, while various nose sections were trialled as a result of pioneering work at the University of Surrey windtunnel. The blade nose had less drag, but the wedge-shaped nose cowl produced more downforce.

The 003, raced only by JYS, won on its debut at the 1971 Spanish GP and took a further seven victories (into '72), making it, at that point, the chassis that had won more races than any other in the history of F1. Tyrrell scooped the 1971 drivers' and constructors' double – not bad for a little team from such humble beginnings. 🏁



WORDS JAMES ROBERTS PICTURES JAMES MANN



THE TYRRELL 003 TECH SPEC



Engine	Ford Cosworth DFV V8
Layout	3-litre V8 90°
Brakes	Girling discs
Tyres	Goodyear
Fuel	Elf
Gearbox	Hewland FG400, 5-speed manual
Wheelbase	243cm
Length	386cm
Height	91.4cm
Weight	546kg
Notable drivers	Jackie Stewart

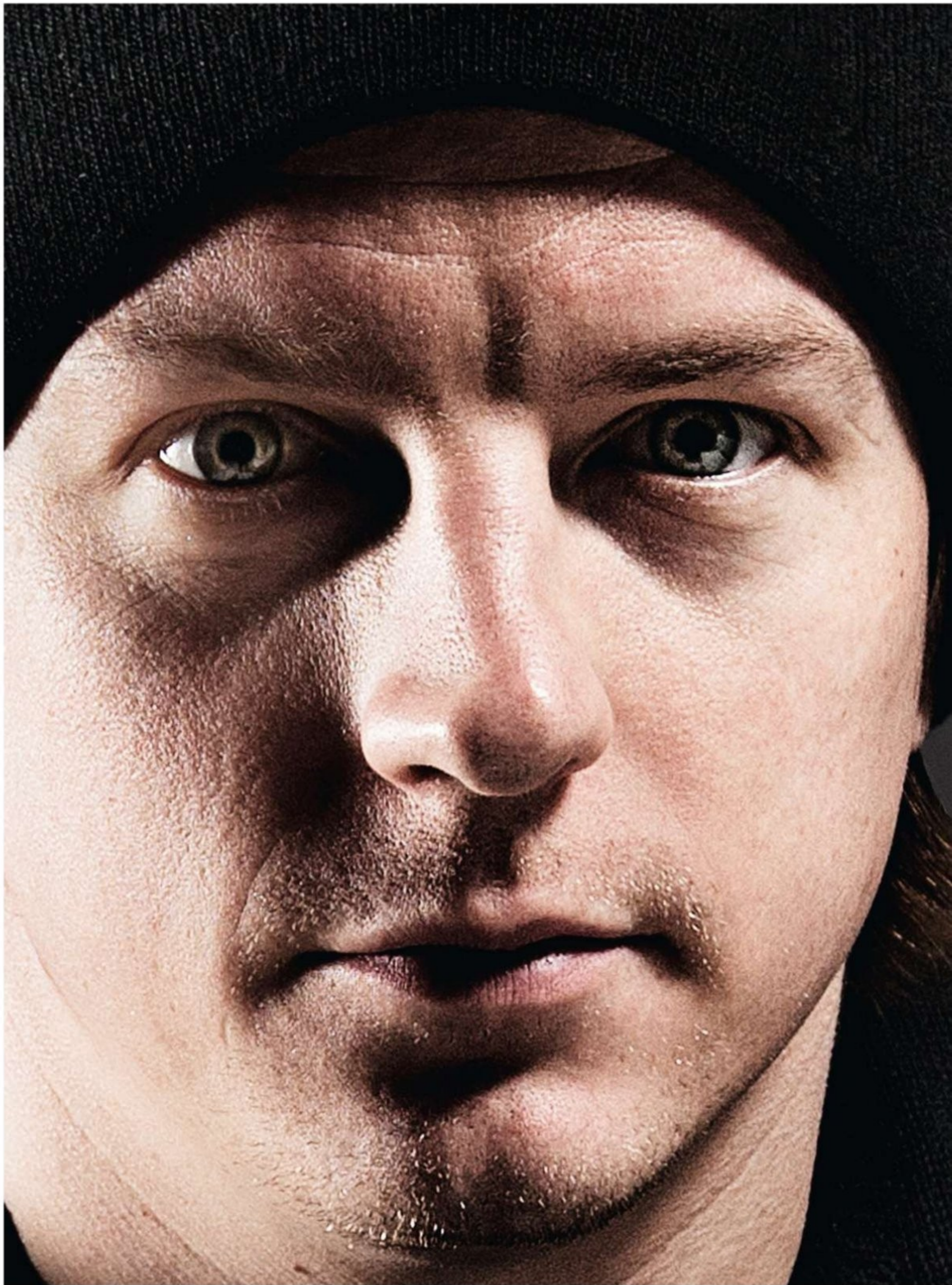


KIMI vs FERNANDO



You know this man is fearless.
We know his worst nightmare...





Regardless of who is ultimately quicker, next year Kimi Räikkönen could *really* push Fernando Alonso's buttons. So will running two 'equal number ones' actually give Ferrari what they want?

WORDS PETER WINDSOR
PORTRAITS ADRIAN MYERS &
ANDREW FERRARO/LAT

As with all great rivalries, the players are poles apart. First, there's your Spanish *bandolero* who'll keep smiling even as he inserts the knife. He's grown up the hard way – from nowhere in Spain (in a motorsport context) – to the centre of the F1 universe. He's lived and won with Flavio; he's still got a bunch of secrets about that year at McLaren; and, although, like the rest of them, he's trying not to count how many wins Sebastian Vettel now has to his name, he's still the racing driver's *racing driver*. The guy who best does the job on Sunday. The driver who can pick up a car by its Pirellis and carry it around on his back.

He dismisses, though, invitations to meet with said Pirelli engineers; he runs a ship of which you're either a part or you are not. If you're not abjectly *for* him, say "*buenos dias*" to him at your peril. When he blanks you he *blanks* you, mouth turned down at the edges, eyes glazed. He colours, therefore, about 70 per cent of the 2013 Ferrari garage.

Of course he's delivered. Didn't he almost win the 2012 championship with a *burro* of a car? Didn't he perform miracles when everyone else was bleating about Coandă effect and blown diffusers? Who could blame him for expecting Ferrari finally to get it right in 2013? Isn't that the point about Ferrari? You drive for them, you put up with them, but, eventually, some time within a three-year period, when they've thrown enough money and people at the car to build a winner – eventually you're supposed to be given the car you need. Isn't that what happened to Kimi back in 2007? Isn't that how it was supposed to be this time?

And then there's your Kimi, for whom it was good when Ferrari made that approach at Silverstone. He can't be bothered with grudges and things. Too →

KIMI vs FERNANDO

complicated. Too time-consuming. Too energy-draining. Even so, that last trudge up the steps to the hotel in Abu Dhabi in '09 was something he'll probably never forget. Ferrari didn't want him for 2010 and that had killed his motivation.

Then, after a while, he knew that he couldn't do without it. And some of the teams out there seemed to be interested. That was nice. Not Ferrari. Not McLaren. Not Red Bull. They either didn't want him or they were full. Williams seemed serious, though. And so did Lotus. It was sad about Robert. But what could he do? The offer was there. He took it.

He enjoyed it. He could perhaps have done a bit better in qualifying but he was happy with the race days and he was happy with the guys. For what they have, the team is impressive. Very organised. Very creative. Winning felt good again. And, unlike McLaren or Ferrari, they didn't ask too much of him away from the car. Just a few TV ads. Just a few fun things.

Then James Allison left. And then came the word from Ferrari. They agreed to just about everything – the big retainer, the scaled-down sponsorship stuff.

So what's next for Felipe?

The answer is, I'm afraid, not much. I think he's achieved too much to want to ask for money to keep him in business. He would accept a drive at Sauber, I suspect, if it meant being paid a bit of a retainer – but no mid-field team is in a position to do that. The sums of money they are *not* generating from the car are too great; the exposure they're *not* getting from TV is too obvious. There are enough rent-a-drivers out there to fill the back half of the grid. Felipe *should* find a slot on merit, but short of a miracle, I don't see that happening.

I hope he doesn't compromise. Taking money to a team would, for Felipe, be tantamount to selling his soul. The accident in Hungary changed things, as did that day in Germany, when he handed the win to Fernando. His dignity can't take much more. He needs to be a *racing driver* – and someone out there needs to believe that.

The shame is that Fernando wanted Felipe at Ferrari for another year. That hasn't happened. Nor, I believe, will a swap deal with Lotus. The future? Maybe something corporate with Ferrari? Maybe some other form of racing. Or maybe some peace and quiet...



Next year? It's Fernando's team, Fernando's garage. He, Kimi, will just do his thing. He'll just turn up and drive. He won't say much. He won't ask for much. He's not desperate. He won't expect much. He never was a guy to be out there, demanding this or that. He'll just relax and enjoy it. At first it's me, me, me. Later on it's okay – no problem. And usually it comes back your way. There'll be plenty of variables on race day. Plenty of engine things and other stuff to play with. It'll probably be the happiest time of his career.

You can see it now: the Ferrari is quick in pre-season testing, with Fernando setting the pace. Fernando outqualifies Kimi in the first three races but has, say, a first-corner drama in Melbourne followed by two mechanical glitches in the next two races. Kimi, who has been expecting little and staying quiet, has meanwhile scored a third, a fourth and another third. Suddenly, he is lying a close second in the championship, with Fernando nowhere. How's Fernando going to react? Calmly and with aplomb? Or as he reacted at McLaren, when Lewis Hamilton cramped his style? This is the Latino dynamic for which Ferrari need

to be ready – but inevitably won't be, given their approach to driver management over the past few years. About the only team member who won't be ruffled, I predict, will be Kimi himself. It's an oxymoron these days to attach the adjective 'humble' to 'racing driver', but you won't find a nearer match than with Kimi-Matias Räikkönen. And that, I think, gives him enormous strength.

On the other hand, the new Ferrari may not be an instant race-winner, in which case the politics of the Ferrari garage as a whole will be much quieter. Fernando will wring more from a difficult car and thus will send his reply to the management. *Now who's quick?* Kimi, for his part, will sit quietly and live his life. Nothing to lose.

Kimi will also offer a stark physical contrast to Fernando's style. He is more linear on the approach to minimum speed than Fernando, which means he is earlier with his initial hand movements and softer with his initial brake application. He is also the guy, alongside Jenson Button, who most accurately loads up the outside rear from minimum speed point to exit. Kimi probably needs a better front end than Fernando for any given lap time



Kimi has won grands prix and a championship for Ferrari. Will this competition spur Alonso to a title – or drag him down?





FERRARI'S STRONGEST EVER DRIVER LINE UPS

WORDS JAMES ROBERTS

1950s

Giuseppe Farina / Alberto Ascari (1952-53)

Farina earned a place in history becoming F1's first champion in 1950. In 1953 he was partnered at Ferrari by Alberto Ascari and Mike Hawthorn and the three of them won every championship race, bar Monza.

1960s

John Surtees / Lorenzo Bandini (1963-66)

Motorcycle champion John Surtees clinched the F1 title in 1964, when his closest rivals ran into trouble. Alongside him was Lorenzo Bandini, who took his only world championship win in Austria.

1970s

Niki Lauda / Carlos Reutemann (1977)

The methodical Lauda took his second drivers' championship alongside analytical Argentine Carlos Reutemann in 1977, and Ferrari dominated the constructors' championship that year.

1980s

Gilles Villeneuve / Didier Pironi (1981-82)

In their first year together ('81) flamboyantly fast Villeneuve had the measure of team-mate Pironi. The relationship turned sour at Imola in '82 and Villeneuve crashed fatally during practice at the next race.

1990s

Alain Prost / Nigel Mansell (1990)

Having won the 1989 title in controversial circumstances, Prost moved to Ferrari to partner Nigel Mansell. The Frenchman did gain the upper hand, but got more than he bargained for from the forceful Mansell.

2000s

Michael Schumacher / Rubens Barrichello (2000-2005)

The pair raced in over 100 GPs as Ferrari team-mates over the course of Schumacher's four back-to-back drivers' titles. And the dutiful Barrichello helped Ferrari scoop four constructors' championships.

below the delta – but he can do more with the rear on the exit phase once he has got the car rotated. Fernando, by comparison, can manipulate a front end to do virtually anything he chooses, so supple and rapid are his initial hand and foot movements. This level of car control inevitably leads to a few excess energy spikes from mid-corner to exit, but when the car is below par that's a small price to pay. In a less-than-perfect car, as I say, Fernando is probably unbeatable – although the jury's out on Seb Vettel: we haven't seen enough of him in mediocre machinery to make any sort of meaningful comment.

Who knows at this stage how the new Pirelli/turbo/traction/tyre-management equation

will work? Certainly not Pirelli nor the F1 engineers. What we *do* know is that Kimi will be the yardstick in this department, even if he doesn't have Fernando's ability, as we say, to juggle steering, brake and throttle inputs – and not necessarily in that order – in the first phase of the turns. If rear-tyre management, and linear-power management, become the issues of 2014, Kimi will be dancing with his eyes shut. He was born to solve these problems. Kimi isn't as quick as Fernando overall – to my eye he's approximately 0.1, maybe 0.2 seconds, slower on a Q3 lap than he was in the McLaren days – but he's very capable of outpointing Fernando over a 20-race season; and that is the problem – or the magic, depending upon how you see it. →

KIMI vs FERNANDO



WHEN TWO'S A CROWD

From 2000 to 2009 **Marc Priestley** was a mechanic at McLaren – which meant he got a ringside seat the last time Fernando Alonso had a hard-charging team-mate...

"The outside world sees the surface tension between feuding team-mates, but within the team repercussions are felt more deeply. To the team, the drivers are leaders and role models who inspire and motivate them, often subconsciously. In 2007, once McLaren's drivers stopped pushing for the team and their hatred for the man on the opposite side of the garage bubbled over, mechanics and engineers found themselves following suit.

"In most contentious circumstances – albeit usually in response to incidents with other teams – the natural reaction of a crew is to side with their driver. So a clear divide developed within McLaren once it became obvious that Fernando Alonso and Lewis Hamilton no longer saw each other as team-mates but simply as bitter rivals.

"As an imaginary curtain dropped between the two cars and their crews, the team – or two teams, as it now felt like – operated almost independently of each other. The vital flow of information between them began to dry up, not just because engineers withheld it, but because both sides became too stubborn to ask for it.

"Mechanics, too, felt the pressure to take sides. A team who should have been united in fighting the rest of the world were instead channelling their energy into outdoing each other. There was nowhere to escape: mechanics from both crews lived on the road with each other, shared meals and rooms, yet couldn't talk about the situation.

"For those not associated directly with either driver, together with the 'Spygate' scandal, it took away dreams of winning titles, shared as much by the crew as by the drivers themselves. All this in a team with the best car and a pair of drivers widely considered to be the best."



For those of you who say, "Yes, but what about Ferrari? Shouldn't the team have the two best drivers they can possibly hire? Shouldn't the

boys on the shop floor be entitled to a little more bonus money?" I would say this: get a life. If there's one driver Fernando Alonso *doesn't* want to see winning the world championship next year it is Kimi Räikkönen – and a force as powerful as Alonso can be as internally damaging as it can be externally all-consuming. Meanwhile, the reverse is not true: Kimi, as I say, will just take things as they come to the underlying theme of low-ish expectations and a good, basic feel for the racing life. And if things look as though they are going Kimi's way – through force of circumstance, or because Kimi is doing a better job – then Fernando will be exactly the driver he became at McLaren: I don't like the brakes. Change the brakes. This engineer is *for* me. This one's against me. They're all favouring Lewis/Kimi. I'm being forgotten. I'll hold him up in qualifying. Etc, etc...

And while that in itself may be good news for the scandal writers, and could do something for the TV ratings, it won't be good for Ferrari. It's the sort of wrangling that lets devilishly clever people like Adrian Newey, Sebastian Vettel, Lewis Hamilton and Nico Rosberg dive through holes and seize championship initiatives.

Ultimately, it's disarmingly simple – and it goes right back to the days of Emerson Fittipaldi. Pair him with Dave Walker and you're going to see Emerson at his most confident – at his most polished. Put a Ronnie Peterson alongside him and... Jackie Stewart is going to win another world championship with Tyrrell. Does anyone really remember – or care – that Lotus won the constructors' championship in 1973, or that Williams-Honda

won it in 1986? If you've got a Seb Vettel in one car, in other words, you don't need a Mark Webber, let alone a Kimi Räikkönen, in the other. That's why Adrian Newey has opted for

"Ferrari believe two equal number ones is the sum of all answers"

Daniel Ricciardo. No more Turkeys – no more Malaysias. Likewise, you don't need a Kimi if you've got a Fernando Alonso.

Interesting, isn't it? At a time when Red Bull have chosen to go the VET-RIC route, and to benefit from the orderly Seb-focus that comes with it, Ferrari have selected the same moment to throw away their workable ALO-MAS combination and replace it with ALO-RAI. You'd think, given the way Adrian and Red Bull have dominated F1 for the past four seasons – and the way Michael racked up all those titles at Ferrari – that everyone else would have taken note.

Not at all. They continue to believe that running two equal number ones is the sum of all answers. Actually, it's the sum of all fears. The last thing that any self-respecting, world-championship-contending driver cares about – regardless of what they may say in public – is the constructors' championship. That's for rookies to dream about. That's for number twos to get excited about when it's time for the annual team photograph. It's not about the money, either: Ferrari will earn more in sponsorship and merchandising from winning a drivers' championship than they will *ever* win in prize money from the constructors' title (minus the drivers'). Everybody knows that.

They say, then, that Ferrari's new combo is 'stronger' than Red Bull's. It is – but only if one of the two Ferraris retires in every race. If they're both out there, hunting, the last thing Fernando (and, by default, Ferrari) needs is a Kimi, remorselessly catching him at 0.3seconds per lap with five laps of the stint still to run.

"Fernando. Kimi is on a different strategy. Give way. Give way please."

"Fernando. Acknowledge. Kimi is on a different strategy."

"Fernando..."

"Kimi. Hold station."

"Fernando. Box. Acknowledge."

"Fernando. Acknowledge please. Box"

"Kimi. Box."

"Why box? Tyres are still good."

"Box, Kimi. Box..." 🚗

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KIMI vs FERNANDO

FERNANDO ALONSO'S

Tao Of The Warrior

Calm and calculating; brave and tenacious, Fernando Alonso follows ancient samurai philosophy as he chases title number three. But will Kimi Räikkönen find his weak spot?

WORDS ANDREW BENSON PICTURES ADRIAN MYERS

*"When you aim for perfection,
you discover it's a moving target"*

Fernando Alonso is a keen student of samurai philosophy, as anyone who follows him on Twitter will be aware. That is not a statement you could make about many sportsmen, but then Alonso is not just *any* sportsman.

Alonso thinks about and prepares for his racing in a way unmatched by anyone else. He leaves, as those who have worked with him put it, "no stone unturned, no avenue unexplored, in his pursuit of success." His quest for that elusive third title – a landmark that means everything to him – has lasted seven years, in three of which he has missed out by agonisingly small margins. It is about to enter an eighth season.

Given the circumstances, it would be understandable if Alonso's form had occasionally dipped. If he had struggled a little to motivate himself. If, in short, →





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THE ANCIENT ART OF TWEETING: VOL 1

Fernando's fascination with *Bushido* (literally, 'the way of the warrior') is writ large, both in the samurai tattoo on his neck and in the stream of quotes he dispenses to his Twitter followers. Whether quoting the philosopher Confucius, or later thinkers such as Miyamoto Musashi, his purpose is always to project an image of unruffled inner calm to friend and foe alike or, on occasion, to send a subtle message.....

26 SEPTEMBER 2012

"Only a warrior can handle the road to become unbeatable. His life is a challenge, and challenges are not good or bad, they are simply challenges"

4 NOVEMBER 2012

"A samurai works without hesitation, without confessing fatigue or the slightest discouragement until he completes the goal"

27 NOVEMBER 2012

"No tengo milagros, Yo hago de las leyes correctas mis milagros. #Samurai"

(This, from the Samurai Code, translates as: "I have no miracles. I make righteousness my miracle." It was taken to refer to his belief that Vettel had passed a car under yellow flags in Brazil, thus denying him the title. The FIA disagreed)

the frustration of it all had begun to get to him. On some levels it clearly has. But in the car he has performed for those seven years with an excellence unmatched by any rival. Those who know him well are in no doubt that the warrior comparison is an appropriate one.

"He's unbelievable, isn't he?" says one boss of a rival team. "He always pops up near the front, from wherever he was on the grid."

"Just look at the opening laps of almost any race this year or last," says another senior figure. "Or his entire season last year. He won in Malaysia in a car that couldn't make Q3 in Australia. No one else is able to do that."

"You talk about the warrior approach – any little weakness in other people he will exploit. Inexperience, catching people unawares on early laps - he does whatever it takes."

Alonso applies that natural talent to every situation, in every race, almost without exception.

He seldom has a bad race, but it can happen. He was, for example, uncharacteristically meek in Monaco this year. Even with his car compromised by debris jammed under his floor, it was a surprise to see him mugged by the likes of Jenson Button and Adrian Sutil, on his way to seventh place.

But races like that are exceptions, not the norm. Alonso has made the exceptional normal.

"If the enemy thinks of the mountains, attack by the sea; if he thinks of the sea, attack by the mountains."

Talk to anyone in F1 about Alonso, and a recurring theme is his ability to win races he has no right to win. Ross Brawn and Martin Whitmarsh, team principals at Mercedes and McLaren, speak with undisguised awe of his ability to come within a hair's breadth of the title in 2012 in a Ferrari that had no right to be in that position. Despite a competitive start, Ferrari's 2013 has followed a similar trajectory.

"One of the areas where he's developed, and we're always scared of him and we know we're going to lose out to him," says one senior figure in a rival team, "is in the first couple of laps of the race. He is better than anybody. And he does it

cleanly; he doesn't barge people off the road. He generally gets a decent start and then in the next few corners he makes up places while everyone else is being cautious."

Alonso pulls off moves that defy belief, and he does it on a regular basis. His decisive pass of Lotus's Romain Grosjean after the Safety Car restart in Valencia last year, for example, was almost certainly the best of the past 18 months.

"An incredible passing move," says Red Bull's Mark Webber. "Very, very special."

It was indicative of a wider aspect of Alonso's talent – the ability to see the bigger picture. It was a difficult pass to pull off, and demanded a finely tuned sense of risk/reward balance and of the capability of his car. The courage and judgment required were stunning. That he can do these things is down to a remarkable ability to think about other things beyond simply driving the car on the limit. All great drivers can do it to some extent, but Alonso

is exceptional even in that elevated company.

"He has more spare capacity while driving than anyone I have ever worked with," says one senior figure. Given that person has direct experience of working with Ayrton Senna, that's quite a compliment.

Take Alonso's victory for Renault in Japan 2008. Fighting for the win with BMW's Robert Kubica, Alonso basically told the team what to do. The traditional strategy at a time when refuelling was still a part of F1, would have been to run long before a pitstop, gaining time on your rival while lapping on low fuel after he pitted. Instead, Alonso sensed his best chance was to short-fuel the car for his second stint, and drive qualifying laps throughout.

It was stunning – in the same way as Michael Schumacher's famous '25 seconds in 19 laps' stint was in Hungary 1998. In both cases, it won them the race. The difference was that Schumacher was acting out Brawn's ambitious plan. Alonso managed his own race from the cockpit.

There have been numerous other examples, including Australia this year. Stuck behind team-mate Felipe Massa and Vettel, with Ferrari refusing to favour him, Alonso took →

matters into his own hands. He made a late call for an earlier-than-scheduled pitstop – late enough that Massa could not respond, early enough that the mechanics had just enough time to prepare his tyres. It jumped him ahead of both rivals.

It was risky, because it meant he had to go longer than planned in his next stint, risking overusing the tyres. But his fundamental pace and delicate sense for extracting just enough – but not too much – from the tyres saw him through.

“We cannot turn back; we better fight than be dishonoured by not doing it”

On the track, Alonso has demonstrated an ability to pull off feats of which most rivals are simply not capable. Off it, he is equally unforgiving. No avenue goes unexplored.

“Fernando’s clever,” says one senior figure. “He thinks of every angle, does his homework and is completely ruthless.”

When he joined McLaren in 2007, Alonso gave everyone a bottle of wine. How kind, they all thought. They were later told it had been intended as a gift for the people at Renault for winning the title in 2006, but he’d decided it would be better to build relationships with new people than thank those with whom he did not expect to work again. McLaren took it as a good sign – that he was hard-nosed and switched on.

They were not, however, prepared for just how far he would go. Team boss Ron Dennis had promised Alonso priority status, then failed to deliver. As Alonso’s relationship with Dennis disintegrated over the summer, and his on-track battle with team-mate Lewis Hamilton grew more intense, the situation exploded in Hungary.

Hamilton double-crossed Alonso in qualifying; Alonso returned the favour by blocking him in the pitlane, preventing his final timed lap. The stewards gave Alonso a grid penalty and Alonso flew into a rage with Dennis. The perception is – although Alonso has denied it – that Alonso told Dennis that if he did not make good on his promise to back him against Hamilton, he would give the FIA damning evidence in the unfolding ‘Spygate’ scandal, in which a McLaren engineer had been found in possession of extensive data about the Ferrari car.

That was an extreme example, but Alonso’s willingness to explore all avenues remains. Look no further than his attempt to get Ferrari to lodge an official protest against Vettel for blocking him at the chicane on his only qualifying lap in Japan last year; or his insistence they pursue the situation when it appeared Vettel may have escaped penalty for passing under caution flags in Brazil last year (Vettel hadn’t, it turned out).

“The rain only becomes a problem if you don’t want to get wet”

According to someone who has known him throughout his 12 years in F1, Alonso is a very different person privately from the confident, aggressive figure of public perception. He’s quiet, shy and naturally pessimistic. The samurai philosophy, this source believes, is not his natural personality, but a personal pep-talk, an attempt by Alonso to motivate himself, to keep up his self-belief when things are not going well. Whatever Alonso’s private thoughts, his motivational modus operandi extends to those on whom he relies.

“He’s a leader,” says one insider. “He’s the only driver I’ve ever met who came into the team and said he was going to call a meeting with the engineers. And he did it. He called a meeting with 15 engineers and chaired it. I’ve never seen that before. He has people battling for him because he organises it.”

Alonso wants – demands – to feel and be treated as if

he is the number one, the main man in the team. He asks a lot of himself and he expects a lot in return. Normally, this is a positive force. But if he feels the team are not matching his expectations, he will deliver criticism – veiled or otherwise.

The aim is to urge the team on to deliver more, and at Renault, for example, they viewed it with equanimity – as no more than what you would expect from a demanding, driven man. At Ferrari, though, it has caused problems. When Italian TV asked him after the Hungarian Grand Prix what he would like for his birthday, he replied: “*La macchina degli altri*” – “Someone else’s car.”

Ferrari president Luca di Montezemolo was not amused. He phoned Alonso to “tweak his ear”, then told the world he’d done so via the Ferrari website. →

THE ANCIENT ART OF TWEETING: VOL 2

21 APRIL 2013

“A normal man takes everything as a blessing or a curse. A samurai is a warrior who accepts everything as a challenge. #BahrainAlo”
(Fernando’s take on a race in which he finished eighth after his DRS stuck open)

27 MAY 2013

“It does not matter how slowly you go, as long as you do not stop”

5 JUNE 2013

“I seek not only to follow in the footsteps of the men of old, I seek the things they sought”

3 JULY 2013

“The suspicious mind conjures its own demons”
(A response, perhaps, to the furore over the Mercedes/Pirelli in-season tyre test)





Six days later, Alonso tweeted: "Through daily practice we overcome fatigue, know the effort needed, the importance of perseverance and the joy of beating difficulty." Strains in the Ferrari-Alonso marriage are showing and the signing of Kimi Räikkönen as his team-mate in 2014 is a clear message that Alonso will no longer have things his own way inside Ferrari.


"If the sword breaks, fight with your hands. If they cut your hands, push the enemy with your shoulders, even your teeth."

When Alonso walked out of the McLaren office for the last time at the 2007 Brazilian GP, he turned to those inside and said: "Thanks for everything. I know where I screwed it up; it was Hungary. I know exactly what I did wrong. I lost it. That's my regret, otherwise I would have won the championship."

Alonso's emotions are cited by all as his one potential weakness. Historically, these have been triggered either when he feels things are unfair and/or he has been beaten by his team-mate. He knows he is prone to this, and in the past few years it's clear he has brought himself under better control. Perhaps the samurai philosophy has helped. Yet even now there are glimpses of it. Ferrari have made little secret of the fact they have hired Räikkönen because they believe he will give Alonso an extra little push in qualifying, where they feel he might not always be getting the best out of the car.

In Singapore, Alonso was asked in a news conference if he had come to dislike qualifying as a result of Ferrari's consistent struggles. His response was indignant, if a bit garbled. Later, I asked him for clarification. "Felipe was always considered a super-qualifier – against Michael Schumacher and against Kimi," he explained. "He was normally quicker in qualifying than Kimi and Kimi was stronger in the race. And with this 'super-qualifier', I am faster than him 82 per cent of the time. So I don't think I have a problem with qualifying."

No one I spoke to believes categorically that Räikkönen will beat Alonso on driving alone. Nearly everyone said Alonso would come out on top. One went as far as to say he would 'destroy' Räikkönen. But everyone agreed that Alonso's emotions are his main potential problem. "Kimi doesn't care what anyone else is doing at all and Fernando does," says someone who knows both men well. "It's so important for Fernando to beat his team-mate... if he has a weakness, that is it. He gets distracted by his team-mate. I hope he puts it behind him and accepts that 20 per cent of the races he's not going to be quicker. That wouldn't be a bad philosophy to have."

Alonso knows he has this flaw. The question is, can he control it in the face of a man who, as one senior figure puts it, "properly just doesn't give a shit"? He has told people he can. And if F1's self-styled samurai can win his private battles, it could decide the ones out on the track. 

ALONSO AT WAR

Five epic combat moves...

Suzuka 2005

Passes Michael Schumacher around the outside of Suzuka's daunting 130R, which has an apex speed of 208mph, relying on the German backing off. Had it gone wrong, it would have gone *spectacularly* wrong. "At times like that," said Alonso afterwards, "I always remember Michael has two kids." Chillingly awesome.



On Michael Schumacher, Suzuka 2005

Nürburgring 2007

Overtakes Felipe Massa's Ferrari around the outside of Turn 5 to take the lead in the wet. They bang wheels, which leads to a shouting match before the podium ceremony. Both brave *and* ruthless.



On Felipe Massa, Nürburgring 2007

Spa 2007

In the wake of the meltdown in Hungary, his relationship with McLaren in tatters, the team now desperate to block his title bid, Alonso destroyed team-mate Lewis Hamilton at Spa, having done the same thing in the previous race at Monza. Mental fortitude *in extremis*.



On Lewis Hamilton, Spa 2007

Spa 2011

Wheel-to-wheel with Webber through Eau Rouge, he knows the game is up, but fights so hard he suffers a big tank-slapper through the right-hander. He knows he can get Webber back with DRS on the next lap – and duly does. The kind of bigger-picture thinking of which Musashi himself would have been proud.



On Mark Webber, Spa 2011

Valencia 2012

On a Safety Car restart, Romain Grosjean is so busy defending the inside at Turn 1, he doesn't realise he's being set up to be passed on the outside of Turn 2, as Alonso had earlier rehearsed with Webber. A move carried off with breathtaking flair.

On Romain Grosjean, Valencia 2012



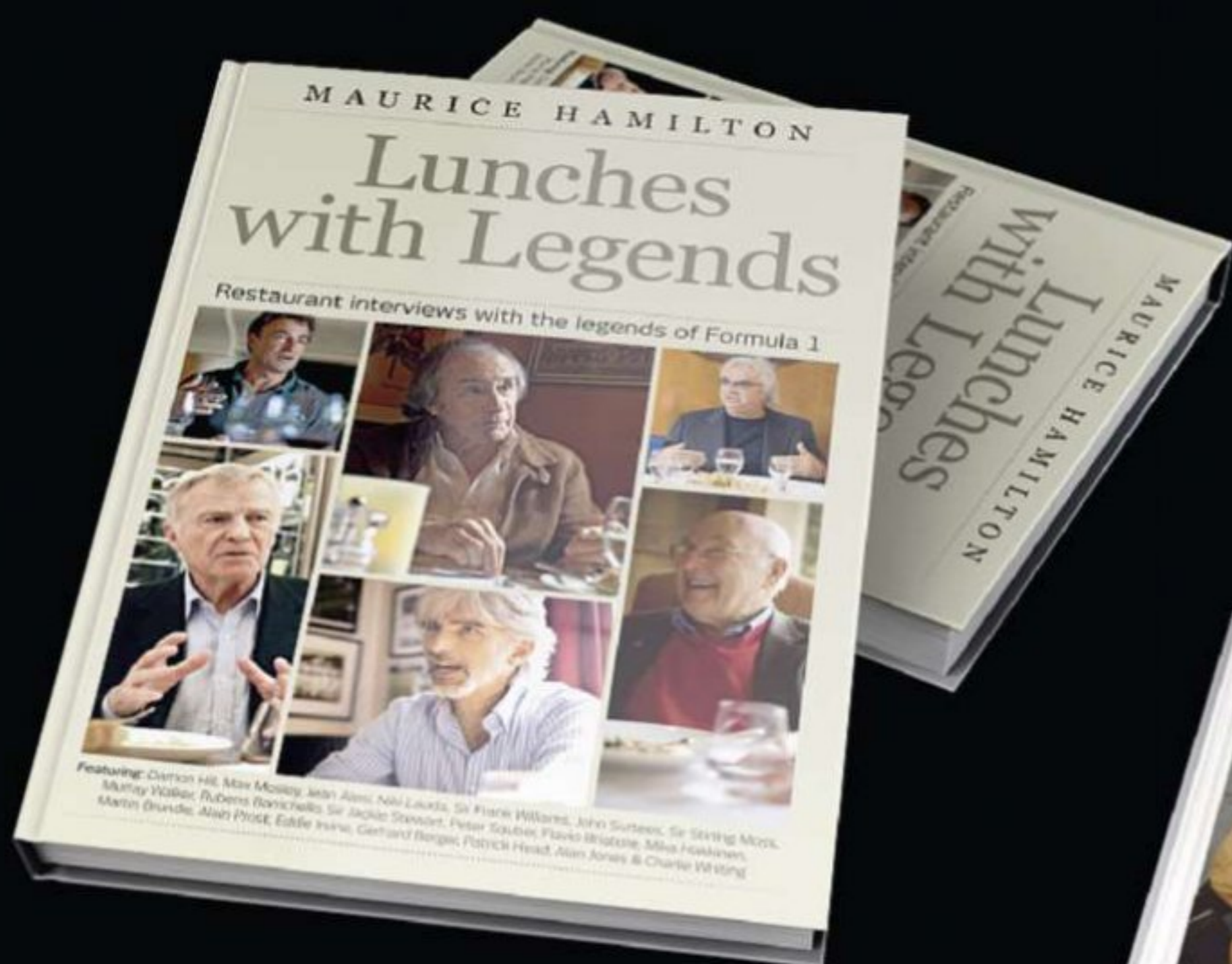
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JULES BIANCHI



STORM IN A PORT

Despite turbulent times in the junior formulae, Jules Bianchi, Marussia's firebrand talent, is keen to make his mark as Marseille's hottest export

WORDS STUART CODLING **PORTRAITS** GLENN DUNBAR/LAT



QNET

MARUSSIA
F1 TEAM

Лига Ставок

Some people think of Marseille as bandit country. There's some justification for this. As a port it has many connections... some shady. Out in the bay lies the ancient French equivalent of Alcatraz, the Château d'If, where the fictional Count of Monte Cristo was incarcerated. A tangled knot of streets lead away from the famous Vieux Port, the natural harbour where Greek seafarers first landed nearly 3,000 years ago. Buildings butt up edgily against one another, forming dark alleys that lead to nowhere. The facades are a mixture of tatty, faded glamour and nonchalant decay, offset here and there by new developments that exude a kind of defiant optimism.

In the opening sequence of *The French Connection*, a detective tailing a suspect takes coffee at a Marseille quayside cafe – a vista now dominated by a huge mirror-finish canopy, designed by Sir Norman Foster – then meanders up an increasingly narrow web of cobbled streets to the seedy Le Panier district, where he's gunned down in the entrance to his own home. No wonder the city has become the go-to location for film-makers looking to sketch an instant portrait of Euro-grittiness and danger. But this is also the place that Marussia F1 rookie Jules Bianchi calls his home-from-home. While he officially resides in Switzerland, he enjoys spending time here, on the coast of the region where he grew up.

"I think it's like anywhere, any big city," says Bianchi, with just the tiniest hint of defensiveness. "There are risky places where you don't want to go. But if you were to go to London... I don't know where, but there must be some areas *there* you wouldn't want to visit. You hear about things that happen here, but I've never actually seen anything violent or shocking. Maybe I've just been lucky but, for the moment, I haven't seen anything like that..."

We're lunching in the welcome shade of the Radisson Blu hotel's restaurant terrace, a coolly modern but discreet quayside building that doesn't try to stand out from the older ones around it. One minute you're skipping over the open gutter and dodging past the plastic chairs of an unconvincing 'Irish' pub, stealing a quick glance up a dark alleyway lit only by the garish neon sign of a tattoo parlour, then suddenly you're in 2013 European City Of Culture Marseille, all clean glass and fresh paint. A polite but firm wall of pot plants and chrome tubes keeps itinerants and tat-vendors at bay.

Bianchi, 24, was born in Nice but his family then moved to Gap, the Alpine commune where Rui Costa won the 16th stage of this year's



Bianchi (ART) leads
Fabio Leimer at
Abu Dhabi 2010 in GP2



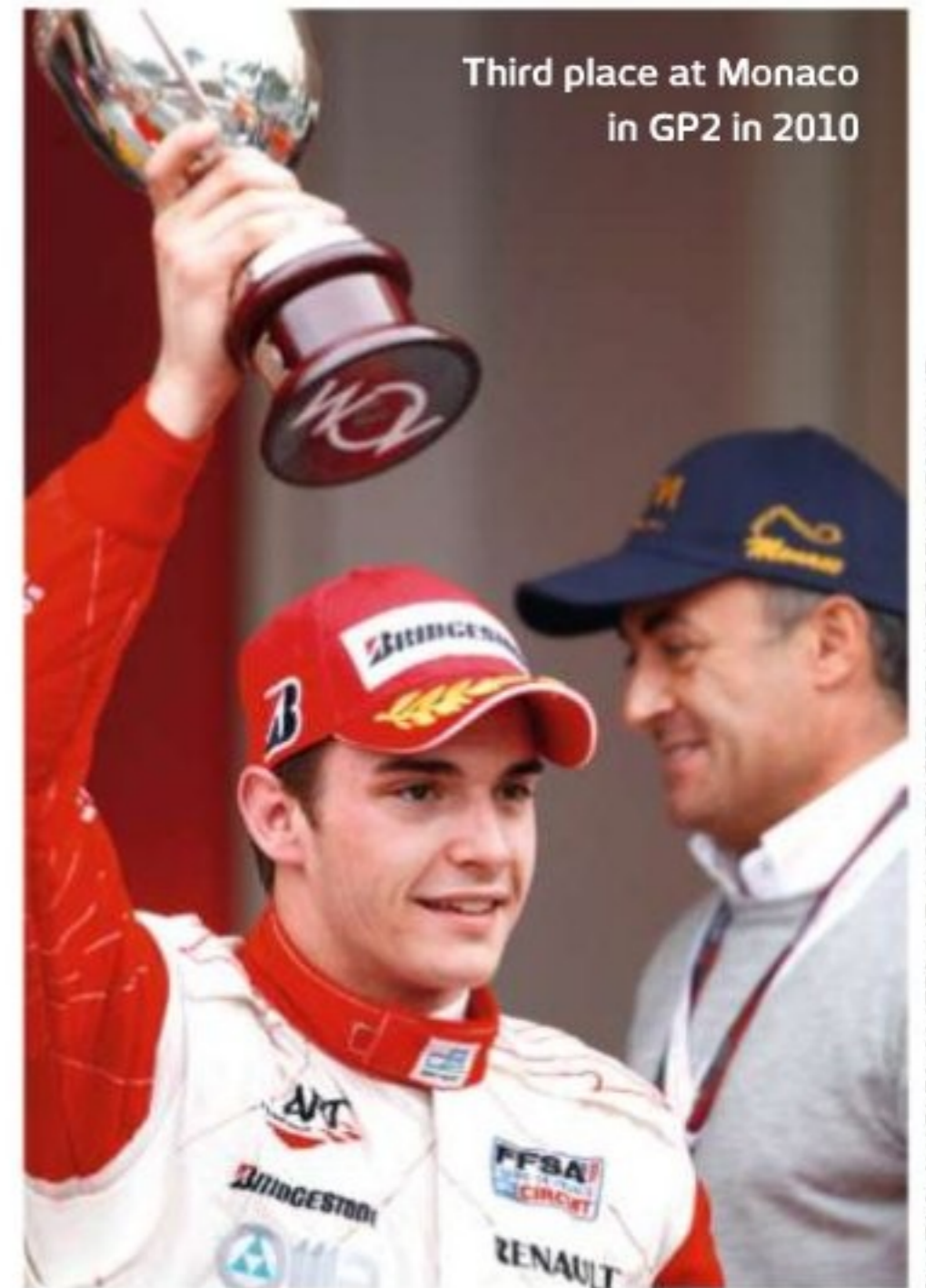
Making his F1 debut with
Marussia in Melbourne,
earlier this year

"That first year in GP2, I had just won in Formula 3 the previous year and I wanted to win again. And actually it's not as easy as that"

centennial Tour de France, before settling in nearby Brignoles when Jules was 12. Papa Bianchi ran the local kart track.

"I like Monaco because I have friends there. And my manager [Nicolas Todt] has a house in Switzerland, so it's convenient for me to live there. But I also like it here," Jules explains. "I grew up in many places, but always in this area [Provence] – and it's nice, you know? You have the sea, and the mountains aren't far away: you have everything you need to have fun. It's great."

Rather like his spiritual home, Jules has a reputation for danger that he's trying to shake off. Canvas opinion from those he's worked with in the junior formulae, and the feedback is pretty consistent: Jules is a smart, fun, easy-going and grounded guy with no pretensions. Quick, too. Under the wing of Nicolas Todt's



Third place at Monaco
in GP2 in 2010

All Road Management, he won the Formula 3 Euro Series in 2009 and was signed up by the Ferrari Driver Academy. Rumour had it that he'd be a shoo-in to replace Felipe Massa at Ferrari before too long, but once in GP2 he got his elbows out rather too frequently and all too soon he'd become last year's 'Next Big Thing'. "Jules is quick," one GP2 insider told *F1 Racing*, "but he doesn't look in his mirrors."

In the first of the two GP2 races supporting the 2010 Hungarian Grand Prix, Jules had an innocuous-looking accident that could have ended his career. Sweeping exuberantly around the outside at the first corner, he tapped the rear wing of Giacomo Ricci, then bravely kept his foot on the throttle while gathering the resulting twitch. His trajectory took him over the concrete run-off, where his bravura on the loud pedal was rewarded with a sharp spin back onto the track, into the face of coming traffic.

"It wasn't that bad," he says. "I broke one vertebra and another one was – how do you say – *scratched*? I had an operation in Hungary and after three weeks we went to Spa and I

PHOTOS: CHARLES COATES/LAT; ANDREW FERRARO/LAT; DREW GIBSON/LAT

Bianchi relaxes at Marseille's Port Vieux: "I grew up in many places, but always in this area – and it's nice, you know?"



drove again, so I didn't lose any opportunities to score apart from in Hungary [having crashed out of the first race, he couldn't start the second]. It didn't harm my season though, because I still finished third in the championship, and it was my first year in GP2.

"It was a good season. After that," he pauses meditatively and rearranges his salad with his fork. "Well, it doesn't change anything really, the

fact I had this crash. I haven't had any more operations and I don't have any ongoing problems with my back."

But he did have ongoing problems with his career prospects. Pastor Maldonado (also managed by Nicolas Todt) and Sergio Pérez finished ahead of him in 2010 and made the leap to F1, while Jules stayed for a second season of GP2, which also resulted in third place. It wasn't

great, but it could have been worse: by Valencia, the fourth of nine race weekends, he'd managed just one podium finish and three retirements. He realised something had to change.

"Yeah, for sure I have improved," he sighs. "There is always room for improvement. That first year in GP2, I had just won in Formula 3 the previous year and I wanted to win again. And actually it's not as easy as that. →



Singapore 2013: Bianchi beat Caterham's Charles Pic, but a problem with his steering wheel saw him finish behind team-mate Chilton and the Marussia of van der Garde

INSETS: ANDY HONE/LAT; CHARLES COATES/LAT

"I was just too focused on getting the victory. I was quick over a single lap, quick in the races all the time, but I was making mistakes and crashing. The second year, I started in the same way and it was wrong. I made mistakes and crashed again. At one point I was P15 in the championship. It was my second year of racing in GP2, so it was pretty bad.

"After that, I completely changed my mind and my way of driving in races. I thought much more about points and less about victory – even though I'd always want to win, of course. I did a

lot of work with Ferrari on the psychological side and that was useful. It got a lot better, I had a good end to the season and finished third in the championship. And I had a good year in World Series in 2012. Maybe some people still think I'm not *sure* in the races, but I've changed. I've shown I can be consistent and score points. It's not an issue any more; I've grown up."

Fortunately for Jules, the second Ferrari seat didn't fall vacant at that point. Massa (also managed by Nicolas Todt) held on to his place – partly through merit, partly because the team

didn't want to provoke their lead driver's ire by installing a young hotshoe in the number two spot. There were talks with Mark Webber that ultimately came to nothing. Meanwhile, Jules rehabilitated his career throughout 2012 with a strong campaign in World Series by Renault – anyone who has to do more than two years of GP2 is pretty much a busted flush so far as F1 bigwigs are concerned, unless they come loaded with sponsorship – and nine F1 practice outings as Force India's third driver. Even before then he'd been quietly preparing for his F1 shot, thanks to the Ferrari Driver Academy.

"I started with Ferrari at the end of 2009, after winning my title in Formula 3, but it was 2010 when we really started to work together. I was able to do a lot of testing in the two-year-old car, and that has been really valuable because of the testing restrictions. It's really difficult for a young driver to get the experience, to learn how to drive a Formula 1 car. Even if you're doing GP2 or World Series, it's not the same.

"So it was a great help for me to have this opportunity. I've worked a lot on the simulator, too, and done mental and physical training with them. It's a big work together, yeah.

"I used to go a lot more. Last year, when I was the third driver for Force India, I couldn't go to their factory and use their simulator because I was doing the Ferrari simulator. And this year I'm doing less because of my involvement with

THE DRIVING FORCE BEHIND THE DRIVER

Did you know Nicolas Todt can multiply any two numbers in his head? That's a decent asset for negotiating driver contracts in Formula 1. And it also helps open F1 team bosses' doors if you quietly mention that your father (Jean Todt) is the president of the whole of motorsport.

Nicolas Todt has managed drivers in F1 for over a decade and is currently working on finding a vacant berth for Felipe Massa. As well as looking after Jules Bianchi, Todt, 35, also



Father and son: Jean and Nicolas Todt

manages Pastor Maldonado and is joint owner of the ART GP2 and GP3 teams. Racing for ART in 2013 is James Calado, and Todt recently engineered a deal for the Brit to become Force

India's reserve driver for the remainder of the season.

It's not just drivers that Todt deals with. This summer he introduced Sauber to the Russian investment behind Sergey Sirotkin and looked at taking Maldonado and his PDVSA money to the Swiss team. If he's anything like his father (who can also multiply any two numbers in his head) his ambition means he'll be an important F1 player in years to come.

James Roberts



Marussia, which is the focus of most of my time. It's important to work with the team."

At the beginning of 2013 his career hung in the balance once more. Force India had performed a rigorous audit of Bianchi's and Adrian Sutil's previous form as a means of forecasting which driver would do the better job in a race seat in 2013. The team were trapped: having finished well in 2012 they needed to maintain their position in the pecking order, so as to rake in a decent share of the TV money at season's end. Given the well-publicised financial pressures elsewhere in team owner Vijay Mallya's empire, self-sufficiency was key. The rookie's reputation for wildness went before him, and the experienced Sutil got the nod.

"We were waiting for an answer from them," says Jules, "and it came really late – and it was the wrong answer for us! It was a difficult moment. I learned on the Wednesday before the final pre-season test, then on the Thursday Ferrari rang to tell me to go to Barcelona. Maybe there would be a chance with another team. But I didn't know anything, so I didn't have the chance to think about what I was going to do."

"Honestly, even though I'm still young, when you've been the third driver with one team, and then they say no to you for a race seat, and you don't even have the opportunity to be the third driver again, it's not really useful. I truly believe Formula 1 would have been finished for me.

"Maybe some people still think I'm not sure in the races, but I've changed. I've shown I can be consistent and score points. It's not an issue anymore. I've grown up"

I'm really lucky to have been given this opportunity with Marussia."

Armed with a much-improved Marussia, Jules has rammed home the point that he's now a safe pair of hands, having retired from only two rounds (at the time of writing, post-Singapore) this year, both times through mechanical failure rather than driver brain fade. And while no one driving for this under-resourced team could expect to be challenging for podiums, there are signs that expectations are being re-mapped.


"It's a different way to approach a race," he says. "I know I won't be going for a podium or maybe not even Q2 – we managed it in Spa but that's because the conditions were special, you know? So I have different targets now. We want

to beat Caterham and at the moment that's looking like a realistic objective. It's a victory when we're ahead of them.

"It's very important, not just because of the money [that comes from a higher placing in the constructors' championship], but also to show a clear improvement, for the people at the factory who have been working so hard. We have to push to improve our performance. We need to be in Q2 more often and lead more in the race."

Was that a coded message? Marussia have slipped back on relative pace as teams around them find greater development gains. And Jules will face an increasing level of scrutiny as the team builds their relationship with Ferrari, using a Maranello drivetrain from 2014 onwards. For now, the chance to slip into Massa's recently vacated seat may have receded, following news of Kimi Räikkönen's return to the Scuderia. But the Finn has been signed on a one-year contract only, with an option for 2015.

"I don't feel any pressure," says Jules. "This is my first year in Formula 1 and I want to stay as long as possible, so I don't want to put too much pressure on myself. I have time. I'm young. And I can improve. I want to take things step by step, I'm happy at Marussia and I want to do the best for them. I don't see why I should leave."

As we part company we go our separate ways on foot, neither of us hailing a taxi. Well, you've seen the film... 

A STAR IS BORN

Not Kimi, not Lewis, and not Fernando. It's a beaming 24-year-old Aussie who will take the Red Bull hot seat alongside Sebastian Vettel next year. **Daniel Ricciardo** has just moved centre-stage

WORDS ANTHONY ROWLINSON
PORTRAITS ANDREW FERRARO/LAT

Like fireflies, racing drivers burn brilliantly in F1, lighting up the lives of their millions of followers through the sheer intensity of their existence. Yet even among their starry peers, some are just that little bit *more* stellar than the rest. A touch more speed, a dash of extra character, a few flakes of dynamite in the soul. From such rare stuff the superstars are made: the Vettels, Alonsos, Räikkönens and Hamiltons. And soon, perhaps, we'll start to identify Daniel Ricciardo as belonging to that galaxy.

A 2014 seat with Red Bull automatically elevates Ricciardo to F1's elite and expectations, accordingly, will rise. 'Doing well' and 'showing promise' will no longer be enough. Wins and Vettel-challenging pace will be the minimum requirement, not a handy bonus. For this is the young man chosen to occupy one of the two most competitive rides in F1, ahead of a clutch of established aces, who each vied for the position. A man with everything to gain, should he do well; a career to lose if he fails.

High stakes, but if the pressure's on, he's not showing it as he arrives to talk to *F1 Racing* on floor 22 of Singapore's Pan Pacific Hotel. The brightest smile in F1 is on main beam, prompting the reflection that there's never a better time to talk to a driver than when they're on the up.

Ricciardo's on top form, in fact, and ventures out to the balcony to gaze out over one of the best cityscape vistas the F1 community is treated to all year: neon-lit, night-time Singapore. Then he peers over the balcony edge: "Jeez, that's a proper 'don't look down job', isn't it?" And it's true: this is no place for sufferers of vertigo.

Good job he seems unaffected by elevation – the key to bagging a top seat and to flourishing through the intense Red Bull young driver programme when so many others have withered.

"The biggest thing," he reflects, "with having an organisation like Red Bull behind you, is that a lot of pressure and expectation comes with it. And fortunately that's something I seem to be very good at dealing with."

He's noticed the brighter glare of the media spotlight, he admits, since compatriot Mark Webber announced his retirement from F1 (and cheekily, through Twitter, that Ricciardo would be keeping his seat warm) but that served only as an inducement to raise his game.

"For me and Jean-Eric [Vergne, his Toro Rosso team-mate] it was like: 'Okay boys, it's your turn to shine' and we got three Q3s in a row. So pressure seems to be something I can handle, maybe better than the average person."

That eye-catching qualifying run went Britain P5; Germany P6; and Hungary P8 – since followed up with P7 in Italy and P9 in Singapore. When the time comes to drop a quali-bomb Ricciardo is very capable of putting in the big one – a trick his quick, though less-fleet-in-qualifying, team-mate Vergne has yet to master.

"I did try to up my game, yeah," Ricciardo admits, "but if you try too hard you can overdrive and start making mistakes. I *was* trying harder, but I was enjoying it more at the same time. I was thinking 'This is great,' y'know. 'Let's just get this. Let's show these guys and give them a good reason to sign me.' So that was my approach when maybe some people think: 'This is real →







MAIN IMAGE: JED LEICESTER/LAT. INSET: CHARLES COATES/LAT

now, this lap is important,' and blow it up out of proportion. That's probably what's separated me from a few of the others."

His performances certainly got the attention of Red Bull team boss Christian Horner and the team's special adviser Dr Helmut Marko, without whose benediction Dan would not have become 'The Man'.

"Daniel really deserves a chance," says Horner. "He's a seriously quick driver and beyond that broad smile there's →



Daniel Ricciardo

CV

2012 Formula 1
(Toro Rosso), 18th

2011 Formula
Renault 3.5, 5th,
Formula 1 (HRT,
11 races), 27th

2010 Formula
Renault 3.5, 2nd

2009 British
Formula 3, 1st

2008 Formula
Renault West
European Cup, 1st

2007 Formula
Renault Italy, 7th

2006 Formula
BMW Asia, 3rd

2005 Western
Australia Formula
Ford, 8th

Born 1 July 1989,
Perth, Australia

WHEN TALENT JUST ISN'T ENOUGH

Some young guns – Lewis Hamilton for one – thrive at the top. But as Stuart Codling notes, where some flourish, others fail...

Heikki Kovalainen: McLaren, 2008-09

Renault's 2007 car was such a disaster that it was hard to gauge how good Heikki Kovalainen was. But McLaren, \$100million down after 'Spygate', needed someone to at least rub along happily with Lewis Hamilton. For this, the friendly Finn was a good choice. But while he was usually there in qualifying, on race day he failed to sparkle. He departed the top rank with just one win to his name.



Michael Andretti: McLaren, 1993

Armed with a relatively heavy, passively suspended, steel-braked IndyCar, Michael Andretti was an incredibly successful racer. Cast into the turbulence of McLaren in 1993 – customer Ford V8s, new active suspension electronics, Ayrton Senna in the garage next door, test driver Mika Häkkinen waiting in the wings – he found himself all at sea. He was gone before the end of the season.



Antonio Pizzonia: Williams, 2004-05

"Handled properly," a current team principal told *F1 Racing*, "Pizzonia could have been world champion." Sadly the Pizza boy did not deliver. Williams was the wrong place for a driver whose talent was anchored to such fragile self-confidence: "Whatever it is that you do," Patrick Head is alleged to have growled at him down the radio, "do it better!"



Jos Verstappen: Benetton, 1994

For a few months in the winter of 1993-94, the stars seemed to align for this karting prodigy. Flavio Briatore won a bidding war for his services as a test driver at Benetton then, when JJ Lehto broke his neck in pre-season testing, Jos took on a race seat. But life as Michael Schumacher's number two was cruel; Schumi won the title while Jos claimed ten points and never drove a frontrunner again.



Reine Wisell: Lotus, 1970-71

Ronnie Peterson's sparring partner in Swedish F3 barely got a chance to make his mark in F1. He went straight in at the top, making his GP debut for Lotus in place of John Miles. Lotus boss Colin Chapman operated a revolving door policy for his second seat, and after wasting a year developing the ill-fated, helicopter-engined four-wheel-drive 56B, Wisell was fired.



a determination about him. There's no reason at all why he can't do a super job next year. He's not a driver who gets involved in incidents. He has demonstrated that he can go wheel-to-wheel with some of the best drivers in the world, and he has all the attributes to do the job that we need."

In his next breath Horner balances a description of Ricciardo as a "calculated risk" with one of him as "a star of the future" before concluding: "We wanted the best driver pairing in the car. Money was not a factor. You can have the best character in the world, but if you're not quick enough it doesn't help. Daniel has great natural speed. And very good feel for the car."

This is quite an accolade, for Red Bull, alongside only Mercedes and Ferrari, can afford any driver they want. Yet they chose the relatively cut-price Ricciardo and, in the process, rather handily validated the worth of their tough-love talent school.

Their choice was doubtless made easier, more risk-averse, by the presence in car number one (which it surely will be in 2014) of one Sebastian Vettel – another young man who could have done no more to maximise the opportunity afforded by a well-funded, Newey-imagined race team. He'll serve as a constant reference for Ricciardo of what's attainable, and the cross-garage presence of such a gifted prodigy represents both opportunity and peril for Daniel. Will he be comfortable playing the role fulfilled by, say, Giancarlo Fisichella to Alonso at Renault? Or David Coulthard to Mika Häkkinen at McLaren? Or will he want to 'do a Webber' and strive for supremacy in the face of overwhelming odds?

Ricciardo is sanguine about taking on the most dominant driver of F1's current era, and his calm should serve him well after these recent seasons of flashpoint tension down Red Bull way.

"Seb will be one of the hardest team-mates I could have, yeah," he reflects with, of course, a mile-wide smile. "And I expect it to be something completely different. Obviously it will be my toughest challenge yet, but all that being said, I see it as probably the best thing that's ever happened in my career. I've got the best guy to measure myself against and I want to be the best myself. So this is going to be a true discovery.

"If I start the season completely off his pace and off his results, then I've got the best guy to learn from. And, you know, I'll then spend as much time as I can looking into it – how he's doing it, why he's doing it – and try to do it better at some point. But I'm completely excited to have that opportunity."



As a Toro Rosso driver, Ricciardo's qualifying stats gave him the edge over his team-mate

dare we say, of a certain young German from Heppenheim and there are parallels between the two future team-mates. Both enjoyed backing

from hard-grafting families long before the Bull paid the bills, and both have kept hold of their roots – in Dan's case, Perth in Western Australia.

"I still keep in touch with a lot of friends back home," he says, "even just talking to them and hearing about what they're doing at the weekends. You know, when they're going out and making out with five or six girls in one night or whatever! Just hearing these things is normal stuff which keeps me pretty solid."

He's quick to credit, too, his trainer, fellow Aussie Stuart Smith, for keeping him grounded. "He's my trainer, but he's also a good friend and he needs to be a good person that I can trust, because I see more of him than I do my girlfriend or my family. I think we're very good at splitting racing business from having fun or training.

"When the job's there to be done we give it 100 per cent, but as soon as we've done what we have to do we switch off. I think that keeps us on the straight and narrow."

There's one 'Aussie' box Ricciardo can't tick, however, despite hailing from Western Australia – home to some of the world's most spectacular coastlines: he's no surfer. Bashfully, he admits: "No I can't surf – and I hate it! I'm envious of

the guys who do. My thing is that I'm scared of sharks. I can swim, don't get me wrong, but I'm not the greatest."

In at the deep end...
Swimming with sharks...

"Seb will be one of the hardest team-mates I could have. Obviously it will be my toughest challenge yet, but I see it as the best thing that's ever happened in my career"

F1's ruthless rules of engagement dictate that Ricciardo must make an impression *fast* and prove immediately that he's worthy of the premier league. Maybe that'll mean closing out a one-two with Alonso and Räikkönen breathing down his neck, or just straightforwardly owning a race weekend, Vettel-style, if the chance arises.

He's not overawed by either prospect and believes that by continuing to rely on his incremental approach, success will follow. "I've tried never to look at the big picture too much," he says. "I try to keep baby-stepping in the right direction. Otherwise I might get overwhelmed. Because it *has* all come about pretty quick, yeah, although I've definitely personally matured at the same rate, so I don't feel that it has come too quickly. I think next year, once I'm in the RB, I'm going to be the right fit."

A genial self-assurance becomes increasingly apparent in conversation and it's clear that self-belief and certainty of speed buttress the Ricciardo mindset. Quizzed as to what qualities he brings to the F1 party, he answers, without hesitation: "Speed. I think speed and... well, not 'ease', but the way I'm not really fazed by too much. Speed and a certain confidence, I suppose. I don't want to sound arrogant, but I'd say I've got here because of my speed in qualifying. Hopefully I can really be recognised as a tough racer as well. Because that's something I really do enjoy and that's hopefully where I'll thrive."

Clearly, there's some Aussie grit to go with the grin, although, for now, any 'edge' is hidden by refreshing openness and a bushy-tailed manner. The ready humour and his ability to be at ease with those around him are reminiscent,

The metaphors for Ricciardo's likely 2014 experience at Red Bull come too easily to require labouring and prompt a flashback to the Italian GP press conference a few weeks back, when Ricciardo and Webber, both present, were asked, somewhat bizarrely, if Dan might benefit from a *Crocodile Dundee* knife to help combat Vettel.

"He'll handle it just fine," Webber replied. "He knows how to handle himself, so he'll be okay."

And Ricciardo: "As Mark said, I'll be right." You rather suspect he will. 🇦🇺

• Our special thanks go to the five-star Pan Pacific Hotel, Singapore, for providing exclusive use of their Executive Centre Bering Suite for this interview and photoshoot. For more information about the hotel, visit their website at www.panpacific.com

Many are called.

As Daniel Ricciardo prepares to join Sebastian Vettel at F1's top table, we ask if Red Bull's young driver programme can be judged a success – or a too-brutal school that destroys more careers than it makes. **James Roberts** investigates...

When Sebastian Vettel and Daniel Ricciardo line up on the 2014 Australian GP grid, Red Bull driver adviser Dr Helmut Marko could be forgiven for allowing himself a little smile. Having overseen the careers of these two since their earliest days in single-seaters, their presence in a pair of RB10 chassis will represent to him final vindication of the 'school of hard knocks' he has created to identify and groom young racing talent good enough one day to win grands prix.

Vettel's success at Toro Rosso and, since 2009, with Red Bull, is well known to any reader of *F1 Racing*. Ricciardo, though less obviously stellar at this stage, has done enough to convince a stern headmaster he has what it takes.

Good for them – and good, too, for the talent academy programme Red Bull have funded in an era when the route to the top of motorsport has become ever more convoluted. Less

good, though, for those who have failed to meet the exacting standards demanded by Marko and who have found their careers in the doldrums as a result: step forward Scott Speed, Vitantonio Liuzzi, Jaime Alguersuari and Christian Klien.

These hotshots were all given a chance to shine in a scheme first established when Red Bull entered F1 with a bang in 2005. In that founding year, Red Bull worked hard to establish their place and personality in F1, acquiring the Minardi team with the aim of rebranding it as Scuderia Toro Rosso, a feeder team to the senior Red Bull Racing squad. For a marketing-driven company, the young driver programme helped fulfill their credentials of being a youth-orientated, high-energy brand.

Accordingly, Tonio Liuzzi, a former world karting champion, was placed at Toro Rosso, where he ticked every box on the archetypal Red Bull athlete checklist: dodgy fashion sense,



Few are chosen

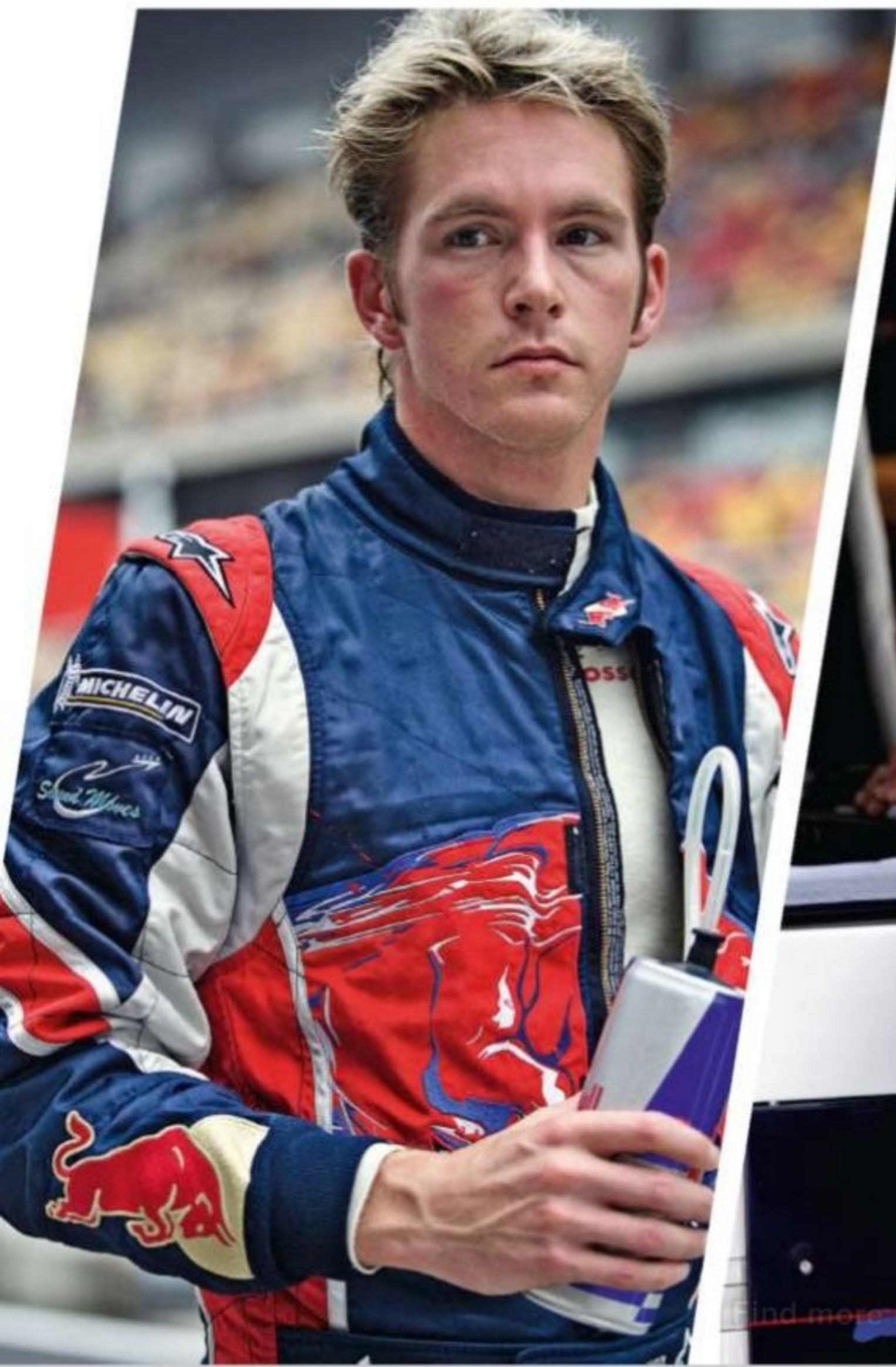
a love of music, and a party-boy image. He was paired with American Scott Speed, whose presence was a reasonably blunt attempt to boost sales in Red Bull's biggest market: the USA. So what if these young guns crashed occasionally, went the argument. Their image is good for the brand.

Trouble is, senior heads at Red Bull Racing weren't interested in pleasing distant marketing execs, as proved early in 2006 by their signing of Adrian Newey to steer ongoing design work. Suddenly, they had become a team of clear championship-winning intent. Thus the experienced and trustworthy Mark Webber [2007-present] was recruited alongside David Coulthard [2005-2008] – safe hands who could both offer informed, knowledgeable feedback.

But then the young driver programme struck gold in the shape of a terrifyingly fast new kid called Sebastian. →



PHOTOS: STEVE ETHERINGTON/LAT; CHARLES COATES/LAT; GLENN DUNBAR/LAT



Christian Klien, Vitantonio Liuzzi, Scott Speed and Jaime Alguersuari (left to right) all sank without trace. But every so often, Red Bull's young driver programme throws up a rare talent. Sebastian Vettel, raise a finger...

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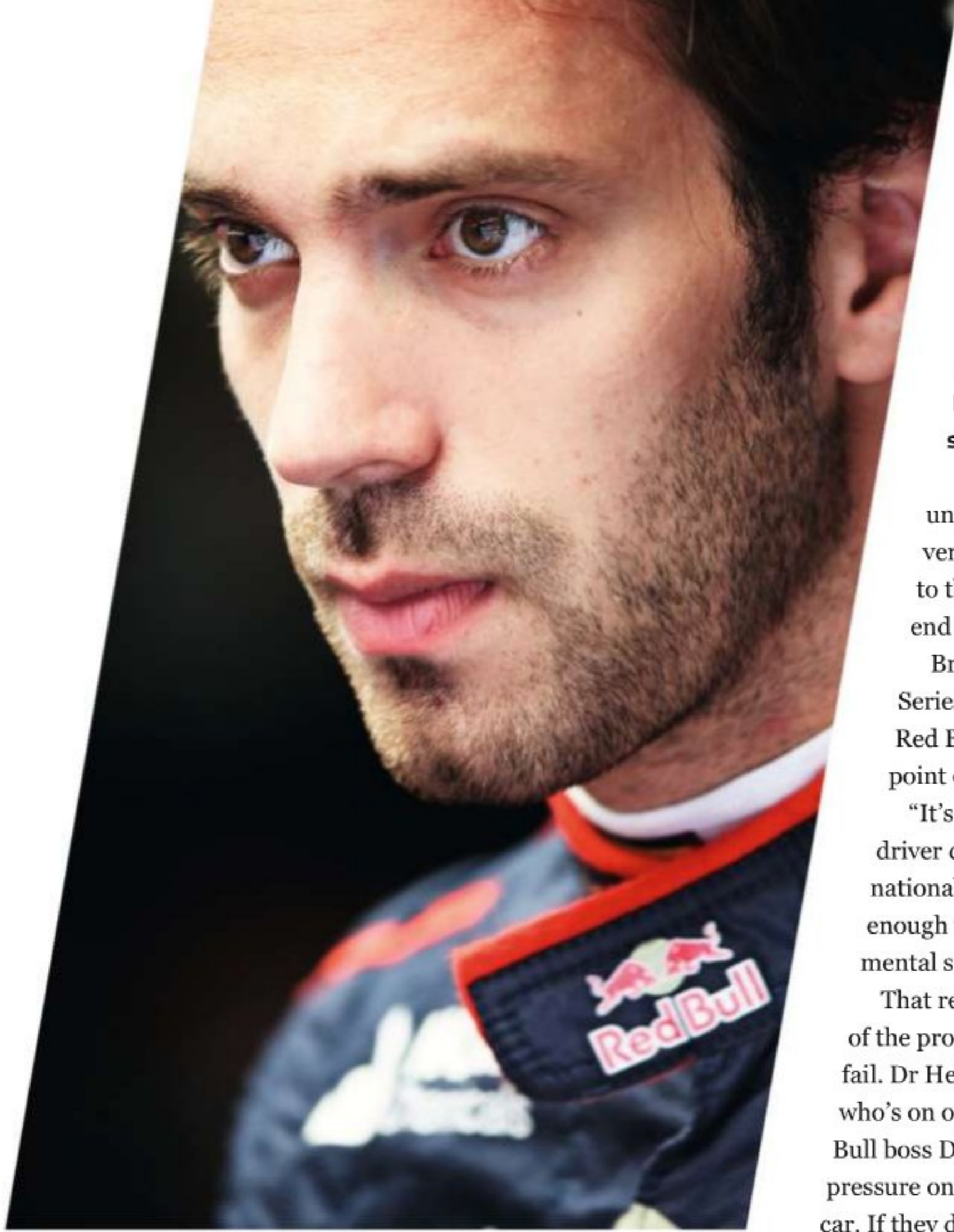
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Daniel Ricciardo (below) leads Toro Rosso team-mate Jean-Eric Vergne (left) by five points as of Singapore. And it's Ricciardo who will now step up to Red Bull

Sensible. Athletic. Smart and super-quick. In his first season with Toro Rosso he produced a number of headline results with a maturity that belied his age, leading to that 2008 win at Monza. Point proven, the programme's goal immediately turned to

unearthing a second Vettel. But megastars don't come around very often... as Jaime Alguersuari and Sébastien Buemi found to their cost when they were unceremoniously dumped at the end of 2011 after just two seasons with Toro Rosso.

Brutal, yes, but only to be expected, says F3 and World Series team boss Trevor Carlin, who has run most of the Red Bull Junior drivers who have made it into F1. The only point of the programme, he maintains, is to find winners.

"It's really simple," says Carlin. "All they look for is a driver capable of winning a grand prix. It doesn't matter what nationality or what they look like, they want someone quick enough to put the car at the front of the grid and to have the mental strength to stay at the front to win the race. That is all."

That requirement for mental resilience is a major aspect of the programme and also the reason why so many drivers fail. Dr Helmut Marko, an ex-racer himself, has sole say over who's on or off the programme. As motorsport adviser to Red Bull boss Dietrich Mateschitz, he has a mandate to exert huge pressure on every driver who steps into a Red Bull-branded car. If they don't perform, they're out. Funding stops and →

"All Red Bull look for is a driver capable of winning a GP" *Trevor Carlin*

RED BULL JUNIOR DRIVERS THE STORY SO FAR...

Christian Klien Red Bull: 2005-06

Red Bull were keen to promote an Austrian racer, but it was too much too soon for Klien. Now competes in the European Le Mans Series.

Vitantonio Liuzzi Red Bull: 2005; Toro Rosso: 2006-07

Had a hip look Red Bull thought they could market. He never lived up to his own hype and now races in the International Superstars Series.

Scott Speed Red Bull (tester): 2005; Toro Rosso: 2006-07

Red Bull signed Speed to boost sales in the USA. Unfortunately he failed to live up to his surname and now races in NASCAR.

Sebastian Vettel Toro Rosso: 2007-08; Red Bull: 2009-present

Good-humoured German racer whose dad was a humble mechanic.

Now a multiple-world-champion megastar.

Jaime Alguersuari Toro Rosso: 2009-11

F1's youngest ever starter arrived too early for his own good. Now

Pirelli's tyre tester, he's set to make a return to karting.

Sébastien Buemi Toro Rosso: 2009-11; Red Bull (tester): 2012-13

Almost identical in performance level to Alguersuari, but was dropped at the end of 2011. Now Red Bull's test driver.

Daniel Ricciardo Toro Rosso: 2012-2013; Red Bull: 2014-

Barely put a foot wrong at Toro Rosso until Singapore. Fast and consistent, he deserves the move to Red Bull next year

Jean-Eric Vergne Toro Rosso: 2012-present

Ran Ricciardo very closely in their time together and will be hoping to step up if his Toro Rosso team-mate fails.



PHOTOS: ANDY HONE/LAT; MALCOLM GRIFFITHS/LAT

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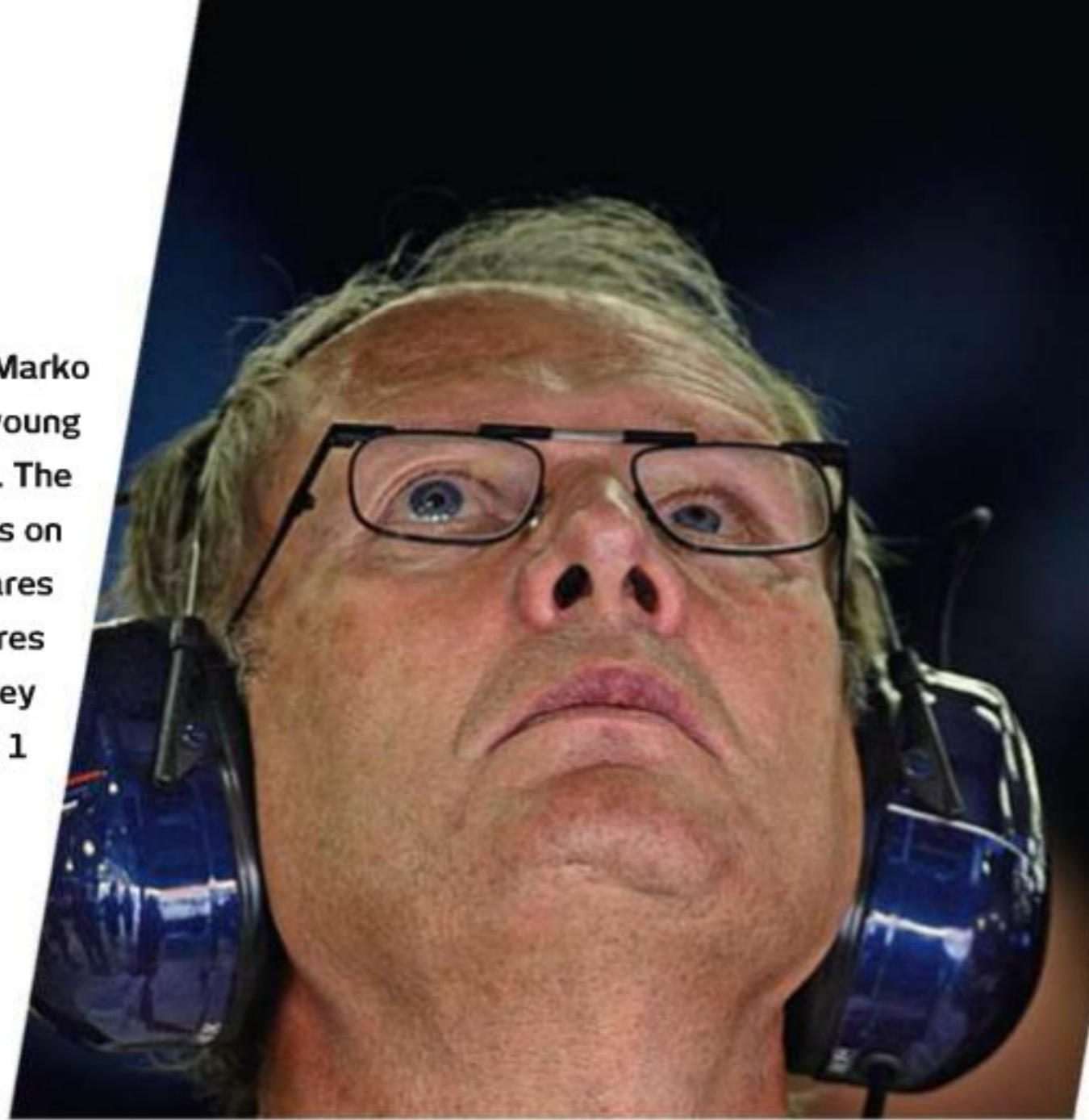
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Dr Helmut Marko runs Red Bull's young driver programme. The pressure he heaps on his protégés prepares them for the pressures they will face if they make it to Formula 1



they're left to fend for themselves. For drivers who have enjoyed Red Bull bounty to the tune of a £160,000 salary and a free seat in a top team, whether in Formula Renault, F3 or Renault World Series, that can be a big enough shock to halt a career.

"But," says Carlin, "they absolutely get it. They appreciate that if they do a good job they will be driving the very best racing car in the world. So the pressure is immediately on. Helmut only shouts at them if they don't deliver. If a driver can't cope with the pressure they get from him in Formula Renault, they will never cope with F1. It's simple. He's preparing them for F1 levels of pressure. The ones who can withstand it will succeed."

Following in Sebastian Vettel's footsteps, Jaime Alguersuari and Sébastien Buemi were given the chance to succeed with Toro Rosso. In Alguersuari's case, at 19, he was too young. He crashed at Suzuka in his sixth GP because his neck wasn't strong enough.

PHOTOS: CHARLES/COATES/LAT; ANDY HONE/LAT




But was that Red Bull's fault for putting him in the car too soon? Or did he fail to maximise the chance with which he was presented, by not training harder? The following year he and Buemi lost their drives to Jean-Eric Vergne and Daniel Ricciardo. Too harsh a decision? Or just the law of the Red Bull Junior Jungle?

Vergne (top), Ricciardo (above) and Vettel (left) are the current face of the Red Bull young driver programme in F1. But with more raw talent waiting in the wings, they dare not relax

"Some drivers had their chance and did not make the best of it," says Toro Rosso team boss Franz Tost, the man charged with maximising cockpit potential of raw recruits when they're promoted up through the system to Toro Rosso. At the start of 2012, those rookies were Ricciardo and Vergne. Next season Vergne is most likely to be joined by António Félix da Costa – but only if da Costa can better his patchy World Series form.

Tost adds: "If they were so good, then drivers we've dropped would still be in F1 today. Some of them do not understand it. They think that because they are in F1 they have made it and don't recognise that now the work *really* starts. And it means they have to live 365 days, 24 hours a day, 100 per cent for F1. If they are not prepared to do this, then they are out."

Sage words that the current Red Bull juniors would do well to heed. António Félix da Costa, Carlos Sainz Jr, Daniil Kvyat, Callan O'Keeffe, Tom Blomqvist and Beitske Visser, let recent history be your guide. Don't waste your chance. If you're quick enough, can take the pressure and are prepared to put in the hours, the prize is a seat in the best racing car in the world.

Just ask Seb and Dan. 

"Some drivers had their chance and did not make the best of it. If they were so good, then drivers we'd dropped would still be in F1 today" *Franz Tost*

Franz Tost

The cat-loving and defiantly non-scary team boss discusses the development of young talent – and why team orders don't apply at Toro Rosso

WORDS STUART CODLING PORTRAITS ANDREW FERRARO/LAT

In the up-or-out world of the Red Bull young driver programme, Toro Rosso team principal Franz Tost is often cast in the role of hatchet man, unsentimentally terminating the F1 careers of drivers who fail to live up to expectation. So it's incongruous when his mobile phone goes off in his pocket; the ringtone is Scott Joplin's immortal ragtime classic, *The Entertainer*.

Before taking up the reins at Toro Rosso, Tost's racing career embraced stints at BMW, managing trackside operations with Williams, and, before that, working with driver-manager Willi Weber. His is one of F1's toughest briefs: to separate the wheat from the chaff and then, when a young driver finally proves themselves, to obediently and unselfishly yield them up to Red Bull and watch them make a winning car fly.

Having finished his phone call, Tost scans the stack of your questions, with quiet good humour. Seldom has a reputation for scariness ever seemed so unfounded – which leads us rather nicely onto the first question...

Are you really as scary as people think?

Lauren Fuller, UK

[Laughs] My mood depends on our performance – if we perform badly, I'm in a bad mood! If we perform well, I think I'm a friendly person...

As one of the smaller teams in F1, what is Toro Rosso's view on the new engine regulations for 2014?

Connor Wilson-Archer, UK

I think it's necessary; we've had the V8 engines for a long time now. F1 is the peak of motorsport and it has to demonstrate new technology. The 1.6-litre V6 turbocharged engine, in combination with energy recovery systems, is the correct way to go because road cars are also heading in this direction. From a financial point of view it will be a big challenge for smaller teams like us because the whole package is more expensive. Other than that, my main concern is that we have a good sound from the new engines because that's important for the fans.

Sébastien Bourdais was a dominant IndyCar champion when he joined Toro Rosso. What went wrong with him?

Luiz Claudio Correa, Brazil

We thought it would be easier to educate a young driver if they had a more experienced driver alongside them, and Sébastien was very motivated to come to F1. But it didn't work because first Vettel and then [Sébastien] Buemi were faster than him. It was just not his world.

What went through your mind at the 2008 Italian Grand Prix [Toro Rosso's first and, so far, only win]?

Maja Bejor, Slovenia

[Laughs] Many things! Before the start I hoped it would rain more. Fortunately it did! I was happy with the decision to start behind the Safety Car because to start in the wet is a risk. In the race, I hoped for clean pitstops and for Vettel to stay in front, because visibility in the wet is better when you're leading. It went well and we won. →



Formula 1 is becoming a pay-per-view sport – do you think this will lead to the traditional fanbase leaving F1 for more accessible motorsport?

Steve Grieves, Greece

Pay TV is certainly growing – if you want to watch the Champions' League, for instance, you have to pay. I think there has to be a balance with free-to-view TV, so that while many fans will be prepared to pay something to see Formula 1 live, for everybody else it is on a little later on free TV. It's very important that people stay interested in F1 and want to watch it, earlier or later.

Following the 'team orders' incident earlier this season at Red Bull, what would you do to ensure a similar situation didn't occur between your drivers?

Stephen Bloomer, UK

You can never be 100 per cent sure that this will not happen in your team. It's part of the competition. If the drivers are fighting with one another on track, they can collide – it's happened in the past and it will happen in the future. You try to prevent it, but nevertheless it happens. Regarding team orders at Toro Rosso, we do not have these. I always say that if one driver is faster he should just overtake the other one. But we're in a different situation to the teams fighting for the championship where every point counts, which is why they have a different strategy.

If you could have any F1 driver – past or present – driving for your team, who would it be and why?

Michelle Hamilton, UK

I've never thought about this because I'm quite happy with the drivers we currently have. I hope we can educate them, give them a good basis, and help them to be as successful as Vettel is. That's my main target.

How does running Toro Rosso differ from running BMW's F1 engine programme?

Daniel Vickers, Australia

There's a big difference. It was interesting to work for BMW in the collaboration with Williams, managing the communication and organisation between the two. When I came to Toro Rosso after Red Bull bought Minardi, there was a staff of just 85 people. It was clear we had to build up the team and we're still doing that. It will be another two or three years before we can say we are F1-standard. Recruitment is intensive. We have had to build up the design department, the aerodynamic department, the windtunnel and CFD, as well as the purchasing and production departments. It's not finished because there are always movements in F1.

Why did you blow out Scott Speed? Lack of money – or lack of speed?

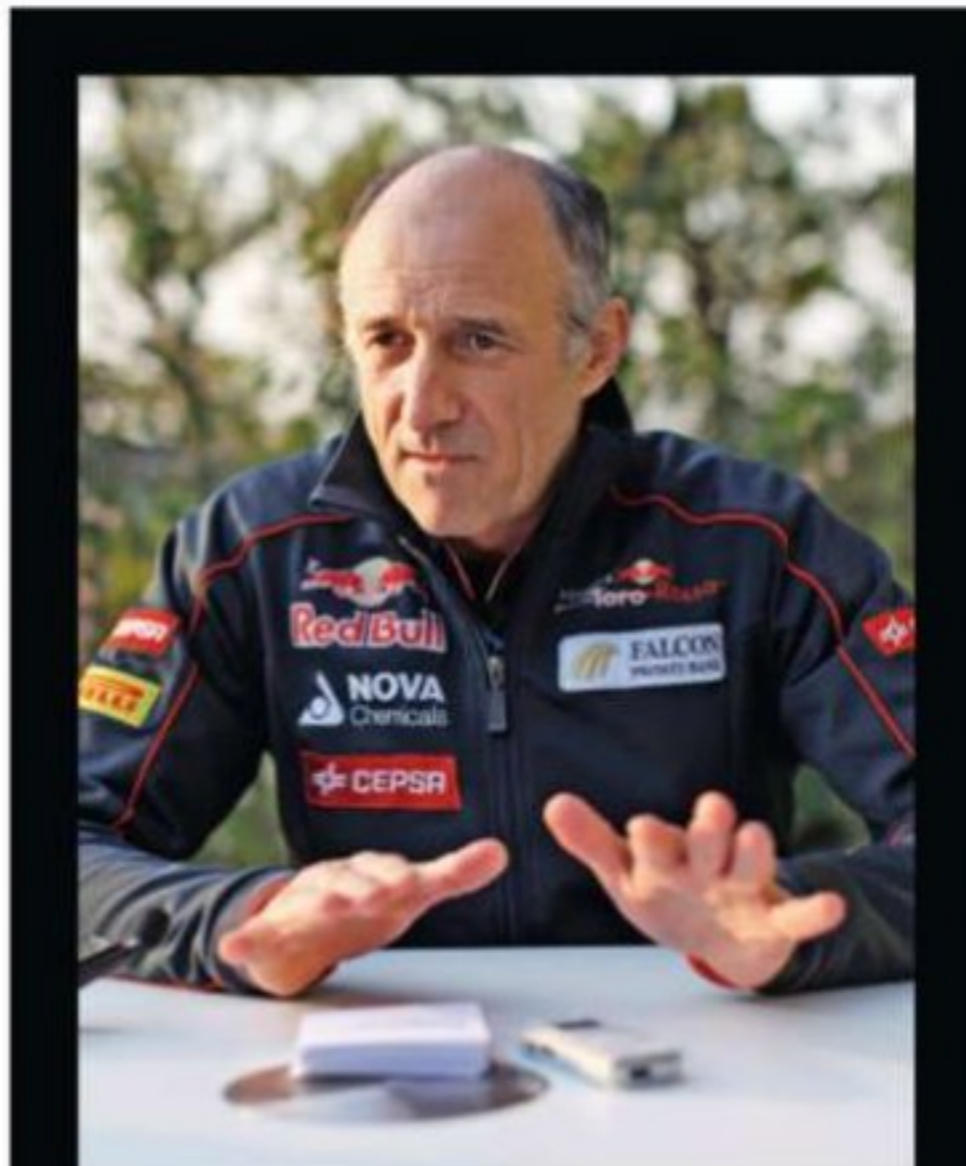
Frank Trejo, USA

He didn't show the performance we expected and this is the reason we took in another driver.

Is there a need for regulations to restrict teams with big budgets to stop them from recruiting all the eminent engineers?

Basil Sukumaran, India

Generally I'm against regulation in this area. Formula 1 is a free market; engineers come in at a junior level from university, work in smaller teams, gain experience, and then they look for bigger and more competitive teams. It's a challenge for them to work in a team that can fight for the championship. They want to fight for success – personal success as well as that of the team. That's how it is in Formula 1 – it's a competition everywhere.



"Talent is the most important thing. Without it, you cannot win races or titles. But a driver has to be passionate about the sport and live for it 365 days a year"

What do you like on your toast?

Thomas Scaife, UK

[Laughs] Bacon, cheese and tomatoes.

Do you think António Félix da Costa could appear in Formula 1 any time soon?

Sabino Araujo, USA

Last year he won at Macau as well as in several Formula Renault 3.5 races. He made an impressive start to this season – I saw his race at Monza, it was a good fight. We will see how he goes. Sooner or later he will sit in a Toro Rosso in a Friday session and from there – we will see.

Who has the final say over Toro Rosso's driver line-up: you or Helmut Marko?

Nicholas Carter, UK

The driver has the most important say – if he shows a really good performance he gets a seat. The final decision about who drives for both teams comes from Red Bull.

Do you think drivers should be paid based on wins and places to stop processional racing and to make them work harder?

GA Lawrence, UK

I don't think processional races are caused by drivers. For the past two years we've had interesting races because there were stable regulations – so no one team can come up with a big technical advantage as they have in the past – and because Pirelli have done a good job with the tyres. Also, the top drivers are all in different teams now. Interesting racing is a given. I hope that next year we'll have the same equity of performance under the new regulations.

Do you like Jaime Alguersuari's music?

Laurence Zumpo, Australia

Unfortunately I only got to hear his music once. We had a summer party, Jaime was DJing, and he played some of his music. I don't know much about that sort of music but our employees were all dancing – so it must have been good.

If one of your drivers was in first place on the final lap of a race, and a Red Bull was behind them in P2, would you ever say, "The Red Bull is faster than you...?"

Duong Vuong, Australia

What I would say to them is: "Red Bull are faster than you, so you must push much more!"

With drivers, how important is talent? Or is it more about discipline and technique?

Gustavo Zapelini, Brazil

Talent is the most important thing. Without it, you cannot win races or titles. But a driver has to be passionate about the sport and live for it 365

What is the most difficult thing about being a team principal?

Sam Ray, UK

You have to take care of many areas. First of all you have to bring together a solid financial package, because in Formula 1 money is necessary for success. Secondly, recruitment is important, getting the correct people in the correct places. And then you have to make sure they can work together, that they're not just sitting side by side and writing emails to one another, but talking and communicating effectively. Above all, you always have to be looking for ways to improve, because F1 never stands still.



Tost with Red Bull adviser Helmut Marko and Toro Rosso racer Vergne: "You have to make sure people communicate"

INSET: ANDY HONE/LAT

Has the lack of on-track testing hampered your efforts to develop young drivers?

Robert Wood, USA

Every lap helps a young driver improve their performance and knowledge, so the restrictions on testing are a disadvantage. There are things you can't learn in a simulator – how to brake, how to turn in, how to accelerate. You have to go out on the track. I would like more tests, but then testing is expensive and that is why we do not have it during the season any more.

Have you got any pets?

Leo Gowing, UK

No, but there's a very beautiful black cat who sometimes waits for me, expecting some food. She's not ours. She eats and then she goes.

Even though Vergne scored more points than Ricciardo last year, in qualifying Daniel beat him 16 to 4 (if you count the times set before the gearbox penalty was applied in Korea). Do you prefer the quicker driver who scores slightly fewer points, or the other way around?

Gerbrand Van Der Vooren, Netherlands

There is no other way around! I prefer the quickest driver possible. Jean-Eric did a number of good races where he was pushing hard and driving aggressively. It was his first season, so qualifying was difficult – you cannot underestimate how much a driver has to think about in qualifying; that's why experience is important. Daniel raced well, too – in Bahrain he finished in sixth. Both performed well last year.

Do you think Toro Rosso should change their livery to something more individual?

Julian Antoniewicz, Poland

I don't think so, because we belong to the Red Bull family and our colours reflect that. I like the livery the way it is. 🏁

days a year. Discipline is also vital for success – that doesn't just mean coming to meetings on time but also performing consistently on track, and not crashing when you fight other drivers.

Do you think it would be a good idea to add more races to the calendar?

Theodore Birks, USA

If it was just me, I would like 26 races a year because there are 52 weeks. But 20 is a good number because already the preparation time for the start of each new season is very short.

Would you prefer two experienced drivers who both want to be number one, or two rookies? Which is the bigger headache?

Andrew Rosales, Philippines

I've worked with experienced drivers as well as rookies, and I enjoy both. If they're committed, disciplined, fast and successful, I never have a headache. Clearly with experienced drivers you don't have to give them quite as much advice on how to prepare themselves for race weekends – their media and marketing commitments and the work with the engineers. With rookies you need

to go into more detail. But whichever type of driver you have, it's a very interesting task.

Is there a great sense of pride when you see Sebastian Vettel win a championship? Or are you detached from him now?

Michael Roberson, UK

Pride is the wrong word – I'm very happy when Sebastian wins races and championships. We still have a great relationship because he's very professional and I like his way of working.

How did you manage to get such good deals for Ralf Schumacher when you looked after him?

Beaux Bottomley, UK

[Laughs] Most of the deals were done by Willi Weber, for whom I worked. But Ralf was a skilled, fast driver. I managed the WTS team he drove for in F3 and from the start he was really fast. He won at Macau, and when we went to Formula Nippon he won many times despite not knowing any of the tracks. Ralf had the ability to win the F1 championship, but unfortunately he was in the wrong places at the wrong times.

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Mr Blue Sky

Since 2010, Red Bull have been near-unbeatable in F1, writing a tale of domination comparable with the best from Ferrari, McLaren and Williams past. And the free-thinking author of this greatness? One Adrian Newey, who we've reunited with his first Red Bull title winner, the RB6, for this world exclusive

WORDS MATT YOUSON PICTURES MALCOLM GRIFFITHS/LAT







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he sense in the F1 paddock, in these dog days of autumn, is one of an era coming to an end. As the 2013 championship coasts towards a seemingly inevitable conclusion, attention

has switched to 2014 and the start of something new. In contrast to the preceding decade, the past five seasons have been characterised by regular, sweeping technical change, but they still possess a sense of coherence as an epoch in their

own right. With apologies to Brawn GP and their sterling efforts in 2009, this has been the era of Red Bull, the era of Sebastian Vettel but perhaps even more so, the era of Adrian Newey.

As designers close the book on this period, it's a good time to start talking about legacies. For Newey, Red Bull's chief technical officer, his greatest satisfaction has been the continuity between 2009's RB5 through to 2013's RB9.

"I guess that what I would be most proud of overall," he says, "is that if you take an RB5,

paint it white, then take this year's RB9 and do the same, you'd recognise one as a descendant of the other. Whereas if you took many of the other cars on the grid today and did the same – it may sound arrogant to say it – I believe you'd think the RB5 was the parent of those also."

It was regulatory upheaval that launched the Red Bull juggernaut five years ago. In an effort to reduce downforce by 50 per cent and improve overtaking opportunities, F1 tore up its aerodynamic rulebook, ending a decade of

"It's impossible for one person to do the car from front to back – though I do try to be heavily involved in the layout of the car and the general philosophy behind it so that it hopefully works as a package"





RB6 – photographed here – that usually gets the nod. It was more reliable than the complicated KERS-equipped RB7, easier to work on, and predictable in its responses to setup changes (thanks perhaps to the docility of Bridgestone's final-year tyres in comparison to the caprices of the Pirellis that followed). It's also the car that gave Red Bull their first championships. And you always remember your first with affection.

Newey ducks the question with a shrug, but running a practiced eye over the bodywork of the RB6 he does concede one thing: that the closeness of the 2010 season belied the RB6's superiority over its rivals.

"Early on we had a lot of silly reliability problems – and that, combined with the odd driving mistake, cost us a lot of points early in the season," he recalls. "That was frustrating because the car clearly had good pace and potential – but we weren't scoring the points. The constructors' title was sewn up in Brazil but the drivers' obviously went down to the last race. It worked out well, but it was much, *much* closer than we should have allowed it to be."

In terms of public perception, Newey is unusual for F1. Rarely is anyone other than a driver so closely associated with a team's triumphs. Maybe not since Colin Chapman and Team Lotus has the association between engineering figurehead and victory been so strong. Even Newey himself did not receive such recognition when he was winning championships with Williams and McLaren.

The phenomenon may best be explained by stating that Newey genuinely *is* a special case. The perception is that of a technical autocrat

operating at a time when design-by-consensus is more the fashion; in effect a throwback to an earlier period of racing, where one person really *could* claim authorship of an entire design.

Now so many junior categories are single-make, younger designers haven't earned their stripes designing whole cars in the way Newey and his contemporaries did as a matter of course.

"Probably it's true," he allows. "Certainly when I started, the early cars I designed – the IndyCars for example – were pretty much me and two or three draughtsmen. Then at Leyton House the engineering staff, including the race team, numbered perhaps six or seven.

"It's incomprehensible today. It's impossible for one person to do the car from front to back – though I do try to be heavily involved in the layout of the car and the general philosophy behind it so that we hopefully have a car that works as a package. In that sense it is a holistic approach. You do sometimes see cars – even today – that just don't look as if they flow together as one design. They give you the sense that several people have been working on the car but not talking to each other very much."

Having said all of this, Newey is equally keen to scotch the idea that everything Red Bull do stems from his drawing board. He looks embarrassed at the notion.

"It really isn't like that at all. Some of the ideas on this car started in my head, other ideas from other people in the team. And that's what I enjoy about the job: working with my colleagues. We bounce ideas off each other. A big part of the job today is ensuring there's an environment in which we can all be creative." →

relative stability. And history insists Newey's designs thrive whenever he gets a clean slate.

From the cars that followed, raw statistics suggest the pick of the litter is 2011's RB7. Eighteen pole positions, a dozen victories and the crushing ease with which it dispatched the competition recommend it. But there are many senior voices within the organisation who whisper that the RB6 was, in fact, the better machine. State the question baldly and there's a lot of awkward shuffling, but in private it's the



Newey with his first Red Bull winner, the RB6 – a less dominant car than the RB7, but the one considered from within to be the better machine



There's a lot of Newey's personal history in the RB6. Revisiting it for *F1 Racing*, he points out minor features that announced his presence: exaggerated chassis 'ears' first used on the 1998 McLaren; the roll-hoop design that traces its lineage back to the Williams FW19, and so on. He mentions many cars that won titles but the influence that comes up time and time again is one that didn't: the previous season's RB5.

This is still a sore point. Despite the groaning trophy cabinet at their Milton Keynes factory,

Newey and others at Red Bull still mutter darkly about the legality of the double diffusers raced from the start of 2009 by Brawn and others. It took months for Red Bull to conjure their own version while the protests were heard and ultimately thrown out by the FIA International Court of Appeal. They couldn't overhaul Brawn in the points, but by season's end had overtaken the champions-elect on pace. The starting point for the RB6 was a car that won six races in 2009 – including the final three.

"RB6 was very much an evolution of that," says Newey. "I think we had the overall package right but the main difference is that the RB6 was designed as a double-diffuser car rather than having a double diffuser bludgeoned onto it."

In retrofitting a double diffuser, Red Bull struggled more than others. RB5 had pull-rod rear suspension, and getting the required under-bodywork in and around those low-slung linkages was challenging. But once done it worked – and it worked even better when

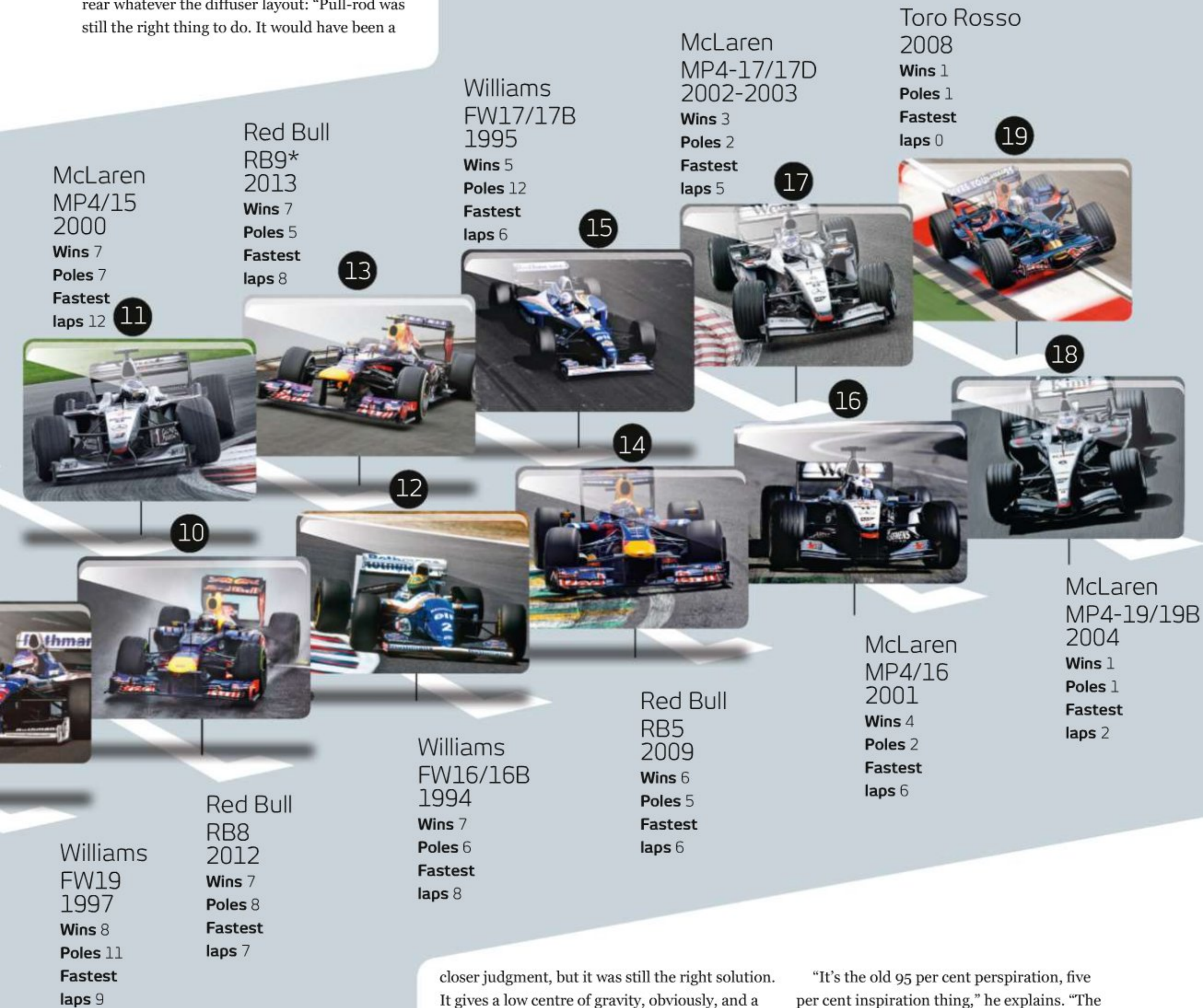


optimised for the RB6. Would he have used pull-rod design if he'd foreseen double diffusers? It became a big advantage for the RB6, particularly since the pull-rod design was a factor in the car being less sensitive to ride-height than its rivals, and so better able to cope with the refuelling ban and the setup requirements of low-fuel qualifying and high-fuel racing.

Newey insists he'd have favoured the pull-rod rear whatever the diffuser layout: "Pull-rod was still the right thing to do. It would have been a

Adrian Newey's F1 mega-grid

Newey's winning designs – all 19 of them – have clocked up a staggering 142 grand prix victories, 171 pole positions and 155 fastest laps. They're here in order of success, from pole to P19



*Figures correct as of Singapore GP

closer judgment, but it was still the right solution. It gives a low centre of gravity, obviously, and a very tidy back end to the beam-wing."

Despite Newey's preference for creative over iterative design, by the time the RB6 came around, Red Bull were able to grind out the iterations as well as anyone. More to his taste, however, the regulations were changing enough to ensure creative thinking still had a place.

"It's the old 95 per cent perspiration, five per cent inspiration thing," he explains. "The perspiration lies in the Darwinian evolution of the car: critiquing it, figuring out which bits could be a little better, trying to *make* those bits a little better. The other side to it is the light-bulb moment: looking at something, perhaps feeling a bit frustrated, feeling as if there ought to be a better solution out there. →



“You’ll be having a shower or whatever and suddenly an idea comes up. You rush into work and sketch it out”



Newey on the Red Bull RB6:
“It was designed as a double-diffuser car rather than having a double diffuser bludgeoned onto it”

“I often get stuck on those problems. You have to walk away and do something else – maybe for a day, sometimes for a month. The brain’s an amazing thing. Those problems sink into the subconscious and quietly tick away. You’ll be doing something random – having a shower or whatever – and suddenly an idea will come up. You rush into work and sketch it out.

“After that comes the decision bit. However proud you are of the ideas, they’re no good if they don’t make the car go faster. There needs to be a combination of the artistic brain and the physics. You need the discipline of not pursuing something that isn’t going to work out.”

Of course, while the light-bulb moment is important in F1, it doesn’t have to be your own light bulb. After scrambling to redesign the RB5 for a double diffuser, Newey’s team faced a similar situation with the RB6 when the must-have device for 2010 was McLaren’s F-duct.


“We didn’t spot it, so all credit to the guys that did,” says Newey. “Fluidic switching was well-known but this was a clever way of using it and hard to achieve. We set about copying it, but again had the problem of trying to put it on a car it wasn’t designed for. You had to get air into and out of the chassis when the chassis was

homologated and couldn’t be changed. Luckily we had generous wiring loom holes...

“We took it one step further than McLaren. We stalled the main plane of the rear wing rather than the flap. It’s harder to achieve but a bigger benefit. When we achieved it, it was very effective. I think it’s something McLaren themselves went to right at the end of the year after we and Renault had gone that route.”

Neither the F-duct nor the double diffuser outlived the RB6 as loopholes were closed for 2011. Given the dominance with which Red Bull ended the season (three wins from the last four races), it was suggested they’d reached a high point and would struggle to replicate their success under changed regulations. We all know what happened next, but it’s worth mentioning because today the situation is similar: rule changes on the way, Red Bull in the ascendancy, but with a door open for their rivals.

It’s something of a poser for Newey. On one hand it presents him with another clean sheet of paper; on the other, change rarely suits those with nothing to gain. He shrugs it off, claiming 2014 may not be decided by design departments anyway: “The engines could well be the dominant factor. What’s not clear is whether one of the three engine manufacturers will do a better job than the other two. All we can do is our best, and put our trust in Renault to deliver. If we both do our jobs well, we’ll be there. If one of us doesn’t, then we won’t.”

The one certainty is that moving to the new hybrids and a new set of aero requirements ends an era for F1. Whether it ends an era for Red Bull and Adrian Newey remains to be seen. 

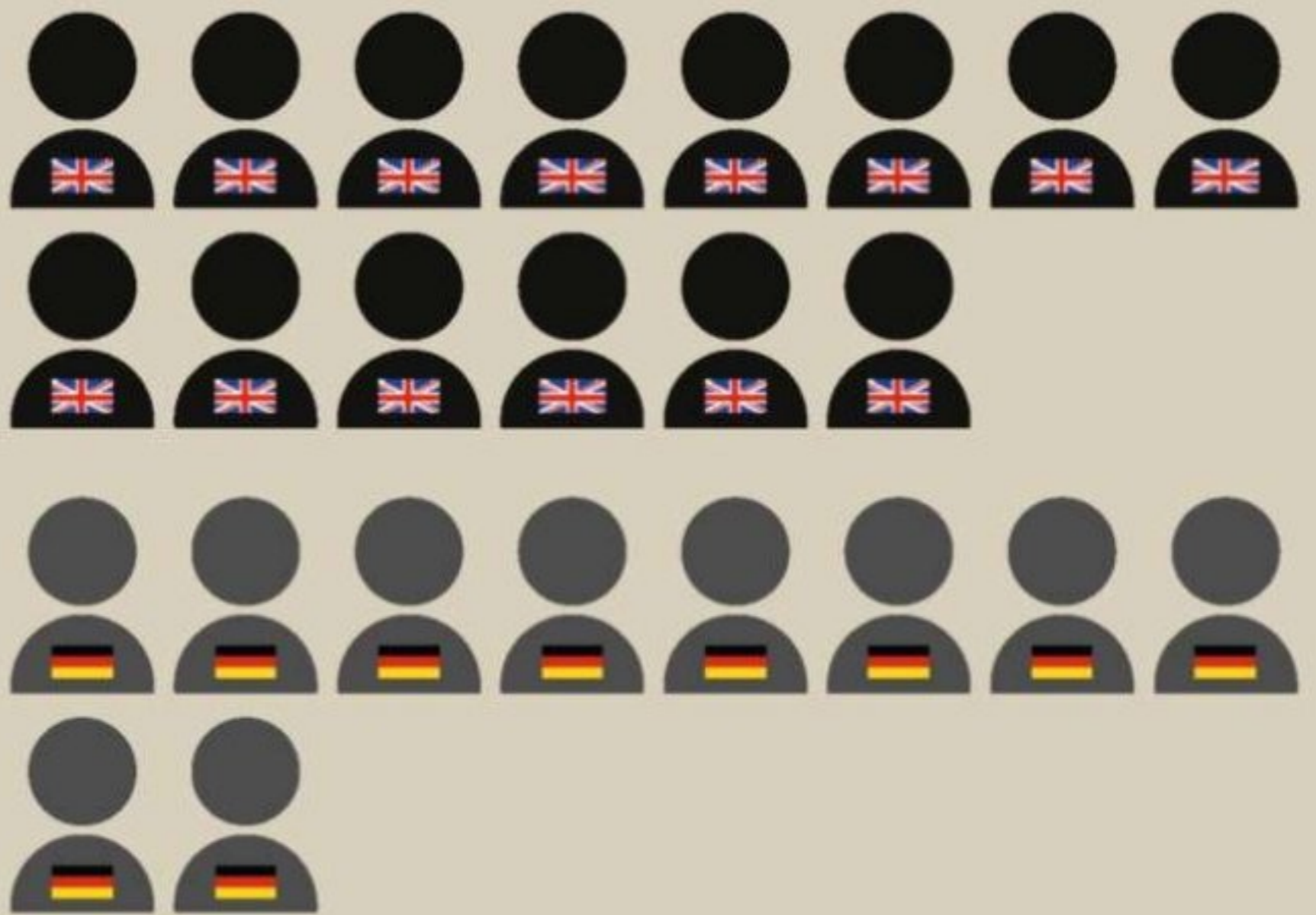


GO FIGURE

As Sebastian Vettel strides towards his fourth title, we look at the numbers behind the drivers' world championship

14-10

Ten British racers have between them won **14** drivers' titles, compared with **Germany's ten titles** won by **two** drivers



The earliest in the season that a world champion has ever been crowned, when Michael Schumacher clinched the 2002 title in France. **There were still six races to go**

1

John Surtees, James Hunt and Sebastian Vettel each led the points standings in their title-winning years (1964, 1976 and 2010) just once and only when it *really* mattered: after the final race



The number of times the title has been settled by one point or less: 1958, 1961, 1964, 1976, 1981, 1984, 1994, 2007 and 2008

THREE

teams have failed to win the constructors' title in the last 30 seasons when one of their drivers has claimed the drivers' title: Brabham (1983), McLaren (1986, 1999, 2008) and Benetton (1994)

0.5 and 122

← The smallest and largest points margins by which the championship has been settled →



On just one occasion, **four drivers have gone into the final race of the season with a chance of being crowned champion:** Alonso, Webber, Vettel and Hamilton in 2010



42.85

The percentage of titles that have been decided at the final race of the season

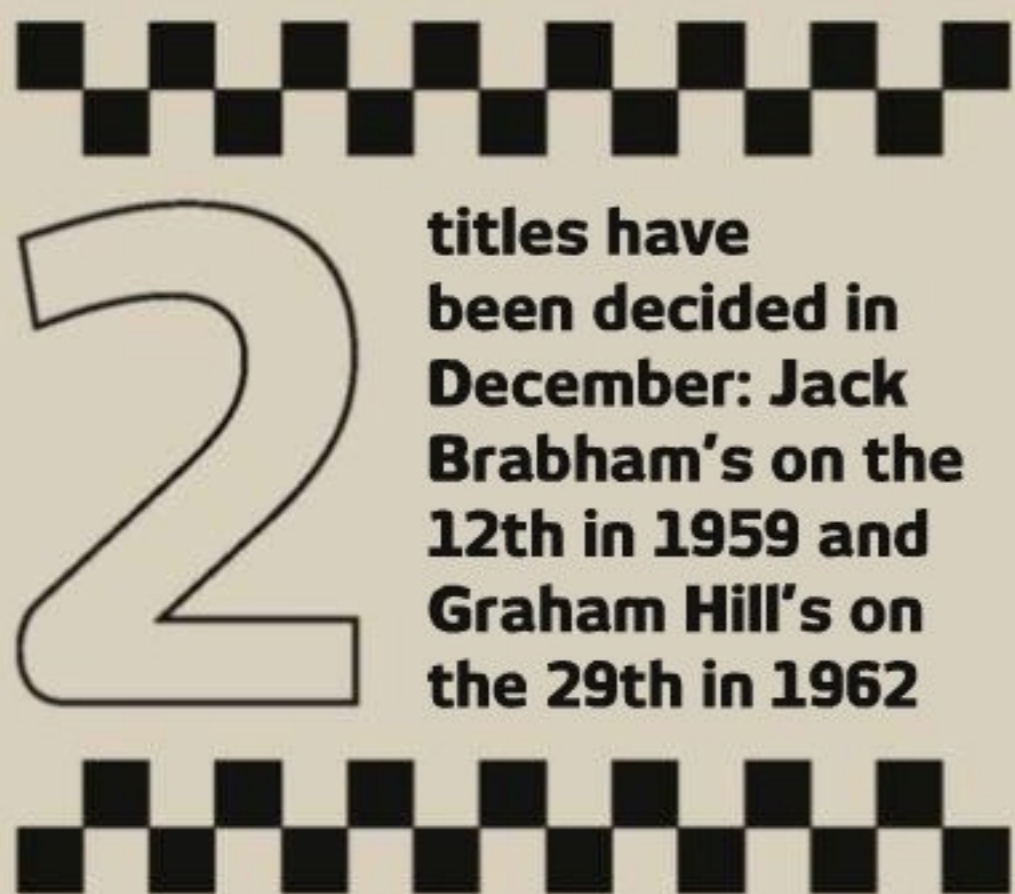
1994

The last time a reigning champion – in this case Alain Prost – was not on the grid for the season's first race

90

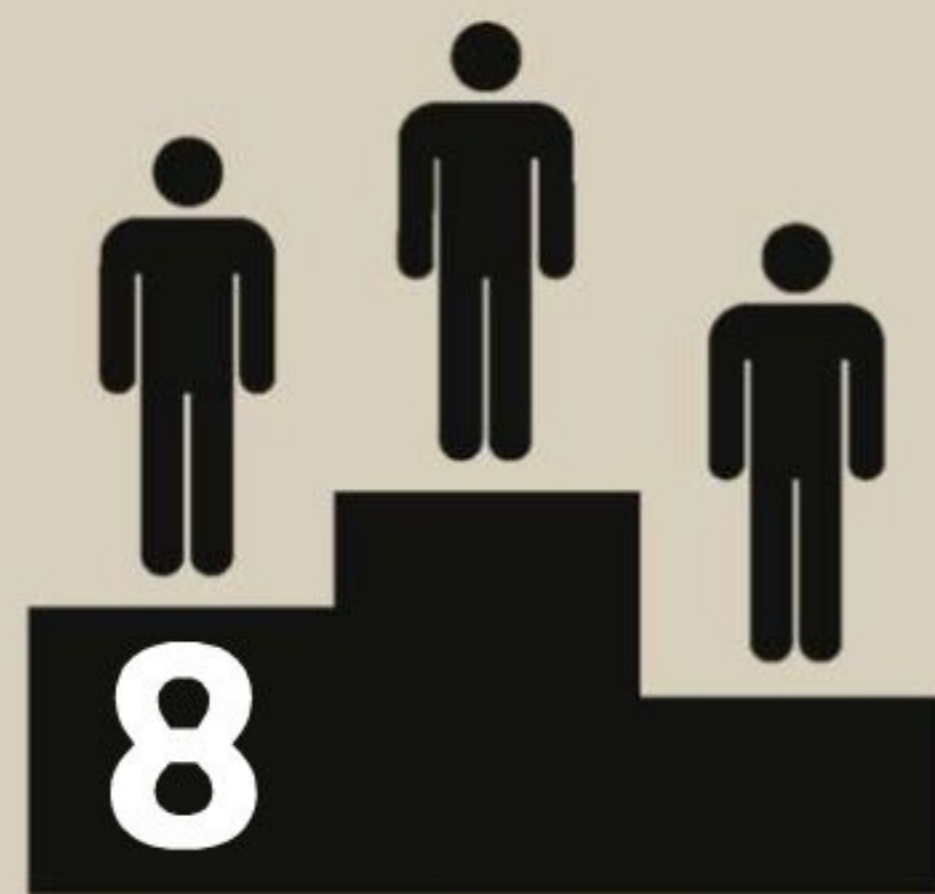
The number of days Jack Brabham, Tony Brooks and Stirling Moss had to wait after Monza (1959's penultimate race) for the final GP at Sebring, where all three had a chance at the title

The number of times that Japan has been the location of the title-decider – that's more than anywhere else in the world



2 titles have been decided in December: Jack Brabham's on the 12th in 1959 and Graham Hill's on the 29th in 1962

The number of times Alain Prost and Stirling Moss were championship runners-up. While Prost matched his four second places with four titles, Moss never won the championship



"I was proud to take Toyota to the first podium, the first pole. Even now, I still consider myself a Toyota driver. It's sad for me to say I didn't finish my job because I didn't win a race"

Despite late-career disappointments with Toyota and Lotus, **Jarno Trulli** always gave it his all on track. These days he's giving it his all as a successful winemaker

PORTRAITS THOMAS BUTLER

Jarno Trulli arrives for this interview looking fitter than ever. He's holidaying for a few weeks by the sea with his parents in Pescara, the town where he was born 39 years ago. Jarno's wife and two sons have also made the trip from their home in Lugano, just over the border in Switzerland. This is quality family time, yet work is never far away.

Trulli has cycled over to his vineyard, Podere Castorani, which sits in the foothills of the Abruzzo region, 25 miles west of Pescara. He bought it in 2001, and has since invested more than €10m in it. The 32-hectare estate may officially be closed for the holiday but, in hard-working family fashion, Trulli's father turns up to unload a delivery that's just arrived.

For Jarno, though, the day is about motorsport. Several members of the Jarno Trulli Fan Club have travelled from Japan to spend four days here with their hero. Trulli entertains them throughout, even though he last raced nearly two years ago and has no intention of returning.

I join them for a glass of Prosecco in the vineyard's boardroom before heading into a nearby hamlet for lunch at a pizzeria. The informality of the day speaks volumes about a



sportsman unaffected by more than 250 grands prix and 14 seasons in the Formula 1 limelight.

Jarno Trulli: You've come at the right time because the vineyard is on holiday and my friends from Japan are here. We can spend as long as we want over lunch.

Maurice Hamilton: I'm impressed by your vineyard. We'll talk about that later, but I'm also fascinated by your fans, who are so loyal. They've been with you for a few days?

JT: Yes, I've known them for a long time. Really nice people. We've been round the old Pescara circuit [the 16-mile road course used to host the Pescara GP, won by Stirling Moss in 1957] and

we've been to the square in Pescara where I started karting, aged eight. Some friends from karting were there, which was a nice surprise.

MH: I believe your father encouraged you to try karting. You liked it immediately?

JT: Straight away I had the speed. When karting arrived in Europe, it became my father's hobby. He and his friends set up a team to have fun on a Sunday, so I got the chance to practise a few days a week on this new track in Pescara.

MH: You say you were only eight. Did you love karting straight away?

JT: Difficult to say. I found myself comfortable in the kart immediately. I enjoyed the driving, finding the racing line, the setup, having rivals...

MH: You followed an unusual course in a way because you suddenly arrived in the junior formulae – F3 and so on – and you progressed very quickly. How did that happen?

JT: I spent 12 years in karting, but I learned more than I would in other series. Maybe not about gearboxes, clutches and things, but from the pure racing point of view, I was mature.

MH: Does that explain why, in your first F1 season in 1997, when you actually led a race in Austria for many laps, you looked so calm? →



THE MAURICE
HAMILTON
INTERVIEW

Jarno Trulli



At the Nürburgring in 2000, in the unsuccessful Jordan days: the car was quick over one lap, but not in the race



A former Toyota racer, Trulli had the support of the home crowd at Suzuka even when driving for Lotus in 2011

JT: I felt: 'Wow! I'm leading. Okay, let's carry on like this.' I wasn't overwhelmed because I was used to leading races. Then the engine went.

MH: Were Minardi and Prost good places to start off in Formula 1?

JT: They were. I made my debut with Minardi but moved to Prost to replace Olivier Panis for six races after his bad accident. I did enough to earn my place. I was quick and showed I had skill with car setup, so Alain gave me a chance.

MH: Then you went from a Frenchman to an Irishman. Why did you choose Jordan next?

JT: Jordan were very competitive and I was fully convinced that we could do well. Eddie is a great character. I never had a problem with anyone in F1, but I got on particularly well with Eddie. He's crazy, but I had great respect for him and he had great respect for me.

Unfortunately, the 2000 car was extremely unreliable. I had all sorts of trouble and it was hard to finish the races. The other problem, which we never understood, was that the car was eating the tyres after three or four laps. The drop-off was unbelievable. That's when everyone labelled me 'The Trulli Train'! In qualifying, the car was incredibly quick on one lap but, no matter what we tried with the setup, we could not solve that problem with the tyres in the race.

MH: Well, to prove your point, you managed to get onto the front row at Monaco.

JT: And at Spa. But we were never able to get on top of it. It was a hard decision to leave at the end of 2001, but I couldn't spend another year with more failures and problems we didn't know how to solve. I remember Eddie tried several times – including flying in his private jet to Pescara – to convince me to stay. I had to say to him: "I like you very much, but I really need to turn my career around now. I've got the skill and

I need to prove it with more than quick laps; I need to finish races and get on the podium."

MH: Renault weren't necessarily the answer because they had a few problems at first, right?

JT: Yes, Renault was hard in the beginning because they were convinced their boxer engine was the way to go. Unfortunately, this engine was very unreliable. The first year was a disaster; it was so hard to finish races. I remember the engine blowing up in the garage before we went out on track. Professionally, it was a good move. I got on well with the French part of the team although it was a bit different with the English part in Enstone.

MH: But you were living in England in a village somewhere, and that worked out okay, didn't it?

JT: It was a little place called Binfield, to the south-east of Reading. I got on very well with the family next door and the people around me; I enjoyed life and made a lot of friends. That included some Italian people I met there – we are still in touch two or three times a year.

The only bad thing was the weather; that was a big shock for me. The winter especially, which is long and not very nice. England is such a beautiful country; amazing. But the problem is, you can't enjoy that because of the weather.

MH: How did you train when living there? Did you go running on the roads of Berkshire?

JT: There was a forest with a mountain-bike course in a beautiful area, five or six miles from where I lived. I will never forget how one day I really wanted to go out running. As I was walking out, there was a shower of rain. Okay, that's it for the day; I'll go to the gym. After ten minutes, the rain has finished and the sun is shining. I think, 'Okay, maybe I can go out.' I prefer to do that than go to the gym. After half an hour of sunshine, I go out. One mile later,

more rain. I decide it's better to go to the gym...

MH: I read a quote in which you said you learned a lot at this time; how to grow up and cope with the sacrifices you had to make.

JT: That's true. I learned the professional way of being an F1 driver. There's more to it than just being a driver. You learn respect, sticking to the rules, meeting schedules, the approach to the race and to testing. That time at Renault was a very important part of my career. At Prost, I didn't learn much technically. Jordan were still a small team; a family team which was run very well but, technically, not yet at the same level as Renault. Renault had the structure and the experience of winning. I could see the difference.

I learned a lot and enjoyed racing with Jenson and then later with Alonso. The level of my team-mates was high, which let me prove I was quick. We couldn't get the results until 2004 when the car was more competitive. But then we were up against an unbeatable Ferrari.

MH: Fernando was the test driver at first. You got along with him okay?

JT: Always. I never had a problem with him. Or with any of my team-mates. My philosophy is that we're there to race and to win. If we are smart enough, we have to understand that we're both quick. The only thing we have to do is work hard and try to get in front of each other. You

"The 2000 Jordan ate the tyres after a few laps. That's when everyone labelled me 'The Trulli Train'!"



Jarno and Maurice Hamilton at Jarno's award-winning Podere Castorani vineyard

can be a good driver but, if you have a good team-mate, you can't be ahead all the time. You have to deal with that; it's a constant challenge. You can learn from that and grow up and be stronger.

MH: You were confident when you won Monaco in 2004. I did an interview with you on the Friday and you had been climbing the mountains above the Principality. You were quietly assertive that weekend. Was that because you knew the car was going well?

JT: I felt the car was good and going in the direction I wanted. So I felt comfortable in the car. Once I feel comfortable, then things will



Trulli celebrates his sole F1 win: Monaco 2004

happen. In that race, I knew I had to keep calm and not make any mistakes; do that and the result will come.

MH: Tell me about the problems with tyres graining. You never really liked that, did you?

JT: Grooved tyres were a disaster for me. Tyre suppliers, especially Michelin, were trying to get the tyre closer to being a slick. The philosophy was: the more you kill the tyres the better they become and the more performance you will have.

I would have one good lap, then because my driving style is very smooth it was a disadvantage because I could not kill the tyres. The tyres had a life of around 12 laps. You would lose one lap for qualifying and depending on your style about four or five laps going through the graining and cleaning the tyres, then it wouldn't come back until lap 12.

MH: It must have been frustrating going into a race knowing that was going to happen.

JT: It was the same for everyone, but it hurt me more. When we went to circuits that were hard on the tyres in a hot race, like Malaysia or Hungary, I was good at making tyres last longer. But when it came to generating temperature, or cleaning the graining, that was not good for me. That's not an excuse; just a fact.

MH: Talking of a smooth style, you are often compared with Alain Prost. Do you think he would have had the same problem?

JT: I do. Just the same. Grooved tyres had nothing to do with F1 And they looked stupid.

MH: In '04 you had your best position [6th] in the championship. But you also had a big shunt going through Bridge at Silverstone. Was that one of the worst in your career?

JT: Not really. I think it maybe looked worse than it was. I had no idea what had happened. I remember losing the suspension; I thought it was the left, but it was the right. I was surprised how quickly it happened. Bang! Finish. The car's not moving. That's it, let's get out. It was →

bad and unexpected but this is unfortunately part of the business. It was a big hit and the next day I had a headache – but I was lucky.

MH: So, what happened in the end when you left Renault before the season had finished? Was it anything to do with Flavio Briatore?

JT: The relationship with Briatore and eventually with the team didn't work very well. Flavio was interested in me more as a money machine rather than as a driver.

MH: Did he give you a hard time? Being your manager, people might think he'd favour you...

JT: He gave me a hard time for reasons I don't want to discuss. It was not my place any more; they had their driver, Alonso; I was not important.

MH: You enjoy being happy, but do you think you should have been more aggressive?

JT: I think so. I was a good driver on track but not so good politically.

MH: Politics must have played a part at Toyota...

JT: That's true, but I was happy about having the chance to go there because Toyota had huge potential and were very well financed. I was convinced we could make it when I saw the facilities and resources. But the management turned out to be... slightly different.

MH: Is it fair to say that your results with Toyota were better than expected in the first year and less than expected in the second?

JT: Definitely. When I joined, everything was there, but the car was not good. I thought from what I could see with the potential and resources we were going to kill everyone; blow them away. But because of technical mistakes and choices, it didn't happen. I was disappointed.

I was suggesting to go in one direction but they were concentrating on Ralf Schumacher. I was convinced my direction would give the right result – and I was proving it. But for whatever reason, they were concentrating on saving Ralf Schumacher's season and his career.

We had a new car for 2006, which we used for a couple of races at the end of the previous season. I kept saying: "This car is no good; this car has a problem." We weren't ready to race it. I said we should test and test again to make sure it was the right direction. I had a problem straight away with the power steering and the last two races of 2005 for me were really bad.

Ralf was dealing well with that car, but he was not quick. Then he was lucky in the last two races, getting on the front row with low fuel in Japan and finishing third in a race in China because Coulthard held most of the field behind



Trulli (Toyota) with former Renault team-mate Alonso: "I never had a problem with him. Or with any of my team-mates"

"At Renault, Briatore gave me a hard time. They had their driver, Alonso; I was not important"

him. So everyone was convinced the car was quick. We got to 2006 – and the car is a disaster.

MH: Yes, I was checking before coming here; you had no points in the first eight races. That must have been very hard to deal with.

JT: Despite me telling them there was something we needed to investigate more with this car, they went in their chosen direction. And then they fired Mike Gascoyne. That was another mistake. I said: "Okay, you're not happy with Mike; fine. That is your decision. But before you fire Mike, you need to replace him otherwise you lose this season and the next." They didn't listen.

MH: Is this because Toyota were, at heart, a corporate machine rather than racers?

JT: That was the problem. Toyota followed their philosophy – whether it was right or wrong. They proved – and understood – their way did not work but they followed that direction. So, 2006 was blown; 2007 was no good and it took time to rebuild the technical side. In 2008-09 we started to come back – then they pulled out.

MH: You mentioned Mike Gascoyne. He popped up a lot in your career. How did you rate him?

JT: If you understood how to manage Mike, you'd get the best out of him and he'd do a great job. But the mistake is to give him too much to do. You need to give him the job he is capable of doing – like organising an F1 team and making things happen. Give him the responsibility for all departments, and it is too much for him.

MH: Are you saying that Mike, being the bullish guy he is, couldn't be seen to say no when he should just have focused on what he was good at?

JT: Exactly. Mike will always tell you he can do it. You need to recognise what he is capable of doing because he has an extremely good character and great skill. He is a fantastic organiser. But not much more than that.

MH: You've been quoted as saying Bahrain '07 was one of your best races. Why was that? You started ninth and finished seventh...

JT: It was one of the best races I have ever done in terms of skill. I finished seventh, yes; but my

team-mate was 12th and a lap behind. I got the best out of my situation and the best out of a car that was not competitive. Quicker cars around me had tyre troubles. They dropped behind, so I spent 60 laps holding them back. I had a huge fight with Alex Wurz and Nico Rosberg. I overtook the two Renaults [Kovalainen and Fisichella] down the inside to Turn 10.

When I got out, the mechanics were pleased because they knew how slow the car was. I'd had cars on either side, attacking me, and I was getting out of the corner in front of them. I was desperate to get a point. I never gave up.

MH: Do you feel sad you never won for Toyota?

JT: I do. I was proud to take this team to the first podium, the first pole. Even now, I still consider myself a Toyota driver. It's sad for me to say I didn't finish my job because I didn't win a race. I wanted to win, not only from my point of view, but for the guys working with me. They were kind to me and I would like to have done it for them. I tried everything, and in a way I sacrificed my career. If I could have won one race with Toyota, I would be happy now.

Unfortunately, it couldn't happen for many reasons. The people around me were good even though I did not always have the same view as the management. Unfortunately, the driver cannot be team manager. I was suggesting what was right and what was wrong because I had the experience to say that. But, at the end of the day, I was not the one to make the big decisions.

MH: I seem to remember there was one race where you went ballistic when you got out of the car, even though you finished quite well. I think you thought you could have won it.

JT: Ha! That would be Malaysia in 2009. I definitely should have won that. No question! We had Toyota's best-ever grid positions, with me second and Timo Glock third. I was second when it started to rain. I said I was coming in and wanted intermediates. But when I came into the pits, they put me on full wets. I just couldn't believe it. Glock made a bad start and dropped to somewhere in the midfield – but they gave him intermediates. What happened? He passed everyone and came back through the field. Then it *really* rained and the race was stopped. I was fourth and Glock was third.

I was shouting and screaming when I got out. They said they'd gambled with intermediates for Glock and wanted to cover everything with wets for me. They were happy because Glock had got a podium. I said: "But you threw away a win! →



Relaxed and happy two years into his retirement from motorsport: "I had plenty of offers, but I always drove at the top"

Toyota were plagued by engine inconsistencies in 2009. Trulli took pole in Bahrain; two races later in Monaco, he qualified P18



A fan poses with a cardboard cut-out of Trulli at Suzuka 2011



“It’s difficult to talk about Lotus... it was a big mistake. Nothing that was proposed happened”

In second, with intermediates, I could have won. Easily! Instead, you play safe.” They didn’t understand. I think that says everything about Toyota’s mentality. They were not racers.

MH: Is it true the engines could be inconsistent?

JT: That was a problem. We went from two cars on the front row in Bahrain to the back of the grid in Monaco. Later, when Pirelli had a Toyota test car, Nick Heidfeld did a few laps, came straight in and said there was a problem with the engine. There wasn’t. That’s how it always was. I noticed straight away, for instance, how good the Cosworth was compared to the Toyota.

MH: That was with Lotus [now Caterham].

Your last two seasons were with them. Was it a disappointing end to your career?

JT: It’s difficult to talk about Lotus because it was a big mistake. Nothing that was proposed before we entered the season happened. When it is a mission impossible for everyone, even an experienced driver cannot help in this situation. When you don’t have the resources to turn things around, you will never get on top. I was not sad to stop; I’d had enough.

MH: Did you think about doing something else? DTM or sportscars perhaps?

JT: I’ve had plenty of offers but I always drove at the top, whether it was karts, F3 or F1. I realised every other series would be a huge step back. To enjoy it, I need to have the chance to fight, to win. I will do it with passion any time, but it has to be professional. GT didn’t interest me because I don’t see it as a professional way of driving. I have always been with 20 professional drivers – apart from the last four years when a lot of young kids, pay drivers, came in. I lived through the best F1 era ever with all the manufacturers; everyone wanting to win; very professional teams, and the best drivers in the world.

But at Le Mans, a few teams are able to be professional and fight for a win, but there are plenty of hobby drivers. After 15 years in F1 and racing before that at the top level, I can’t see myself driving next to a hobby driver. I respect these people, but I don’t want to do that.

Thanks to Lucio [Cavuto, Jarno’s manager] and my dad, we developed this wine business, so when I stepped out of F1, I had plenty of things to do. I can tell you, I was not bored. We travel a lot – as much as we travelled in F1.

In a short time, we have become a winemaker popular and respected round the world. And this

is not because of my name. Okay, when it comes to opening a new market, presenting wine or doing wine tastings, my name helps. But if you don’t have a good product, if you are not serious, you will not be respected. I’m proud of what we have done because we created it from nothing.

MH: Tell me about this red we’re drinking. I’m not an expert, but this is absolutely superb.

JT: This is a Podere Castorani. Castorani was the owner of the original property here. *Podere* means ‘chateau’. We will refurbish the old villa in the next few years. This wine is the first we produced in our name; the vintage is 2008 and it’s oak-aged; a long process. It’s a typical red Montepulciano d’Abruzzo. It was been awarded a Tre Bicchieri Gambero Rosso, the highest award of excellence. It means the standard is high and we do well; it’s a huge satisfaction.

MH: Do you still follow the grands prix? Are the boys interested in motor racing?

JT: Apparently not! One is into football and basketball. The other likes drawing and creating things. I showed them an F1 race on TV and they weren’t very interested.

MH: How do you feel about that?

JT: Very happy – no need to deal with Flavio Briatore! F1 is a business and it is hard. I’ve seen from the experience of other drivers that being a son of an F1 driver is not easy. There are always comparisons. I’d never persuade them to race.

MH: So, apart from not winning for Toyota, do you feel you achieved everything when racing?

JT: Yes. I can say none of my team-mates did better than me in the same car. What is done is done and it has been a fantastic experience.

MH: I’ll drink to that. Thanks for a lovely day.

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The man who'd topple Todt

It's not hard to imagine FIA President Jean Todt choking on his morning croissant as news reached his Paris desk on 10 September of a complaint to the FIA's own ethics committee, about his conduct as president. That salvo was the opener from newly announced presidential candidate David Ward, kicking off what's set to be a spicy few months for Todt ahead of the 6 December presidential election.

Why spicy? Because Todt's new rival is an experienced political operator, schooled in Westminster's dark arts as policy adviser to the late Labour leader John Smith, and an FIA veteran of almost 20 years, through posts including secretary general of the FIA Court of Appeal, adviser to Max Mosley and, for 12 years, director general of the FIA Foundation.

"A lot of people think this is some sort of little spoiling tactic," says Ward of his recent complaint to the FIA's ethics committee about Todt's alleged pre-emptive electioneering, "but this is very serious. I worked at the FIA Court of Appeal for five years so I know these processes and I have put together one hell of a complaint."

Ward, 57, argues that Todt has moved to secure his re-election in an improper manner, by obtaining letters of support ahead of any election process. To Ward, this constitutes "using FIA resources to try to predetermine the election outcome even before the process had begun."

For his part, Todt has stated: "How can I avoid it if you have a group of people who say: 'You do a very good job, we want you?' I never put the gun to somebody saying 'support me'."

But Ward's beefs are far more widespread. Claiming "support from all regions of the FIA", he contends that the most powerful single body in motorsport, with responsibility for four world championships as well as myriad other non-motorsport activities, is ill-equipped to deal with the demands of 21st-century governance.

"It's easy for people to think: 'Oh, David, he's just some sort of political hack,'" says Ward, "but this goes to the heart of important issues. Under Jean there has been progress in some

respects, but in others it has gone backwards and that has frustrated me because there's a big opportunity to get the FIA in shape as an organisation that serves the sport well. At the moment it is not fit for purpose."

Strong stuff from an FIA insider; one, moreover, who knows Todt extremely well, having written his 2009 election manifesto. Ward's grievances over matters such as the FIA's enshrined culture of "amateurism" and "insufficient internal transparency", are what have driven him to launch his campaign. "My motivation," he explains, "is to start a big debate. And the only way to do that is to be a candidate and to have a proper election. Until I announced I was running, there was no debate... the supposition was that there would be a coronation for Jean."

Given Ward's past links with Mosley, who presided over the FIA with controversy-courting vigour from 1993-2009, there are those who suspect he could be

a front for a Mosley return. Ward laughs off the notion: "Of course I would like to win, and I think I would do a better job than Jean. I'm running to change the FIA. Good governance goes to the heart of the quality of competition on track."

His prime goal is to make the presidency a non-executive role, installing a CEO to 'run the business'. He explains: "We should move towards a paid professional CEO, with a non-executive president, and a commissioner for each of the championships, who is the go-to person at all the races."

There are echoes of Mosley's super-articulate, compellingly rational delivery in Ward's tones, and while he is keen to avoid casual comparison, there is one very striking parallel between the two men: their relish for combat. That same quality was, of course, a hallmark of Jean Todt's tenure at Ferrari, and during his years as team boss he revelled in his unpopularity, with the justification: 'As long as we are winning, why should I care what people think?'

He'll need that guile and chutzpah to deal with this unexpected and dangerous opponent. **F1**

FIA president Jean Todt stands for re-election in December. But he faces a fearsome new opponent in the shape of **David Ward**

WORDS ANTHONY ROWLINSON **PORTRAIT** THOMAS BUTLER

DAVID WARD CV

- 1994** 19 years with the FIA in a number of roles, including:
- Director general of the FIA, Brussels office
 - Secretary general of FIA, France
 - Secretary general of the FIA International Court of Appeal
 - Adviser to the president of the FIA
 - Director general of the FIA Foundation
- 1988** Chief policy adviser to the late John Smith MP, leader of the UK Labour Party
- 1979** Graduates from London University with a BA (Hons) degree in philosophy









Jim CLARK

UNCUT

Fifty years after one James Clark Jr drove with inimitable grace to his first title, Peter Windsor has scoured the archives to compile this thrilling record of a remarkable year

PHOTOS LAT ARCHIVE

Looking back now, 50 years on, it's easy to categorise Jim Clark's 1963 season as 'great'. He won 70 per cent of that year's grands prix to take the Formula 1 world championship, and came incredibly close to winning the Indianapolis 500 as well. He drove the groundbreaking, fully-stressed-monocoque Lotus 25-Climax. And he *was* 1963 in ways that transcended even Formula 1. He had the gorgeous, headscarf-wearing, mini-skirted girlfriend (Sally Stokes), and when he wasn't wearing pale-blue Dunlop overalls he was in Dean Martin-spec suits or the cloth cap and sports jacket of the Scots sheep farmer, whistling commands to his border collies.

Yet 1963 was, in reality, none of those things. It was a work – a darned hard piece of work, as Jim would probably have put it. One day at a time. One lap at a time. One corner leading to another. An artist, grinding it out.

Colin Chapman and mechanic Cedric Selzer (right) clear Jim's return to the Team Lotus pit after his retirement from the

Monaco GP. After setting pole and overcoming early fuel-feed problems, Jim was sailing to victory and nursing the fragile ZF gearbox, when it jammed in gear and spun him into retirement at the Gasworks Hairpin. Lotus suffered gearbox problems all season, switching regularly between ZF, Colotti and Hewland transmissions.

Despite leading in 1960, 1962, 1963 and 1964, Jim never won at Monaco. On the Monday after this picture was taken (by Michael Tee, father of *F1 Racing's* longstanding photographic contributor, Steven Tee) he flew to Indianapolis with Dan Gurney and Colin Chapman. He would come second in the Indy 500 the following Thursday. →



After winning the F1 world title at Monza, Jim led the victory parade at Brands Hatch. He convened a Tuesday press conference in Fleet Street following his Monza win, then headed into a busy week, celebrating the opening of John Morgan's new Steering Wheel Club in Mayfair, attending Colin Chapman's riotous party in Hadley Wood, then leading the parade at Brands Hatch on Sunday. Minus helmet, Jim wore his Dunlop overalls, while Colin, clad in V-necked pullover and tie, sat piggy-back on the Lotus 25. Three Ron Harris Lotus 27 Formula Juniors ran behind them, leading a production Elite, Elan, Seven and Cortina-Lotus. (The Elite and the Elan were sold concurrently in 1963.) The day was also a great one for Team Lotus in a racing sense: Peter Arundell again won the FJ main event (the Anglo-European Trophy), while heat wins went to Denny Hulme (Brabham) and – appropriately, given the 2 September formation of Bruce McLaren Motor Racing Ltd – Timmy Mayer (Tyrrell Cooper). Peter Revson, in another Tyrrell Cooper, also ran well before shunting heavily at Paddock Bend.



The cockpit of Jim's 25 at the Mexican GP. Note the tell-tale at 6,800rpm. The wheel is a bit tatty without its plastic Lotus badge, which often had to be removed to let the mechanics make adjustments.



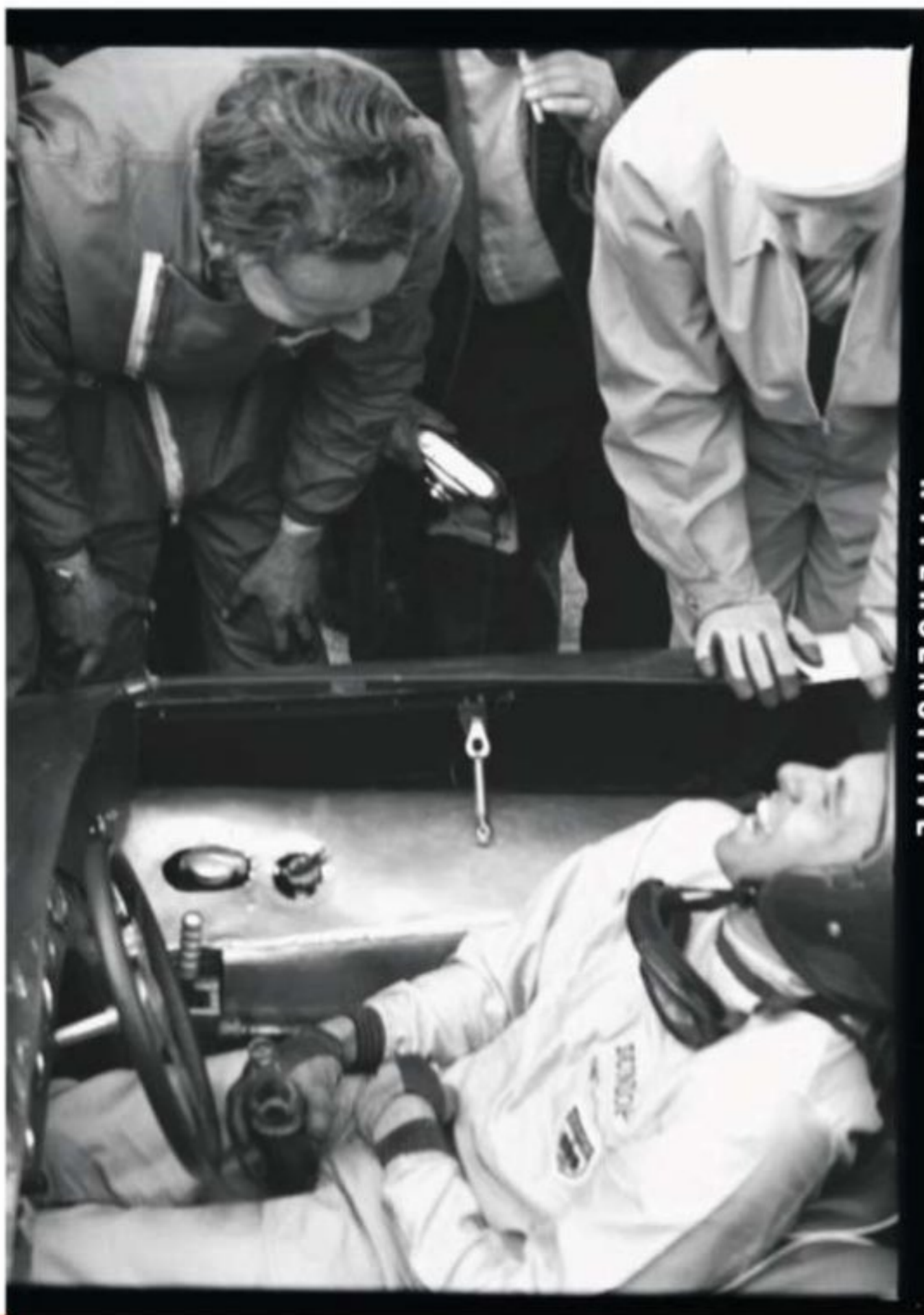
Despite torrential rain that reduced visibility almost to zero, Jim won in Belgium. Remarkably, he spent most of the race with one hand on the steering wheel, for his Lotus had started to jump out of fourth and fifth gears. Approaching the Masta Kink – the world's fastest corner – he kept his left hand low on the wheel, ready to apply full opposite lock if needed. At 150mph. In the wet.



Jim steers the 25 up to the victory trailer after winning the Dutch GP. The same weekend, he was forcibly removed from the Hunze Rug viewing area by a Dutch policeman. Wearing a dark blue Indy Pure jacket (Pure were a fuel and oil company endorsed by Ford, effectively in competition with Esso), Jim was marched off to an interview room before being allowed back to the Lotus garage for Friday practice. The policeman in question can be seen on a horse in the background.



Close friend Dan Gurney was full of enthusiasm for the 7-litre Ford Galaxie, so Jim was looking forward to driving Alan Brown's car in the British Saloon Cars championship race at Brands Hatch the Monday after the German GP. Jack Sears took pole in his Willment Galaxie but Jim won the race. The car had a four-speed floor-shifter, a lap seat-belt only, a slight lateral rollover bar... and lots of tyre smoke. It had the wrong springs and Jim was half out of his seat as he plunged through Paddock Bend. He loved it. Here he leads Sears into South Bank.



Jim laughs with the sheer pleasure of winning, after gliding his Normand Lotus 23 to victory in the 28 September Snetterton Three Hours. Bear in mind that he had only just returned from racing at Trenton in New Jersey, and that he'd been crowned F1 world champion 20 days earlier, and you get a feel for the pace of the times. Note the absence of seat belts and the proximity of the fuel tanks



Jim clinched the 1963 F1 title at Monza, but it wasn't easy. His Lotus was much slower in a straight line than the Ferraris and BRMs – and it showed in qualifying. Plus, Jim and Team Lotus always felt uneasy at Monza due to the police action over the death of Wolfgang von Trips and 14 spectators in 1961, following contact between the German driver and Clark. Throw in the organisers' desire to use the full, banked circuit for the race and you had a pressure cooker.

As it happened, the banking was closed after Bob Anderson's Lola lost a wheel on Friday, before Jim had even ventured out. Jim won the race after a titanic battle with John Surtees (Ferrari), Graham Hill (BRM) and Dan Gurney (Brabham-Climax) – but only after his car was virtually rebuilt pre-race. Pictured above, leaving the Parabolica, he lies second in the group. Giving serious lie to the sceptics, his Lotus, on this day, proved more reliable than all its major rivals.

Later, while celebrating in the Dunlop compound, Jim heard he was again required by the Italian police – this time to sign a new 1961 witness statement written in Italian. He refused. Deflated, he left Monza on Monday morning in Jack Brabham's single-engined Cessna.



Jim in classic pose with the Lotus 25 at Watkins Glen, in the US Grand Prix. A flat battery at the start ruined his chances of victory, but carving his way through the field and setting the fastest lap along the way, he eventually finished an amazing third. →

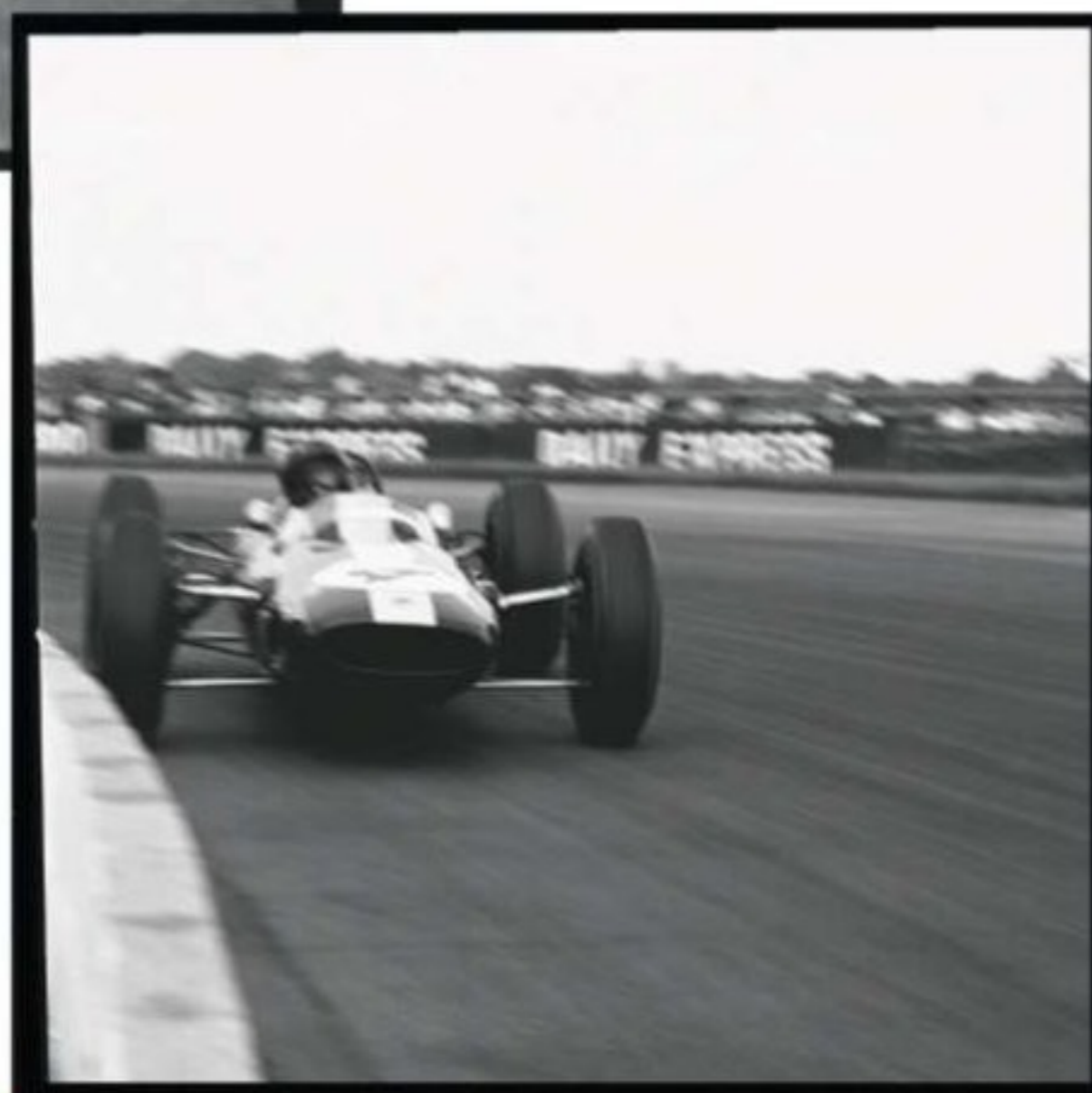


F1 championship secured, Jim delighted the crowds at the Oulton Park Gold Cup meeting on 21 September, with a brilliant display of car control. On the same day at Oulton, he also won his class in the Normand Lotus 23 – and should have given the Lotus Cortina its first race. He practised with it, but the honour of racing it was given to Jack Sears: Ford held Willment in particularly high esteem and wanted Jack to score the debut win as a way of saying thanks for all his efforts. Jack duly obliged, with Trevor Taylor returning to racing after his Enna accident to finish second in the sister car.

There was no time for celebration afterwards: Jim and Dan Gurney (who won at Oulton in the Galaxie) zipped off to Heathrow and then to Chicago where they boarded a Ford private jet to Trenton, New Jersey, for the oval race there. Both drivers led on the 1.5-mile speed bowl, before retiring with engine failures.



Jim always drove on the limit regardless of the race, regardless of the car. Here, a week after his Silverstone win, he is at Stuttgart's fast and dangerous Solitude circuit in the non-championship Porsche extravaganza. Jim took pole but looked to be an early retirement when a driveshaft failed on the line. Yet 20 minutes on, he reappeared. There was a crowd to be entertained and a lap record to be broken. And so here he is, balanced at Denis Jenkinson's proverbial 'ten-tenths'. And – yes: he did set fastest lap and it *was* a new lap record.



A lovely, ragged shot of Jim flat-out at Silverstone, en route to victory at the British GP. He additionally raced the 25 at the Silverstone International Trophy on 11 May, which he also won. But on neither occasion was the 25 at its best. In July, it was very understeery, obliging Jim to throw it sideways and to balance it with immense finesse via steering and throttle on the high-speed corners.

He'd struggled with the 1963 Dunlops in his first race of the year at Snetterton, and by Silverstone, in July, with the balance and breakaway point still peaky, he was running different types of tyre front to rear. This was Grand Prix Win Number Four – and F1 Win Number Seven – and it was still only July.



Jim prepares for battle at the French GP, at Reims. From the 1961 race, he knew about the injuries caused by flying stones, so this time took precautions with white masking tape. He first tried a Bell Magnum helmet at Indianapolis and raced regularly with it until 1966. Now, with the new aeroscreen, he found he could sit lower in the car. To give him a more sideways helmet movement and rear vision, small sections were cut away from the screen either side. He won this French GP with a brilliant burst from pole, putting himself out of tow-reach of the more powerful BRMs. His Climax engine developed a misfire at three-quarter distance, his Dunlop tyres were worn from their fourth successive race... but light rain late in the afternoon let him use his skill to the maximum.



Having come second at Indy, Jim returned to the UK to win at Crystal Palace, drifting between sleepers and trees as if 'jet' and 'lag' were words yet to be invented.



Jim races to victory in Mexico – his sixth championship win of the year. He'd do it again in South Africa, bringing his final tally to seven GP wins out of ten, with a further five non-championship F1 wins in the background. He also won the Milwaukee 200 with the Lotus 29, four races with the Normand Lotus 23 and one with the Galaxie – a grand total of 17 wins, three seconds (Germany, Snetterton and Indy) and two thirds (Aintree and Watkins Glen).



Under lights, tyres gloss-painted, Jim's Lotus looks immaculate at the Racing Car Show, Olympia, at season's end. 🏁

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The only way is up

Seb's storming wins at Marina Bay and Yeongam – his seventh and eighth of the season – bring that fourth world championship ever closer

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RACE DEBRIEF

by Anthony Rowlinson

Singapore Grand Prix

22.09.2013 / Marina Bay Street Circuit



Darkness on the edge of town

For the third year running, F1's spectacular night race belonged to Red Bull and Sebastian Vettel

Yes, watching Sebastian Vettel simply obliterate his rivals is unedifying for those who celebrate sport as a contest without foregone conclusion. And on days like Sunday 22 September 2013 (and there are plenty of them) he appears – literally – to be in a race of his own, with only unforeseen events or mechanical malfunction capable of barring him from victory.

But take a different view. Consider instead that if sport is anything, it is about achieving the maximum in a competitive environment. Beating rivals. Taking variables and harmonising those within your control to such a degree of perfection that winning becomes a natural consequence.

This is what Red Bull and Sebastian Vettel are achieving with astonishing regularity. It is what all their rivals are *trying* to do, though not yet to anything like such good effect.

At least some of them have the good grace to acknowledge brilliance when they see it. Lotus head of track operations Alan Permane spoke of the 0.2-0.3secs per lap gain expected from the

long-wheelbase version of the E21 his team will race in Korea. "We'd need two or three seconds per lap to get on terms with Seb," he said. "What he did after the Safety Car was phenomenal. It's pretty demoralising really."

"Phenomenal", "demoralising"... Two of any number of superlatives that could apply to Vettel's mid-race post-Safety Car pace, when he was "let off the leash" as team boss Christian Horner described it.

On lap 30, as the Safety Car left the track, having been deployed to remove a pranged Daniel Ricciardo STR8 from the outside of Turn 18 ("I just pushed too hard," he later confessed) Vettel pulled out an instant one-second gap to a chasing Nico Rosberg.

Then the fun really started. Having seen Seb's pre-Safety Car lead of circa 10secs swiped, Horner, Adrian Newey, Guillaume Rocquelin and co were determined to let their man go for broke. And my, how he did. On lap 32, Seb went purple with a 1min 50.641secs, and continued

to tour within hundredths of that mark during a stunning 13-lap sequence. His lap 35, for example, was 1min 50.687secs; Nico Rosberg, still in second, was turning 1min 52secs at this stage, as was everyone else car down to Adrian Sutil in P13. By lap 36, just six laps post-Safety Car, Vettel's lead was 14.3 seconds!

Even Horner, who, these past five seasons has grown well used to seeing Vettel cream the opposition, was impressed: "After the Safety Car, we said to Seb, 'Okay, see what you've got.' We thought he might be able to get up to 15 seconds ahead. But to get ahead by more than 30 seconds at the flag was absolutely extraordinary."

His superiority had been hinted at from the earliest stage of the weekend. It was evident at T5, where the slingshot traction enjoyed by both Vettel and Webber hurtled them towards the end of the first sector with a visible 'scalded cat' spring. It was evident at the end of qualifying when Seb had enough in hand to do one fewer run than any rival and still take pole by a tenth.

It seems hardly possible, given the current Vettel-Red Bull advantage, that F1 entered the summer break having just thrilled to a couple of squeaky-tight finishes at Silverstone and the Nürburgring, and believing Mercedes might have the fastest car. Now, wagers are being placed on Vettel winning all six of the remaining races.

As things stand, and despite the routinely Herculean efforts of closest rival Alonso (seventh to second – just another day in the office for F1’s samurai), Vettel has a 60-point championship advantage and shows no sign of slowing down. Alonso’s heroics can do no more than slow the rate at which Seb is pulling away.

His drive, while only ever for ‘best of the rest’ spurs, was every bit as notable as Vettel’s. Another great launch, followed by a round-the-outside burst through T2 and T3, put him third, behind Rosberg. Nico had drawn level with Vettel off the grid, but was dispatched by T3, leaving him to head the trailing chasers until lap 40. Thereafter, his afternoon was compromised by rubber debris reducing front-wing performance and he faded to fourth, despite having earlier looked Vettel’s most likely challenger.

Alonso, though, pursued the lead with characteristic, albeit hopeless, vigour. He would cut a testy figure in the post-race press conference, brooding and dark of mood, in contrast to the two fair-haired champions sat to his left, enjoying a private joke.


“This feels like a win,” he said, before conceding that he could only take the 2013 title with “a lot of luck – luck in Korea, in Japan, in India and in Abu Dhabi. If we are one second off the pace we need a lot of luck.”

Alonso added a barbed comment as to how Ferrari’s performance had been compromised by the re-introduction of 2012-construction Pirellis at the German GP, but this was swatted away by Pirelli’s Paul Hembery. He noted Alonso had finished fourth, fifth, second, second and second on the ‘new-old’ tyres. “He also nearly won last year’s title on them,” Hembery added.

Another all-champion podium (this year’s sixth) was completed by Kimi Räikkönen, who raced with a patched-up back injury that had flared up in first practice. His trainer, Mark Arnall, explained Kimi had suffered a rotated vertebrae the moment he pressed on the brake.

“It was instantly painful,” said Arnall, “and it was bad enough to make him consider pulling out of qualifying.” So 13th to third, with a robust lap 53 pass on Jenson Button, represented something of a triumph under the circumstances.

Nothing, though, to rival the triumph celebrated 44 seconds up the road – accompanied by the now-usual anti-Vettel boos.

“They’re not great,” reflected the champion-elect, “but on days like this, I really don’t mind.” 

The story of the race

▼
Rosberg beats Vettel off the start to pass him into Turn 1. He runs wide and Vettel regains the lead

MARINA BAY



►
Alonso starts well, slotting into third from seventh, but exits a first pitstop behind Di Resta



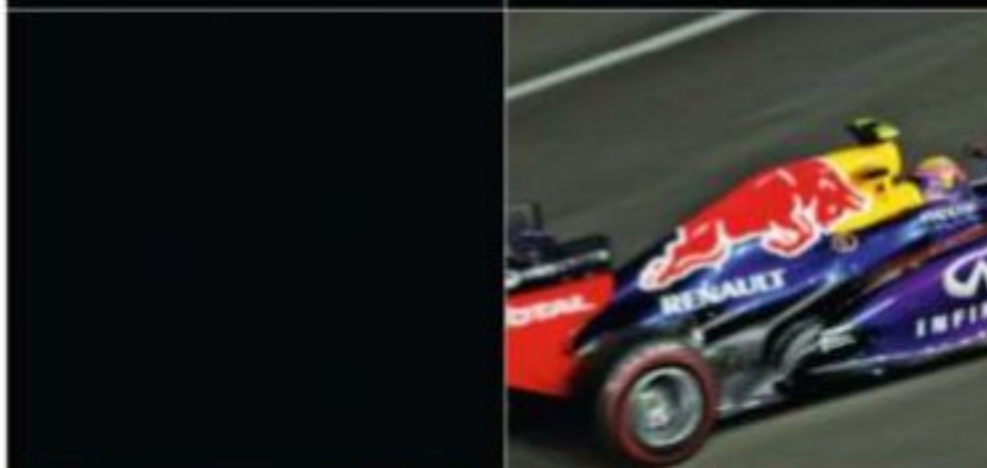
◀
Singapore’s 100 per cent Safety Car record continues after Ricciardo shunts his Toro Rosso



►
The Safety Car lifts McLaren’s Button and Pérez up the field, but they drop back as their tyres wear out



◀
Mark Webber is ordered to nurse his car, but suffers an engine failure on the last lap of the race



▲
Despite suffering severe back pain, Kimi Räikkönen finishes in third place behind Vettel and Alonso

►
A stranded Webber hitches a lift with Alonso on the slowdown lap, earning reprimands for both



MAIN PHOTO: CHARLES COATES/LAT; ILLUSTRATION: ALAN ELDREDGE; INSETS: GLENN DUNBAR/LAT; STEVE ETHERINGTON/LAT; ALASTAIR STALEY/LAT; ANDY HONE/LAT

Singapore Grand Prix stats

The lowdown on everything you need to know from the weekend at Marina Bay...

THE GRID

	1. VETTEL RED BULL 1min 42.841secs Q3
2. ROSBERG MERCEDES 1min 42.932secs Q3	
4. WEBBER RED BULL 1min 43.152secs Q3	3. GROSJEAN LOTUS 1min 43.058secs Q3
6. MASSA FERRARI 1min 43.890secs Q3	
8. BUTTON McLAREN 1min 44.282secs Q3	5. HAMILTON MERCEDES 1min 43.254secs Q3
10. GUTIÉRREZ SAUBER NO TIME IN Q3	7. ALONSO FERRARI 1min 43.938secs Q3
12. VERGNE TORO ROSSO 1min 44.588secs Q2	
14. PÉREZ McLAREN 1min 44.752secs Q2	9. RICCIARDO TORO ROSSO 1min 44.439secs Q3
16. BOTTAS WILLIAMS 1min 45.388secs Q2	11. HÜLKENBERG SAUBER 1min 44.555secs Q2
18. MALDONADO WILLIAMS 1min 46.619secs Q1	
20. VAN DER GARDE CATERHAM 1min 48.320secs Q1	13. RÄIKKÖNEN LOTUS 1min 44.658secs Q2
22. CHILTON MARUSSIA 1min 48.930secs Q1	15. SUTIL FORCE INDIA 1min 45.185secs Q2
	17. DI RESTA FORCE INDIA 1min 46.121secs Q1
	19. PIC CATERHAM 1min 48.111secs Q1
	21. BIANCHI MARUSSIA 1min 48.830secs Q1

THE RACE



THE RESULTS (61 LAPS)

1st	Sebastian Vettel	Red Bull	1h59m13.132s
2nd	Fernando Alonso	Ferrari	+32.627s
3rd	Kimi Räikkönen	Lotus	+43.920s
4th	Nico Rosberg	Mercedes	+51.155s
5th	Lewis Hamilton	Mercedes	+53.159s
6th	Felipe Massa	Ferrari	+63.877s
7th	Jenson Button	McLaren	+83.354s
8th	Sergio Pérez	McLaren	+83.820s
9th	Nico Hülkenberg	Sauber	+84.261s
10th	Adrian Sutil	Force India	+84.668s
11th	Pastor Maldonado	Williams	+88.479s
12th	Esteban Gutiérrez	Sauber	+97.894s
13th	Valtteri Bottas	Williams	+105.161s
14th	Jean-Eric Vergne	Toro Rosso	+113.512s
15th	Mark Webber	Red Bull	+1 lap - engine
16th	Giedo van der Garde	Caterham	+1 lap
17th	Max Chilton	Marussia	+1 lap
18th	Jules Bianchi	Marussia	+1 lap
19th	Charles Pic	Caterham	+1 lap
20th	Paul Di Resta	Force India	+7 laps - accident

Retirements

Romain Grosjean	Lotus	37 laps - engine
Daniel Ricciardo	Toro Rosso	23 laps - accident

THROUGH SPEED TRAP



Fastest: Nico Rosberg 184.77mph
Slowest: Daniel Ricciardo, 170.17mph

TYRE COMPOUNDS USED



Supersoft Medium Intermediate Wet

CLIMATE

Clear/moon 31°C

TRACK TEMP

32°C



FASTEST LAP

Sebastian Vettel, lap 46, 1min 48.574secs



FASTEST PITSTOP

Sergio Pérez 28.709secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	247pts
2nd	Fernando Alonso	Ferrari	187pts
3rd	Lewis Hamilton	Mercedes	151pts
4th	Kimi Räikkönen	Lotus	149pts
5th	Mark Webber	Red Bull	130pts
6th	Nico Rosberg	Mercedes	116pts
7th	Felipe Massa	Ferrari	87pts
8th	Romain Grosjean	Lotus	57pts
9th	Jenson Button	McLaren	54pts
10th	Paul Di Resta	Force India	36pts
11th	Adrian Sutil	Force India	26pts
12th	Sergio Pérez	McLaren	22pts
13th	Nico Hülkenberg	Sauber	19pts
14th	Daniel Ricciardo	Toro Rosso	18pts
15th	Jean-Eric Vergne	Toro Rosso	13pts
16th	Pastor Maldonado	Williams	1pt
17th	Esteban Gutiérrez	Sauber	0pts
18th	Valtteri Bottas	Williams	0pts
19th	Jules Bianchi	Marussia	0pts
20th	Charles Pic	Caterham	0pts
21st	Giedo van der Garde	Caterham	0pts
22nd	Max Chilton	Marussia	0pts

CONSTRUCTORS' STANDINGS

1st	Red Bull	377pts	9th	Williams	1pt
2nd	Ferrari	274pts	10th	Marussia	0pts
3rd	Mercedes	267pts	11th	Caterham	0pts
4th	Lotus	206pts			
5th	McLaren	76pts			
6th	Force India	62pts			
7th	Toro Rosso	31pts			
8th	Sauber	19pts			



For comprehensive F1 statistics visit www.forix.com

GRAND PRIX SCRAPBOOK

BlackBerry.

Photography Focus

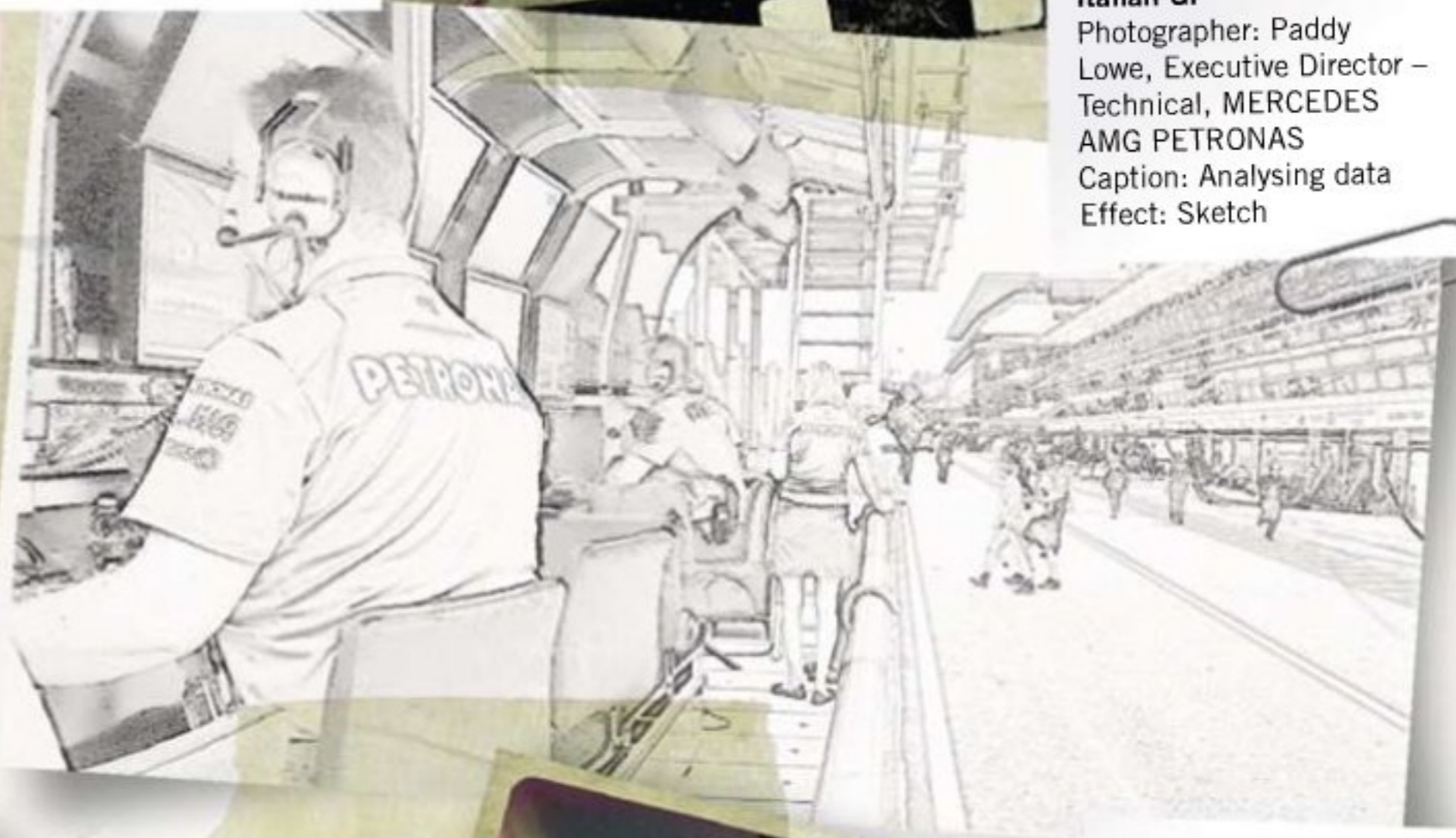
Where top F1 photographers capture the action on their BlackBerry Z10



Italian GP
Photographer: Ercole Colombo
Caption: Nico Rosberg's stunning Silver Arrow leaves the pits.
Effect: Film strip



Italian GP
Photographer: Jiri Krenek
Caption: Roscoe takes the lead as Lewis navigates through the paddock.
Effect: Sixties



Italian GP
Photographer: Paddy Lowe, Executive Director - Technical, MERCEDES AMG PETRONAS
Caption: Analysing data
Effect: Sketch



Singapore GP
Photographer: Jiri Krenek
Caption: Lewis Hamilton readies himself for qualifying.
Effect: None



Singapore GP
Photographer: Glenn Dunbar
Caption: The Singapore Flyer looms over the final corner of the circuit.
Effect: Sixties



Singapore GP
Photographer: Peter Nygaard
Caption: David Beckham takes a keen interest as the cars take to the grid.
Effect: None

Singapore GP
Photographer: Glenn Dunbar
Caption: Lewis and Nico support the launch of BBM on iPhone® and Android™.
Effect: Aged photo



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RACE DEBRIEF

by Stuart Codling

Korean Grand Prix

06.10.2013 / Yeongam



Title within touching distance

Victory in Korea hands Vettel a 77-point lead and brings him within arm's reach of a fourth title

Walk clockwise – against the flow of traffic – around the perimeter of the multifaceted Korea International Circuit, and the sensation is one of a track opening out, like a flower kissed by the first rays of spring sunshine. And yet here we are in the autumnal rush of the 2013 season, and with victory for Sebastian Vettel bringing him another step closer to the drivers' title.

Formula 1 may be long gone from this semi-rural seaside location before the surrounding marshland is transformed into the futuristic city originally envisioned by the circuit's architects, but if this was to be the final Korean Grand Prix we can at least say it went out with a bang – literally. Yes, it was another lights-to-flag win for Vettel, but not quite the demonstration of Seoul-crushing dominance that had been feared.

Tyres dominated the agenda once more, with particular focus on the front-right corner – the most heavily stressed on an anticlockwise, front-limited track. Thus a new twist on a familiar storyline evolved over the course of the weekend,

as drivers criticised the Pirelli rubber and received short shrift for doing so.

"The quality of the tyres is on the limit," said Fernando Alonso on Friday. "It is the same for everybody and I am sure all the cars, if they pushed 100 per cent from the start of the lap, they would not last 5km."

"I can only suggest he goes to ask the soon-to-be four-times champion how to get the best from the same tyres," came the withering response from Pirelli's Paul Hembery.

The pair kissed and made up pre-race but this was not the end of the matter. In a grand prix of two halves, the first act followed a predictable narrative: Vettel leading from pole but never quite making a decisive break from Romain Grosjean, who seized second place from Lewis Hamilton on the opening lap; Nico Rosberg then following at a distance; and an impressive Nico Hülkenberg fending off Alonso and Kimi Räikkönen. Having started fifth, Alonso for once failed to sparkle on the opening lap, having been

forced to take evasive action at Turn 3 by his spinning team-mate.

Of the top ten, only Daniel Ricciardo started on the medium-compound tyres, but while this opening gambit took him as high as fourth place as those ahead of him on softer rubber pitted within a handful of laps, his pace fell off abruptly as his tyres gave up. A stop on lap 18 dropped him out of the top ten and released the likes of Hülkenberg, Alonso and Räikkönen to take up the chase.

Having dispensed with the short-lived option tyres, the frontrunners all encountered a graining phase before the mediums switched on again. That enabled Grosjean to keep Vettel within sight, if not within striking distance. Hamilton fared less well, finding his front-right tyre coming to the end of its life before it was 13 laps old. With the team unwilling to bring him in immediately, despite Lewis's protestations ("I've been through the graining phase and it's dead") he slogged on for another seven laps. A comedy

of errors then unfolded as Rosberg caught and passed him, only to suffer a front-wing failure as the two cars ran side by side; Hamilton was then held up behind his team-mate and lost his pit slot to him, doing an extra lap while the Mercedes pit crew changed Rosberg's nose cone.

Mercedes' self-destruction briefly elevated Mark Webber, who'd started 12th because of his post-Singapore penalty, to third before he pitted and ceded position to Räikkönen. The race then turned on its head with 31 laps gone as Sergio Pérez locked his front right into Turn 1 and lost the tread from it on the following straight.

Seven laps behind the Safety Car, followed by another two when Adrian Sutil lost the back end of his car at the restart and clouted Mark Webber, confirmed that this would be a two-stop race – provided the tyres could be made to last until the chequered flag on lap 55. Chillingly, Vettel was informed over the radio that the front-right of the pre-used set he'd discarded on lap 31 had “no margin”.

Räikkönen mugged Grosjean for second place at the first restart and Grosjean couldn't get it back, in spite of being quicker and on tyres that were six laps fresher than his team-mates' – a fact not lost on team principal Eric Boullier, who took to the airwaves to berate his charge in person: “You are faster than him. You must overtake.”

In a frenzied 14-lap second act, the race provided more entertainment as Vettel kept his pursuers at bay and Hülkenberg, running fourth, led a proverbial conga line as he nursed his tyres to the finish. Off-track, Webber was unburdening himself to the media.

“Pirelli will put the puncture of Pérez down to a lock-up,” he fumed, “but the reason the drivers are locking up is because there's no tread left.”

Pérez had done 20 laps on tyres that were new – ie not previously used – when fitted on lap 11. “We have been able to determine very quickly that it was the result of a flat spot caused by a lock-up under heavy braking,” said Hembery, as predicted. “We're obviously on exactly the same construction as we raced here last year, so there's no underlying problem.”

Vettel took the chequered flag 4.2secs ahead of Räikkönen, while third-placed Grosjean was informed via team radio that he had made a bad Korea move: “We'll talk about this in the office, but big [bleep] smile on the podium please.”

Little now stands in the way of Sebastian Vettel claiming his fourth world title, and with five races still to run, this fact is not welcome in all quarters. On lap 53 he set his obligatory fastest lap, and engineer Guillaume Rocquelin issued his equally customary request: “Be careful. We need to finish this race.”

At this, the French journalist sitting next to *F1 Racing* sighed wearily. “Oh, shut up...” **F1**

The story of the race

V On the first lap, Vettel holds his lead, Grosjean sneaks ahead of Hamilton at T3 – and Massa spins

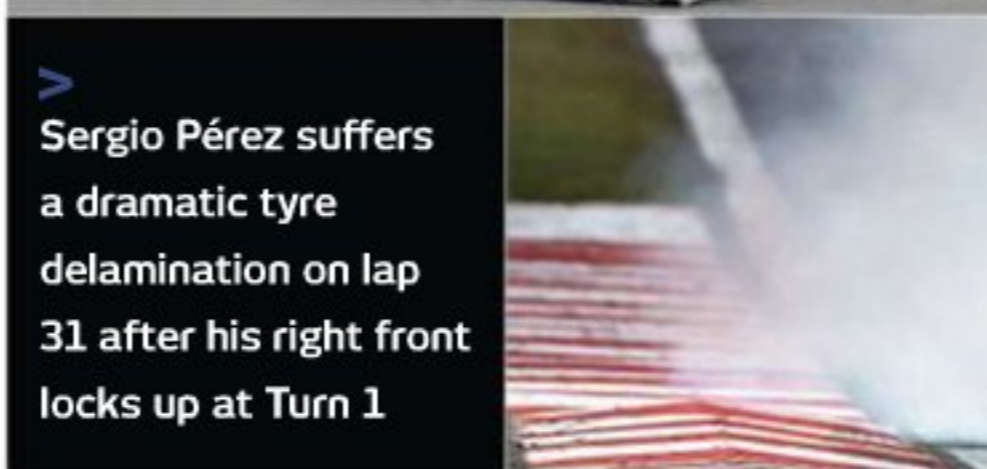
YEONGAM



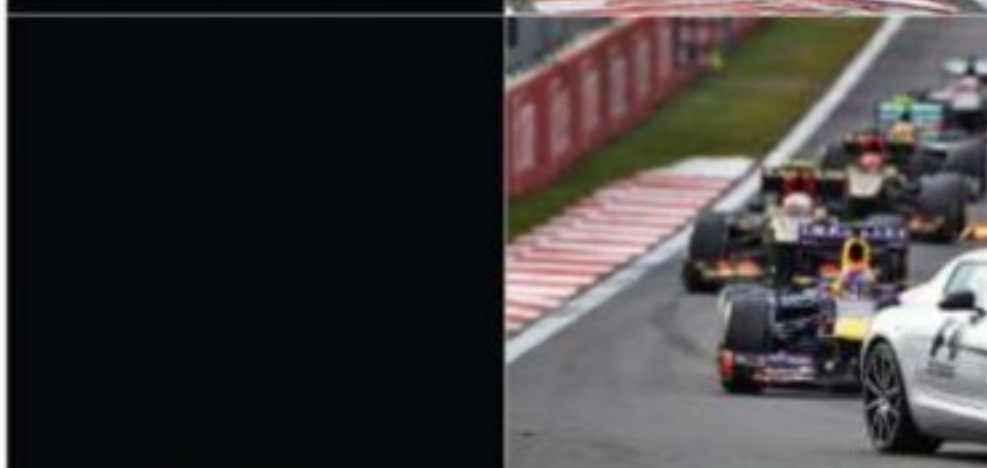
> Räikkönen passes Alonso for sixth place but has to work hard to hold onto it



< Hamilton's tyres drop away, then team-mate Rosberg suffers a structural failure while passing him



> Sergio Pérez suffers a dramatic tyre delamination on lap 31 after his right front locks up at Turn 1



< Räikkönen passes Grosjean for P2 on the restart, then Adrian Sutil spins and hits Mark Webber



^ A mix-up means a course vehicle goes to attend Webber's stricken car before the Safety Car comes out

> Vettel wins from Räikkönen and Grosjean, while Hülkenberg finishes fourth



MAIN PHOTO: GLENN DUNBAR/LAT. ILLUSTRATION: ALAN ELDRIDGE. INSETS: CHARLES COATES/LAT; STEVE ETHERINGTON/LAT; ANDY HONE/LAT

Korean Grand Prix stats

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

THE GRID

	
1. HAMILTON MERCEDES 1min 37.420secs Q3	1. VETTEL RED BULL 1min 37.202secs Q3
	
2. HAMILTON MERCEDES 1min 37.420secs Q3	3. GROSJEAN LOTUS 1min 37.531secs Q3
	
4. ROSBERG MERCEDES 1min 37.679secs Q3	5. ALONSO FERRARI 1min 38.038secs Q3
	
6. MASSA FERRARI 1min 38.223secs Q3	7. HÜLKENBERG SAUBER 1min 38.237secs Q3
	
8. GUTIÉRREZ SAUBER 1min 38.405secs Q3	9. RÄIKKÖNEN LOTUS 1min 38.822secs Q3
	
10. PÉREZ McLAREN 1min 38.362secs Q2	11. BUTTON McLAREN 1min 38.365secs Q2
	
12. RICCIARDO TORO ROSSO 1min 38.417secs Q2	13. WEBBER* RED BULL 1min 37.464secs Q3
	
14. SUTIL FORCE INDIA 1min 38.431secs Q2	15. DI RESTA FORCE INDIA 1min 38.718secs Q2
	
16. VERGNE TORO ROSSO 1min 38.781secs Q2	17. BOTTAS WILLIAMS 1min 39.470secs Q1
	
18. MALDONADO WILLIAMS 1min 39.987secs Q1	19. PIC CATERHAM 1min 40.864secs Q1
	
20. VAN DER GARDE CATERHAM 1min 40.871secs Q1	21. CHILTON MARUSSIA 1min 41.322secs Q1
	
22. BIANCHI** MARUSSIA 1min 41.169secs Q1	

*Ten-place penalty for three reprimands

**Three-place penalty for impeding another driver

THE RACE



THE RESULTS (55 LAPS)

1st	Sebastian Vettel	Red Bull	1h43m13.701s
2nd	Kimi Räikkönen	Lotus	+4.224s
3rd	Romain Grosjean	Lotus	+4.927s
4th	Nico Hülkenberg	Sauber	+24.114s
5th	Lewis Hamilton	Mercedes	+25.255s
6th	Fernando Alonso	Ferrari	+26.189s
7th	Nico Rosberg	Mercedes	+26.698s
8th	Jenson Button	McLaren	+32.262s
9th	Felipe Massa	Ferrari	+34.390s
10th	Sergio Pérez	McLaren	+35.155s
11th	Esteban Gutiérrez	Sauber	+35.990s
12th	Valtteri Bottas	Williams	+47.049s
13th	Pastor Maldonado	Williams	+50.013s
14th	Charles Pic	Caterham	+63.578s
15th	Giedo van der Garde	Caterham	+64.501s
16th	Jules Bianchi	Marussia	+67.970s
17th	Max Chilton	Marussia	+72.898s
18th	Jean-Eric Vergne	Toro Rosso	+2 laps - brakes
19th	Daniel Ricciardo	Toro Rosso	+3 laps - brakes
20th	Adrian Sutil	Force India	+5 laps - accident

Retirements

Mark Webber	Red Bull	36 laps - accident
Paul Di Resta	Force India	24 laps - accident

THROUGH SPEED TRAP



Fastest: Mark Webber, 198.88mph

Slowest: Romain Grosjean, 192.67mph

TYRE COMPOUNDS USED



Supersoft Medium Intermediate Wet

CLIMATE

Overcast 28°C

TRACK TEMP

30°C



FASTEST LAP

Sebastian Vettel, lap 53, 1min 41.380secs



FASTEST PITSTOP

Fernando Alonso 22.208secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	272pts
2nd	Fernando Alonso	Ferrari	195pts
3rd	Kimi Räikkönen	Lotus	167pts
4th	Lewis Hamilton	Mercedes	161pts
5th	Mark Webber	Red Bull	130pts
6th	Nico Rosberg	Mercedes	122pts
7th	Felipe Massa	Ferrari	89pts
8th	Romain Grosjean	Lotus	72pts
9th	Jenson Button	McLaren	58pts
10th	Paul Di Resta	Force India	36pts
11th	Adrian Sutil	Force India	26pts
12th	Sergio Pérez	McLaren	23pts
13th	Nico Hülkenberg	Sauber	19pts
14th	Daniel Ricciardo	Toro Rosso	18pts
15th	Jean-Eric Vergne	Toro Rosso	13pts
16th	Pastor Maldonado	Williams	1pt
17th	Esteban Gutiérrez	Sauber	0pts
18th	Valtteri Bottas	Williams	0pts
19th	Jules Bianchi	Marussia	0pts
20th	Charles Pic	Caterham	0pts
21st	Giedo van der Garde	Caterham	0pts
22nd	Max Chilton	Marussia	0pts

CONSTRUCTORS' STANDINGS

1st	Red Bull	402pts	9th	Williams	1pt
2nd	Ferrari	284pts	10th	Marussia	0pts
3rd	Mercedes	283pts	11th	Caterham	0pts
4th	Lotus	239pts			
5th	McLaren	81pts			
6th	Force India	62pts			
7th	Sauber	31pts			
8th	Toro Rosso	31pts			



For comprehensive F1 statistics visit www.forix.com



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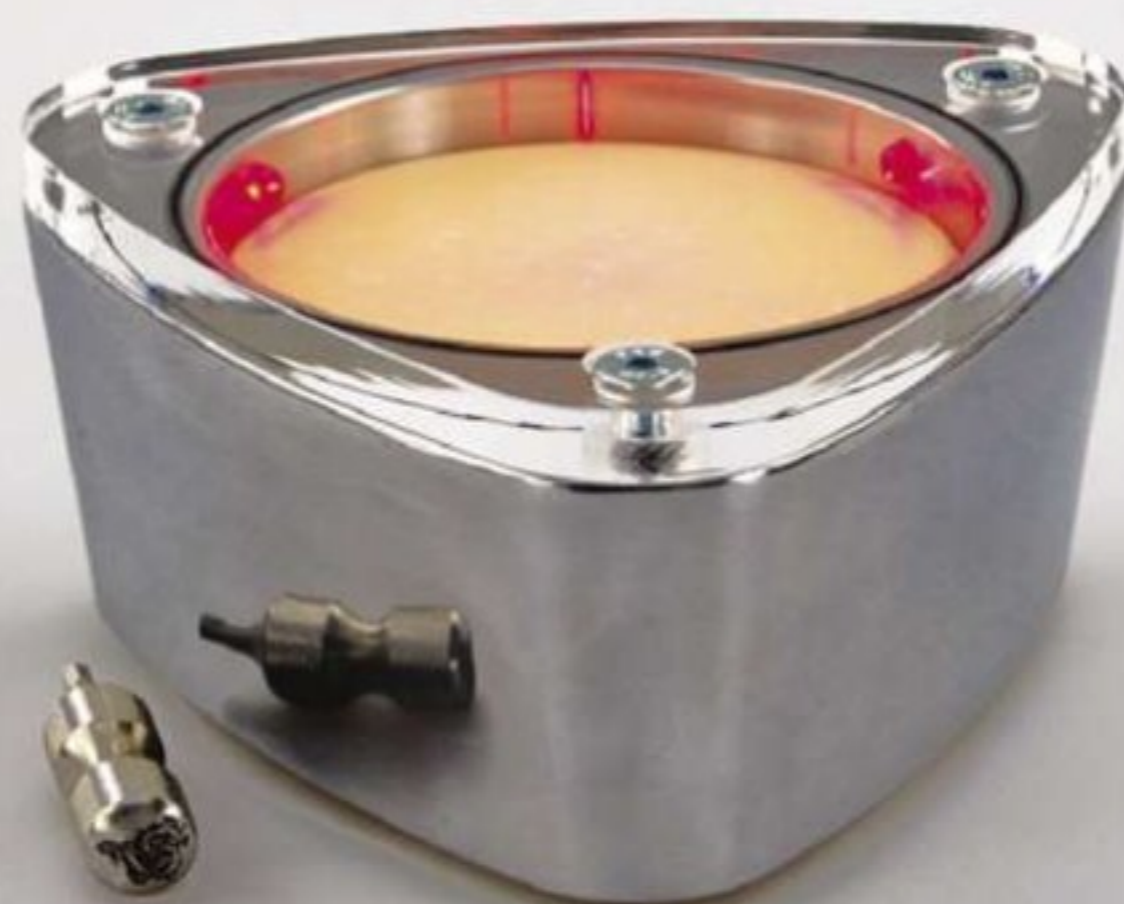
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The Indian GP preview



25-27 October 2013 / Buddh International Circuit

Getting the balance right between qualifying and the race can prove to be something of a challenge at this undulating yet ultra-smooth-surfaced circuit



THE ENGINEER'S VIEW

Xevi Pujolar,
Williams' chief race engineer

The most significant aspect of the Buddh International Circuit from an engineering perspective is the non-abrasiveness of the track surface. A lot of the more recent tracks are similarly smooth: Korea in particular. Average cornering speed is high here, and if the track were any rougher, in combination with the high temperatures, the tyres would really suffer.

The downside to having a track with such low tyre energy, however, is that it can be quite difficult to get enough temperature into the tyres for a qualifying lap. Spectators might prefer a more abrasive surface as that leads to more degradation in the race and creates more action in terms of pitstops, but that in turn creates more headaches for the engineers. As ever, there's always a compromise between what you can achieve in qualifying and the race.

Another noticeable aspect is the change in elevation they've managed to engineer into the circuit. When you walk the track before the weekend, the long straight between Turns 3 and 4 appears flat. But when you watch it on television, it actually has a number of

undulations. For example, there's the steep, wide run up to Turn 3 prior to the DRS straight, which has been designed to encourage overtaking as there are a number of lines you can take into the corner. But probably the most challenging corner is the long Turn 10, which flows into Turn 11. It's a double-apex right-hander where the drivers have to moderate the throttle as it tightens up on the exit. After that section, the remainder of the lap requires a good rhythm from the driver and is quite front-limited.

It's not been on the calendar for long, but this is a track that the drivers tend to quite enjoy. And certainly India brings its own set of unique circumstances, which makes it an interesting weekend for everyone involved.

BUDDH STATS AND FACTS

230 metres

**THE RUN FROM
POLE TO THE
FIRST CORNER**

NINE of the ten corners between **T5 & T15** are taken between **125mph** and **155mph**



Cars spend 8.2 seconds cornering in the double apex of Turns **10 & 11**



The maximum lateral force generated on the lap is

3.8G
at Turn 13



INDIAN GP RACE DATA

Circuit Buddh International
F1 debut 2011
Length 3.185 miles
Distance 191.916 miles
Laps 60
Direction Clockwise
Lap record 1min 27.249secs,
 S Vettel, 2011
Full throttle 65%
Gear changes per lap 54
Winners from pole 2
Tyre compounds
 Soft and medium

TV TIMETABLE (UK TIME)

Friday 25 October
Practice 1 05:30-07:00
Practice 2 09:30-11:00
Saturday 26 October
Practice 3 06:30-07:30
Qualifying 09:30
Sunday 27 October
Race 09:30
Live coverage On Sky Sports F1
 (available in HD)
Highlights BBC One (available in HD)

LAST YEAR

Winner Sebastian Vettel
Retirements 2
Overtaking moves 16
DRS overtakes 15
Weather Sunny, 30° C

DO YOU REMEMBER...

...the first timed practice lap at the inaugural race? In the first free practice session, one man achieved a lifetime's ambition. Indian racer Karun Chandhok

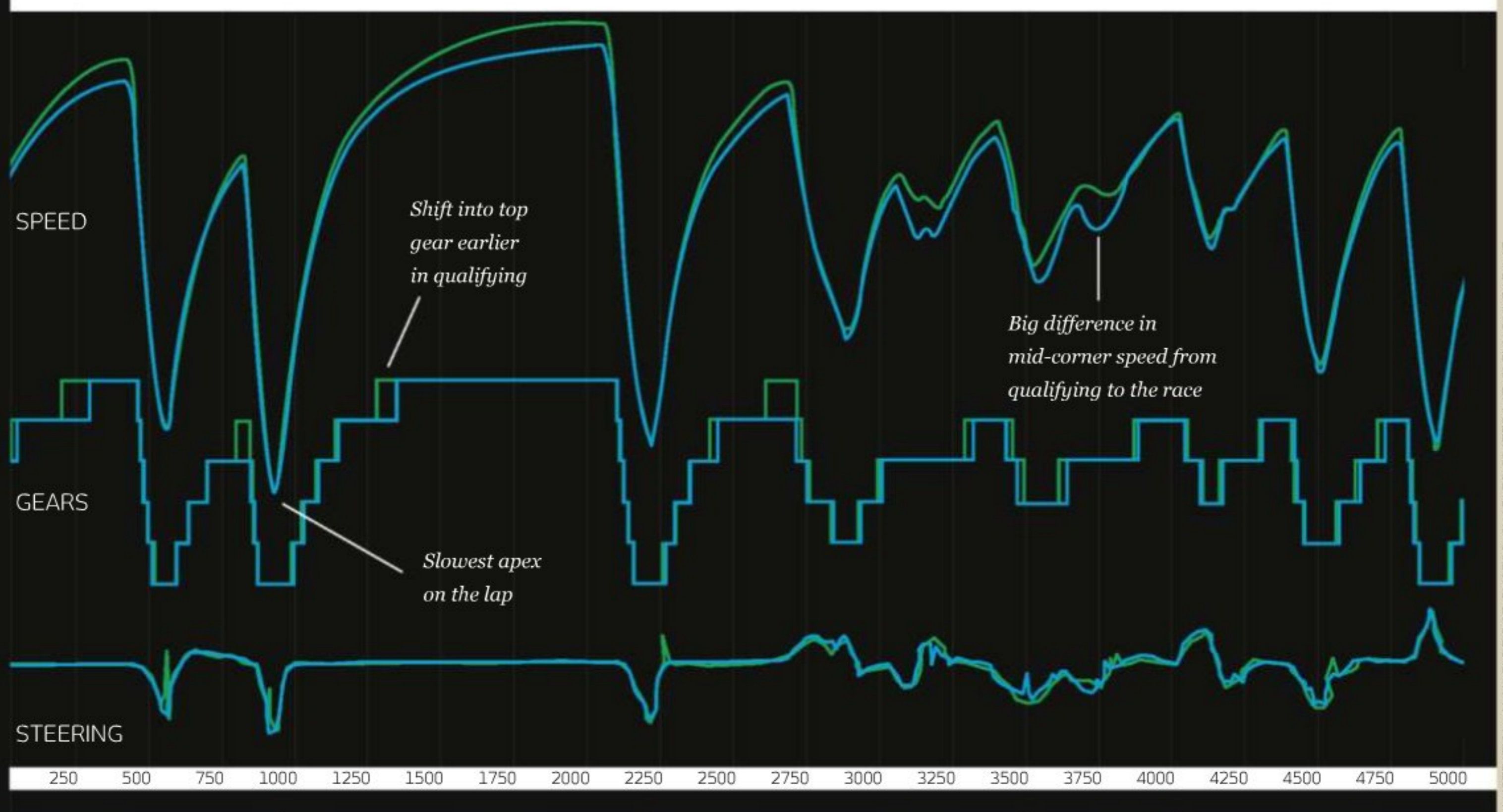


became the first man to set a timed lap in an F1 car at the new Indian GP track. He didn't drive the Caterham on race day, but still managed a small piece of F1 history.



BUDDH TELEMETRY

QUALIFYING ■ RACE ■



Turn 3 to 4

Note how the steering is kept as straight as possible to avoid scrubbing off speed along the back straight

Turn 10 to 11

Drivers moderate the throttle to negotiate the tricky double apex

The Abu Dhabi GP preview



1-3 November 2013 / Yas Marina, Abu Dhabi

An impressive-looking circuit with the facilities to match, Yas Marina's main challenge comes from the falling temperatures as day turns into night...



THE ENGINEER'S VIEW

Xevi Pujolar,
Williams' chief race engineer

Yas Marina is a circuit we really enjoy. The facilities are excellent and the track is an interesting challenge. Average cornering speed tends to be on the medium to low side, but we don't run maximum downforce because of the two long straights. The turn angle on most corners is low and there are several 90° bends, so lateral loading on the tyres isn't particularly high.

The one corner that can lead to problems is the high-speed Turn 3, which can cause graining on the left hand tyres. This occurs mainly because it's such a long-radius corner. The rest of the lap is fine, with mostly longitudinal demand from braking and acceleration.

At the moment, Pirelli have yet to confirm tyre compounds for Abu Dhabi. But if we take last year as a guide, most teams managed on one stop, which suggests the track isn't very hard on the tyres. Also track evolution is quite high here, even during the race, and that helps drivers preserve their tyres. The other key factor is *when* we run; Abu Dhabi is a day/night race, so surface temperatures drop from the high 40s to the mid-to-low 30s. If the race was, say, at midday,

it would certainly make things more interesting from a tyre perspective.

It's also worth noting that you don't get the same build-up of sand off the racing line here, as you do at the other Gulf race in Bahrain. Abu Dhabi is more conventional than Bahrain in many respects, but its unique feature is the pitlane exit that runs beneath Turn 1. When we first came here, there were concerns, because the exit is narrow, slippery and features such a sharp left-hander. So far, no one has crashed here and blocked the pitlane exit, but it could still happen. We've discussed maintaining the pitlane speed limit through here, but in fact it's probably quite a good challenge for the drivers to take it as quickly as possible without hitting the wall.

ABU DHABI STATS AND FACTS

1,000 metres

LONGEST FULL-THROTTLE BURST: BETWEEN T7 & T8

The highest G-force experienced is 3.7 G for two seconds at T3



46mph

lowest apex speed – at T7

17%

OF THE LAP IS SPENT ON THE BRAKES





ABU DHABI GP RACE DATA

Circuit Yas Marina
F1 debut 2009
Length 3.451 miles
Distance 189.739 miles
Laps 55
Direction Anticlockwise
Lap record 1min 40.279secs,
 S Vettel, 2010
Full throttle 73%
Gear changes per lap 68
Winners from pole 1
Tyre compounds
 TBA

TV TIMETABLE (UK TIME)
Friday 1 November
Practice 1 09:00-10:30
Practice 2 13:00-14:30
Saturday 2 November
Practice 3 10:00-11:00
Qualifying 13:00
Sunday 3 November
Race 13:00
Live coverage On Sky Sports F1
 (available in HD)
Highlights BBC One (available in HD)



LAST YEAR

Winner Kimi Räikkönen
Retirements 7
Overtaking moves 18
DRS overtakes 12
Weather Clear, 29°C

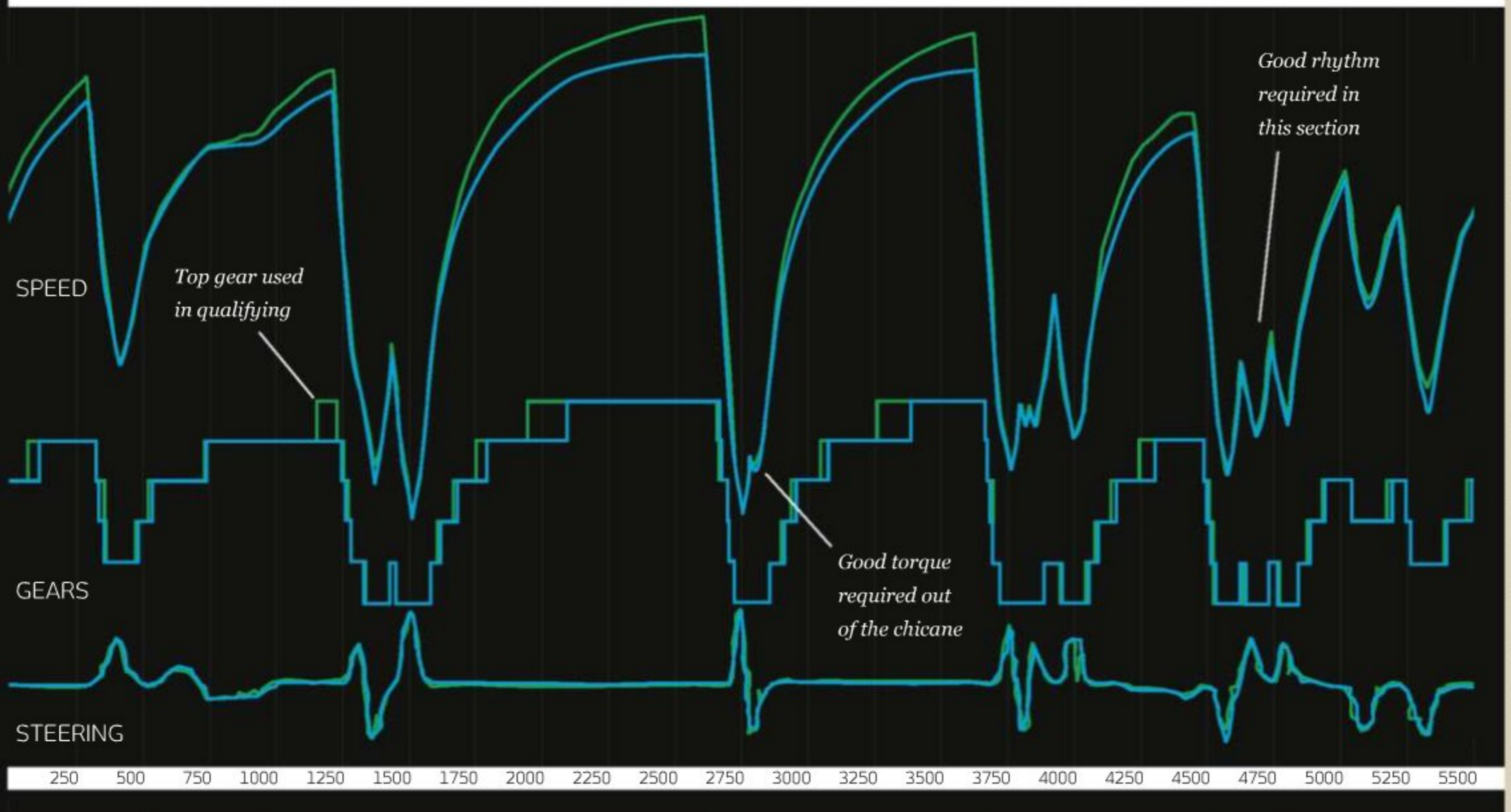
DO YOU REMEMBER...

...when Vitaly Petrov got between Fernando Alonso and the title? The 2010 championship went down to the wire, with four drivers in with a chance. When Mark Webber pitted early, Ferrari pitted Alonso to cover him. But Alonso couldn't get past Petrov's Renault, so Vettel took the title.



YAS MARINA TELEMETRY

QUALIFYING ■ RACE ■



Turns 3 to 4
 This sweeping right-hander into a left kink is very demanding on the left-hand tyres

Turns 8 to 11
 Huge braking zones feature at the end of the two long DRS straights

Turns 17 to 19
 Point and squirt 90° left-handers run beneath the colourful hotel

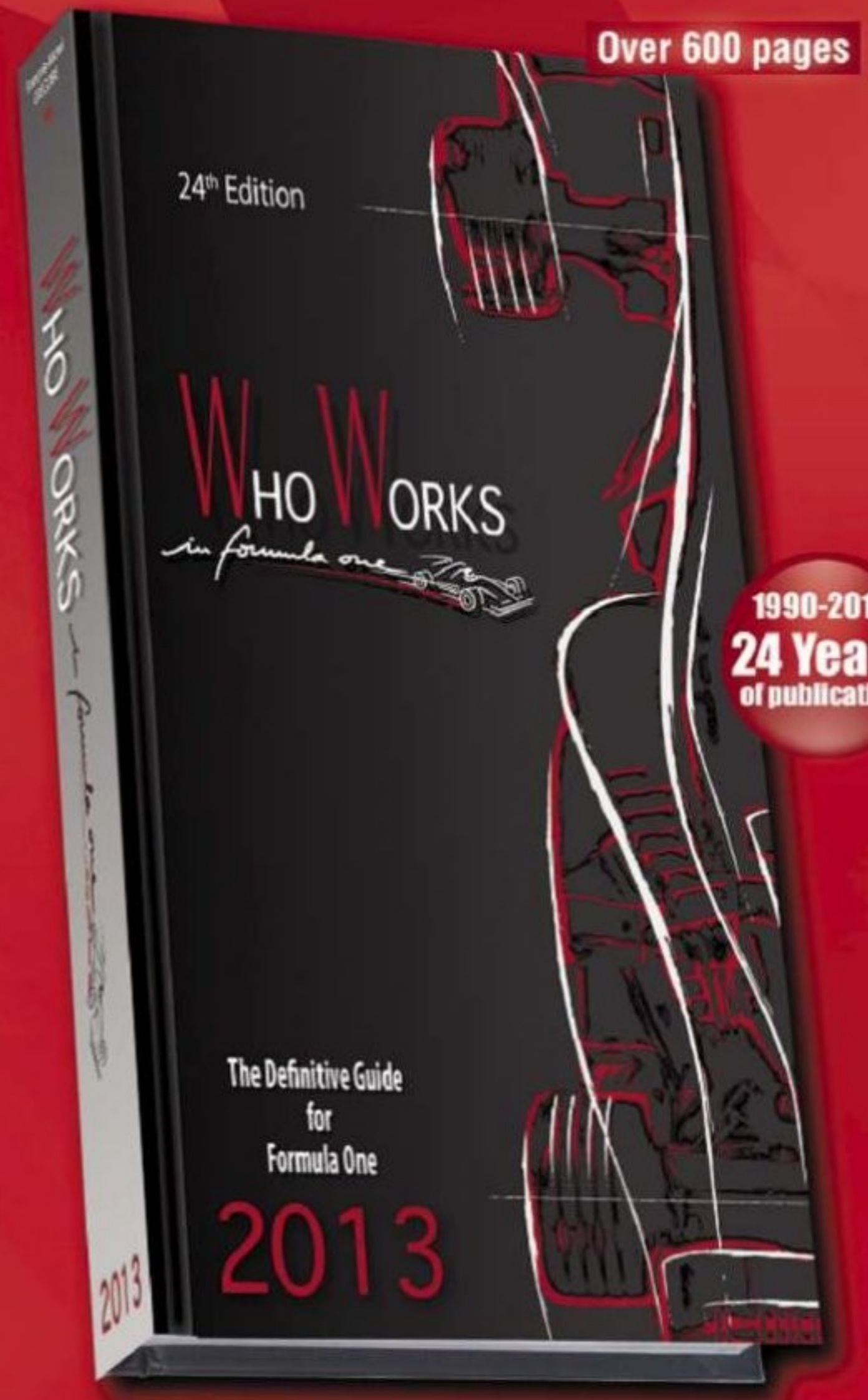
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TOM CLARKSON

Inside the paddock from our man on the road

Two very different weekends

The first tee at St Andrews. The wind is blowing left-to-right at two metres per second and there's a slight incline on the fairway. My virtual caddie advises me to use a driver, but I prefer to use a golf club. This shot marks the beginning of a ferociously competitive game of 'screen golf' between the BBC and Force India. And it feels virtually real: we're using real clubs and real balls against a computer-generated backdrop. With beers and pizza on the table, the Korean Grand Prix has suddenly become the best race weekend ever!

At the fourth time of asking, Mokpo – the most unlikely of F1 venues – has finally delivered. The big hotel chains steer clear of the town, but its motels have cleaned up their act since last year's race and there are fun things to do in the evenings, be they virtual golf, baseball or karaoke. But only a handful of people turned up, beyond those obliged to be at the race. The press room was half full and the Paddock Club was empty. The sparse numbers resulted in much better working conditions for those of us who made the trip because the media scrums surrounding the drivers were smaller and they seemed more open as a result.

None were more eloquent than Nico Hülkenberg, whose sensational drive to fourth place demonstrated why Ferrari missed a trick by not employing him for 2014. But age versus experience has been the talk of the silly season. The conservative teams (Ferrari) have opted for experience, while the dynamic ones (Red Bull) opted for youth.

Irrespective of Daniel Ricciardo's on-track performances next year, his positivity alone deserves the break with Red Bull. "What a beauty!" were his first words to Christian Horner after he'd been offered the job, and he was still smiling when I caught up with him at Monza a week later. He ushered me into his room inside Red Bull's Energy Station to look at a picture of him and Seb Vettel together in 2006. "We both look so young," he said. "But I'm better looking, right? If you say nothing, you can get out now!"

Luckily for Kimi, Ferrari don't run a similar "say something or you're out" policy because their new driver was typically monosyllabic in Singapore. "I'm happy," was how he summed up his return to Maranello. And that was it. Hardly a ringing endorsement of his new team, but we're talking about Kimi here – and he said it with a smile.

Kimi's actions at Marina Bay will have impressed the Scuderia because his drive to third place was nothing less than heroic. The painkillers for the pinched nerve in his back lasted for only an hour, which meant he drove the second half of the race bent double with pain, unable to breathe properly.



Sauber's Nico Hülkenberg: beaten to Felipe Massa's vacated Ferrari seat by Kimi Räikkönen

PHOTO: CHARLES COATES/LAT

"Hülkenberg's sensational drive to fourth place demonstrated why Ferrari missed a trick by not employing him in 2014"

"Kimi's one of the toughest guys out there," said his physio, Mark Arnall. "For him to make a fuss means he must be in a lot of pain." True enough, for who knew Kimi started his Lotus career with a broken wrist, the result of a Ski-Dooing accident during winter 2011-12?

Kimi's pace this year has given Rubens Barrichello hope that he can get rapidly back up to speed if he gets a drive in F1 next year. At Singapore, he was ensconced in Ferrari's hospitality suite for much of the weekend, no doubt leaning on his former employers to ease his path into Sauber-Ferrari. While that won't happen, the momentum the story built up in Singapore proved what a great place it is to do business. The nocturnal schedule deters people from leaving early, so drivers and team bosses hang around in the paddock longer than usual and you get to see the strangest combinations if you're patient. Stefano Domenicali chatting to Seb Vettel, Martin Whitmarsh laughing with Fernando Alonso and Rubens speaking to Monisha Kaltenborn.

If you want to see Singapore by night, there's only one place to go: Newton Circus. Described on travel websites as 'an orgy of hawker-style food', this Singaporean cuisine sends F1 folk into postprandial ecstasy. Mercedes tech director Paddy Lowe couldn't get enough mutton curry, while the BBC's Gary Anderson revealed a taste for barbecued prawns.

But for all its culinary delights and posh hotels, Singapore lacks cheap 'screen golf' opportunities; remember that when you're planning which race to visit next year!

MURRAY WALKER



UNLESS I'M VERY MUCH MISTAKEN...

"A party in F1 is a party like no other. And I've been lucky enough to go to quite a few..."

You know that cheery-looking FIA official with white hair who pops up on your TV and shepherds the top three drivers to the room behind the podium at the end of every race? Well, that's Herbie Blash, race director Charlie Whiting's deputy, one of F1's great characters and, like Charlie, a former mechanic who started at the bottom and worked his way to the top, notably with Bernie Ecclestone's Brabham team.

Bernie looks after his people and, realising that the 1988 Spanish GP weekend at Jerez was just after Herbie's 40th birthday, he gave Charlie a wad of readies and told him to organise a party. It was in a private room on the top floor of a swish restaurant near the circuit and there were about 100 of us, including Nigel Mansell and Nelson Piquet. It was pretty calm until Piquet started chucking bread rolls around.

Then a massive cream and sponge birthday cake arrived and it wasn't long before the whole room erupted into a cake-throwing, cream-smearing and water-chucking uproar. To this day I can see Bernie, clad in his usual immaculate white shirt and black trousers, directing operations from the middle of the room. When the bloke in front of him ducked to avoid the contents of an ice bucket Bernie got the lot. I was observed leaving the building with a cream cake stuck to the side of my head – and what the decorous Spanish diners on the ground floor must have felt about the motor-racing hooligans who trooped past their tables saying what a great evening they'd had doesn't bear thinking about.


That was the same year that the all-conquering McLaren-Honda MP4/4s of Alain Prost and Ayrton Senna won every one of the 16

races bar Monza. Alain finished first at Jerez but I'd been involved in another Ecclestone-inspired cake incident before that. It was at Monaco, scene of the BBC *Grand Prix* programme's tenth anniversary and, to introduce it, I'd done a piece at Wembley Stadium with Fleetwood Mac, whose outro from *The Chain* was (and still is) the show's emotive theme tune: "Boom, diddy boom, diddy diddy boom boom." Fabulous!

Producer Piers Croton organised a huge cake and gathered around it some of F1's top movers and shakers, including Bernie, Frank Williams, Jackie Oliver, Ron Dennis, Ken Tyrrell and Peter Warr. "Right chaps," I said. "When I say: 'So here we are to celebrate the tenth anniversary of *Grand Prix*,' you all raise your glasses and say: 'Happy anniversary *Grand Prix*!' Okay?" "Okay!" they replied. But I failed to notice Bernie muttering to them and when their cue came, they all shouted "Bollocks!" Sadly it wasn't being recorded and never got transmitted...

At Indianapolis 2001, after qualifying, there was a gigantic party to mark (and not, I hope, to *celebrate*) the fact that I was retiring from commentary. It was a big surprise and when I arrived I saw that Michael Schumacher was there. 'If whatever's happening is good enough for Michael, it's good enough for me,' I thought, and went and sat with him. Tony Jardine was the, as ever, brilliant master of ceremonies and he was inviting people to the microphone, where he'd give them a piece of paper on which was written something I was alleged to have said and get them to say it the way I'd say it.

Eventually it was Michael's turn, and his words were: 'Here comes Michael Schumacher, son of Ralf Schumacher.' "I don't understand," said Michael. "What do I have to do?" "You have to say it like Murray says it" explained Tony. "But when Murray says it, I'm in the car and I can't hear him!" said Michael. "Come on Michael," I said. "Let's do it together." I put my arm around him and we did a duet. Happy days!

Michael said afterwards: "Can you explain something, Murray? This party was in your honour, but they all made fun of you?" "Yes Michael, they were, but that's just the way we are." "Is it your English sense of humour then?" "Yes, I suppose it must be." "Oh, I see..." he said. But I often wonder if he really did... 



"Herbie Blash [right] is race director Charlie Whiting's deputy and one of F1's great characters. I remember his 40th birthday..."



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