

200th ISSUE WITH F1 CHAMPIONS POSTER **FREE** INSIDE



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LIMITED EDITION
200th ISSUE

THE CHAMPIONS

SCHUMACHER ★ HAKKINEN

VILLENEUVE ★ HILL

Our 9 world champions brought together for our greatest ever exclusive

Plus

FULL-THROTTLE SCHUMACHER

"My best Senna memory was forcing him to spin"

PETER WINDSOR'S BACK!

... with a brilliant new column

Lunch with JYS Building an F1 engine 200 mega moments

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October
2012



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COVER STORY



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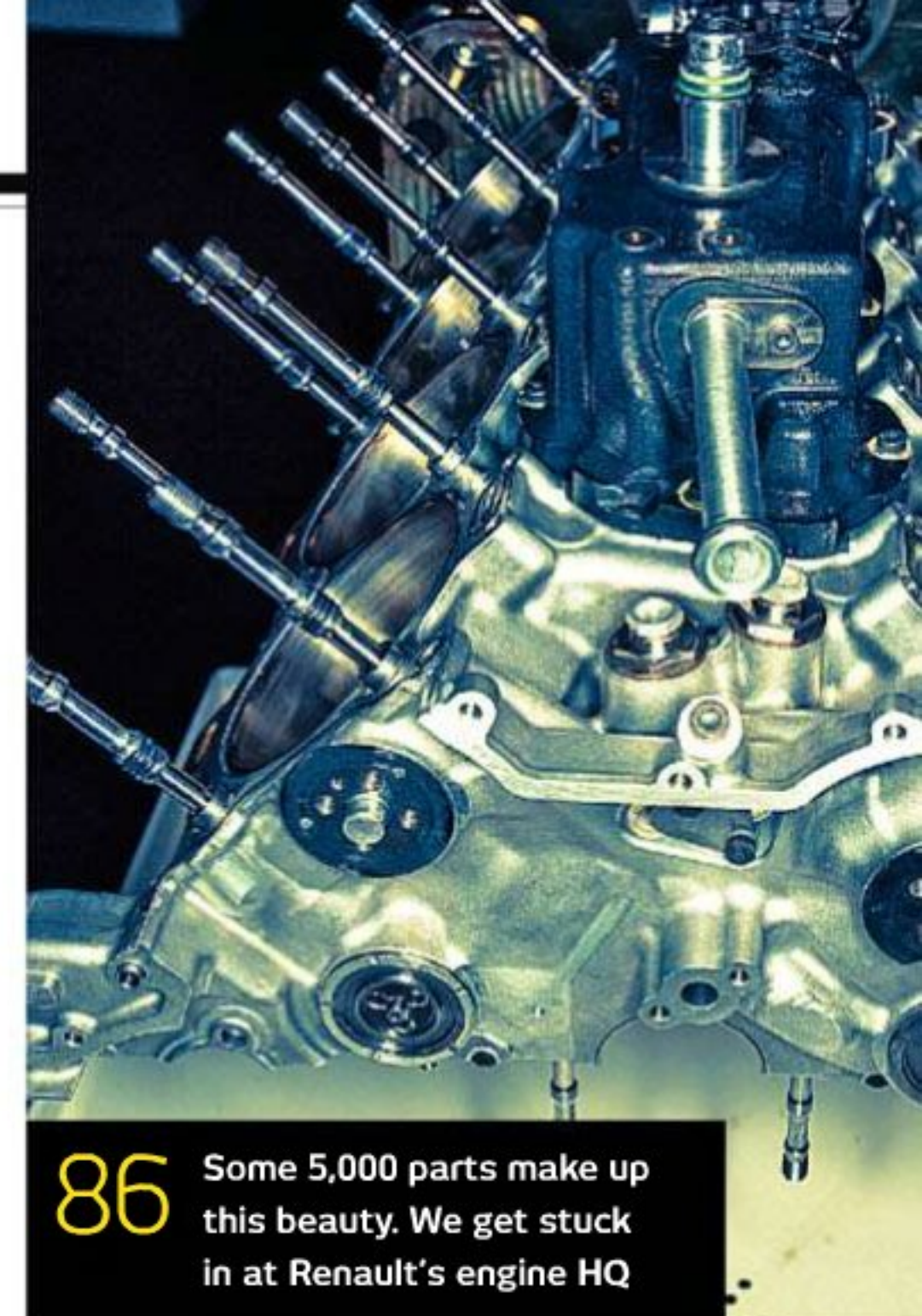
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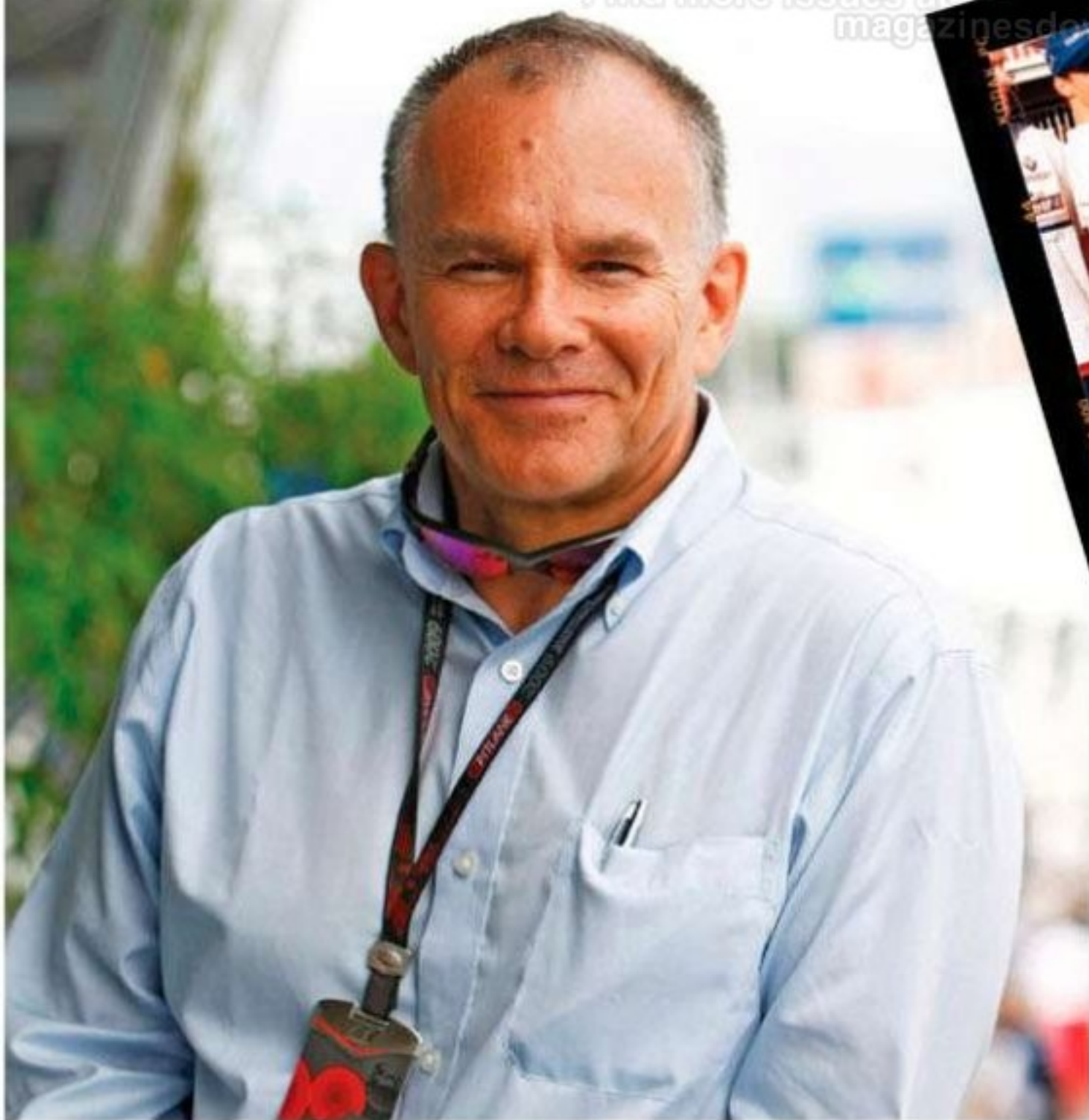


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34 PETER WINDSOR'S BACK!
Mark Webber's decision to stay at Red Bull was the right one, according to our man-in-the-know. And for double-helpings of Windsor, turn to his feature on the eras of F1 on page 69...



44 We put your questions to Formula 1's most successful driver ever



COVER STORY

52 CHAMPIONS SPECIAL

We talk to Hill, Villeneuve, Häkkinen, Schumacher, Alonso, Räikkönen, Hamilton, Button and Vettel



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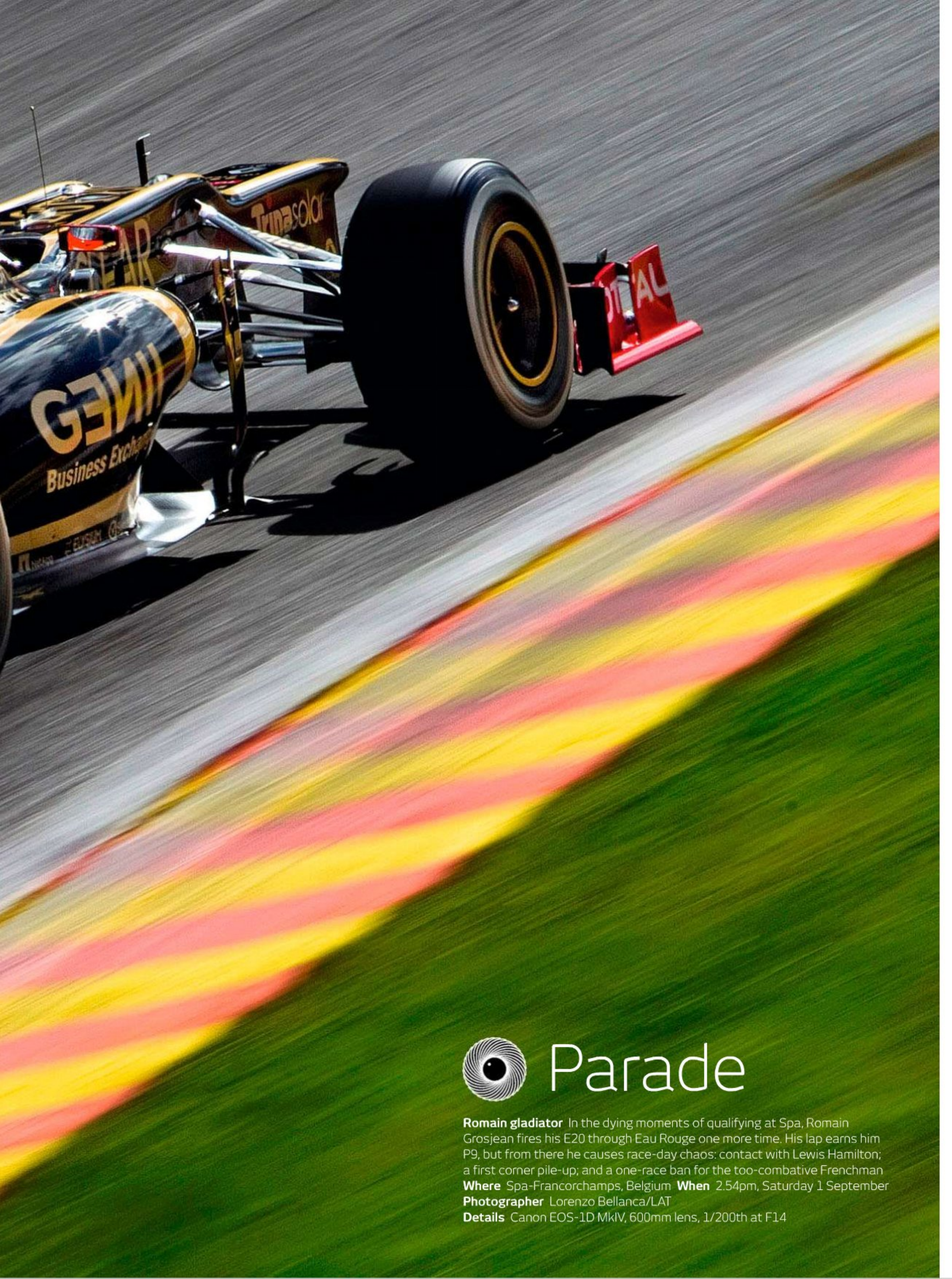
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Parade

Romain gladiator In the dying moments of qualifying at Spa, Romain Grosjean fires his E20 through Eau Rouge one more time. His lap earns him P9, but from there he causes race-day chaos: contact with Lewis Hamilton; a first corner pile-up; and a one-race ban for the too-combative Frenchman
Where Spa-Francorchamps, Belgium **When** 2.54pm, Saturday 1 September
Photographer Lorenzo Bellanca/LAT
Details Canon EOS-1D MkIV, 600mm lens, 1/200th at F14





Parade

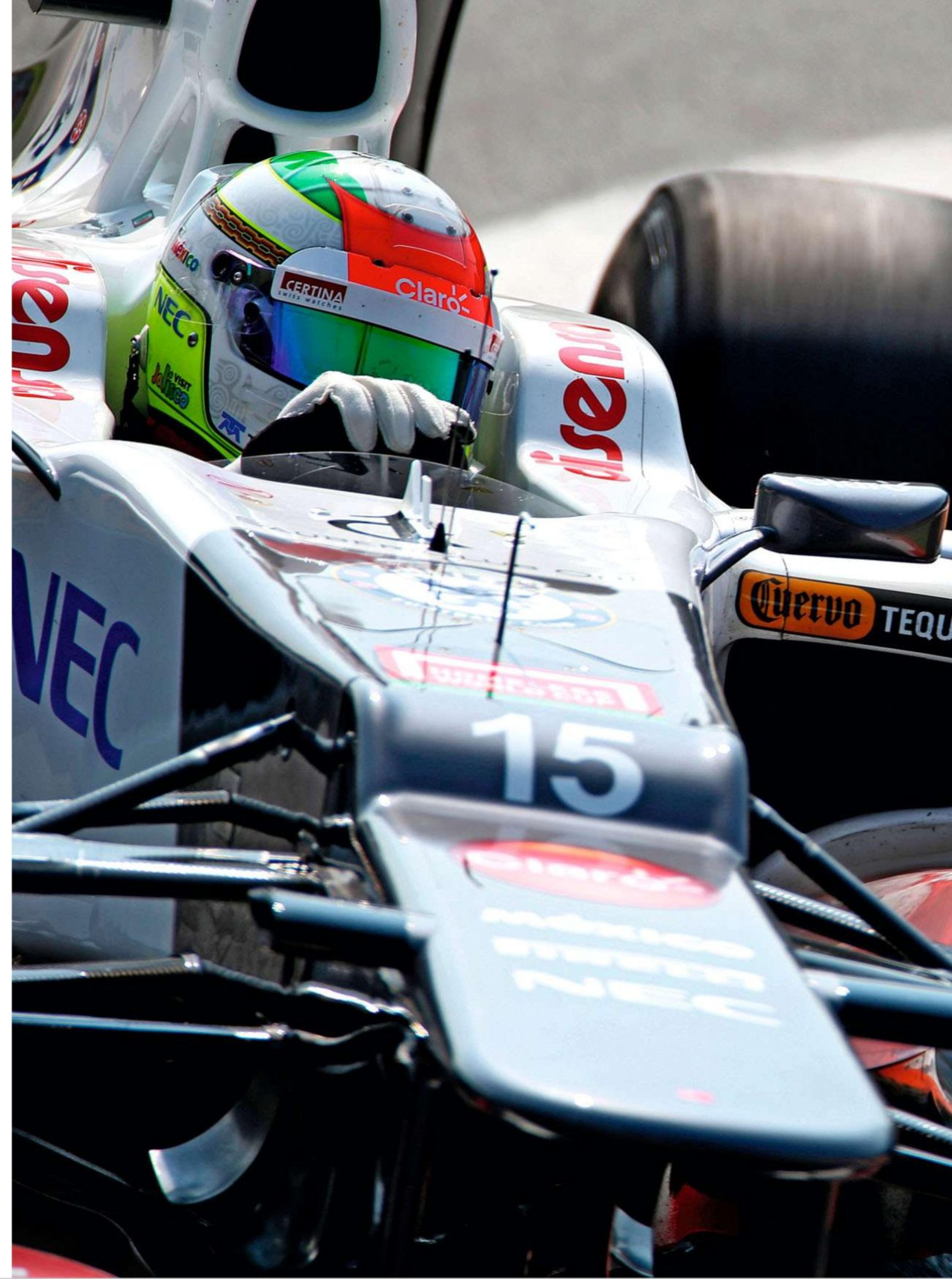
Silent witness Jenson Button watches impassively from Parabolica as team-mate Lewis Hamilton waltzes to his 20th F1 win and second place in the drivers' standings. Despite a brilliant Spa win seven days earlier, JB now sits 41 points adrift of Lewis and 78 shy of leader Alonso in the title hunt

Where Monza, Italy **When** 2.56pm, Sunday 9 September

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1DX, 14mm lens, 1/250th at F8





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Claro

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TEQUILA

NEC

15



Parade

Hot shot Sergio Pérez, has always shone at Monza. He won twice here in F3, both times from 14th on the grid. And at the 2012 Italian GP, having started 12th, he parlayed a one-stop strategy into second place – his third podium of the year. Cue tequila back in the Sauber motorhome

Where Monza, Italy **When** 12.36pm, Friday 7 September

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1DX, 840mm lens, 1/500th at F6.3



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Ignition / Anthony Rowlinson / 10.2012

200 issues and we're more in love with Formula 1 than ever

Every now and again you're asked to look after something precious. Your best mate's car, maybe, or their kid. Perhaps your neighbour asks you to feed the cats for a couple of weeks. The precise nature of the precious thing is immaterial. What matters is that to someone – someone you care about – this thing is Very Important Indeed. And this, dear reader, is how it feels to be invited to edit *F1 Racing* magazine.

I've read this magazine avidly from its launch in 1996 and a few years later I joined the staff, so I know *exactly* how important this wonderful publication is to those who matter to us more than any other: you, the readers (yep, that's you I'm talking to, whether you're reading this at home, on the train, on a plane or – heaven forbid – on the loo). *You* are why we're here and it's with you in mind that we strive each month to make the best magazine we can about a sport I have no hesitation in regarding as the greatest mankind has yet invented.

And what a time to be making *F1 Racing*. As you'll already have noticed, this is the magazine's 200th issue – a fact of which we're pretty proud, particularly as we continue to be the world's best-selling F1 magazine, now published in 19 countries and 15 languages. A great moment for us, then, but also a great moment for the sport: aren't those six world champions competing this year doing us proud, amid a pack of other exceptional talents? The tangy thrills of Spa and Monza 2012, epic contests both, will linger long on the tongue. Michael

and Kimi into Eau Rouge or Seb and Fernando around Curva Grande... that's excitement you can *taste*.

Our job has always been to convey those thrills to you by taking you inside the sport and capitalising on the hard-won access privileges *F1 Racing* has accrued over its near-17-year lifespan. And in pursuit of that mission, you'll notice a few changes this month. First and foremost is the return of Peter Windsor as our lead columnist. Peter has for so long been 'the voice of *F1 Racing*' that he scarcely needs introduction. But for those unfamiliar with his work (shame on you!), turn to page 34 to see what you've been missing. We also welcome Dieter Rencken on board as a politics and intrigue correspondent (p37). Dieter's one of a rare breed of F1 writers who dig deep beneath the surface glitz to find that rare thing: the uncomfortable truth. There's a further hello to Bruno Senna, who joins us as a driver columnist on page 39.

But fear not, there's still room for some well-loved and familiar faces: Murray "And look at that!" Walker has a new home on the back page, while Alan Henry – with us from issue one – is his near neighbour. There will be a few more changes over the coming months, which, of course, we hope you'll like. But if by any chance you don't, please do let us know. We care about this magazine just as much as you.

Anthony Rowlinson, editor
[@Rowlinson_F1R](http://twitter.com/Rowlinson_F1R)

Contributors



Malcolm Griffiths
Photographer and international playboy

Malcy, shown here with his 'slummy mummy' harem, points a mean lens: turn to p86 to see his work on our Renault F1 engine build story



Dieter Rencken
Agent provocateur of the F1 media pack

With his biting new monthly column, *Powerplay*, Dieter brings insights into the piranha-eat-piranha world of F1 politics



James Mann
Studio photographer extraordinaire

Staff photographer at our sister publication, *Classic & Sports Car*, James turns his lens to the Williams FW18, the best car in *F1R*'s lifetime



Peter Windsor
Crème de la crème of F1 journalists

A welcome return to our pages for Peter Windsor with his new column, *Racer's Edge*, and, this month, his reflections on F1 eras

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ANALYSIS

What Lewis *really* revealed with his telemetry tweet

Lewis Hamilton's post-qualifying telemetry tweet at Spa riled Jenson Button and his team and astonished the F1 paddock. We explain exactly what that data showed...





McLAREN TECH HELPS POORLY KIDS

Software developed by McLaren to monitor and predict car performance is being used to help care for patients at Birmingham Children's Hospital in a ground-breaking trial

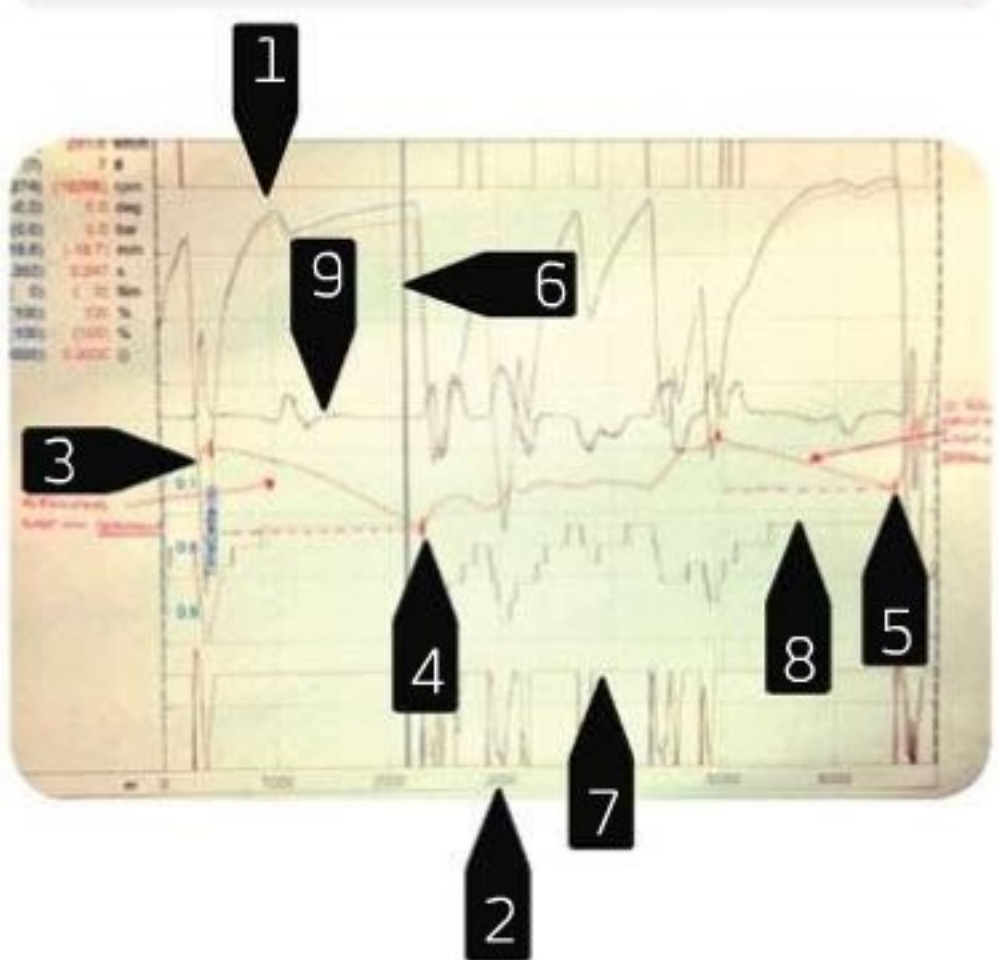


MARUSSIA GET A BOOST

Marussia have revealed they will use KERS from Williams in 2013. It will be the first time that the Banbury-based team have used the system

The telemetry sheet Lewis tweeted shows an overlay of data from Lewis's and Jenson's cars over one lap of Spa. After qualifying, Hamilton indicated that he had used a different, older rear wing than team-mate Button, which made his car slower on the straights. This is backed up by the telemetry, as we explain.

- 1 These are the speed traces for Jenson and Lewis. You can see that Lewis's top speeds are consistently slower than Jenson's.
- 2 This axis shows the distance around the track in metres.
- 3 This dotted line is the delta time. This shows the difference in lap time between Jenson and Lewis over the course of the lap. If the line is at 0 – like it is at the start of the trace when the drivers are heading into Turn 1 – then both drivers have the same time. Anything below 0 means Lewis is losing time.
- 4 You can see that at this point of the circuit, near the end of the Kemmel Straight and before Les Combes, Lewis has lost something in the region of 0.4 seconds to Jenson – not 0.6 as was suggested.
- 5 You can see that Lewis gains time on Jenson over the twisty middle part of the lap, which suggests that his car was more suited to this section. But then he loses another significant chunk of time on the flat-out final sector but, again, it is more like 0.3 seconds rather than the 0.5 that is added to the trace.



- 6 This vertical line is a cursor. This cursor is responsible for the data in the top left-hand corner of Lewis's picture and, in this particular instance, appears to be from near the end of the Kemmel Straight before Les Combes. You can see from the red numbers that Lewis's speed here is 181.3mph and he's in seventh gear but, interestingly, he's only at 16,268rpm – not as high as you'd expect. That suggests he might have the wrong gear for the wing he's running, and this could be why his acceleration looks slower than Jenson's.
- 7 These are the gear traces for both cars. Button's trace is the slightly darker line, as it is on all the other traces. You can see at these two points that Lewis is changing into seventh gear a little later than Jenson, which would again suggest that he might have the wrong top gear for the wing.
- 8 The bottom trace shows the throttle and brakes superimposed over one another, again for both cars. As you can see, both drivers appear to be at full throttle for near identical duration and braking at similar times.
- 9 These are the steering angle traces for both drivers. They're very similar for the entire lap.

So did Lewis give away valuable information?
 In reality, he didn't reveal anything that would be particularly damaging to McLaren. The speed traces would be of most interest to rival teams, but nowadays these can be worked out from GPS data. The most significant thing to come out of Hamilton's tweet is the fact that he did it at all. While he may not have revealed anything damaging, the fact that he decided to share confidential McLaren data with his million or so Twitter followers, not to mention the rest of the teams, is worrying. Most of his fans probably wouldn't have known what they were looking at anyway, so why tweet it? Lewis surely would have known that such behaviour would be frowned upon by McLaren, but perhaps this is another sign of unease in their working relationship. As *F1 Racing* went to press Lewis still hadn't signed a new deal with the team and rumours linked him with a switch to Mercedes.

Sport's uneasy relationship with Twitter



There's no doubt about it: if used in the right way, Twitter can be an incredibly powerful tool for the elite sportsman. Fans get the chance to interact and engage with their heroes, while stars get the chance to project their personality in the way they want it to be presented. Lewis Hamilton, Jenson Button and Fernando Alonso each have more than a million Twitter followers. With a single 140-character-or-less tweet they can reach a huge, F1-loving audience, which must be hugely appealing to sponsors.

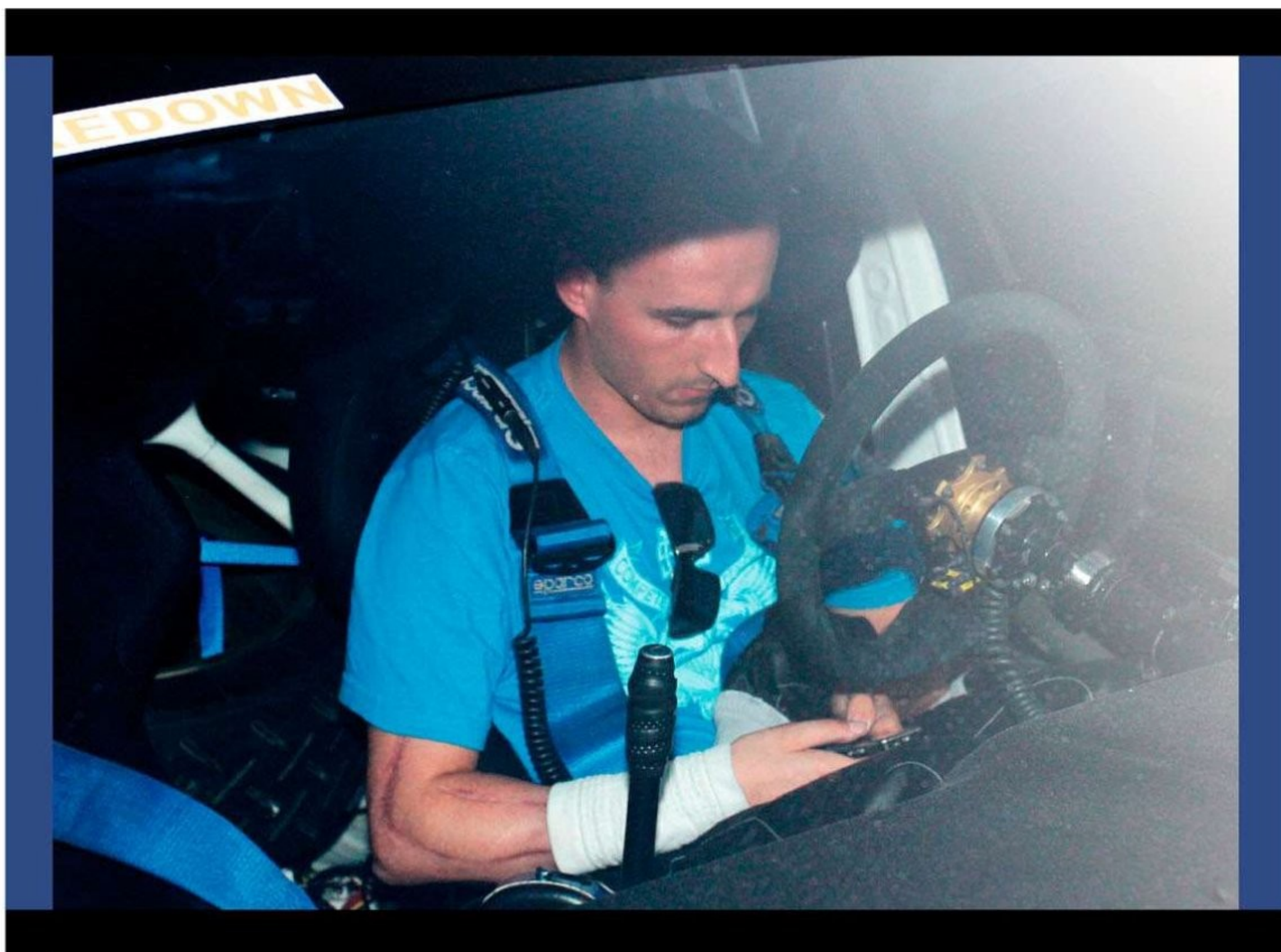
However, as with any social media, Twitter has a dark side that is often fed by instantly regrettable, heat-of-the-moment posts. Footballers Rio Ferdinand, Carlton Cole and Joey Barton have all been fined for controversial tweets, as have England cricketer Kevin Pietersen and snooker player Mark Williams. So far, Hamilton and the rest of F1's *Twitterati* have steered clear of any fines, but you suspect the teams and the FIA would not be averse to handing one out if they felt a certain tweet merited it.

Let's hope it doesn't get to that stage because in a sport in which the drivers rarely say anything controversial, a bit of passion and honesty, however regrettable, should be welcomed.



PHOTOS: STEVEN TEE/LAT; ANDY HONE/LAT

PITPASS / Robert Kubica triumphs on rally return



FIRST PICTURE

Kubica back behind the wheel

The recovering former BMW and Renault star marks his return to the cockpit with rally victory

He's barely been seen in public since he sustained life-threatening injuries in a horrific rally crash last February but, as this photograph shows, Robert Kubica has finally made a much-anticipated return to competition. The Pole participated in the low-key Ronde Gomitolo di Lana in Italy over the Italian Grand Prix weekend in a personalised Subaru Impreza and won all four stages to take victory by nearly a minute from Omar Bergo's WRC Mini.

Kubica, 27, has indicated that he'll take part in further rallies over the next few months, but don't expect to see him back in a Formula 1 car any time soon. As can be seen in the photo above, the Pole's heavily scarred right arm –

which had been partially severed – remains bandaged up as it continues to heal. At the weekend's event, Kubica told Italian reporters that he has now entered a more active phase of his rehabilitation, one in which driving will be used to aid the recovery of his injured arm. As far as an F1 comeback is concerned, Kubica is tentative about when – or even if – he will be able to make a return:

"The hope is to be able to return to where I was before, and it's already a nice goal for me. But just to be here is obviously emotional after 20-21 difficult months. Having been a driver for 20 years, my body is accustomed to certain things, and I can feel these things only while I drive, so we'll see.

"I haven't set any deadlines for myself. Nowadays, I'm happy to be here. In life, sometimes you have to be content with less than what you would really like; and that time is now. I can't tell you what the future holds because I don't honestly know myself.

"Obviously I will do everything in order to be in full activity next year. Over the next few months I will decide what I will do, because I've done various tests on the track with high-performance cars, but I need to decide what I would like best, and see whether the F1 objective is reachable or not. For sure, what I'm doing next year will be with a view on the future, maybe 2014, but honestly I'm not thinking of it."

/ Which city will host the 2014 Spanish GP? / A chat with Anthony Davidson



Barcelona under pressure to share the Spanish GP

Valencia is off the 2013 calendar but could return in 2014 if a race-share deal is agreed

The Circuit de Catalunya near Barcelona has hosted the Spanish Grand Prix since 1991, but it is now coming under pressure to alternate hosting the race with the Valencia Street Circuit. F1 supremo Bernie Ecclestone has already stated that Valencia will not host a race in 2013, but it is understood to be helping to broker a race-share deal to return F1 to the streets of the city. Alternating as hosts of the Spanish GP – and therefore sharing the race fee – would be more cost-effective for both parties, but the Circuit de Catalunya seem reluctant to give up exclusive hosting of the event.

Asked if the Barcelona circuit would like to keep the Spanish Grand Prix exclusive, Vicenç Aguilera, who is president of the Circuit de Catalunya Consortium, told *F1 Racing*: “If we can, then yes. In the short-term, due to the economic situation, then maybe sharing the race is a solution, but

I would say it’s just one alternative and that it has both advantages and disadvantages. We need to look at the two sides of the coin. One side is the cost but the other is the business opportunities that we are generating with a grand prix in Catalunya.”

But Gonzalo Gobert, managing director of the Valencia Street Circuit, sees only positives, chief of which is that the two circuits wouldn’t share spectators: “Alternating with Barcelona could be a good way to improve income because with exclusivity you are the only grand prix in the country during the year. Also, the promotion of the race is much clearer. The problem we had this year was that the races were so close together – Barcelona was on 13 May and we were on 24 June.”

Gobert has said that he is hopeful of agreeing a deal for 2014 onwards, before the end of this year.

FIVE MINUTES ON THE PHONE WITH...

ANTHONY DAVIDSON

MERCEDES SIMULATOR DRIVER AND SKY F1 PUNDIT



We hear you were remembering a personal milestone at Spa. Tell us about it...

Yeah, it was five years since I qualified P11 in Turkey in the Super Aguri. I think it was the best lap I’ve ever driven. I was the fastest Honda-powered car and the sweetest thing was that I outqualified Jenson in a car that had more downforce and should have been faster than mine.

That must have felt fantastic...

Of course. It just goes to show that the sweetest times you have in racing can sometimes happen in a bad car at the back of the F1 grid. Yet they’re therefore often completely overlooked.

You suffered a horrendous crash at Le Mans back in June. How’s the recovery going?

I’m feeling good. I’ve got past the stage of analysing the accident, which, believe me, I did a lot of as it’s something I’m now doing for

Sky TV. You have to expect these things at Le Mans from time to time. Part of what attracts me is that it’s exciting and dangerous and more old-school than F1. I’m aiming to be back in the cockpit as soon as I’m fully recovered.

What exactly was the injury?

When my car landed, there was massive compression on my spine and the T11 and T12 vertebrae took the strain. It’s healed a lot already and will continue to do so, but I was incredibly lucky not to damage my spinal column.

You seem to be keeping pretty busy these days...

It’s what you have to do as a modern professional racing driver. There’s the F1 simulator work I do with Mercedes, driving sportscars for Toyota and working as a Sky F1 pundit. I suppose I have fingers in a lot of pies, but you never know what opportunities will come and go in motor racing, so I’m quite happy to be like this.



Davidson on his way to outqualifying Jenson Button in Turkey in 2007

PHOTOS: ANDREW FERRARO/LAT; STEVE ETHERINGTON/LAT; LORENZO BELLANCA/LAT; PAUL GILHAM/GETTY IMAGES; LAT ARCHIVE; PAP

F1 Mastermind

Your chosen specialist subject:
200 issues of *F1 Racing*



- 1 Who started his 200th race at the 1990 British Grand Prix?
- 2 Who was the first driver to reach 200 career points?
- 3 The 1971 Monaco GP was the 200th F1 world championship race – but who won it?
- 4 Ferrari scored their 200th F1 victory in 2007 with which driver?
- 5 Which circuit held its last GP in 1996, the year *F1 Racing* launched?
- 6 Which of these drivers has not led 200 or more laps in Formula 1: Giancarlo Fisichella, Ralf Schumacher or Eddie Irvine?
- 7 Who is the most recent addition to the elite club of drivers who've started 200 or more F1 GPs?
- 8 Which tyre manufacturer is the only one with more than 200 wins?
- 9 Which driver has scored the most pole positions over the 16-plus years of *F1 Racing*?
- 10 I was the oldest driver on the grid in 1996. I scored nine podiums, but never won a race. Who am I?



THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow



António Félix da Costa Who is he?

A 21-year-old Portuguese racer, whose full name is a bit of a mouthful: António Maria Melo Breyner Félix da Costa.

How good is he?

Trevor Carlin, boss of the ultra-successful Carlin racing squad, rates him highly: "He's what motor racing is all about; a real racer who never gives up." Da Costa has been so impressive in GP3 this year that he's now been signed up by Helmut Marko as the newest member of the Red Bull Young Driver Programme.

Anything else we need to know about him?

Da Costa was the first GP3 driver to win both races in a single weekend when he triumphed at the Hungaroring in August, after a timely move to slicks on a drying track. He also competes in the Formula Renault 3.5 Series and has already scored a podium.

F1 chances

With Force India, at the Abu Dhabi young driver test in 2010, Da Costa became one of the youngest men to drive an F1 car. Now he's with Red Bull, he should get another chance this year.



OPINION

Epic scale of Spa shunt led to Grosjean race ban

Lotus boss Boullier answers critics who claim race ban is due to persistent offences

Romain Grosjean has been involved in various on-track clashes this year, but Lotus team principal Eric Boullier has told *F1 Racing* he believes it's the repercussions of Grosjean's first-corner crash in Spa that has led to a one-race ban, not the stewards adding up his past misdemeanours, as has been claimed by some.



"His ban can partly be explained by the consequences of the contact with Hamilton," said Boullier. "If they just touched wheels and the accident had been less spectacular, I don't think there would have been a ban. But as it was, the outcome of the

accident was quite severe and I think this is why he was banned."

Boullier's opinion is reinforced by the fact that Pastor Maldonado – another repeat offender when it comes to contact with other cars – received a five-place grid-drop for tangling with Timo Glock at the Belgian Grand Prix.

It's rare that F1 stewards issue race suspensions. In fact, the last time one was handed out was in 1994.

On that occasion, it was Mika Häkkinen who was punished, like Grosjean, for changing his racing line and triggering a multi-car shunt at the first corner of the German GP at Hockenheim. Since then, the stewards have used a combination of reprimands, fines and grid penalties to police the drivers, but Grosjean's ban could be evidence of the FIA now taking a hard-line stance on driver misdemeanours.

Answers: **1** Riccardo Patrese **2** Juan Manuel Fangio **3** Jackie Stewart **4** Kimi Räikkönen **5** Estoril, Portugal **6** Eddie Irvine **7** Jenson Button **8** Goodyear **9** Michael Schumacher (58) **10** Martin Brundle

PHOTOS: LORENZO BELLANCA/LAT; GLENN DUNBAR/LAT; STEVE ETHERINGTON/LAT; LAT ARCHIVE



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Urban Cycle 38.7 (7.3), Extra Urban 57.6 (4.9), Combined 48.7 (5.8). CO₂ emissions 137g/km.

Model shown: Civic 1.8 i-VTEC Ti Manual in Alabaster Silver at £17,495. **Terms and Conditions:** New retail Civic Ti registrations from 19 September 2012 to 31 December 2012. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. **Honda Aspirations (PCP):** Example shown based on annual mileage of 10,000. Excess mileage charge: 5p per mile. You do not have to pay the Final Payment if you return the car at the end of the agreement and you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum annual mileage of 10,000 has not been exceeded. Indemnities may be required in certain circumstances. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Credit provided by Honda Finance Europe Plc, 470 London Road, Slough, Berkshire SL3 8QY.

PREVIEW

Introducing Austin's 'phenomenal' uphill Turn 1

Not excited by the US GP yet? Then try imagining 24 cars charging into *this* corner...

The inaugural US GP at the Circuit of The Americas (COTA) in Austin is now just two months away and, as you can see, the track is nearly complete. This angle shows the view back down the pit straight from the hilly Turn 1 – the highest point. Most of the

track is now surfaced but barriers and catch-fencing still need to be completed.

COTA ambassador and 1978 world champion Mario Andretti told *F1 Racing* that he expects Turn 1 to become one of the new track's big talking points: "Turn 1

really impresses me. Going from a steep hill into a hairpin, it'll be phenomenal for braking and overtaking. Elevation changes always add character to a circuit."

We couldn't agree with you more Mario – it looks great. Roll on 18 November!

Starting grid

Turn 1



PHOTOS: CIRCUIT OF THE AMERICAS; ANDY HONE/LAT

STATS

Schumi gets 300 on the board

He celebrated his 300th GP appearance at Spa, so now we celebrate his career in numbers

301

Schumi has participated in more GPs than Red Bull and Toro Rosso combined (260) and more than both Benetton and Jordan, his first teams

5,111

He has spent more laps in first place than in any other position

19

If he completes this season and races next year, Schumi would surpass Rubens Barrichello's Formula 1 participation record by the 19th race of 2013.

189

If Schumacher completes more laps this season he'll overtake another Barrichello record: the most laps raced in Formula 1



There were **7,679** days between Schumi's first GP and his 300th

3

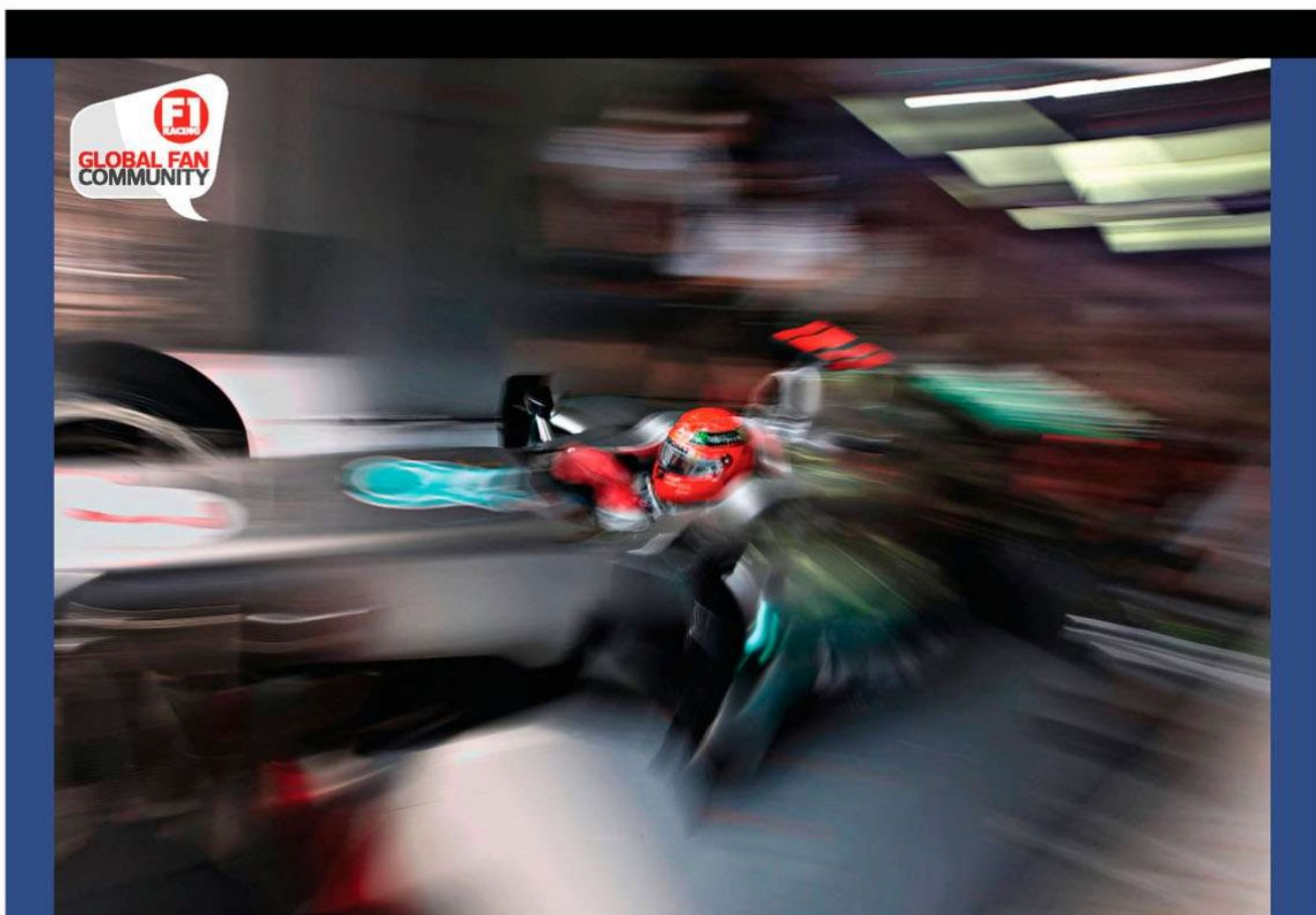
He's the only current driver to score a podium with three different makes of tyre (Goodyear, Bridgestone, Pirelli)

3

Michael Schumacher and Pedro de la Rosa are the only current drivers whose careers have spanned three decades (the '90s, '00s and '10s)

63

The number of races in which Michael has either crashed, retired or failed to achieve a classified finish



Fans want Schumacher to carry on racing

Despite calls for him to retire, that podium in Valencia proved he's still got potential – and 57 per cent of you agree

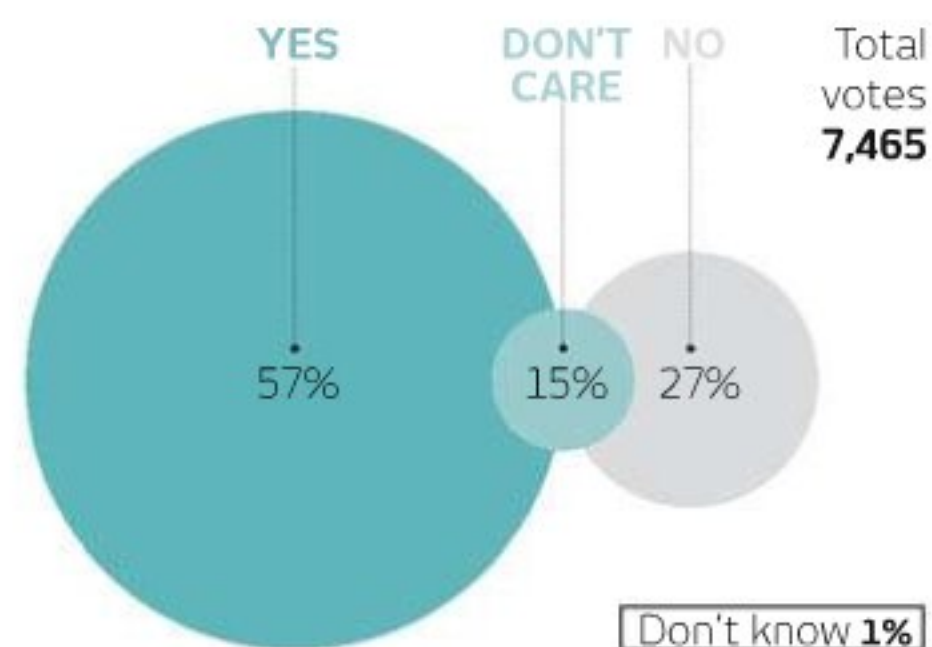
Seven-time world champion Michael Schumacher will turn 44 before the start of next season, but the message from fans is clear: keep racing. With the German ace in the third and final year of his comeback contract with Mercedes and yet to confirm his plans for 2013, we asked members of our Global Fan Community what he should do.

Nearly 7,500 of you responded to our survey with a substantial majority (57 per cent) saying that if Mercedes offer Schumacher a 2013 race contract, he should sign on the dotted line. Conversely, 27 per cent of the fans we polled thought Schumi should retire at the end of this season, even if he's offered

a new contract, while 15 per cent said they don't care what the 91-time GP winner does.

Schumacher says he will make a decision by October. We await it with interest.

If Schumacher is offered a new contract, should he continue in F1?



WIN A CASIO WATCH

To thank you for your support, we've teamed up with Casio to offer exclusive monthly prizes to members of the Global Fan Community.



We'll be giving away a **Casio Edifice** watch to five lucky members each month, and all you have to do to be in with a chance of winning one is to take part in our monthly online survey. This month's winners are:

Jon Slater, USA

Peter Bakaja, UK

Tim Holmes, UK

George Darzentas, Greece

David McLeod, UK

TO JOIN THE GLOBAL FAN COMMUNITY PLEASE VISIT

www.f1racing.co.uk/global-fan-community

/ Alonso tops our championship poll / Your favourite F1 season ever



Alonso still your title favourite

He may have been eliminated in that first-lap shunt in Belgium, but the Ferrari star remains your champion elect. Meanwhile, a certain German moves into second...



The best season in F1 Racing's lifetime? That would be 2008

Excluding 2012 we've reported on 16 fantastic seasons of Formula 1. And according to you lot, none was better than Hamilton's title-winning year...



WHAT A FAN!

"I've bought *F1 Racing* every month since 1996"

We meet up with one of our many readers who have been with us from the very start

When the first issue of *F1 Racing* hit the shelves, way back in February 1996, F1 fan Tim Durmush was 28 years old. Many things have changed since then, but one thing has remained a constant in his life – every month, Durmush heads to his local newsagents to pick up a copy of his favourite mag.

"F1 is the only sport I watch," Durmush told us. "I've been following it since the days of Gilles Villeneuve, but I fell out of love with



A proud Tim Durmush with his collection

it a little bit when Gilles was killed in 1982. I started to get back into it in a big way in 1995 and then *F1 Racing* conveniently came out ahead of the 1996 season. It filled a niche in the market as it was the only magazine dedicated completely to F1. Even if you're a long-standing fan like me, you still pick up loads of interesting information each month."

Durmush estimates he's spent over £1,000 on *F1 Racing* over the years, but while he

clearly cherishes his complete collection, he doesn't have a favourite issue. However, as a die-hard member of the *tifosi*, the September 2008 'Ferrari issue' remains particularly close to his heart.

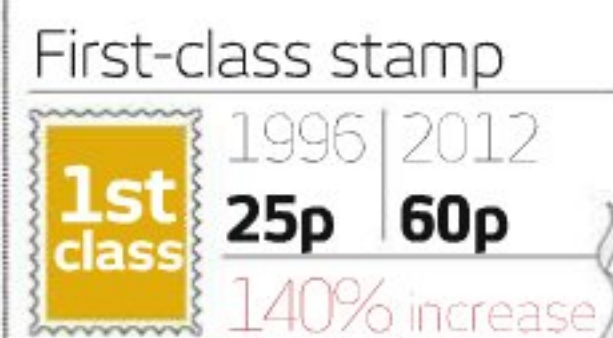
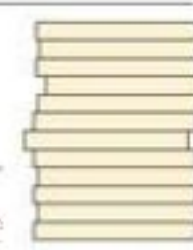
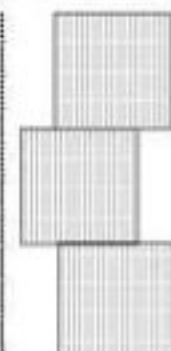
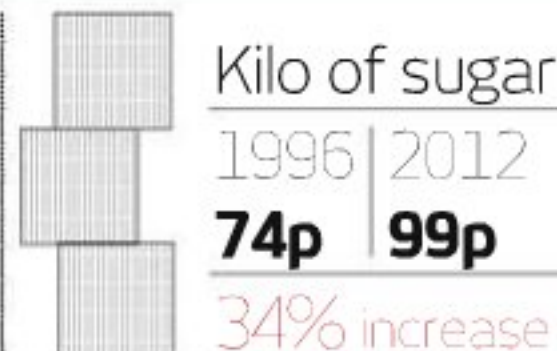
So, a big thank you to everyone out there who has bought *F1 Racing* over the years and congratulations if you, like Tim, are now the proud owner of a complete collection of all 200 issues.

HOW MUCH?

The way things were

A litre of petrol for less than a quid? Ah, those were the days. We reveal what else has changed since we first hit the shelves back in 1996

Copy of *F1 Racing*



DATA FROM THE NATIONAL OFFICE OF STATISTICS

PHOTO: GLENN DUNBAR/LAT



Seconds Minutes Hours Days Weeks

"FORMULA ONE IS A 24-7 BUSINESS. IF YOU WANT A STEADY 9-TO-5 JOB, THIS ISN'T THE PLACE FOR YOU!"

Formula One never sleeps. At Red Bull Racing, the desire to win drives every member of the team to work tirelessly. Factory-based engineers sometimes work through the night, explains Team Principal **Christian Horner**

A race weekend only comes to an end for Red Bull Racing when the pit garages have been packed away, the cars have been checked over and the race telemetry has been analysed. There's no time to rest.

It's the same back at the team's Milton Keynes factory. Hour upon hour is spent in the wind tunnel searching for more downforce, and the design team works incessantly to improve every aspect of the car.

"Formula One is a 24-7 business," says Christian Horner. "There's always work to be done and the difference

between success and failure can be measured in tenths of a second – particularly this year! There's no short-cut to success."

At the same time, the team has to meet the deadlines of racing every two weeks all over the world, from Melbourne to Montreal.

"Millions of people judge our performance on TV, which is why it's so important to have a strong team spirit," says Horner. "We win as a team and we lose as a team; that's the most effective way to deal with the pressure." Rarely is the team spirit stronger than

when the team is racing on a different continent to its base in Milton Keynes, UK.

Factory-based engineers sometimes work through the night to support what's happening trackside, without their unflinching support the team couldn't achieve such high levels of success.

"If you want a steady 9-to-5 job," says Horner, "Formula 1 isn't the right environment for you! Such is the international nature of the sport that we require people to work unusual hours.

"When the cars are on-track in Melbourne, it's the middle of the night in the UK and we have to work a night shift. That's the nature of the business."



CASIO EDIFICE TECH TIME

The EQS-A500RB is a truly special watch, a celebration of Casio's partnership with Red Bull Racing. The watch boasts a youthful, unique design that is inspired by the speed and energy of the Red Bull Racing team.

The watch face features the team's distinctive logo as well as stylish accents of the dynamic red and blue colour scheme of the reigning F1 champions.

The EQS-A500RB is equipped with Casio's Smart Access system for a balance of functionality and operability, making it easy to use the watch's many features, such as the stopwatch that can measure 10 lap times at an accuracy of 1/20th of a second, fastest lap time display and world time.

EDIFICE EQS-A500RB

This one-of-a-kind collector's item comes in a display box with photographs of Red Bull Racing's cars and drivers.



www.edifice-watches.com



Pat Symonds

PITPASS TECH

Explaining the hidden brilliance that drives Formula 1 forward

THE SCIENCE BEHIND...

Windtunnel models

How big are windtunnel models?

These days they're all either 50 or 60 per cent, but it wasn't always so. The first windtunnel tests I did in the early 1980s used 25 per cent models. Back then, teams all shared the windtunnels at Southampton University and Imperial College in London, as these were the only tunnels with a moving ground plane, but they were suitable only for small models. Later, larger tunnels became available, which allowed first 33 per cent and later 50 per cent models to be used. More recently, teams have built their own windtunnels, allowing scales of up to 60 per cent. Cost-limiting agreements within FOTA have limited model size to 60 per cent, although up to four days of testing per year can be done with full-size cars.

What effect does the size of a windtunnel model have on testing?

The model should be of a size that is within the blockage limits of the windtunnel. For accurate results, the frontal area of the model should be no more than five per cent of the cross-sectional area of the tunnel's working section, and ideally slightly less. The frontal area of an F1 car is around 1.5m², so a 60 per cent model would have a frontal area of just over 0.5m², implying that the tunnel area needs to be around 10m². If it were any smaller, it would be necessary to reduce the model scale. Smaller models are cheaper (parts for a 50 per cent model cost just over half the price of those for a 60 per cent model), but it's harder to reproduce fine detail accurately. As with all engineering, it's about compromise.

What are the models made from?

They used to be made largely from a material called jelutong, a low-density, fine-grained wood of a tree native to Malaysia. These days, most of the bodywork is made by rapid prototyping techniques, particularly stereo lithography. The most common material used is called NanoTool, a photosensitive resin that

is hardened by exposure to a carefully controlled UV laser. While certain parts, such as wings, are generally machined from aluminium, it is probably true to say that rapid prototyping has allowed the phenomenal throughput of parts needed to keep the tunnels running 24/7. Around 80 per cent of parts are made this way, with the rest being machined.

How similar are the models in relation to the full-sized cars?

The secret of a good windtunnel model is to get as close to a replica of the real thing as is physically possible. This goes as far as blowing air through the exhaust pipes to give the same momentum flux ratio as with the real car. In terms of geometric accuracy, it is common for the model to replicate the deflected shapes of the aerodynamic surfaces that would be found on the real car at high speed.

What about windtunnel tyres?

It is easy to imagine that the technology of windtunnel testing is now relatively mature and unchanging, but nothing could be further from the truth. Techniques are constantly evolving and perhaps nowhere more so than in the modelling of the wheels and tyres. For many years, windtunnel models had solid nylon or carbon-fibre tyres that ran on external axles mounted to the tunnel structure and weren't actually in contact with the model. A huge advance was made when Michelin developed pneumatic tyres that replicated the loaded shape of the real tyres. On an open-wheel race car, minute changes to the tyre shape can fundamentally affect the aerodynamics and this development has increased correlation with the real car no end. At the same time, a move was made to mount the wheels on the model. This is not as easy as it sounds since the mechanical drag of the wheels has to be measured and subtracted from the aerodynamic drag. The





F1'S MODEL EMPLOYEES

You won't see them on TV because they don't go to races, but model makers are vital members of an F1 team. They work closely with CFD engineers and aerodynamicists, giving them dimensionally accurate components to test

in the windtunnel. As a result, they have diverse skills from mechanical and electronic engineering to composites and machining parts.

Pre-2009, teams could operate windtunnels 24/7, meaning model-makers had

to work flat-out. These days, aerodynamics remain the key performance differentiator in F1, so to ensure that effects observed in the windtunnel are mirrored on track they must make models as detailed and accurate as the full-sized car.



A full set of bodywork and suspension can cost
£160,000

Certain parts of the windtunnel model, such as wings, are machined from aluminium

downforce on the wheels (mainly arising from the complex brake ducts) is measured by means of load cells beneath the rolling road.

Are the models filled with sensors?

Forces are measured by a balance, so called because in the early days the forces were balanced by moving weights along an arm. Today the balance is electronic and is normally mounted in the model's spine. The spine is a strong, stiff chassis, to which the body and suspension attach. The balance measures all six components of forces and moments. In addition, separate sensors measure the front- and rear-wing loads as well as wheel drag and lift. Multi-port pressure sensors measure the pressures at 256 points around the model.

How much do models cost?

An F1 model is the second most expensive racing car you will see. Certainly they are more expensive over a season than a GP2 car. The spine and measuring system as well as the motors that control motion are ultra-sophisticated and you could spend more than £500,000 on the structure and measurement system alone. This infrastructure may last a few years, but teams generally have two sets. Each set of bodywork and suspension will set you back a further £160,000. Thereafter, each run needs around £300 of experimental parts. In a three-day shift, you might complete 45 runs, thereby using £95,000-worth of parts in seven days. But it doesn't stop there: a large tunnel costs more than £600 an hour to run and a 24/7 operation requires around 90 staff. Top teams spend nearly £11m on windtunnel operations.

So is it worth it?

Aerodynamics provide the most cost-effective performance: a one per cent improvement in downforce obtained at normal efficiency will boost lap times by 0.1 of a second. With mature rules, the rate of progress is slow and, without innovative breakthroughs, teams probably achieve around one per cent a month at present – nearly £1million per tenth of a second!

Turn to pages 130 and 134 for Pat's analysis of the Belgian and Italian Grands Prix >>



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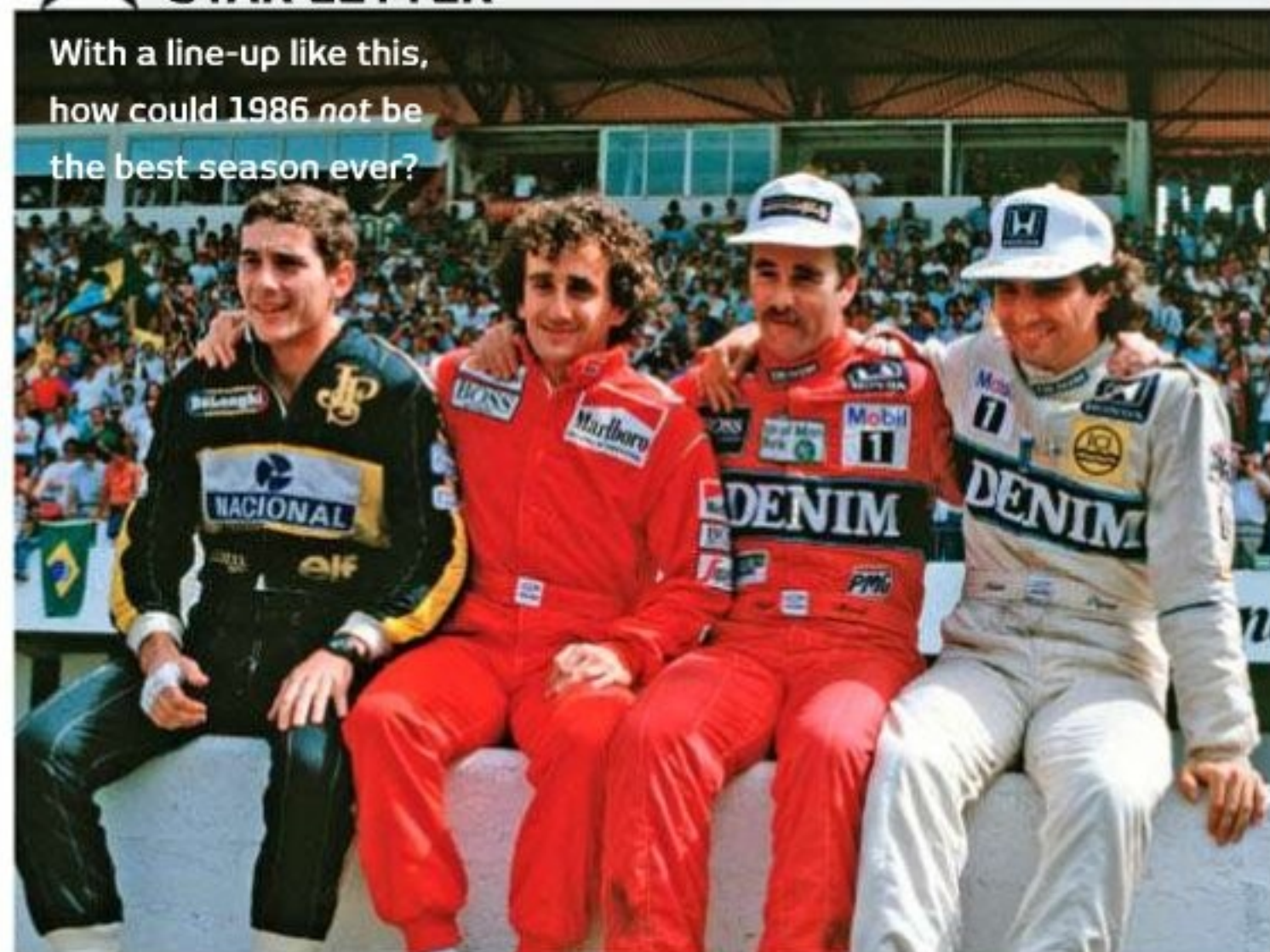
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★ STAR LETTER

With a line-up like this, how could 1986 not be the best season ever?



The best season ever? It's not 2012...

Much as I enjoyed your piece about '2012: The Greatest Season Ever' (*F1 Racing*, August), I'm not sure 2012 does rank as the best season ever.

Exciting though it is, I'm still finding it a bit contrived and artificial, so, for me, there's no question that 1986 was the best ever. It had Prost, Mansell, Senna, Piquet, Rosberg, Alboreto, Berger, Arnoux and Patrese. I think you'll agree that's not a bad selection of drivers. The season itself had it all, with one of the closest finishes ever at Jerez (Mansell and Senna); the brilliance and speed of Senna; and the season-long battle between Mansell and Piquet. It all built up to that tense finale at Adelaide, where the championship went down to the wire.

Mansell was cruising to the title but his tyre failure at 180mph saw Prost take the title at the last gasp. No DRS or KERS, just pure, raw excitement and tension. Finally, on a more poignant note, there was the tragic death of Elio de Angelis in testing at Paul Ricard; a reminder that F1 is dangerous and safety should never be taken for granted.

Nick Warner

By email



STAR PRIZE
 Nick Warner wins a Silverstone Super Choice Driving Voucher. For more details visit www.silverstone.co.uk/experiences

All drivers are brave drivers

Do Stewart, Moss, Herbert, etc have to keep going on about 'the good old days when men were real racers' before the more safety-conscious era? I used to join in with this romanticism, but now I think it's unfair that today's drivers are seen as foolhardy competitors who can't be considered in the same category as yesterday's heroes. If any of today's drivers were driving in the 'deathly era', they would have approached it the same way as the drivers of that time.

Let's stop giving the current drivers stick; they are still brave souls racing at monumental speeds and still risking life and limb. And without this bravery we wouldn't see such breathtaking moves as Webber on Alonso at Spa last year.

Darren Warner,
 London, UK

More Windsor? Go on then...

I've been buying *F1 Racing* since the first issue and have been a subscriber since 2006. I just wanted to say what an outstanding issue September's magazine was: the best in a very long time. I'm a Fernando Alonso fan (he's a man among boys) and it was refreshing to read a balanced article about him, written from these shores.

Peter Windsor is also a gem: I really enjoyed his mid-term report in your September issue. This kind of analytical piece, by someone who can actually write, is a pleasure to read. Can't you lure him back to the magazine on a permanent basis?

Mark Lee
 By email

Your wish is our command, Mark. Peter returns with a new monthly column this month. And expect to see him regularly elsewhere in the magazine – Ed.

NEXT MONTH



Kimi & Lotus: the rise of F1's dark horses

Exclusive insights into the team-driver combo that's taking this year's championship by stealth. Plus, Pastor in Venezuela and Windsor on Lewis...

NOVEMBER ISSUE ON SALE 18. 10. 12



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RENOULT

TOTAL

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PIRELLI

Santander

Shell

PUMA

Santander

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POSTBRIEF

PUMA

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RENAULT
INFINITI
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GEOX
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LOTUS F1 TEAM

REXONA

LOTUS

RENAULT

TOTAL

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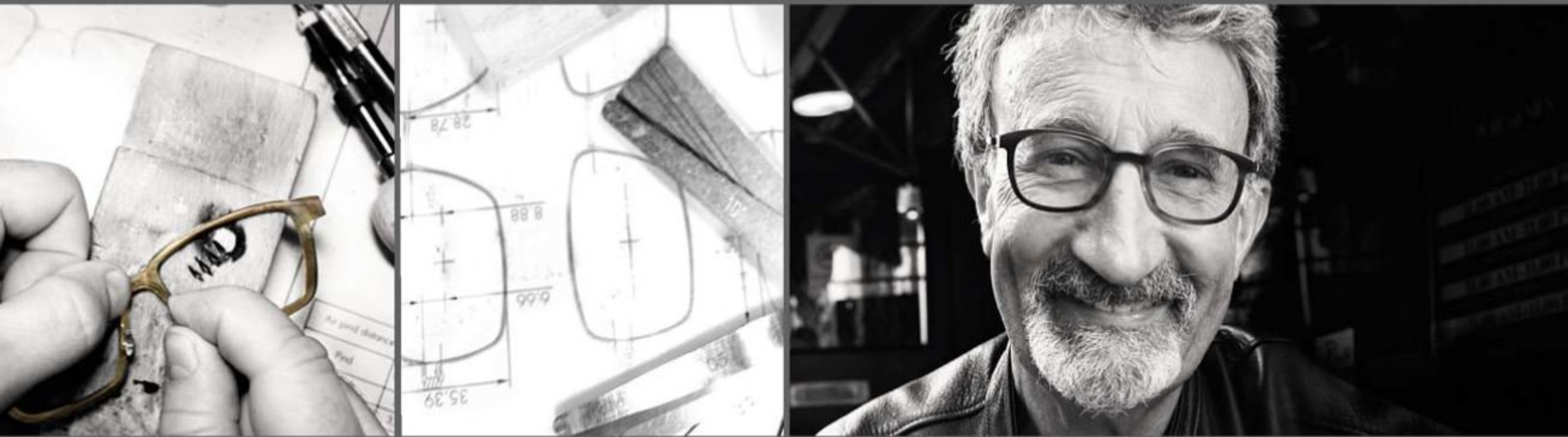
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LINDBERG congratulates Eddie Jordan for his honorary OBE awarded by Her Majesty the Queen. LINDBERG Horn awarded Silmo d'Or, Paris.

AWARD WINNING EXCELLENCE

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Bruno Senna

VISOR DOWN

From cockpit to page, Senna writes exclusively for *F1 Racing*

■ THE LEGACY OF LORENZO BANDINI

When I sat down to try to decide what my first ever column for *F1 Racing* should be about, I thought it would be funny to write about the discovery of graphene and its influence on the future of technology – but fear not, I’m going to leave that allotrope of carbon well alone and stick to the subject of motor racing instead!

I’d say that this season has been a pretty tough one for me. It’s been quite a steep learning curve in terms of getting to grips with these tyres and I’ve sometimes struggled, particularly in qualifying. It’s been tough trying to pull everything together, but as I’ve gained more experience I feel that I’m getting better with every race. And the few days that I spent in Italy earlier this year also reminded me of just how privileged I am to be doing this job.

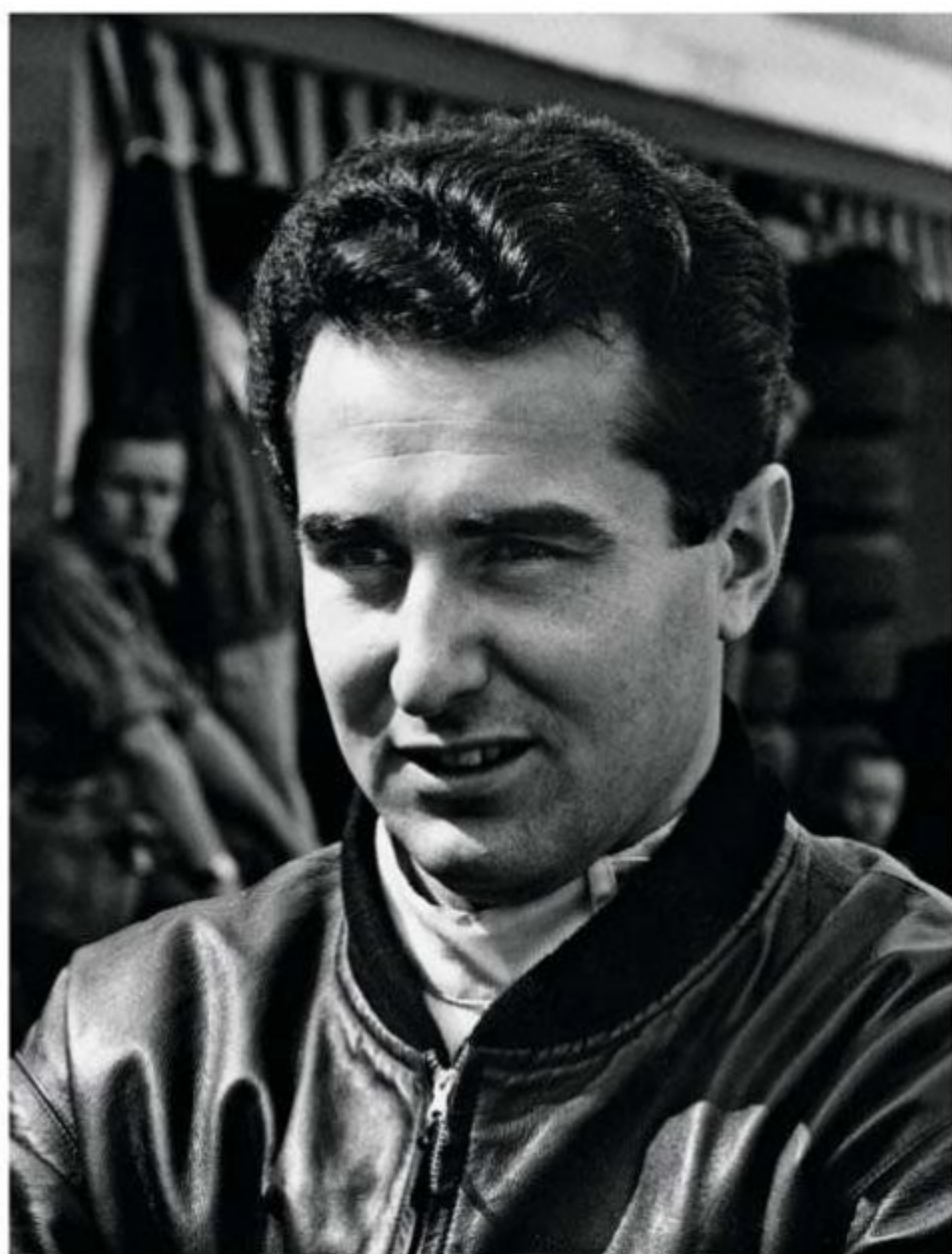
I was invited over to Brisighella where I was presented with the Lorenzo Bandini Trophy, an award that is given annually to young up-and-coming racers. The three winners prior to me were Nico Rosberg, Lewis Hamilton and Sebastian Vettel, so it was such a great honour to be recognised. The one thing my

was proud to present me with this award as she was a huge admirer of Ayrton.

Lorenzo raced Ferrari sportscars and Formula 1 cars most weekends throughout the year and he really summed up the perfect Italian lifestyle. I realise that I’m an extremely privileged person, because so very few people get to do exactly what they want in their lives and I know I’m doing what I love. It’s already a dream come true, but I do want to be at the top of F1 and I’m pushing very hard to be able to achieve that. I am living the life that I always wanted, which is competing in Formula 1 against the very best drivers in the world and if I can beat all of them, then it would be job done.

My team, Williams, are different from any team I’ve ever raced for. They’ve given me a great opportunity to develop without putting any unnecessary pressure on me – and that sort of environment is very hard to come by in Formula 1. The team is like a family and everyone has the greatest respect for Frank. He is the central person at Williams and once you get to know him, you understand why that is. You might

Bandini: a classic Italian talent, whose F1 days were cruelly cut short



“Lorenzo Bandini was a great character and a good person, and even though we lose people from our sport it is good to see their spirit surviving”

career has been missing so far is trophies, but winning this award showed people *do* believe in my potential, and that has given me a real motivation boost for the second half of the season.

Lorenzo Bandini was a great character and a good person, and even though we lose people from our sport it is good to see their spirit surviving. Bandini died tragically in a crash at the 1967 Monaco Grand Prix, aged just 31, but his sister Gabriella continues his legacy. I had the privilege of meeting her and she said that she

have thought that at his age he would be enjoying his life, taking it easy and relaxing a bit more, but he’s not like that at all; whenever I talk to him he’s always interested to know how the car feels and what we can do to make it go quicker.

I’ve also been spending time recently with the legendary driver coach Rob Wilson up at Bruntingthorpe near Leicester. It’s not a case of me learning how to drive; it’s more about concentrating on the interaction between the tyre and the track. My engineers come along too, and we drive a number of road cars – front-wheel drive, rear-wheel drive – and it’s an invaluable experience to pay attention to the smallest details. Rob is a bit of legend and he’s certainly helped me a lot.

But what I’ve really found this year is that there’s no substitute for experience and you can only improve if you’re good at learning. In the past I’ve maybe prioritised races over qualifying, but I understand the importance of qualifying now.

PHOTOS: LORENZO BELLANCA/LAT, LAT ARCHIVE

Now that was a car

Number 8: The Williams FW18

The greatest car built while we've been in print

WORDS JONATHAN REYNOLDS PICTURES JAMES MANN

In almost 17 years of *F1 Racing*, a mere handful of cars could lay claim to 'best ever' status. Ferrari's boundary-pushing F2002 of 2002-2003 and Red Bull's aerodynamically uncompromising 2011 RB7 are two of that elite band. But the daddy, statistically and – as our lush studio photography accentuates – *aesthetically* speaking is Williams' dominant 1996 machine, the FW18. Between them, champion-elect Damon Hill and his feisty →





future-champion team-mate Jacques Villeneuve drove the FW18 to 12 wins, 12 poles, 11 fastest laps, 21 podiums and 25 front-row starts over the season's 16 races. That equated to 72.5 per cent of a perfect season – a marginally better strike rate than that of either the Red Bull RB7 (70 per cent) or the Ferrari F2002 (69.5 per cent).

Their domination was built on strong foundations: aside from increasing the height of the cockpit sides, the FIA had chosen not to shift the technical goalposts too much ahead of 1996 and, as a result, Williams' dynamic design duo of Adrian Newey and Patrick Head chose to refine 1995's FW17 rather than opt for a radical rethink. They were accused at the time of having 'played it safe' but, given that the 17 (in reconfigured 'B' guise), ended the previous season as F1's top dog, their thinking was driven as much by performance as pragmatism.

"I consider the FW18's dimensions to be classic F1 dimensions" *Damon Hill*

The transverse gearbox configuration used on the 17B was retained and honed for the 18, contrasting with the longitudinal box of rivals Benetton and McLaren. The configuration gave master aerodynamicist Newey room to make major changes to the all-important diffuser. Newey also gave the FW18 a high nose – an aerodynamically efficient design that has become one of his trademarks over the years. Patrick Head, meanwhile, worked rigorously on suspension. "The most critical area is the integration of the aerodynamics

and the suspension system," Newey said at the time. "It's no good having masses of downforce if the suspension isn't good enough to handle it. Equally, it's no good having great suspension geometry if the car doesn't have sufficient downforce."

Each of these elements combined to produce a hugely drivable car that generated considerably more downforce than anything being prepped in the race bays of other factories. Nowhere was this more evident than at the second race of the season, the



Brazilian GP, where Hill, on the short Interlagos track, qualified nearly a second quicker than the fastest non-Williams.

“It was nice to go to a race with such a good car,” Hill explains. “Balance is important because it lets you take more liberties, but if a car is nervous it’s harder to get on top of it. The FW18 was really well-balanced and it was the only car in my entire career where I could fit into the damn thing. Adrian made a special effort to fit me into the car, which was very nice of him! I honestly could have sat in that car, gone to sleep and been more comfortable than I was in bed.”

Power came from Renault’s brutish 67° V10, which twinned power with reliability in an era when engines still frequently blew up. “It was drivable, powerful and the packaging was good,” Hill recalls. “Renault worked hard with Williams on weight distribution and on not making a heavy engine.”



Hill in the 'beautiful, minimalist' 1996 title-winning FW18

The French manufacturer also helped the team revise their hydraulic installation in an attempt to avoid the slew of technical issues that had plagued Hill early in 1995. But it wasn’t just beneath the bodywork that the Williams excelled. The old F1 mantra ‘if it looks good, it is good’ has seldom rung more true than it did for the FW18.

“It was a beautiful car because it was very minimalist,” says Hill with a smile. “It had a

semi-automatic gearbox but there was nothing else too sophisticated and no clutter. It was very clean and it’s still a nice car to look at with the wide track. I consider those dimensions to be classic F1 dimensions.”

Unsurprisingly, the title battle quickly became a two-horse race between Hill and Villeneuve: “It was an era when it wasn’t unusual for a team to get a technical advantage and almost have the title bagged right from the word go,” explains Hill. “You might say ‘that’s boring’, and you might be right but, from a driver’s point of view, you feel lucky to be in a competitive car and you want to make the most of it. It’s a lot easier when you have the most dominant car.”

The FW18 was devastatingly quick, ruggedly beautiful and possessed more than enough reliability to romp home to take a championship double. Formula 1 cars don’t get much better than that. **F1**



FW18: THE VITAL STATS

Number produced	6	Transmission	Williams 6-speed semi-automatic	Drivers	Damon Hill Jacques Villeneuve
Chassis	Carbon-fibre monocoque	Brakes	Carbon ceramic	Wins	12
Engine	3-litre Renault RS8 V10	Fuel	Elf	Poles	12
Power	750bhp	Tyres	Goodyear	Podiums	21
		Number of races	16	Fastest laps	11

Michael Schumacher

He knows exactly where *not* to park in Monaco, and those shenanigans in Suzuka's log cabin bar were a case of mistaken identity – honest! F1's most successful driver ever swills down your questions with a refreshing *apfelschorle*...

WORDS JAMES ROBERTS PORTRAITS LORENZO BELLANCA/LAT

When you consider the sixteen-plus years in which *F1 Racing* has existed, almost a third of that period has been dominated by just one man. And even when he hasn't been busy winning the world title, he's still *the* driver everyone wants to beat. Whether it's last-race title shoot-outs or controversial indiscretions that make national headlines, everybody around the world knows the name: Michael Schumacher.

Whatever your opinion of his period of dominance, the moments of madness or the wisdom of his comeback, the numbers are overwhelming: seven world titles, 68 pole positions and 91 grand prix victories. Those statistics overshadow the successes of every other great driver in the history of the sport.

We wondered how happy Michael would be to talk about 'Rascasse-gate', or to confront the theory that he was forced into retirement by Ferrari, or to recount his memories of Ayrton

Senna. But he wasn't in the least bit fazed. The steely, ruthless Michael of those all-conquering Ferrari days has mellowed. Now he's relaxed and happy to have a laugh – something that 300-plus grands prix and 21 years of crisscrossing the globe can definitely do for you.

We had more than 2,000 questions from you, the readers of *F1 Racing*, asking Michael about subjects ranging from his days in karting to his time at Maranello. We presented him with the best, then listened carefully to his answers...

How do you feel when kids half your age pass you on the racetrack?

Frederick Gasoi, Canada

I don't think about age. When I'm sitting in the car, I don't care how old somebody is. I just care that somebody is in front of me and I want to pass him – or that he's behind me and I don't want him to pass me. That's it.

Can you tell us what you really got up to at the Suzuka Circuit Hotel 'Log Cabin' bar the night you won the world championship in 2000?

Ashley Mason, UK

I think you're confusing me with my brother...

Who was your racing hero when you were growing up?

Caroline Riley-Smith, UK

To start with it was Vincenzo Sospiri in karting. Then it was Ayrton Senna. Those two guys inspired me big time while I was karting.

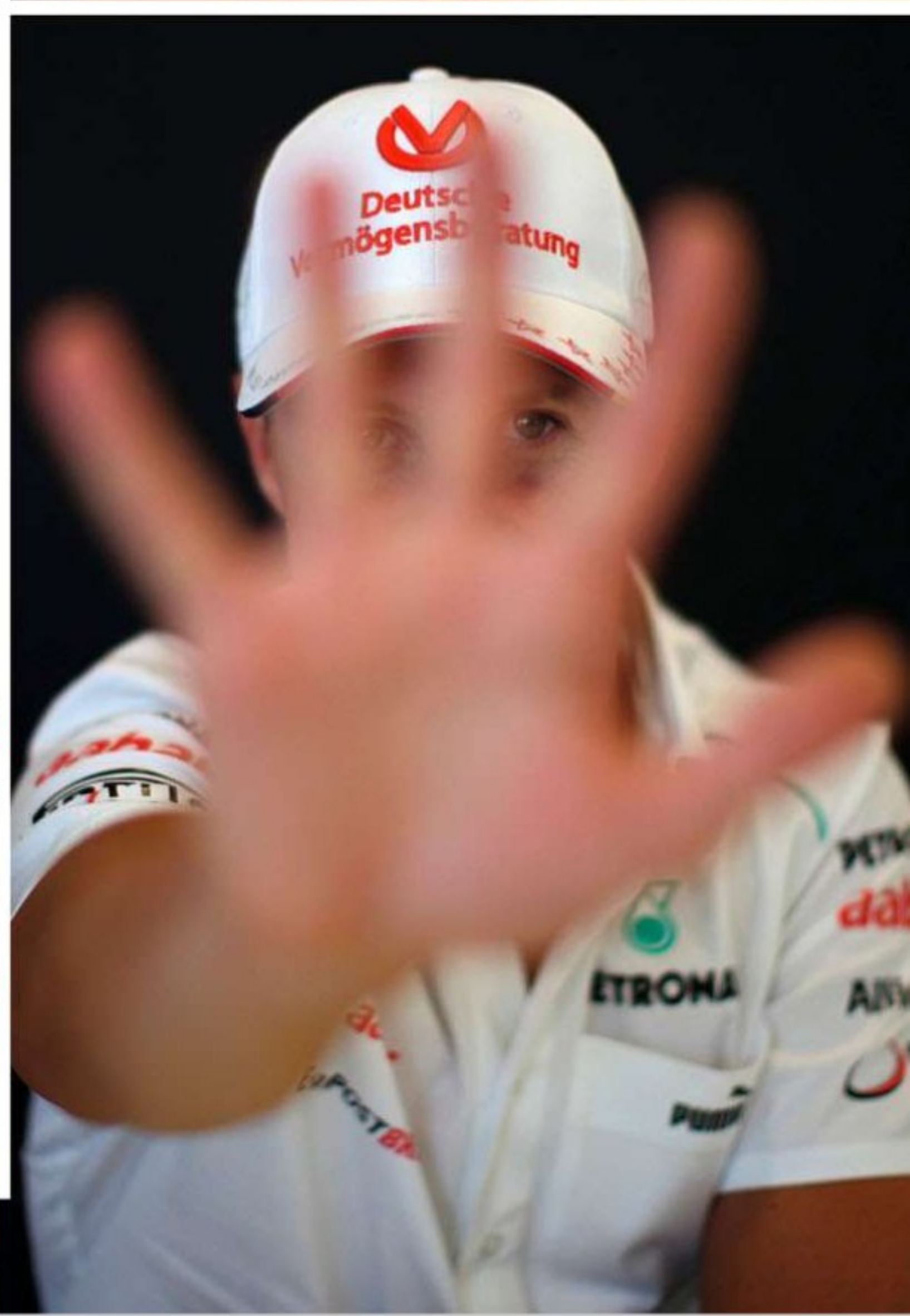
What's the single biggest factor that would improve Mercedes' ability to become consistent frontrunners?

Pamela Lowth, UK

At the end of the day, where we are right now there is no single factor. It's like a mosaic →



Deutsche
Vermögensberatung



where you need all the little pieces and details to finish the work. We're not missing too many of the pieces, but we are still missing something that, step by step, we are slowly putting together.

Did you really want to punch David Coulthard after your collision in Spa 1998?

Karel Belohuby, Czech Republic

Er... I've never been someone who throws punches – honestly. Actually, never in my life have I punched anybody, but I certainly wanted to make him understand the feelings I had.

What is the best piece of advice that you have ever been given and why?

Lee Frary, UK

'To think before, about after.' A very important and close friend of mine, who is in his eighties now and very experienced, gave me this advice. You can use it in every aspect of life – basically, whatever you decide to do, think well ahead about the consequences it might have.

What's your best memory of Ayrton Senna?

Montero Moises, Spain

This is very clear. It was Brazil 1994 when I beat him and he spun off while he was fighting with me. Actually, in a way, the fact that he spun off made me extra proud because he had this unbeatable nature about him. Then there was the fact of where we came from in 1993 – in '94 this small Benetton team with the Ford engine was not supposed to be the best, but it was suddenly a very good package and we were able to run in front of the Williams. Then he spun off and I thought: 'Well, that was a good moment.'

Have you ever been stopped by the police for speeding on the roads and, if so, what was their reaction?

Gary Gillies, UK

Yes I have been: the reaction was unfortunate because he still gave me a ticket...

What qualities do you most admire in a driver?

Jacob Cook, USA

Maybe if they are German...

Have you ever considered starting your own F1 team?

Clare Dobson, UK

No. Never.

Considering all your years as a racing driver, from the old days of karting up until F1, who's been your fiercest rival?

Paulo Mariano, USA

Fiercest? Do you mean toughest to beat? Without question it was Mika Häkkinen.

What music do you like to listen to?

Carina Grusevska, Latvia

Paolo Nutini.

With so few points this year compared with your team-mate, how do you stay calm?

Kadir Gunes, Turkey

I'm calm because I've got a few points... we've had so many mechanical failures that I honestly don't worry about things like that – they are part of the game. I trust the guys at the team and they trust me. That's more important than anything else.

I'm visiting Monaco during my holiday.

Any idea of where is a good place to park?

Graham Scott, UK

Well, there are plenty of underground parking garages in Monaco...

F1 Racing: Rascasse?

No, that's not a good place.

Looking back over your Formula 1 career to date, do you have any regrets?

Charles Russell, Ireland

Jerez. In 1997.

If Ferrari wanted you back, would you go?

Mark Durepos, USA

Why?

Do you have to train harder and longer to stay in Formula 1 shape now?

Don Molyneux, USA

I do the same amount as always. I always liked to be fit and was sometimes fitter than required. F1 is slower now and less effort, so it's easy to be fit for these cars. I've adapted my regime and I'm always looking for new things to do. I'd tell you my whole routine, but your tape is too short.

Is there anything that irritates you about Formula 1 today?

Michael Bobrov, Russia

Black gold.

F1 Racing: Er... could you elaborate?

Think about it.

Is it true that when you were young your dad modified a pedal kart by putting an old motorcycle engine on it? And is it also true that when you were four, you managed to crash it into a lamppost?

Rhys Hardstaff, New Zealand

You're well-informed. That's how it all started.

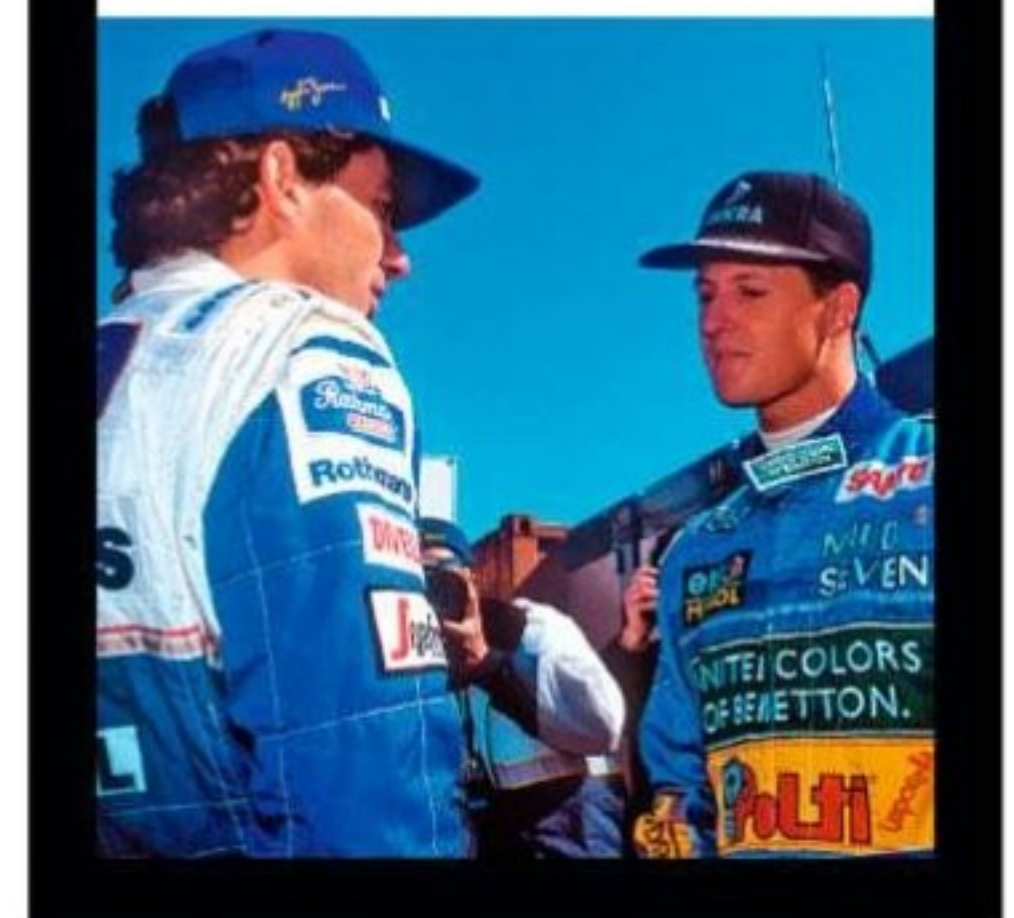
How many cigars do you smoke over the course of a month?

Kaspar Kutt, Estonia

I stopped counting... it could actually be much less than one.



"My best memory of Ayrton Senna was Brazil 1994 when I beat him while he was fighting me. The fact that he spun off made me extra proud"



INSETS: LAT ARCHIVE

During a race, would you say your brain is 100 per cent focused on the racing, or do your thoughts sometimes drift to 'what shall I cook for dinner?'

Juha Makarainen, Finland

I do drift away occasionally. When you're travelling down the straight at Monza, you have plenty of time to think about other things, perhaps related to the car or sometimes something completely different. You might be thinking about the conversation you've just had with your engineer – it can happen. It doesn't happen in qualifying or during tense moments in a race, but it does happen when you know you have to drive steadily. →

Schumi's biggest regret – that controversial collision with Villeneuve at Jerez 1997. Note the tyre-mark on his sidepod...



"I don't think about age. When I am sitting in the car, I just care that somebody is in front of me and I want to pass him – or that he's behind me and I don't want him to pass me. That's it"

Does the joy of success last longer when you're younger?

Patricia Hussey, UK

I don't think it's to do with age. It's simply to do with achievements and as soon as you've achieved something, you are then much more focused on the next subject. First that might be a race win, then after that a championship.

I feel that in 2006 Ferrari forced you out and that you didn't really want to retire at the time. Is that true?

Don Diklich, USA

Two hundred per cent 'no'. One year Ferrari had their traditional Christmas party and up on stage I told Mr Di Montezemolo that I was retiring and he said: "Think about it again. Here is an offer – you can have a contract for the rest of your life. No matter what you want, you can have it, we want you to stay." Now, it might be coincidence

but Mr Di Montezemolo called me up yesterday for a chat and we still have a good relationship. It's what I decided then and it's what I wanted at the time. As I've said before, I was just empty. There was no energy and no destiny for me to go any further and I had my 'little brother' – that's Felipe Massa – and I was happy for him to take over the position from me.

What would you like to achieve next in your life?

David Herron, UK

I don't think that I have any further achievements that I can talk about.

Do you miss Maranello?

Annie Hughes, UK

I do. I go there occasionally to see Rossella who runs the Montana restaurant; funnily enough she spoke to me during the week, she called, and I still have regular contact – not as much as I used to, but it's part of my heart. Also Stefano Domenicali is a good friend of mine and so we are often together. The best meal Rossella cooks? Tagliatelle ragu.

What drink would you order if Kimi was buying?

Richard Andrews, New Zealand

Apfelschorle, which is apple juice mixed with sparkling water.

How long are you planning on staying in Formula 1 and what are you going to do after you leave it?

Rustam Sagitov, Russia

Well, I'm afraid I don't have any news for you at this stage.

What has been your most memorable overtaking manoeuvre in F1?

Roger Clarke, UK

There have been so many... I can't think of one right now. I had so many wheel-to-wheel moments. There was one incident that people might remember, and that was when Mika Häkkinen overtook me in Spa with Ricardo Zonta in the middle. But think about it: what could I have done? I had a lapped car in the middle of the track so I had to choose one side or the other. The other car naturally took the other side, came with a lot of speed and passed me. It looked great for Mika and I'm happy for him...

I had that with Felipe and Kamui at Montréal last year, when I passed them on the inside and took both of them at the same time. People think that it is very special, but it's actually an easy thing to do. Two are fighting and hindering each other and I am the third one past them. It looks great, but is nothing special if you think about →



Valencia 2012 and, to date, the best result of Schumi's comeback: a mature drive to third

INSETS: PAUL GILHAM/GETTY IMAGES; LAT ARCHIVE



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Which of your seven world championships felt the best to win?

Joshua Marchant, UK

Very definitely the one I won in 2000. After 21 years of no success for Ferrari and five years for myself of not being

able to win the title with the Scuderia, it was absolutely the biggest moment for me and for us all.



In 2000, 17 years after Ferrari's last constructors' win and five years since Schumi's drivers' title with Benetton, the dynamic duo finally did the double

it. There is some much more intense, real racing – stuff that you should consider to be better than these passes from my point of view.

How did you feel when Jacques Villeneuve overtook you around the outside of the final corner in Estoril in 1996?

Steve Bather, UK

It was only because I was slowing down initially to make him stop behind me that I didn't get a good exit from the corner. He took the opportunity to go around the outside. Have a think about what car he was driving and whether he had slightly more grip to be able to do that...

Why do you keep complaining about the tyres – is it because you are accustomed to having bespoke tyres made especially to suit your driving style?

David Greenwell, UK

May I just answer that question very simply? If you have one single tyre company then they should make a tyre that is good for the majority of the field. And this is what I have been trying to express. Here and now, we just don't have that. We have a tyre that works for individuals rather than for the majority, and it shouldn't be like this. Individuals should have the problem rather than the majority.

Michael, do you still suffer from simulator sickness?

Matt James, UK

I haven't tried it lately, because we're not really in a position to try it.

One day Bernie Ecclestone grants you three wishes: what would they be?

Mertol Shahin, Bulgaria

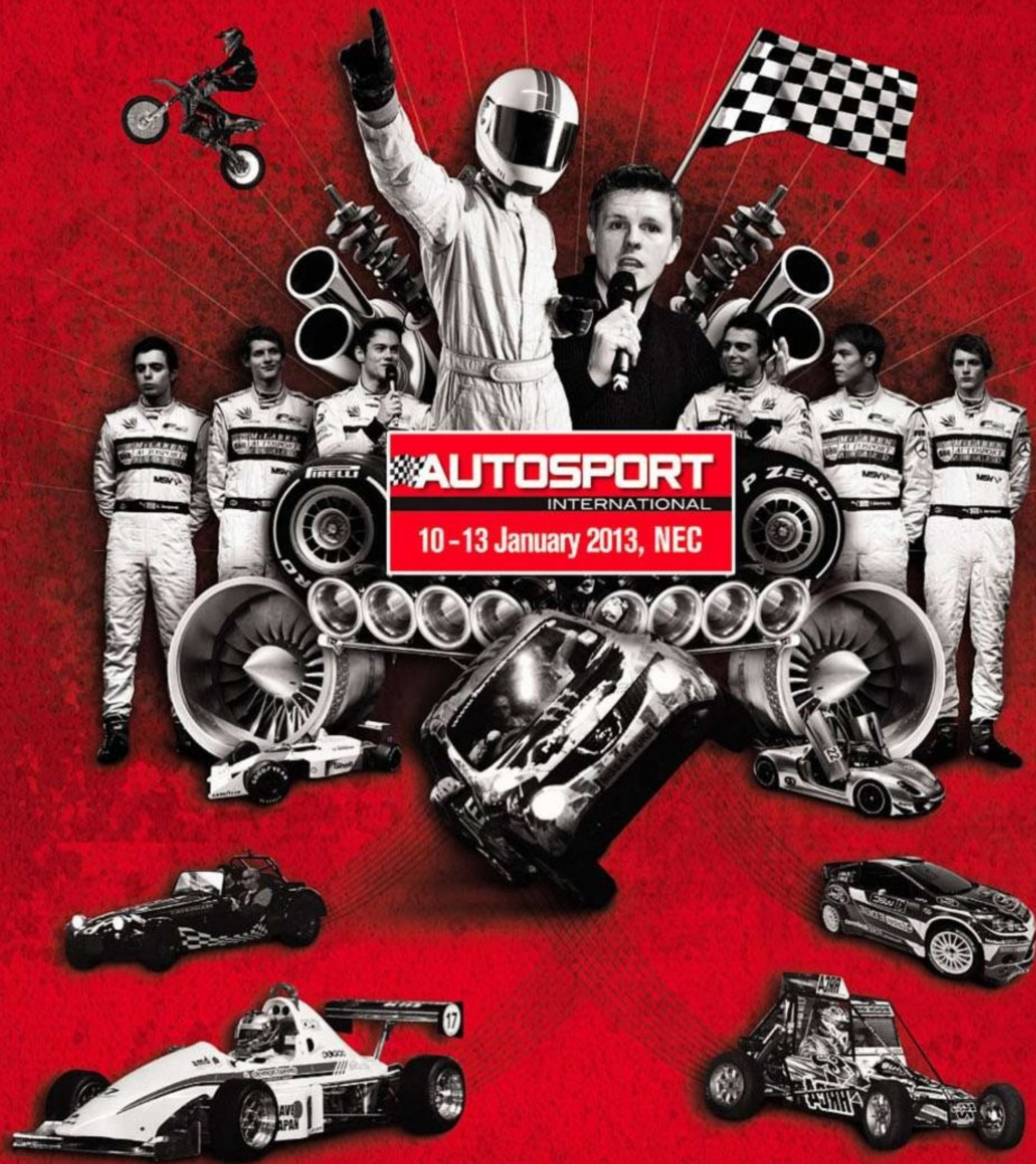
I can't think of anything that Bernie could offer me. Nothing. I have a beautiful family, I'm very happy, money is not an issue... I couldn't think of anything except perhaps occasionally giving me a few more paddock passes. 🏎️

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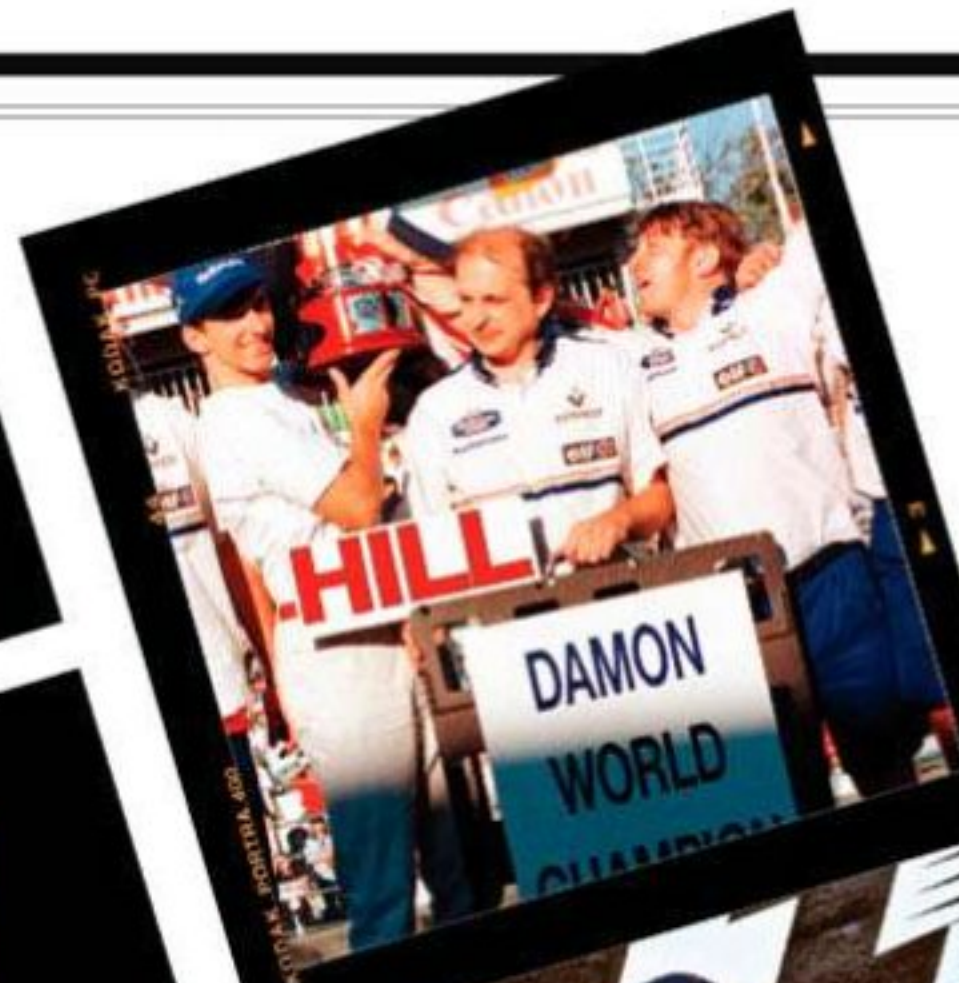


The league of extraordinary gentlemen



Here they all are: the nine (count 'em) world champions who've lit up our pages – and millions upon millions of TV screens – since F1 Racing first hit the newsstands in 1996. Thanks, gentlemen. You've been extraordinary!

WORDS JAMES ROBERTS & JONATHAN REYNOLDS
PORTRAITS ANDREW FERRARO/LAT





SEGAMINTLETTEIGEMHINCHENLITLSECEAMIM



1996

Like father, like son

F1 Racing launches in March and Damon Hill is our cover star in the April issue

Hill's new Williams team-mate, Jacques Villeneuve, makes a sensational debut, taking pole position and nearly winning in Melbourne

Damon fails to emulate his father Graham Hill's achievement of winning Monaco. Engine failure and rain hand a surprising victory to Ligier driver, Olivier Panis

Hill takes eight victories but in July 1996, *Autosport* sensationally reveal – before Hill has even won the title – that he will be leaving the team

At Suzuka, Hill makes history by becoming the only son of a world champion to win the world title



November 1996

KODAK PC

44

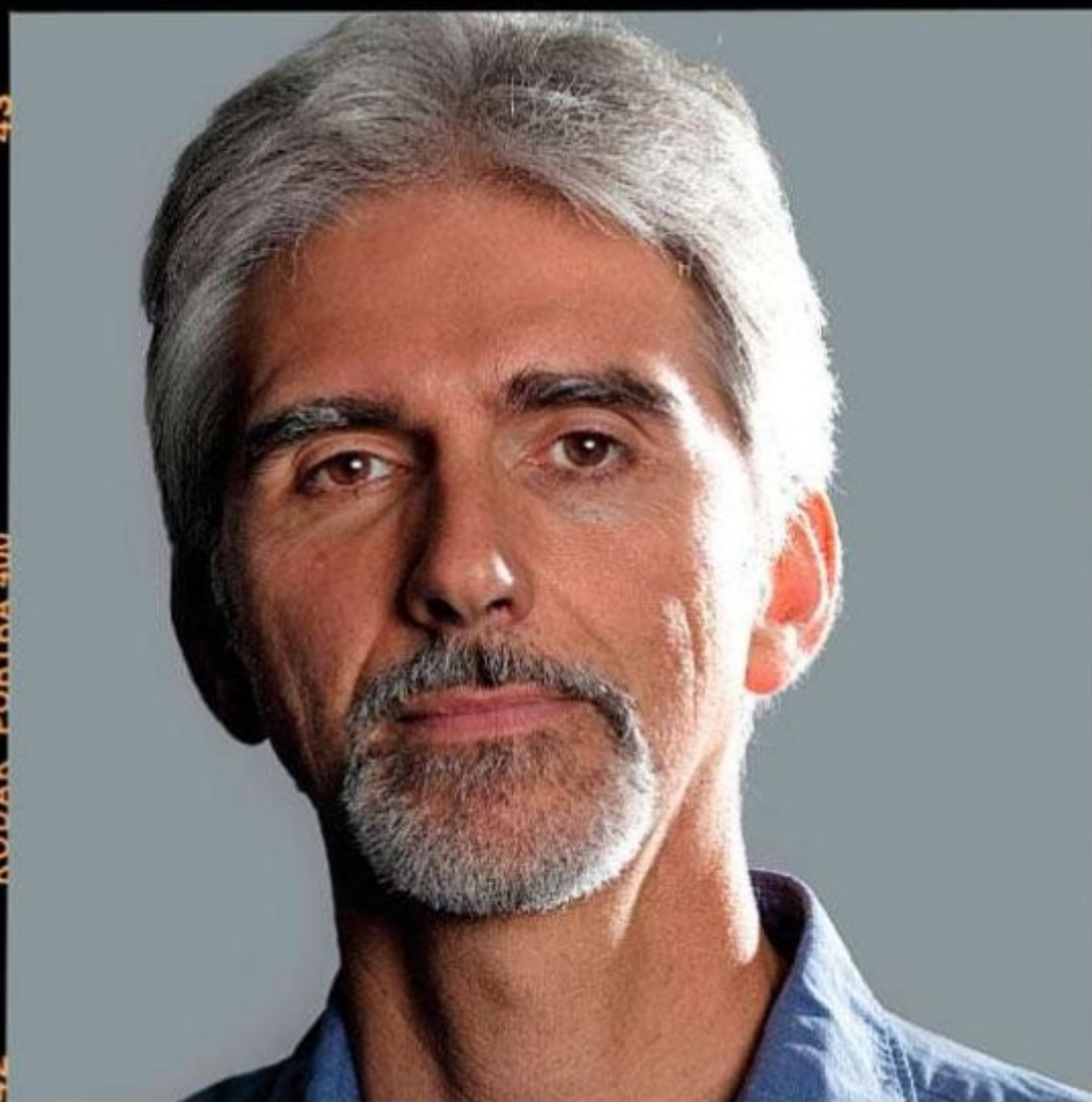
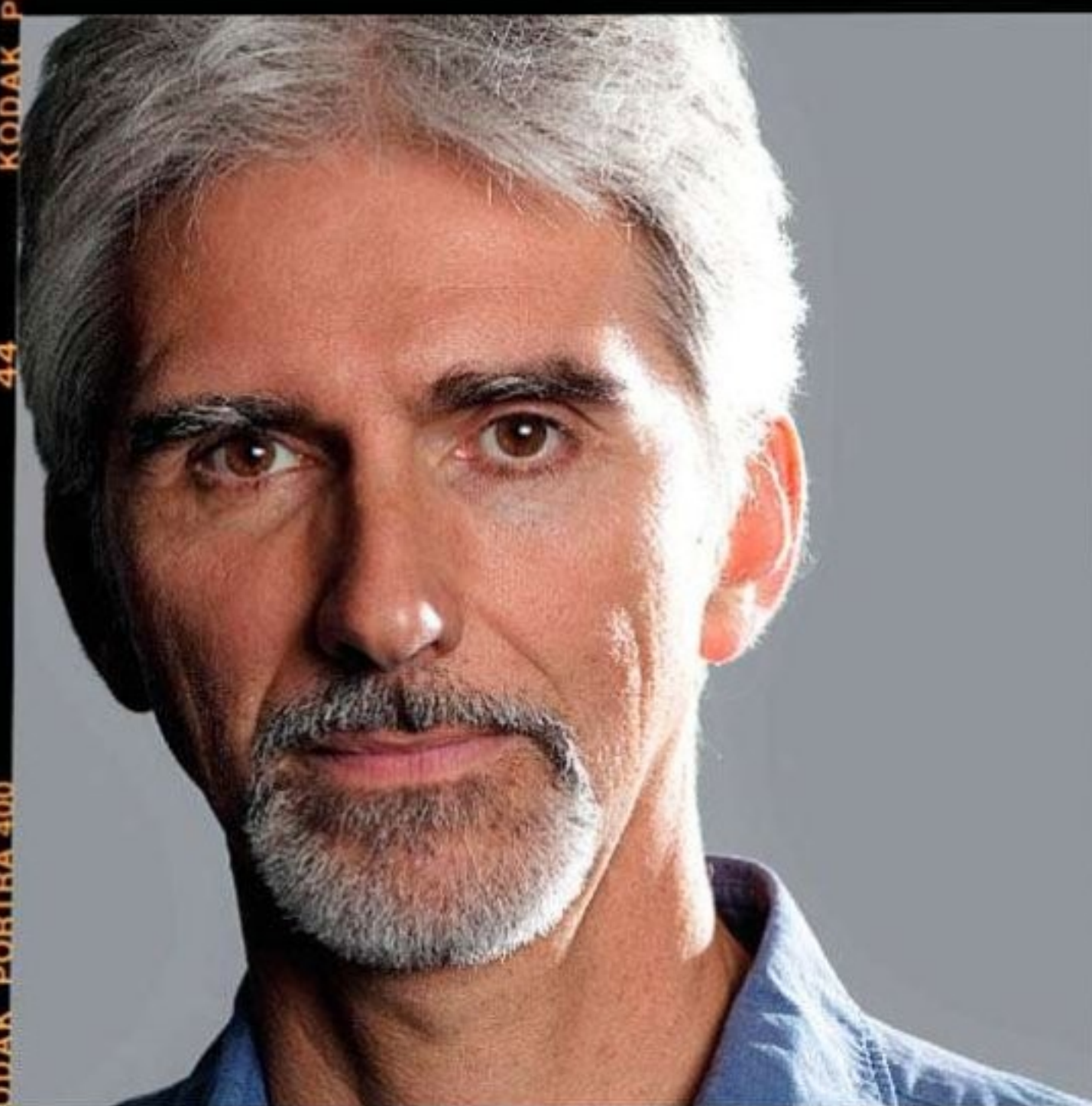
KODAK PORTRA 400

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KODAK PORTRA 400

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Damon Hill

▲ “My world-title-winning year was quite unique. Over the two previous seasons the threat had come from another team, but in 1996 there was no real outside competition. It was just between my team-mate Jacques Villeneuve and I, which was good fun. It was interesting – as you can imagine, supertimes could be quite tense – but I’d go through it again any day. Jacques is a gentleman; a true sportsman.

▲ “I knew it was my championship. Entering the last race, failure wasn’t in my mind”

He tried all the little tricks to get the psychological upper hand within the team, but he never did anything underhand.

▲ “In the end, I had an extra card up my sleeve – experience. He went for it and was very competitive, but I knew it was my

▲ championship. Entering the last race at Suzuka, failure wasn’t in my mind. Jacques retired quite early on in the race when his wheel came off; they were opening the champagne in the pitlane and I was still working behind the wheel.

▲ “Racing is very intense and the sensations you experience while driving stay with you. But the precise moments in the championship and the significance of the various races – of those, I have virtually no recollection. I think it’s made me realise that the only thing you really focus on when you’re in F1 is the driving.

▲ “I was always amazed by Michael who managed to go from winning one championship to winning another – and then another. Mika has spoken about the intensity of championship situations and it *is* draining. It’s exhilarating and fulfilling, but at the same time there’s a lot of pressure: I don’t think anyone who has been through winning a championship would want to be going through it all the time. You know you’re on the edge of something fantastic, but you’re also on the edge of disappointment. It’s a tremendous experience, but I didn’t want to be doing that for the rest of my life.

▲ “I’d have loved to have spent another year at Williams as champion, but it didn’t happen. I got one crack at it and made the best of it. When you’ve won the title you can’t rest. There’s a danger you’ll start seeing yourself as established in F1, but you’re not – there are young drivers who will pitch you out of your seat even if you are a world champion. The moment you rest on your laurels is the moment you sink.”



Jacques Villeneuve

“There was a point where it seemed Michael Schumacher would easily win the 1997 title because we were so many points behind, but we fought for race after race. I don’t think Michael and I were ever on the podium at the same time – it was a strange year like that. We scored a number of early wins, but not many people were taking points away from Michael so it was hard to build up a lead, even though we were fast.

“By the halfway stage, Ferrari got their act together. In 1997 there was a political tyre battle and both Ferrari and Williams were pressing for different tyres. At races such as Barcelona, we managed to get tyres we knew would blister on the Ferrari, but it was vice versa at Magny-Cours – we couldn’t race on that rubber.

“At the end of the year, I was disqualified at Suzuka for a yellow-flag incident in practice where a car was off the track but still had two wheels on the white line of the circuit. Nobody slowed down, but because I’d done something similar earlier in the year, they disqualified me. It was harsh, but when you are on the receiving end it always feels unfair. It was frustrating, but it made the championship more important.

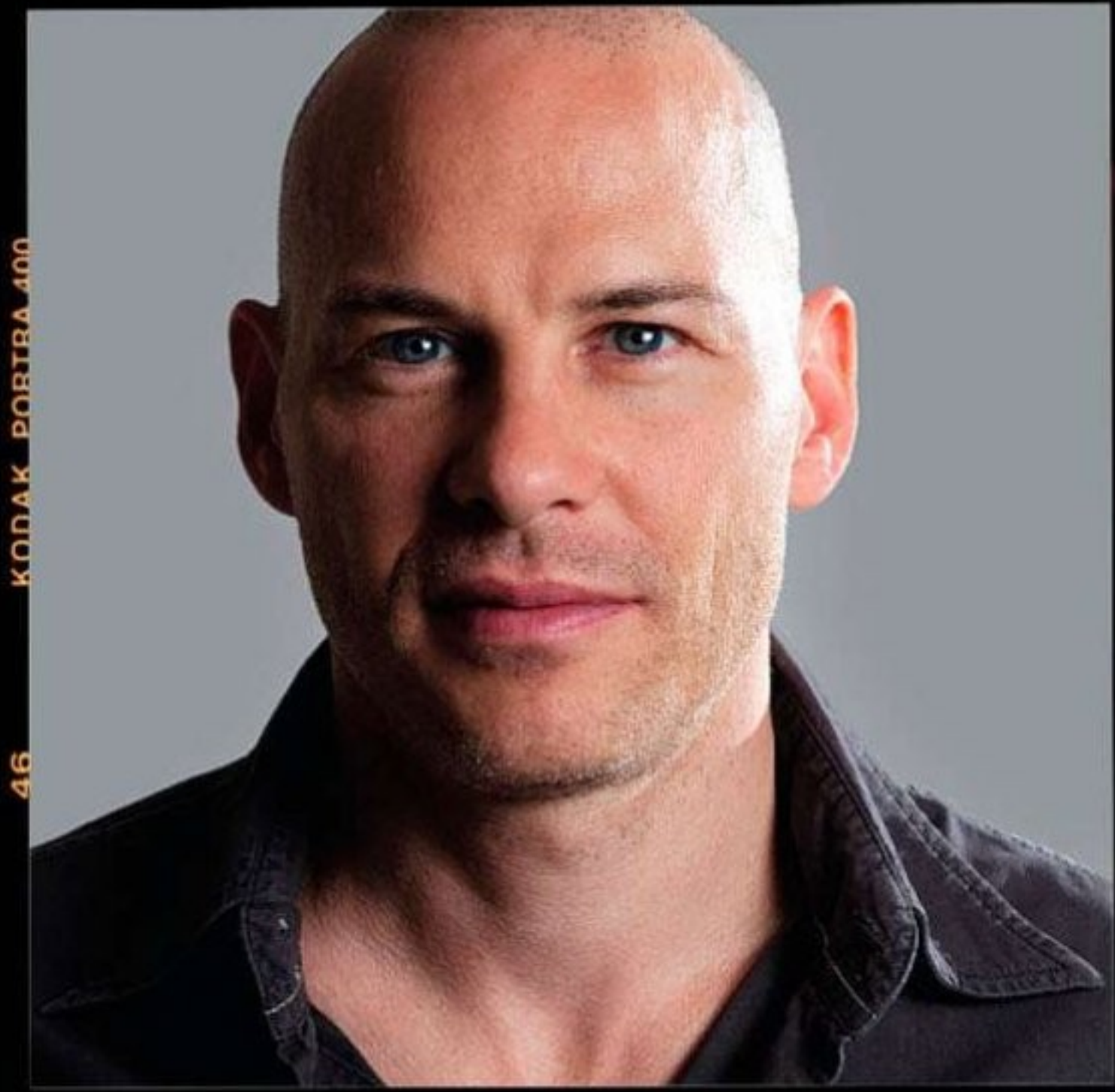
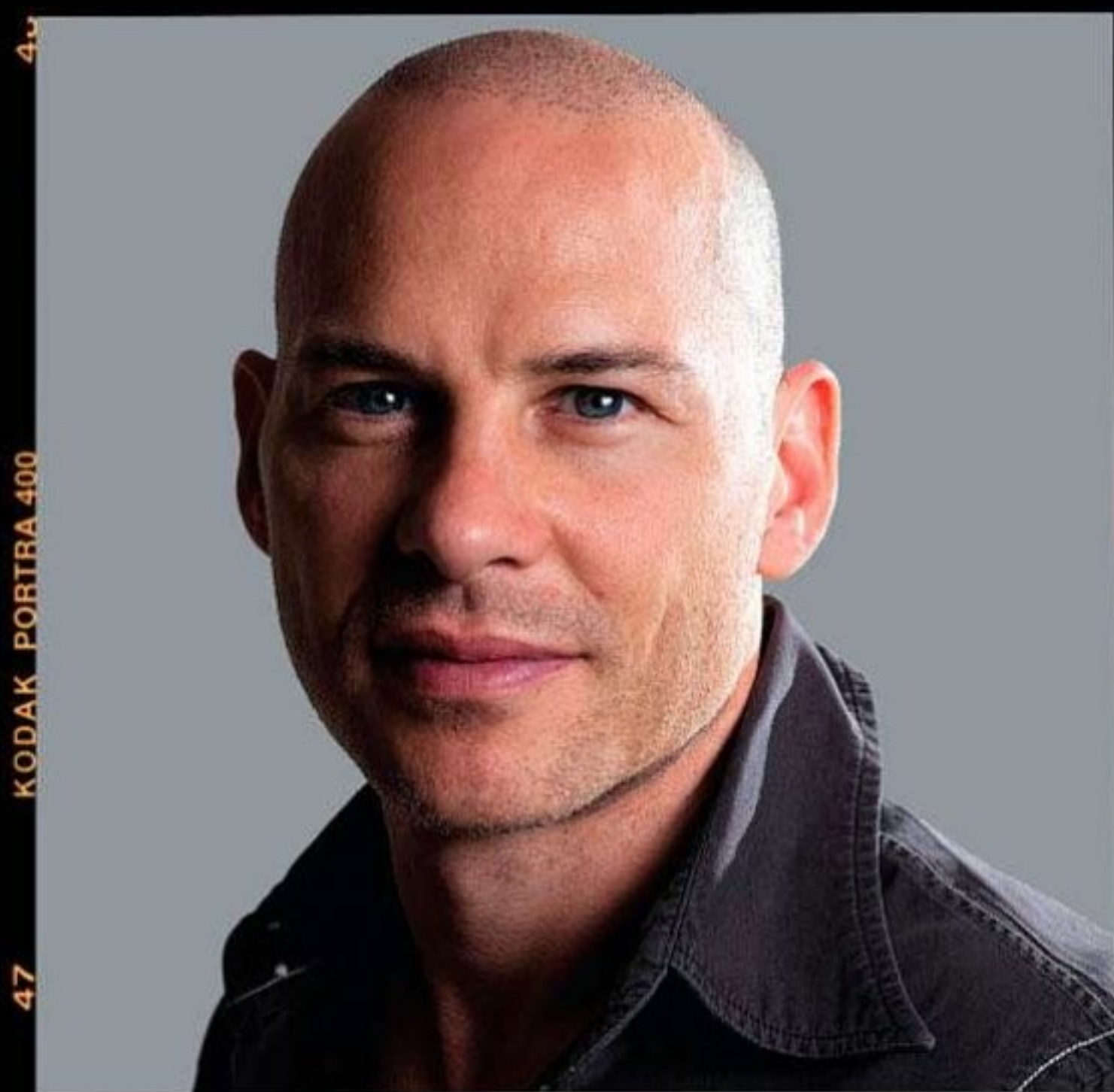
“I do well as the underdog and we spent a few weeks discussing how Michael had won races in the past by putting people off; the pressure into that last race in Jerez was amazing. All through the race I braked later than Michael, particularly at the corner at the end of the straight. I decided that whatever happened on that lap, I’d overtake him. So I went for it. I was surprised when he collided with me; I couldn’t see him as I was already looking into the corner.

“I wasn’t sure if he had hit the rear wheel – so after that I slowed and I was trying to stay away

“My trophy’s in a box somewhere. What was important was winning”

from the kerbs. You never know and it would have been a shame if the car had broken down at the last corner – the battery was off its hooks and hanging by its electrical cable, so had I kept pushing, it probably would have broken off...

“Michael was in the gravel by that point and it obviously didn’t go as planned. It all boiled down to that one race and that’s why it felt great; that’s why it felt like a fun championship. My trophy’s in a box somewhere. What was important was winning, not the trophy itself.” →



1997

One better than dad

With ten pole positions and seven victories, Jacques Villeneuve achieves something his father Gilles never did: world champion status

But there is no fairy-tale home win as the French-Canadian crashes into the ‘Wall of Champions’ on the second lap at Montréal

Villeneuve inherits the Hungarian Grand Prix win after Hill’s Arrows slows on the final lap of the race

At the Jerez season finale, Villeneuve attempts to pass Michael Schumacher. They clash and the latter is stripped of his second place in the world championship

On the last lap of the European Grand Prix in Jerez, Villeneuve allows Mika Häkkinen past to take his first victory with McLaren



September 1997



1998
1999

Double win for the flying Finn

Mika Häkkinen scores a first win for narrow-track cars and grooved tyres after a controversial place-swap with his team-mate David Coulthard in Melbourne

After a Suzuka showdown, Häkkinen takes his eighth victory of 1998 and his first world title

The following year, Häkkinen's arch-rival Michael Schumacher breaks his leg at Silverstone

The Finn throws victory away at the 1999 Italian GP after spinning at the first chicane and is caught crying into his balaclava by the TV cameras

He takes his fifth win of 1999 at Suzuka, beating Ferrari's Eddie Irvine to the title by two points



November 1999

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Mika Häkkinen

▲ **“Winning world championships** is such hard work. I’m very proud of winning them, for sure, but I didn’t do it alone: I had a great team, a great engine, great engineers and mechanics and great management.

▲ “When you are in F1 it’s not your job; it’s your life. You’re focused on just one thing and there’s no room for anything else. Friends don’t necessarily understand, because the way you think about life develops completely differently to how it does for normal people. Winning a title is a big sacrifice in terms of what you have to do, but the prize if you succeed is fantastic.

▲ “When you are concentrating on success, life is very simple. You’re focusing purely on what’s happening on track. The outside life you have is focused on your career: looking after your fitness programme, looking after your nutrition, resting and concentrating on the next test or race.

▲ “In my case it took me seven years to win my first grand prix. Before that, people were always saying: ‘When are you going to win one?’ But as soon as you win your first race, it’s: ‘When are you going to win your first world championship?’ Then when you do that, they say: ‘When are you going to win the next one?’ It just keeps going. It’s a very interesting way of life.

▲ “When you have won the world championship you really have to look in the mirror and understand your life. What is your goal? Do you want to win the world championship 20 times or is it enough that you’ve won it once?”

▲ **“It’s great to remember my title-winning years, but they’re history now”**

▲ “I was very fortunate to win a second title with McLaren-Mercedes in 1999 because the regulation changes meant the second one was much harder than the first. I was more confident, but every time there was a failure, I was too critical. When you win the world title, you want to continue your success, but it really takes a lot of energy from your body and mind.

▲ “It’s great to remember my title-winning years, but they are not what keeps me going: they’re just history now. For me, life is all about the future. Formula 1 has given me a huge amount of pleasure, some wonderful experiences and some great friends. Today it’s nice to come back to the paddock with Mercedes. It’s great to be involved in F1 and being a double world champion helps a lot with that.” →

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Sebastian Vettel and Mark Webber, Red Bull Racing Drivers



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Michael Schumacher

“When you compete for subsequent titles after winning your first one, you enter each year with a different kind of self-confidence. You know you have fulfilled your dream and achieved your goal and this gives you a new level of confidence. A good example of this was the period between 1997 and 1999 when I wasn’t world champion. I got close to it a number of times, and I think that would have been much harder to cope with if I hadn’t already won those two titles earlier on in my career. But that doesn’t mean I took it any easier or that it was less difficult to fight for the next title.

“A lot of drivers have said in the past that it’s harder to win the second title than it is the first. I would say it is equally hard as you must stay focused and work with as much concentration as before. You might be stronger inside, but if things don’t work out on the race track, or the car isn’t up to the job, this inner strength can quickly disappear. That can occur at any time, even in a year that turns out successfully.

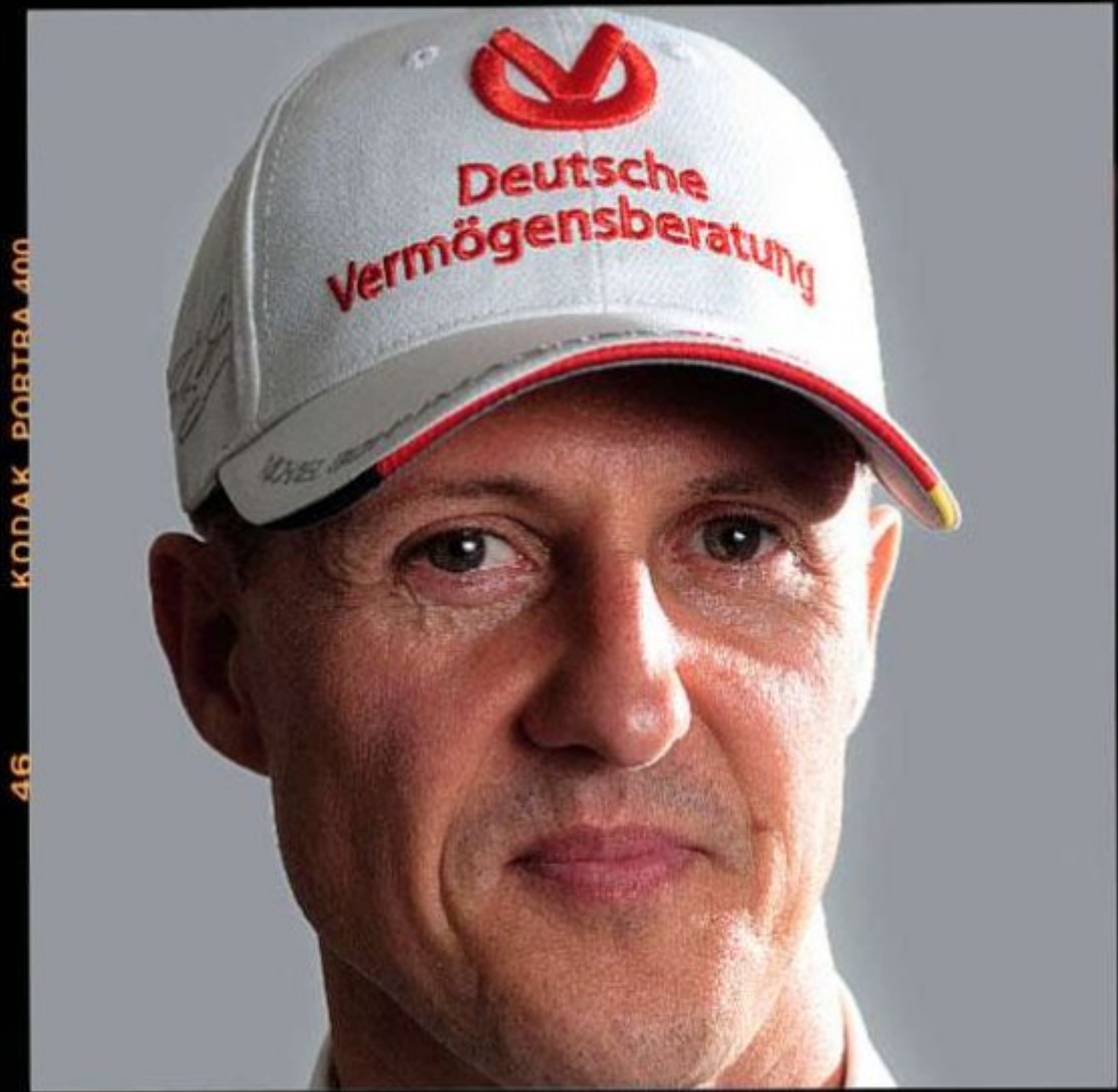
“During those title-winning years at Ferrari, we had such a strong focus within the team that we used our psychological edge to wear down the opposition. Very often, even if they had a

“To win even when you don’t have the superior car is the best pleasure you can take”

better car or better performance we still managed to beat them and that was special. If you can use a combination of better strategy and inner harmony to beat your opponents even when you don’t have the superior car, that’s one of the best pleasures you can take.

“You cannot underestimate the fact that being world champion means you must put in more effort both physically and mentally. And that’s because you are always in the spotlight: you are the focus of everyone in the team, your rivals and all the media and fans around the world. When you are in the global spotlight week after week, there are side effects: good and bad.

“I was able to control it, but I took care not to let myself become too distracted or exhausted by too many events and invitations. I ensured I was always aware of the real priority – which is the sport. Sometimes people try to make you act as a role model for F1. This has its advantages and disadvantages, but the most important thing is not to lose the balance between your racing and everything else in life.” →



2000
2001
2002
2003
2004

Not to mention '94 and '95...

In 2000, Michael claims Ferrari’s first drivers’ title since Jody Scheckter, 21 years earlier in 1979

In 2001 he does it again, taking nine GP wins en route to the crown

In 2002, Schumi equals Fangio’s record of five titles and finishes every race on the podium. He has the title in the bag by the French GP, with six races still to go

Kimi Räikkönen makes the 2003 title a more closely fought battle, but Michael manages to beat him by just two points

Schumi/Ferrari total domination resumes in 2004, with Michael winning 12 of the first 13 races



July 2000



2005
2006

The end of the Schumi era

Fernando Alonso and Renault end five years of Ferrari dominance by winning both titles, the Spaniard taking six wins during the season

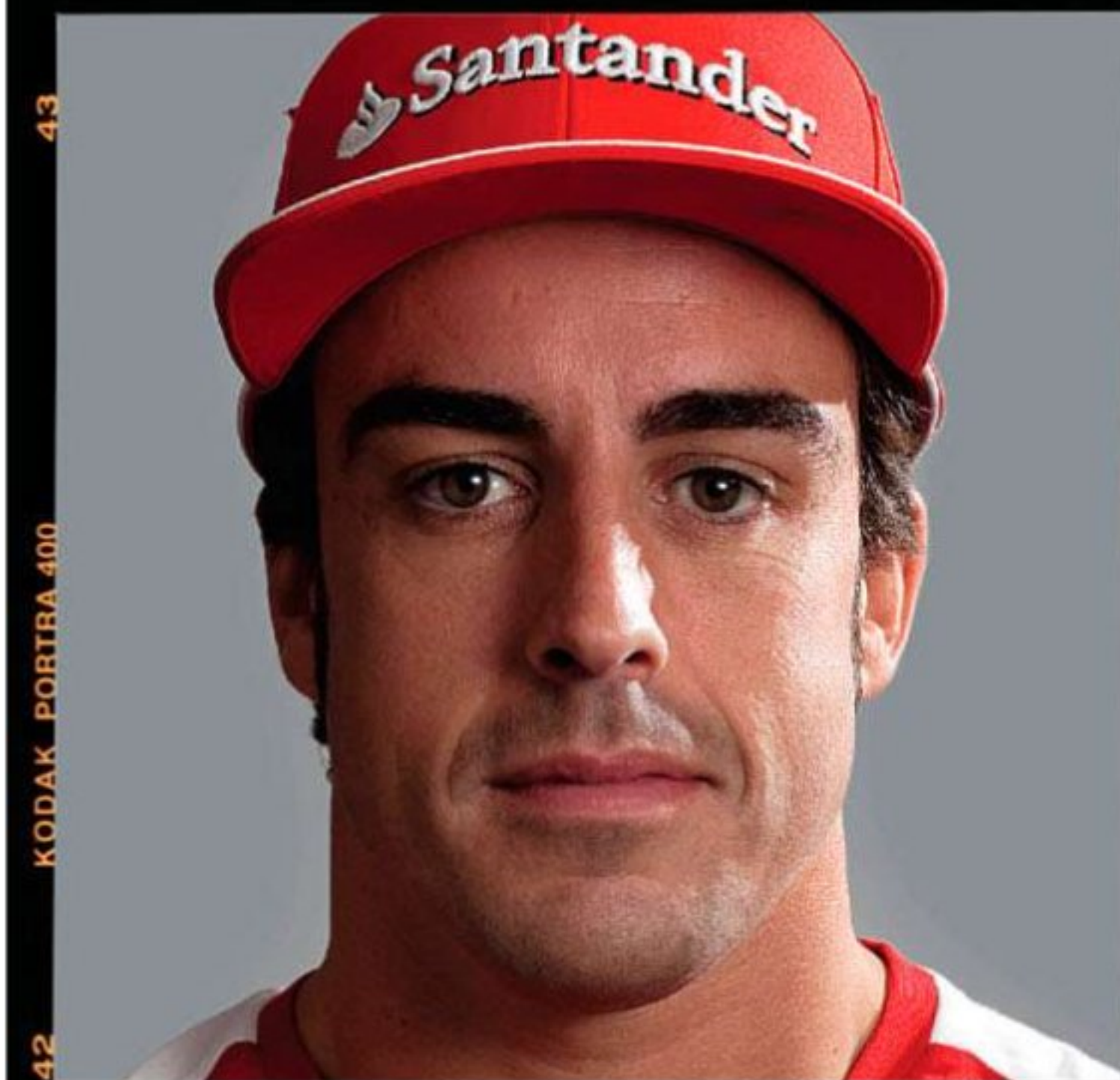
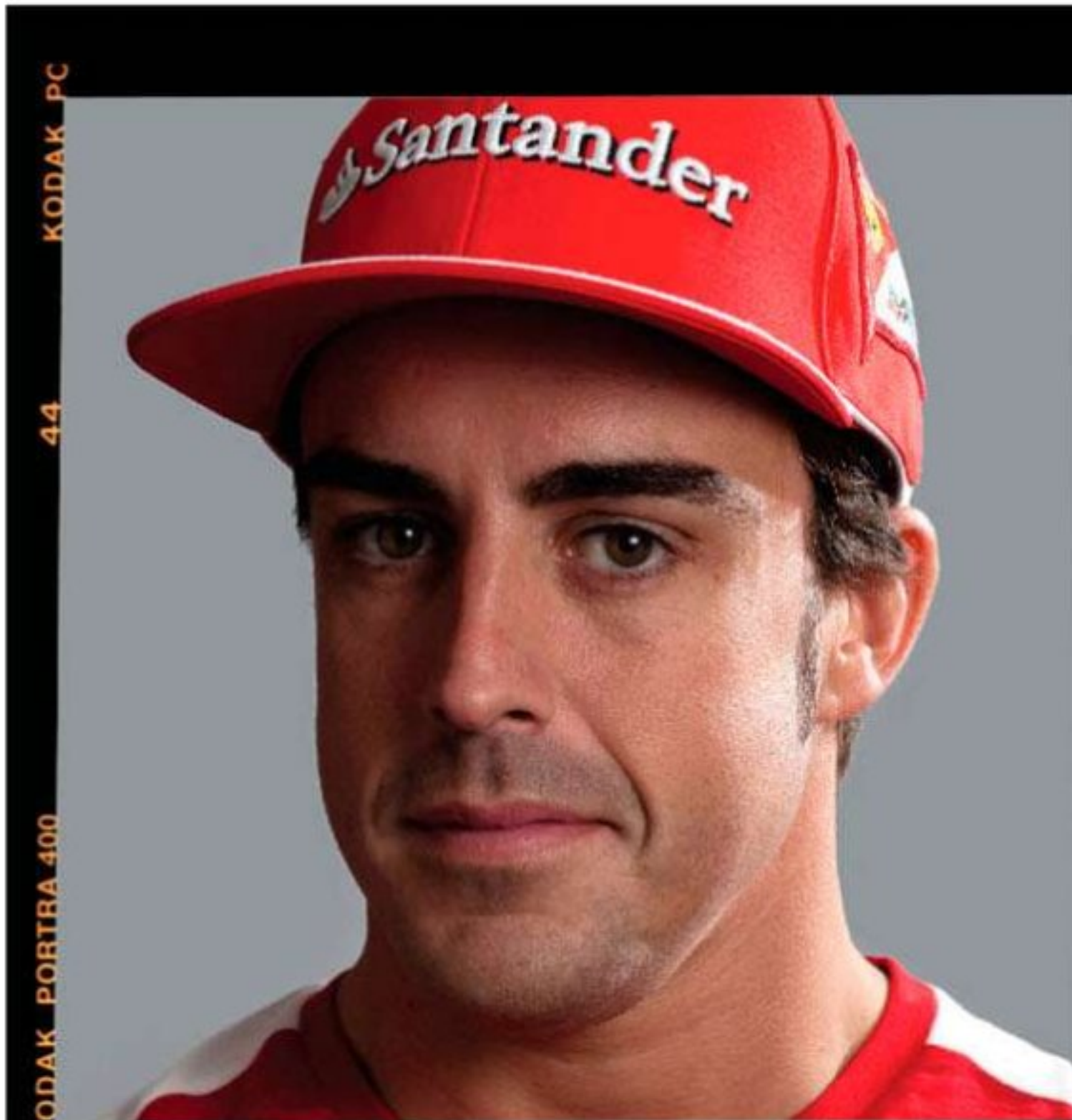
Alonso is helped by new rules that ban in-race pitstops and his Michelin-shod Renault shines compared to the Bridgestone-clad Ferrari

The tyre war leads to the farce that is the 2005 US GP. Just the six Bridgestone runners start the race, with the 14 Michelin runners pulling out due to safety concerns

Alonso and an on-the-cusp-of-retirement Schumi win seven races each in 2006, but the Spaniard takes the title by 13 points, to become the youngest ever F1 double world champion



September 2005



Fernando Alonso

“When I became champion for the second time it was such a fantastic weekend. It was my final race for Renault after a five-year relationship and together we won both the drivers’ and constructors’ championships again. Winning the title in the last race was something I’d dreamed of, but never expect to achieve.

“There was a point in 2006 where we had a 25-point lead, but we lost so many more points because of the various problems we had. There was a rear-tyre issue in Hungary and we didn’t finish at Monza because of an engine failure. So after those races, our advantage quickly disappeared and for the final three races – China, Japan and Brazil – we were equal in points to Michael and Ferrari but I was still convinced we would be able to win. We managed to score 26 points out of a possible 30 and that was enough after Schumacher’s puncture to make us champions.

“I remember what really helped me was the support I received from my fans in Spain and

the highlight was winning my home race in 2006. They tried to help me in any way they could and that was really important – especially in the difficult moments during the year.

“It’s hard to win year after year because Formula 1 changes a lot every season – the rules and the cars – so sometimes you are not able to win. But in both 2005 and 2006 we were the best out there. The greatest moments are when you get back to the garage after the race – those

▲ “For me, to be able to race with and win both the 2005 and 2006 titles against Michael Schumacher gave both of them more value. I was really proud”

▲ ten minutes with all of the guys are the best.

“For me, to be able to race with and win the 2005 and 2006 championships with Michael Schumacher out on track gave both of them more value. I was really proud to race against him and fight him for my titles. I always hope I can be in the top three in every year I race in the world championship, but it’s so difficult to repeat what Michael achieved, by remaining in the dominant position for so many years.” →



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2007

Enter the Iceman

Kimi Räikkönen replaces Schumacher at Ferrari and wins on his debut with them in Melbourne

F1 goes back to using a single tyre supplier, but Bridgestone introduces two compounds of tyre that must be used during races

The Finn's biggest rivals are Fernando Alonso and rookie Lewis Hamilton at McLaren, but their season is derailed by the ongoing 'Spygate' controversy

For the first time since 1986, three drivers have a chance of winning the title at the final race in Brazil

Kimi is seven points behind Alonso going into the Brazilian GP, but takes the title by winning his sixth race of the year at Interlagos



February 2008

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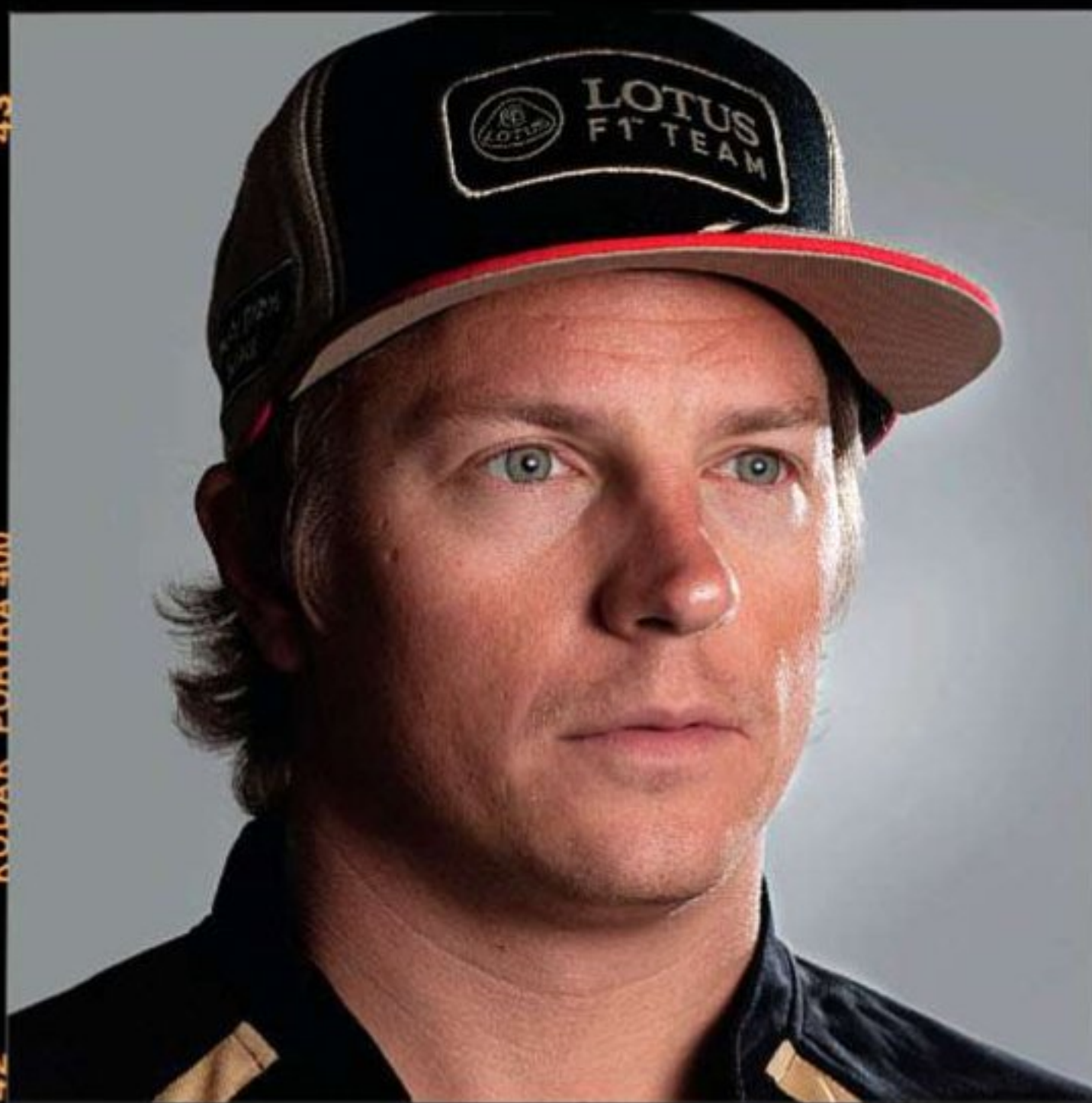
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Kimi Räikkönen

▲ “Winning the world championship was something I’d wanted since I was a child, and I remember that the last race in Brazil in 2007 was a really emotional one. I don’t think I’ve ever experienced such emotions in the cockpit before. I had to wait a few seconds to be told where everyone else was in the race and then I could celebrate. Winning felt good: I’d got close a couple of times before, but it hadn’t happened for one reason or another and when I finally did it in 2007, it felt great. It stopped other people – and me – questioning whether I could ever be world champion, but it didn’t really change my personal life. Maybe people looked at me differently, but I didn’t change.”

▲ “In 2007 we were not always in the strongest position and there were occasions when we had some reliability problems and lost quite a lot of points. At one stage of the season, people were saying that we weren’t even in the championship any more: it felt good when we eventually showed them that they were wrong.”

▲ “At one stage of the 2007 season, people were saying we weren’t even in the championship any more. So it felt good when we eventually showed them they were wrong”

▲ “As a team, we always believed we could recover. In the hard times we stuck together and never gave up and for me to be able to achieve what I did in my first year at Ferrari just proved what a strong team we were together.”

▲ “I remember leaving Japan and we were 17 points behind [with two races remaining] without the possibility of fighting back. I think not more than ten people outside the team would have bet on us, but we didn’t give up. We won in China and that gave us some hope.”

▲ “I won the title by one point in Brazil, but then I’d lost it in 2003 by just two. Despite starting from P3 in the final race of 2007, at least I ended the season where I started it – with a win.”



Lewis Hamilton

“When you win the world championship, it’s very intense and doesn’t come easy, but then every year is very tough. You try to improve your training and approach to life, but you find that every year and every race throws up a different challenge. I’ve been racing since I was eight years old, but I’ve never stopped learning. I won my first world championship when I was very young and I still had huge amounts to learn.

“I’ve had tough times and good times: Brazil 2007 was the lowest point and Brazil 2008 was the highest. That Christmas I sent flowers to Felipe Massa and his family to say thanks for the challenge and for being such a great sportsman.

“At Christmas 2008, I sent flowers to Felipe Massa to say thanks for the challenge”

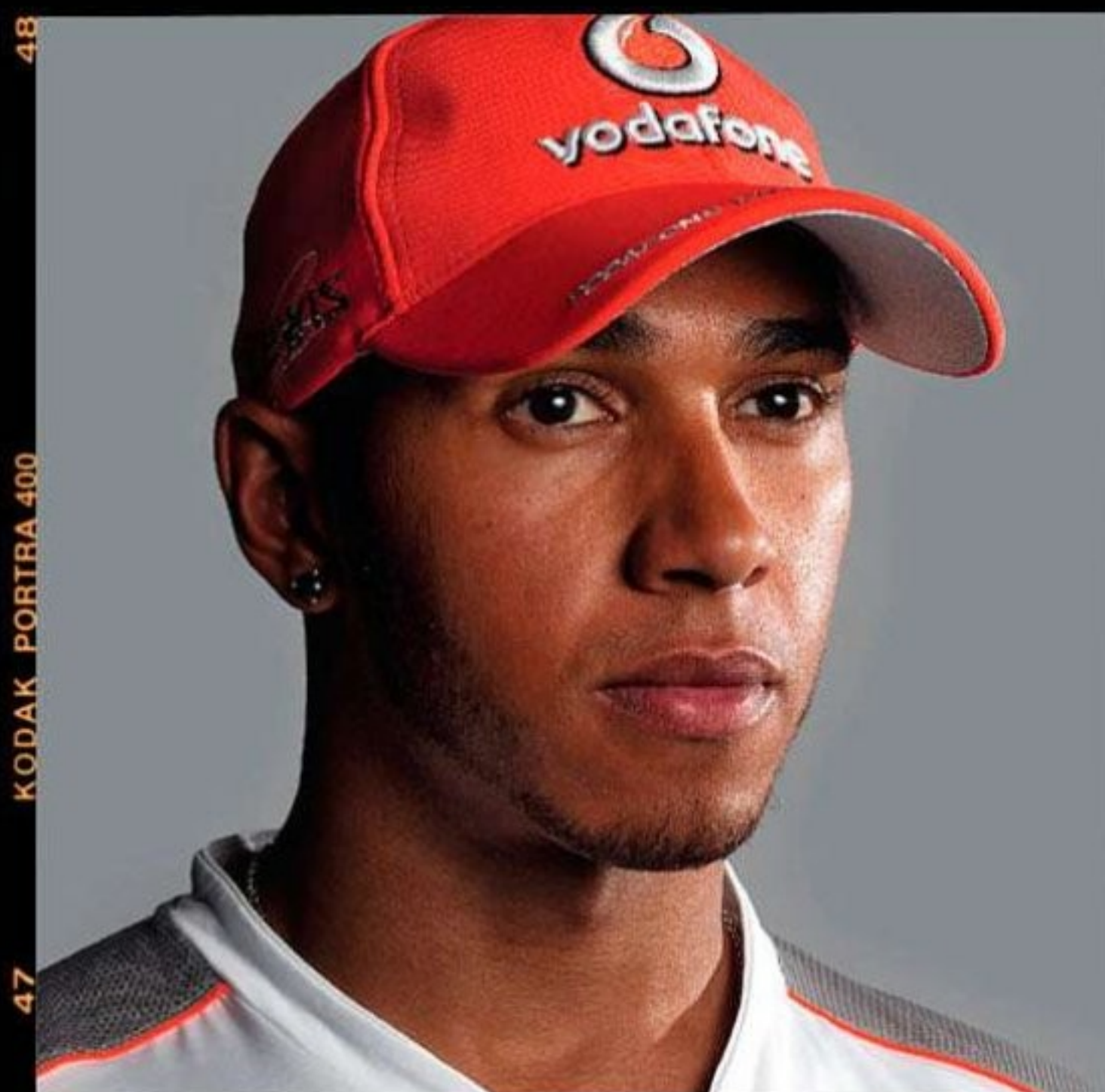
“When I think back to Brazil 2008, it was such a tough race – the toughest of my life. In the closing stages I was just trying to keep the car on the track and my heart was in my mouth as I tried to get back in front of Vettel. Fortunately there was a chance to get past Glock at the final corner. I knew he was ahead and I knew he was on slicks and I was just praying I would be able to get close to him. When I passed Timo, I thought I was going to explode!

“Later that night *We Are The Champions* by Queen came on. I saw all my team, my mechanics, my engineers, the catering people, the bosses, my family, everyone – and they were all so happy. Winning the title is a feeling that you can’t put into words; it’s incredible to see how happy you have made everyone.

“I don’t really focus on records; my goal every year is to win races and inevitably that means you’ll break some records. When I won in 2008, I became the youngest world champion and I was very proud of that record at the time.

“Every year you want more wins and fewer mistakes and to blow people away, but I found that after I won the title, there wasn’t the pressure from the media with everyone asking if I could do it: I had done it. They didn’t need to question me any more and, without that pressure, I knew I could be even better.

“To win my first world championship was unbelievably hard, so hopefully the next one will be easier. Each year I’m getting stronger; I learn from my mistakes and hopefully I will continue to grow as a driver.” →



2008

The youngest gun (for now...)

When Lewis wins at the season-opener in Melbourne, it’s the first of his five victories that year

At the end of the Montréal pitlane, Lewis crashes into the back of title rival Kimi Räikkönen, handing victory to BMW Sauber driver Robert Kubica

In atrocious conditions at Silverstone, Lewis drives brilliantly to win in front of a wildly enthusiastic home crowd

In an event now forever known as ‘Crashgate’, Lewis’s former team-mate Fernando Alonso wins at Singapore, following Nelson Piquet Jr’s dubious collision with a wall, which conveniently brings out the Safety Car...

At the last corner of the final race of the year in Brazil, Lewis passes Timo Glock to secure fifth and snatch the title from Felipe Massa



December 2008



2009

The Brawn fairy tale

Over the winter of 2008/2009, the future of the Honda team is thrown into doubt as the Japanese manufacturer pulls out of Formula 1, along with Toyota and BMW

Ross Brawn saves the squad and Jenson Button and Rubens Barrichello score a shock one-two at the season-opener in Melbourne for Brawn GP

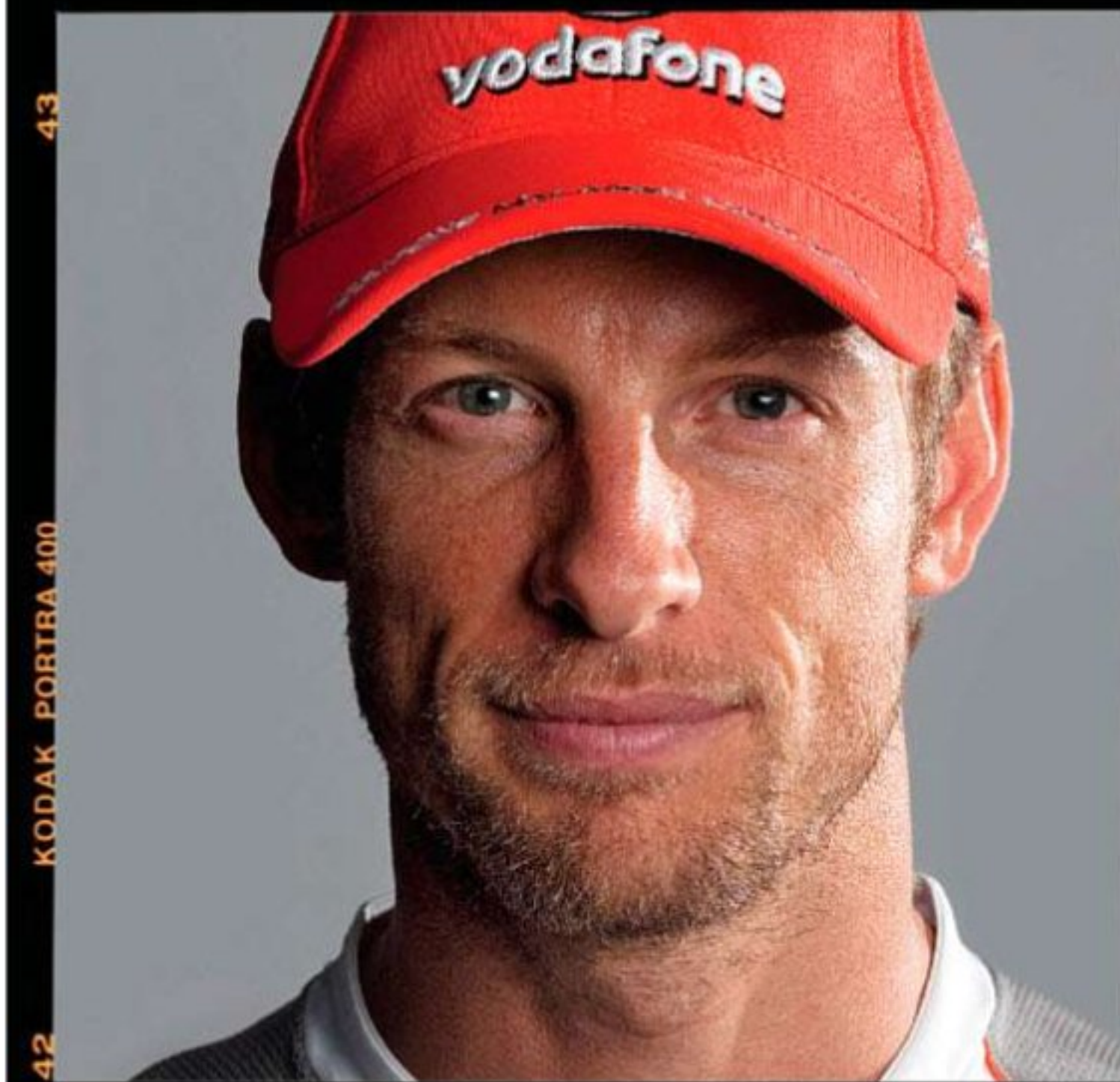
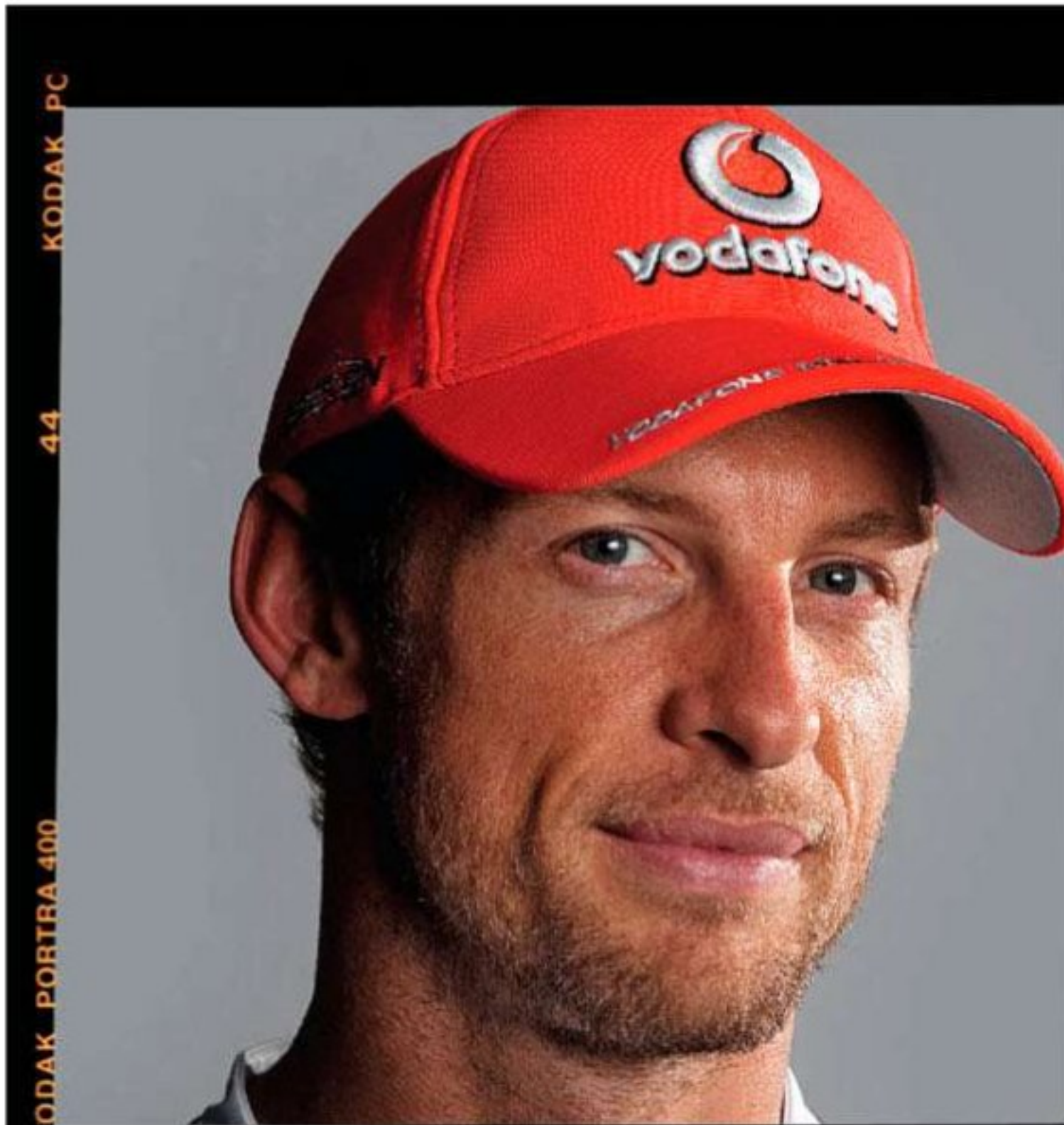
Jenson Button's Brawn, complete with innovative double-diffuser and newly returned slick tyres, wins six of the first seven GPs of the year

Brawn GP make Formula 1 history, becoming the first constructor to win the title in their debut year

Button doesn't win a race after Turkey in June, but is able to take the title with fifth place at the penultimate race in Brazil



November 2009



Jenson Button

▲ **“When you win** the world championship you feel ecstatic. All the good and bad memories pass through your mind, not just from that year but from all your previous years in F1 as well. We made such a great start to 2009 and then the last races were pretty stressful because the pace was there but we struggled in qualifying. And what the Brawn team achieved in the light of what we'd gone through the previous winter was exceptional. Looking back, I don't think there's ever been a season like it in F1. It was so tough for everyone as we didn't know if we would even be racing in F1 at the start of that year.

▲ **“To be honest,** despite the good start we got in 2009, there were still moments when I thought it might not come together. The first time I thought that was at Singapore. I wasn't particularly good in qualifying and I came over the radio to the team and said: ‘This is how to lose a world championship...’ I soon rectified that in the race, but it was a tough one for me.

▲ **“Even when you are performing very well** and leading the championship, it is still very stressful. You go to bed thinking about qualifying and races. It takes a lot out of you over the year.

▲ **“When you win the world title, it's a strange, lovely feeling, but you think: ‘Where do I go now?’ Going to McLaren was a great new challenge”**

▲ **“Then Brazil** was also massively emotional, qualifying 14th with my team-mate Rubens Barrichello on pole – it couldn't have been any worse. Mind you, I turned it around the next day. It was hard fighting my way through, but it's one of my most memorable races. It was like my whole career in one weekend, it was the toughest point in the season... and the best.

▲ **“I could have stayed at Brawn after 2009,** but when you win the world title, it's a strange feeling. It's a lovely feeling, but you think: ‘Where do I go now?’ Going to McLaren was a great new challenge. You enjoy the moment you win the title, but soon you are thinking about the following season. What you really need is a year out to really enjoy what you've achieved – but you don't get that luxury.” →



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2010
2011

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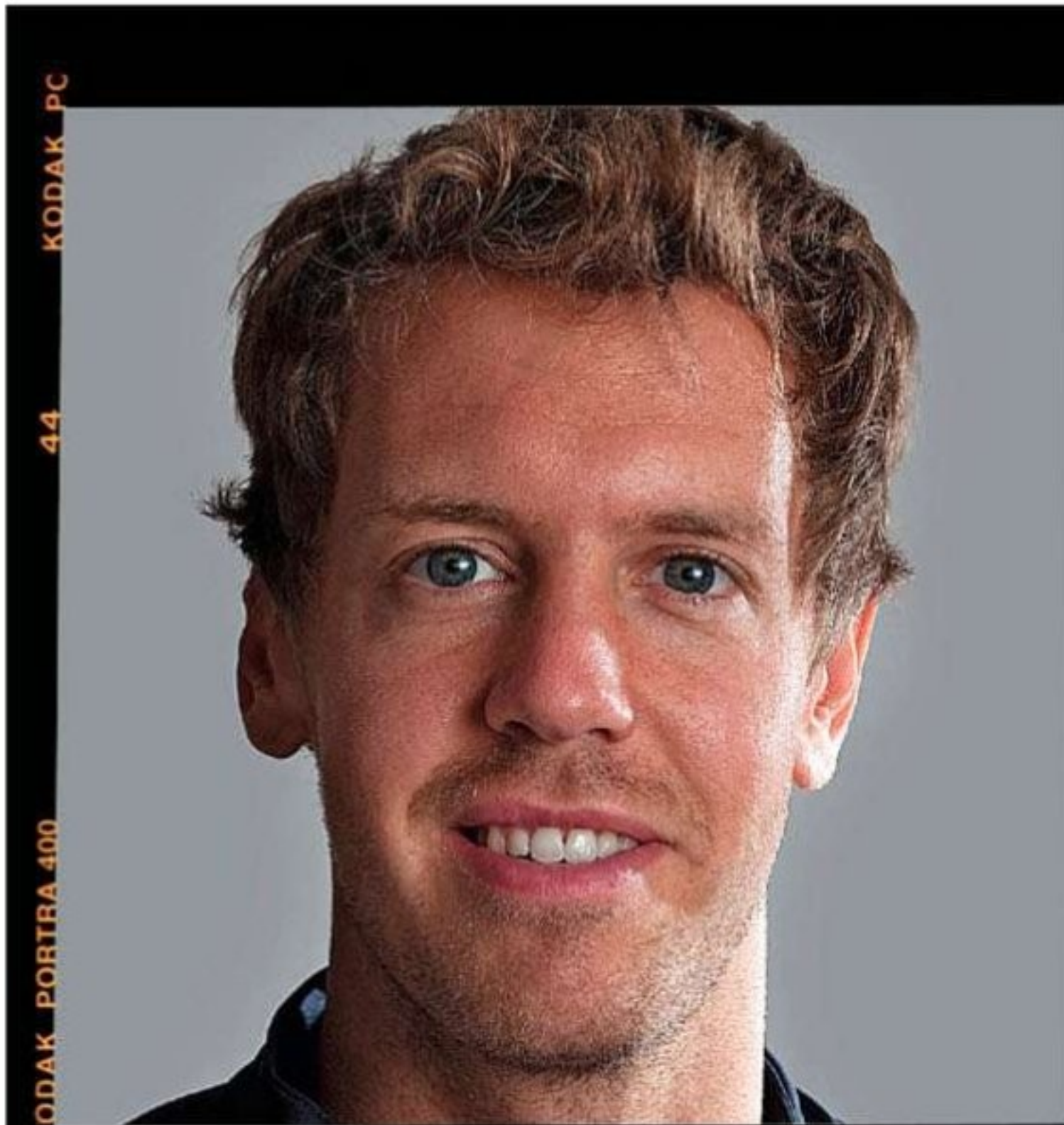
The first three races of 2010 are won by Alonso's Ferrari, Button's McLaren and Vettel's Red Bull

In an incredibly open year, four drivers head to the Abu Dhabi season finale with a chance of winning the world title

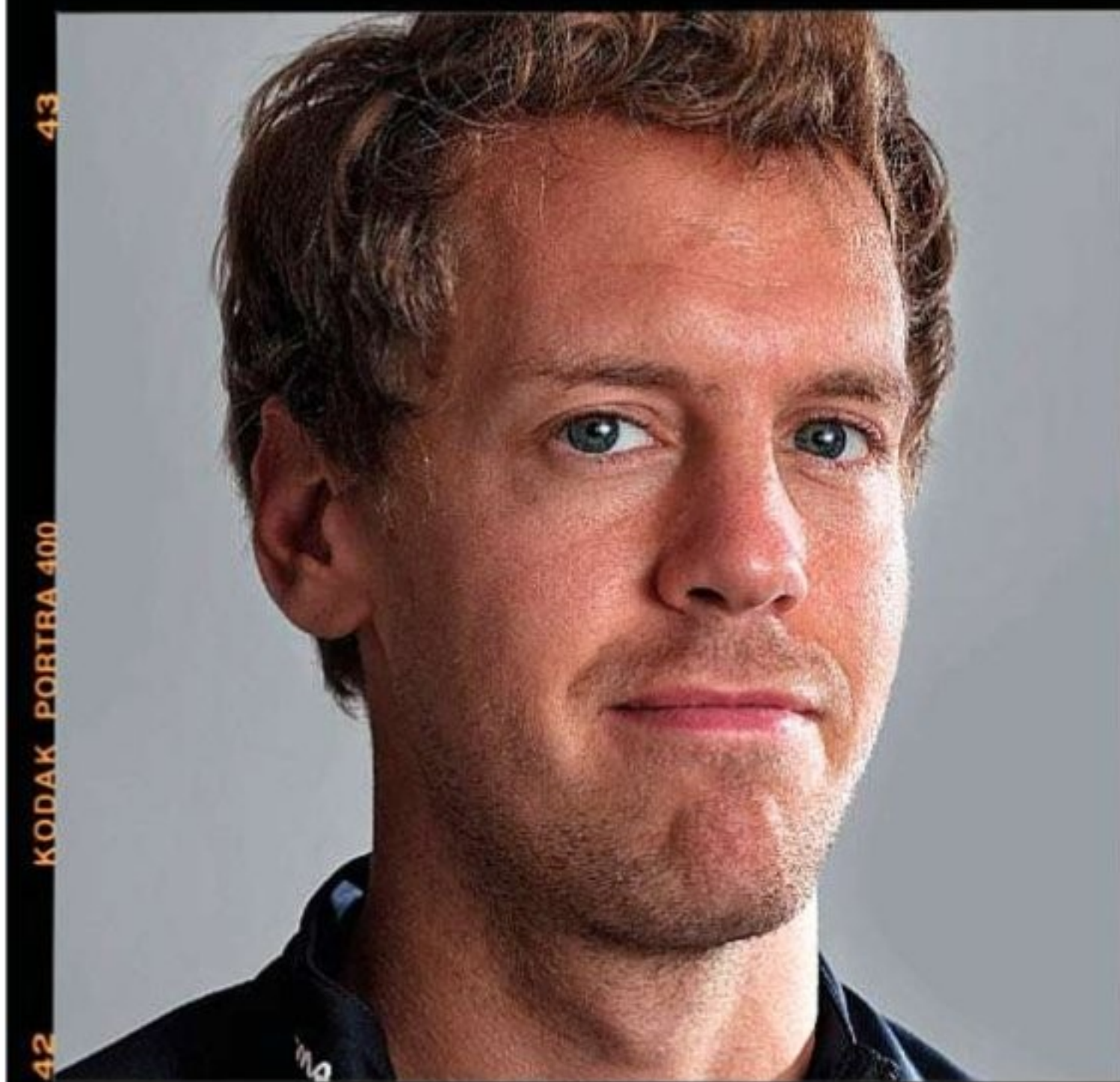
Alonso only manages seventh in the desert, while Vettel secures his fifth grand prix win of the year to take his first world championship

Vettel's domination continues in 2011: he wins five of the first six races, and 11 GPs in total

Vettel's 2011 title success at Suzuka means he eclipses Alonso's record to become the youngest double world champion in the history of the sport, aged 24 years and 98 days



KODAK PC 44



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PORTRA 400 42

Sebastian Vettel

▲ **"In 2010**, so many different drivers led at different stages that coming into the final race in Abu Dhabi, it was simple: we had to win the race and wait to see where everyone else finished. That year, we only led the championship once – but that was when it mattered.

▲ **"Those final ten laps** were incredible. Occasionally I'd look up and catch glimpses on the big screen of Alonso behind a Renault, but I'd try to forget what I'd seen and concentrate on my driving. I remember crossing the finish line and my engineer, Rocky, was silent. We had to wait for everyone to finish and finally he told me we'd won the world championship.

▲ **"Earlier in the day** he had written 'Monza' on my balaclava, because he'd asked me what word makes me happy and I said 'Monza'. When I think of the word, I think about my first win there and how happy I was, stood on the podium in front of all the fans. Maybe it was good luck!

▲ **"Winning in Abu Dhabi** was incredible, but actually that first title-winning year was tough. I'd received a lot of criticism for the accident I had with Jenson in Spa and then we had the engine failure while leading in Korea. But we never gave up; we fought right until the end. It's not always easy to keep a cool head but I believed in myself and I got a lot of positive energy from the people around me.

▲ **"In 2010,** so many drivers led at different stages. That year, we only led once – but that was when it mattered"

▲ **"That first title** will always remain very special to me, like my first grand prix victory. You can't say that one is better than the other, as it doesn't work that way and each year is completely different. The following year we won the title earlier, but that doesn't mean it was easier. We had a very, very good car, but we had an even stronger team.

▲ **"There is someone** in our team who, when you say a year they will tell you who was world champion. To be in that list with Senna and Schumacher is amazing. In fact, when you look at all the drivers in the history of the sport who are double world champions, names I've known since I was a child – it's a weird feeling. It's hard to understand that you are there with them. To win the title was the target of my life, but to see myself close to these guys is outstanding."

Sebastian Vettel for Pepe Jeans London



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Welcome to the Inside.

WHOSE ERA IS IT ANYWAY?

Post-Schumi, post-Alonso, post-Jenson 'n' Lewis, F1 will enter a spellbinding age of technical brilliance. The superstar dominator will be no more but, as **Peter Windsor** argues, the thrills will come thicker and faster than ever before

MAIN IMAGE STEVE WATERS



◀ Ayrton Senna

Races started 161 Victories 41

Podiums 80 Pole Positions 65

Fastest Laps 19 Points 614 Championships 3

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MANSELL

1989-1994



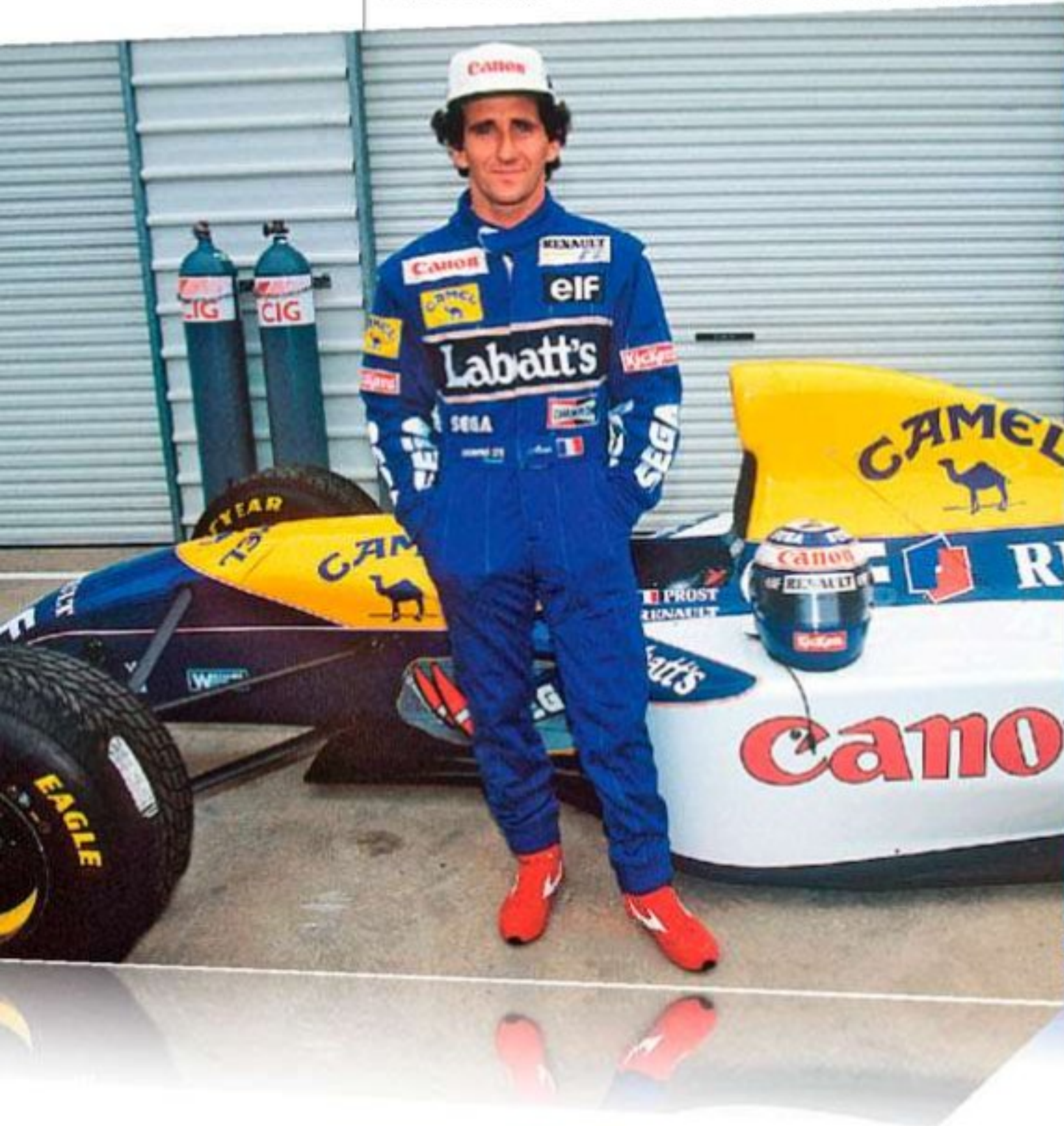
The moment is etched indelibly on the minds of everyone who saw it at Imola in 1994: a stricken Ayrton Senna sits motionless in his shattered Williams. There is no hope, despite the marshals who rush around him and the medics who do their best. Ayrton has slipped away. It is over. An era has come to an end.

Three years on, *F1 Racing* is now dominating the newsstands. It's 1997 and Jacques Villeneuve has succeeded Damon Hill in winning races and championships for said Williams, but a young German named Michael Schumacher, a title-winner amid the fallout from Senna's passing, is enjoying his second year at Ferrari, where he is master of his own universe. There is no limit to what Schumacher can do and what he can achieve. Ferrari have it all – and Michael's personality is so strong, so dominating, that he is able to extract

the best from his team and apply it exclusively to the drivers' world championship. He commands a subservient team-mate; he creates virtual exclusivity with the world's biggest tyre company (Bridgestone) and he reaps the rewards on a race-by-race basis. Damon Hill and Jacques Villeneuve help Williams to victory in 1996 and 1997 during Schumacher's settling-in period at Ferrari but, from then onwards, it is the time of Schumacher and the new-look Ferrari. John Surtees and Niki Lauda walked away from Ferrari in 1966 and 1977 respectively because the team management at the time failed to heed their advice; Nigel Mansell did the same in 1990. But Michael, backed by the meticulous Jean Todt, has no such issues. He wants this engineer or that mechanic and the Ferrari chequebook opens. And, invariably, his judgment is right. Michael wins race after

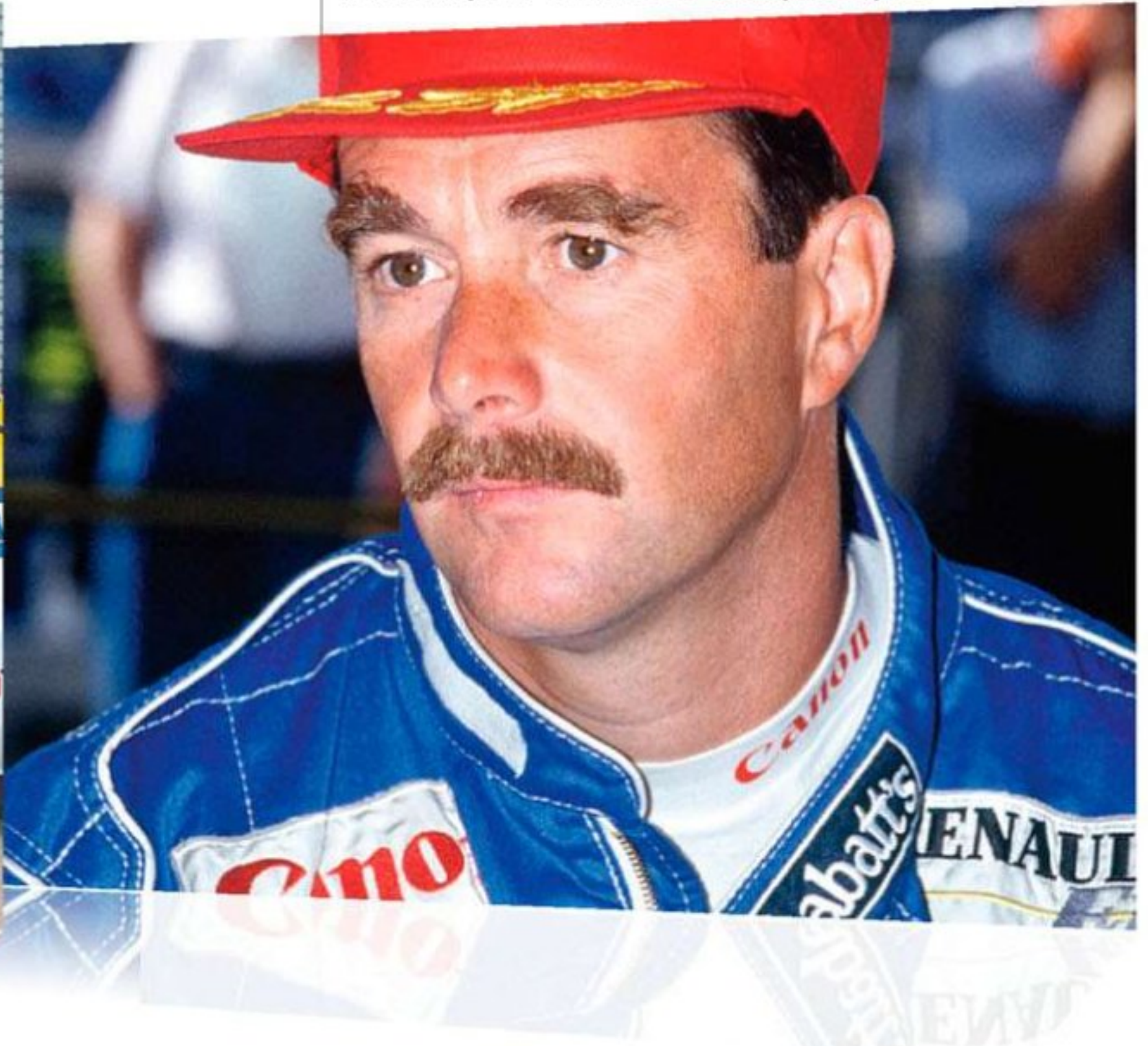
◀ **Alain Prost**

Races started 199 Victories 51
Podiums 106 Pole positions 33
Fastest laps 41 Points 798.5 Championships 4



◀ **Nigel Mansell**

Races started 187 Victories 31
Podiums 59 Pole positions 32
Fastest laps 30 Points 482 Championships 1



race; title after title. He is controversial; he seems not to care about sporting ethics. He races for himself – for Michael Schumacher. German F1 television viewers outnumber the Ferrari's *tifosi* in Italy. Michael, by the turn of the century, has become bigger even than the team he drives for. The era is defined.

At *F1 Racing*, during these times we celebrate those who have the temerity to take the race to Schumacher. Mika Häkkinen is one of them. He wins the 1998 title for McLaren-Mercedes, maximising his team's early, audacious decision to switch from Goodyear tyres to Bridgestones. And he wins again in 1999, when Michael is sidelined for six races with a broken leg. We laud the arrival of a young Spaniard, Fernando Alonso; and we are in awe of the mercurial Finn, Kimi Räikkönen. The yardstick, though, is Michael Schumacher. This is *his* era, and he dominates it with history-making stats.

The Schumacher era draws to a close over 2005 and 2006. In 2005, hurt by new tyre regulations, Ferrari and Bridgestone are no match for Renault and Michelin. And in 2006, with tyre parity restored, Michael and Alonso each win seven races. Alonso takes the title with better minor finishes; Michael, before season's end, announces his retirement. He is 37. Formula 1 thus enters a new era – but whose is it? And how long will it last?

From 2007 onwards, the drivers' title has been won by Kimi Räikkönen, Lewis Hamilton, Jenson Button and Sebastian Vettel (twice). Kimi raced hard (against Hamilton and Alonso); and Lewis, too, was obliged to wait until the final round before securing a championship. Ferrari's Felipe Massa thought he'd won. Jenson Button, by contrast, enjoyed a year of domination thanks to the freak aerodynamic advantage of the Brawn-Mercedes (a year similar to Mario Andretti's in 1978, when Lotus produced the ground-effect Lotus 79); and then, in 2010-2011, it was a similar story with

Sebastian Vettel at Red Bull. The aero advantage of Adrian Newey's Red Bull cars was less blatant than Brawn's double-diffuser, but it was numbingly real nonetheless – a bit like the superiority of the Williams FW07 in 1979-1981, when the team took Colin Chapman's ground-effect principles to the next level.

You could argue that it would be wrong, then, to define the post-Schumacher era around the identity of any one driver – or car, for that matter. You could start building an argument for 'the Newey era', but then the consistency of McLaren would come into focus; and you wouldn't be long in extolling the virtues of McLaren's resilience and style before Ferrari or Renault re-entered the frame of reference. Major car components – engines, tyres, gearboxes and brakes – have in F1 history never been more similar. The differences in recent years have been in the increasingly subtle details.

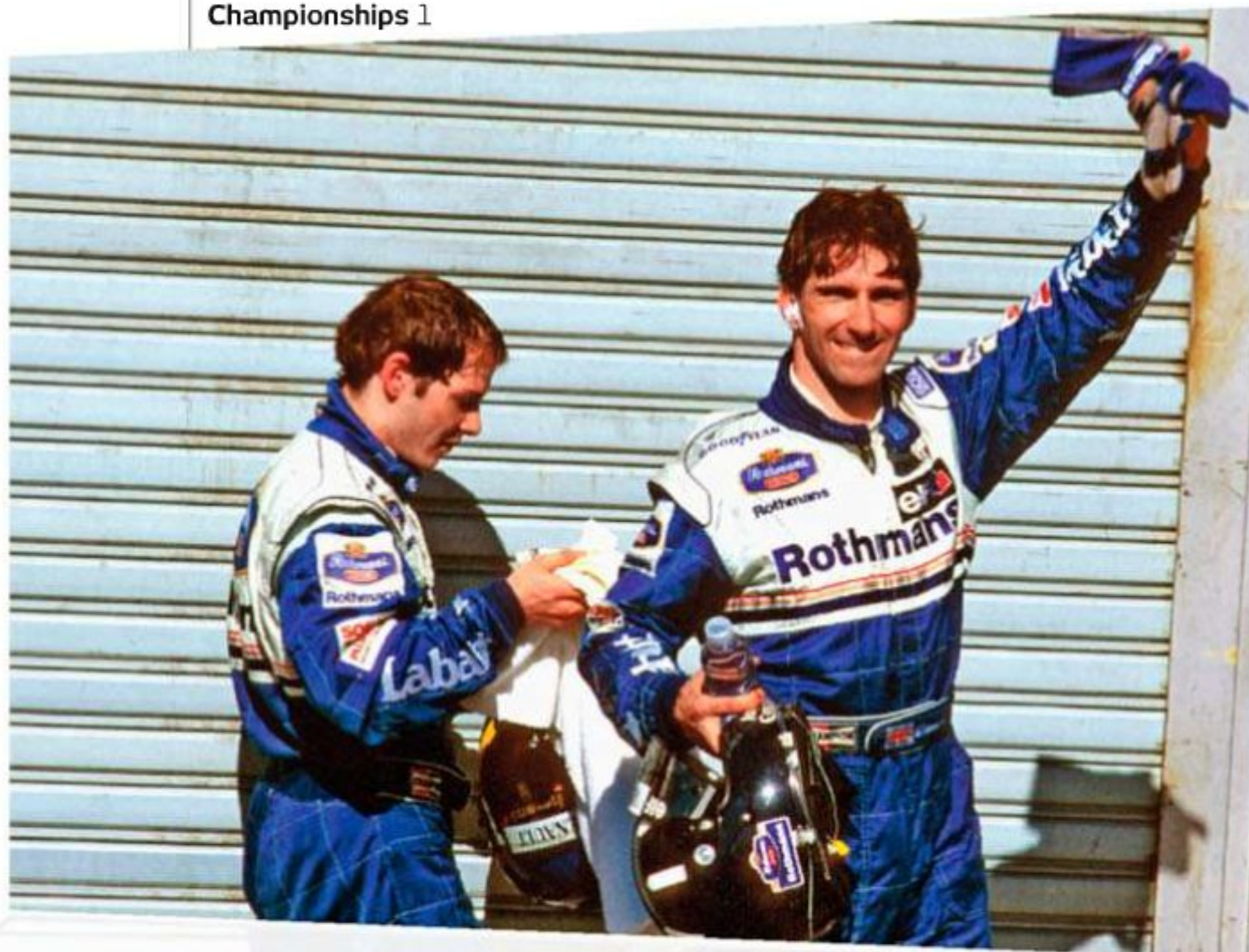
Certainly it is a closely fought era. The advent of mandatory pitstops has ensured that the chances of one driver scoring a start-to-finish victory by a huge margin are small (although not nonexistent), while the enforced differences between Pirelli tyre compounds add lap-charting texture to every race. Perversely, though, several different winners in a season do not always reflect the racing on the tracks: one car/driver combination that seizes an advantage on a specific day can be intensely difficult to beat: Nico Rosberg's win for Mercedes in China this year is a case in point. Although the name Rosberg adds spice to the list of grand prix race winners in 2012, his Sunday in Shanghai was actually a dominant one – a day on which he and his team found a mysterious sweet spot that no one else could match. And I say 'mysterious' because Mercedes have so far not been able to replicate that advantage.

And it's not as if the racing in previous years was always processional. If you wanted close racing, you went to Monza, →

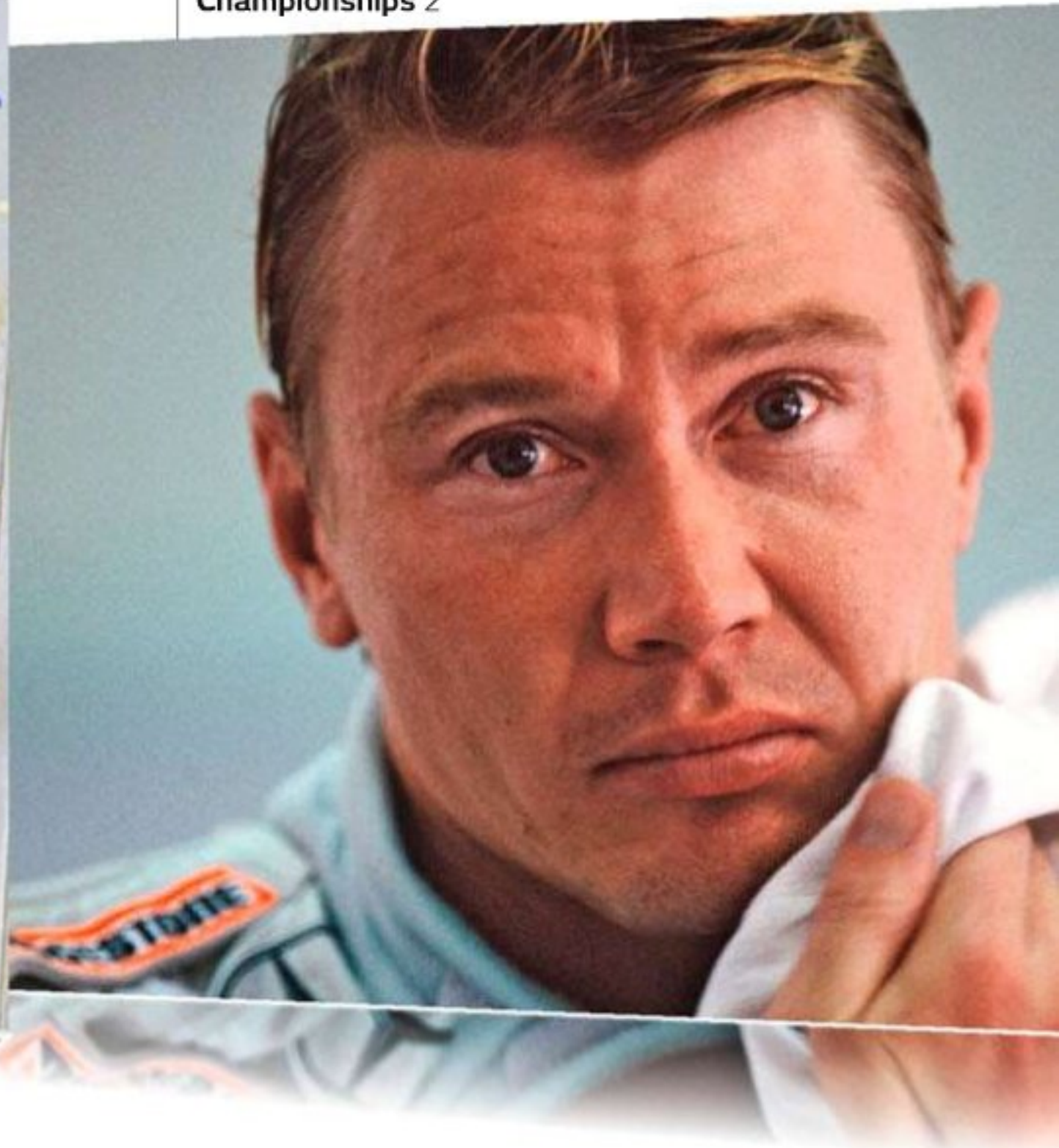
PHOTOS: LAT ARCHIVE

◀ Jacques Villeneuve

Races started 163 **Victories** 11
Podiums 23 **Pole positions** 13
Fastest laps 9 **Points** 235
Championships 1

**◀ Mika Häkkinen**

Races started 161 **Victories** 20
Podiums 51 **Pole positions** 26
Fastest laps 25 **Points** 420
Championships 2

**◀ Damon Hill**

Races started 115 **Victories** 22
Podiums 42 **Pole positions** 20
Fastest laps 19 **Points** 360
Championships 1

where the slipstreaming was a constant. At Kyalami, Reims, Silverstone, Mexico and Zandvoort there was always plenty of overtaking at the end of the straights. And the relative unreliability of the cars prior to this era always ensured the result was in doubt until the finish. The 1964 Belgian GP was effectively 'won' by three different drivers before Jim Clark, sitting on the rear wheel of his Lotus 33 out at Stavelot, heard over the PA system that he had actually crossed the line first. Had the TV cameras been there, that show would have been eminently watchable.

On top of all that, cars these days generate so much downforce that overtaking is still extremely difficult. The advent of DRS – the switch-operated Drag Reduction System – has artificially alleviated this problem, but it is not foolproof; it is simply masking an issue that will not go away.

All that remains, in my view, is safety. The driver safety offered by these cars on today's circuits surpasses that of any previous era and in many ways has transformed not only the technique of drivers but also their etiquette (or lack of it). This is the era of safety.

I think our first real view of these times came in Monaco in 2003, when Jenson Button totalled his Honda at the chicane during practice after losing control when exiting the tunnel. Then, in 2007,

Robert Kubica destroyed his BMW in Canada. Heikki Kovalainen had a big accident in his McLaren in Spain in 2008 when a wheel rim broke; Mark Webber went flying when he rammed the back of Kovalainen's car with his Red Bull in Valencia in 2010; and Sergio Pérez hit the Monaco swimming pool barriers hard with his Sauber in 2011. Although Jenson, Robert and Sergio were concussed and shaken, it's fair to say that no-one was seriously hurt. Yes, Felipe Massa was severely injured in Hungary in 2009. But his was a freak accident of the type we rarely see. In general, the contrast with 1999 when Michael broke his leg at Silverstone, or with 1994, when we lost both Ayrton and Roland Ratzenberger, could not be more vivid. And that is amazing, given the heritage of F1. Our sport's past is blighted with fatalities and serious injuries. Sir Jackie Stewart, who raced amid the carnage of the 1960s and '70s, is the man most responsible for initiating the improvements. But, in recent years, credit must also go to the FIA and to the F1 teams themselves: at a time when accidents in sport are no longer socially acceptable, safety regulations in F1 – for both cars and circuits – have, for the most part, been outstandingly effective.

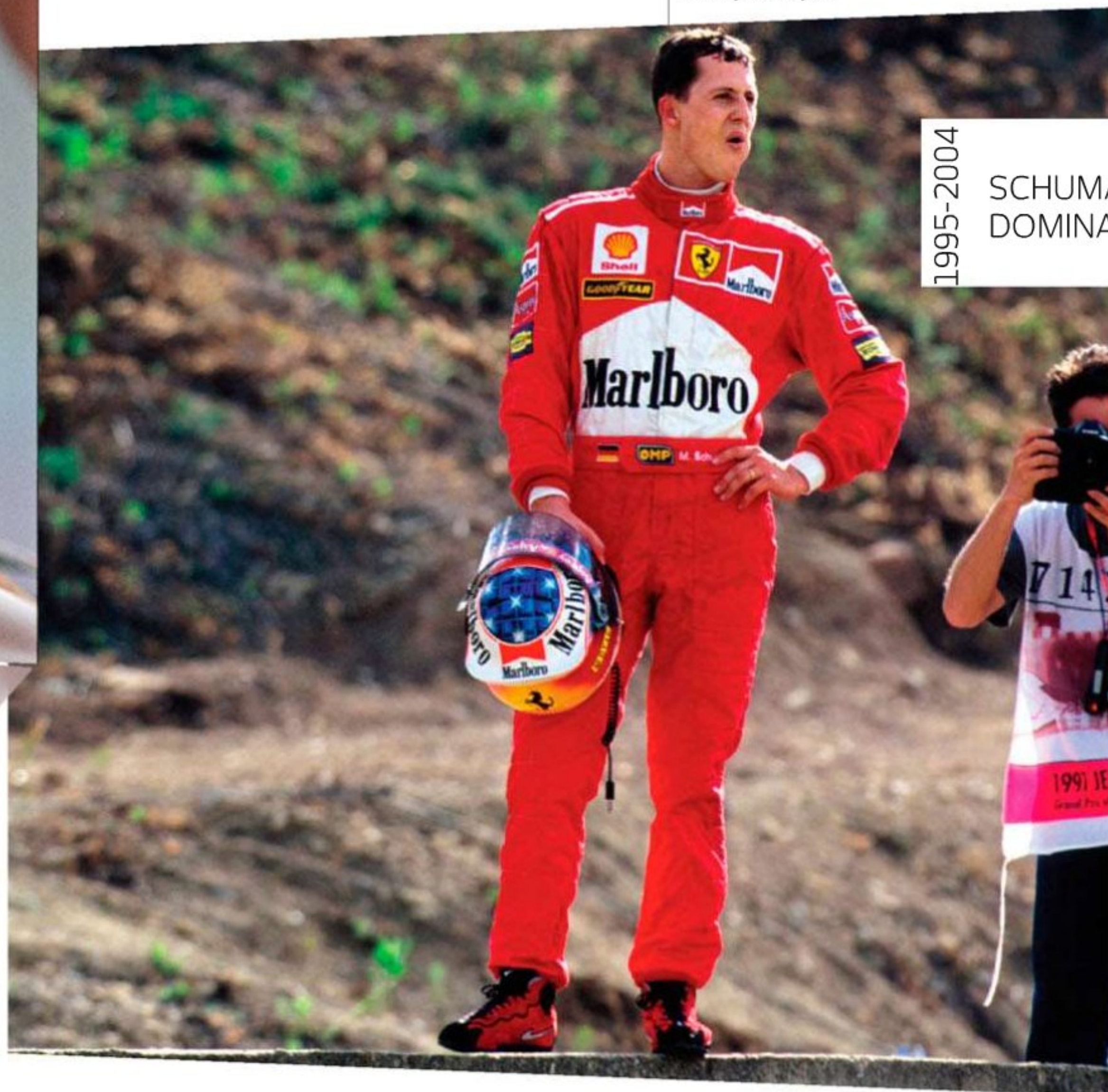
They have also given birth, it has to be said, to a new phenomenon – to the scourge of penalties that are now a predictable part of every

"Small engines will engender amazingly efficient technology, particularly when allied to fuel-flow restrictions and KERS"

◀ **Michael Schumacher***
Races started 298 **Victories** 91
Podiums 155 **Pole positions** 68
Fastest laps 77 **Points** 1,552
Championships 7

1995-2004

SCHUMACHER
DOMINANCE



*Schumacher stats correct as of 2012 Belgian GP

race. Without gravel verges, high kerbs, earth banks, trees, Armco barriers, catch fencing or walls to hit, some drivers are not only making more mistakes than they used to, or than their peers made in eras past, but are also less respectful of others. All the sport can do in return is become increasingly Draconian in terms of conduct and then penalise, penalise, penalise – with the penalties decided by inevitably imperfect committees. Michael Schumacher touched on the subject after the Hungarian Grand Prix in 2010 – the first year of his comeback – when he ran Rubens Barrichello dangerously close to a wall. “I didn’t see anything wrong with it,” said Michael afterwards, “but I guess standards have changed a little since I’ve been away.” By today’s standards, indeed, you suspect that Michael would have been heavily penalised for his actions at the 1994 Australian Grand Prix, when he rammed Damon Hill’s Williams out of the race and that, in consequence, he may not have won the 1994 world championship. That is a measure of the changes that have taken place in this era of safety.

And in the future? I don’t think the parity of chassis, engines and tyres will change dramatically in the mid-term, and I hope

and believe that the safety of the cars and circuits will continue to improve. It will be difficult, if not impossible, for one driver to dominate F1 in the way that Ascari, Fangio, Moss, Clark, Stewart, Lauda, Prost, Senna and Schumacher defined their eras; and nor will the technical regulations allow innovative engineers to find major advantages as was the way of geniuses including Rudolf Uhlenhaut, John Cooper, Colin Chapman and Adrian Newey.

I think, then, that we will in the future enter the era of technology, by which I mean: ‘Putting together all that is good about F1 creativity without affecting the racing or the safety.’ This will logically begin in 2014, when the sport begins to run to the FIA’s new 1.6-litre V6 turbo engine regulations. I know the lovers of V12s, V10s, H16s and flat-12s abhor the thought of six-cylinder turbos. Well, sorry, but I’m of the opposite view. Small engines will engender amazingly efficient technology, particularly when allied to fuel-flow restrictions and KERS. Bemoaning the loss of naturally aspirated noise is, to me, a bit like preferring typewriters to word processors purely because of the rustic clatter of lovable old-style keys. Want to hear the sound of a fuel-burning multi-cylinder racing engine? Go to one of the →

PHOTOS: LAT ARCHIVE



THE ERA OF SAFETY AND TECHNOLOGY (2005 and beyond)

Robert Kubica has a terrifying crash in Canada (centre and right) and Mark Webber escapes injury in Valencia 2010. Yet there hasn't been a driver fatality since 1994

hundreds of classic F1 events held throughout the year. Want to be a part of F1, 2014-style? Play to the character of the times. And the character is a more refined sort of sound, more efficient fuel consumption and carbon reduction. More for less. Mechanical and electronic efficiency. Global acceptance. Global image.

And engines will still be impressive, believe me. I was there when BMW raced a 1.5-litre, four-cylinder turbo in F1. Not only did it *sound* ultra-quick but, from the outside, it also *looked* sensational. You'd love the old Cosworth 3.0-litre V8 – but then you'd *marvel* at the compact, 1,100bhp BMW turbo four-cylinder. Outsiders would drop their jaws when they saw the dimensions of the most powerful qualifying engine in the world. That engine was based on the production BMW four, of course; the 2014 engines will be pure racing units – and will be the better for it.

I look forward, then, to understanding how the engineers are going to solve the problems posed by the FIA's new rules. The race between them won't be about power or weight or size; it will be about internal *efficiency* – and that, I think, will become the hallmark of the era.


As for drivers, I think we will reach a time when coaches (virtual or otherwise) play a major role. We've had the fitness trainers and sports gurus and the engineers who read telemetry and play the role of ad-hoc coaches; in the next era, when winning races will also be about efficiency – about managing the tyres and the fuel consumption – late braking, late apexes and high minimum speeds will no longer be acceptable as the main operating forces. More drivers will deconstruct the styles that saw them through the one-make feeder series and rebuild them for F1 – as Pastor Maldonado has done in terms of his technique and general pace, although I'm not referring here to his track craft. Fewer drivers will succeed on reflexes and bravery alone. Simulators will improve, but will increasingly be used for car management and setup rather

Jenkinson once memorably remarked: "Somewhere in Siberia the most talented driver in the world is cutting down trees. The tragedy is that he's never driven a car, let alone a racing car..."

I think Seb Vettel has a long career ahead of him. I don't think he'll break Michael's records (for the reasons stated: 'unfair' advantages like the ones Michael created in the early 2000s will never be achievable again) but he will certainly continue to win races and titles. Lewis Hamilton's longevity is less predictable: he has many interests outside F1 and this extracurricular stuff will only expand as time goes on. Fernando's career will end at Ferrari in a few years, as will Jenson's at McLaren; and Mark Webber, Michael Schumacher, Felipe Massa and Kimi Räikkönen have only a couple of seasons left. So that leaves... who?

Romain Grosjean – a much more finesse-y Romain in tune with the 2014 era. Paul Di Resta – intelligent, neat and fast. Ditto Nico Rosberg. Nico Hülkenberg – see Romain above. Valtteri Bottas – a genuine star. Daniel Ricciardo. Pastor Maldonado and Sergio Pérez. Possibly Bruno Senna and Jean-Eric Vergne. And you can sift through the entry lists of GP2, GP3, WSR, F3, Renault Eurocup and DTM to pick out a good 15-20 more drivers with the ability to succeed in F1. Rich is the seam of talent for the era yet to come.

I guess the final question is about money. Can F1 sustain its current expenditure, which, in real terms, is already smaller than it was three or four years ago? I suspect not. There are too many other great sports and entertainments in the world vying for the same supply of money – and many of them are globalising via the internet, social media and mobile connectivity. It will be increasingly hard, in other words, for F1 to maintain its unique status as the world's biggest global sporting footprint. Beyond that, I think we'll see fewer government-backed, remotely located super-circuits on the F1 calendar, because the sort of money necessary to build and then sustain them will be more and more difficult to justify. We will probably have more repeat races in successful countries and venues, more races in big cities, and the headcount of the F1 circus – smaller though it currently is relative to the numbers of a couple of years ago – will probably shrink again, at a guess by around 15 per cent. That's no bad thing: bigger isn't always better, particularly as a fragile world economy goes post-recession. It's what efficiency is all about.

So have no fear. We'll always race cars; it's what we do. F1 will never be truly accident-free; the element of danger will always be there, and F1 cars, by definition, will always be spectacular. In the next era though, things will be even safer, more efficient and less profligate. The sport in some ways will be purer. And the quality of the technology, I believe, will be spellbinding. 

"We will reach a time when driver coaches play a major role. Few will survive on reflex and bravery alone"

than for driver development; driving *technique* (or 'maximising the performance of the tyres') will, in turn, evolve around new software technology based on each driver's individual characteristics.

Stars of the future? We all love to speculate and of course I run the risk here of neglecting a world champion of the future of whom we all currently know nothing. As motorsport journalist Denis

1

**Winning isn't everything.
Unless it's your job.**



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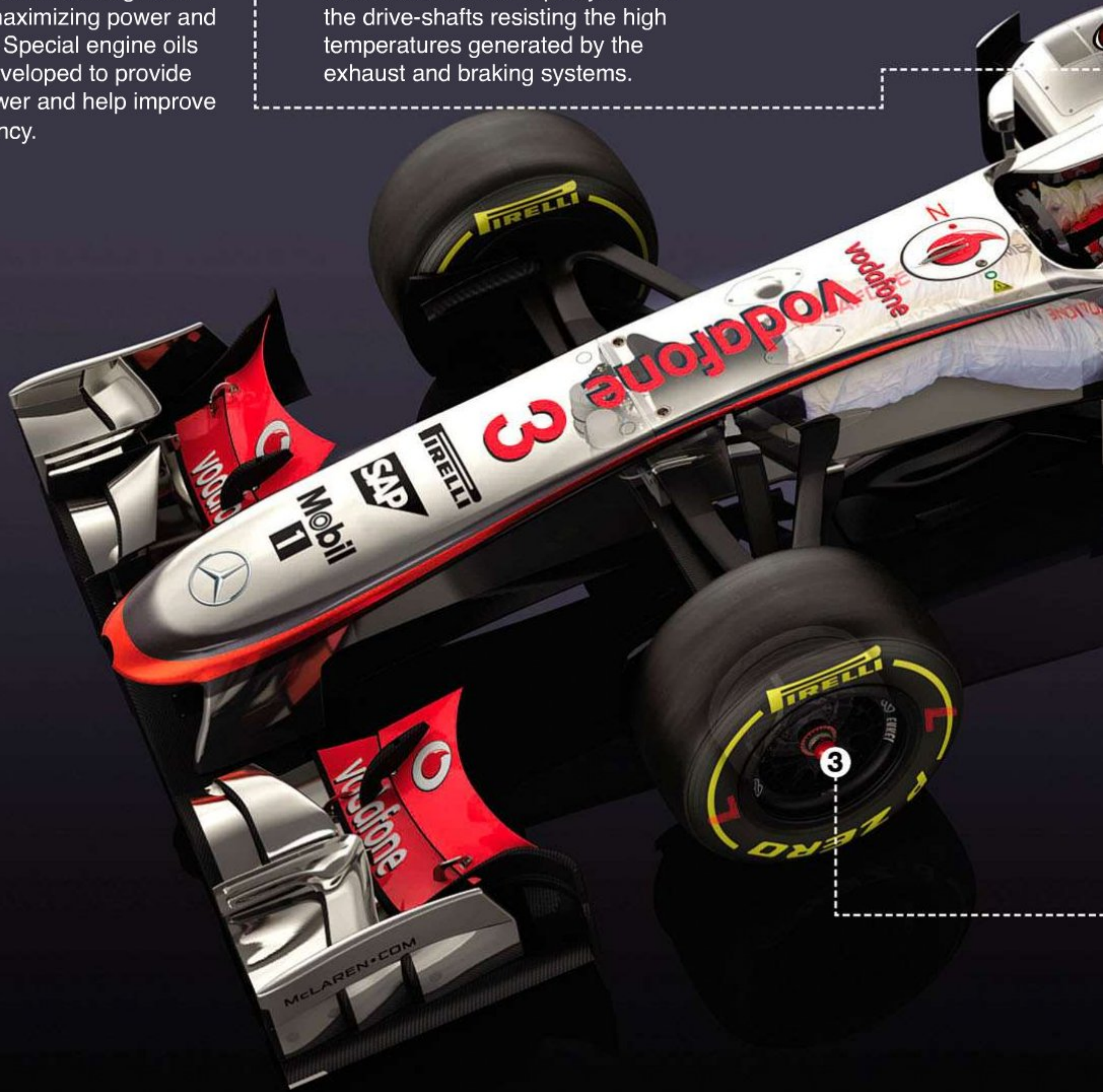
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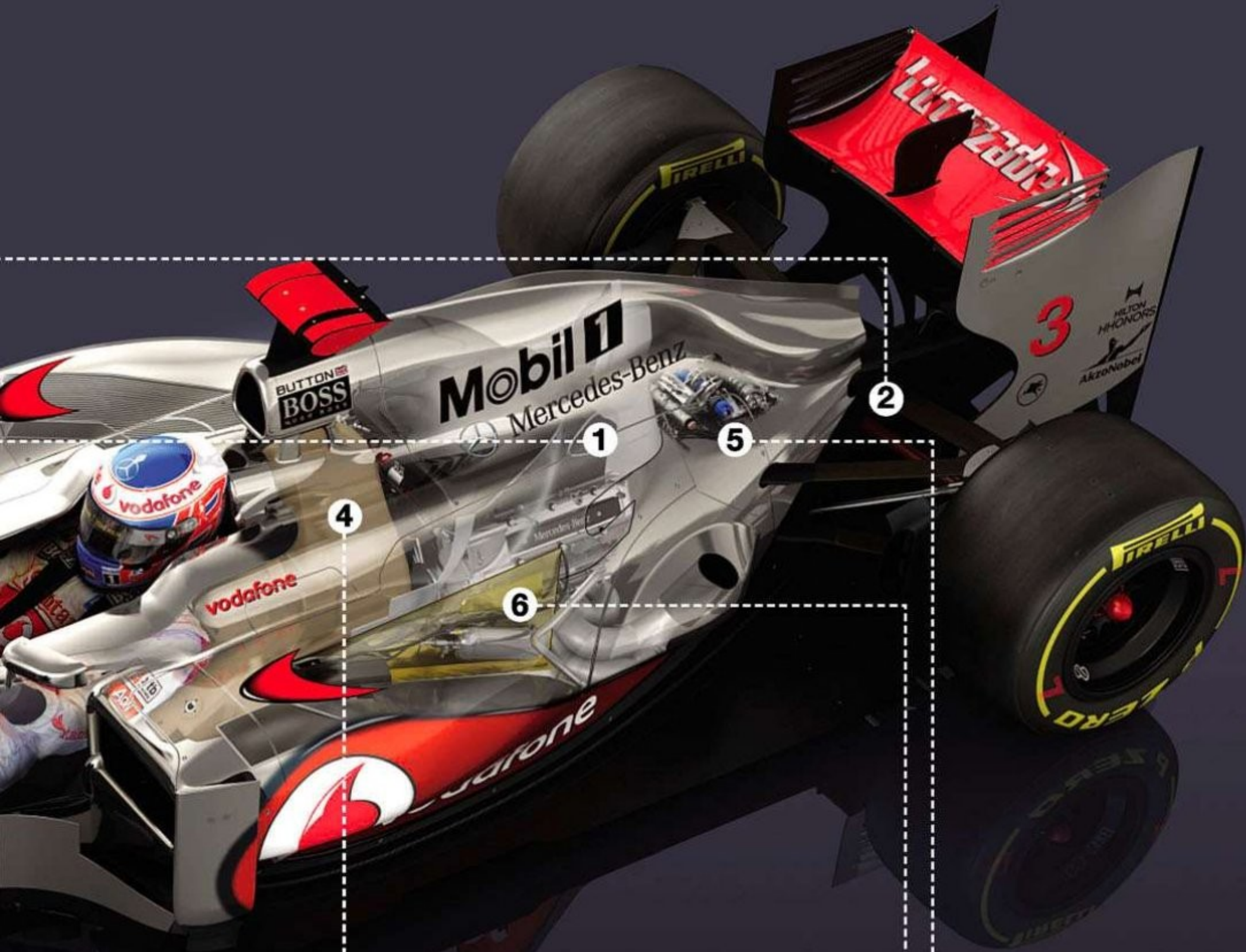
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DAMON'S DREAM MACHINE

Wins 12 Poles 12 F/L 11 Points 175

After coming so close to the title in 1994, Damon Hill finally clinched the championship in the utterly dominant FW18. Designed by Williams' elite design duo of Adrian Newey and Patrick Head, the car was the class of the field, with Hill's only opposition coming from team-mate Villeneuve.



Williams FW18
1996

WILLIAMS' LAST TITLE WINNER

Wins 8 Poles 11 F/L 9 Points 123

Williams found the going tougher in 1997, but Villeneuve and Frenzen were still able to deliver the team's fifth constructors' title in six years. The FW19 was the last Williams that Adrian Newey was involved with – and also the team's last title-winner. A coincidence? We think not...



Williams FW19
1997

THE CARS THE STARS

We look back at the machines that raced to the constructors' title in *F1 Racing's* lifetime

WORDS JONATHAN REYNOLDS
ILLUSTRATIONS ALAN ELDRIDGE

2000

Ferrari F1-2000



LET THE DOMINATION COMMENCE

Wins 10 Poles 10 F/L 5 Points 170

The F1-2000 was the car with which Michael Schumacher ended 21 years of Ferrari hurt by racing to the drivers' title. Alongside Schumi, Rubens Barrichello was able to mop up enough points in the aerodynamically sleek F1-2000 for Ferrari to retain the constructors' championship.

2001

Ferrari F2001



WRAPPING IT UP EARLY

Wins 9 Poles 11 F/L 3 Points 179

So dominant was the F2001 that Ferrari had tied up another title double a full three months before the end of the season, with an incredible Schumacher/Barrichello one-two finish at the Hungaroring. The car's major strength lay in its lightweight construction.

SILVER ARROW HITS THE MARK

Wins 9 Poles 12 F/L 9 Points 156

Adrian Newey moved to McLaren in 1997, and 1998's MP4/13 was his first full effort with the team. Designed around the new narrow-track/grooved-tyre regulations, the car was a little unreliable but quick, allowing Coulthard and Häkkinen to scoop the constructors' crown.



McLaren MP4/13

1998

FERRARI END THE DROUGHT

Wins 6 Poles 3 F/L 6 Points 128

They may have missed out on the drivers' crown with Eddie Irvine, but even a broken leg for star driver Michael Schumacher (who was then replaced by Mika Salo) couldn't stop the Scuderia from bagging their first constructors' title in 16 years with the tidy, if unrevolutionary, F399.

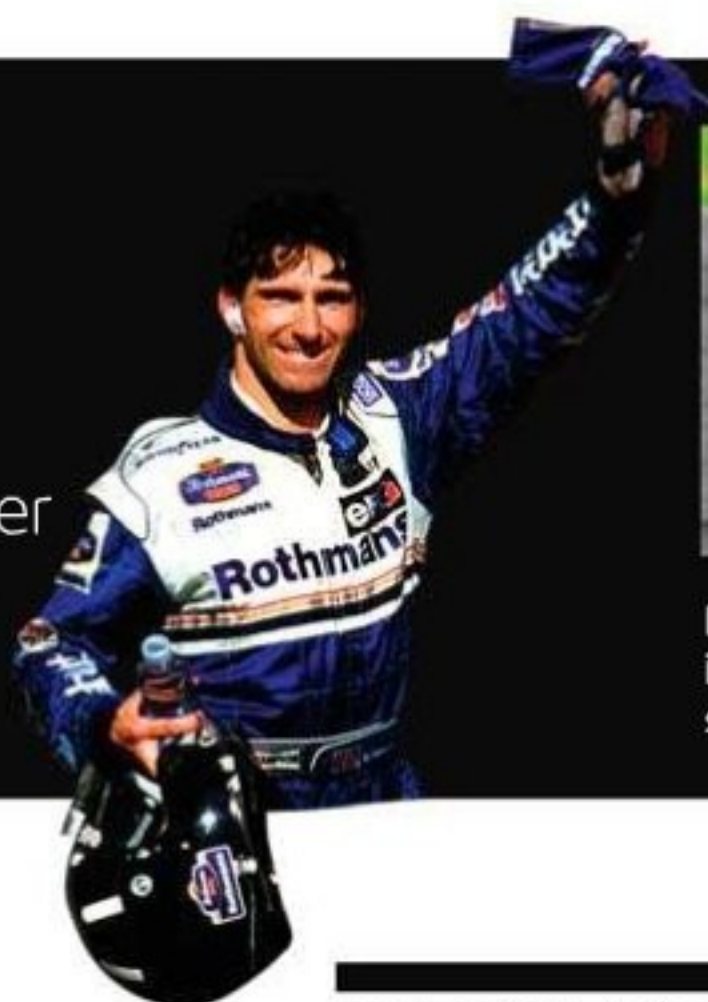


Ferrari F399

1999

8

Hill's number of wins in the FW18



McLaren have finished runner-up in the constructors' championship seven times since winning it in 1998

16

Ferrari's constructors' titles since '58



Ferrari's 2004 F2004 shares the record for most wins in a season -15 - with McLaren's 1998 MP4/4

2002

Ferrari F2002



THE PODIUM-HOGGER

Wins 14 Poles 8 F/L 12 Points 207

The results do the talking for 2002's F2002: 14 wins from 15 races including nine one-two finishes, Schumi never off the podium, the drivers' title wrapped up in July and more than twice the number of points as their nearest rivals in the constructors' standings.

2003

Ferrari F2003-GA



MORE OF THE SAME

Wins 7 Poles 5 F/L 5 Points 126

This car was less dominant than its predecessors produced by the engineering dream team of Ross Brawn, Rory Byrne, Paolo Martinelli and Gilles Simon, but was decent enough for Schumi to break Fangio's record of five titles. Ferrari also edged out Williams for the constructors' gong. →

THE JOY OF SIX

Wins 15 Poles 12 F/L 14 Points 262

The team in red made it a magnificent six constructors' crowns in six years with yet another season of Schumacher domination. With its low centre of gravity, improved weight distribution and rear suspension, the F2004 got the most out of the Bridgestone tyres.



Ferrari F2004
2004

RENAULT'S SCHUMI SHREDDER

Wins 8 Poles 7 F/L 3 Points 191

Renault finally broke Ferrari's stranglehold on both championships with the R25 – the first title-winner since 1991 that hadn't involved either Adrian Newey or Rory Byrne. The 2005 regulations reduced downforce and Renault proved more adept than any other team at clawing it back.



Renault R25
2005

17

Number of Alonso wins for Renault



Renault's R25 scored eight wins to the McLaren MP4-20's ten in 2005, but was a far more reliable car

72

Number of Schumacher wins for Ferrari



Michael Schumacher scored a total of 16 hat tricks (pole, win, fastest lap on same weekend) for Ferrari

2006

Renault R26



SPEED AND RELIABILITY

Wins 8 Poles 7 F/L 5 Points 206

Like its predecessor, the R26 was a consistently brilliant and reliable racing car and Fernando Alonso led Renault to back-to-back drivers' and constructors' crowns ahead of Ferrari. Amazingly, Alonso used exactly the same chassis for each of the 19 races.

2007

Ferrari F2007



THE DAWN OF A NEW ERA

Wins 9 Poles 9 F/L 11 Points 204

The F2007 was the first Ferrari since 1996 that wasn't designed with Michael Schumacher in mind. It was quick, but had it not been for McLaren's disqualification from the championship following the 'Spygate' controversy, Ferrari wouldn't have won the constructors' title. →



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CONSOLATION PRIZE WINNER

Wins 8 Poles 8 F/L 13 Points 172

Ferrari had missed out on the 2008 drivers' title in highly dramatic circumstances but they did manage to claim constructors' honours with the F2008 ahead of rivals McLaren. The F2008 was the first car to win the championship after the introduction of the standard ECU.



Ferrari F2008 2008

STRAIGHT IN AT NUMBER ONE

Wins 8 Poles 5 F/L 4 Points 172

This car would have been the Honda RA109 had the Japanese firm not pulled the plug on F1 at the end of 2008. Instead, the rebranded Brawn team took full advantage of their double-diffuser and Mercedes engine to win both championships. They didn't even need KERS...



Brawn BGP 001 2009

6

The number of races Button won in 2009



Brawn were one of three teams to start the 2009 season with an advantageous double diffuser

16

Vettel's wins for Red Bull in 2010 & 2011



The RB7 was so dominant that Red Bull finished 2011 153 points ahead of nearest rivals McLaren

2010 Red Bull RB6



NEWBY WORLD ORDER

Wins 9 Poles 15 F/L 6 Points 498

The drivers' title may have gone down to the wire in 2010, but few would argue against the RB6 being the quickest car in the pitlane. It was the first constructors' crown in 12 years for Adrian Newey, despite driver errors and dodgy reliability looking to derail Red Bull's bid.

2011 Red Bull RB7



SEB'S STEAMROLLER

Wins 12 Poles 18 F/L 10 Points 650

If the RB6 was known for its huge ability to generate downforce, then the RB7 took things to the next level. Vettel flattened the opposition by taking advantage of the car's sophisticated off-throttle exhaust-blown diffuser. Mark Webber wasn't as quick, but still picked up points. 



MONACO
GRAND PRIX
25/26/27 MAY



SINGAPORE
GRAND PRIX
22/23 SEPTEMBER



DELHI
GRAND PRIX
27/28 OCTOBER



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2/4 NOVEMBER



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F1P

WORDS

ANTHONY ROWLINSON

PICTURES

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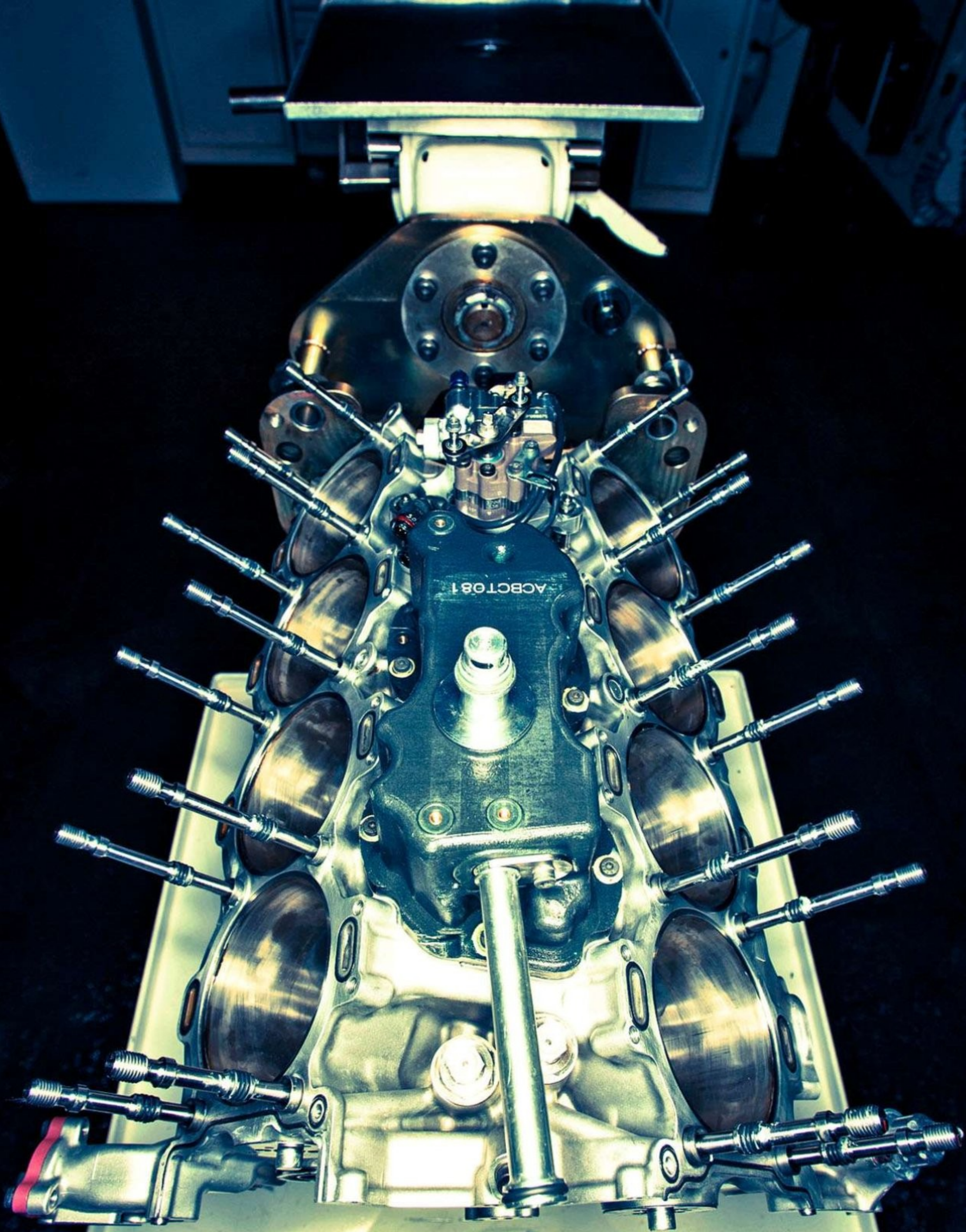
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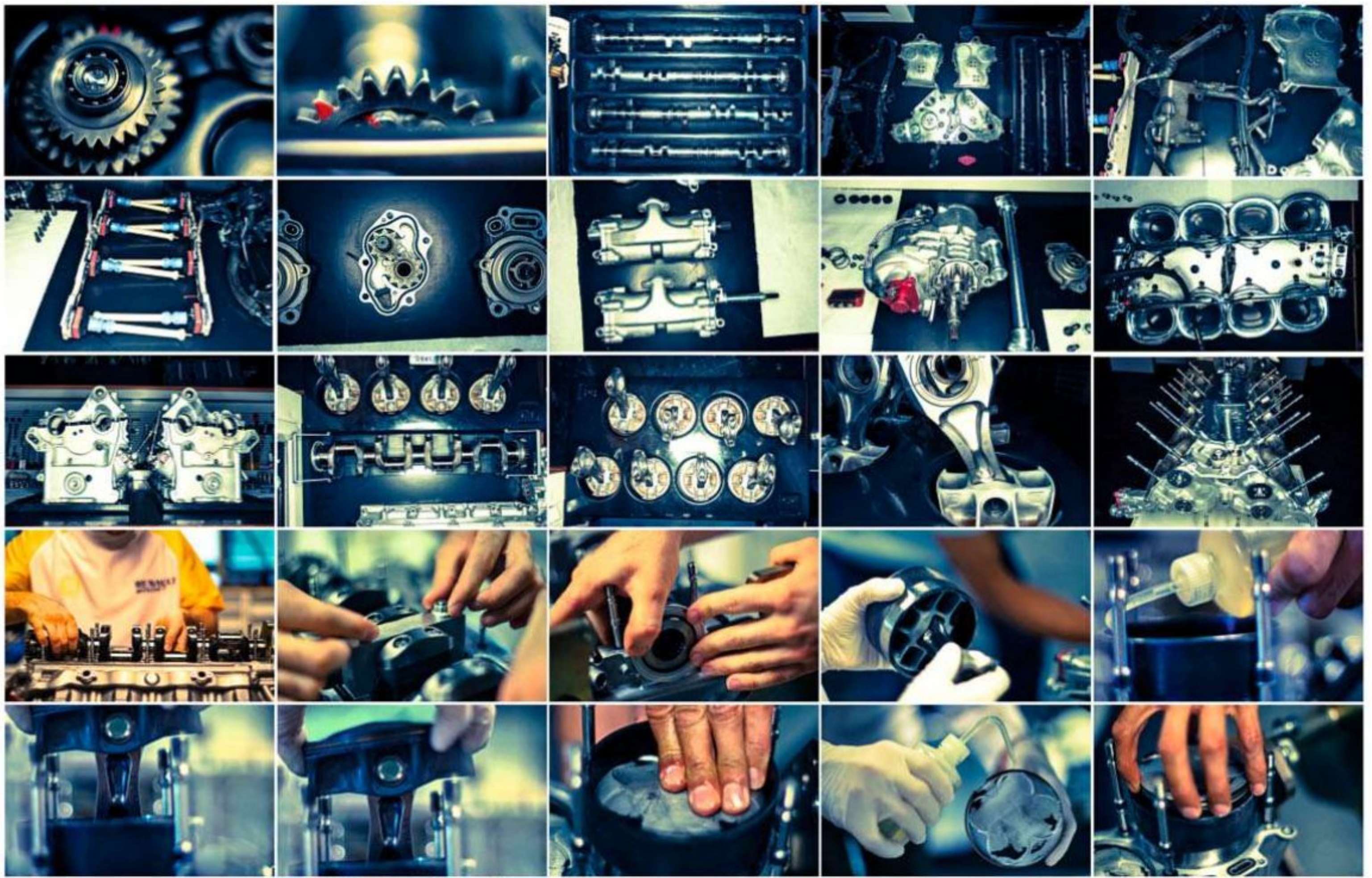
Want to know what it takes to build a 2.4-litre V8 F1 engine? We did, so we went straight to the source – Renault Sport's engine HQ – to learn the secrets of horsepower

Perhaps it's inappropriate to think too deeply about the satisfaction to be had from ushering a cool, lubricated, light-alloy piston into the tight concentric embrace of a V8 engine block. But believe me, it is very real. And it helps explain the calm, satisfied deliberation of Renault F1 engine-build trainees François Giardino and Florian Hubert, being watched by *F1 Racing* at Viry-Châtillon engine HQ, as they set about re-assembling the RS26 2.4-litre V8 that powered Fernando Alonso to pole and victory at Monaco and Silverstone in 2006. Their state of being is Zen-like, their

movements precise, and all sense of time evaporates before the relentless sequence of events that must be observed to make whole an assemblage of more than 5,000 individual parts – 1,500 of them moving parts. Sprockets, pumps, pistons, rings, cams, belts, valves, bolts... all must be precisely integrated to create the mighty 'lump' recognisable as an F1 engine.

François, 22, and Florian, 21, are quiet types – serious engineering interns learning their trade at Renault Sport's fabled Viry-Châtillon plant, 12 miles south of Paris, which, since 1974, has been turning out race engines. And since 1977 these have been F1 motors: from the original, combustibile V6 turbo that lit the fuse on a decade of development during which power levels exploded to beyond 1,200bhp from 1,500cc; through to the 2012 2.4-litre normally aspirated V8 that powers Red Bull, Lotus, →





Williams and Caterham. That's three-and-a-half decades of (not quite seamless) success, making Renault F1's third most winning engine builder, on 146 victories and counting. Ford are next up on 176, but as they're unlikely to touch F1 any time this side of Armageddon since their last, disastrous, adventure with Jaguar, there's every chance Renault could take the coveted P2, behind Ferrari (on 220) by 2015.

Fittingly for *F1 Racing's* 200th issue, it was a 3-litre Renault V10 RS8 that powered the title-winning Williams FW18 [see page 40] in 1996 – the year we launched. And a Renault RS27-2012 had shoved Messrs Webber and Vettel along to a mid-season 2012 constructors' championship lead (246 points to McLaren's 193) post-Hungary.



F1 Racing tries to fit the fiddly pistons into cylinder sleeves... and promptly cracks a ring

So Viry-Châtillon isn't a bad place to come to learn what it takes to construct a motor that can pump out 750bhp over a two- to three-race life cycle. Ever tighter regulations mean the engine *F1 Racing* will help build is very similar to those on the 2012 grid. So, revs are maxed at 18,000, weight must be a minimum of 95kg, and the V-angle is fixed at 90°.

Materials, while premium, stop short of exotic and will not be unfamiliar to any devotee of tasty road cars or even top-end road bikes. Think aluminium alloy for pistons and block; a nitrided alloy steel crank with tungsten alloy counterweights and con-rods of titanium alloy. The costly early-noughties days of aluminium-beryllium have long been banished to the history books.

Olivier Loret, head of V8 engine build and development at Renault Sport, is today both our guide and mentor to the two young 'uns. He explains that much of the engine we'll be allowed to tinker with has already

been assembled, leaving maybe a hundred or so components to be caressed, eased, then bolted into place. A full from-scratch build is a week's work for two experienced builders – or *moteuristes* as they're delightfully known here.

Loret, blessed with the pipe-cleaner physique of a pro cyclist and the dextrous fingers of a concert pianist, is about to demonstrate why F1 engine building is so labour-intensive. He lifts a piston delicately in his right hand, using a thumb to secure the twin rings that encircle its diameter, and his four fingers to squeeze them inward against the natural outward springiness that will ensure the perfect seal with cylinder walls. Compressing these rings while lowering the piston – con-rod first – into its cylinder sleeve (used to guide the piston towards its bore hole) is tricky and it takes even the skilled digits of Loret several moments to align, compress, insert, lower, then firmly push cylinder into block. There's a whispering 'scchhhlluuurrrrrp' as one perfectly machined component meets another. "Now you try," he says, smiling thinly.

The piston is lighter even than you might imagine for something that has to withstand explosive internal combustion forces that accelerate it at the equivalent of 0-60mph in half

a millisecond or, to use an alternative measure, at 8,000G. Its upper surface is machined to create a face that aligns with the angled-in valves. The larger twin inlet valves, incidentally, are towards the centre of the 'V'; the two smaller exhaust valves towards the outside. It feels like an expensive component, an object whose form is the product of many decades of accumulated knowledge and development, trial and error. Is it any surprise, then, to learn that my first attempt at inserting piston into block is a woeful failure?

Almost at the first touch, I lose thumb pressure on the rings and they spring outwards. When I try to recompress them into their sidewall grooves, I clumsily cross them, causing Olivier to grimace as if he'd stubbed a toe. He takes back the piston and scrutinises the rings, indicating a crack of perhaps half a millimetre that has resulted from my inexperience – minute damage that would nonetheless cause total engine failure. He prepares the piston again, but in the transfer from his hand to mine, rings slip from oiled fingers and we're back to square one.

This procedure is repeated until, finally, I get a grip. Oh-so-gently, hardly breathing such is the tension of performing this intricate task under watchful, expert eyes, I manage to slide in the piston, this time without ring-slippage. It's an almost indescribably satisfying sensation to succeed with the initial movement, then push firmly down to ensure the piston is happily seated, before reaching under the block to tug on the con-rod that will mate piston to crankshaft.

No wonder F1 engine builders tend to stick around once they've learned their craft. Many at Viry have notched up 20-30 years' service. Once such is Dominique Bachard, who has been here since 1984. He lived through the giddy thrill of the first F1 turbo era and smiles at the prospect of their 2014 return, while also lamenting the passing years. "They come and go like fashion," he says, "and it makes me a little sad because I was young when we first had F1 turbos and now I am not." At least he's allowed to keep one of the 1981 RE30 cars he helped build, in his garage at home, to remind him of the good old days. He

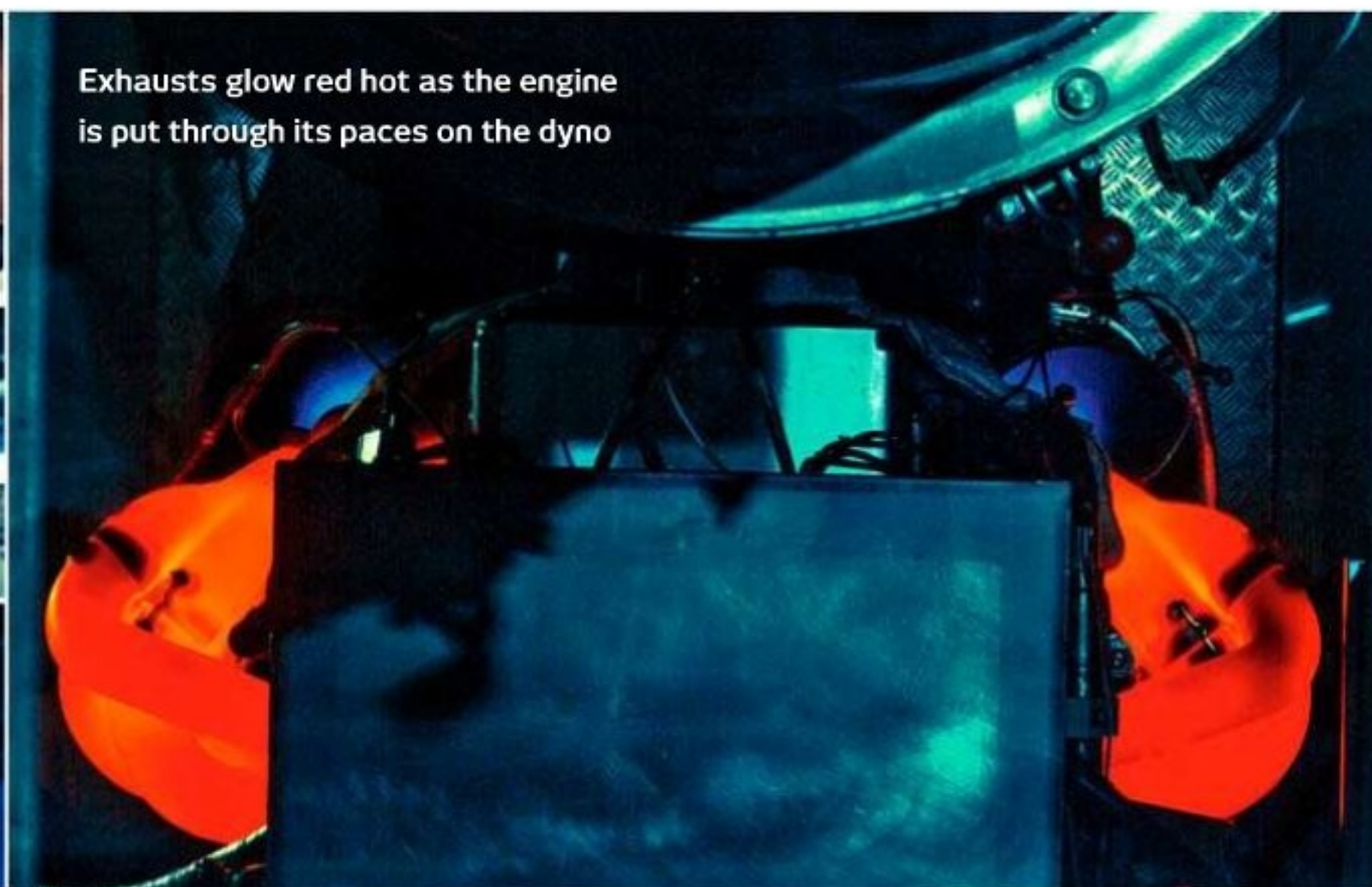
shows us scratchy Polaroids of the hefty yellow-white-black machine, once raced by Alain Prost and René Arnoux but now looking ridiculous on skinny wheels and tyres straight from a Renault 4 that serve only to keep its belly off the ground.

Development of the all-new hybrid V6 turbo engines for 2014 is well under way here, only five metres from where *F1 Racing* is standing. Sadly, our camera lenses aren't permitted to point in their direction. During a pause in assembly of 'our' engine, Axel Plasse, head of design and simulation and an 18-year factory veteran, pulls us to one side for a brief tour of Viry's upstairs brains trust: the first floor where beautiful power-plant dreams are dreamt, even as their assembly continues beneath the boffins' feet.

Illuminating the intricacies of F1 engine design, Plasse explains how vital lubrication and oil scavenging are to efficiency and reliability. There are, he tells us, ten pumps on an F1 V8, each dedicated to maintaining a thin film of clean lubricant between all the wildly revolving inner parts. Speaking with passion, he notes: →



"More than 5,000 individual parts – sprockets, pumps, pistons, rings, cams, belts, valves and bolts – must be precisely integrated to create the mighty 'lump' that is an F1 engine"



Exhausts glow red hot as the engine is put through its paces on the dyno

A HISTORY OF POWER: THE EVOLUTION OF RENAULT F1 MOTORS

Year	Name	Capacity	Configuration	Max rpm	Max bhp
1977	EF1	1,492cc	90 deg V6 turbo	11,000	500
1987	EF15B	1,494cc	90 deg V6 turbo	12,000	800 (race) 1,000+ (qual)
1994	RS6	3,496cc	67 deg V10 na*	14,800	790
2005	RS25	3,000cc	72 deg V10 na*	19,000	950+
2012	RS27-2012	2,400cc	90 deg V8 na*	18,000	750
2014	(tbc)	1,600cc	V6 turbo hybrid	15,000	750 (est)

*Naturally aspirated

SORRY, HOW MUCH FOR A SPARK PLUG...?

“The lubricant extracts heat and reduces contamination and wear. It is the life fluid of the engine.”

He continues to enthuse over the simulation department, particularly its work predicting harmonic frequencies and resonance that will occur at particular engine speeds. “Resonance can be damaging and if, for example, it causes a crack, our first reaction is not to make a part stronger by adding material and making it heavier. We must find the precise resonance at which the failure occurred then maybe make the part *lighter*. The lighter the part, the higher the frequency [ie engine speed] at which resonance occurs. It may be that by lightening the part, the resonance will become so high that it’s taken out of the engine’s rev

Two spark plugs, one regular, one *tiny*, illustrate the detailed but unseen development that goes into F1 engine design. The regular item is a Bosch ‘hot’ plug, similar in appearance to one any weekend fettler might buy at Halfords. The smaller plug is a beauty. Barely bigger than a cigarette filter, it’s as powerful as its big brother yet, at 10g, is only a quarter of the weight. It was developed jointly by Renault Sport and Champion, specifically for the 2.4-litre V8 engine regs in 2006, but its use was abandoned on account of cost. Nominally these are priced at €100 each, but that figure doesn’t take account of true development costs. The spark plug used by current Renault F1 engines is, according to Olivier Loret, “somewhere between the two”.



range and becomes irrelevant.” Now *that’s* engine tuning.

Back on the factory floor, work has relentlessly and methodically progressed in *F1 Racing’s* absence. The cylinder head is in place and awaits the fitment of its aluminium engine cover. A brief pause in assembly is caused by the need to heat said cover with a hairdryer, to make the metal expand by the micron or two necessary to allow it to slip on without scuffing. Yep, even in this most high-tech environment of machined perfection and obsessive precision, a humble hairdryer has a vital role.

Next I’m handed a bespoke three-in-one water-pump-oil-pump-alternator assembly (weighing less than 1kg), to attach to the cylinder block. It’s an exquisite object, form dictated solely by function, whose innards rotate with an absence of slack and a frictionless ease. Attaching it should be a simple process of holding the part in place, then tightening four hex bolts. But I stumble by selecting a 3mm FACOM T-head hex key, instead of the correct 5mm version. My Viry chaperones enjoy my bafflement as I turn the tool without effect, before ending my misery by handing me the 5mm key. I then succeed in rounding two of the bolt heads simply by not pushing the Allen key firmly enough into the bolt before tightening. Olivier, Florian and François look on in disbelief – or maybe despair.

Replacement bolts are found and expert hands swiftly remove evidence of my visitation on this beautiful, finally complete, mechanical object. It’s strange to see it becalmed and plinth-mounted without a carbon monocoque bolted to it, or rear suspension hanging off the back. Yet deep within its metallic guts lies the soul of a motor that once howled at 19,000rpm, lifted hairs on necks and helped one F. Alonso to a second world title. **F1**

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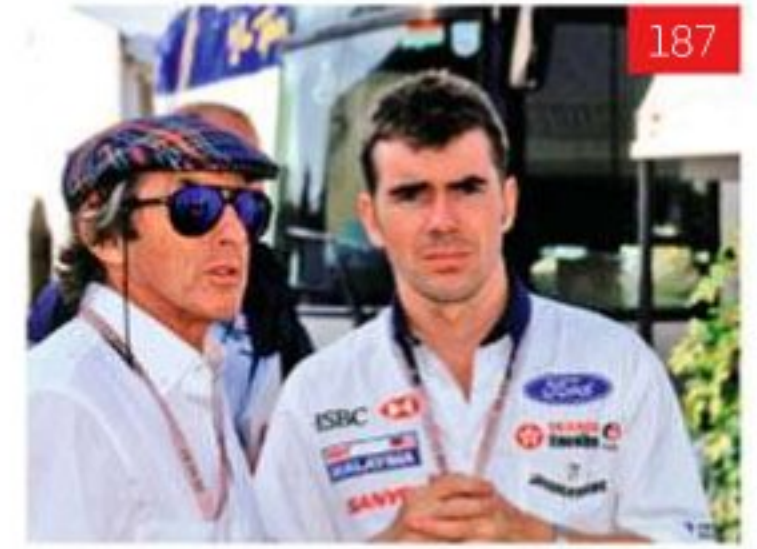


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MOMENTS THAT HAVE ROCKED OUR SPORT

They shocked, they amazed, they made us laugh, they made us cry. These are the top 200 amazing races, mega overtakes, political spats and occasional tragedies that have shaped F1 - and *F1 Racing* - since the magazine's launch in 1996



200 Chinese GP 17/04/11
Despite a dodgy KERS, Mark Webber storms from 18th to an incredible third. There are 85 overtaking moves, 15 of which are down to the Aussie.

199 Australian GP 10/03/96
After 11 years in Adelaide, the Australian GP gets a new home: Melbourne's picturesque Albert Park.

198 Japanese GP 13/10/02
Takuma Sato sends the home crowd into a frenzy with fifth at Suzuka. He becomes the first Japanese driver to score points in five years.

197 Hungarian GP 01/08/10
Aged 19 years and 125 days, Jaime Alguersuari becomes the youngest driver to start a GP, breaking a record held by Mike Thackwell for 29 years.

196 San Marino GP 15/04/01
Ralf Schumacher takes his debut F1 victory. It's also a first win for BMW – who returned to F1 21 races earlier with Williams – and for Michelin, four races into their F1 return.

195 Monaco GP 28/05/11
Exiting the tunnel at 180mph, Sergio Pérez loses control of his Sauber and slams sideways into the Nouvelle Chicane barriers. Blurred vision rules him out of two races.

194 London 14/02/97
In a distinctly un-Ron-Dennis-like move, McLaren book the Spice Girls to help launch the MP4/12 at the historic Alexandra Palace.

193 British GP 13/07/97
Alex Wurz, standing in for Gerhard Berger at Benetton, finishes third in his third F1 outing, which helps earn him a drive with the team for 1998.

192 Paris 06/02/02
Alain Prost bought Ligier in 1997, renaming it Prost GP. The team gradually slips back until, in early 2002, they are declared bankrupt.

191 Canadian GP 12/06/03
In an FIA press conference, after a dispute over a fighting fund for non-manufacturer teams, Minardi owner

Paul Stoddart threatens to reveal parts of the hush-hush, never-seen-by-the-press Concorde Agreement.

190 Monaco GP 23/05/04
Fernando Alonso crashes his Renault on the tunnel exit. As the mangled car slides backwards down the hill towards the chicane, Alonso calmly gives Ralf Schumacher (who he'd been trying to pass) the finger.

189 French GP 02/07/04
Max Mosley announces he will resign from the FIA presidency later in the year. He rescinds his decision 16 days later at the request of the FIA Senate and is then re-elected.

188 Italian GP 13/09/09
Brawn GP score four one-twins in 2009 but this is the only time Rubens Barrichello finishes at the front of one, taking his final Formula 1 win.

187 Milton Keynes 19/12/96
Three-time world champion Jackie Stewart and son Paul launch Stewart GP off the back of their successful

junior racing team. It lasts for three years before being bought by Ford and rebranded as Jaguar.

186 Australian GP 09/03/97
Bridgestone enter F1, breaking Goodyear's lengthy monopoly. They supply five smaller teams but enjoy an advantage at some tracks and take several podiums.

185 Belgian GP 11/09/05
There is a definite comic element to Michael Schumacher's public dressing down and helmet slapping of Takuma Sato after the BAR driver punts him out of the race.

184 Australian GP 06/03/05
Jordan team principal Colin Kolles briefly dons a Burberry hat and is instantly christened 'Chavski'. "I only wore it because I had sunburn and Burberry was the only shop in the hotel," pleads the former dentist.

183 Monaco GP 23/05/04
Christian Klien has a very expensive crash on the first lap of the race. To

promote a film, the nose of his car is adorned with \$250,000 of diamonds – one of which goes missing...

182 Turkish GP 27/08/06

Race organisers incur the wrath of the FIA by inviting Mehmet Ali Talat, president of the unrecognised state of the Turkish Republic of Northern Cyprus, to present a trophy. A \$5million fine swiftly follows.

181 Canadian GP 15/06/97

Prost's Olivier Panis breaks both legs after losing control and spearing into a concrete barrier. The Frenchman misses seven races but still manages ninth in the points.

180 Belgian GP 30/08/09

With a 'lucky' dead rabbit stuck in his sidepod, Giancarlo Fisichella guides his slippery Force India to a famous pole. Only an on-form Kimi Räikkönen can keep him from the win, but the Italian still manages a second place.

179 Australian GP 14/03/10

Tony Fernandes brings the Lotus name back to F1 with his new-for-2010 team and quickly becomes embroiled in an unedifying squabble over naming rights.

178 German GP 01/08/99

"When you have a crash like that, it gives you a few more grey hairs." This is Mika Häkkinen's take on the spectacular 190mph rear tyre blowout that sends his McLaren spinning into the barriers at Hockenheim.

177 German GP 01/08/99

Ferrari super-sub Mika Salo lets team-mate Eddie Irvine into the lead, simultaneously improving Irvine's title chances while ruining his best chance of ever winning a GP.

176 US GP 28/09/03

"It's totally unacceptable," fumes Patrick Head after Williams duo Ralf Schumacher and Juan Pablo Montoya collide. "We had Piquet and Mansell for two years and they never hit each other because they used their brains."

175 French GP 04/07/04

Ferrari and Michael Schumacher win a race they have no right to by using a four-stop strategy. Such is Michael's speed in a light car that Alonso's Renault can't match him.

174 Paris 23/04/04

With Michael Schumacher en route to a fifth consecutive title, the FIA proposes technical changes to cut costs and increase competition by stifling technical creativity.

173 British GP 11/07/04

The suspension on Jarno Trulli's Renault fails as he exits Silverstone's super-quick Bridge corner. The car pitches into the gravel and rolls, but the Italian emerges unhurt.

172 Monaco GP 16/05/10

Mark Webber and Sebastian Vettel 'do an Ascari' and launch themselves into the Monaco harbour to celebrate a Red Bull one-two.

171 Japanese GP 10/10/04

Typhoon Ma-on wreaks havoc over Suzuka on the Saturday, sending everyone scuttling away from the track, which means qualifying and the race have to be held on the Sunday.

170 Australian GP 27/03/11

After four years of Bridgestones, Pirelli become F1's sole tyre suppliers, promising to bring exciting racing to F1. Two seasons in and they've been as good as their word.

169 Hungarian GP 26/07/09

McLaren were never in contention for the 2009 title, but Lewis Hamilton becomes the first man to win in a KERS-assisted car.

168 Abu Dhabi GP 01/11/09

The Yas Marina circuit hosts its first GP, and the colour-changing, track-spanning Yas Hotel and a twilight race ensure that the GP is one of the most spectacular on the calendar.

167 French GP 20/07/02

They're quick enough to make the grid in the first two sectors, but Arrows' Heinz-Harald Frentzen and Enrique Bernoldi are four seconds off the pace in the final sector. The team are crippled by financial troubles, so it's widely held that they've opted to save money by failing to qualify.

166 Geneva 10/08/04

Jenson Button wants to return to Williams for 2005 rather than stay with BAR. He signs for Williams but F1's Contract Recognition Board decides in BAR's favour.



165 Australian GP 29/03/09
After 11 years of grooves and graining, F1 reintroduces slicks. Meanwhile, despite electric shocks in testing, KERS makes its debut.



164 Monaco GP 23/05/04
Jarno Trulli completely nails his lap for his first career pole. He blitzes the start and the Trulli train can't get past, letting Jarno claim his only win.



163 Monaco GP 31/05/03
Button is knocked unconscious after crashing his BAR into the barriers at a brisk 185mph. He spends a night in hospital but misses just one race.



162 Chinese GP 16/04/10
Sébastien Buemi gets a shock when he brakes at the hairpin and both front wheels on his Toro Rosso pop off. Suspension failure is blamed.

161 German GP 03/08/03
Räikkönen and Montoya give viewers an epic, wheel-banging duel. Both drivers run off track, with Montoya ultimately winning their battle. →



160

160 Australian GP 09/03/03

It had been around for years, but the Head and Neck Support system (HANS device), designed to reduce the risk of neck and skull fractures in accidents, is finally made mandatory.



157

159 Germany 21/03/00

German media company EM.TV buy 50 per cent of F1 for £1.1billion. They had previously bought the *Muppets* franchise leading to amusing "F1 run by muppets"-type headlines.



155

158 European GP 21/07/07

With five minutes left in qualifying, Lewis Hamilton turns into the Nürburgring's flat-out 'Schumacher S' only to have his front-right wheel fail. He's pitched into the gravel then takes off and lands in the tyre barrier.

157 Australian GP 03/03/02

After spending a year gallivanting around the world with their test car, Toyota finally take to the grid and score points. Sadly, their millions of dollars would never stretch to a win.



152

156 Italian GP 06/08/06

BMW's decision to replace Jacques Villeneuve with Robert Kubica is soon justified. A DNQ in Hungary means the Pole loses points he should have scored on his debut, but by his third race at Monza he's on the podium.



151

155 San Marino GP 27/04/97

Heinz-Harald Frentzen scores his only win for Williams by holding off Michael Schumacher's Ferrari. He goes on to win two more races, both of them for Jordan in 1999.



148

154 Monaco GP 27/05/12

Schumi shows there's life in the old dog yet by storming to the fastest time in qualifying, but a previous misdemeanour drops him to sixth on the grid. The GP itself produces the closest top-five Monaco finish ever.



147

153 Japanese GP 14/10/01

After 16 seasons, F1 bids farewell to Benetton as the former champions are rebranded as Renault. The French car firm buys the squad in 2000 for a reported \$120million.

152 Barcelona 16/01/00

19-year-old Jenson Button cuts short his holiday in Mexico for a test with Prost GP. It goes well and a month



123

later, he takes on Bruno Junqueira in a shoot-out for the vacant Williams seat – and wins.

151 Italian GP 16/09/01

Friday practice takes place three days after the 9/11 terrorist attacks in the USA and, as a mark of respect, Ferrari race with black nosecones.

150 Japanese GP 12/10/03

Jacques Villeneuve realises he won't be offered a BAR contract for 2004 and, in a fit of pique, he skips this final race of the season. He is replaced by home boy Takuma Sato.

149 Australian GP 06/03/05

Red Bull hire McLaren stalwart David Coulthard to lead their team. The Scot's fourth on the team's debut proves a loud enough entrance.

148 US GP 20/06/04

Ralf Schumacher has a lucky escape when he slams backwards into the banking at Indy at 195mph, with at least 70G deceleration on impact.

147 Birmingham 09/01/99

BAR launch their debut car with two liveries to reflect two different tobacco brands. Declared illegal by the FIA, they end up running the awful 'zip fastener' half-and-half car.

146 London 2005-2006

Over the winter months, Bernie Ecclestone relinquishes financial control of F1 to CVC Capital Partners, although he retains day-to-day control through his FOM role.

145 Australian GP 07/03/04

The most distinctive car of 2004, the 'walrus nose' Williams FW26 is designed to increase airflow under

the nose. The concept fails to make the car a world-beater and it is changed by Hungary.

144 Brazilian GP 06/04/03

Having finished a chaotic race on fire in the pitlane, Jordan's Giancarlo Fisichella is declared the winner, having been leading when the red flag came out. He receives his trophy two weeks later at Imola.

143 Canadian GP 07/06/98

Benetton's Alex Wurz is launched into a series of rolls after several cars clash into Montréal's tight Turn 1. Alesi, Trulli and Herbert also end up in the gravel before sprinting back to the pits with Wurz for spare cars.

142 Abu Dhabi GP 01/12/09

They arrive, spend a lot of cash but, at the end of 2009, they leave. Yet Toyota and BMW take just one win between them (Canada 2008, BMW).

141 European GP 26/10/97

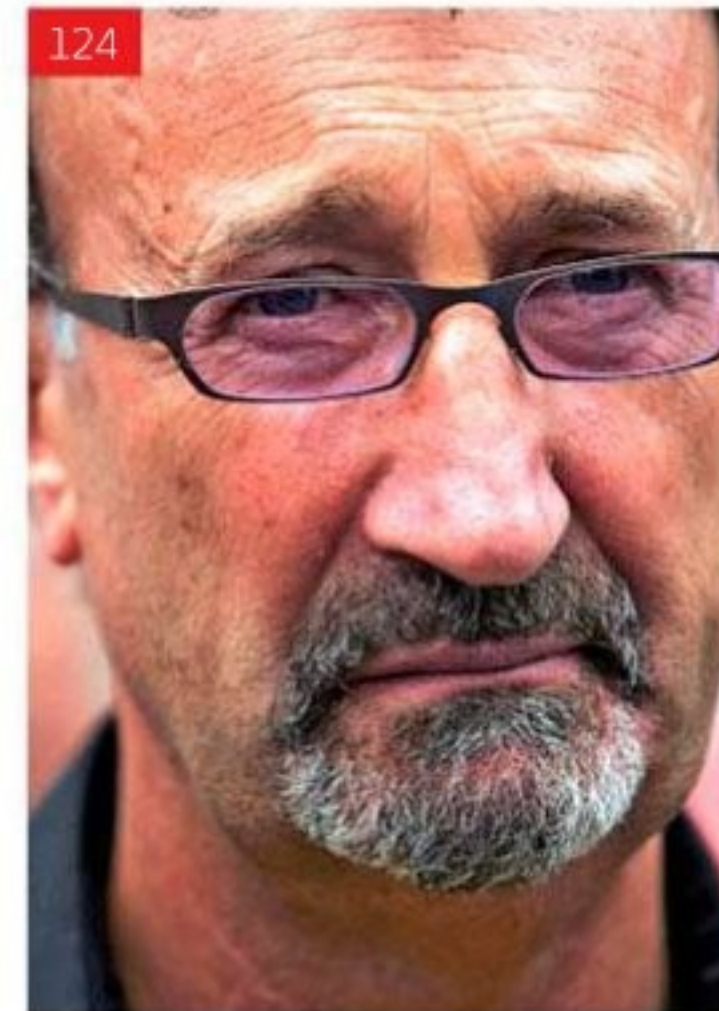
Mika Häkkinen takes his first win ahead of McLaren team-mate David Coulthard and Williams' Jacques Villeneuve at Jerez. Rumours that the two teams agreed the finishing order cannot be substantiated.

140 Austrian GP 26/07/98

Jarno Trulli sensationally leads for Prost after Bridgestone luck into a tyre advantage. He's overhauled for the lead, but looks set for P2 until his engine expires 13 laps from home.

139 Chinese GP 15/04/12

Nico 'Britney' Rosberg has long had one of F1's best nicknames but, until China, he'd never had the best car. On his 111th GP attempt, he delivers Mercedes' first win in 56 years.



138 Milton Keynes 15/11/05

Just hours before the deadline for Jaguar to wind up after Ford pulls the plug, energy drink brand Red Bull saves the team by buying them, reportedly for a nominal £1.

137 San Marino GP 24/04/05

Red Bull stun F1 by turning up with their gargantuan Energy Station, which redefines the F1 motorhome. It takes nine trucks to transport it and 40 men three days to erect it.

136 US GP 30/09/01

Mika Häkkinen turns in a vintage display at the US GP – the first major international sporting event in the USA since 9/11. It's his last F1 victory.

135 Japanese GP 12/10/97

Champion-elect Jacques Villeneuve ignores yellow flags in practice and is dropped from pole to the back of the grid. On appeal, he starts from pole to finish fifth, but is then disqualified.

134 Munich 2005

After a bout of public mud-slinging with Williams, BMW confirm their jump to fully fledged F1 constructor with the purchase of Sauber. They stay in the sport until the end of '09.

133 Chinese GP 26/09/04

Left without a drive for 2004, Jacques Villeneuve returns with Renault for the final three races when Jarno

Trulli announces he is off to Toyota. Despite 'promising' testing, JV fails to score a single point.

132 Japanese GP 13/10/02

Allan McNish loses control of his Toyota out of Suzuka's fearsome 130R and hits the barriers at 180mph, punching a hole in the Armco and halting qualifying for over an hour.

131 Italian GP 14/09/03

Michael Schumacher completes the Italian GP at an average speed of 153.84mph, eclipsing the record set there by Peter Gethin in 1971.

130 Milton Keynes 2000

Having started his own F1 team back in 1997, Jackie Stewart sells it three seasons later to engine partner Ford, who retain the Milton Keynes HQ.

129 European GP 29/06/03

Was it a brake-test or was Fernando Alonso struggling with grip? David Coulthard's gravelly exit from the race is felt by some to be down to Alonso braking earlier than usual. The stewards' verdict? Not guilty.

128 Canadian GP 10/06/07

In a battle between Fernando Alonso in a McLaren and Takuma Sato in a lowly Super Aguri, there could only be one winner... couldn't there? Not so, as the plucky Japanese driver dives past into Montréal's final chicane.



127 Italian GP 08/09/96

Michael Schumacher sends the *tifosi* wild with the first Ferrari victory at Monza in eight years. He inherits the lead after Damon Hill hits a tyre stack at the chicane and retires.

126 Australian GP 10/03/96

There's a monumental first-lap shunt when Martin Brundle collides with David Coulthard's McLaren and barrel rolls into the gravel. The impact splits the golden Jordan in two.

125 Japanese GP 01/10/98

Mika Häkkinen races to his first world title after main rival Michael Schumacher stalls on pole, has to start last and then retires.

124 Brazilian GP 24/10/04

After 15 seasons, four wins and a lot of laughs, Eddie Jordan sells Jordan GP to the billionaire Alex Shnaider.

Sold in late 2004, the team retains the Jordan name for 2005 only.

123 Belgian GP 16/09/07

After falling out big time over 'Spygate', Ron Dennis and Max Mosley take to the steps of the McLaren motorhome at Spa for an awkward, gritted-teeth handshake.

122 Japanese GP 31/10/99

Ferrari miss out on the drivers' title with Eddie Irvine, but scoop their first constructors' crown in 16 years thanks to Schumacher's Suzuka win.

121 Italian GP 10/09/06

Seldom has a stewards' decision been more bewildering than the five-place grid-drop given to Fernando Alonso at Monza in 2006 for 'blocking' Ferrari's Felipe Massa. "I don't consider F1 any more a sport," is Alonso's seething response. →



PHOTOS: LAT, LAT ARCHIVE; GETTY IMAGES

120 Brazilian GP 24/10/04

After five mediocre seasons in F1, Jaguar drivers Mark Webber and Christian Klien collide spectacularly at the team's final race in Brazil.

119 Belgian GP 29/08/99

BAR's Jacques Villeneuve and Ricardo Zonta dare each other to take Eau Rouge flat-out with disastrous results. Villeneuve shunts first and just minutes later, Zonta rolls.

118 Monaco GP 19/05/96

Schumi crashes, Hill's engine blows up, Alesi breaks down and only four cars are running at the end of the GP, which is won by Ligier's Olivier Panis.



117 British GP 10/07/11

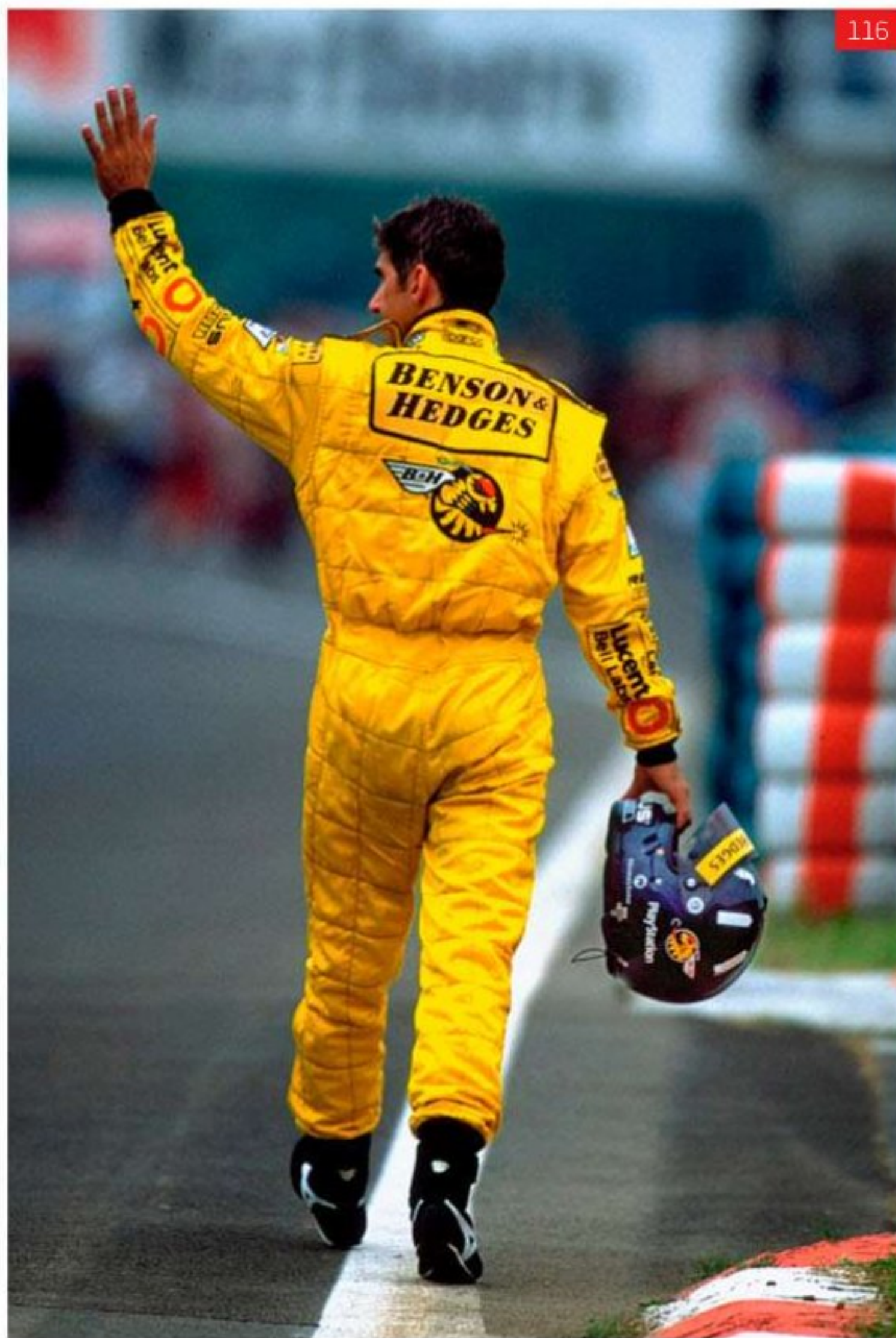
Alonso seizes victory on the 60th anniversary of Ferrari's first GP win, while Hamilton makes a wheel-banging pass on Massa for fourth.

116 Japanese GP 31/10/99

After 115 starts, 22 wins and one world title, Damon Hill retires from the sport after spinning his Jordan.

115 Australian GP 03/03/02

Mark Webber – the first Australian to start his home GP in eight years – has locals reaching for a celebratory



'tinny' by keeping Mika Salo's Toyota behind his Minardi to take fifth.

114 US GP 29/09/02

After enraging fans in Austria, Schumacher and Ferrari stage-manage another finish, this time letting Barrichello nip across the line a few centimetres ahead. Farcical.

113 Monaco GP 24/05/09

Overwhelmed at winning, Jenson Button parks his Brawn in the wrong

place and sets off on a triumphant, wide-eyed jog down the pit straight towards the podium.

112 Australian GP 04/03/01

Kimi Räikkönen, aged 21 and with just 23 car races under his belt, grabs an unlikely sixth on his F1 debut with Sauber. Rumour has it, he was fast asleep 30 minutes before the start.

111 Belgian GP 28/08/11

Adrian Newey let his emotions show after Red Bull's one-two at Spa, when camber-related tyre wear puts



He finishes eighth, becoming the youngest driver ever to score a point

108 Monaco GP 11/05/97

Jackie Stewart weeps on the pitwall as Rubens Barrichello comes second in Stewart GP's fifth race.

107 French GP 02/07/00

David Coulthard flips Schumi the bird after the Ferrari driver blocks the Scot's pass at Magny-Cours' Adelaide Hairpin. DC eventually wins.

106 Spanish GP 02/06/96

Michael Schumacher drives a superb race at a sodden Barcelona circuit to score his first win for the Scuderia. He laps everyone up to third place.

105 Malaysian GP 17/10/99

Hermann Tilke unveils his first F1 circuit in Sepang to universal acclaim. Schumi is back after breaking a leg and helps team-mate Irvine win.

104 France 03/05/00

David Coulthard escapes death when the Learjet he is travelling in crash-lands, killing the pilot and co-pilot.

103 Australian GP 04/03/01

Tragedy strikes when Villeneuve's BAR hits Ralf Schumacher's Williams and sheds a wheel, which strikes and kills marshal Graham Beveridge.

102 Italian GP 10/09/00

On the first lap at Variante della Roggia, two incidents result in a stray wheel striking and killing fire marshal Paolo Ghislimberti.

101 Brazilian GP 26/03/00

Aged 20, Jenson Button, in his second race, finishes sixth to become F1's youngest point-scorer. →

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100 Monaco GP 28/05/06

Avert your eyes! To celebrate David Coulthard's podium, Christian Horner leaps into the swimming pool wearing nothing but a Superman cape.

99 Italian GP 14/09/03

Juan Pablo Montoya monsters his FW26 around Monza at an average speed of 162.9mph – the fastest lap in F1 history. Sadly, he sets it in Q1.

98 Australian GP 09/03/03

One-lap, shoot-out-style qualifying is introduced to spice things up, but doesn't work as cars must qualify with their race fuel. It's binned in 2004.

97 Australian GP 04/03/01

Fresh-faced Fernando Alonso, makes his debut GP start with Minardi in Australia. He qualifies nearly three seconds faster than team-mate Tarso Marques and finishes 12th.

96 Canadian GP 10/06/01

The Schumacher brothers make history by finishing first (Ralf) and second (Michael) in Canada. They repeat the feat two races on in France, but with positions reversed.

95 Bahrain GP 04/04/04

F1's first sojourn in the Middle East is a success, despite initial fears about terrorism, and viewing figures for the race are impressive as well.

94 Valencia 02/02/06

It is the stuff of Italian race fans' dreams: Valentino Rossi swaps his motorcycle leathers for red Nomex for three days of testing with Ferrari. He sets a lap only half a second shy of Schumi's marker, but chooses to stick with two wheels. A great shame.

93 Brazilian GP 06/04/03

A chaotic race is halted 17 laps early when Mark Webber has a shunt in his Jaguar at the final corner. Alonso's Renault hits the debris, creating an even more spectacular accident.

92 Bahrain GP 03/04/05

When is a tennis injury not a tennis injury? When it's sustained on a motocross bike. It's suggested that this is the real cause of the shoulder injury that means Juan Pablo Montoya misses two GPs in 2005.

91 British GP 11/07/99

Michael Schumacher suffers a brake failure at the end of the Hangar Straight on the first lap and spears

into the barriers. His right leg is broken, causing him to miss six races.

90 Bahrain GP 14/03/10

As if his first F1 grand prix in three years isn't momentous enough, Michael Schumacher's comeback is with Mercedes, starting their first race as a constructor since 1955.

89 Canadian GP 10/06/01

Having dragged his Prost from 16th to fifth, Jean Alesi does a donut then hurls his helmet – complete with pricey radio gear – into the crowd.

88 Monaco GP 15/05/10

Poland's Robert Kubica blends deft car control and considerable street smarts to claim pole position. F1 remains a poorer place without him.

87 Belgian GP 02/09/01

Eddie Irvine turns across the front of Luciano Burti's Prost into Spa's flat-out Blanchimont corner, sending him head-first into the barriers at speed. He miraculously cheats death.

86 Indian GP 30/10/11

In how many other countries could you expect to see an elephant drinking from a river en route to the track? Local flavour helps make the debut Indian race a hit and Tilke's track design is pretty good, too.

85 French GP 06/07/03

Jenson Button and Jacques Villeneuve have to sit out P1 when the police impound their BAR cars over an alleged unpaid bill. They are eventually released in time for P2.

84 Chinese GP 19/04/09

Red Bull's first F1 victory just over three years ago, is taken by Sebastian Vettel. He's been backed by the drinks firm for many years and leads home team-mate Mark Webber in atrocious conditions in China.

83 London 07/07/04

F1 goes to Regent Street as a build-up to the 2004 British GP, with British drivers to the fore. Cue calls for a London GP, which the then-London-mayor Ken Livingstone says could happen by 2007. We're still waiting...

82 Turkish GP 26/08/07

Sebastian Vettel's first appearance in F1 practice doesn't bode well. He



is fined \$1,000 for exceeding the pitlane speed limit, nine seconds after leaving the garage.

81 German GP 29/07/01

Luciano Burti goes flying after vaulting Schumi's Ferrari. He lands upside down before rolling the right way and skipping through the gravel.

80 Canadian GP 08/06/08

Robert Kubica leads home team-mate Nick Heidfeld to take a maiden F1 victory. It's BMW-Sauber's first taste of success, which leaves the Pole sitting atop the world championship standings after seven rounds.

79 Woking 19/12/05

Having just received his world championship trophy, Renault star

Fernando Alonso delivers his own Christmas cracker by announcing he's to join McLaren for 2007.

78 Abu Dhabi GP 14/10/10

Sebastian Vettel becomes F1's youngest champion as a furious Fernando Alonso gets stuck behind Vitaly Petrov. Helmut Marko has never looked happier.

77 Japanese GPs 2007 & 2008

Lewis's great wet-weather win, Kubica and Massa's ding-dong final-lap battle, Vettel crashing his Toro Rosso into Webber's Red Bull. It all happens over two mega GPs at Fuji.

76 German GP 12/07/09

Webber's drive to his first F1 win proves why he's deserving of his Twitter handle @AussieGrit. At the Nürburgring, he scythes through the field after a drive-through penalty.



75 Barcelona 04/03/12

After two years spent (mostly) crashing rally cars into ditches, Finnish choc-ice enthusiast Kimi Räikkönen returns to F1 with Lotus.

74 Austrian GP 12/05/02

Takuma Sato steers his Jordan into the A1 Ring's hairpin, unaware that he's about to be harpooned by Nick Heidfeld's out-of-control Sauber.

73 Italian GP 11/09/11

Vettel silences critics who say he can't overtake, with an around-the-outside pass on Alonso through Monza's Curva Grande.

72 Spanish GP 12/05/06

McLaren's Ron Dennis suggests giving water pistols to drivers on

track walks to spice up F1. "Not all my ideas were so silly," he says when handed one at a press conference.

71 Hungarian GP 24/08/03

Before Vettel broke his record, Alonso becomes F1's youngest ever winner, aged 22, in Budapest.

70 Chinese GP 26/09/04

After a false start at Zhuhai, China hosts its first GP in 2004 on a Tilke-designed track in Shanghai. The track is decent, but lacks spectators.

69 Canadian & US GPs 2007

Rookie Lewis Hamilton follows his first win in a Safety-Car-interrupted Canadian GP with a mature drive to victory at the US GP, seven days later.

68 Brazilian GP 07/11/10

Take a greasy Interlagos track, a set of slicks, a talented rookie and what

after taking a stop-go penalty on the last lap of the race.

64 Italian GP 14/09/08

Rain hits Monza and out of the spray Sebastian Vettel emerges as F1's youngest pole-sitter and race winner. That he does it in a Toro Rosso makes it all the more remarkable.

63 Malaysian GP 21/03/04

Starting his fifth season in F1, Jenson Button had yet to manage a podium. He changes that here by passing Rubens Barrichello and Kimi Räikkönen to finish third.

62 European GP 26/09/99

Title contender Eddie Irvine is left sitting in the pitlane with three wheels on his wagon as Ferrari inexplicably bring out only three wet tyres for his pitstop. The bungle drops him out of the points



PHOTOS: LAT; ARCHIVE; GETTY IMAGES

60 Belgian GP 28/08/11

Mark Webber makes a ballsy pass on Fernando Alonso as the Ferrari emerges from the Spa pitlane. He tucks inside the Spaniard at the 180mph-plus entry to Eau Rouge.



59 Chinese GP 18/04/10

Fernando Alonso puts team-mate Felipe Massa firmly in his place with a lunge up the inside into the pitlane, which leaves the Brazilian on the grass. It's the mark of a true racer.

58 Canadian GP 08/06/08

Lewis Hamilton drives into the back of Kimi Räikkönen's Ferrari, having failed to spot him observing a red light at the end of the pitlane. Ever the Iceman, Kimi retains his cool.

57 Belgian GP 02/09/12

A modern classic that starts with a jump-starting Maldonado then a flying Grosjean, who wipes out Alonso and Hamilton. Kimi swipes Schumi into Eau Rouge and Jenson takes a sublime win from pole.

56 Hungarian GP 04/08/07

In qualifying, Fernando Alonso sits in the McLaren pit box, preventing team-mate Lewis Hamilton from having a run at his pole. The stewards are not amused and Alonso is dropped from pole to sixth.

55 British GP 23/04/00

The British GP is switched from its traditional July date to April with disastrous consequences. Car parks turn to mud baths and fans are ordered to stay away, although David Coulthard's win gives the plucky British crowd something to cheer.

54 Australian GP 18/03/07

Hamilton launches his F1 career with a bang, blasting away at the start



and holding off experienced team-mate Fernando Alonso in the early stages, before briefly taking the lead then finally finishing third.

53 US GP 24/09/00

Indianapolis joins the F1 calendar as host of the United States GP. The famous banked super speedway section – which the cars tackle in the opposite direction – is fantastic. The fiddly infield section less so.

52 Brazilian GP 01/04/01

Juan Pablo Montoya brings the Interlagos crowd to their feet with a monumental lunge up the inside of Michael Schumacher's Ferrari into Turn 1. He's then taken out by backmarker Verstappen.

51 British GP 11/07/10

There's bother at Silverstone when Seb Vettel is given the new-spec front wing from Red Bull team-mate Mark Webber's car. The annoyed Aussie responds by winning the race and declaring over the radio: "Not bad for a number-two driver."

50 European GP 26/09/99

Johnny Herbert and Rubens Barrichello score a dramatic one-



three for Stewart GP in a chaotic, rain-afflicted race at the Nürburgring. Coulthard and Fisichella both spin out of the lead to give Sir Jackie's team their first and only win.

49 Australian GP 29/03/09

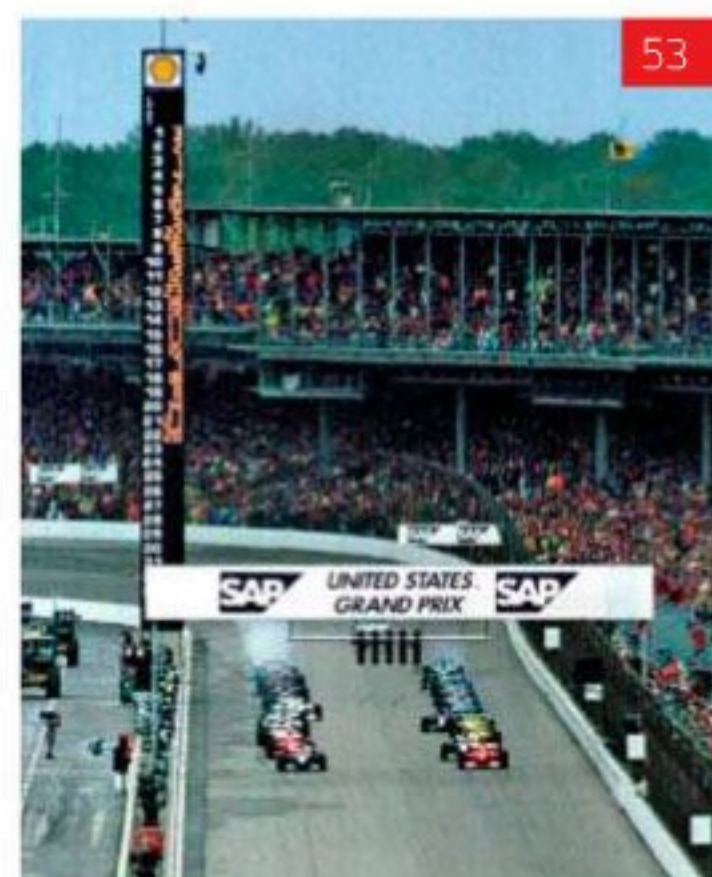
Trulli goes off under the Safety Car and is passed by Hamilton. McLaren mistakenly tell Hamilton over the radio to let Trulli re-pass, but deny this to the stewards post-race. In the aftermath, McLaren sack sporting director Dave Ryan and Lewis apologises for his transgressions.

48 Brazilian GP 22/10/06

With his title hopes mathematical, Schumi gives his all in his last Ferrari race. Dropped to 19th by a puncture, his recovery to fourth is stunning. Such is his pace, he reckons he could have won and lapped the entire field.

47 Singapore GP 28/09/08

Racing through the streets of one of the world's most spectacular cities? At night? Oh, go on then. Singapore hosts its action-packed debut – Massa leaves the pits with his fuel hose snaking behind him, while Nelson Piquet Jr shunts bizarrely. More on that later...



46 Belgian GP 07/09/08

What could be better than two of F1's best drivers doing battle on arguably F1's greatest track? Hamilton ultimately won his duel with Räikkönen, but a post-race penalty handed victory to Massa.

45 Italian GP 10/09/06

It was the announcement we'd all been waiting for. After winning the race, Schumi, F1's most successful driver, gets teary as he confirms his retirement from the sport. But, as we now know, he'd be back...

44 European GP 27/06/10

Mark Webber proves that Red Bull really does give you wings by launching skywards over Heikki Kovalainen's Lotus at Valencia. Despite flying upside down at 160mph, he emerges unscathed.

43 British GP 21/06/09

F1 comes close to splitting into two rival championships as acrimony between the teams and the FIA comes to a head at Silverstone. The teams secretly meet at Renault's factory while FIA President Max Mosley helpfully calls them 'idiots'.

42 Italy 06/02/11

F1 fans around the world hold their breath as news of the severity of Robert Kubica's life-threatening crash at the Rally di Andora filters through. The fact that this year's Renault is so good only makes it harder to see him sidelined.

41 British GP 06/07/08

In conditions better suited to powerboats, Lewis Hamilton gives a masterclass in wet-weather racing to win his home GP. No one looks less comfortable than the Brit's title rival, Felipe Massa, who spins five times. →



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40 Italy 2009

Having won the 2007 title, Kimi Räikkönen spends two years convincing Ferrari that Felipe Massa is the better long-term bet. The team buys out Kimi's contract and signs some chap called Fernando instead...

39 Australian GP 10/03/97

Mika Häkkinen returns to the grid in Melbourne less than four months after being critically injured at the 1996 Australian GP. He's still as quick as ever, qualifying over a second ahead of team-mate Coulthard.

38 Portuguese GP 22/09/96

F1 rookie Jacques Villeneuve outrageously passes Michael Schumacher around the outside of Estoril's high-speed final corner. "He asked in testing if it was possible and we all looked at him and thought 'this guy's either joking or he's completely mad,'" recalls Damon Hill.



37 Hungarian GP 26/07/09

Felipe Massa suffers a head injury when he's hit by a spring from Rubens Barrichello's Brawn. The impact is equivalent to a bag of sugar striking him at 160mph. He's never been the same driver since.

36 Austrian GP 21/09/97

F1 Racing publishes an exclusive snap by our photographer Darren Heath, exposing McLaren's secret second brake pedal. 'Brake steer' is used to control the rear brakes, letting Häkkinen and DC manually control wheelspin out of corners.

35 Italian GP 10/09/00

Schumi breaks down in tears when he's asked how it feels to equal Ayrton Senna's tally of F1 wins during an awkward Italian GP post-race press conference. Chief rival Mika Häkkinen wraps a consoling arm around the German's shoulder.



to seal the 2009 title. A notable highlight is his ding-dong duel with F1 debutant Kamui Kobayashi.

32 Spanish GP 13/05/12

Pastor Maldonado brilliantly withstands Fernando Alonso's onslaught to win his debut GP and Williams' first in eight years. But the celebrations are unfortunately cut short as a fire rips through the team's garage post-race.

31 Hungarian GP 10/08/97

Damon Hill nearly pulls off the mother of all shock wins in his lowly Arrows, having enjoyed a big tyre advantage in Hungary. Hill passes old nemesis Schumacher and leads Villeneuve's Williams before a throttle problem drops him down to second.

30 Australian GP 08/03/98

At the 1998 Australian Grand Prix, David Coulthard lets his McLaren team-mate Mika Häkkinen into the lead having made a pre-race agreement with him that whoever leads into the first corner will not be challenged for the win.

29 Canadian GP 10/06/07

This accident is a real heart-in-mouth moment. Robert Kubica's enormous Montréal crash in 2007 destroys his BMW-Sauber when he smashes into a wall and rolls on the run down to the hairpin. On this occasion he is extremely lucky to escape with only minor injuries.

28 European GP 29/05/05

New rules decree that one set of tyres must last the whole race. This leads to Kimi Räikkönen crashing out of the lead of the 2005 European GP on the last lap after a flat-spot-induced suspension failure.

27 Australian GP 10/03/96

French-Canadian youngster Jacques Villeneuve claims a stunning debut pole in Melbourne and nearly defeats his experienced team-mate Damon Hill the next day. It's only when he's





33

told to slow down due to low oil pressure that he drops behind Hill.

26 Italian GP 12/09/99

Mika Häkkinen is inconsolable after spinning out of the Italian GP lead at Monza's first chicane. Having flung his steering wheel out of the car, he theatrically throws his gloves on the ground before going to sob behind a guardrail.

25 Monaco GP 28/05/06

With his qualifying time looking good enough for pole at the notoriously difficult-to-overtake-on Monaco street circuit, Michael Schumacher conveniently 'loses control' at Rascasse, thus preventing Fernando Alonso from beating his time. Cynical gamesmanship, anyone?

24 Chinese GP 07/10/07

With two races to go, Lewis Hamilton's hopes of a debut title fade as McLaren inexplicably decide against pitting him until his tyres are threadbare. When he eventually pits, he slithers helplessly into the pitlane

gravel trap, effectively handing Kimi Räikkönen the title.

23 German GP 30/07/00

Rubens Barrichello blubs like a baby on the Hockenheim podium after taking advantage of rain and Safety Cars (one of which is caused by a disgruntled ex-Mercedes employee storming the track) to win his maiden GP from 18th on the grid.

22 San Marino GP 24/04/05

BAR-Honda are given a two-race ban after Jenson Button's car is found to be nearly 5kg underweight following the 2005 San Marino GP. The FIA deems that the team had been illegally using fuel as ballast. Tut tut.

21 Malaysian GP 05/04/09

A rainstorm of biblical proportions and fading light bring a premature end to the 2009 Malaysian GP and half points are awarded for the first time since 1991. Kimi Räikkönen, confident that the race won't restart, gets changed before grabbing a cooling choc ice. →



PHOTOS: LAT; LAT ARCHIVE; GETTY IMAGES



20 Turkish GP 30/05/10

It's the ultimate faux pas when Red Bull team-mates Vettel and Webber clash while contesting the lead of the Turkish GP. As Vettel makes 'crazy' gestures, Button and Hamilton race wheel-to-wheel for first place without making contact.

19 German GP 25/07/10

The most infamous radio message in the history of F1 goes like this: "Fernando is faster than you". Rob Smedley reminds Felipe Massa, in his inimitable Teeside drawl, of the small print in his Ferrari contract. Cue hysteria from the media and a \$100,000 fine for illegal team orders.

18 Canadian GP 12/06/11

Despite a two-hour delay due to rain, a record six Safety Cars, collisions with both his team-mate and Fernando Alonso and a puncture that drops him down to 21st, Jenson Button manages to snatch victory from Sebastian Vettel on the last lap of the race. Just stunning.

17 Japanese GP 13/10/96

"I've got to stop now because I've got a lump in my throat." These immortal words are uttered by Murray Walker as Damon Hill crosses the Suzuka finish line to win the Japanese GP and, with it, the 1996 world title.

16 Australian GP 29/03/09

Has there been a more heart-warming tale in F1 history than Ross Brawn saving the ailing Honda squad from demise and then leading them to a debut one-two? If there is we haven't read it. Mind you, some businessmen in a Japanese board room might not agree...

15 Austrian GP 12/05/02

To the dismay of the millions of fans who tune in to watch a 'race', Rubens Barrichello cedes victory to Ferrari

team-mate Michael Schumacher within metres of the Austrian GP finish. The buttock-clenching podium that follows is itself deserving of the \$1million fine that ensues.

14 Hungarian GP 06/08/06

In his 113th race, Jenson Button finally makes it to the top step of the podium. The Brit doesn't put a foot wrong in changeable conditions, inheriting the lead when Alonso's Renault sheds a tyre to take Honda's first win since 1967.

13 European GP 22/07/07

As first laps go, the 2007 European GP has everything. Debutant Markus Winkelhock leads at the end of it by a massive 33 seconds, having started from the pitlane on wets. Meanwhile, down at the Turn 1 river, cars spin into the gravel at will. Vitantonio Liuzzi is the luckiest, taking to the gravel backwards at 140mph before eventually coming to rest against a recovery tractor.

12 US GP 19/06/05

A spate of tyre failures force Michelin to advise their seven teams not to race on safety grounds. Ferrari, Jordan and Minardi (the Bridgestone teams) take the start with Schumacher winning in front of a rightly disgruntled crowd. Quite simply, a massive own goal.

11 European GP 26/10/97

Villeneuve, Schumacher and Frenzen set identical times in qualifying but the race is even more thrilling. Schumi, leading the championship by one point, deliberately crashes into title rival Villeneuve but only succeeds in eliminating himself. JV comes home third to take the crown.

10 British GP 20/07/03

It takes a man of somewhat questionable sense to run towards a pack of Formula 1 cars as they accelerate down Silverstone's 200mph Hangar Straight. We present you, dear reader, with defrocked Catholic priest Cornelius 'Neil' Horan. Subsequent exhibitionist moments have included an abortive attempt to disrupt the 2004 Epsom Derby, interfering with the 2004 Olympic men's marathon in Athens and appearing on *Britain's Got Talent*, dancing a soft jig in 2009.



9 Woking and Paris 2007

In a scandal that truly merits the '-gate' suffix, McLaren's Mike Coughlan is found guilty of receiving illicit technical information from Ferrari's Nigel Stepney, their arrangement having come to light, bizarrely, in the offices of a Woking photocopy shop. The FIA fines McLaren \$100million for their part in 'Spygate' and strips the team of their constructors' championship points. Coughlan is banned for two years, but has since returned to Formula 1 as Williams' technical director.

8 London 30/03/08

It's impossible to overstate the shock value of the *News of The World's* 30 March 2008 splash, which makes various lurid claims against then-FIA President Max Mosley. The revelations stun the F1 community

and damage Mosley's authority at a tense political moment. Three years on, in July 2011, he cannot conceal his satisfaction at the closure of the 168-year-old 'Screws'. 'Thank You & Goodbye' indeed...

7 Singapore GP 28/09/08

'Crashgate'... otherwise remembered as the day the hapless Nelson Piquet Jr, once a highly rated GP2 hotshoe, takes one for his team (Renault) and simultaneously torpedoes his F1 career. Team-mate Fernando Alonso wins the race thanks to a strategy based on cheating, for which team principal Flavio Briatore and tech chief Pat Symonds are later banned from the sport following an FIA investigation. An inglorious F1 moment with an amusing codicil 12 months later, when Romain Grosjean crashes his Renault (in practice and





unintentionally, rather than under team orders) within feet of Piquet Jr's 2008 transgression.

6 Japanese GP 08/10/00

As Jody Scheckter, Ferrari's last champion in 1979, inimitably put it: "Thank fuck for that". Yep, it's 21 years since a Ferrari driver has taken the drivers' crown and it is fitting that Schumi is the man who does it - a dauntless fighter, emblematic team leader and a sublime talent. His Japanese victory, and the title, had come after another classic duel with Häkkinen, continuing the eloquent racing dialogue they'd been having since 1997. Truly a clash of the titans.

5 Teddington 25/07/96

"Has Damon Been Dumped?" asks *Autosport's* July 1996 cover, in the magazine's proudest scoop. Ace



newsman [and *F1 Racing* contributor] Andrew Benson knows the Williams champion-elect has been sacked, but such is the sensitivity of the story that the mag's cover throttles back a tad. He is proved right in the week before the Italian GP when the dumping is made public. The move is classic, brutal Williams and Damon, forced to scabble for a 1997 drive, barely makes the grid for Arrows at the Melbourne season-opener. It's not often that the F1 media machine is stopped in its tracks, but this tale forces it to sit up and take notice.

4 Belgian GP 30/08/98

This is probably the most dramatic lap-one shunt F1 has ever seen. Triggered by DC during a very wet race, it involves 13 cars. An 18-car re-start with Damon Hill leading for Jordan follows. The Safety Car

comes out, then race-leader Michael Schumacher smacks the back of a cruising Coulthard, losing his right front wheel. ("OH GOD!" exclaims Murray Walker in an inspired moment of commentary). But there's more. Michael has an altercation with Coulthard in the pits, while the Jordans of Hill and Ralf Schumacher end up running one-two. Hill takes the team's first win after 126 GPs... it's his 22nd and final victory.

3 Brazilian GP 07/09/08

History records this as Lewis's first title and certainly partisan Brits remember it that way. But for ten seconds or so, as he crossed the line to win at home, Ferrari's Felipe Massa, who'd crushed team-mate Kimi Räikkönen all year, becomes world champion - to be crowned at Interlagos. Then Glock slips, Lewis

wiggles through to fifth and the drivers' title (McLaren's first since 1999) goes to Hamilton. Who can forget the tearful dignity of Massa's post-race interview? "I know how to win and I know how to lose. For sure I am very, very emotional." As are we all. Cruel. Agonising. Giddy. Inspiring.

2 Japanese GP 09/10/205

This one has it all. Rain-hit qualifying leaves the quick guys at the back (notably Renault's new champion Fernando Alonso and McLaren's Kimi Räikkönen). Then there's Fernando's 208mph pass outside Schumi into 130R. Then Kimi's last-lap swoop around Fisichella into T1 for the lead and win. It is an extraordinary, thrilling race - as enjoyable for the armchair fan as it is for the purist. And only something very special can nudge it from the top spot... →



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1

Mika takes the Michael: Belgian GP 27/08/00

This is so very much more than just an overtake. It is Formula 1 distilled to its purest essence. The two best drivers of the day – each at the time a two-time champ; one (Mika) chasing a treble; the other (Michael) aiming to break Ferrari's double-decade drivers' duck. Their respective teams – McLaren and Ferrari – are not only the season's quickest, but also F1's two greatest. The venue? F1's most majestic: Spa-Francorchamps.

A lap before the pass in question, the Silver Surfer has tried to best the Red Baron and receives an endplate-scuffing rebuff at 187mph. It




only spurs Häkkinen to a greater feat of derring-do: "I was able to turn that moment to my advantage," he recalls, "And of course, it gave me more courage to be able to say: 'Okay, you wanna play the game? Let's play the game.'"

So play it they do on the long run up to Les Combes, with an unwitting Ricardo Zonta separating Häkkinen from Schumacher, at 200mph into the wet-dry braking zone. "Eau Rouge was flat-out in sixth in qualifying," Mika remembers, "but in a race configuration it was not, because the tyres were knackered and the suspension was tired. But I said to myself: 'I'm going to have to do it flat-out, otherwise I'm never going to have enough speed to be able to overtake him.' So I went flat-out. Going through Eau Rouge – I will never forget this – I couldn't believe what a stress the whole machine was going through. I thought it was going to explode, the whole machine, and I was holding the steering wheel as hard as I could and keeping the correct line. I managed to get it right and as



soon as I was on the straight following Michael, I thought: 'That's it. Now I'm going to go for it,' and at the same time I could see Zonta in the distance and I thought: 'Okay, now I have a plan A and I have a plan B.' But when I actually did overtake, I was very worried because the inside line was wet but the racing line was dry and that was the line where

Michael was and I thought: 'If he's going to push now, there's no way I can brake as late as he can. I was hoping he would be so surprised that he was going to brake early and he was going to give up. And he did. It gave me just an unbelievable feeling.'

This was F1 racing at its purest. Unbelievable. Unforgettable. It still takes your breath away. 



GO FIGURE

F1 Racing is 200 issues old and a fair bit's happened over our 17 seasons in print...

27,564
pages in
200 issues



issues have featured Michael Schumacher on the cover – just beating Jenson Button at 28

289

Formula 1
grands prix
have been
covered by us



100
drivers have
started a
grand prix

laps
raced
17,913

3 different offices
for F1 Racing

38-42
Hampton
Road,
Teddington,
Middlesex

99
Waldegrave
Road,
Teddington,
Middlesex

Teddington
Studios,
Broom Road,
Teddington,
Middlesex

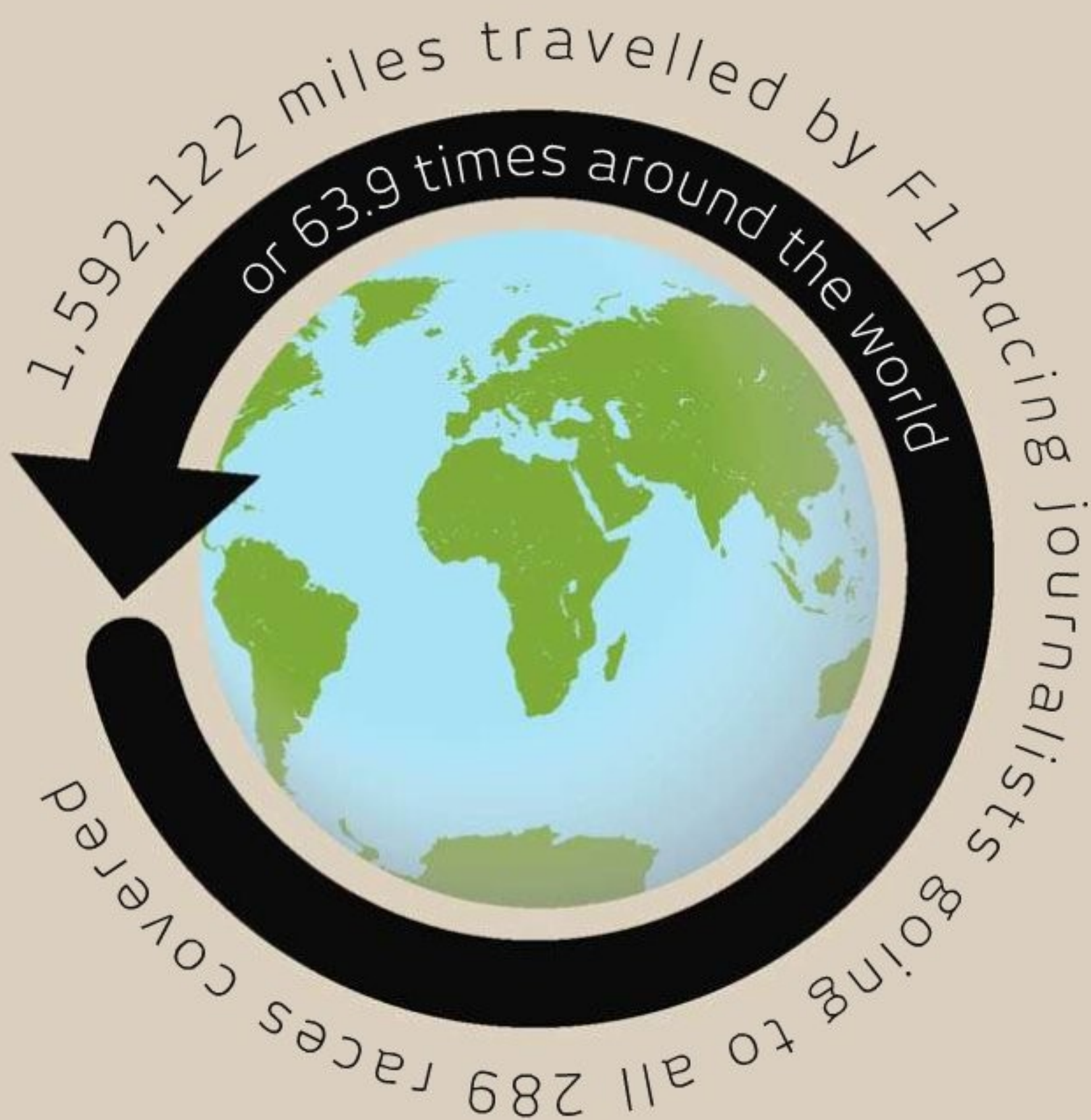


28

different nationalities
have been represented
on the grid in 17 seasons

26
drivers
have
won races





144

issues worked on by stalwart managing editor Stewart 'Wiggy' Williams



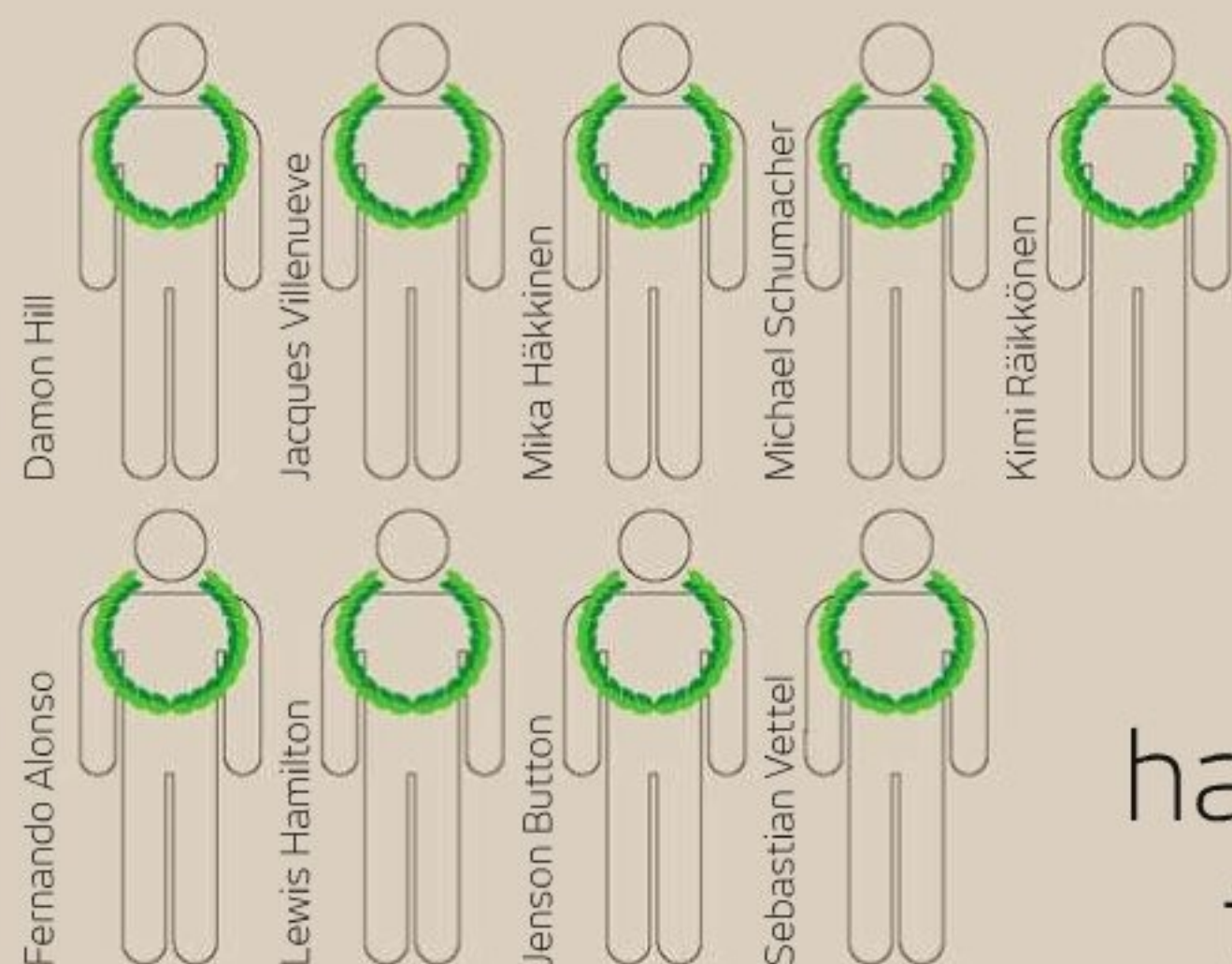
The number of weeks Rihanna's 2007 hit *Umbrella* stayed at number one – the longest any song has topped the UK charts in *F1 Racing's* history

5.94%

The Bank of England interest rate in March 1996, when *F1 Racing* launched

35 teams have taken part in F1 from 1996 to 2012, from Tyrrell through to Mercedes, Benetton to Lotus and Stewart to Red Bull

Ferrari, McLaren, Williams, Ligier-Prost, Toyota, HRT, Virgin-Marussia, Benetton-Renault-Lotus, Lola, Forti, Jordan-Midland-Spyker-Force India, Sauber-BMW-Sauber, Minardi-Toro Rosso, Tyrrell-BAR-Honda-Brawn-Mercedes, Footwork-Arrows, Super Aguri, Stewart-Jaguar-Red Bull, Lotus Racing-Caterham



9

drivers have won the title

11 new circuits have been visited by Formula 1






THE MAURICE HAMILTON INTERVIEW

A lunchtime chat with the legends of F1, every month





“Emotion in F1 is less today. In my day, somebody was likely to be killed. It was very difficult to switch that off”

Figurehead, safety campaigner, F1 team boss and above all legendary racing driver, triple world champion **Sir Jackie Stewart** has seen and done it all. Yet he still gets a thrill from F1, even when he believes there's room to do it better

PORTRAITS LORENZO BELLANCA/LAT

Hosting this lunch with Sir Jackie Stewart feels somewhat surreal. Back in 1967, I remember waiting patiently by the BRM truck for his autograph and then watching in awe as he provoked the hefty BRM H16 into a power slide through Becketts during practice for the British Grand Prix. Seven years later, as a fan posing as a journalist, I blagged my way into a BMW 7-Series as he took a bunch of writers around the Nordschleife during a lull in practice for the German Grand Prix. I never uttered a word, but I wrote a story about that journey (how could you fail to find the right words after such an experience?) and the piece was published, thus providing the leg-up I needed into the world of motorsport journalism. Since then, our paths have crossed in various ways, from my keeping lap charts for him during his days as a commentator for ESPN to joining his birthday dinners, which usually fall around the time of the Canadian Grand Prix.

And here I am now in the Old Plow in the tiny Buckinghamshire village of Speen, watching Sir Jackie Stewart cross the pub car park with that familiar

bouncy manner. It's a reminder that, despite his fame, fortune and status, the triple world champion remains the same man he was at Silverstone in 1967. I know instinctively that this lunch will be insightful and wide-ranging. But slightly surreal nonetheless.

Maurice Hamilton: Before we get going, I wanted to ask about that podium interview you did at Silverstone this year. Where did that come from?

Sir Jackie Stewart: I have no idea. They asked me on Sunday morning. They said: “We'd like you to ask each of the guys a question or two, but keep it short. And by the way, the drivers won't know it's happening and it'll come after the champagne spray.” I thought, ‘Well thank goodness for that!’ It was straightforward and all three drivers delivered very well. They even took the chance to thank the crowd after all they had been through with the weather and so on.

MH: What sort of reaction did you get?

JYS: Everybody seemed happy. As I walked back, Bernie came out of his place and said thanks very much for doing it. He said the podium is a new design and →



THE MAURICE HAMILTON INTERVIEW



much smaller. I said it was a bit awkward because I was on the lower level, which meant I had to reach up with the mike, which wasn't so good. But, typical Bernie, I see they learned from it.

MH: It made a connection between Formula 1 and the crowd that they don't normally get. Do you think F1 is guilty of not connecting properly with the fans – the people paying the money?

JYS: Yes, there's much more to be done. Frankly, a lot of drivers will go a long way to avoid the autograph bit. The only opportunity the fans get is when the drivers arrive in the morning and go out at night. I think it's very important for fans to have the opportunity to meet everybody. A huge number of them have autograph books. I've still got the autograph book I had as a wee boy.

MH: Me too.

JYS: I still do my signature in a way that means it can be read. It takes longer but I remember going home at night from Silverstone when my big brother was racing, I was awfully

disappointed if the signature wasn't clear and I couldn't read it. The drivers just do this now [imitates a squiggle] and I think that's a mistake.

MH: Are we talking long term here? Because you're still in demand nearly 40 years since you last raced in F1.

JYS: That's the point. The drivers are too short-sighted. If I go to Goodwood or a grand prix in Italy or Spain or wherever, there's still a huge number of people who want autographs. It's easy when you're at the top to think autographs are unnecessary. But it's part and parcel of your duty as a world champion or a top-line F1 driver. You never know where tomorrow is going to take you.

MH: Does this tie in with your insistence on a smart appearance? I remember when you started Stewart Grand Prix you had Rubens Barrichello walking around in hand-made shoes!

JYS: Drivers don't think it's important to present themselves well. When you're earning good money, you think you're never going to

need anything else. But that's wrong. There's got to be life after driving cars and I think there's a missing factor with nearly all F1 drivers at the moment. You've got to look clean and tidy and present yourself so you're appealing to everyone.

I don't care if you're talking about the top people at Microsoft or Apple or wherever. Mr Microsoft wears a collar and tie because he's now bigger than the genius he once was. He's stepped up a level. He's dealing with governments and monarchs and world leaders. This is not me being pedantic; this is a realistic observation. David Beckham is bigger than he has ever been and he's better presented than he's ever been. Jean-Claude Killy was on the board of Coca-Cola – in the USA, not just in France – and he's on the board of Rolex. He was a skier in a very casual world, and yet 40 years later he's at the top level. F1 drivers need to think about that.

MH: At the age of 73, you have to be the living proof of how this works.



Stewart in his title-winning Matra MS80 at Zandvoort in 1969. below: Lifting the trophy at Silverstone that year, having won by over a lap



"I earn more now than I did as a racer. But it all stems from my racing"

JYS: I've been lucky enough to establish long-term relationships. I've been with Rolex for 44 years; with Moët since I first sprayed it at the French Grand Prix in 1969 – and I'm now on the board of Moët Hennessy; and I was with Ford for 40 years. I'm earning considerably more now than I ever made as a racing driver, but it all stems from my having been a racing driver. My business interests all grew from that. It's no good me saying it's because I'm a really good businessman; it's because I delivered back then.

MH: You mentioned your autograph book and, as I say, I've got one – which has your autograph in it, by the way – and if you go back over time it's interesting to see how these days drivers just do a quick squiggle that fills a page, whereas then, drivers would carefully write out their name and you'd get two or three signatures to a page.

JYS: Quite right. I would think it presumptuous of me to take up a whole page; it just wouldn't be the right thing to be doing. I think all that stuff

is more important than the guys realise. Yes, it's intoxicating when you first start to win, but then there come times when you get annoyed because you're being intruded upon. But it's wrong to think that; totally wrong.

MH: Can we blame poor driver management?

JYS: I think one of the really important missing links in F1 – and motor racing generally – is that we are the only major sport in the world where we think we are so clever we don't need coaches. How can that be? It's absolutely nonsensical. The best skiers, cricketers, rugby players, boxers, golfers, tennis players, rowers – they've all got coaches. Yet grand prix drivers apparently don't need them. Rubbish. Now Sir Frank Williams has taken on Alex Wurz to try to help Maldonado and Senna. That's absolutely right and I think Alex is the right guy; he's intelligent and he's got the experience and the vision.

MH: You always mention mind-management. It's come up when we've discussed Lewis Hamilton...

JYS: It's the single most important thing that a top sportsperson of any kind needs to have. Once you let your emotions out of the box, you're in trouble. Particularly at the wheel of a racing car.

MH: Again, you're touching on quite an interesting point. How much can you tell that's happening when you're just looking at the pictures from the on-board cameras?

JYS: Look at the driver's hands on the steering wheel. Some of them are all over the place; everything's an adventure. What you don't need is a challenge; what you really want is an invitation. The Matra MS80 I drove to win the championship in 1969 was an invitation. I gave it time to do everything, and it let me do things I would not have been able to do had I been trying to keep up with a difficult animal. You want to lead a placid animal into a corner. If I overdid it under braking and it became too busy, suddenly I was trying to consume this busy-ness just to get the apex. But if everything is calm, on the way in I'd be thinking of the exit – not the apex.

It's sometimes difficult to make a young driver understand this, because he thinks all he's got to do is drive it. When you get into F1, it's a whole new package. Suddenly there's not as much space between the exit of one corner and the entry of the next. You're up through the box and you're working the steering wheel and the buttons. You get to the next corner and you're not prepared. It's about being able to find time and create very subtle improvements which suddenly make the lap times more consistent.

Most of the current F1 drivers turn in far too fast; you can see it on TV. Vettel turns in microseconds slower, and so does Alonso. It's only microseconds, but that little bit is taking all of the tensions within the car. It's very simple, but there are no coaches to tell them that.

MH: You say that, but I can't imagine a current F1 driver would want to listen to anyone, particularly a coach who hasn't won a race.

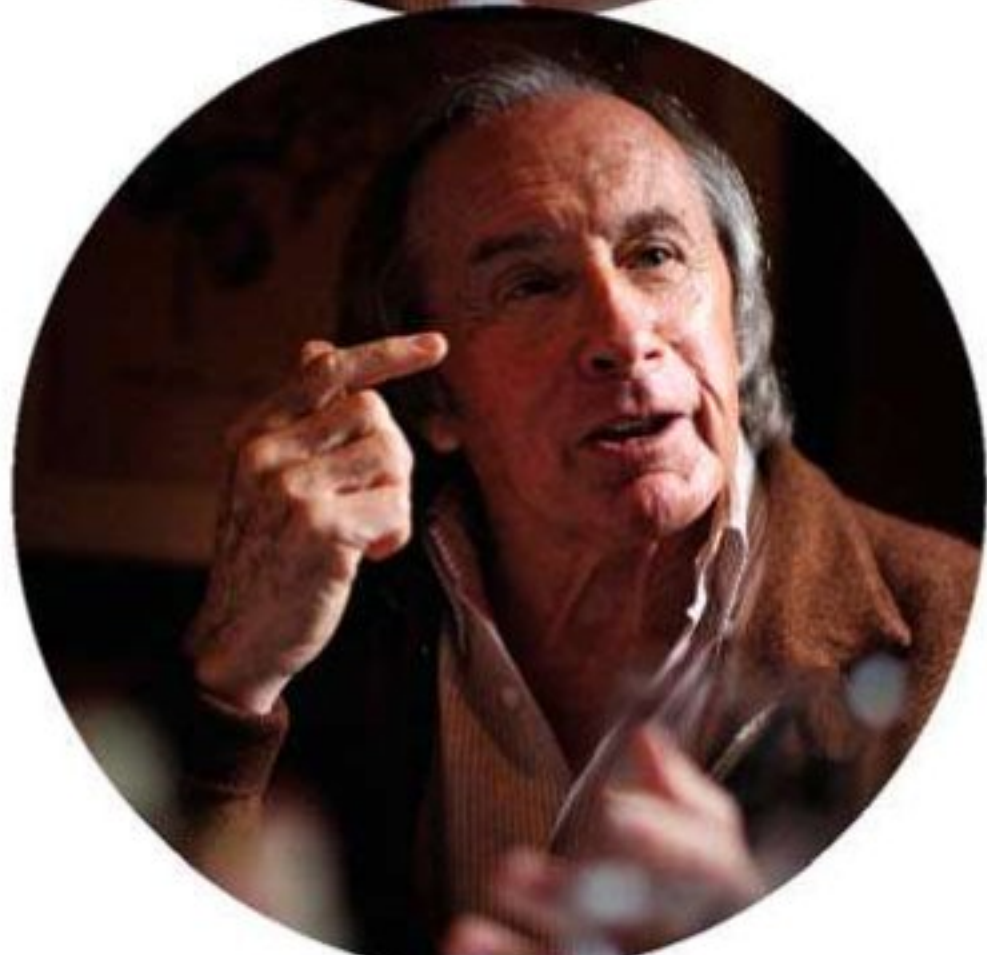
JYS: Again, that's missing the point. David Leadbetter didn't win any majors, yet he was the best golf coach ever. The same goes for Butch Harmon, who didn't win a lot – yet he was dealing with Tiger Woods at his peak. Why are drivers so clever that they don't need help?

MH: You now work closely with Lotus and Genii. What's your take on Romain Grosjean?

JYS: I'm concerned that one of the anomalies of F1 is what I call the second-year factor. Regrettably, in a lot of cases, the second year is not as good as the first. Right now, Grosjean is one of the fastest drivers; I've been very impressed by him. But I have been desperately hoping he'll win a race this year because →



“We think we’re so clever we don’t need coaches. How can that be? It’s nonsensical”



history shows there’s every chance that the second year will be disappointing – I’m obviously not including his period with Renault in 2009. It’s not that he’ll become big-headed or he won’t be trying; it’s because whatever the ‘second year’ anomaly is, it has a consistent reality in almost every case, including mine.

I finished third in the world championship in 1965, which was my first year. I won the Italian GP and took four podiums. For me, it felt unbelievable to be there. I was thinking: ‘I’ve learned so much in this first year; boy, next year is gonna be good!’ And it wasn’t. I can’t take much personal blame for that; it just happened.

MH: As a young driver, how do you cope with the setbacks that are bound to come?

JYS: I was lucky that when I got into the car I was able to remove all emotion. That was something I learned to do and I think it’s to do with my shooting, which I did before I got into motor racing. In shooting, once you’ve missed a target, you’ll never get it back. In racing, once you’ve missed an apex, you can’t get it back.

I thought at one point that I was God’s gift to shooting. The other competitors were of mature years and here was a kid, who’d never had any success in his life, doing well and getting slightly carried away with himself. Then I suddenly went for ages without winning. I had to understand that I wasn’t going about it the right way. I was trying too hard. I didn’t know what I was doing at the time and that’s where the mind-management came in. I later realised that if I removed the emotion, I also drove better races.

MH: But wouldn’t you say it was true that drivers, in the 1960s particularly, had to deal with totally different emotions?

JYS: Very true. I think that emotion is less today than it was before and, to be frank, that’s partly because of the danger. Those grid walks that Martin Brundle does: you wouldn’t get anything like the same responses in my day because somebody was likely to be killed. I don’t care who

you are; when you’ve been to that many funerals and memorial services and you’ve seen the father and the mother at home after the burial and the whole family just in shock after suffering such a huge loss, it’s very difficult to switch that off.

MH: How do you rate the current drivers – for example, that podium at Silverstone: Mark Webber, Fernando Alonso and Sebastian Vettel? You’d have to say that Alonso and Vettel would be in the top echelon...

JYS: Absolutely. And I think that when he keeps his emotion under control and his car is good, Mark is as good a driver right now as any of the others. Last year, he overdrove the car; emotionally, he tried too hard. This year, so far, he’s been much calmer. He is a more focused and capable driver in my opinion; he’s considerably better than he was last year.

MH: Is the ability to win at Monaco a good guide? Certainly, it’s a race at which you excelled.

JYS: I think so, yes. At Monaco this year, Webber was put under great stress towards the end because he wasn’t as quick as the other guys and they knew they couldn’t pass him unless he made a mistake. That was the problem at that point: calculating enough to keep going and yet not to overdo it – which, as many drivers have proved, can happen so easily at Monaco.

MH: You mentioned earlier the work the drivers have to do in terms of making adjustments on their steering wheels. But could you not argue that drivers of your era were actually much busier because you had manual gearboxes and a clutch and needed to synchronise your downshifts with the braking? Could you argue that you had to have more coordination?

JYS: No, I think they’ve got considerably more to do today. Then again, it could be said that what I had to do was probably more than Stirling Moss or Fangio had to do, because it took them longer to get from corner A to corner B. Saying that, it took me longer to do the same distance than the time the current F1 driver has to work





Sir Jackie interviews the Red Bull racers on this year's Silverstone podium. Right: After success in 1965, Stewart slips down the ranks over 1966

with. We had one hand off the wheel changing gear, but today's drivers constantly have to make adjustments while travelling much faster.

MH: Mention of Vettel leads to the question of him winning three world titles – or more – in a row. Fangio and Schumacher have done it, but no one else. How difficult is that?
JYS: Michael was with Ferrari each time he did it, but Fangio had swapped teams from Mercedes to Ferrari after two of his three consecutive wins [1954-1957] and I think that's an important consideration. Winning the championship once puts a big strain on any team; do it twice in a row and everyone is wiped out. So going for a successive third puts a huge expectation on everybody – not just the driver.

Vettel is lucky in a way because he's with Red Bull and they are not what I'd call a normal team in that respect. Vettel doesn't have as much to do away from the race track as, say, Lewis Hamilton and Jenson Button, because they are running around servicing McLaren's sponsors.

MH: You never managed back-to-back titles. Did you run yourself ragged, crisscrossing the Atlantic, doing television stuff in America, racing in the CanAm series and so on?

JYS: That's true. A guy called Roone Arledge took me on at ABC's *Wide World of Sports*. Roone was the most creative man ever to have worked in sports television. He produced Olympics coverage and he was the president of ABC Sports and ABC News. He was a genius. So when he put me under contract for 1971, I was doing the Olympics, summer and winter; I was doing all the stock car races, IndyCar races and sprint car races. I was doing the bobsleigh, the luge and the cresta. I was in 25 prime-time American television shows a year. So the Jackie Stewart factor became big in America.

Drivers today don't understand the dimensions of that. You talk about the Vettel factor. Just think of the intoxication for Sebastian of winning the world championship. You'd probably negotiate a salary of around £20million off the back of that. Can you imagine £20m coming your way? I was earning a lot of money when I was doing it, but in those days you had to do more to get that money. You were having to deliver.

MH: So, are you saying that Vettel doesn't have to work so hard?

JYS: As I say, he's a lucky boy because he's with Red Bull and I understand he may have as few as 12 days a year of obligations. I had 40 days with Ford alone. Now Sebastian travelled to the US after Canada to drive on the New Jersey circuit. That was part of an Infiniti deal and, if I were him right now, I'd be doing everything for Infiniti that I could because that could become a life-long relationship. I did that with Ford for 40 years. That's a lot of money; a few million a year.

MH: Your association with Ford led you to set up Stewart Grand Prix. You were going into an area that you knew little about, because you'd never actually run a team. Looking back now, was it more difficult than you expected?

JYS: It was much harder than I expected.

MH: I remember particularly the 1997 British Grand Prix was a disaster because you had a lot of high-flying guests and the Cosworth engines were blowing up left, right and centre.

JYS: Two of them blew up in the garage! I had the Duke of Kent there and a number of sponsors. When the first engine went, you couldn't see a thing for the smoke. Then another engine went 20 metres after the car had left the garage – and then a third let go in the garage. It's hard to believe now but, in those days, we were taking 12 engines to each race.

MH: Would you agree that being a team owner was more difficult than being a driver?

JYS: Oh it was much more demanding. I was on the shop floor every day. It was hard work but there were fantastic relationships. We had about 250 people, so it was very intimate: we knew everybody. But the most important thing was that we never had one penny of overdraft in the whole time we were running Stewart Grand Prix. Everyone said I was going to lose everything. I'll never forget an English F1 driver saying to me: "You're mad. You're going to destroy your reputation and you'll end up with no money."

I pre-financed everything with every sponsor. They paid one third as a deposit when we did the deal. We made money in our start-up year. And we made a minimum of £5million every year. I don't think that's ever happened before and I don't think it will ever happen again. →

"We never had one penny of overdraft the whole time we were running Stewart GP"

MH: You've been on both sides of the fence: working as a team owner and also, with the BRDC as a promoter, dealing with Bernie Ecclestone. Even allowing for CVC putting half the proceeds in their pocket, does F1 really need the money the race promoters are forced to pay?

JYS: F1 has become a huge money machine, and one man is responsible for that: Bernie Ecclestone. He has made more money personally than any man in F1. I was one of his biggest critics when we were fighting to keep the British GP; the threat of losing it was very real and I don't think Bernie had a real care about the race.

That was one of the most difficult times of my life, actually. Someone once said you shouldn't work with children or animals. If you're in a business, then don't work with clubs or memberships. Members are *invited* to join a club – they can't apply – and yet they think they own it. They don't. One of the most important things I did was to separate the BRDC's business from the club membership. The board, many of whom are

not businessmen, were appointed because they were jolly good chaps. It's like being a trustee; it might be flattering to be asked but it will probably be the most taxing thing you've ever done. The same applies to being on a board if it's not done properly. Martin Brundle was a good chairman when I was president, but it took up huge amounts of our time. And the government didn't help much, unlike other governments around the world, be it China, Malaysia, Singapore, the Australian State of Victoria, or anywhere else.

MH: But you used your contacts to get some government assistance?

JYS: The only person who helped was Tony Blair. He gave £8million towards the Silverstone bypass. But then the British Grand Prix was moved to April. Why was it moved to April? They wouldn't hold Wimbledon or the Summer Olympics in Britain in April. I think you know the answer to that...

MH: Because the BRDC was being shown who was boss by Mr Ecclestone.

JYS: Saying all that, I like Bernie very much. We have good times sitting down and talking about Jochen [Rindt, who was great friends with, and managed by, Ecclestone] and racing in those days. Today I get on with Bernie very well and I really like him. He has a fantastic sense of humour. But at that time, he was so tough – he wouldn't give an inch. I don't think we could have been friends then because I had to say certain things to support the BRDC and the cause. And he would say some fairly strong things. None of that felt good.

MH: So, having been through all that, do you think F1 is too expensive for its own good?

JYS: The bar has been moved to such a height that it would be unrealistic to bring it down during Bernie's lifetime, or that of CVC, given what they have bought into. They have received a huge amount for their investment and it's been a success because of the way Bernie Ecclestone runs it. Whatever we may think about Bernie, F1 is the best presented sport in the world. Bar none. It's global. The Paddock Club has no equal and it's the same standard everywhere we go – with one or two possible exceptions.

MH: You say this having sampled all the right places, such as Ascot, Wimbledon and so on?

JYS: I do. They use the same waiters at every grand prix, the same chef, the same kitchen equipment. From the moment you arrive at reception and experience the free massage and so on, it's impressive. It costs around £1,900-£2,500, but the sponsors and their guests get value from that. It's all about the detail, right down to the quality of the credential. The whole thing is very expensively done. Go to Ascot and you don't get a credential like that. Saying that, I'm always in trouble because I tie my F1 credential through my trouser belt loop and keep it in my trouser pocket. If I put it round my neck it obscures a sponsor's name.

MH: Which leads me nicely into asking why you would want to work for Genii or RBS or whoever? Do you like being involved and keeping busy because, without wishing to be rude, you're not doing it for the money, are you?



Above: Stewart in his team-owning days with (L-R) son Paul, and drivers Rubens Barrichello and Jan Magnussen. Inset: With Bernie in Bahrain



JYS: I can't deny that it's financially rewarding. I've been completely domiciled in Switzerland since 1968; that's my permanent home. I have residency of the United Kingdom because I come in to service relationships, for which I pay British tax. I don't have a mortgage and I don't have any overdrafts. I'm very Scottish in that I believe you can't spend what you don't earn!

MH: What I'm trying to say – and what is evident from our conversation – is that you're still as much a fan of the sport as you ever were.

JYS: Very much. I still love the sport. But I'm proud of F1 and the fact that, for example, all the trailer units are lined up in the paddock within a centimetre of each other. That sort of attention to detail – when you're dyslexic as I am, it's something you're really good at. And the F1 paddock is spotlessly clean. I bring CEOs, company chairmen and very important people into the paddock and they are hugely impressed by what they see. They cannot duplicate it in

their industries. We tend to lose sight of that and take it for granted because we see it every two weeks. Just look inside the garages; given the intense technical work that's going on in there, they're absolutely immaculate. Where else in the world do you have that?

I still get a buzz when I go onto the grid. I don't care who the CEO is, or how successful he's been or how much money he's got; if he's not impressed by the F1 paddock and grid, there's something wrong with him. F1 is such a good example of teamwork, of motivation, of the desire to keep that performance at such a high level. And then you see the presentation skills in the Paddock Club and in the motorhomes.

MH: So how do you see the future for F1?

JYS: It's simple. Whatever anyone says, there is no viable alternative to the motor vehicle, either for the transportation of people or goods. You can have planes, trains or ships, but there has to be wheels to move people and goods at the end

of each journey. So why should motor racing not continue for the foreseeable future and, following on from that, why should F1 not continue to be the top level? Why should the next F1 generation not want to do as well as the current generation in the same way that they wanted to emulate people like Alfred Neubauer, the racing manager at Mercedes from the 1930s to the 1950s, or Enzo Ferrari? F1 is a great maker of people. It develops that kind of hunger, that kind of need, that kind of delivery. Sport as a whole does that. All the people who won gold medals in the Olympics sacrificed so much to achieve that one performance. It's the same with a racing driver. There's no free lunch.

MH: Well, there is today – this one is on us.

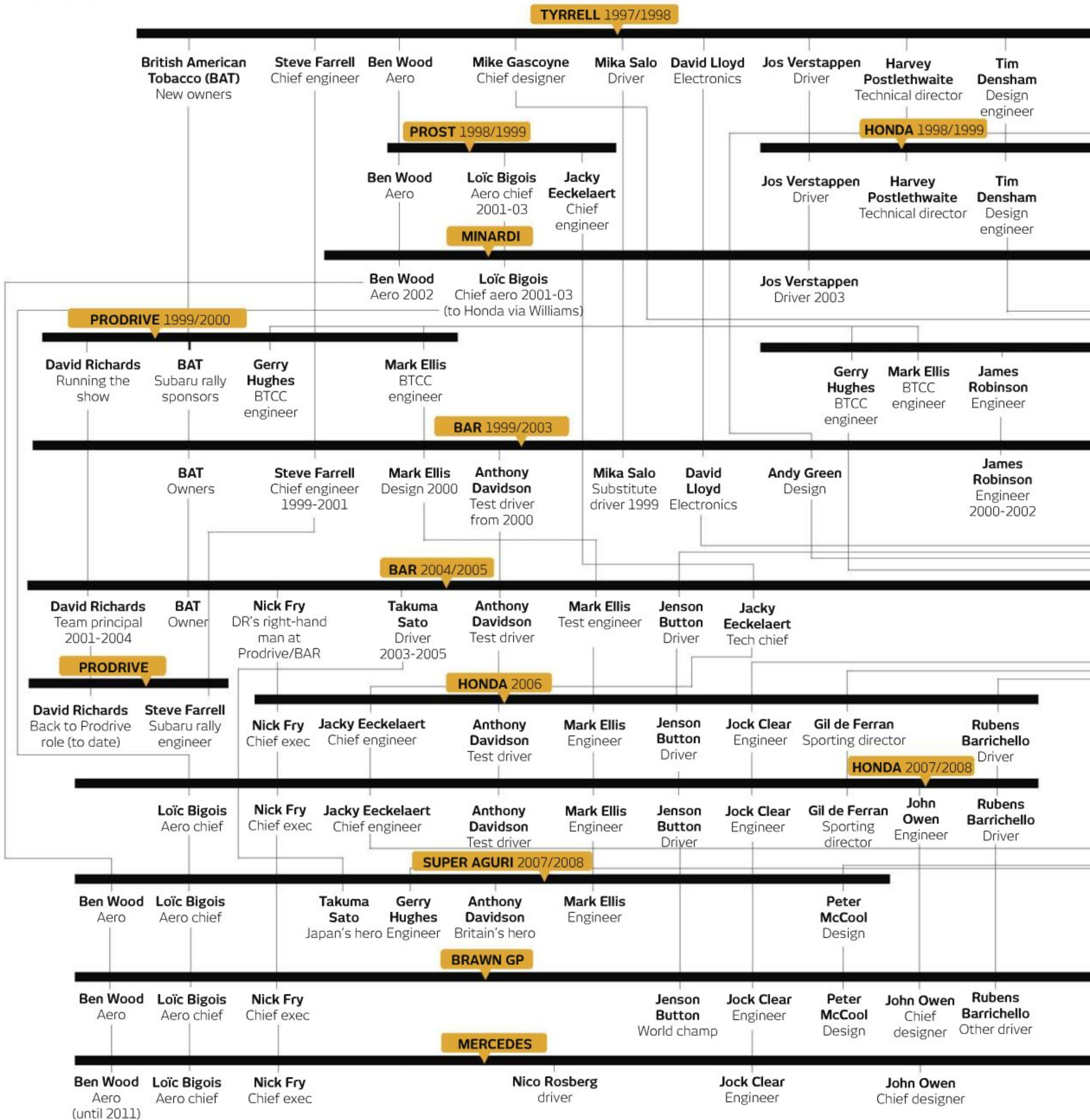
JYS: An Irishman buys a Scotsman lunch! Someone make a note of the date – I accept. Thank you.

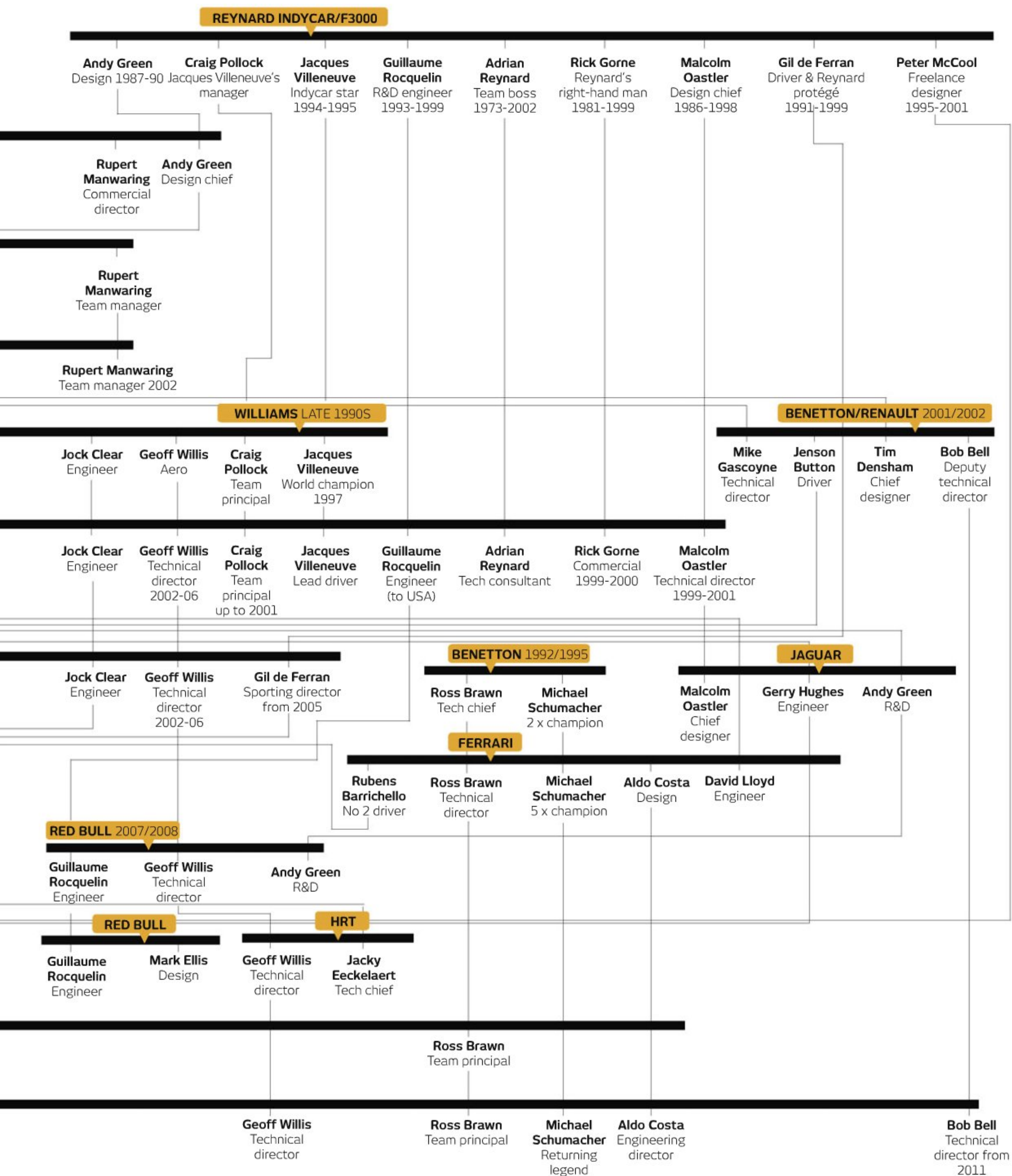
MH: Not at all. Thank *you*. It's been fascinating, as always. 🍷

The DNA of Mercedes

Over the lifetime of *F1 Racing*, one team have morphed from Tyrrell to BAR to Honda to Brawn and now, after 16 years, they go by the name of Mercedes

RESEARCH MARCUS SIMMONS





MEMORIES ARE MADE OF THIS

Over 200 issues, *F1 Racing* writers and photographers have seen and done it all. Here, four who have contributed since day one share a few choice recollections



Steven Tee Photographer

When I was asked to write a few words for this 200th issue, it was on the premise that I've been a contributor to *F1 Racing* since issue one. I confess this made me a bit nervous as LAT, the photographic agency I run, was owned by a rival publishing company back then, so it seemed unlikely that any of my images would be in there.

Yet looking at the first issue, I was pleasantly surprised to find three small examples of my work. Further investigation revealed a more

expansive showing in the September 1996 issue, in the form of my first full feature: a black-and-white shoot in New York with Jean Alesi. I'm still a regular contributor, and can claim to have been around and shooting for all 200 issues.

When it was suggested that I come up with a few choice anecdotes from the period: "The good, the bad and the ugly," were the exact words. The 'good', would be shoots like the one I was sent on with journalist Stephane Sampson in December 2002. We spent the week before Christmas with the Renault drivers at Flavio Briatore's luxury Kenyan beachside estate. The drivers were taking part in a training camp

there, and *F1 Racing* had been granted exclusive access to the drivers, canoeing in the Indian ocean, cycling along pristine white beaches and through traditional African villages while hanging out in the evenings at Lion In the Sun, Flavio's amazing resort. We also got to go on safari for two days and, during a lull in observing the big five of the animal kingdom, Patrizia Spinelli, Renault's communications guru, and I gave Fernando Alonso lessons in podium etiquette. This involved him standing on top of our Land Rover, while Patrizia and I shouted instructions from below, things like: "Acknowledge the team," and "Always come forward to spray the champagne!" It was a light-hearted few minutes, but when he won his first race the following August in Hungary, he followed our tips to the letter. He's still one of the best in terms of his celebrations today.

The 'bad' would have to be a nightmare photoshoot that was supposed to involve Juan Pablo Montoya. Journalist Tom Clarkson and I went to New York, where Juan was set to appear on David Letterman's TV chat show. We were instructed to do a feature based on hanging out in the city with Montoya, and then go on to the taping of the show. Unfortunately, we couldn't track the Montoyas down before the show; I wasn't allowed to bring a camera into the TV studio; and Juan Pablo promptly disappeared off in a limo afterwards. The sum total of the day's work were a few very dark shots taken over dinner in a nondescript steak restaurant, after Tom had made a pleading call to Connie, Juan Pablo's wife, to see where they were. The only saving grace was that we got a lift to Montréal on his private plane – although he wouldn't let me take any pictures on there either!

The 'ugly', is probably the most difficult to recall, but I have settled on a shot that I submitted for the end-of-season 'Pictures of the Year' feature in 2005. I had a mega frame of Giancarlo Fisichella, sideways in the middle of Eau Rouge at Spa. It was shot with an early digital camera, at about 150mph, using a very long lens. It was *just* about screen-sharp, so not film-sharp by quite a long way. But I really liked it, and knowing that most of the shots used in 'Pictures of the Year' were quite small, I submitted it. Imagine my shock on seeing that the magazine had used it across a double-page spread. To describe it as 'a little woolly around the edges' would be me being very kind to myself. A valuable lesson learned at a price.

F1 Racing has been a fantastic magazine for all the photographers who have been associated with it, mainly because it consistently uses the very best GP photography in the most creative and dramatic ways. Sixteen years on, it is still a thrill to see one of my pictures used as a 'Parade' shot. Roll on the next 200 issues.



Tony Dodgins Original GP editor

Back in 1995, I was working as *Autosport's* grand prix editor when I heard a whisper that our publishers, Haymarket, were planning an all-new, F1-only magazine to be launched in 1996. Then Mike Herd, son of March co-founder Robin, sounded me out about joining the new magazine. I'd been reading *Autosport* since I was knee-high to a grasshopper, so it was a tough decision – but the planned emphasis on less news and more in-depth features helped me make my mind up.

For the launch issue, I was supposed to drive a Tyrrell at Barcelona. I was sure it wouldn't come off but, before I knew it, I was off to Ockham for a seat fitting. I remember having a phone conversation with Tyrrell driver Mark Blundell, in which I asked him what he thought might be achievable and even respectable.

"You should be okay, Tone," he said. "If you play yourself in and wait for the temperatures to come up you should be able to get within three or four seconds of us." Yeah, right.

Before the big day I watched Martin Brundle test for Jordan and started taking note of his braking points. Why, I don't really know. I had a chat with the other half of the two MBs that night. "I don't think the forecast's too good for tomorrow..." he warned.

The time I went out was non-negotiable. For insurance reasons, they wouldn't let me out at the same time as people who knew what they were doing. A general test began at 9.30am and so I had to go out at 8.30am, come what may. It was tipping down.

The late Harvey Postlethwaite, a great fellow, was 'engineering' me. With my departure from the garage imminent, I wondered why he was impersonating a goldfish. Which is when I realised that the radio plugs had fallen out of my ears...

The first time I felt the back end step out, I did what you were supposed to do: I applied a bit of opposite lock and some

"Interview Michael Schumacher in his lunch hour? Ha! What lunch hour?"

balancing throttle. Too late, it had already spun. It had seemed quick but not as much of a shock as I'd thought, and I mentioned that when I tried to sort the slide out, the throttle response had seemed a bit delayed. "You haven't got full power," I was told, with a smile, and I was instructed to play with a few cockpit buttons.

I'd love to be able to say it helped, but I spun it three times more before the end of my hour and narrowly avoided what could have been a more substantial incident out of the final corner when I was a bit lead-footed and had an enormous tank-slapper that had everyone scattering from the prat perches on the pitwall.

Harvey was hugely amused when he printed out the telemetry.

"Look at that!" he enthused. "You pulled 1.5G in the tank-slapper! It's more than you generated anywhere else on the lap – good effort to keep it out of the wall!"

I absolutely loved the experience; I just wish it had been dry, as it was when I went to a Mugello test to interview Michael Schumacher a couple of months later. It was Michael's first year with Ferrari and the interview was scheduled to take place during his lunch hour. Ha! What lunch hour? Michael just drove and drove and drove all day long, stopping at about 8.45pm when it finally started to get dark. We actually did the interview in the car as he drove back to the hotel, and I just about managed to catch the plane. Happy days! →



PHOTOS: LAT ARCHIVE



Alan Henry
Columnist

For four years I'd been writing for *F1 Racing*. Back in those days, McLaren-Mercedes usually celebrated the start of a new season with a convivial media lunch in Melbourne and, at this particular lunch in 2000, the team unveiled a scale model of their two-seater F1 car. As we decamped back to the Albert Park paddock, Ron Dennis threw in: "One of you had better be ready to ride in the real thing when we come back next year."

Ron's remark was quickly pushed to the back of our minds as we settled down to watch the serious business of another season unfolding. Yet as swiftly as day follows night, we were through the next winter's off-season and flexing our muscles in preparation for 2001. I had almost forgotten the upcoming debut of the McLaren two-seater. Almost... but not quite.

One morning the telephone rang and Ron Dennis's familiar voice came on the line.

From the outset I vowed to myself that I would not flinch, nor press the 'abort' button, which was placed between my trembling fingers as I was slid into the McLaren's cockpit with Olivier's driving seat effectively between my legs. With driver's and co-driver's headrests positioned fore and aft, the whole effect was deeply claustrophobic by any objective standards. Then the engine fired up and my world was suddenly transformed into a fast-forward frenzy of silver-grey action.

If the acceleration was impressive, the braking was something else. Panis was even pushing hard enough to lock up the car's right front tyre on a couple of occasions. And at 170mph, I should tell you, those Albert Park trackside barriers loomed ominously close. Then, as quickly as it started, the experience was over and Olivier was bringing the two-seater to a gentle halt at the end of the pitlane. Manoeuvring myself out of the cockpit, even with all the paraphernalia unbolted, required a degree of gymnastic contortion of which I was largely incapable. But it was a dazzlingly worthwhile note on which to start the season. Great stuff!

Certainly, the whole two-seater episode was one of the greatest successes of my *F1 Racing* career. But little did I know, there were other, far more embarrassing episodes waiting just a few miles down the road. Possibly the one about which I feel most ashamed occurred in the paddock at the Hungarian GP during the 2004 race in Budapest, when the editor of this august publication asked me to go down to the Minardi pit to garner a few quotes from their drivers, who were a couple of gentlemen by the names of Zsolt Baumgartner and Gianmaria Bruni.

As a prerequisite to reading this story, you need to know that neither of these drivers looked even *vaguely* like the other. But I was, I confess, familiar with neither of them. As I marched cheerfully off in their direction, I should definitely have taken heed of the muted warning bells that started to clang in my brain.

"Good afternoon Zsolt," I said confidently. "I won't take up too much of your time, but could you tell us briefly how excited you felt when you had the opportunity to demonstrate a Minardi through the streets of Budapest? Must have been brilliant. Did you know they used to hold rounds of the European Touring Car Championship through the streets here? But that was back in the 1960s, of course..."

It was at this point that I began to feel slightly sick. Leaden silence ensued.

As my new best friend stood up, I caught a glimpse of the name tag on the waistband of his overalls. And then I found myself beginning to hyperventilate.

"I think you're looking for my team-mate," said Gianmaria Bruni. "Please sit down and I will go and find him for you!"

Nice man.



"I was slid into the McLaren with Olivier's seat between my legs"

"Right, which one of you guys is going to ride around Melbourne in the two seater driven by Olivier Panis?" he asked briskly. I cleared my throat. This was a

moment that required urgent executive action. No time to discuss it with the other guys on my team. "I'll do it," I heard myself saying. And, within 24 hours, I had been subjected to an exhaustive medical examination which, I was promised, meant I was unlikely to expire over the course of this shotgun ride of a lifetime.

I can understand their caution. Journalists aren't always flavour of the month in many F1 paddocks, but on the other hand, having one pop their clogs while strapped in the cockpit of one of your cars is hardly the sort of PR McLaren and Mercedes would have been after.



Mike Herd Launch editor

As a kid, I told my dad [March co-founder Robin Herd] that I hated motor racing. I'm not sure why I said it quite so vehemently, although being made to watch a Formula 2 race in the snow at Thruxton was probably a factor; so too was hanging around, bored, in the Silverstone pits as some strange, six-wheeled F1 prototype blew up even before it reached the track. But doubtless it had more to do with the sport requiring my father to travel all over the world when all I really wanted was for him to play cricket with me in the garden.

So you can imagine his amusement when a decade or so later, I told him I had been asked to launch a new, monthly magazine devoted to Formula 1. He, and almost everyone else I spoke to, thought the proposition was an obvious sales winner – the only question was why Haymarket had asked this callow 24-year-old to edit it.

The memory of first being shown the magazine's new 'office' is still burned on my brain. It was the middle of 1995; we had a £500,000 budget for the coming year, a smart

"We wanted a photo of Flavio cooking. So his butler set it up"

business plan based on getting 12 F1-friendly brands to commit to a year's worth of advertising in advance, and rows and rows of empty desks. I think I went a little pale. Creating a magazine from scratch was both terrifying, and thrilling. I recall our inspirational Italian art director, Luca Menato – who shaped the structure of the magazine far more than I did – asking what kind of an animal it should

resemble. I'm not sure what we settled on, but looking back at those early issues, it was perhaps more feral wildcat than sleek jaguar.

With a strict, unmovable launch date (March 1996) hanging over us, we had to come up with everything: staff, logo, design, columnists, section idents, cover features, exclusive photo-shoots, T-shirts – and a name. As it is with children, 'F1 Racing' may now seem like the magazine's only imaginable identity, but at the time we spent countless days dithering over different options. I only wish I could still remember what the others were – sorry! Then we cobbled together a dummy issue (coverline: 'Mr Bloody Perfect' – you can imagine who that was about) in time for me to take a few copies out to the 1995 European Grand Prix at the Nürburgring, where – guess what? – it snowed. Some things never change.

By chance or design, the editorial team we assembled were overridingly young and, like me, not dyed-in-the-wool petrol-heads. All of us wanted to create a magazine that looked at Formula 1 from a totally different perspective – which may explain early feature highlights such as F1's all-time ugliest cars, and Heinz-Harald Frentzen's rug-design business.

One of my abiding memories is of spending hours hunched over a lightbox with our designer, Tim Scott, and picture editor, Jed Leicester, arguing passionately over which were the strongest and most unusual images to use, so I'm relieved to see that the 'Parade' section, complete with obsessive details of camera makes and shutter speeds, survives to this day. A key reason for the magazine's instant impact was our signing of an ambitious young photographer called Darren

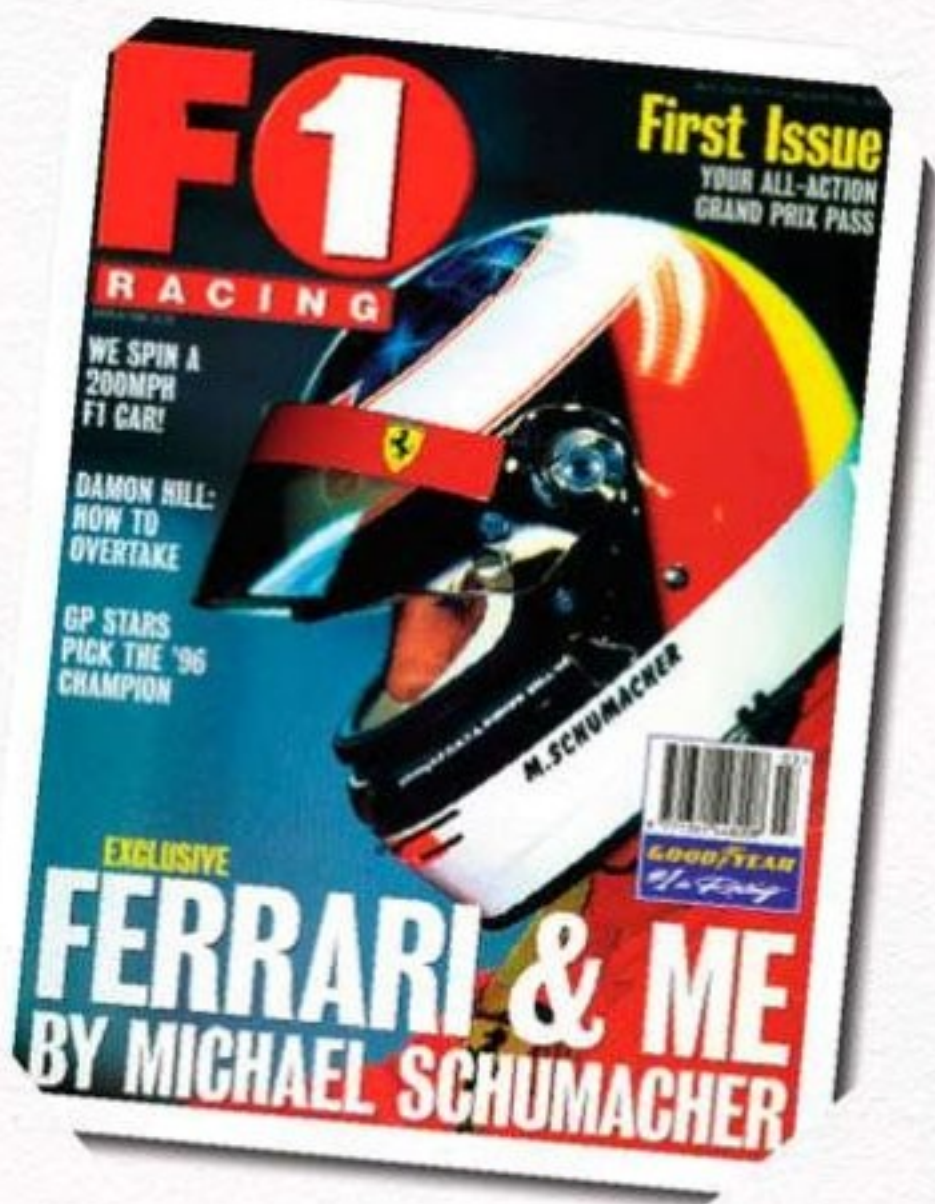


Heath, who, more than anyone, understood how to take Formula 1 photography to new and exciting places.

The magazine's birth may have been a bit of a scramble, but there are many things I am proud of in that launch issue. We wanted to ruffle some feathers and, by getting our new GP editor, Tony Dodgins, to drive the previous year's Tyrrell 023 Formula 1 car around the Circuit de Catalunya, we unwittingly did. We persuaded the producers of *Top Gear* to film Tony's experiences, which made for a hilarious film and some brilliant publicity for our new magazine, since Tony was covered from head-to-toe in *F1 Racing* livery. The editors of the BBC's "rival" *TopGear* magazine were, however, less impressed.

Above all, we wanted to bring out the true personalities in Formula 1, so who better to start with than Flavio Briatore? We decided, for no particular reason, that we wanted a photo of 'Flav' cooking in his Chelsea Harbour kitchen, and that's what we got – in natty blue polo-neck jumper and jeans, cheerfully pouring olive oil into a frying pan. What we couldn't reveal at the time was that the scene had been carefully set up by his butler, who even chopped the tomatoes and arranged the oven gloves before Flav was wheeled in for his photo.

Of all the contributors to the launch issue, only one of them remains 200 issues later. He's surely the nicest, sanest person I have ever come across in an F1 paddock, and someone I continued to work with for many years after I moved on to *The Guardian* newspaper. It is great to see Alan Henry still offering his wise, witty thoughts at the back of the magazine – although in our day, he did it via a scurrilous, anonymous column under the pen name 'The Scrutineer'. I remember Alan's delight at the subterfuge – until he was cruelly unmasked, in the middle of a Ferrari press conference, by none other than Luca di Montezemolo. You see, F1 does have a sense of humour sometimes. And long may *F1 Racing* continue to expose it. **F1**



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Hamilton: back in the title hunt

It's three victories in a row for McLaren as
Jenson and Lewis win at Spa and Monza



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RACE DEBRIEF by Pat Symonds

Belgian Grand Prix

02.09.2012 / Spa-Francorchamps

Massive first-turn shunt... Alonso, Lewis, Pérez and Grosjean out... One-race ban for Grosjean



Never mind Lewis's title bid

Jenson answers the question of how he'll help Hamilton's title quest with his first pole for McLaren *and* a commanding win

After a long summer break with fans having to endure four consecutive weekends without an F1 fix, the teams reassembled at Spa to start the concentrated run to the end of the season. With no clear domination yet apparent, the pressure is intense as F1 enters the busiest period of the year with nine races occurring in 12 weeks.

The openness of this season is piling additional pressure on the teams as they carefully balance their workloads. On returning from their summer break, it is usual for the focus of attention of the design teams to turn from the current car to next year's challenger. Most are able to do this in the knowledge that their championship positions are all but

determined by mid-season. In a normal year there will be a few positions where the fight is close and those teams involved will keep pushing development, but for the rest their path is clear. Yet 2012 allows almost no one the luxury of turning their focus to 2013. Just as one race presents an emerging pattern, the next race throws up an unexpected result that flings the pundits into disarray. In such a situation the natural optimism of the teams pushes them firmly along the current season development trail.

It means that, in spite of the break, we saw a number of innovations in Belgium with Lotus, Williams and Force India displaying variations on their front wings and Sauber trying some unusual front-wing pylons. Of those further back, Marussia had a large upgrade to the rear wing, in addition to other smaller components.

The circuit itself is always challenging even if it's not quite the fearsome venue of days past. While the amazing performance of current cars may enable a classic corner such as Eau Rouge to be taken flat-out, the topography of the ribbon of Tarmac that threads through the Ardennes doesn't diminish the thrill for the drivers. These days, that thrill comes from the free use of DRS in qualifying. The ability of the cars to negotiate the double left-hander of Pouhon at 160mph while pulling over 3G and being able to accept the near 10 per cent drop in downforce that the use of DRS imparts is indeed impressive.

More challenging than the circuit itself is the weather. Predictable only in its unpredictability, the microclimate of the region usually produces wet weather. This year, that precipitation visited throughout Friday. First practice saw most complete a dozen laps as drivers refreshed their memories as to where the water lay and teams did what they could to check out their cars. Second practice was a total washout with cars venturing out only for single laps and the obligatory run at the end of the session to allow practice starts to be done from the grid. This is a normal feature of Spa dictated by the unusual pitlane exit precluding representative practice starts being done during the training sessions.

Fortunately the weather on Saturday was, as is so often the case, in marked contrast to that of Friday and the teams were making the most of it as they tried to balance the requirements of race and qualifying compromises. With just one hour available and the relatively long lap times of Spa it was not surprising to see a slightly unusual

line-up in the morning with Alonso, who had spent the preceding few days complaining that his Ferrari was not quick enough to win the championship, fastest and the McLarens further back as they concentrated on race setups and the vital task of understanding of the tyres.

In June, Pirelli spent two days with a Lotus test car exploring the requirements of the circuit. On the first day, track temperatures reached 32°C and from this they had determined they would bring tyres a stage harder than in 2011. Furthermore, because of concerns over blistering, the tyres for Spa and Monza had a thinner (by just 12 thousandths of an inch) tread section and a reduced gauge on the shoulders. Such is the subtlety of tyre thermodynamics that this lowered bulk tyre temperature and reduced the tendency to blister. The trouble on Saturday morning, with the track at 20°C, was getting the tyres up to a good working temperature.

In qualifying, temperatures rose by 5-8°C, and tyres were working much better. In Q1, Rosberg was the unfortunate who joined the gang of six. With only five laps under his belt in the morning after a gearbox problem, his five-place penalty was compounded by 18th in qualifying.

Q2 saw the face of Vettel among those whose afternoon ended early. He commented afterwards that: "There was no problem... we just weren't quick enough." If the terseness of the words didn't convey the message then the way in which they were delivered certainly did. Seb was a frustrated man. →

The story of the race

V Grosjean collides with Hamilton, turning the Brit sideways and rendering him merely a passenger

SPA-FRANCORCHAMPS



> Grosjean's Lotus then wreaks further mayhem as it mounts Pérez's Sauber...



< ...before narrowly avoiding causing serious injury to Alonso as the Lotus flies over the Ferrari

View from the paddock

F1's back with a bang

The raw thrill of F1 at Spa-Francorchamps never fails to set pulses racing and this year, after a too-long, Olympics-swallowing summer break, heart rates were VO2-maxed. La Source, Eau Rouge, Pouhon, Blanchimont... grand corners as keen, you sensed, to experience the scorch of race rubber across their surface as were the 24 champing-at-the-bit drivers just to go racing.

And so they did – first staging a magnificent Saturday, during which none was more excellent than a silken Button. Only his team-mate's brattish tweeting soured the sweetest of pole laps. Sunday? How close we came to a tragedy and after so long away, maybe the first-day-back-at-school shunt, triggered by spiky juniors, was inevitable. No surprise that the seniors – three world champions – survived the carnage to grace the podium.

An epic weekend, and a huge sigh of relief.

Anthony Rowlinson

> The length of the circuit means the Safety Car is only needed for four laps while debris is cleared



> Maldonado and Glock tangle at the restart, which results in yet another grid penalty for the Venezuelan



> Jenson drives a controlled one-stop race for his first win since the season-opener in Australia



MAIN PHOTO: ANDREW FERRARO/LAT; ILLUSTRATION: ALAN ELDRIDGE; INSETS: STEVEN TEE/LAT; GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; STEVE ETHERINGTON/LAT

Final qualifying presented some surprises. Jenson Button had been happy with his car all weekend, but his demeanour belied the superb job he and his team did in the pole shoot-out. His Q2 lap had been impressive and he repeated the feat twice more in Q3 to take pole by 0.3secs from an impressive Kobayashi. It was, to the surprise of many, Jenson's first pole for McLaren and his first pole since Monaco 2009. Perhaps as significant was seeing Kobayashi joining him on the front row, thus consolidating his position among the most successful of the 20 Japanese drivers who have made it into F1.

As the lights went out, Maldonado, who had qualified third, was already well into his race. His jump-start was soon no longer the focus of attention, however, as Grosjean moved to the right and into the path of Lewis. In just 250 metres, the shape of the race was changed as the explosion of energy saw both cars eliminated along with Alonso and Pérez. Alonso saw Grosjean launch over the top of him, then Lewis cannoned into the side of his car. Grosjean received a one-race ban for his recklessness.

The Safety Car came out while the debris was cleared and, at the restart, Maldonado, who had already been docked three grid places for blocking Hülkenberg in qualifying, made an

unnecessary lunge at Glock, spinning the German and eliminating himself. Maldonado's indiscretions resulted in a ten-place grid penalty for Monza.

In the early laps, after the start-line incident, Button took a comfortable lead over Räikkönen, two Force Indias, Schumacher and a pair of Toro Rossos. The current world champion was down in 11th with a hard afternoon's work in front of him. Räikkönen, one of the pre-race favourites, was clearly not enjoying the expected performance and he dropped behind both Hülkenberg and Schumacher. By stopping before the others he managed to re-establish his position, but was behind Vettel who was trailing Schumacher, both cars being on a one-stop strategy. The two Germans raced furiously and, on lap 19, there was nearly a disaster as Seb challenged Michael into the final chicane finding the Mercedes cutting across in front of him on its way to the pits. One lap later, Button made his single pitstop followed a lap further on by Vettel. The pair's one-stop strategy worked well as Jenson enjoyed an untroubled run to the flag. It was a popular win and the perfect answer to



Kobayashi qualified P2 (and his team-mate Pérez P5); Sauber's best ever result. But their race was ruined by Grosjean's shunt

the press who had asked him earlier in the week how he would assist Hamilton in his title quest. Vettel used strategy to haul himself up to second from his disastrous first-lap spot. Schumacher, however, was unable to make his tyres stand the tougher strategy and made a far from optimal second stop on lap 35, dropping him to seventh.

Third place went to Räikkönen, impatient for his first 2012 win, but the day belonged to Jenson whose celebrations expressed his joy. But there was no celebration for the mechanics surveying wrecked machinery that had to be in pristine condition in four days. For them, the road to the end of the season is relentless. 🏎️

The GP you didn't see on TV

Taking you behind the scenes at Spa-Francorchamps as the weekend unfolded



It's Michael Schumacher's 300th GP weekend. Norbert Haug and Bernie Ecclestone help him celebrate with a nice bit of Victoria sponge. Fizzy pop and musical chairs to come later



This is one Daniel Ricciardo autograph that may become a little dog-eared over time...



Seb may love Spa but the fickle Ardennes weather can be a little trying occasionally



























Narain Karthikeyan seems happy with his new ride, but he's not really going to learn much with wets on at that speed

Belgian Grand Prix stats

The lowdown on everything you need to know from the weekend at Spa-Francorchamps...

THE GRID

 2. KOBAYASHI SAUBER 1m47.871secs Q3	 1. BUTTON McLAREN 1m47.573secs Q3
 4. PÉREZ SAUBER 1m48.219secs Q3	 3. RÄIKKÖNEN LOTUS 1m48.205secs Q3
 6. MALDONADO* WILLIAMS 1m47.893secs Q3	 5. ALONSO FERRARI 1m48.313secs Q3
 8. GROSJEAN LOTUS 1m48.538secs Q3	 7. HAMILTON McLAREN 1m48.394secs Q3
 10. VETTEL RED BULL 1m48.792secs Q2	 9. DI RESTA FORCE INDIA 1m48.890secs Q3
 12. WEBBER** RED BULL 1m48.392secs Q3	 11. HÜLKENBERG FORCE INDIA 1m48.855secs Q2
 14. MASSA FERRARI 1m49.147secs Q2	 13. SCHUMACHER MERCEDES 1m49.081secs Q2
 16. RICCIARDO TORO ROSSO 1m49.543secs Q2	 15. VERGNE TORO ROSSO 1m49.354secs Q2
 18. KOVALAINEN CATERHAM 1m51.739secs Q1	 17. SENNA WILLIAMS 1m50.088secs Q2
 20. GLOCK MARUSSIA 1m52.336secs Q1	 19. PETROV CATERHAM 1m51.967secs Q1
 22. PIC MARUSSIA 1m53.493secs Q1	 21. DE LA ROSA HRT 1m53.030secs Q1
 24. KARTHIKEYAN HRT 1m54.989secs Q1	 23. ROSBERG** MERCEDES 1m50.181secs Q1

* Three-place grid penalty for impeding another driver

** Five-place grid penalty for replacement gearbox

THE RACE



THE RESULTS (44 LAPS)

1st	Jenson Button	McLaren	1h29m08.530s
2nd	Sebastian Vettel	Red Bull	+13.624s
3rd	Kimi Räikkönen	Lotus	+25.334s
4th	Nico Hülkenberg	Force India	+27.843s
5th	Felipe Massa	Ferrari	+29.845s
6th	Mark Webber	Red Bull	+31.244s
7th	Michael Schumacher	Mercedes	+53.374s
8th	Jean-Eric Vergne	Toro Rosso	+58.865s
9th	Daniel Ricciardo	Toro Rosso	+62.982s
10th	Paul Di Resta	Force India	+63.783s
11th	Nico Rosberg	Mercedes	+65.111s
12th	Bruno Senna	Williams	+71.529s
13th	Kamui Kobayashi	Sauber	+116.119s
14th	Vitaly Petrov	Caterham	+1 lap
15th	Timo Glock	Marussia	+1 lap
16th	Charles Pic	Marussia	+1 lap
17th	Heikki Kovalainen	Caterham	+1 lap
18th	Pedro de la Rosa	HRT	+1 lap

Retirements

Narain Karthikeyan	HRT	29 laps - spin
Pastor Maldonado	Williams	4 laps - contact damage
Sergio Pérez	Sauber	0 laps - accident
Fernando Alonso	Ferrari	0 laps - accident
Lewis Hamilton	McLaren	0 laps - accident
Romain Grosjean	Lotus	0 laps - accident

THROUGH SPEED TRAP



Fastest: Felipe Massa, 195.67mph



Slowest: Pastor Maldonado, 168.75mph

TYRE COMPOUNDS USED



CLIMATE

Overcast 20°C

TRACK TEMP

33°C



FASTEST LAP

Bruno Senna, lap 43, 1min 52.822secs



FASTEST PITSTOP

Jenson Button, 19.668secs (entry to exit)

DRIVERS' STANDINGS

1st	Fernando Alonso	Ferrari	164pts
2nd	Sebastian Vettel	Red Bull	140pts
3rd	Mark Webber	Red Bull	132pts
4th	Kimi Räikkönen	Lotus	131pts
5th	Lewis Hamilton	McLaren	117pts
6th	Jenson Button	McLaren	101pts
7th	Nico Rosberg	Mercedes	77pts
8th	Romain Grosjean	Lotus	76pts
9th	Sergio Pérez	Sauber	47pts
10th	Michael Schumacher	Mercedes	35pts
11th	Felipe Massa	Ferrari	35pts
12th	Kamui Kobayashi	Sauber	33pts
13th	Nico Hülkenberg	Force India	31pts
14th	Pastor Maldonado	Williams	29pts
15th	Paul Di Resta	Force India	28pts
16th	Bruno Senna	Williams	24pts
17th	Jean-Eric Vergne	Toro Rosso	8pts
18th	Daniel Ricciardo	Toro Rosso	4pts
19th	Heikki Kovalainen	Caterham	0pts
20th	Vitaly Petrov	Caterham	0pts
21st	Timo Glock	Marussia	0pts
22nd	Charles Pic	Marussia	0pts
23rd	Narain Karthikeyan	HRT	0pts
24th	Pedro de la Rosa	HRT	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	272pts	10	Caterham	0pts
2	McLaren	218pts	11	Marussia	0pts
3	Lotus	207pts	12	HRT	0pts
4	Ferrari	199pts			
5	Mercedes	112pts			
6	Sauber	80pts			
7	Force India	59pts			
8	Williams	53pts			
9	Toro Rosso	12pts			



For comprehensive F1 statistics visit www.forix.com

RACE DEBRIEF by Pat Symonds

Italian Grand Prix

09.09.2012 / Monza

Lewis's third win of 2012... McLaren's record 61st front-row lock-out... Kimi sneaks into third in standings



Lewis's reversal of fortune

Knocked out on the first lap of the previous race, Lewis bounces back with a win at Monza and second place in the standings

The very words 'Autodromo di Monza' are incredibly evocative in so many different ways to all manner of people. To the *tifosi*, they represent their annual pilgrimage to pay homage to what is essentially an automotive deity: Ferrari. No other marque ever has, or ever will, inflame passion in quite the same way.

To the aerodynamicist, the circuit represents an outlier from the norm of high downforce and its associated drag. For this one circuit they have to reset their sights to produce packages with drag levels that will let their cars achieve around 200mph without the assistance of DRS and a further boost of 12mph when the flap element is feathered. It may seem like a simple task to

design a wing of sufficiently low drag, but in fact no element of the aerodynamic package can ever be considered in isolation. At Monza, ride heights have to be set low enough to promote some stall in the diffuser at high speed while maintaining grip at around 130mph as the car pitches, yaws and rolls through the tricky second part of the Ascari chicane. As the DRS is activated on the straight, the stall invoked in the rear wing has to promote a more generalised stall through the beam wing and diffuser and, in so doing, shed the speed-sapping drag that is an inescapable feature of the downforce.

For the teams, Monza means the end of the European summer, signalled by the cool extremities that sandwich the warm afternoons. With track temperature of the essence in determining tyre usage and strategy, it makes morning practice sessions slightly difficult. Of equal importance at Monza is the need to spend first practice experimenting with aerodynamics. All in all, the teams elected to do few laps in first practice and it was hard to read much into the results. With Monza being very much a circuit about power and top speed, it is necessary to ensure the engine calibrations are as finely tuned as the aerodynamics, so the powertrain engineers spent much of first practice checking fuel mixtures and getting cooling levels adjusted.

Second practice was altogether different. Monza presents many different challenges when determining race strategy. With a long pitlane stuck in the middle of a very long straight, the time lost in a pitstop is particularly significant. It amounts to around 23 seconds for a good stop. This favours a one-stop strategy if the tyres will stand it. As well as the tyres, the high-speed straights and extremely high deceleration for the slow corners puts Monza in the top five circuits for brake wear. This means long-run simulations have to be carried out on Friday, with the cars carrying high fuel equal to the load they will carry around ten laps into the race.

As well as evaluating the general balance of the cars, the engineers will monitor tyre wear and degradation as well as the brake temperatures and erosion, which is a mixture of the wear and oxidation caused by the extreme temperatures.

As at Spa, Pirelli brought the slightly thinner tyres and the long runs on Friday immediately exposed – quite literally – a problem. After just 18 laps on high fuel loads, the tyre chords were starting to show through. This was occurring on

the inside shoulder of the right front tyre and the remedy was to reduce camber or toe settings.

This left something of a conundrum for the teams to ponder. In addition to the potential wear problem there was very little difference in lap-time performance between the hard and medium tyre. Both tyres also offered similarly low degradation so, inner shoulder wear aside, strategists were definitely pushing toward a single-stop race. With the wear problem confined to certain cars, it appeared we were to see a selection of strategies employed.

Saturday morning practice saw Hamilton on top by the smallest of margins from the crowd's hero, Fernando Alonso. Not far behind was an impressive Di Resta who, unfortunately, was to suffer a five-place penalty for a gearbox change. Down in 11th and 12th were the two Red Bulls: unlike last year, their balance and grip could not compensate for their lack of straightline speed. More significantly as it would turn out, Vettel suffered an alternator failure similar to the one that had robbed him of victory in Valencia.

In Q1, Force India's woes continued as Hülkenberg stopped at the first chicane with fuel-pressure issues. What had looked set to be a good weekend in their battle with Sauber for sixth in the standings was rapidly turning sour.

With even the softer tyre needing three timed laps to get up to temperature in Q1, managing the runs in Q2 was something of a challenge. The top drivers kept to single runs, but even with two runs Vettel and Räikkönen only →

The story of the race

✓ Lewis Hamilton leads Felipe Massa and Jenson Button into the chicane at the start of the race



MONZA



> Fernando Alonso charges up through the field from tenth on the grid, passing numerous cars



> Sergio Pérez, running a long first stint, takes over the lead as everyone else pits



< Lewis Hamilton retakes the lead before Pérez makes his single tyre stop on lap 29



View from the paddock

How things change

Remember the years when F1 got a bit processional? When the off-track jockeying and blade-sharpening was frequently more entertaining than anything happening on the circuit? Well, it ain't like that any more.

Even on a weekend when rumours reached fever pitch (Lewis to Merc? Michael to quit? Michael to Ferrari? Felipe to Sauber? Valtteri to McLaren?), the racing served up by Fernando, Sergio, Lewis, Daniel and Seb was so entertaining that we forgot gossip that hours earlier had seemed so important.

What a race this was. Lewis forcing himself back into title contention; Alonso, extending his lead; Kimi easing stealthily into third. Like the perfect Christmas gift, F1 2012 just keeps on giving and with 13 down, seven to go, this is as open a drivers' title as we've ever seen. And after that rare double-ditch for Red Bull, their constructors' position doesn't look quite so indomitable, either.

Anthony Rowlinson

> Button retires from second place on lap 34 with a fuel pick-up problem. Alonso claims his position



> Vettel receives a drive-through penalty for pushing Alonso off track, then retires with an alternator problem



< Team-mate Webber follows Vettel into retirement after a late-race spin ends a bad day for Red Bull

> Lewis Hamilton holds off Sergio Pérez's final charge up to second to claim his third win of the year



MAIN PHOTO: STEVE ETHERINGTON/LAT; ILLUSTRATION: ALAN ELDRIDGE; INSETS: STEVE ETHERINGTON/LAT; CHARLES COATES/LAT; LORENZO BELLANCA/LAT; ANDREW FERRARO/LAT; GLENN DUNBAR/LAT; CLIVE MASON/GETTY IMAGES

just made the top ten. Webber, meanwhile, was left contemplating an 11th place start. Also disappointed was Pérez in 12th, whose final run was hampered by traffic.

Q3 looked to be a straight fight between Hamilton and Alonso, but while Hamilton was able to repeat his earlier form, Alonso was significantly off the pace. Meanwhile, Button took P2 to give McLaren a new record of 61 front-row lockouts. Massa's P3 was all the more impressive as it was achieved without a tow after he and Alonso spent the entire afternoon practising such procedures. Alonso's car problem was unfortunate as he repeatedly set times close to the eventual pole time, but his P10 with a refettled car bode well for the race.

Mindful of Spa's first-corner chaos, the drivers showed some restraint into the first chicane. Massa edged Button out and even challenged Hamilton into Turn 1. Further back, Alonso was already on a charge, moving up to fifth by lap 7 with a well-judged move on Schumacher. By lap 20 Button was all over Massa, who was suffering high rear-tyre degradation. Button got past just before the Brazilian stopped for new tyres.

By this stage, the differing strategies were not always apparent as most cars had switched to the harder tyre. Some had the intention of

stopping again and some did not, but the difference in first-stop laps wasn't great. Webber for example, on a one-stop strategy, stopped just one lap later than his team-mate on a two-stopper. Even Hamilton, who had a lead of over six seconds when he stopped, must have wondered if he'd got it right as Pérez stayed out six laps longer than him.

While all looked calm at the front, further back, Alonso was closing on Vettel and, in a reverse of 2011, looked set to pass him around the outside of the Curva Grande. Vettel left him a car's width but closed it off as Alonso came alongside. Fernando was outraged. "That's enough!" he shouted, and indeed it was as the stewards summoned Vettel for a drive-through.

Eventually Pérez stopped and was able to use his fresh softer tyres to full effect in a car that was, by now, carrying just 67kg of fuel. Emerging from the stop in eighth, he picked off those in front one by one. However, Button was not one of his victims as the Brit retired from second place on lap 33 with a fuel-system failure.

By lap 40, Alonso was behind Massa and the switch was inevitable. Fernando swept into



Pérez puts in another incredible performance, turning 12th on the grid into second place to take his third podium of 2012

second place into Turn 1, but just five seconds behind was the irrepressible Pérez. With the Mexican around 1.2 seconds a lap faster than the Spaniard, Alonso had no answer and conceded second place with little fight. A few laps later Alonso's mood brightened as the unfortunate Vettel, who Fernando regards as his main competitor, retired with an alternator failure.

Pérez was closing in on Hamilton, but there weren't enough laps left for him to challenge. With Alonso having gone from tenth on the grid to take third and in so doing extend his title lead by 13 more points, there were three happy men on the podium. 🏆

The GP you didn't see on TV

Taking you behind the scenes at Monza as the weekend unfolded



There's a bit of a get-together on Saturday to celebrate Pedro de la Rosa's 100th GP start. If he hangs around for another 222 of them, he'll beat Rubens Barrichello's record



Alonso arrives at the track and unsurprisingly attracts a fair bit of local attention...



Watch out: Michael Schumacher's next move is looking increasingly hard to predict



The unofficial route into the Autodromo di Monza... you're advised to go easy on the pasta before attempting it

Italian Grand Prix stats

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

THE GRID

 1. HAMILTON McLAREN 1m24.010secs Q3	 2. BUTTON McLAREN 1m24.133secs Q3
 3. MASSA FERRARI 1m24.247secs Q3	 4. SCHUMACHER MERCEDES 1m24.540secs Q3
 5. VETTEL RED BULL 1m24.802secs Q3	 6. ROSBERG MERCEDES 1m24.833secs Q3
 7. RÄIKKÖNEN LOTUS 1m24.855secs Q3	 8. KOBAYASHI SAUBER 1m25.109secs Q3
 9. DI RESTA* FORCE INDIA 1m24.304secs Q3	 10. ALONSO FERRARI 1m25.678secs Q3
 11. WEBBER RED BULL 1m24.809secs Q2	 12. PÉREZ SAUBER 1m24.901secs Q2
 13. SENNA WILLIAMS 1m25.042secs Q2	 14. RICCIARDO TORO ROSSO 1m25.312secs Q2
 15. D'AMBROSIO LOTUS 1m25.408secs Q2	 16. VERGNE TORO ROSSO 1m25.441secs Q2
 17. KOVALAINEN CATERHAM 1m26.382secs Q1	 18. PETROV CATERHAM 1m26.887secs Q1
 19. GLOCK MARUSSIA 1m27.039secs Q1	 20. PIC MARUSSIA 1m27.073secs Q1
 21. KARTHIKEYAN HRT 1m27.441secs Q1	 22. MALDONADO** WILLIAMS 1m24.820secs Q2
 23. DE LA ROSA HRT 1m27.629secs Q1	 24. HÜLKENBERG FORCE INDIA NO TIME IN Q1

* Five-place grid penalty for replacement gearbox
** Five-place grid penalty for a jump start (Belgian GP) and five-place grid penalty for causing a collision (Belgian GP)

THE RACE



THE RESULTS (53 LAPS)

1st	Lewis Hamilton	McLaren	1h19m41.221s
2nd	Sergio Pérez	Sauber	+4.356s
3rd	Fernando Alonso	Ferrari	+20.594s
4th	Felipe Massa	Ferrari	+29.667s
5th	Kimi Räikkönen	Lotus	+30.881s
6th	Michael Schumacher	Mercedes	+31.259s
7th	Nico Rosberg	Mercedes	+33.550s
8th	Paul Di Resta	Force India	+41.057s
9th	Kamui Kobayashi	Sauber	+43.898s
10th	Pastor Maldonado	Williams	+48.144s
11th	Bruno Senna	Williams	+48.682s
12th	Daniel Ricciardo	Toro Rosso	+50.316s
13th	Jérôme D'Ambrosio	Lotus	+75.861s
14th	Heikki Kovalainen	Caterham	+1 lap
15th	Vitaly Petrov	Caterham	+1 lap
16th	Charles Pic	Marussia	+1 lap
17th	Timo Glock	Marussia	+1 lap
18th	Pedro de la Rosa	HRT	+1 lap
19th	Narain Karthikeyan	HRT	+1 lap
20th	Mark Webber	Red Bull	+2 laps - tyre damage
21st	Nico Hülkenberg	Force India	+3 laps - brakes
22nd	Sebastian Vettel	Red Bull	+6 laps - alternator

Retirements

Jenson Button	McLaren	32 laps - fuel pick-up
Jean-Eric Vergne	Toro Rosso	8 laps - accident

THROUGH SPEED TRAP



Fastest: Kimi Räikkönen, 214.97mph
Slowest: Charles Pic, 205.28mph

TYRE COMPOUNDS USED



CLIMATE

Sunny 28°C

TRACK TEMP

39°C



FASTEST LAP

Nico Rosberg, lap 53, 1min 27.239secs



FASTEST PITSTOP

Lewis Hamilton, 20.736secs (entry to exit)

DRIVERS' STANDINGS

1st	Fernando Alonso	Ferrari	179pts
2nd	Lewis Hamilton	McLaren	142pts
3rd	Kimi Räikkönen	Lotus	141pts
4th	Sebastian Vettel	Red Bull	140pts
5th	Mark Webber	Red Bull	132pts
6th	Jenson Button	McLaren	101pts
7th	Nico Rosberg	Mercedes	83pts
8th	Romain Grosjean	Lotus	76pts
9th	Sergio Pérez	Sauber	65pts
10th	Felipe Massa	Ferrari	47pts
11th	Michael Schumacher	Mercedes	43pts
12th	Kamui Kobayashi	Sauber	35pts
13th	Paul Di Resta	Force India	32pts
14th	Nico Hülkenberg	Force India	31pts
15th	Pastor Maldonado	Williams	28pts
16th	Bruno Senna	Williams	25pts
17th	Jean-Eric Vergne	Toro Rosso	8pts
18th	Daniel Ricciardo	Toro Rosso	4pts
19th	Heikki Kovalainen	Caterham	0pts
20th	Vitaly Petrov	Caterham	0pts
21st	Jérôme D'Ambrosio	Lotus	0pts
22nd	Timo Glock	Marussia	0pts
23rd	Charles Pic	Marussia	0pts
24th	Narain Karthikeyan	HRT	0pts
25th	Pedro de la Rosa	HRT	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	272pts	10	Caterham	0pts
2	McLaren	243pts	11	Marussia	0pts
3	Ferrari	226pts	12	HRT	0pts
4	Lotus	217pts			
5	Mercedes	126pts			
6	Sauber	100pts			
7	Force India	63pts			
8	Williams	54pts			
9	Toro Rosso	12pts			



For comprehensive F1 statistics visit www.forix.com

The Singapore GP preview



23.09.2012 / Marina Bay

This spectacular night-time street race is tough on the drivers, tough on the tyres and very tough to overtake in



Mark Gillan
Williams' chief operations engineer

CAR SETUP

"The Marina Bay Circuit in Singapore is a **really tough** track to race on. Of the circuits we visit, it's ranked almost bottom in terms of average speeds, corner speeds, turn angles and aero efficiency, but it ranks very high in terms of **brake severity**, so you have to

ensure the brake system is correctly set up.

"It's also a true street circuit and that means it's **constantly evolving** – the track surface changes throughout the year in between races, and that's not to mention kerbs being moved and things like that. The **kerbs** themselves are quite severe so you can get some high loads going through the car.

"For this particular circuit, we'd be at the maximum end in terms of downforce. The DRS has made a big difference to the way we set up the car because you've got the ability to **drop the drag**. Typically, throughout the season, you'd have a range of aero setups for different circuits. Now you have a few outliers such as Spa and Monza, but everywhere else you carry a great big wing just because you can.

"The **high ambient temperatures** in Singapore mean that there are significant cooling issues for the engine. **Brake cooling** has to be very high too, so the car is opened up quite a lot. Obviously it's a night race so it's not as bad as it could be, but there's a lot of pressure on the cooling system because it's a long race and that means the car has to be cooled for a long time."



Mark Barnett
Williams' strategy engineer

RACE STRATEGY

"Some circuits are defined by their character more than others. Singapore is a street circuit – it has a lot of 90° stop-start corners so, from a strategy point of view, the main issues are that it's **hard on the tyres**, it's hard to overtake on and it's hard on the drivers. These things set

the basis of how you set your strategy. **Track position** is very important here – if you lose it, it's very difficult to get it back. Therefore you usually look towards **minimising the number of pitstops**, whereas at somewhere like Montréal – a track where it's easier to pass – you'd look more at minimising total race time.

"Traditionally at races like Monaco and Singapore you bias your practice programme, approach and car setup to **maximising your qualifying position**. But there's always a compromise. You want to complete the race with the minimum numbers of stops, but you also need the highest grid position possible. So maybe if you use tyres in qualifying to achieve that, you might be right on the threshold of executing the right strategy. You always want to qualify well but you have to take into account how it will affect what you want to do in the race.

"**Safety Cars are common** in Singapore, but the problem is that even though you know the probability is quite high, you don't know which lap it will happen on, and the lap range is the big factor. But say for example you don't have a good grid position, that may encourage you to

take a different start tyre that wouldn't normally work, because when the Safety Car comes out, just being out of sequence can help. However, with the delta laps and the fact that you're all constrained to be the same minimum time under the Safety Car, there's less ability to gain and lose in these circumstances than in previous years.

"Singapore has **the longest pitlane** with a speed limit of 37.5mph, so the loss here is the season's biggest by quite a long way. It's a very long pitlane – over 400 metres – but because the garages are compressed, the pit boxes are close together, which is why the speed limit is so low. The **time loss in the pitlane** is one of the principal factors affecting strategy – because of this, you try to minimise the number of stops.

"It's quite easy to charge the KERS system in Singapore because there are lots of corners, but the lack of long straights means you're just using it for a short boost out of the corners really. Last year, the DRS zone was between Turns 5 and 7. That didn't offer great passing opportunities, but it was better than nothing. Generally in Singapore, the passing opportunities come about through differences in tyres – think of a car that has just left the pits versus a car at the end of a run. Last year there were a couple of passing attempts after the Safety Car restart – not all of them successful – so I think that shows you how hard it is. The drivers are probably more willing to take risks in those situations because they know there won't be many opportunities afterwards. That can create some incidents that otherwise might not exist.

"One thing you have to bear in mind is that **the track is always changing** – P1 and P3 are in hotter conditions, whereas P2 and qualifying take place at night when the track has cooled down. That makes it difficult for the drivers and engineers to get everything set up right.

"We're using supersoft and soft tyres in Singapore – the same tyres as we used in Monaco and Canada this year and the same tyres we used here last year – so we should be reasonably accurate in our expectations of those tyres. It's a tough circuit on the tyres because there are so many corners and they never really get a rest. The driver is **always accelerating** out of turns so, temperature-wise, the tyres have a hard time. The delta in-lap time between the two tyres is actually reasonably consistent, but I think it will be hard to make the option tyre last. That might be the differentiator between who's successful and who's not.

"**Rain is a nightmare to predict** here because you get tropical rainstorms rather than a weather front coming across. You can see on the radar that the prevalence of that type of rain is increasing, but you can't tell when it will come or for how long. A wet race will be a huge challenge."



All you need to know about Marina Bay

CIRCUIT STATS

- Round** 14/20
- F1 debut** 2008
- Track length** 3.152 miles
- Race distance** 192.2 miles
- Laps** 61
- Direction** Anticlockwise
- Lap record** 1min 45.599secs, K Räikkönen, 2008
- Full throttle** 70%
- Gear changes per lap** 71
- Safety Car probability** 100%
- Winners from pole** 3
- Tyre compounds** Supersoft/soft

LAST YEAR

- Winner** Sebastian Vettel
- Runners-up** Jenson Button, Mark Webber
- Pole** Sebastian Vettel, 1min 44.381secs
- Fastest lap** Jenson Button, 1min 48.454secs
- Retirements** 4
- Pitstops** 69
- Overtaking moves** 44
- DRS overtakes** 21
- Weather** Clear, 31°C

PREVIOUS WINNERS

- Fernando Alonso** 2
- Lewis Hamilton** 1
- Sebastian Vettel** 1

TIMETABLE (UK TIME)

- Friday 21 September**
- Practice 1 11:00 - 12:30
- Practice 2 14:30 - 16:00
- Saturday 22 September**
- Practice 3 11:00 - 12:00
- Qualifying 14:00
- Sunday 23 September**
- Race 13:00

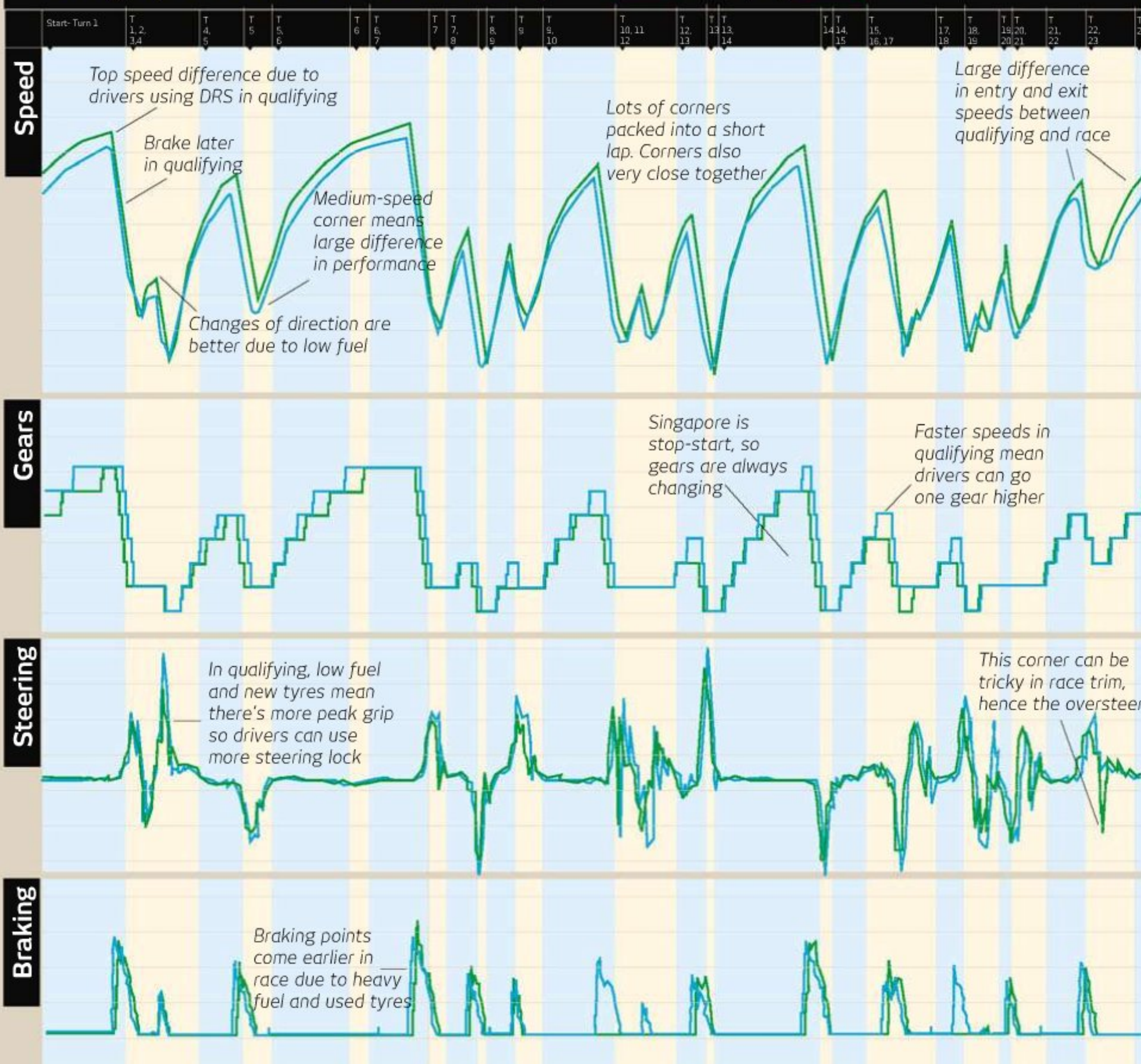


Marina Bay: points to note

- A proliferation of low-speed corners and a lack of long straights means there is little time for the drivers to rest between each corner sequence
- Changes of direction are much slower than in quali, due to heavy race fuel load
- Lower top speeds mean that DRS has less of an effect on lap times
- Drivers can't use the same amount of steering lock because peak grip is lower in the race than in qualifying
- The low-speed corners and short straights mean that downforce, braking and traction are all hugely important at this circuit
- The stop/start nature of the track means that the driver is always having to change up or down gears
- The heavy race fuel load and used tyres mean that braking points tend to occur earlier in the race than in quali

Singapore track telemetry

Qualifying Race



The Japanese GP preview



07.10.2012 / Suzuka

This relentless figure-of-eight classic mixes up unpredictable tyre performance with changeable weather conditions and plentiful overtaking opportunities



Mark Gillan
Williams' chief
operations
engineer

CAR SETUP

"When you compare the strain on the brakes in Singapore, Suzuka is a **very different circuit**. In terms of corner speeds and average speeds, it's right up there. It also ranks high in terms of aero efficiency.

You're on the power for quite a lot of the lap, so engine performance is very important. It's pretty high in terms of tyre energy, but the **high corner speeds** mean that brake severity is very low.

"Suzuka has been around for a long time, so the teams all **know it well**. Saying that, there's nothing specific that we do in terms of setup. Because of DRS, teams run with **a lot of wing** – as long as your lap times are quick enough, **straightline speed is less important**, to a certain extent. You just have to factor in KERS and DRS to ensure you're not vulnerable to someone who's gone very light on aero.

"Of course the other thing about Suzuka is that **the weather can be very changeable** – hot and humid or cold and rainy. That's something you always have to be wary of."



Mark Barnett
Williams' strategy
engineer

RACE STRATEGY

"Suzuka is the polar opposite of Singapore – of all the races, it is the second highest in terms of average corner speed. The corners are **very demanding** – you need high-speed downforce and you must look after your tyres. As they wear, it's harder

to have them laterally loaded and accelerate the car. You'll be **penalised heavily** for any difference in performance as it provides a true **test of both driver and car** at low, medium and high speeds, with short- and long-radius corners and some linked corner sequences.

"It's a more typical race than Singapore because there are a few passing places, plus tyres wear out quickly because of the long corners and the **high lateral energy**. The big question to ask when deciding strategy is: what's the ultimate usable life of your tyres? Because there are places to pass and because it's so demanding on your car and tyres, **you can't defend** or hold track position as you would in Singapore.

"At Suzuka, you have to base your strategy around getting to the finish as quickly as

possible. Sometimes that might mean dropping in behind cars at certain points, but you'd be confident you could get past on **fresher tyres** and that another pitstop won't be too costly because **the pit loss isn't too bad**: The pit loss in Suzuka is around 17 seconds: roughly two thirds of what it is in Singapore.

"It becomes more and more important to work on **long-run pace** in practice at circuits where it's easier to overtake because race pace takes on more importance. It's critical to everything you do in strategy nowadays because **there are opportunities to overtake** and it's so dominated by what the tyres do. Everything we know about the tyres affects what we'd like to do and what everyone else is likely to do.

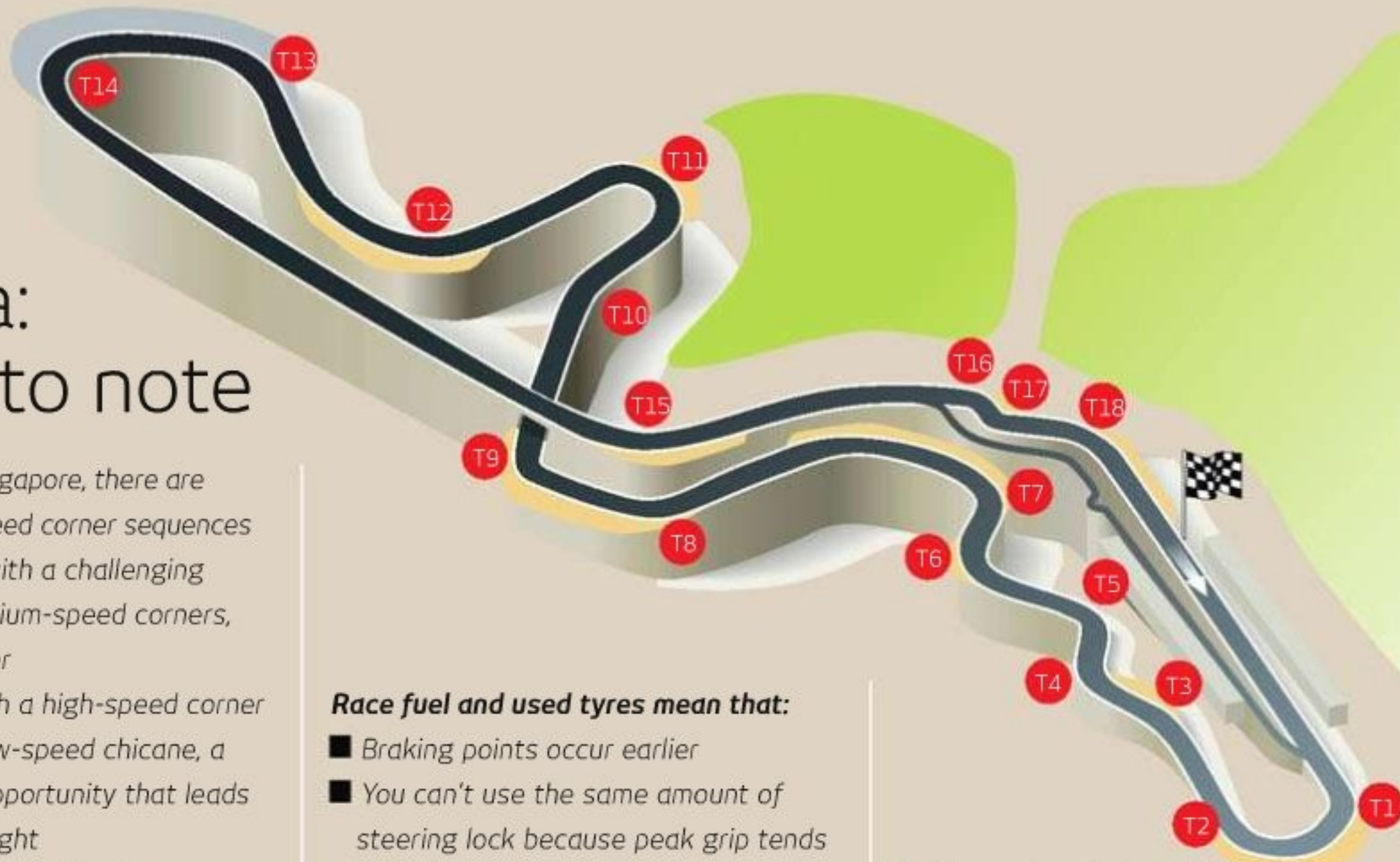
"We've experienced wet weather at Suzuka before, but there's not much anyone can do about it. Generally the forecasting in Japan is better than it is in Singapore though – you can **see the rain moving in on the radar**. In a dry race you'd expect two to three pitstops, but tyre performance is very dependant on the temperatures. If you're **lucky** enough to get dry practice, you learn what operating temperatures your tyres will work in. And from that, you can establish what your **tyre life** will be."

Suzuka: points to note

- In contrast to Singapore, there are only two slow-speed corner sequences
- The lap begins with a challenging sequence of medium-speed corners, all linked together
- The lap ends with a high-speed corner followed by a low-speed chicane, a useful passing opportunity that leads onto the pit straight
- Turns 12-14 are a challenging sequence of long-duration corners
- This is a much faster lap than at Singapore, with two decent straights that give tyres and driver a break

Race fuel and used tyres mean that:

- Braking points occur earlier
- You can't use the same amount of steering lock because peak grip tends to be lower
- The same brake pressure cannot be applied because grip is reduced
- Speed through the T3-7 sequence of corners is slower
- You need to brake at T6 and T15
- There's a large difference in speed through the high-speed T15
- There's less speed, so you drop a gear in certain sections



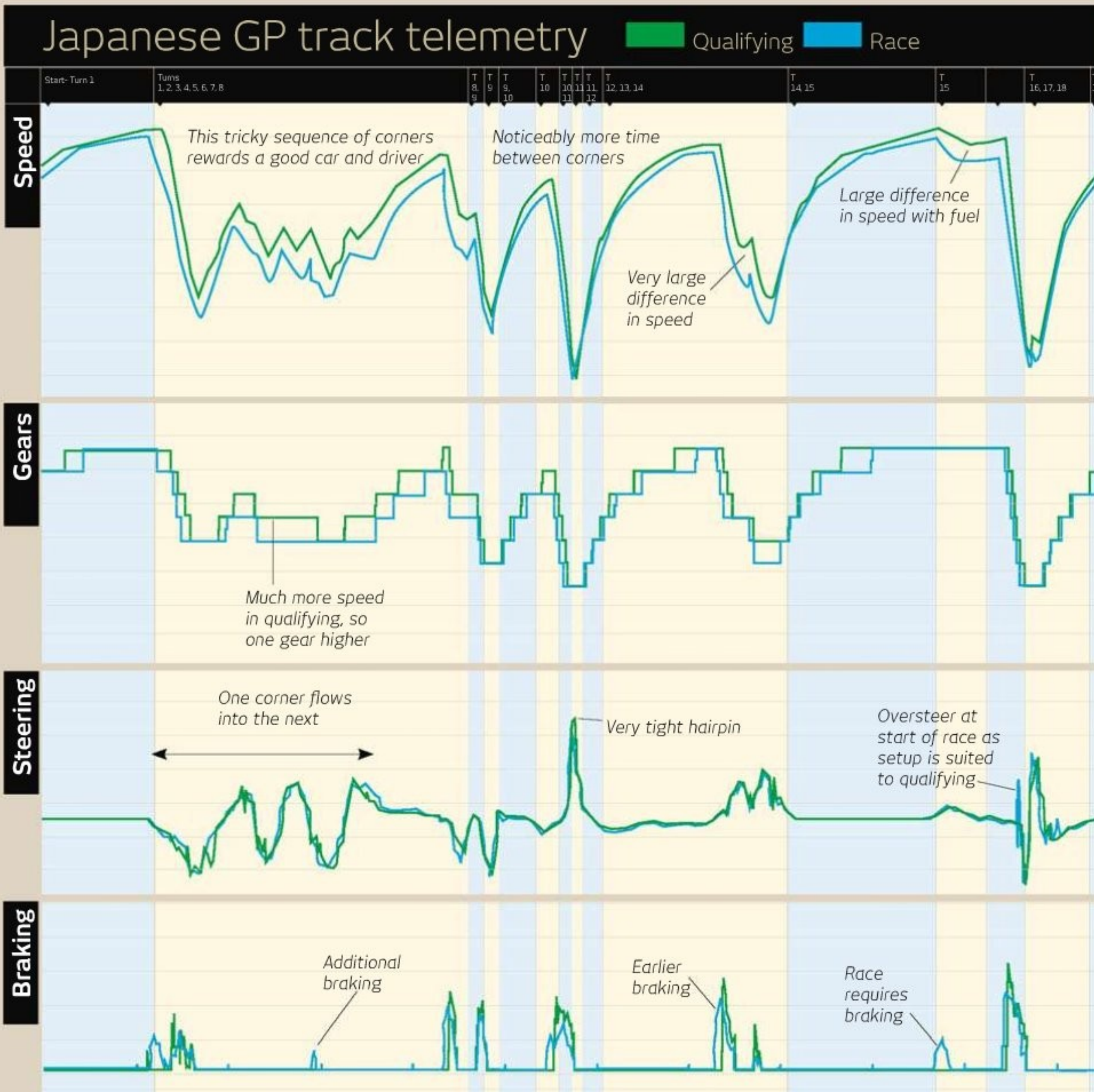
All you need to know about Suzuka

- CIRCUIT STATS**
- Round 15/20
 - F1 debut 1987
 - Track length 3.608 miles
 - Race distance 191.053 miles
 - Laps 53
 - Direction Clockwise & anticlockwise
 - Lap record 1min 31.540secs, K Räikkönen, 2005
 - Full throttle 71%
 - Gear changes per lap 45
 - Safety Car probability 38%
 - Winners from pole 11
 - Tyre compounds Hard/soft

- LAST YEAR**
- Winner Jenson Button
 - Runners-up Fernando Alonso, Sebastian Vettel
 - Pole Sebastian Vettel, 1min 30.466secs
 - Fastest lap Jenson Button, 1min 36.568secs
 - Retirements 1
 - Pitstops 65
 - Overtaking moves 61
 - DRS overtakes 16
 - Weather Sunny, 24°C

- PREVIOUS WINNERS**
- Michael Schumacher 6
 - Sebastian Vettel 2
 - Kimi Räikkönen 1
 - Fernando Alonso 1

- TIMETABLE (UK TIME)**
- Friday 5 October
 - Practice 1 02:00 - 03:30
 - Practice 1 02:00 - 07:30
 - Saturday 6 October
 - Practice 3 03:00 - 04:00
 - Qualifying 06:00
 - Sunday 7 October
 - Race 07:00



The Korean GP preview



14.10.2012 / Yeongam

DRS is king on a circuit that features so many long straights. It makes aero efficiency all the more important, but strategy is dependent on starting position



Mark Gillan
Williams' chief operations engineer

CAR SETUP

"In some ways, Korea is similar to Brazil where you end up with two circuits in one: a fast section to begin the lap and a more twisty section to end it. It means that in terms of setup, you have to **compromise**: you have to ensure you don't set up your car

too much for one area, then compromise another sector that **leaves you vulnerable** in the race.

"In terms of mechanical setup, you have to choose whether to set it up more for the free-flowing turns or for the tight curves. You've got the same issue with the aero package – should you run **more wing or less wing**? One bit of the circuit's geared to less wing, but the other part is tight and you want more wing. You can get around that problem in qualifying by running the DRS whenever you want, but in the race it's more difficult. You have to compromise at any circuit, but here it's even more complicated.

"Track temperature in Korea is usually pretty low but **ambient pressures are very high** and that can have an impact on the engine and the aerodynamics. But in terms of the general setup, there's nothing that makes it stand out as would be the case at a track such as Singapore."



Mark Barnett
Williams' strategy engineer

RACE STRATEGY

"Korea is a really **challenging** circuit. Some teams lean towards the lower-drag 'make-me-quicker-on-the-straights' setup, while others opt for more downforce. From a planning point of view, the strategy you choose depends on where you start. **Straightline speed** becomes more important if you've got to do a lot of passing, so if you're stuck in the midfield then a car that's biased towards top speed will help you **come through the traffic**. Likewise, DRS is obviously going to be a big advantage at Korea, as it is at Shanghai, particularly in qualifying and through the **DRS zone**. If you qualify up front and you're running your own pace, you need the setup that gives you the quickest lap time.

"In terms of passing, Korea is definitely one of the easier tracks we go to. You have slow-speed corners leading onto two long straights then **heavy-braking zones** at the end of them.

"You work your tyres in lots of different ways at Yeongam. Last year we used the soft and the supersoft, which was a big concern at the time, although they actually performed really well in the end. We'd been worried that the high-speed

corners in sector 2 would be hard on the tyres, but **they performed brilliantly**. Because of that, even if you qualify poorly, having a quick car and those good passing opportunities means you can quickly come back to where you naturally would be. Race pace is much more important than qualifying pace. Everyone tended to use a **two-stop strategy** here last year.

"In the past two years that we've raced in Korea, it's tended to be quite cool and I guess that has probably helped the tyres. But it's on a **similar latitude to Japan** so perhaps we should prepare for warmer temperatures."





All you need to know about Yeongam

CIRCUIT STATS

Round 16/20
F1 debut 2010
Track length 3.489 miles
Race distance 191.773 miles
Laps 55
Direction Anticlockwise
Lap record 1min 39.605secs, Sebastian Vettel, 2011
Full throttle 62%
Gear changes per lap 51
Safety Car probability 100%
Winners from pole 1
Tyre compounds Soft/supersoft

LAST YEAR

Winner Sebastian Vettel
Runners-up Lewis Hamilton, Mark Webber
Pole Lewis Hamilton 1min 35.820secs
Fastest lap Sebastian Vettel 1min 39.605secs
Retirements 3
Pitstops 50
Overtaking moves 29
DRS overtakes 15
Weather Overcast, 21°C

PREVIOUS WINNERS

Fernando Alonso 1
Sebastian Vettel 1

TIMETABLE (UK TIME)

Friday 12 October
 Practice 1 02:00 - 03:30
 Practice 2 06:00 - 07:30
Saturday 13 October
 Practice 3 03:00 - 04:00
 Practice 3 03:00 - 04:00
 Qualifying 06:00
Sunday 14 October
 Race 07:00



Yeongam: points to note

- The circuit is a compromise between the high-speed straights of Sector 1 and the corner sequences of Sectors 2 and 3
- Sector 1 has three straights with three braking zones and good passing spots
- The length of seventh gear is a compromise between quali (where DRS use is unlimited) and the race. The driver needs enough top speed in races to pass

- The straight between Turns 2 and 3 is a great DRS passing place; it will benefit teams with good aero efficiency

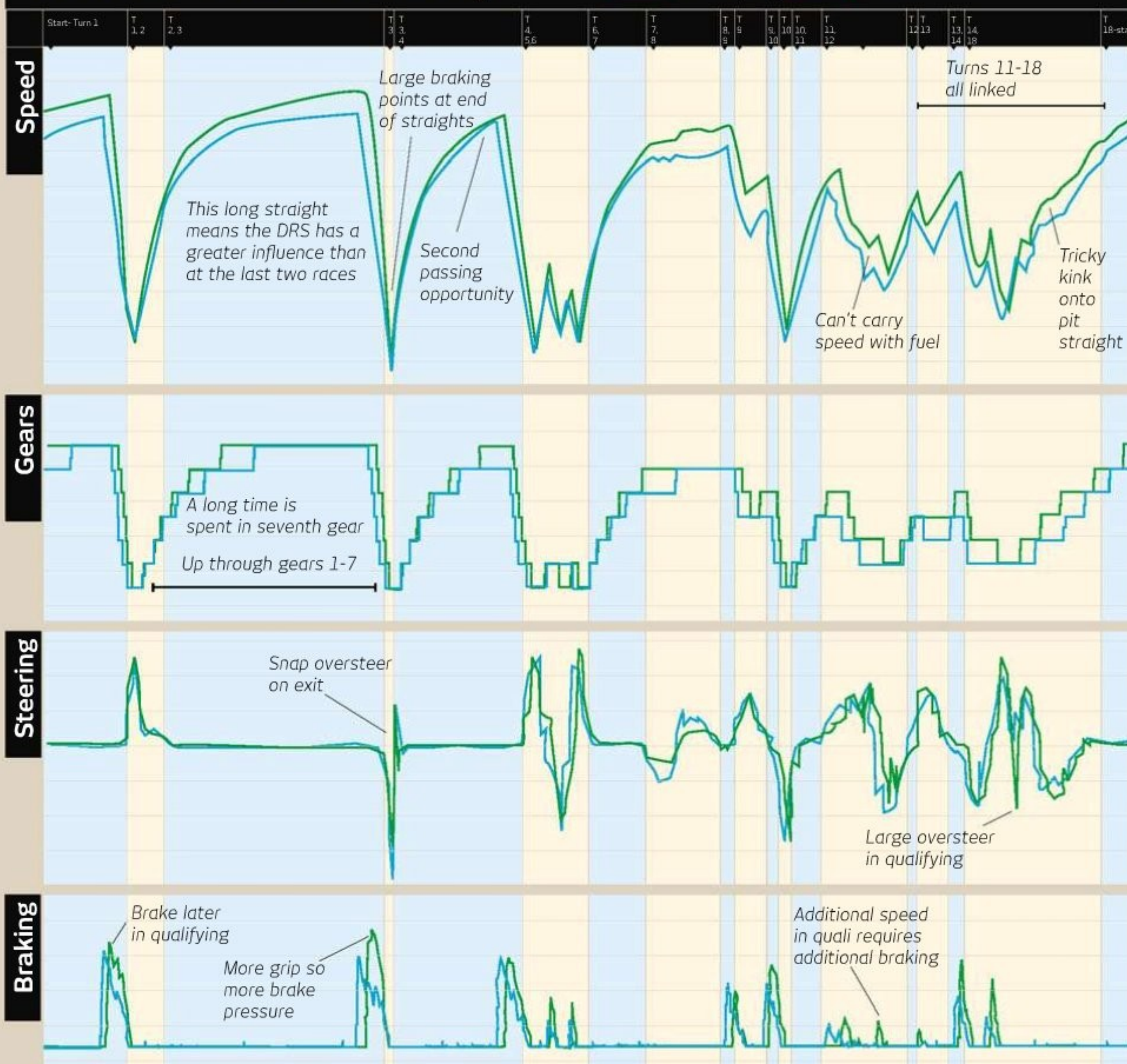
- Turns 11 to 18 all flow together, which is a real challenge for the driver

- The pit entry and T18 can be very challenging in slippery conditions

- Race fuel and used tyres mean that braking points occur earlier and brake pressure is affected by reduced grip. Speeds through slow speed corners are not so different, but medium- and high-speed corners are greatly reduced

Korean track telemetry

Qualifying Race



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ALAN HENRY



Forty years and counting on the frontline of Formula 1

How safe would F1 be, if it hadn't been for JYS?



Stewart leads Jim Clark at Monza in 1965, three years before Clark's death

On 28 August, Sir Jackie Stewart and his wife Helen celebrated their 50th wedding anniversary and it's fair to say that this side of their life enjoyed more in the way of longevity than the careers of most of Jackie's contemporaries and colleagues in the 1960s and '70s. Of the 19 drivers who joined him on the starting grid for his debut world championship outing – the 1965 South African GP at East London – only John Surtees, Jack Brabham, Dan Gurney and Peter de Klerk are still alive as I write these words.

"Brushes with mortality were all part of an F1 driver's work four decades ago"

work four decades ago. And changing that blanket assumption was an uphill struggle. Even for as highly influential a personality as JYS.

As it turned out, Jackie would have to wait almost another 18 months before nailing the first of his championships. But imagine if he had not survived those turbulent and very dangerous times. Who would have driven the great safety crusade? Or would F1 have dwindled into an eccentric backwater for those with something close to a death wish? Doesn't bear thinking about, does it?

Chatting with Jackie recently, I was reminded that, back in April 1968, Jackie was in Spain to carry out a circuit inspection on behalf of the Grand Prix Drivers' Association, when Helen had to give him the shattering news over the phone that Jim Clark had been killed in a Formula 2 race at Hockenheim. It was one of those seminal moments, he noted, that remains branded on your subconscious forever: like where you were when John F Kennedy or Ayrton Senna died.

Except, of course, such brushes with mortality were all part of a Formula 1 driver's

WHY SO SERIOUS, KIMI?

Am I alone in my high regard – sometimes bordering on wonderment – for Kimi Räikkönen's remarkable form on his F1 comeback? He has been fast, generally composed and clearly totally committed to getting his shoulder behind the whole Lotus F1 programme with a determination that has surprised many of those who recall his sunset years at Ferrari. So what is different? Tired of not being taken seriously, maybe?



AN INCREDIBLE WIN

The most uplifting moment of the first night of the 2012 London Paralympics? The sight of Alex Zanardi in the Italian parade. Proof that no matter how bad things get, you should never give up. As Zanardi then proved when he powered his way to gold medals in the H4 handcycling time trial and road race events. Now that's fighting spirit.



Alex Zanardi on his way to handcycling gold at Brands Hatch

PHOTOS: GARY HAWKINS/LAT, LAT ARCHIVE

MURRAY WALKER



UNLESS I'M VERY MUCH MISTAKEN...

"Now, I go back a little bit longer than 1996, but *F1 Racing's* 200 issues have represented a special time for me..."

As an avid fan, my congratulations go to all at *F1 Racing* on this 200th issue. F1 is a colourful and exciting world of non-stop action, peopled by high-achievers who travel the world in an atmosphere of fierce competition, political and financial drama and engineering excellence – all of them striving to go faster and last longer than their rivals. It was an inspired move by Haymarket Publishing to promote that world by launching this magazine in 1996. It's been a huge success, with 28 international editions, and it's no wonder, for it appeals to a worldwide audience.

Now, I go back a little bit longer, but *F1 Racing's* 200 issues have represented a special time for me. At the magazine's 1996 debut, after 47 wonderful years with the BBC, I switched to ITV

to enthuse about Damon Hill, who I had known since his days as a Brands Hatch motorcycle champion and whose double world champion father, Graham, had co-commentated with me. Damon created history by becoming the only world champion son of a world champion father, following a tense season of rivalry with his brilliant new team-mate Jacques Villeneuve.

I've also marvelled at the transformation of Ferrari from a great team that hadn't won the driver's title since 1979 to becoming almost boringly dominant for five years from 2000, thanks to the combined efforts of the most impressive driver/team partnership in the history of the sport – Michael Schumacher, Jean Todt, Ross Brawn, Rory Byrne and Paolo Martinelli.

That dream team is history now, and I have to wonder if Michael Schumacher will ever again stand on the top step of the podium. Do I think he was right to return? Yes I do because he's doing what he wants and he's still got victories to achieve if his awful run of 2012 luck turns around and Mercedes-Benz give him a winning car. As time goes by, memories of just how great a driver he was in his prime are dimming, but it would be sensational if he could rekindle them by joining this year's roll call of winners.

You'll have read about all the great champions since 1996 earlier in this magazine, and I've been lucky enough to know them all. From such an array of dazzling talent it is perhaps unfair to single out just one, but although all nine of them are very special, the one who stands out for me is Jenson Button. He may have won just one title compared with Schumacher's seven and two each for Häkkinen, Alonso and Vettel, but he has pretty much the ideal racing driver's CV. Friendly, personable, eloquent, ever-cheerful, a very fine driver and a very fine team player, he's a team's and a sponsor's dream. I was Honda's F1 ambassador for three years while JB was driving for them in cars that were by no means the best, and I saw how frustrating it was for him not to be able to demonstrate his talent with more than one win. But he never complained and justly reaped the reward for his patience in 2009 with that fairy-tale world championship with Brawn.

Elsewhere in this issue, you'll have read about which car is statistically the best one in the history of *F1 Racing*. It depends what you mean by 'best', of course, but, for me, praiseworthy though the Williams, Ferrari, McLaren, Renault, Red Bull and the others' efforts have all been, my own 'best' is the 2009 Brawn, because never before has there been such an emotional and dramatic story behind the debut, success and rapid disappearance of a Formula 1 contender.

And I haven't even mentioned my most exciting year – 2001 – when Fernando Alonso made his debut with Paul Stoddart's Minardi team, or 2000 and F1's first year in modern spec at the awesome Indianapolis, or my admiration for Mika Häkkinen and the youthful genius of Lewis Hamilton and Sebastian Vettel who have all been part of the wonderful world of *F1 Racing* – and now I can't, or I'll fall off the page! **F1**



Jenson Button and the Brawn BGP 001 make Murray's favourite driver-car combo since *F1 Racing* launched in 1996

"My own 'best' car is the 2009 Brawn. Never has there been such a dramatic story behind the debut of an F1 contender"





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