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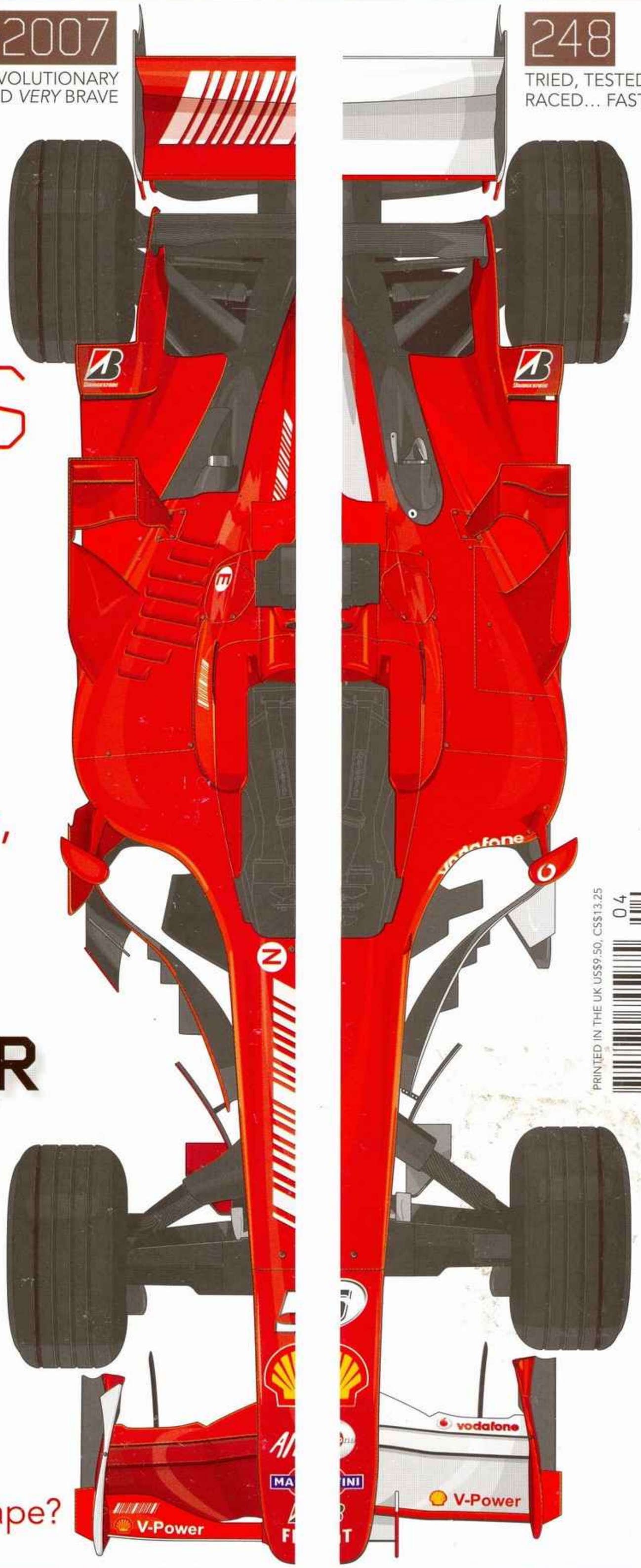
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'BANZAI' COMPETITION! Win a drive with Alonso: see p129



Young gun ties up with Wurz manager

Didier Coton, who manages Alex Wurz (among others), has signed 2006 McLaren Autosport BRDC Award winner Oliver Turvey (left). He'll race in the Formula Renault Eurocup in 2007



F1 returns to the Ring

BMW is to run a current F1 car around the Nürburgring's Nordschleife circuit for the first time since 1976 (left). Nick Heidfeld will drive the BMW-Sauber F1.07 on the 14-mile track on April 28



PADDOCK SPY

A NEW SEASON, A NEW LINE-UP OF HELMETS – CAN YOU SPOT THE THREE REVISED DESIGNS?



1





3





5



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22


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DRIVER LIDS
IN CAR NO. ORDER

01 Fernando **Alonso**
02 Lewis **Hamilton**
03 Giancarlo **Fisichella**
04 Heikki **Kovalainen**
05 Felipe **Massa**
06 Kimi **Räikkönen**
07 Jenson **Button**
08 Rubens **Barrichello**
09 Nick **Heidfeld**
10 Robert **Kubica**
11 Ralf **Schumacher**
12 Jarno **Trulli**
14 David **Coulthard**
15 Mark **Webber**
16 Nico **Rosberg**
17 Alex **Wurz**
18 Tonio **Liuzzi**
19 Scott **Speed**
20 Christijan **Albers**
21 Adrian **Sutil**
22 Takuma **Sato**
23 Anthony **Davidson**

THE CAR BENEATH THE STORM

Ferrari went to Melbourne with their most radically revised car in years. So why did they mess with a proven format? It's all down to the post-Schumi team shuffle

Words Steve Matchett **Illustrations** Patricia Soler

MORE THAN ONE OF FERRARI'S rival engineers told me they'd hoped the between-seasons personnel upheavals at the Scuderia would throw their usually ultra-efficient design department into disarray. And, sure enough, in this brave new world, even before the 2007 season got underway, there were signs that internal battles were raging.

Throughout much of last year there was uncertainty over Michael Schumacher and Ross Brawn's probable retirement. The eventual confirmation of their exit produced a reshuffle (see panel, p80), and the jostling for position within the team's new order hasn't gone as smoothly as some had hoped.

And, of course, amid the confusion, Ferrari were busy creating F1 project number 658, known to the world outside Maranello as the F2007, and unveiled in mid-January. And now that we've seen it, we can at last grasp the extent to which the internal changes have impacted on the team's philosophy and well-proven design lineage.

The biggest difference is the keel design at the heart of the front suspension. The new car has a zero-keel layout. That is a huge change. Over the past decade all Brawn/Byrne Ferraris have used single-keel technology. They trusted it, and that trust was rewarded with six consecutive constructors' championships. Note, too, that no zero-keel car has ever ▷

MALCOLM GRIFFITHS/LAT

FERRARI F2007

F2007 has a longer wheelbase, zero-keel front end – and other design departures from the Byrne credo

won a championship – the R25 and R26 Renaults, winners of both championship trophies in 2005/6, used V-keel technology. This year's R27 is also V-keel.

So why would Ferrari ditch a major template of their success and plunge into something new? First, the facts. The single-keel versus zero-keel argument is reasonably straightforward. Single keel is the better *mechanical* solution, offering extremely stiff suspension mountings, allowing the wishbones to be set lower and so improving the suspension geometry. The downside is a (slight) reduction in aerodynamic efficiency, as the airflow from the front wing will inevitably foul the keel.

Conversely, zero keel is the better *aerodynamic* solution (no keel to interfere with the airflow), but if there's no keel on which to mount the wishbones, those mountings have to be raised higher onto the flanks of the monocoque. That limits suspension adjustment and adversely affects its geometry throughout its range of travel.

Deciding which is the more desirable solution largely depends on whom you ask: aerodynamicists tend to favour zero keel (or its precursor, the twin keel); mechanical engineers lean towards single keel. Examples of zero keel are Newey's McLarens and Gascoyne's Toyotas, both designed by aerodynamicists, both favouring aero-led solutions. The V-keel Renaults of Pat Symonds, and Ross Brawn's single-keel Ferraris, represent the other side of the coin.

The restrictive technical regs continue to stifle the efforts of

F2007 v 248

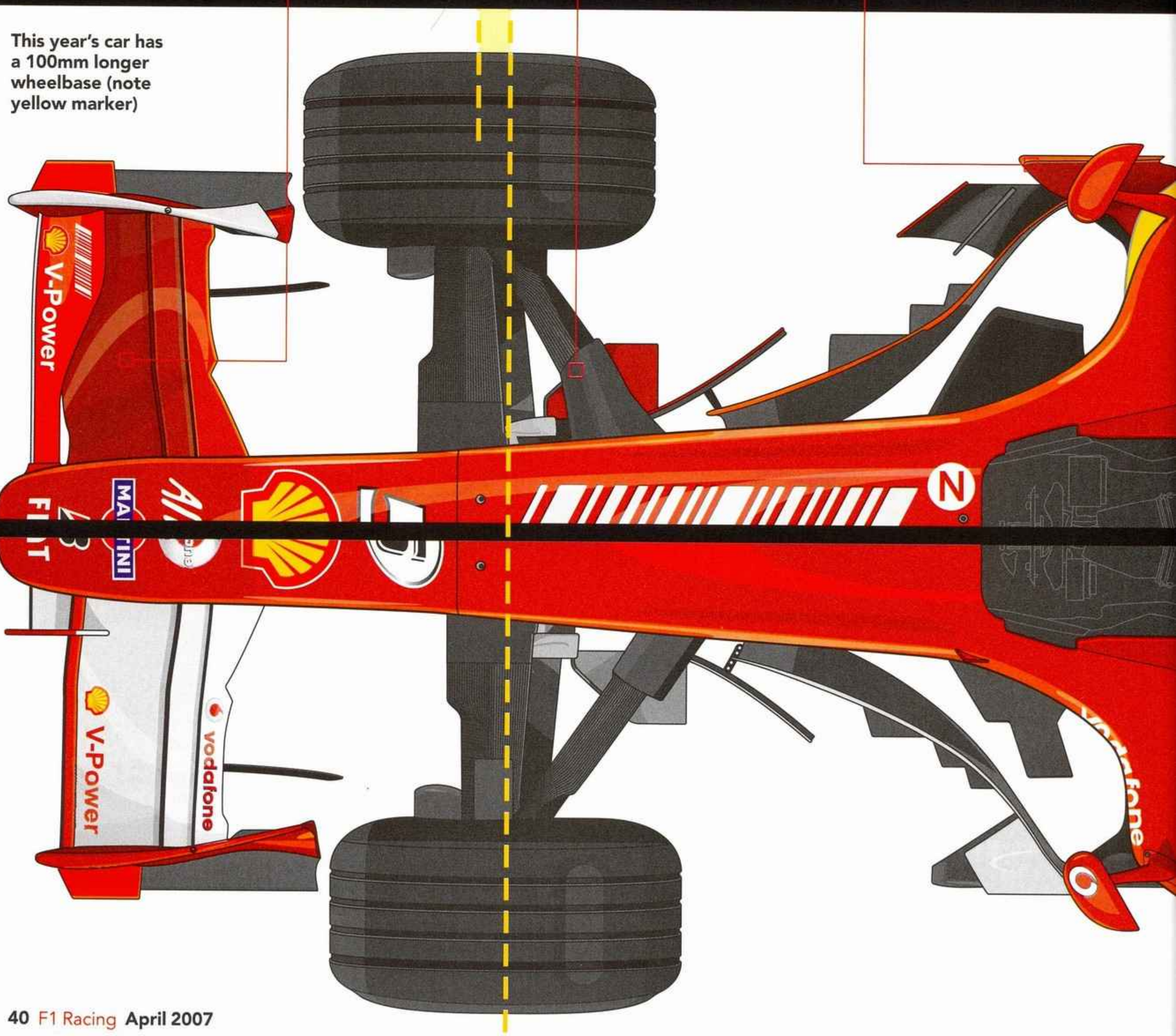
Plan view of the 248 (2006) and F2007 launch cars. The detail specification of the F2007 was already fine-tuned by the time it sat on the Melbourne grid

1 In testing with the new Bridgestones, the rear of the car (confirmed by all teams) has been giving up, causing oversteer, while the front has remained relatively stable. If the tyres are modified to counter this trend, the cars may well tend towards understeer. If so, Ferrari will need all the front-end aero help they can find.

2 In order to maximise the benefits of zero-keel aero-dynamics (a new concept for 2007), the team have opted to increase the car's wheelbase. The additional length has all come as a result of modifica-tions to the monocoque. The dimensions of the rear-end are largely the same as those of last year's 248.

3 The 2007 limit of 19,000rpm (a drop of 1000rpm in Fer-rari's case) means more aggres-sive cooling is possible, so the frontal area around the radia-tor ducts has been reduced by mounting the cooling matrices more horizontally. But the downside has been an increase in matrix size to compensate for this imperfect positioning.

This year's car has a 100mm longer wheelbase (note yellow marker)



"It's almost as if Ferrari are retaining Rory Byrne to stop him working elsewhere"

frustrated mechanical engineers. Ever more emphasis is placed on aero design because that's where performance gains are found. Consequently, unless the team have a strong mechanical engineer to mediate the debate, when push comes to shove over design priorities the aero gang typically get their way.

The new chief designer at Ferrari and architect of the F2007 is Nikolas Tombazis. Over the years he served as senior aerodynamicist with Benetton, Ferrari and McLaren before returning to Maranello to take up his present position. During his first stint at Ferrari he spent five years working under Rory Byrne and is, therefore, well versed in single-keel design. His time at McLaren means he's also thoroughly briefed in the pros and cons of twin/zero-keel technology.

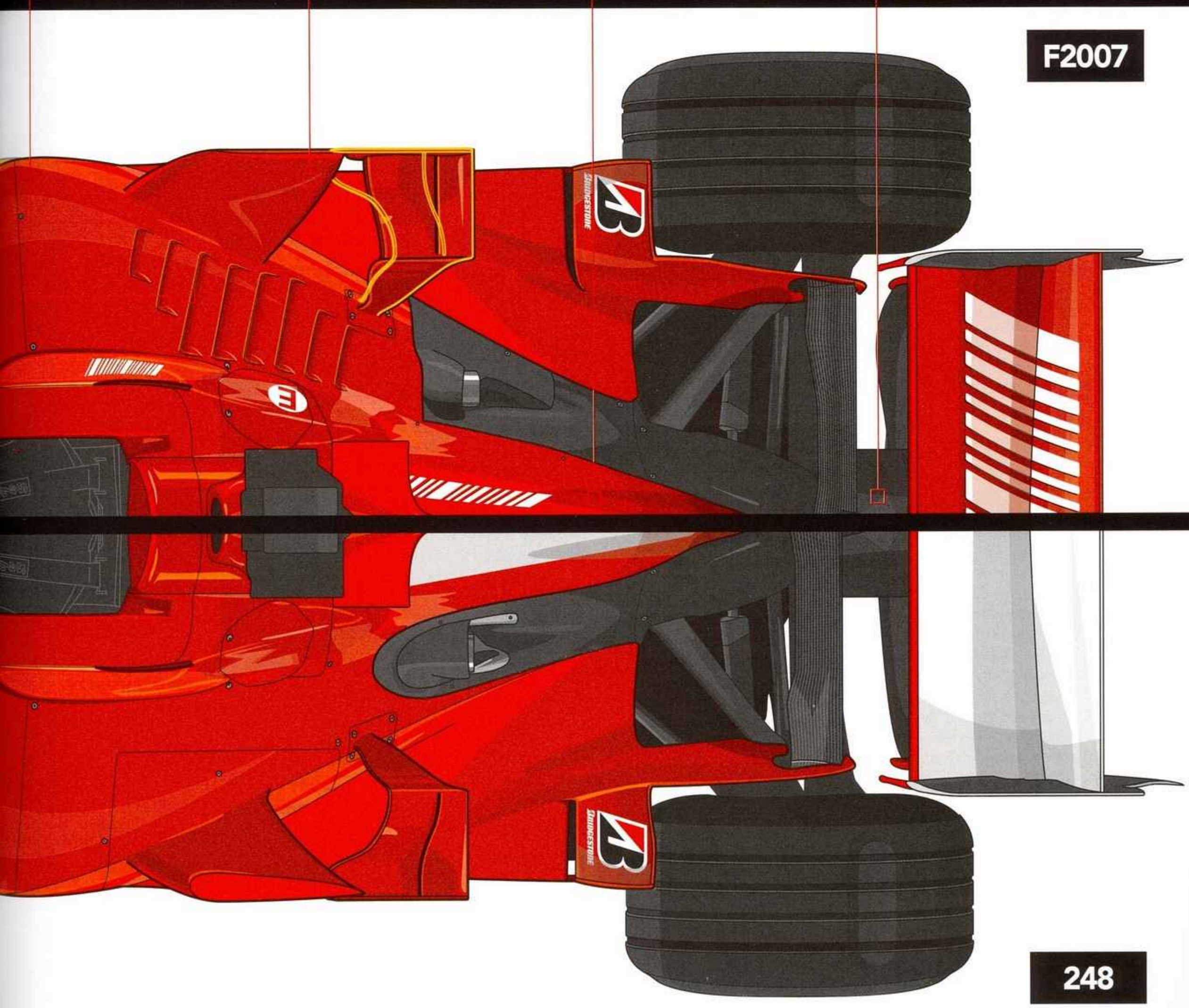
Byrne remains on the Ferrari payroll as a consultant but, looking at the F2007, I get no sense of Byrne's input. It's almost as if Ferrari are retaining Rory to stop him working elsewhere. As he spends more time developing his diving resort in Thailand, I suspect this arrangement suits him perfectly. I also suspect that Ferrari's ▷

4 Ferrari have replaced their bodywork-mounted engine cooling 'chimneys' with a series of slatted louvres. Curiously, when the F2005 was launched, the team decided to replace the louvres they'd used throughout 2003/2004 with their chimney idea because it was considered the better aerodynamic solution.

5 Although the reintroduction of slatted louvres has negated the need for bodywork chimneys, the new car uses a similarly shaped item primarily as a mounting point between the bodywork and winglets sited behind. The new mounting plate has a much smaller frontal area, leading to an aero reprofiling of the winglets.

6 Project 658 began the season with a titanium gearbox casing supplemented with carbon mouldings, similar to last year's. Initially, it was due to be replaced by an all-composite casing. Ferrari then turned their focus to seamless-shift internals. The composite 'box will be tested in the summer, but may not race until 2008.

7 Looking like a third exhaust outlet, the heated airflow exiting the Ferrari's transmission oil-cooler, vents through a centrally located duct. In wind-tunnel tests, several teams including BMW-Sauber have looked at the pros and cons of this option, but all except Ferrari, so far, have found it unconvincing.



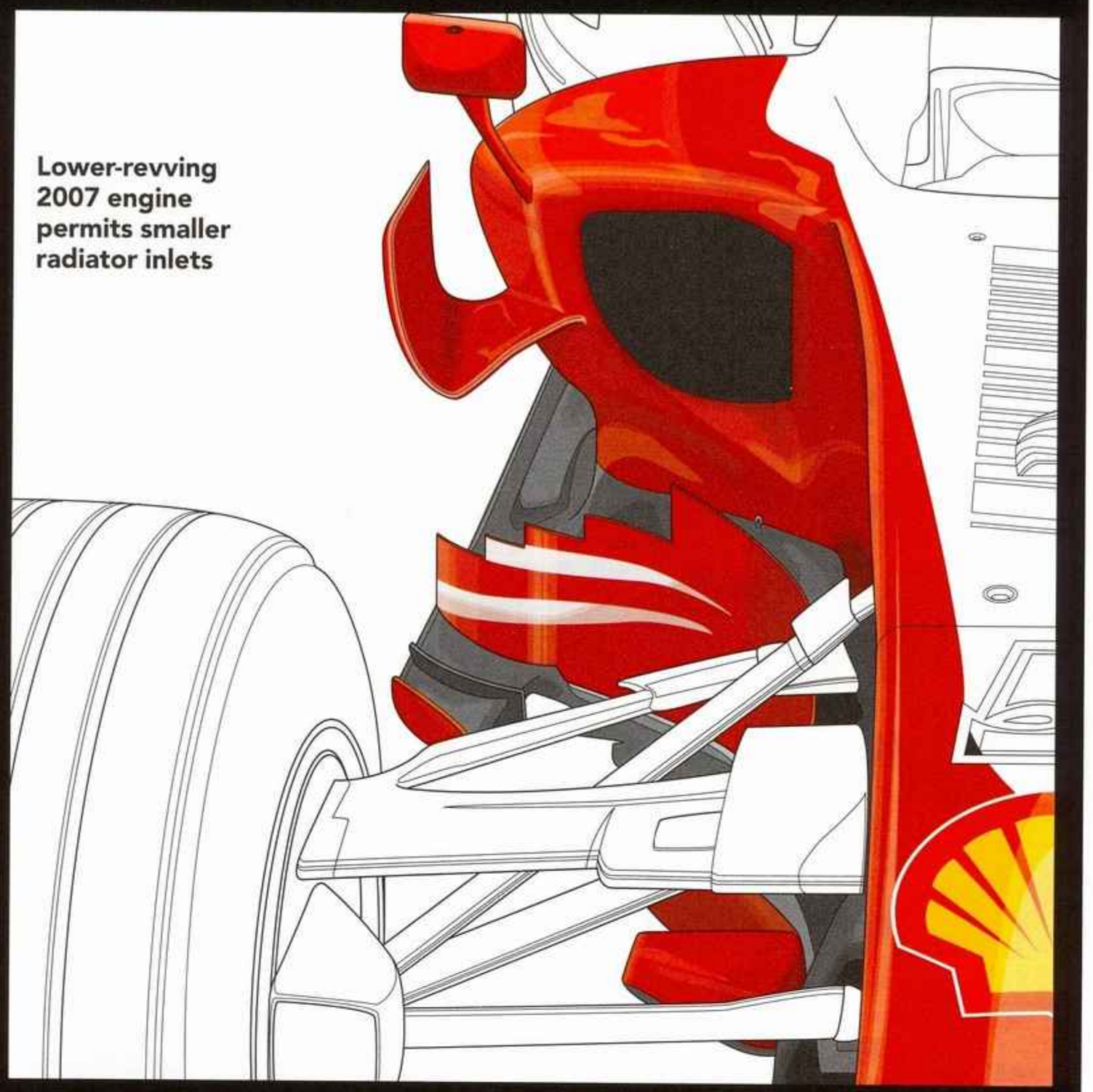
"Rear-biased weight distribution seems to conflict with the 2007 Bridgestones"

decision to commit to zero-keel aero is a statement by Tombazis that times have changed. New brooms gather no moss.

A consequence of this switch in keel design is that the area of monocoque between the forward cockpit bulkhead and front axle line has been elongated by something approaching 100mm. According to Aldo Costa, recently promoted from chief designer to head of the 'chassis group', this increase in monocoque length is all about aero gain, the idea being to better control the quality of the airflow as it splits left and right around the (keel-less) underside of the chassis and is then channelled rearward to both the radiator inlets and bodywork flanks.

With no equivalent decrease in car length at the rear (for example, by shortening the transmission casing or moving the engine forward), this has increased the wheelbase and shifted the weight distribution rearward.

This rear-biased weight distribution seems to conflict with the needs of the 2007 Bridgestones. They appear to favour a forward weight bias which would protect the relatively fragile rears. When I suggested to a senior Ferrari source that this might potentially be problematic, he dismissed the idea, saying the car has ample scope through ballast adjustment to more than compensate for any undesirable shift in weight distribution. But what about the increase in the wheelbase itself; are Ferrari concerned about the actual increase to the car's length? ▷



Detail notes #1: fine-tuning the aero balance

The sculpting of the bargeboards and radiator inlets helps control airflow over the car

To achieve an effective aerodynamic balance it is essential that both the front and rear wings work in harmony. Relatively speaking, a car's front wing operates in clean air while, in complete contrast, the rear wing must work with air that has already been disturbed by the rest of the car. As the air leaves the trailing edge of the front wing, the fundamental requirement is to control the pressure and direction of the airflow as it travels rearward.

The sculpting of the Ferrari's zero keel therefore channels the air beneath the driver's legs before splitting the flow into the sharp undercuts of the ducts and around the flanks of the chassis.

Falling out of Stepney?

Ferrari believe they're on course, but do ructions in the new regime signal a return to the bad old ways?

The disappearance of Michael Schumacher and Ross Brawn (however temporarily) has been a major headache for Jean Todt. For example, the new era gave rise to the restlessness of his race technical manager, Nigel Stepney – for the past 14 years a crucial linchpin, holding pit-lane discipline and chassis reliability together. Given more responsibility (and shown the respect he believed was his due, and didn't believe he was enjoying), he said he'd prefer to remain with Ferrari. But, pre-season, he also made no secret of the fact that he was open to offers from rival teams. But then, in February, Ferrari responded by moving him to an off-track role – as head of team performance development.

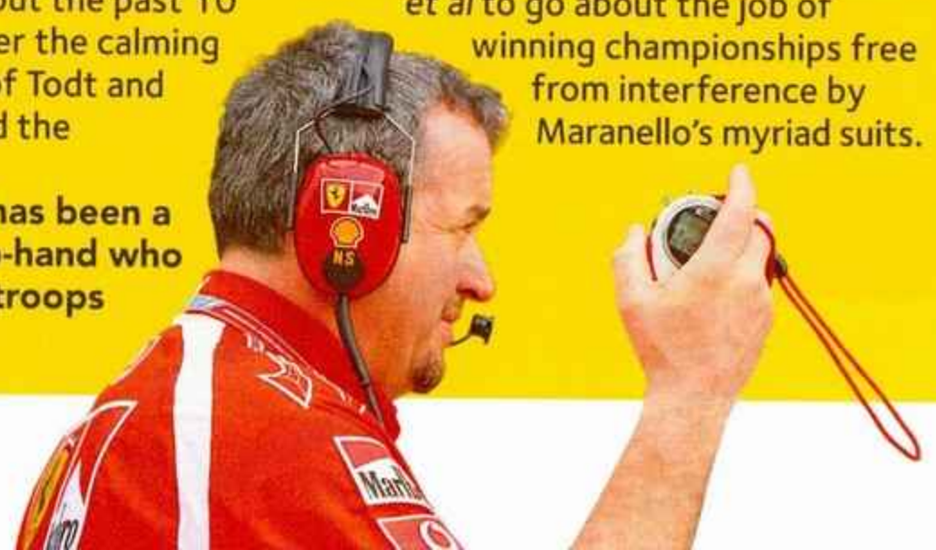
Nigel has brought stability to a race team that in past decades operated somewhat chaotically. He's a hard taskmaster (I tell you this from first-hand experience). But he does get things done. His no-nonsense approach to practicalities won him huge respect in the paddock. That's why Ferrari had to act to stop other team principals from reaching for their Rolodex.

Throughout the past 10 years, under the calming influence of Todt and Brawn (and the reassuring impact of the near-constant shower of Schumi-supplied trophies), it has been easy to overlook just how volatile a team Ferrari are. Todt's primary responsibility has been to calm the thrashing waters, to maintain a barrier between the highly strung microcosm that is the F1 operation and the company's vast and relatively impassive other business, allowing Brawn *et al* to go about the job of winning championships free from interference by Maranello's myriad suits.

Todt is still there, of course, but I get the impression that his enhanced role as CEO of the entire Ferrari empire, blunts his focus as leader of the sporting arm (something he denies in his interview elsewhere in this issue). Nevertheless, he would have retired at the end of 2006 if Schumacher and Brawn had remained on board; it was their departure that forced him to stay to help smooth the transition.

Well, I'm sure Ferrari value his self-sacrifice but, to me, it sounds as if Todt's mind may be wandering – pondering a life free from the sort of epic commitment required of senior Maranello management.

Jean Todt interview, p46 →



Stepney has been a vital whip-hand who kept the troops in order

LAT ARCHIVE



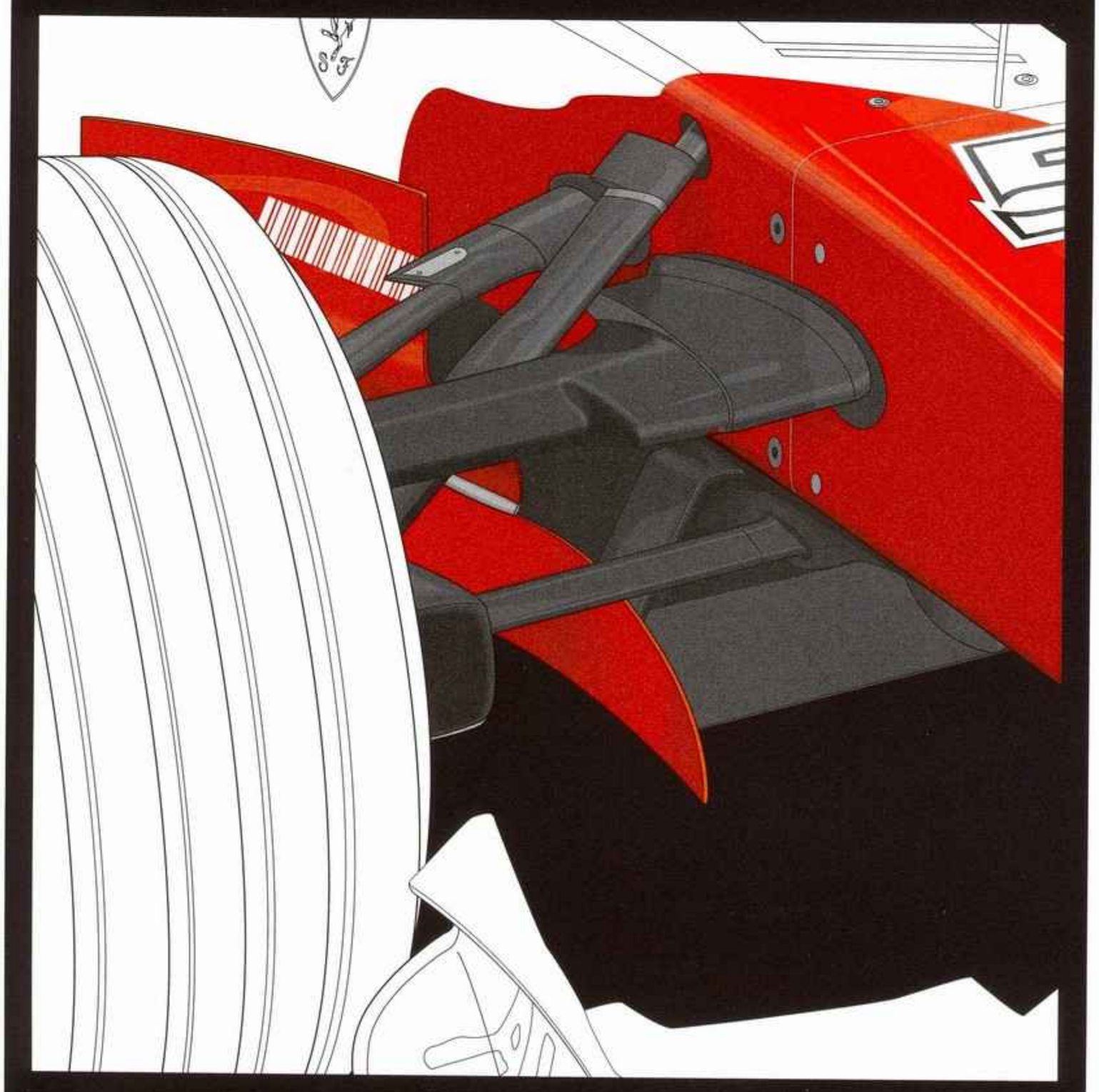
Ferrari say the 100mm longer wheelbase won't cause problems

Detail notes #2: all-new zero-keel design

Zero keel is much more an aerodynamicist's than a mechanical engineer's solution

In a game of technical semantics it could be argued that the F2007 is not a definitive zero-keel design: the forward leg of the lower front wishbone is not attached to the flank of the chassis, but is actually located on a small stub-mounting protruding from the underside of the monocoque. For all practical purposes, however, project 658 can be considered Ferrari's first zero-keel car.

In order to reduce drag to a minimum the track rod (connecting the steering rack to the axle upright) is housed within the same aero-profiled carbon shroud that shields the forward leg of the upper wishbone. The overall design marks a serious departure from Rory Byrne's highly successful single-keel format.



"If you see us doing a three-point turn at Loews, you'll know we're in trouble"

"No," he said with a grin, "I think we'll be okay. If you see us doing a three-point turn to get around [Monaco's] Loews Hairpin you'll know we're in trouble! No, we're okay – there's no problem over wheelbase."

Publicly, at least, the team appear confident that in designing an aero-led car they've got the tools to make best use of the standard range of Bridgestone tyres available to them in 2007 (of which they have the most knowledge because they used similar rubber in 2004).

For their sake I hope they're right. Many Ferrari employees still shudder at the memory of 2005: all year long the team struggled to understand how to get those rock-hard, one-race Bridgestones to work; race after race their car limped around tracks like a wounded dog. To try to cure their problems the team worked like dogs, too: building new wishbones, modifying pick-up points, adjusting suspension settings. And still they struggled. And that was with a well-understood single-keel car, with Brawn at the helm and technical manager Nigel Stepney supporting him. *And* with Schumacher at the wheel.

It's worth noting that the initial design of project 658 began in early 2006, just after Tombazis rejoined the fold. He and Aldo Costa worked on the F2007, leaving Brawn free to concentrate on the 2006 car. Sound logic: little point in Ross holding sway over a project that, ultimately, he would be uninvolved with come time for it to race. The Tombazis/Costa pairing began designing 658 around the tyre construction that Bridgestone had initially intended for use in 2007. The key word here is 'initially', because it now seems that, for reasons of a technical, economical or possibly political nature, Bridgestone later reworked their final choice of construction for 2007. By that time, however, Ferrari had committed to their new zero-keel concept.

Exactly how much trouble this redefined tyre construction is causing the team remains unclear, but they have already instigated changes to both suspension and weight distribution as a result. Naturally, all teams are having to learn how best to use the 2007 Bridgestones, but it appears that Ferrari are experiencing more extreme issues than are the ex-Michelin teams.

As always, we'll know soon enough how fast and reliable the new car is, and how successful Ferrari's new regime proves, too. I fear, however, that many long sleepless nights await the team in their quest to prove they can cope with their losses, regroup and rejoin the chase for the championship. **F1**

MALCOLM GRIFFITHS/LAT

Lonely at the top? Well, no; Jean Todt has plenty of senior help. But he has lost two big pals

ON HIS TODT

No Michael Schumacher. No Ross Brawn. So how's life for Ferrari's grandest *grand fromage*? The very same, only very different...

Interview Robert Holmes **Portraits** Darren Heath

It's just one of those symbolic coincidences. When I enter Jean Todt's office, on the top floor of the Gestione Industriale, the road-car division of Ferrari, he's sorting through correspondence while the double-glazing just about suppresses the excavator and bulldozer racket outside. The old vehicle production plant is tumbling down, brick by brick, soon to be replaced by a glamorous new complex that's stiff with cutting-edge technology. Out with the old, in with the new, in all branches of Ferrari activity, it seems.

"Enzo Ferrari always looked ahead, and he would have approved of this ▷

TEAM-BUILDING, FERRARI-STYLE

development," said Ferrari's president, Luca Montezemolo, the day after the official launch of the F2007 in mid-January. From later this year, therefore, a factory designed by superstar architect Jean Nouvel will gradually rise from the ashes to produce the road cars of tomorrow. And, as the new CEO, Todt is one of the key figures who will help guide Italy's most iconic car maker through this challenging transition period.

Meanwhile, as every F1 fan knows, change has also gripped the Gestione Sportiva, the nearby sporting division. This time, though, there are no excavators, no bulldozers. It's at a human level that the F1 team are now reshaping their future. A new structure was put in place over the winter, and all the big jobs have gone to the team faithful. The watchword is 'continuity'; it's all about sustaining a winning philosophy. That's a laudable ambition at a time when so many high-profile players have quit the scene – but there is a downside.

Many traditional (and crucial) job titles have been split up and/or redefined, while new positions have been added alongside. The Scuderia's organogram, once so clear and logical, now takes on the complexity of a French aristocratic family tree. Ross Brawn, Ferrari's great technical director, is replaced by the double-act of technical director Mario Almondo and track technical chief Luca Baldisserri... an oddity that perhaps pre-figures Brawn's own return to Maranello as team boss (and not technical director) at the end of this sabbatical year.

And Todt? Still at the helm, still team principal, but growing ever more distant from the sharp end of F1 as he continues to be promoted within Ferrari. He'll be assisted in the day-to-day by sporting director Stefano Domenicali, and his old general manager role has now been taken by Amedeo Felisa. And then there are the Dany Bahar rumours. Red Bull owner Dietrich Mateschitz's right-hand man handed in his notice in late February, and most F1 insiders reckon he'll end up at Ferrari, as some kind of Todt-in-waiting. No one at Ferrari will comment on that, though.

"I'd probably have left if the others had stayed. But your life is never really your own"

The research department? Run by Aldo Costa, with Nik Tombazis as chief designer and Rory Byrne re-signed in a consultant role. And Michael Schumacher? The seven-time world champion, so much more than a driver to this team, has retired and is still looking for a something to do – at Ferrari, of course. He'll be a consultant this year, was involved in the F2007's initial shakedown, has sat in on a number of technical meetings and has also had telemetry emailed to his home PC. But what will he actually *do* now?

All in all, it's pretty hard to make head or tail of. The 2006 management personnel are leaving... and not quite leaving – and, apart from Gilles Simon, who has taken over Paolo Martinelli's responsibilities *precisely,* as F1 engine chief, none of the new chaps has squarely replaced any of the departing heroes. Neither Todt, Brawn, Byrne nor Schumacher have yet annexed a clear-cut new fiefdom for themselves *or* cut the umbilical cord completely. It's a muddle.

Naturally enough, Todt doesn't see it that way. "No, no, no. Let's say it's a new chapter," he says, settling into a red leather armchair and placing three mobiles within easy reach. "The 2007 reorganisation is no revolution as far as I'm concerned. Many of those on board now, have long been part of the team. It's really just a case of reapportioning responsibility, not a new beginning, not at all."

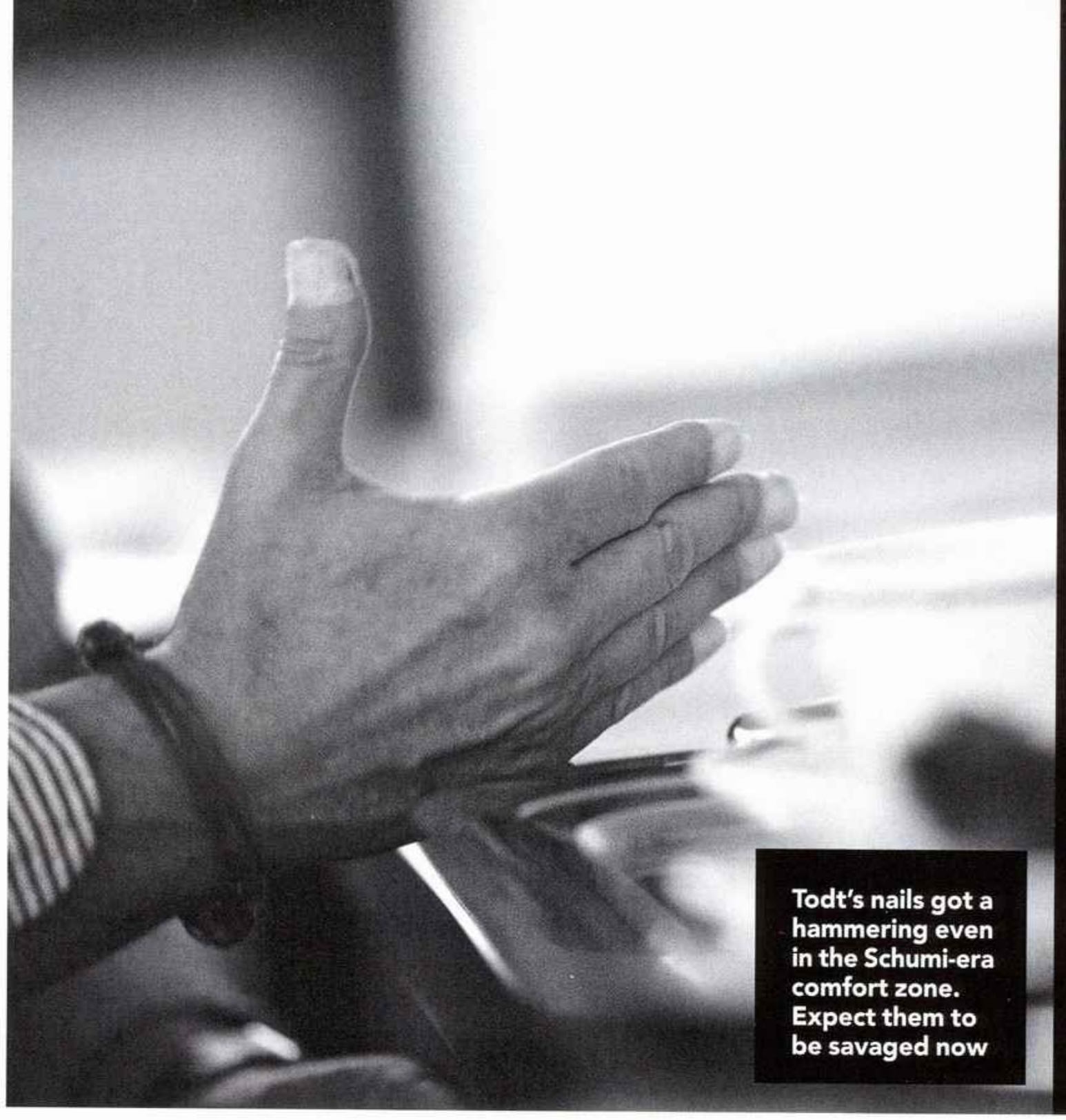
And Todt, of course, knows of what he speaks. If there's one area in which he excels, it's team-building and sorting out the responsibility jigsaw. The World Rally Championship, Paris-Dakar, Le Mans, Formula 1 – few motorsport disciplines haven't benefited from his exceptional leadership and organisational skills. Even so, the current structure does have a hint of the temporary about it. Todt's place at the heart of the team may be an expression of his almost obsessive devotion to Ferrari, but, if his lieutenants hadn't bailed out this winter, he would in fact have left himself. And he admits as much.

"Yes, yes, yes. I'd probably have left if the others had stayed," he says. "But, you know, your life is never really your own. My responsibilities in the company dictate that the choice had to be approved by Montezemolo and the group shareholders. Bearing in mind Ferrari's overall position at the end of last year, I decided to stay on. It wouldn't have been the right time to leave." ▷



Kimi is fast, but will he give Todt management headaches that Schumi never did? Probably

"I don't stop for lunch. I go home at 11.00pm. That's my life. It's ludicrous"



Todt's nails got a hammering even in the Schumi-era comfort zone. Expect them to be savaged now

For most of last season, those closest to Todt made no secret of the fact that they expected him to retire at the end of the year. The relative equanimity with which he seemed to handle bad results – such as at Sepang (two pre-race engine changes; fifth and sixth at the flag); the happiness he palpably radiated when his fiancée, the Hong Kong film actress Michelle Yeoh, was on his arm at races; Michael Schumacher's impending retirement... all were plausible justifications for him to bow out sooner rather than later. Todt almost did withdraw, as he says; but although he found he couldn't quite, yet, pull the plug, for fear of gravely destabilising the team, it's tempting to speculate that his motivation isn't what it once was.

Again, of course, he won't have it. "No. As long as I'm in charge of F1 activity, I'll always be 100 per cent committed," he insists. "It's psychological. It's who I am. I turn up for work at the same time every morning. I don't stop for lunch. I don't go home till 11.00pm. That's my life. I don't say I like it. On the contrary, I find it ludicrous. But I can't do it any other way."

You can't argue with that – certainly not in terms of hours on the clock, or straight talking. But Todt was appointed Ferrari's overall CEO a few weeks ago. And two years ago he made the move to the office we're in now – on the same floor as Montezemolo's.

Granted, he still retains his F1 team principal's office on the Via Ascari, but inevitably he'll now turn his attention more definitively to the road car operation and gradually allow his newly installed F1 managers to get a grip on the racing side. Simple geography – his new location – will dictate as much. But will he admit it?

Not really, no. "Okay, yes, the initial aim is gradually to loosen my direct hold over Gestione Sportiva," he says. "But, for now, I have to state clearly that the opposite is actually the case. I need to make sure that continuity is guaranteed even though some extremely important people have left the team. So, in actual fact, I'll be paying *more* attention to F1 this year than I did in 2006."

Fair enough. You can't smooth out the departure of someone of Schumi's stature via a quick boardroom reshuffle. Whatever happens this season – wins for Felipe Massa or Kimi Räikkönen, world title or no world title – part of the emotional charge that made previous seasons so extraordinary will be missing.

"You know, change can be very good for any company," Todt remarks, albeit a fraction unconvincingly. "But, prior to the Australian Grand Prix, I knew I'd find it odd to see Kimi at the wheel of the Ferrari, knowing that Michael was watching on TV."

There's no point in hoping he'll build the same rapport with Räikkönen that he and Schumacher enjoyed. In the first place there isn't time – for how much longer will he head-up the Scuderia? Nor is the chemistry there; blokey hugs and kisses don't quite seem to be Kimi's thing. Give him the car and he'll do the job, but the team will have to do without the emotional overload and tear-smeared victory jumps.

What they do expect, though, is reliability. Todt does, too. And, judging by the new F2007's frequent breakdowns in pre-season tests, the R&D department still have their work cut out in that area.

There's little sense of panic, however; the Scuderia know they're well capable of ironing out those technical stutters very quickly. And there'll be one final, perhaps more personal, challenge. If nothing else, Jean Todt will be keen to show that he can win a title even without the backing of his dream team – and, to prove that, no, it wasn't Michael Schumacher who ruled Maranello. Remember that he was always very quick to rubbish people, including F1 journalists, who were bold enough to suggest that Michael was the *real* boss of Scuderia Ferrari throughout their recent golden era.

Overall, in 2007, and like any good Italian diva, the Scuderia might never be better than when she feels threatened.

Todt may be a bit like that, too. **F1**

Ta-ta to the Todts? No!

Jean Todt is now 61. Like his friend Max Mosley (66), not to mention Bernie Ecclestone (76), he's unlikely to want to spend his seventh decade in pipe 'n' slippers mode; but, even so, 61 is 61, and you can't go on at F1 pace for ever.

Moreover, Jean has a son, Nicolas, whose nest he's busy feathering, and feathering conspicuously – Felipe Massa's meteoric rise being the obvious example. (Felipe was contracted to Ferrari in 2001 and eventually drawn under Nicolas's managerial wing; Jean then hired Felipe as a Ferrari driver. Easy-peasy.)

Don't get me wrong: Felipe is very quick and deserves his Ferrari seat, and Nicolas is more than just the beneficiary of nepotistic preferment. He's a shrewd guy, shrewd enough, indeed, one day to be an F1 team boss. (He has already steered his ART team to two GP2 titles.) Maybe one day soon(ish), in fact.

So, how about Scuderia Toro Rosso? Think about it: it may well occur to the Todts that Gerhard Berger might want to worm his way into the job of Red Bull Racing team boss in the not-too-distant future, and would not, therefore, have much need of his half-share in STR.

And a half-share of STR could well be attractive to Todt Jnr. And justifiably so. He (and his dad, who is unlikely ever to sever his links with Ferrari entirely, even in his dotage) would have control of an unofficial Ferrari B-team, based at nearby Faenza, using Ferrari engines (as STR do), etc.

Makes sense, doesn't it?

Matt Bishop

Beware of AGEING

Stop me if you've heard this one... **A young bull and an old bull are out for a stroll when they spy a group of females in the valley below. The young bull**



BULLS

shouts, "Hey, let's run down the hill and get funky with a couple of those babes." The old bull replies, "No, let's walk down and get funky with them all."

They're the oldest driver pairing on the grid, they're team-mates, and they're two of Formula 1's savviest operators. Being old ain't all bad, eh?

Interview Stuart Codling **Portraits** Ben Wright

To interview David Coulthard and Mark Webber on their own is intimidating enough. Not just because they're both sharp, articulate, streetwise and politically astute – but chiefly because, beneath their hail-fellow-well-met chumminess, they're both as hard as the proverbial iron fist. With Webber it starts the moment he shakes your hand – a great paw thrust out to envelop yours, applying a grip that falls just short of knuckle dislocation.

This year is vital for both of them. Mark needs to prove – yet ▷

again – that he isn't the imploding 'whingeing Aussie' he was made out to be at Williams; and evergreen David, much as he hates talking about his age, needs to keep on delivering lest the team look to someone younger. Important, that, for an energy drinks corporation who've spent millions on young racing talent.

Off-track as well as on, then, these guys will be doing their utmost to outperform each other. Each has form: Mark in destroying team-mates psychologically, David in turning disagreeable team situations to his advantage (think of those McLaren years, when he occupied the unfavoured side of the garage), and surviving whatever ordure is thrown in his direction.

So it is with trepidation that I mount the steps of the Red Bull motorhome and enter the air-conditioned inner sanctum of these two F1 alpha males. Mark is poised on a bench seat at the back, while David is relaxing, supine, on the physio's bed, eyes fixed on the ceiling.

Stuart Codling I was looking through back issues of *F1 Racing* and in the January 2005 edition there were two stories – one about each of you – which, through time and circumstances, have proved wide of the mark. One was a valedictory piece about David's last race at McLaren [Brazil 2004], which in tone if not explicitly in content was a kind of wrap-up of David's career; the other was "Mark Webber: Williams's next world champion". So, taking you each in turn – David, at that time people assumed your career was winding down, whereas actually the move to Red Bull seemed to reinvigorate you.

David Coulthard It's become almost an epidemic in F1 that people, from a journalistic point of view, always want to put your career in a box – to place you where they think you fit into F1 history – before you've actually finished. In the case of Michael [Schumacher], I think it's safe to assume he's not going to win any more grands prix. In my case the opportunity's still there.

SC Since joining Red Bull you've seemed feistier, more combative than you were at McLaren.

DC Of course, you change, and the people around you change. I remember when I was the test driver at Williams, people would say, "David – do this, do that, do whatever," because I was just one of the team. Two weeks later I was the race driver and the same people who'd been telling me what to do were suddenly saying, "Would you mind doing that, please, if it's not too much trouble?" So people's views of you change depending on the circumstances – and if you drive for a team like Red Bull, who aren't seen to be grey like McLaren, then that influences people's opinion of you. The fact is, I've been doing the same thing – getting on with it, trying to get results.

All very well, but I could never see David sprouting facial hair at McLaren – or indeed, appearing on the podium in a Superman outfit, as he did at Monaco last year. He's being a bit defensive, as if anticipating a facile "When are you going to retire" question. He (rightly) dislikes this line of enquiry. He may indeed have an exit strategy – a 'sporting director' role, like Gil de Ferran at Honda, maybe – but he's hardly going to tell me that here, is he? So I reckon it's time to show him that that's not where I'm leading.

SC Well, they say that age and guile beat youth, innocence and a bad haircut. Anyway, Damon Hill wasn't much younger than you are now when he got his F1 break.

DC That's right. He was about 32 or 33. If you're good enough, by definition it doesn't matter how old you are. I've just turned 36 and have been racing against people more than 10 years younger than me – people who've had the opportunity to beat me, but haven't been able to do so consistently enough to make them still be here.

He means Christian Klien – but we'll come back to that.

SC Okay. Mark, *F1 Racing* thought you could be Williams's next world champion. But no one could have predicted how quickly they'd fall away from the front of the grid. That must have been a disappointing time, to say the least.

DC [interjecting jokily] Yeah, you really brought the team down, didn't you? They were looking like they had good potential.

Mark Webber Mate! Just as David touched on, it was people's perceptions of me – off the back of a couple of strong seasons at Jaguar, going to a bigger, stronger, more established set-up at Williams. But... [he trails off and exhales deeply] Yeah, people expected me to get good results there. But it didn't happen. We struggled for results through the whole period. So it *was* disheartening. On the other hand, that was just the story of the ▷



Third Red Bull season for DC, the team's top point scorer so far – "If you're good enough it doesn't matter how old you are"

MALCOLM GRIFFITHS/LAT



"DC: I've been racing against people 10 years younger than me. They've had the opportunity to beat me, but they haven't done so consistently enough to make them still be there"

DC v WEBBER
THE INTERVIEW

HOW THEY MEASURE UP

Christian Klien is a perfect yardstick for Webber and DC. He was Webber's team-mate at Jaguar in his rookie year (2004) and DC's at Red Bull for 2005 and 2006. So how, relatively, did they stack up against him?

2004 (18 races)	Webber	v	Klien
Better qualifying	83% (15)		17% (3)
Better race result	100% (8)		0% (0)
Better fastest lap	87% (13)		13% (2)
Points	7		3

2005/06 (30 races)	DC	v	Klien
Better qualifying	53% (16)		47% (14)
Better race result	59% (10)		41% (7)
Better fastest lap	36% (8)		64% (14)
Points	38		11

(Note: race result data taken from two-car finishes only; fastest laps data counts only when laps set by both drivers)

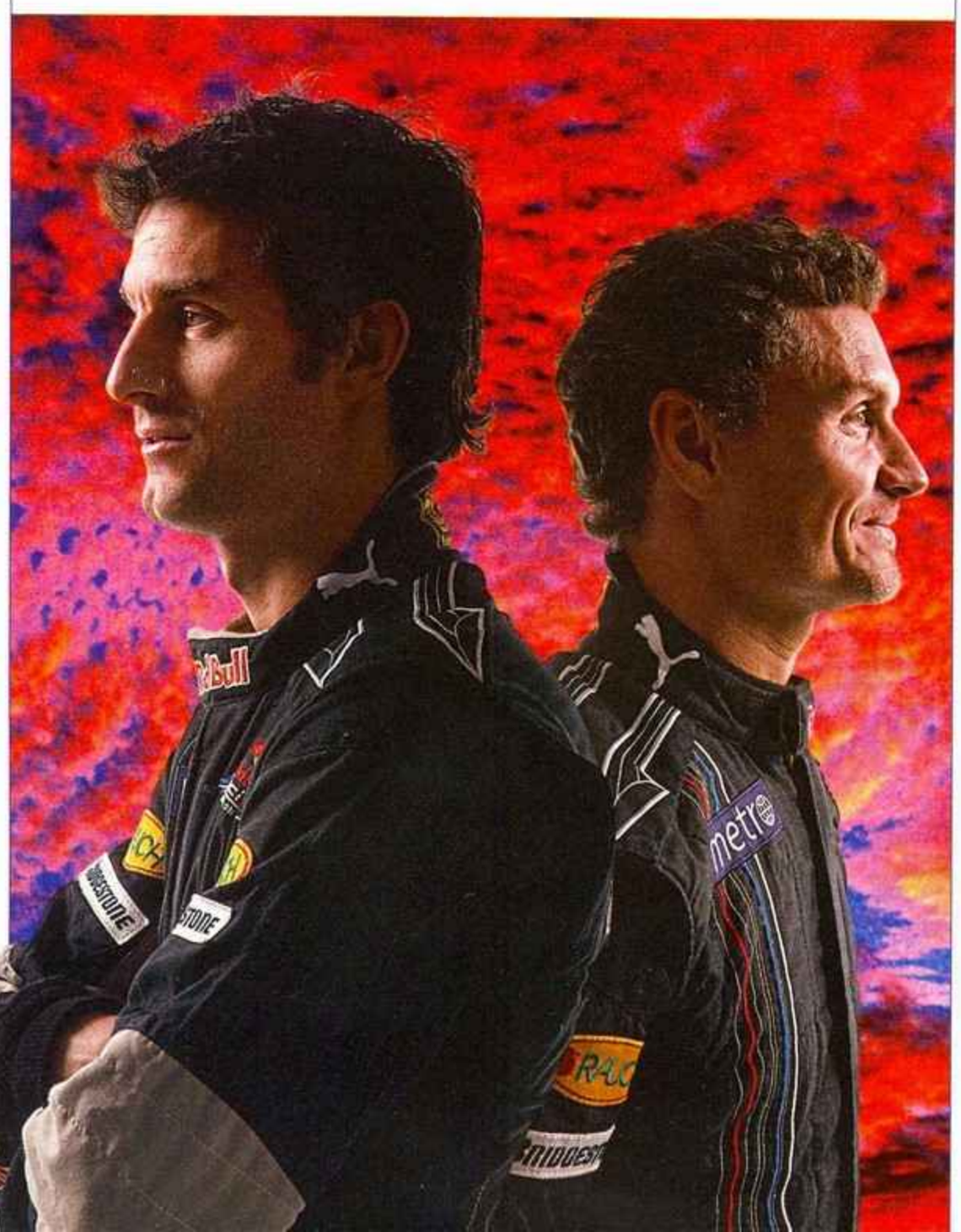
The stats show Webber annihilated Klien across the board (in Klien's rookie season). On the eight occasions in 2004 when both Jaguar R5s finished a race, Webber was ahead 100 per cent of the time, and he out-qualified Klien 15-3.

By contrast, Coulthard and Klien were more evenly matched. DC just had the qualifying edge across their two seasons together (16-14) and two-car race finishes (10-7). But Klien had him on fastest laps, as you can see.

So, using Klien as a yardstick, is it probable that Webber will have the edge over DC? In qualifying, maybe, yes. Their reputations here (Webber a freakishly good single-lapper, DC a sometimes moderate one) are polar opposites.

But perhaps the stats also issue a warning to Webber. He may have dominated Klien in every department, but scored only seven points to Klien's three. DC, however, was less dominant – but took loads more points: 24 to Klien's 9 in 2005, 14 to Klien's two in 2006. In part that could be circumstantial – Red Bull's upturn in 2005/06 over Jaguar, mitigated in Klien's case by perpetual uncertainty over his drive. Then again, it may just be that Webber can learn from DC how to bring those precious championship points home.

Dom Taylor





fortnight – I didn't feel under pressure because of a bloody article in a magazine. You know, at the start of last year Nico Rosberg was going to be world champion.

Not necessarily the quickest whippet out of the trap, but DC can rack up points

An interestingly dismissive tone crept into his voice as he enunciated the name of his highly rated ex-team-mate – but I don't want to be seen to be pouncing on it, so let's pick up on that a bit later.

SC And in F1 you can be driving the wheels off a badly sorted car, but no one notices because you're P13, or wherever.

MW Yes. The Jaguar was a fast car over one lap – which helped me put my name up there, I suppose – but it was hard on its tyres. So under one-lap qualifying I could get it high up the grid, but because of tyre degradation we then lost out to teams who could mount a more consistent attack on Sunday afternoons. Again – it affects people's perceptions of you. *[Thus was a reputation born which, owing to the vicissitudes of his time at Williams, Mark has been unable to dispel: that he's a great qualifier, but inconsistent in races.]* Jaguar gave me a good platform. My first team-mate there [in 2003] was Antonio Pizzonia – and he was the guy everyone thought was going to be great, because at Williams he used to blow Ralf [Schumacher] and [Juan Pablo] Montoya away in testing, apparently. It didn't happen for him.

We're in interesting territory here. For all that drivers claim not to care what anyone thinks about them, they know that for an F1 team the ultimate barometer of a driver's performance is how well he compares with his team-mate. Although he hasn't said so explicitly, Mark will have known – then as now – how important it is to annihilate your team-mate and will have deployed every tactic in his arsenal to do so. Well, we needed to get onto the subject of intra-team rivalry at some point and Mark has neatly led us there – so let's do it, but carefully.

> "MW: You know, at the start of last year, Nico Rosberg was going to be world champion"

SC He was never even close to you, was he?

MW Antonio was the world champion of testing. But he... didn't really get a go on a race weekend. That was something we never got to the bottom of – or *he* never did.

Now there's a sentence pregnant with possibilities. Doubtless Mark wouldn't have been shy about pointing out his team-mate's shortcomings during any such inquisitions. Let's shift the focus away from Mark and DC, and see where it takes us.

SC Mike Gascoyne has often said that over a single lap, Jarno Trulli was often quicker than Fernando Alonso when they were together at Renault – but Alonso could hold it together better over a race, especially if the car wasn't 100 per cent.

Mark is about to answer, but suddenly DC – who's been idly toying with his mobile phone as if paying Mark's questions no heed – pipes up, agitated.

DC You know, the number of times the term 'potential' gets over-used, and I can think of an example – sorry, if I can just come in on your question.

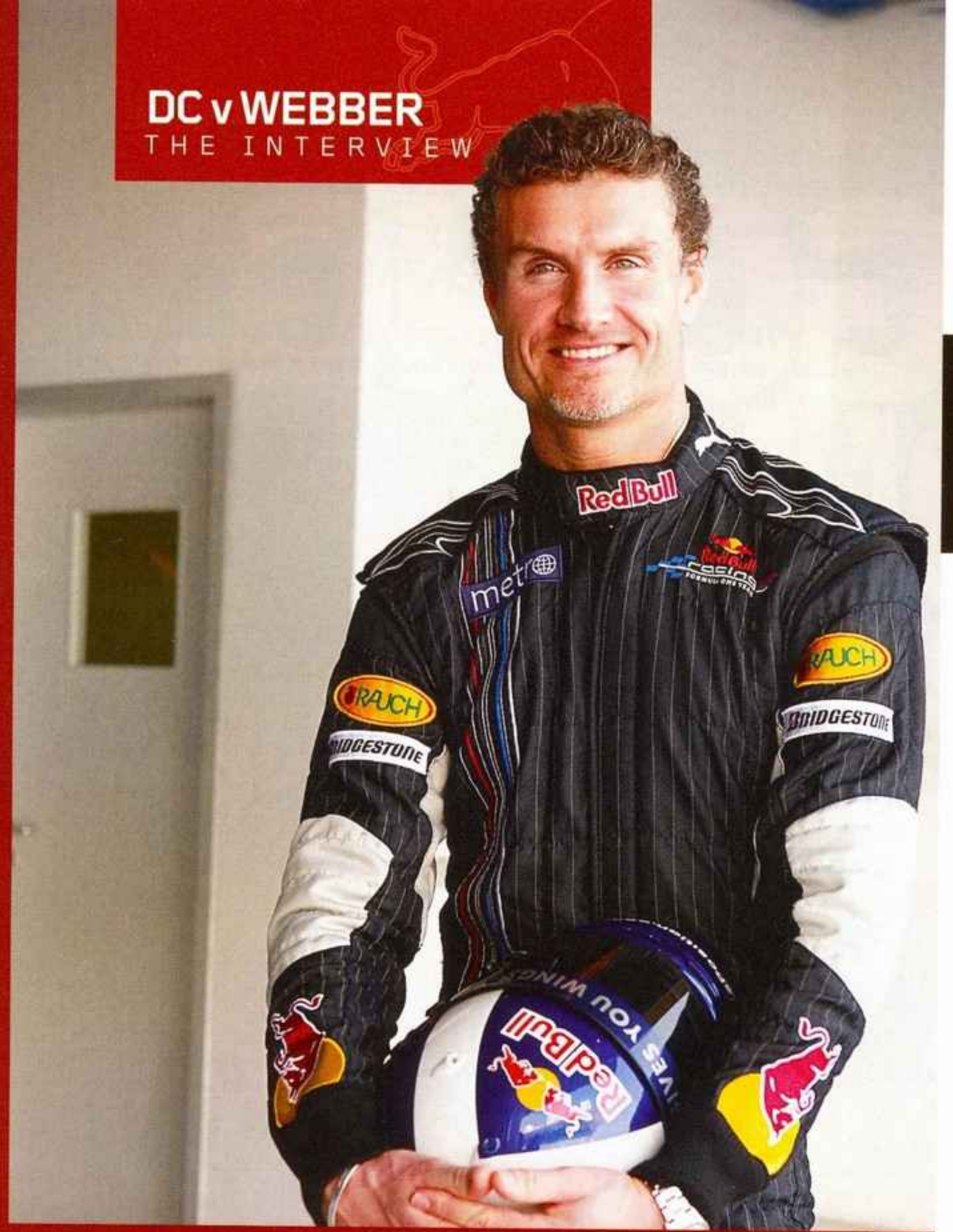
MW Yeah, no worries.

DC When [Alain] Prost was the test driver at McLaren in '96.

MW Who was, mate?

DC Prost came back and did some testing – and it was obviously part of his masterplan to find out how a team works, because he was about to buy Ligier. At the time Ron [Dennis] didn't know he was doing that. Anyway, we were dicking around with short- and long-wheelbase cars. Dicking around in that it just wasn't ▷

MALCOLM GRIFFITHS/LAT



"DC: 'Potential' is an over-used word in this business – for drivers, wings, engines, teams. It should be banned"



The 2007 RB3 is a Newey design (mostly); it was DC who helped tempt him away from McLaren

MALCOLM GRIFFITHS/LAT

a very quick car – if your aero efficiency and horsepower aren't the dominant factors then you can fuck around with mechanical all day long, and you might get lucky at one circuit, but it isn't going to give you a championship-winning car. The short-wheelbase version was never quicker than the other one, but Prost uttered those horrible words: "It's got potential." Ron then made us race that car because Prost said it had "potential" – and 'potential' is a word that's used for your Pizza Boy [Mark laughs] because he drove quickly enough at some point to impress some people. Potential is a promise of something in the future, whereas results are factual, statistical – bam, there you go. Potential is a word that's over-used in this business – for drivers, for wings, for engines, for teams. It should be *banned* from motorsport.

Experience counts for more than tyro drivers think – and they underestimate DC at their cost

He settles back onto the bed, recumbent once more. Without wanting to get on to the age subject again, let's note that despite having the oldest driver combination in F1, Red Bull have disbursed vast sums on young drivers with – dare I say it? – potential, presumably with the aim of getting them into or near F1.

SC What's it like having these Red Bull Young Driver Programme guys waiting in the wings, then? Is your attitude, "Bring 'em on"?

MW That's easy to answer. First of all, most of these Red Bull guys would never have had the finance to go racing anyway, so what Red Bull have done for them is amazing. You can't have 22 Red Bull guys on the grid, but a lot of people have had support – the contracts are pretty heavy-duty – so a lot of them don't know how lucky they are. Whether it's Heikki Kovalainen or Fernando Alonso, I'm absolutely for young guys coming into the sport. I think I've got four or five good years ahead of me. Having youngsters coming on is important but, as you say, experience is sometimes also... of use. So you might think that the 'strike rate' in terms of Red Bull finding superstars doesn't quite justify the amount spent, but these kids are having great fun and opportunities to race cars all over the world.

Well, that didn't quite answer the question I was asking – but, in among the PR filibustery, it's interesting to see that the names springing to Mark's lips were Alonso and Kovalainen. Alonso, like Webber, was signed to Flavio Briatore and entered F1 at about the same time. But Alonso was always the favoured son, groomed for the Renault drive – whereas Mark, seemingly the perennial unfortunate, was farmed out to second-string outfits, and even booted out of the Renault test seat in '01 to make way for Alonso. And once Mark had gone to Williams – against Flav's advice – Kovalainen was ushered in as Alonso's heir.

SC You two are very good at the off-track stuff – you know your way around the F1 paddock. You know how to fight your corner. David, you hung in for several years at McLaren when the team were focused on the needs of two 'Fast Finns'. Mark, you've blown off several team-mates...

DC [mischievously] Blown off? Yes, apparently he's good at blow jobs.

SC Er... blown several team-mates into the weeds – latterly young Rosberg, who you mentioned earlier. Now I don't know what you did to his head, but by Brazil his racecraft had gone to pieces.

MW Yeah...

Not the soundbite I'd hoped for, but his wide grin of satisfaction compensates for the brevity of his response.

DC Experience, as you say, helps you fight your corner. But the reality is that if you're looking for the next [Ayrton] Senna, or whatever, you're not going to *create* him – he's already out there. So these young driver programmes aren't looking to create 10 or 20 Sennas. That's just fanciful. You might get just one. And it doesn't matter how old they are – they'll know how to fight their corner, as you say we might be able to do because we've got more experience. Alonso and [Kimi] Räikkönen got a leg up but they didn't need any more than that, because they had the natural talent to get on with it.

Well dodged there, DC, by dint of cross-pollinating the question with a previous one. I didn't really expect either of these two astute politicians to give away their tricks and tactics. But as Richard Nixon once said, ill-advisedly, to Dwight Eisenhower, there comes a time when you have to piss or get off the pot – so let's probe the intra-team dynamic a little more before letting it drop.

SC Mark, you're back on home ground now, almost – it's not as if you need to activate the sat-nav to find the factory.

MW Yes, there's a lot of familiar faces, so I'd say that 60 per cent of ▷

that learning curve you go through in the first couple of months at a new team wasn't necessary. At a higher level, I haven't worked with Christian [Horner, sporting director] before, though I raced against him, and I haven't worked with Adrian [Newey] before. So that will just evolve. But, as you say, driving to Tilbrook [Milton Keynes] for me is easy.

DC I didn't even know it was called Tilbrook!

SC But you did drive for the team in a previous incarnation – Paul Stewart Racing – and you'll be working with Newey again.

DC In terms of my career it's kind of full circle, because there are quite a few people still there from the PSR days – mechanics when I was in Formula Vauxhall Lotus, but are now more senior. And, for my sins, I lived in Milton Keynes for three years. So it wasn't a culture shock for me to come here. And every car I've won a grand prix in was designed by Adrian Newey. I understand the way he works, so I was able to give people an idea of what to expect – and what to watch out for!

That's putting it mildly. For Newey can be hands-on in terms of race engineering – but at Williams he always occupied Damon Hill's garage, at McLaren Mika Häkkinen's. After Mika left, David apparently lobbied hard to get Newey onto his car.

SC: How important will Adrian's hands-on track engineering skills be?

DC: He's a racer. A lot of clever, talented people work in this industry – but they're not racers. To be able to make suggestions on springs and roll bars when you're in charge of aero and the overall concept – because you can see the big picture – that has to be the reason he's had such a high level of success.

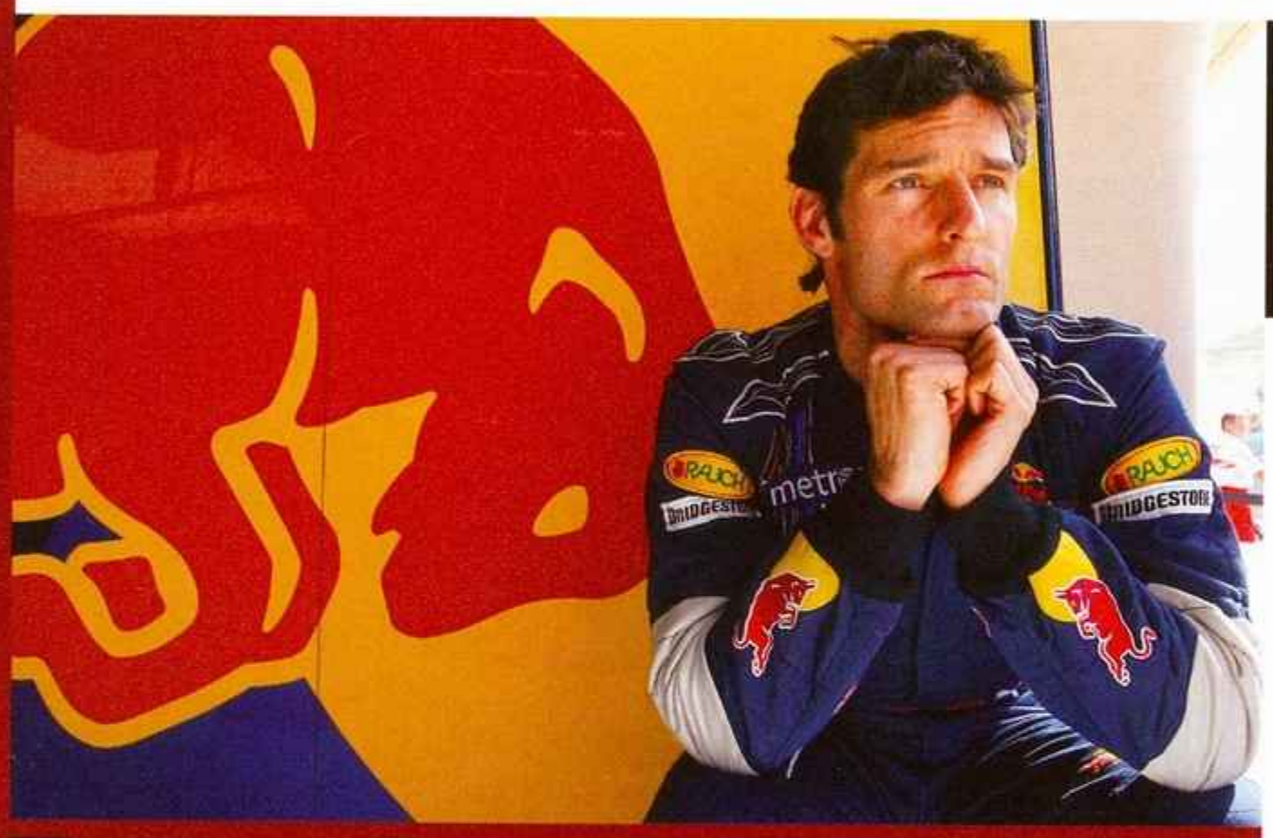
So, yes, Newey's importance isn't lost on DC. Probably not on Mark, either. But that's as far as we're going to get, I think.

SC Mark, you were on the cover of *Autosport* a couple of months ago and the headline was 'Mark Webber: time to deliver'. Does the suggestion that you have to keep proving yourself annoy you?

MW I'm fine with that. I proved myself last year to the people who matter, as far as I'm concerned. By the end of last year I was over F1 – it didn't matter what you did, you turned up and you got smashed. Most drivers are dumb, but we're not that dumb. I want to compete and make a difference.

SC David, would you say you're under more pressure to perform this year, with someone just as wily and experienced as you are in the garage next door?

DC F1 is a pressure environment, under the media spotlight, and it has been since before I started. I understand the need for results and the fickleness of the industry – and I understand the need for an element of sensationalism in what you write because you need to interest your readers. But I don't feel under any more pressure now than I was at McLaren because I understand what's required of me – and if the car suits me I'm absolutely confident I can extract the maximum from it. Meanwhile, Mark will do what he can, and there'll be the inevitable comparisons. But I've been up against talented drivers in the past and I know how rewarding it can be at times – and how frustrating. **F1**



New to Red Bull, maybe, but Mark knows about 60 per cent of the crew from when they were Jag Rac

"MW: Most drivers are dumb, but we're not that dumb. I want to compete and make a difference"



Mark says he's relaxed about continued urgings to get out and prove himself – again

GLENN DUNBAR/LAT; MARK THOMPSON/GETTY IMAGES

COULTHARD VERSUS WEBBER

Both are intelligent, square-jawed and quick. Both are in their thirties, slim and over 1.8m tall. So which of these Red Bull team-mates is the best bet? Our experts decide

Compiled by Matt Bishop

THE CASE FOR DAVID COULTHARD





EDDIE JORDAN (Ex-team principal)
"It'll be DC. Behind the smile, he's a wily old fox – and, more important, he's already a winner. It makes so much difference in F1 to have won already. Psychologically, because of that, he's got the upper hand."

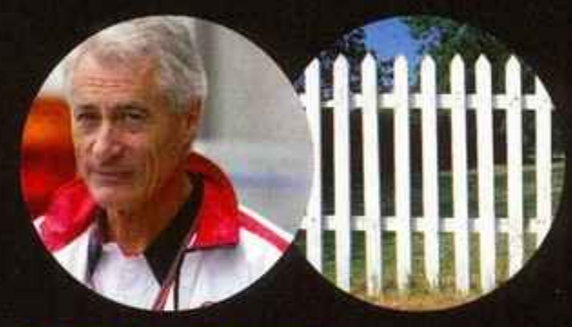


CHARLIE WHITING (FIA race director)
"I think they'll be very evenly matched. However, David is the more experienced and, I believe, is still highly motivated. When the time will come for us to look back on the whole season, my feeling is that DC's greater experience may turn out to be the difference between them and will tip the balance in his favour."

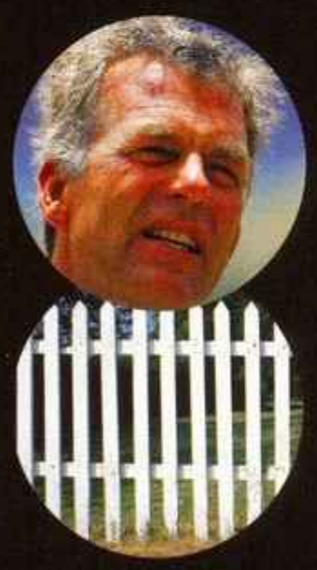
PATRICK TAMBAY (Ex-driver)
"I'll put my euros on David. He's a winner of numerous grands prix and has stood on countless podiums; he already has a long and strong relationship with Adrian Newey; he's fit, determined, self-confident and mature. Now, for the minus against Webber: his age... but is that a real handicap?"

STEFAN JOHANSSON (Ex-driver)
"My guess is that David will do a better job of scoring points for the team. He's a proven race winner and rarely makes mistakes, while Mark's judgement in high-pressure race situations still has to be proven. Qualifying will probably be a toss-up between them, and depend on who gets it right on the day."

THE CASE FOR SITTING ON THE FENCE



DANIEL AUDETTO (MD, Super Aguri)
"For sure, David and Mark are two of the most experienced drivers around. All in all, I anticipate great showings from DC at Monaco and Silverstone, with Mark excelling elsewhere. They're both super guys, and it would be great if they could notch up a win or three. But which of them will end up ahead? Ah... it's too close to call."



CHRISTIAN DANNER (Ex-driver)
"The intra-team battle between Mark and David will certainly be interesting, but I'm absolutely convinced there won't be a clear winner. Both men have a vast amount of experience, both have proven they can deliver when it counts, and both are even a similar size and shape – so even from that point of view (which you shouldn't underestimate, incidentally) they'll be pretty even."



MIKE GASCOYNE (Chief technical officer, Spyker)
"A difficult question. From a career point of view, the pressure is on Mark, because if he can't beat David for pure speed when David is coming to the end of his career, then questions have to be asked. Alternatively, does David have the desire at this stage of his career? It'll be an interesting battle."





SAM MICHAEL
(Technical director, Williams)
"With a large budget and Adrian designing, DC and Mark should have a competitive car. That said, it's difficult to judge who will fare better, but I expect they'll be pretty level over the season."

JO RAMIREZ
(Ex-team co-ordinator, McLaren)
"If anyone knows how to create a fast racing car, that man is Adrian Newey, so Red Bull should have a bright future. Driver-wise, they have a good combination of a fine qualifier in Mark Webber and a fine racer in David Coulthard, both of whom have things to prove. David doesn't want to be regarded as a has-been, and Mark wants to show that he can maintain drive and stamina not only on one quick lap, but for an entire race. I'm as eager as any *F1 Racing* reader to find out how their rivalry will pan out."



CARLOS REUTEMANN (Ex-driver)
"They'll be going 10-tenths to beat each other – that's normal. I find it very difficult to separate them in terms of ability. As long as they get equal equipment, which I think they will, they'll be very close all year. But, even more important than getting equal equipment is getting the *best* equipment. The RB3 looks very nice – very like a McLaren, which is no surprise because it's an Adrian Newey car. In the end, because they're both fast and experienced, maybe luck will be the most important factor. It's often like that in racing."



JODY SCHECKTER
(1979 world champion)
"If they have any brains, they'll work together – Adrian, too. That way, all three will fare better than they would on their own, and I think that's what'll happen. As for who'll come out in front, who knows?"

MALCOLM GRIFFITHS/LAT; ANDREW FERRARO/LAT; LAT ARCHIVE; IMAGE SOURCE

THE CASE FOR MARK WEBBER

JOHN HOWETT
(President, Toyota Motorsport)
"Looks can be deceptive, and it's too early to predict, but I believe there'll be a lot of good cars and fit, fast, experienced drivers fighting for points finishes and the odd win. Quite a few 'without wings'. Both DC and Mark are good, but my money is on the man from New South Wales."

GARY ANDERSON
(Ex-technical director)
"Mark, because he has the outright qualifying speed, can drive a car that hasn't got perfect balance, and, when motivated and in a competitive car, races well. DC, however, needs a car that suits his style, and doesn't cope well with oversteer, which will be a factor as the rear tyres go away during races."





TIAGO MONTEIRO
(Ex-driver)
"I think Mark should be a little better over the year. Both are very experienced, and quick – but Mark has a small edge, fitness-wise, concentration-wise and head-wise. It'll be close, though."

Is Webber better adapted to a less than perfect car? Anderson thinks so, and Purnell says he went better against Klien than DC did



Even Webber's fans believe David has the upper hand politically; but most of all DC is a multiple race winner, which is a huge advantage



TONY PURNELL
(FIA technical consultant)
"Who will fare better? Logic dictates Mark Webber. Mark was a lot quicker than Christian Klien at Jaguar Racing; David and Christian were evenly matched at Red Bull Racing. But has David managed to wrestle a political position which might faze Mark and give him the upper hand? *Maybe*. Fascinating."

CONCLUSION
You'd be a brave soul to bet your shirt on either Mark or David on the basis of this advice. The two pro camps put forward equally convincing cases, don't they: the wiliness and experience of DC versus the outright speed and touch better adaptability of Mark. Maybe it's the fence-sitters who've got it right. F1

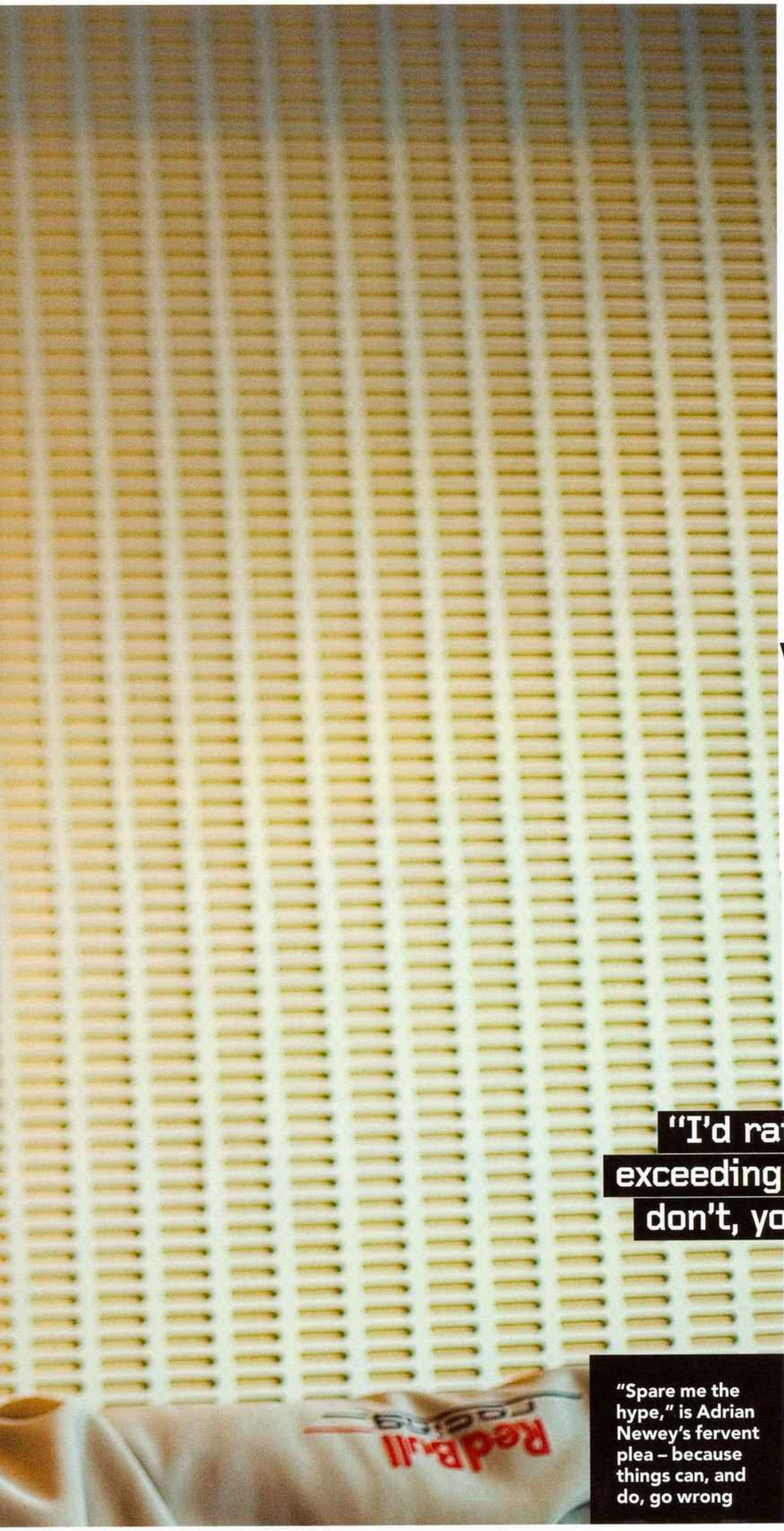
CAN ONE MAN MAKE A DIFFERENCE?

It's a mark of his fabled reputation – and spectacular success – that, even today, Newey is thought capable of miracles

Interview Stuart Codling **Portrait** Glenn Dunbar/LAT



ADRIAN NEWEY
THE INTERVIEW



"Spare me the hype," is Adrian Newey's fervent plea – because things can, and do, go wrong

Who'd have thought – just a year ago, when they were still suffering a 'Jag Rac' hangover – that early in 2007 Red Bull Racing would be fighting against the notion that they're going to do rather well this season? For all that the creation of a modern F1 car is a team process, there are still those who believe that one person can make a difference.

Has the hiring of Adrian Newey made such a difference at Red Bull? Perhaps – but perhaps not. It was Newey himself, at the *Autosport* International show in January (before the RB3 – the car that clearly bears his authorial stamp – had even turned a wheel) who was the first, in public, to play down those high expectations.

"The truth is I can't remember what I said," muses Newey. "Certainly I never feel comfortable with hype; there was a lot of it when the [McLaren] MP4-18A was released, that it was the car that was going to beat Ferrari – when, in truth, it was one of the worst cars I've been in charge of [the 18A was tested extensively in 2003 but never raced, but then the '04 MP4-19 was essentially the 18A, rebadged]. So I'd rather be in a position of exceeding expectations – because if you don't, you get rubbished. That's the nature of the sport. ▷

"I'd rather be in a position of exceeding expectations, so if you don't, you don't get rubbished"

"But also, from a pragmatic point of view, Red Bull are a young team and that was part of the attraction of joining them. You could say they're an old team, just Jaguar rebadged, but that really isn't the case. On the engineering side I'd say that over 50 per cent of the staff are post-Jaguar. The workforce are tremendously talented in all areas but we haven't really had long to get to know each other. And, equally, we don't yet have the resources of an established team."

It's interesting, some might say extraordinary, to hear that – because there's an understandable perception that the Red Bull organisation are mouth-wateringly wealthy (as I put this to Newey, team principal Christian Horner, who has just sauntered in to pick up a laptop, exclaims "Uh oh!" and departs at speed). Yet there's obviously a crucial difference between simply having money and having the infrastructure that ensures it's spent productively.

"Yes, there is," says Newey. "Red Bull have a healthy budget, but this myth that's being put about by some of the other team owners that we're big spenders – the Chelsea of F1 – is total tripe. I certainly wouldn't use budget as an excuse if we don't perform, but we don't have the budget or the resources established manufacturer teams have."

And he would know, having enjoyed for a decade at McLaren the best F1 production and R&D facilities money can buy. Where, then, are Red Bull short on resources? They're still comparatively light on staff (450, excluding marketing, as opposed to the 550-odd at Honda and McLaren, according to Newey) despite a flurry of senior recruitments over the past 18 months.

"We've grown rapidly already," says Newey. "Now we need a period of stability while we put all the systems in place and get to know one another. And we're still building up our facilities: the wind tunnel will be good, but it doesn't yet have some of the features the leading teams have; and there are simulation facilities that take time to build up. You can't just order them off the shelf and get an express delivery for the next day."

Red Bull commissioned their new wind tunnel last June. Whatever cutting-edge features it may lack, it is a 60 per cent tunnel, yielding quantifiably more accurate results than a 50 per cent facility for a similar lead time (the main downside of a 100 per cent tunnel is the time it takes to craft the parts to be tested). Having decided early in his employ at Red Bull to focus on



DC gets to grips with the RB3, a car that both he and the equally tall Webber find a bit of a squeeze



the RB3 rather than developing the troubled RB2 during 2006, Newey then had to delay aero testing of RB3 until the new tunnel was commissioned, rather than moving *from* the old one to the new one.

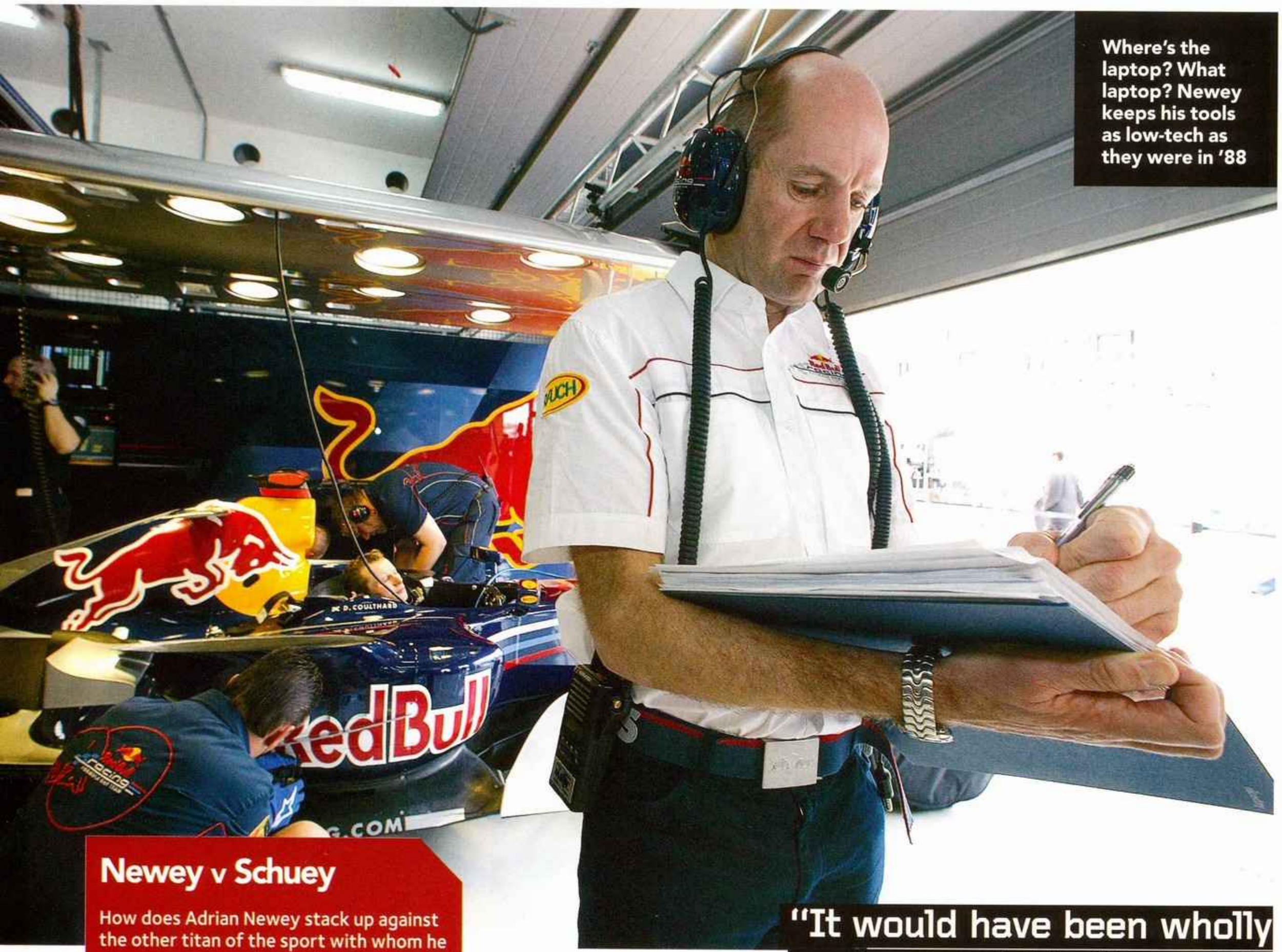
"Nowadays," he says, "to be starting with a new car – it wasn't just an RB2 model developed, it was totally new – in the middle of June is much later than one would like. So there have been time-scale pressures.

"From my own point of view I spent some time trying to understand the RB2, the different philosophies that had gone into it. But I felt that to give the RB3 its best chance I needed to start to put into place what..." and he pauses, as if trying to orient himself within the labyrinth of Ronspeak that this sentence constitutes "...what we all agreed collectively, after discussion, were the system changes we needed to implement."

From that you can take it that not only would the RB2 need to have taken a bigger competitive leap than it was capable of, but also that Newey found certain aspects of its development path wanting. It may be erroneous to describe RB3 as a 'Newey car', F1 design being a collegiate process, but his hand is evident in many of its details. And it looks markedly different from its predecessor, unusual in the third year of a stable set of aerodynamic regulations when most of the other cars on the grid have taken on nuanced rather than radical change.

Technically speaking, Red Bull Racing have the most lopsided 'top table' of any team: a sitting technical director (Mark Smith) and head of aerodynamics (Ben Agathangelou), joined by a chief technical officer (Newey) and a chief aerodynamicist (Peter Prodromou, Newey's right-hand ▷

"This myth being put about that we're big spenders – the Chelsea of F1 – is total tripe"



Where's the laptop? What laptop? Newey keeps his tools as low-tech as they were in '88

Newey v Schuey

How does Adrian Newey stack up against the other titan of the sport with whom he shares an era – and, as luck would have it, a friendly rhyme when you call him Schuey?

	SCHUEY	v	NEWEY
GPs	250		296
Wins	91		100
% wins per start	36.4%		33.8%
Poles	68		119
Fastest laps	76		119
Podiums	154		246
Points	1369		2026
Drivers' champ	7		6
Constructors'	7		6

How it works: Schumacher's stats are taken over his entire career. Newey's are taken from cars on which he was the number one designer, beginning with the March 881 in 1988, where he was chief designer, and ending with 2005's McLaren MP4-20 – the last McLaren Newey presided over as technical director. The Red Bull RB3 is not included.

Note: Newey's points/podiums tally includes both cars in a double-points or podium finish

Dom Taylor

BERNARD ASSET

"It would have been wholly understandable if people's noses were out of joint"

man at McLaren). It would be understandable if the internal politics are interesting down Tilbrook (Milton Keynes) way – although Newey, once described by Ron Dennis as "one of the most competitive men I've ever met", has little taste for man management and prefers to work in isolation, at a drawing board rather than a CAD terminal, relying on Prodromou to direct the translation of his sketches into carbonfibre.

"When I first joined," says Newey, "it would have been wholly understandable – because I was coming in at the top of the tree – if a few people ended up with their noses out of joint, particularly, I guess, Mark and Ben. But both – indeed all the engineers at Red Bull – have been tremendously welcoming and supportive. Having Mark as technical director was perfect because he does a fantastic job of technically running the organisation – managing the engineers, providing overall direction. It means I don't have to get involved in all that.

"And it means I can operate in a slightly maverick fashion: if I want to spend all day at the drawing board, I can. I try to minimise the amount of time I spend in meetings, although they're an essential part of the position I hold. I want to have the time to come up with fresh ideas and look at the engineering of the car in some detail."

Can one man make a difference in modern F1? Well, Dietrich Mateschitz obviously thinks so or he wouldn't be paying his new chief technical officer $10 million a year. Visually the RB3 is definitely a product of Newey's aerodynamic philosophy, but perhaps not in a way that's uniformly good: the ultra-tight packaging made the drivers uncomfortable and contributed to the reliability problems that blighted pre-season testing.

"Can my arrival at Red Bull affect the results this year compared with what would have happened if I hadn't joined?" he asks. "The answer – I suppose – is yes, I hope it can. But, at the same time, my arrival – without the support, enthusiasm, skill and dedication of all the other engineers – would be completely useless." F1

HERE'S SIX I MADE EARLIER



Photographs LAT Archive

You've read the interview, now **Adrian Newey** highlights six of the cars that made him racing's most celebrated designer



MARCH GTP 1983-84

THIS WAS THE FIRST CAR I WAS CHIEF ENGINEER ON – although I didn't have overall responsibility for the design. I'd joined March in 1982 with a sort of two-hatted job: at weekends I was race engineering Johnny Cecotto in F2; during the week I was a draughtsman in the design office. Towards the end of the year there was this 82G Group C car kicking around that had been to Le Mans, unsuccessfully, and looked generally overweight and aerodynamically inefficient to me. I'd done my final-year thesis at university on ground-effect aerodynamics in sports cars so thought I'd try to do something with it. [Design chief] Robin Herd said if I wanted to adapt it to IMSA GTP regs that would be fine, but there was no budget for wind-tunnel testing.

I managed to take about 100kg out of it just going through the details, and I did the aerodynamics completely by eye. Then off we went to Daytona for the 24 Hours. Robin had sold it to some guy who rated himself as a bit of a hotshoe around Miami. We eventually managed to talk him out of doing the driving. It qualified mid-grid and we were up all night before the race, preparing the car. We thought it would break down after a few laps and we could all go home. The girls keeping the lap charts got completely lost after a while so we just tried to keep Randy Lanier in the car as much as possible. The bloody thing was still going at two in the morning. I went off to the loo, looked at the scoring tower and saw No88 at the top. I thought, "I know that number…"

We led from about the sixth hour to the 22nd, when the engine got a bit of a misfire, and we ended up finishing second. On the strength of that we got an order for a Porsche-engined one from Al Holbert, who went on to win the 1983 IMSA championship. That kind of launched my career because it got me noticed by Robin, who at the time 'rented' engineers to Indycar teams, which is



To Newey's amazement, the March he prepared for Daytona not only kept going, but very nearly won the race

"We thought it would break down and we could all go home"

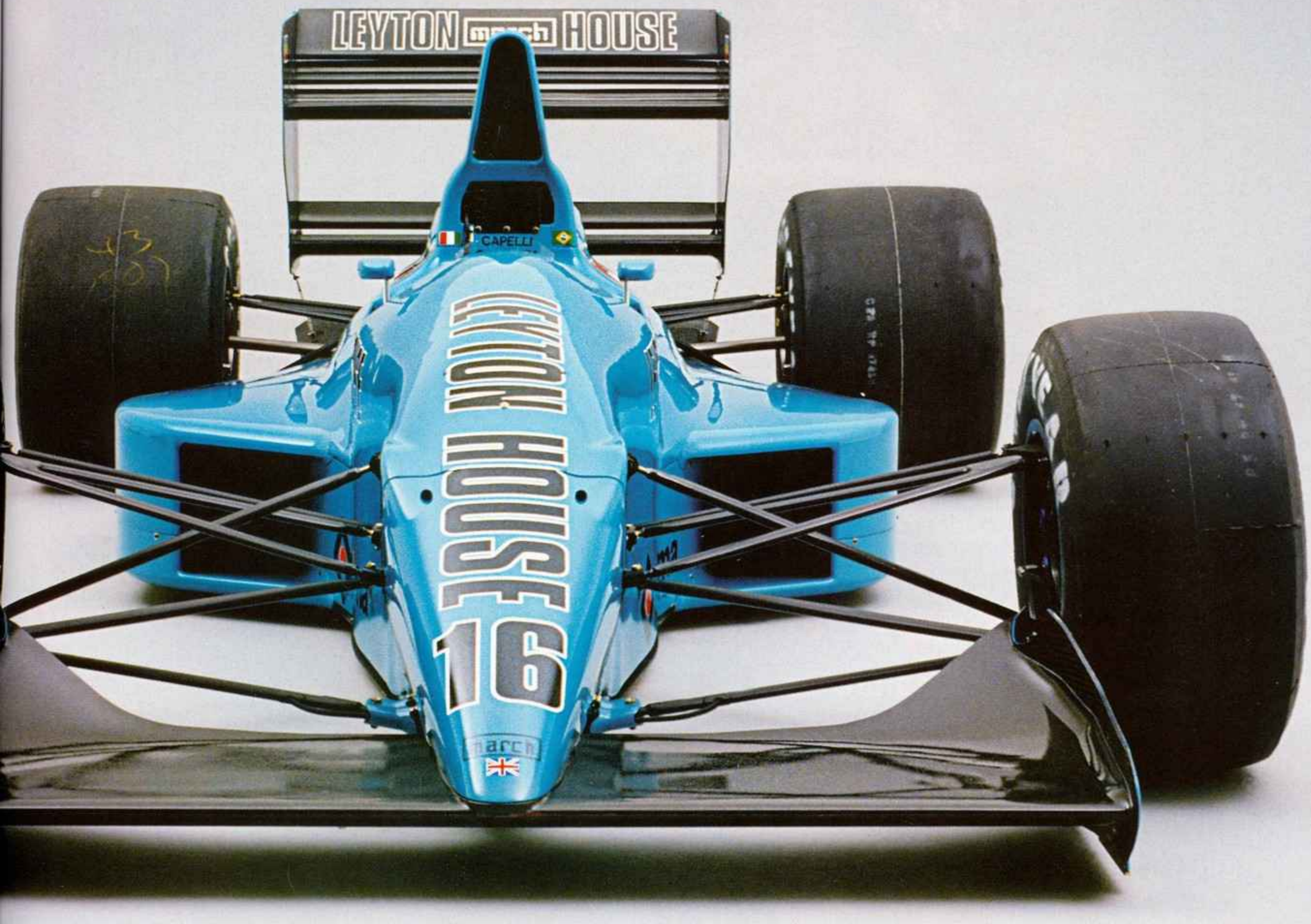
GLENN DUNBAR/LAT

MARCH
86C
1986

THE '84 MARCH INDYCAR WAS A BIT OF A PIG, SO WE SET ABOUT MODIFYING IT, AS AN INDEPENDENT TEAM, TRUESPORTS. By the end of the year it was the only March to be regularly competing with the Lolas, the dominant chassis at the time. On the strength of that I was made chief engineer for the '85 and '86 Indycar chassis. The 85C was effective – it won the Indy 500, and the championship – but was a 'bitty' car, not very pretty. And there was a lot, I felt, that was wrong with it. It was the first car I'd been responsible for from a clean sheet and I learned a lot – and that experience fed into the '86C car, which was much better.



Newey's 1986 Indycar title winner (right), and normally aspirated March 881 (below)



▲

MARCH
881
1988

THIS IS ONE OF THE FEW CARS – I CAN SAY, HOPEFULLY, WITHOUT SOUNDING BIGHEADED – THAT CHANGED THE SHAPE OF F1 CARS. It was the back end of the turbo era and teams at the front of the grid were still running turbos, although normally aspirated engines were allowed as a prelude to turbos being banned for '89. The turbo cars were quite big and ugly and the aerodynamics very brutal – the solution to the ever-growing power outputs had been to stick on bigger wings. So, with the March, it being normally aspirated and producing much less power, we had to concentrate on aerodynamic efficiency. The 881 was significantly smaller and more sculpted than any other car of the time – probably a bit too small for the drivers, [Ivan] Capelli and [Mauricio] Gugelmin. But it was the first to have a raised nose, sculpted front-wing endplates, a diffuser that had had proper attention paid to it, and so on. We were a small team – 50 or 60 people – yet the car finished second at Estoril and even led at Suzuka. It was the only normally aspirated car to lead a race that year. ▷



FW14 was a very physical car that suited Mansell; it triumphed in '92

WILLIAMS FW14/14B
1991-92

FOR ME, HAVING SPENT MY WHOLE CAREER AT MARCH – APART FROM A FEW MONTHS AT BEATRICE-HAAS – to move to a new team was a challenge and quite intimidating. It was a very exciting time. The FW14 was let down by its gearbox to begin with – Williams's first semi-automatic gearbox – but in the second half of the year [1991], once we'd got the reliability sorted, it was quicker than the McLarens. The following year, with active suspension, was pretty successful. It suited Nigel Mansell: it was a very physical car to drive because it had enormous downforce and big steering loads. And it didn't give much feedback – in fact, on corner entry it moved around quite a lot, almost like a Citroën 2CV, and wasn't confidence-inspiring. If you kept your foot in it would go round, but Riccardo [Patrese] couldn't bring himself to do that – Nigel, with his enormous self-belief and car control, could. For '93 we had power steering, which helped Alain [Prost] because he was smaller than Nigel.

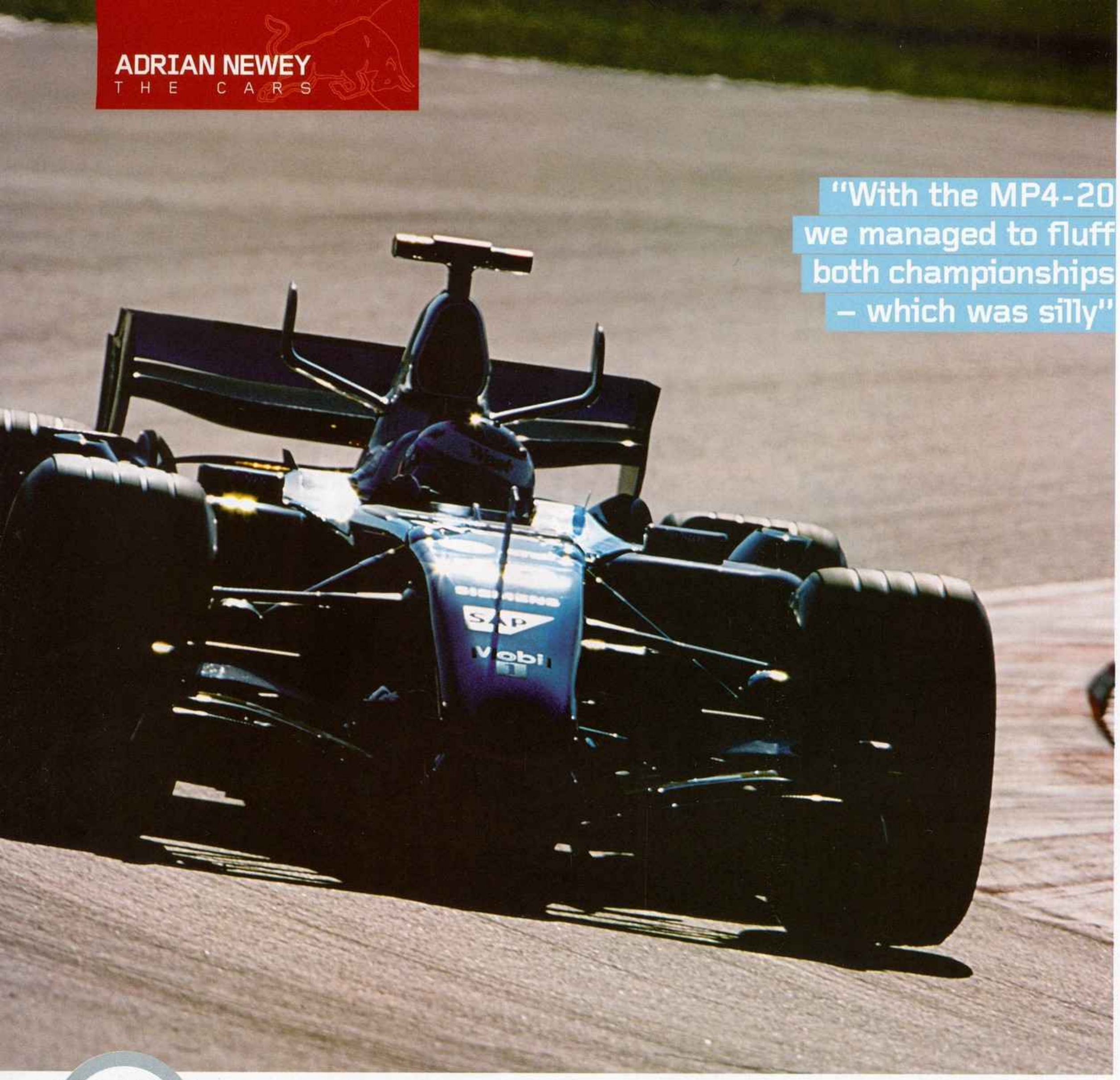
"If you kept your foot in it would go round, but Riccardo couldn't bring himself to do it"



MP4-13 won the first grooved-tyre championship

McLAREN MP4-13
1998

I'D HAD A GREAT TIME AT WILLIAMS, BOTH PERSONALLY AND IN TERMS OF THE SUCCESS WE'D HAD. But I felt it was time to make the step up from chief designer to the top position – whereas I think a lot of people thought I needed Patrick [Head] to curtail my excesses! McLaren offered me a position where I'd be technical commander, if you like, but also involved in policy decisions. With some trepidation I took the plunge. I joined in August '97, which left very little time to develop the car, because in '98 we were moving to grooved tyres, one of the biggest regulation changes in recent years. Having so little time for research and then to come up with a car that was able to go off and win the championship is something I'm very proud of. ▷



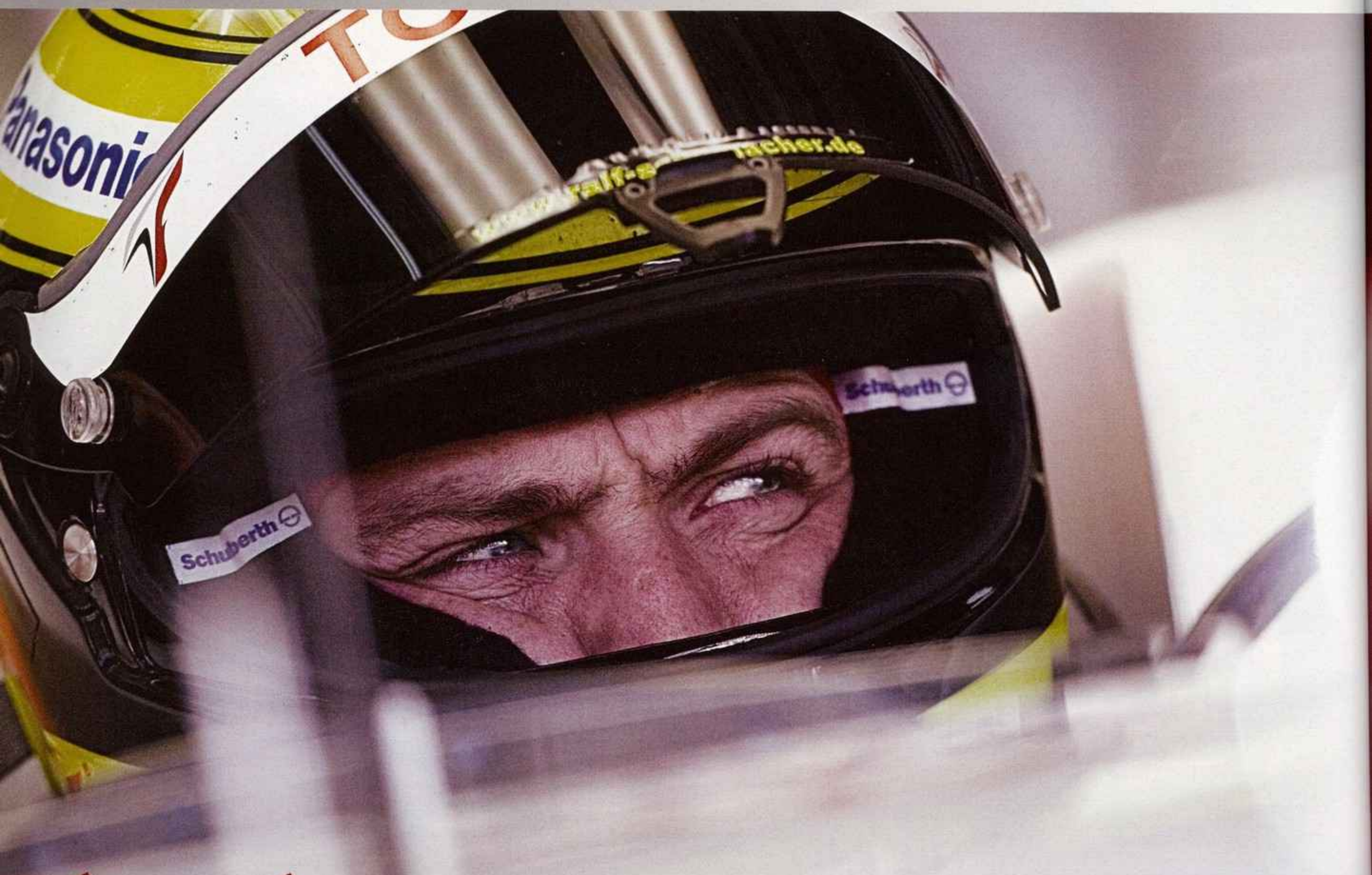
McLAREN MP4-20 2005

THE '98, '99 AND 2000 McLARENS WERE THE QUICKEST ON THE GRID, IF NOT THE MOST RELIABLE – CERTAINLY WE LOST THE 2000 CHAMPIONSHIP ON RELIABILITY RATHER THAN PACE. Then we suffered a bit of a decline. By '03 we felt that we needed to make a big jump, which is why we came to create the MP4-18A – a car that didn't work for all sorts of reasons. That was not only a shock, but depressing. It was then compounded by the decision to develop the car over the winter and use it in '04. That was the only time I felt like chucking in the towel and saying, "That's enough." I was upset at being over-ruled.

To be able to bounce back with the '05 car was very satisfying. There were more regulation changes to the aerodynamics that year. The MP4-20 was the quickest car, on balance, throughout '05, but we managed to fluff both championships – which was silly. But at least we had a competitive product – and one that was reasonably trend-setting in terms of some of the solutions to the new regs. F1



MP4-20 (top and right) coped best with the new aero regs

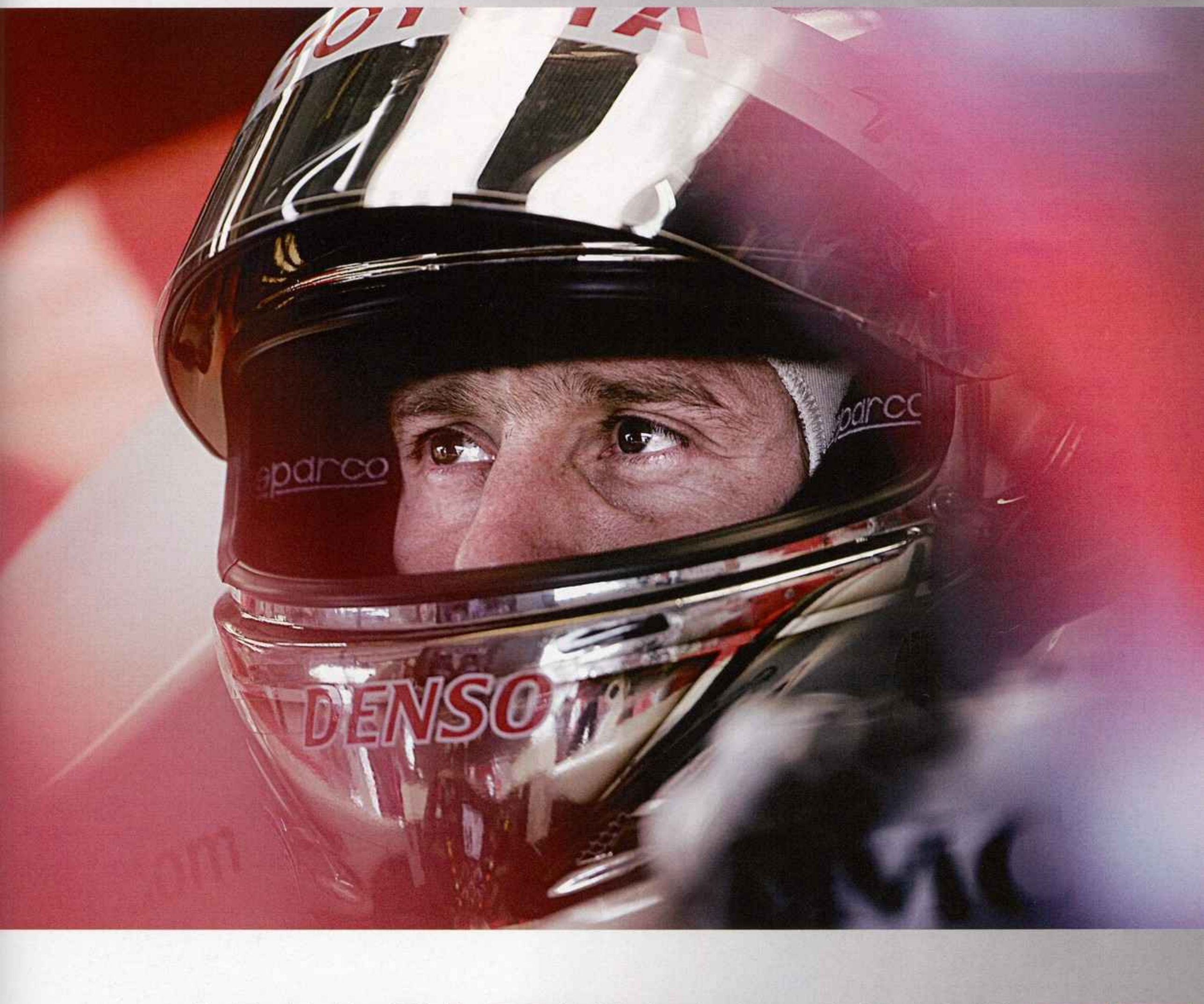


IF THE CAR IN FRONT IS A TOYOTA...

If Ralf (above) is F1's ultimate enigma, then his team-mate, Jarno (opp), and even Toyota, aren't far behind. Are Toyota's vets up for it in 2007?

Words Peter Windsor

PATRICK GOSLING/LAT; LAT ARCHIVE



...AM I OUT OF A JOB?”

Ralf Schumacher or Jarno Trulli? Now there's a question. You might just as well ask which is 'better' – dawn or dusk? Apart from driving for Toyota and sharing a healthy dislike of major oversteer, about the only thing these guys have in common is their approximate position on the F1 Longevity Scale: they're both about two-thirds of the way down the road but have yet to earn their places in the F1 Hall of Fame.

The battle of the team-mates at Toyota in 2007 is – along with David Coulthard versus Mark Webber – one of the most perfectly poised and evenly matched in the field, and the result of their head-to-head is likely to have ▷



a far-reaching impact on their careers. So how will they fare? Who will emerge ahead? What will be the defining elements?

Those are interesting questions, and to answer them I think we need to take a look at each – at where they now find themselves, here, in 2007, at the start of this first, all-Bridgestone year.

Ralf, for me, remains the enigma – by which I mean 'disappointing', I guess, although disappointment can of course be very subjective. I saw him, very briefly, at the Abu Dhabi F1 Festival in early February. He looked fit and composed, if a little sullen, but it was clear that he was still in his own, barricaded, Ralf Schumacher world. Certainly there's a class element to this – "I'm Ralf Schumacher; who are you?" – but then there's that with most drivers, with most of today's 'celebrities'.

Beyond that, there is Ralf's apparent general dislike of all things media. Because he's so well-paid by Toyota, Ralf has no need for communication beyond the bare bones of what he needs to deliver, contractually, for his team. Chat to a journo or flee to the comfort of his hotel? Room service wins that contest easily – and, to some extent, you can see from where Ralf is coming. First, he's his brother's younger sibling – and you didn't have to know Michael well to appreciate that his less-is-more philosophy very much applied to exchanges of information. Second – and I'm guessing here – I suspect that Ralf doesn't know what to say to the press. Let me rephrase that: Ralf doesn't have anything to say to the press because he doesn't have any of the answers. The answers to the real questions, that is. Questions such as: why was he so comprehensively out-qualified by Jarno Trulli in 2005? Or, why has he not been able to turn Toyota around the way Michael turned Ferrari around?

Thus some well-meaning and well-informed journalists have no compunction in sharing their belief that Ralf Schumacher doesn't deserve to be in F1. I'm sure that that sort of thing irritates Ralf intensely – but, just as surely, Ralf brings it upon himself. He never looks as though he's enjoying life (other than in a silly, post-win, giggly sort of way) and he always gives the impression that asking him to leave the confines of his hotel room or motorhome is a bit like asking him to close his laptop and for ever to forget about his bank accounts. To give up life, in other words.

And yet... And yet none of this should really matter. Ultimately, a driver's worth should be measured only by what he achieves in his racing car. So what if Ralf isn't enjoying it? So what if his smiles are those millisecond ones that say, "Finished? Thank you. I need to go."

So this: Ralf in my view hasn't progressed dramatically as a driver over the past three or four years because he has, in moments of darkness, been able to draw comfort from those bank accounts. He joined Toyota in early 2005 feeling frustrated with Williams – feeling broadly that he could have won more races had the team handled the driver situation more effectively; he was comfortable, by contrast, in the knowledge that Toyota were paying him what he was 'worth'. The actual numbers are irrelevant; it was the status that the money conferred that provided the comfort. At Toyota, he had everything that he lacked at Williams.

Except a competitive car, of course. When it became obvious after the first race or two that Ralf would be mid-field, he was able to sit back and relax. He could only do so much. He could drive hard, push them hard, talk to them hard. After that, it was up to them. Give him a quick car and he'd win; he had proved that. He knew that. They knew that. Okey-dokey. See you later. Bank accounts beckoned.

PATRICK GOSLING/LAT

The riddle that is Ralf continues: his vast income tells him he has nothing to learn



"If Ralf has to dig deep, there's less in the well for him to draw on than there should be"

Thus the learning process became blurred – and thus Ralf at Toyota was never going to be Michael at Ferrari. Because of the bank accounts, he was the main man – the driver who commanded respect. He could not admit the need still to learn, let alone to any propensity for making small mistakes. He was above that. And, in this new age of telemetry-says-it-all, he could get away with it. If he braked half-a-metre too late for a slow right-hander, and locked up the inside front, he did so because the brake balance wasn't right or the front end couldn't take it. It was never because he hadn't mastered the art of decreasing the brake pedal pressure against a gradual introduction of steering rate. It was never because of that.

And there he stayed – line-locked into his ethos. Ralf fills his F1 days. He is diligent in a minimalistic sort of way. The work-ethic is there; no Toyota team member can complain. Is that work ethic, however, channelled into the right areas – into manipulative use of pedal pressures and steering? From where I stand I'd suggest not. Fifty per cent of the time – when things are more or less right with the car – he puts together enough competent laps to accomplish some sort of a result. To do so, though, the front end must be good – very good.

If Ralf has to dig deep, in other words, there's less in the well for him to draw on than there should be – less scope than there should be (for a driver of his talent) to minimise the *disadvantages* of a car that isn't working. His lap time often appears to be a product of the machinery with which he has been provided, rather than the sum total of the car/driver package you see in front of you. And, whichever way you cut it, driving quickly and consistently still comes down to feeling The Moment when the car can most effectively change direction. Unlike his brother, Ralf in my view *sees* this moment in 3D format. Michael felt it.

Which brings us to Jarno – probably the most sensitive driver in F1. In every way. Jarno is an artist who drives a racing car – who can manipulate a zone of operation in which he is almost unbeatable. That he *is* beatable is a reminder that conditions change, tyres change – and that Jarno doesn't necessarily change with them because, like any artist, he operates on a very narrow thread. He can therefore be thrown more easily than a less-sensitive soul.

To improve, Jarno needs still to be broader-based, to remember that 70 per cent of a racing driver's life is spent in a drift of varying widths and lengths, and that racing cars are rarely perfect. Jarno improved markedly in 2004, at Renault >

What made the world sit up...?

Ralf and Jarno both had sensational debut F1 seasons – so why is their talent unfulfilled?

Ralf: Argy-bargy '97

Having qualified his Jordan sixth in his third grand prix, Ralf carved his way from ninth to second in just 25 laps – and, had he not tangled with his team-mate (Giancarlo Fisichella), might even have won. In the end he finished a strong third, pushing Eddie Irvine's second-placed Ferrari hard. Fast-forward four years, to Imola 2001, and Ralf was celebrating his maiden win, driving a Williams-BMW. More wins were to follow, but not enough.

Jarno: Leading by example

After just one full year of car racing, Trulli went straight into F1 at Minardi in 1997. Seven races later he replaced the injured Olivier Panis at Prost – and qualified sixth at Magny-Cours. But it was just six races later, at the 1997 Austrian Grand Prix, that he really caught the world's attention by leading the race imperiously for lap after lap, then holding second until his engine blew with 13 laps to go. A star was born – yet it would be another 100 grands prix before he finally nailed a win, majestically, at Monaco in 2004. To date, it has never happened again.

Tim Scott

LAT ARCHIVE

"Jarno now needs to put together the Fernando laps until the end of the race"

with Pat Symonds; but at Toyota, like Ralf (but for different reasons), I think he has found it more difficult to maintain that rate of progress. Until the back half of 2006, the Toyota team were actually difficult to feel. Politics and corporate dogma coloured the day. Now, with more harmony around him, and in what looks a decent car, Jarno has the opportunity to go right to the top.

The artist needs to work at it, though, because an ill-handling car will knock his sensibilities sideways. He needs to open his mind to losing a lap to a puncture, then regaining that time faster than any driver on this planet – all for eighth place, as Michael used to fight for it, right to the flag. In short, he needs to fatten-up his living zone and deal with those moments when he is outside the very precise angle of operation he loves so dearly; and he can do so by focusing his clear work ethic on the warning systems of his driving of a lesser car in order to minimise its negative aspects. Not easy – but attainable.

As for 2007, this will be the last season of Ralf's three-year contract with Toyota. He'll be keen, I think, to renew his ties (if only because he won't have other blue-chip options) and, knowing Ralf, will probably think this will best be achieved through charm and guile rather than by actually improving his driving. This will be in concert with his "I am Ralf Schumacher"-type of approach. The saving grace could be the team themselves: providing Ralf is prepared to be self-critical, Toyota's ethos is a great one from which to learn and around which to reconstruct your driving. There are good people at Toyota – better people than the F1 pit lane generally wants to see. It is also – *slightly* – possible, given that they're brothers, that Michael might be happy to cast a critical eye in Ralf's direction, Ferrari consultancy or not. On balance, though, and given the money Ralf is paid to be a star, I think it unlikely that he'll accept advice about his driving, or that his corrective processes will be anything more than cosmetic. I hope I'm wrong.

Jarno faces 2007 from a much stronger platform. His fundamental technique is purer than Ralf's and his contract runs to the end of 2009. For the first time in his F1 career, in effect, he has room to learn and grow – without having to prove himself or fight minor battles. When all is right, Jarno Trulli can drive the Clark-Gurney-Kimi-Michael-level laps; now he needs also to put together the Fernando laps from the back of the grid *until the end of the race*. If he can do that – if he can maximise his position at Toyota – then 2007 for Jarno (as 1985 was for Nigel Mansell) could be just the start. F1



Driver as artist: Trulli can be super-quick and, at Toyota, still has time on his side

F1 to One

Norbert Haug

Vice president: Mercedes Motorsport

On McLaren's new drivers; on how F1 is developing; on the environment

What are the most important qualities you think Fernando Alonso and Lewis Hamilton will bring to McLaren-Mercedes?

I'd say their most obvious quality is that they're both extremely positive guys. Fernando is unquestionably a great motivator, while Lewis has impressed us all over the years by being an extremely quick learner. So I think we have a very strong driving team – which is all the more impressive when you consider how young they are.

How challenging has it been for Mercedes to develop an engine for the new rules?

It's pretty well established that F1 engine programmes mean pretty tough winters for all concerned, and those 'winters' often start as early as the previous June. But, even by those standards, the guys at Mercedes-Benz High Performance Engines were working day and night to finalise the specification by the March 1 deadline.

What's your view of the way F1 seems to be developing, with top teams increasingly supported by secondary entrants – Red Bull powered by Renault and Toro Rosso with the Ferrari, and so on?

'Supported' is probably the wrong word. To be honest, I have quite an open mind on this. Renault and Ferrari are very experienced operators and I can see that such collaborations have value for the paying spectator – they can compare the performance of four cars with the same engine. And the customer should be the centre of our focus.

Are you concerned about the way in which F1 seems to be set for an increasing number of grands prix outside Europe?

As long as there's more demand than one can satisfy, it's obviously good for the sport as a whole. Of course, we all want the traditional races – like Silverstone, Spa and Monza – to be retained, and I'd personally like to see two races retained in Germany. But things evolve. For example, taking F1 to China was probably the single most important development in its history.

In that connection, are you happy about the possibility that the calendar may possibly expand to 20 races?

As well as considering the spectators when we're thinking of expanding the calendar, we also have to keep in mind the people who make it all happen, the people who work in F1 and their families. From March to October is already a gruelling schedule. There's also the considerable extra cost to the teams to consider if you're going to expand from 17 to 20 races. Getting the finance organised to cover that will also be an important issue.

What do you think of the new Friday format, and how often will third drivers appear?

I think it's great, because it will result in a lot of cars being out on the circuit for a great many laps. But in the end I'll be surprised if many teams decide to run their third drivers; it'll be more important to give their race drivers experience for the Saturday and Sunday.

What direction do you think F1 should take on the environment? And do you think there's any future for energy recovery systems in F1?

As I've said before, anything that makes it a better show for the paying customer should be applauded. But I have to say that for the hour-and-a-half on Sundays that 22 F1 cars are being driven, 220 million or more fans worldwide won't be driving because they'll be watching television. So in that respect we're doing our bit for energy conservation.

Over the years Mercedes have invested a great deal in young driver initiatives, but at present there are no new young Germans in the pipeline. How important is that next generation of young German drivers, and are you keeping an eye on A1GP driver Nico Hülkenberg?

I think Mercedes already have a great record of helping young German drivers. Nick Heidfeld was one of our juniors, Ralf Schumacher had his first F1 outing in a McLaren-Mercedes, and Adrian Sutil drove in the F3 Euroseries alongside Lewis Hamilton in our partner team ASM. So we'll see how young Nico Hülkenberg develops, but I think, so far, we've done a good job in terms of driver selection. Of the 22 currently competing in F1, half the field have, or have had, a connection with, or been supported by, Mercedes.

Do you anticipate any new manufacturer joining the DTM ranks in the foreseeable future?

I'd certainly like to think that perhaps two or three other manufacturers might like to join the DTM. The money we're now saving in F1 would easily be enough to finance a season of DTM, but of course it isn't up to us at Mercedes-Benz to decide, since we're already present. **FO**

+5 fast facts

1 What music are you listening to on your road car CD at the moment?
A broad range, but I hardly ever get the chance to listen as I spend most of my time on the phone

2 What's your favourite holiday destination?
Skiing at Lech in Austria

3 When did you last race a car yourself?
We recently had two DTM cars out at Hockenheim together – one for Kimi Räikkönen, one for me. Kimi was quicker...

4 What was the last film you saw?
The latest James Bond, but I left before the end

5 What would you never leave home without?
My mobile phone



Super-quick and super-young: Hamilton (left) and Alonso

MAIN: DARREN HEATH; INSET: PAUL GILHAM/GETTY IMAGES

"We all want to see
the traditional races, like
Silverstone and Spa, retained"

ALEX ZANARDI

NOTHING IS IMPOSSIBLE

Zanardi's near-death trauma has become a defining incident of his life. But he's still a winner in every sense, says **Matthew Marsh**

Nothing like a disaster to help a man appreciate life to the full



Zanardi is lifted into the BMW-Sauber F1.06, back into an F1 cockpit once again for hot laps at Valencia

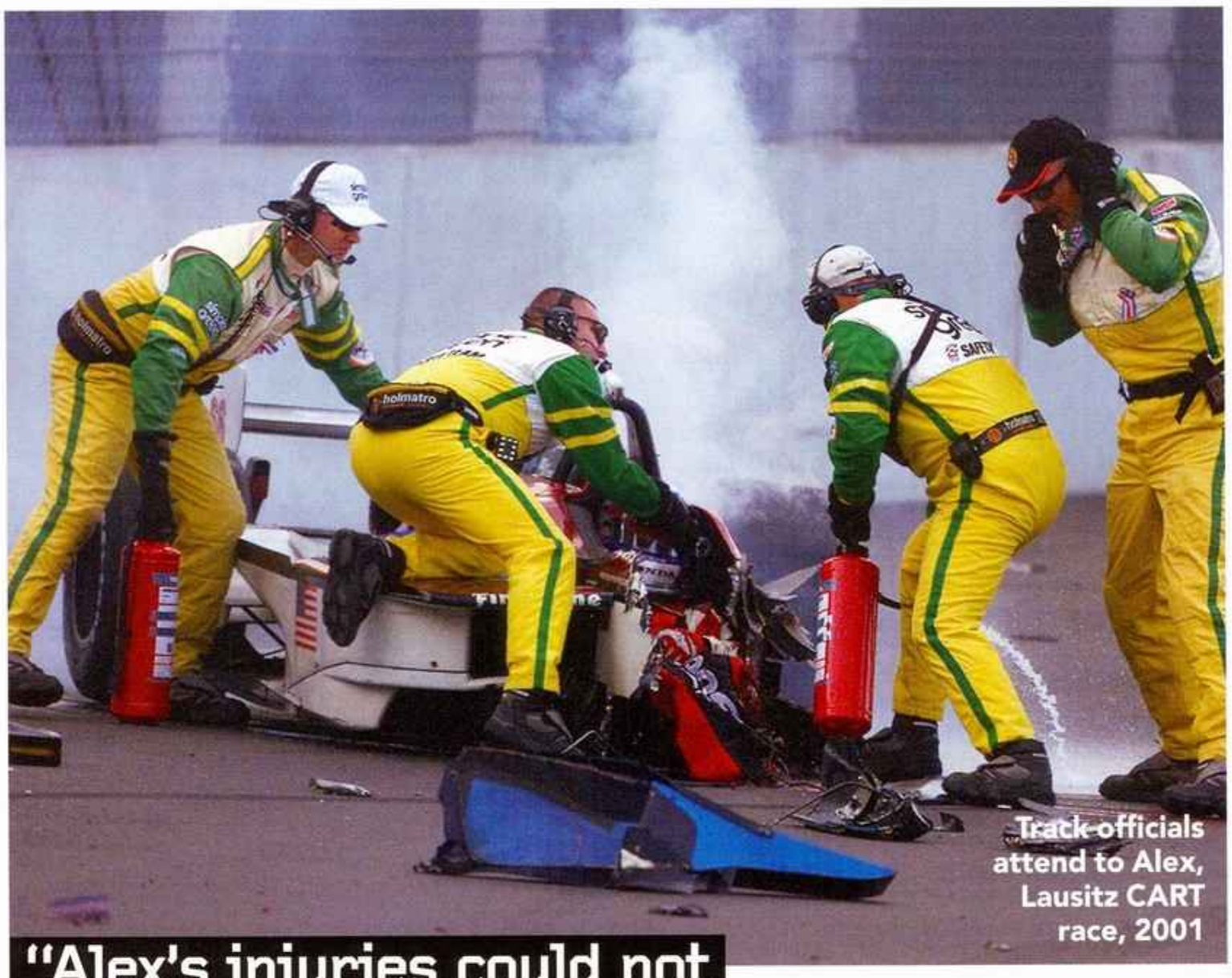
WHEN THE CART MEDIC SAW THE BLOOD PUMPING FREE AND CRIMSON FROM WHAT REMAINED OF ALEX ZANARDI'S SEVERED LEGS, HE KNEW HE HAD A MINUTE OR SO, NO MORE, IN WHICH TO STAUNCH THE FLOW.

The shocked, horrified CART chaplain busied himself with the prayers of extreme unction as Zanardi's wife, Daniela, wept. Then Zanardi – his body depleted of all but a litre or two of blood, and following a 35-minute helicopter flight from the Lausitzring circuit to a Berlin major trauma centre – was kept in a medically induced coma for three days following three hours of surgery.

In the hours and days that followed September 15 2001, it seemed that the worst fears of Zanardi's parents had been realised. Back in 1979, after his sister, Cristina, had been killed in a road accident, his fearful mum and dad had attempted to protect and preserve the 13-year-old Alex by diverting his urge for speed into the sensible environment of a kart track. They assumed his interest would eventually wane, but, by the time karts bored him, Alex had won three Italian kart titles and the European championship, and was looking for new worlds to conquer.

The Zanardi story is long on fairytale resurrection – both physical and

LAT ARCHIVE; XPB.CC; JONATHAN FERREY/GETTY IMAGES



Track officials attend to Alex, Lausitz CART race, 2001

"Alex's injuries could not have been more devastating if he'd stepped on a land mine"

professional – from catastrophe. One reviewer described his 2004 autobiography (*My Sweetest Victory*) as "better than any self-help book on the power of optimism". And, since then, the victories have continued to come, for he has won rounds of the world touring car championship, despite being encumbered by prosthetic limbs.

He also turned in remarkably quick laps in an F1 BMW-Sauber at Valencia last November – his first session in a grand prix car in seven years. The seat position was a compromise, Alex's elbow hitting his chest in the slow corners, and he struggled to operate the hand throttle in tight corners, but still he made sense of the car. "With more time we could have made the cockpit better," he says. "The guys were saying, 'Come on, Alex – it's just for a few laps.' True, but I think all drivers want to go to the maximum every time."

Indeed, Zanardi was robbed of an attempt at a really quick time by an electronics glitch immediately after the team fitted fresh tyres. "The race engineer was very upset that we didn't get the chance. He was almost in tears – that was very touching. And the biggest compliment I received that day was from journalists who didn't believe it was my first time in the car. I was straight-away flat-out and they were saying, 'Come on, Alex, you must have practised.'"

Zanardi also uses a hand throttle on his BMW touring car and brakes using his artificial right leg – this stump being longer than the left, allowing for greater pedal pressure. Surprisingly, Zanardi doesn't lose time under braking. "I can 'feel' the pedal on my foot – even though I don't have a foot," he says. "It's the same when I walk – I 'feel' the ground even though my body is up in the air on prosthetic legs."

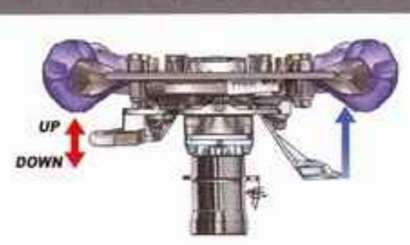
Back in his post-karting years, Zanardi, now 40, graduated to F1 through Formula 3 – finishing runner-up in Italian F3 in 1990 – and F3000, and was hired as Michael Schumacher's replacement at Jordan when Schumi moved to Benetton in 1991.

He may not have set the F1 world on fire, but he did catch Peter Wright's eye at Lotus, for whom he drove in 1993 and '94 before the team's demise pushed him towards the United States. And then, with Chip Ganassi's Champ Car team, he emphatically found his niche, and in 1996 scored ▷

Driving without legs



Special steering wheel has a hand throttle



Gearchange and hand throttle (on right)



Pedals for braking with prosthetic legs/feet

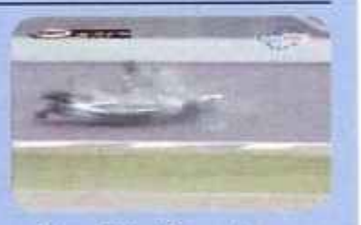
Zanardi on YouTube

You'll find motor racing's great survivor writ large on YouTube – the racing, the brilliant passes, the donuts, the wit, the stiff upper lip, F1, Champ Cars, the celeb interviews. But most of all you'll find: The Collision.

Just as interesting, though, are the extremes of national reaction to Zanardi's life-changing shunt at the Lausitzring in 2001. Americans turn to sentimental slush, while the French zoom in lingeringly on the absence of legs, show and reshow the sickening crunch in slo-mo, and generally treat Zanardi with the same mix of curiosity and candour that he treats himself.

First, there are three unmissables.

THE CRASH



(1) The Big One itself which gives you adrenalin-pumping build-up including the pre-crash pit stop and Zanardi's near-fatal half-spin into the path of Alex Tagliani.
Search for: 'Alex Zanardi Lausitz Crash- Long Version'

LAGUNA GREATNESS



(2) Terrific coverage of the final lap of the 1996 Champ Car season, highlighting Zanardi's flawless move on Bryan Herta to win the race.
Search for: 'Zanardi Laguna Seca 1996'

LE DOCUMENTARY



(3) Unsqueamish 5min French biog of Zanardi with interviews (in French and English) and strong racing and personal footage. What does a stripped-off Zanardi look like *sans* legs? Find it here. **Search for:** 'Zanardi, a great man!'

EAU DEAR



Next: Zanardi's massive off at Eau Rouge, Spa, 1993. Note also the styles of McLaren's two drivers as they arrive at the debris-strewn scene: Michael Andretti picks his way through; Ayrton Senna, speed unchecked, totals his own car. **Search for:** 'Zanardi Eau Rouge' ▷

Zanardi on YouTube (contd)

LETTERMAN INTERVIEWS ALEX



Moving on, a couple of interviews: this is the longest clip at 8min-plus, and the chatty and witty Zanardi gives good interview, no doubt about it. **Search for:** 'Alex Zanardi on the Late Show with David Letterman'

ALEX ON SCHUMI'S RETIREMENT



A thoughtful and articulate weighing up of the pros and cons of Michael's exit from F1. **Search for:** 'Zanardi on MS'

PORTLAND DONUTS



If you fancy seeing great donut technique, Alex is a master, and obliges as he celebrates a 1998 CART win. **Search for:** 'Alex Zanardi Victory Donuts- Portland 1998- Champ Cars'

PASS CLASS



Selection of racing clips so tightly edited that you don't appreciate the moment because you're denied the build-up, and the piece is very repetitive – better to choose the Laguna Seca footage (p87). **Search for:** 'The Pass'

YOU WANT CHEESE WITH THAT?



Strictly for hard-core fans: cheesy sentimentality of the sort only the Yanks are unembarrassed by – Alex returns to Lausitz in 2003. The title promises decent action, but that isn't what you get; all you want to know about Zanardi's current state of mind is better done in the French clip (p87). **Search for:** 'Zanardi 13 laps'

TARGET PRACTICE



As for Alex's acting skills, you could waste 30sec watching this TV commercial. On second thoughts, though, don't bother. **Search for:** '1993 target commercial'



Alex takes on a BMW-Sauber – his first F1 drive in seven years





Momentous day (far left), Alex prepares to replace Schumi at Jordan in 1991; less happy times at Williams in 1999 (left)

three wins and six poles, as well as rookie of the year, before taking back-to-back championships in 1997 and '98. But he found himself "missing home and friends, and came back to F1 with Williams – not because of unfinished business. My son, Niccolò, had just been born, I was a little tired and wanted to spend the winter by the pool having a few beers with my friends."

Unfortunately, 1999 was far from relaxing: "Patrick Head made a decision with which I agreed at the beginning – giving me an engineer with no F1 experience so we might think of new ideas. But F1 had changed and we were wasting time with our experiments." Williams did not retain Zanardi beyond the end of that first year.

"F1 didn't go the way I wanted," says Zanardi now, "but you've got to have some lows. The key is to find positive factors and remain optimistic even at the lowest point." That "lowest point" came in the closing stages of that fateful Champ Car race at the Lausitzring in Germany. Zanardi's return to the US series had not brought immediate success, but in that particular race Alex had fought from 22nd on the grid to lead as he pitted for the last time, with 13 laps to go. Then, on exiting the pits, he spun into the path of rival Alex Tagliani, circulating at close to 200mph. Zanardi's car was T-boned just behind the left front wheel; his injuries could not have been more devastating if he'd stepped on a land mine.

An important part of Zanardi's rehabilitation has been adjusting to the prosthetic legs, which he describes as "like wearing a pair of uncomfortable ski boots". Attached to what remains of his legs by a vacuum effect, they tend to get hot and sweaty. "Only a small percentage of bilateral amputees have been able to make prosthetics an advantage over a wheelchair," he says. "It's a relief to take them off at night."

Zanardi uses canes, not to maintain balance but to divide the effort of walking between his now limited leg muscles and those in his upper body. "Everyday life for me is like a 12-hour workout session. My arms are bigger than I ever managed when working out four hours a day in F1. Driving a racing car now is a piece of cake." ▷

"Everyday life is a 12-hour workout. My arms are bigger than when I was in F1"

LAT ARCHIVE; XPB.CC

In 2003, Alex returns to Lausitz; his prosthetic racing legs await

"I'm in a group who every day do things in an alternative way. We turn need into talent"





Zanardi triumphs in WTCC, 2005, at Oschersleben, flanked by Andy Priaulx and Tom Coronel (above); in action for BMW, 2006 (left)

The prosthetics tend to attract attention at airports where the lights on the metal detectors "go off like a discotheque". That isn't a problem in most of Europe, where Zanardi is recognised, but in Spain "they don't care about racing except for Fernando Alonso".

Dissatisfied with the limitations of legs available commercially, Zanardi has made his own so he can swim from his boat (see YouTube panels, p87-88: 'Alex Zanardi, a great man!'). He also compared the weight and stiffness of various feet in order to find the most suitable for racing.

He first returned to the track in 2003 with a running of those 13 laps he failed to complete at the Lausitzring two years earlier (see YouTube panels). While doing so, he set a lap time that would have put him fifth on the grid for that year's race. Emboldened, Alex decided to return to full-time competition in touring cars, and, incredibly, won a round of the WTCC in August 2005 – and repeated the feat last year.

So, is Zanardi as good a driver as he was before the accident? "Certainly I'm more adaptable, more mentally flexible. Before, like most drivers, I'd be distracted by an uncomfortable seat or some other small problem. Now it doesn't bother me." Ever modest, he adds: "It isn't because I'm Alex Zanardi but because I'm part of a group who every day have to learn to do things in an alternative way. We turn need into talent."

That is the Zanardi mantra: nothing is impossible. "Targets, dreams, objectives are important," he says. "Overcoming obstacles gives happiness. I have to be twice as happy because I already won in Champ Car, made overtaking manoeuvres that are still talked about, did all those donuts [see panels]. I've had so many satisfactions. Now, despite losing 45 per cent of my body and being 40 years old, I'm still racing – and sometimes all the other guys are in my mirrors." F1

MAIN: MARK THOMPSON/GETTY IMAGES; INSETS: LAT ARCHIVE

POP MEETS ANDY TORY ONE



Have Honda screwed up?
Will Ferrari be lost in 2007?
Rubens hits us with his take

Rubens is game for a grilling – especially when he gets to 'choose' the questions. Except that he doesn't know what he's in for. Confused? Well, that's all part of the plan

Interview Dom Taylor **Photographs** Frank Reinhold

It's a risk, asking the third most experienced F1 driver of all time to defend his reputation at 8.30 on a Monday morning. You need balls. Big, plastic balls, to be precise.

Rubens Barrichello has a very respectable career behind him – from 14 seasons he has chalked up nine GP wins from 232 starts, just 17 fewer than Michael Schumacher's 249, and 24 behind Riccardo Patrese (256), a record he could equal at the 2008 French GP (or thereabouts). But no CV should divert us from his drubbing by Jenson Button in 2006, and the urgent need to stop his career plunging into freefall.

To strike the balance, *F1 Racing* is relying on a gimmick last used to amuse a grumpy Juan Pablo Montoya in 2004. But, in a cunning twist, today's balls are colour-coded to chime with Honda's new eco-image. Inside the green (environmentally friendly) balls are nice easy questions. Inside the black (environmentally unfriendly) balls are some real toughies. Rubens can choose. And he's ▷

allowed one joker, a question he can duck.

"Hmm. Let's start with a black," he says, reaching bravely into the bucket of balls, already taken in by the illusion of control. He pulls out a black ball, pops it in half, and out falls question one:

WHY WERE YOU SO MUCH SLOWER THAN JENSON LAST YEAR?



"Well, that would be the first question I picked, wouldn't it!" he says, good humouredly. It's a promising sign – you sense he's up for the fight. "First of all, I don't think I was that much slower. We were about the same on new tyres in qualifying. When I got used to the car, which was about the fourth race, my speed was really good.

"But I struggled big time with the warm-up of the tyres. The Michelins called for a different technique to the Bridgestones I was used to. So I lost a lot of positions on starts and restarts. On new, hot tyres after pit stops, I was always quite quick, but by then it was usually too late."

On the new Bridgestones this year, has that problem gone away?

"I reckon so, yes. It's a new tyre and different compounds, but it isn't different to drive. They're part of the same Bridgestone family. Now, let's go for another black."

TELL US SOMETHING NO ONE KNOWS ABOUT YOU?



"Ha! Well, probably nobody knows that I make a mess when I take a shower," says Rubens, deadpan. This calls for rather more explanation.

"Well, I hate it when, how you say... you dry yourself. I need to be out of the shower. I'm going to be on the toilet. So I wet everything."

Um, okay. *F1 Racing* is picturing Rubens peeing all over his bathroom, or walking around his house naked.

"No, no. I just walk around in the bathroom area from the shower, but I drip water everywhere and get everything wet."

He's right. We definitely didn't know that. So, anyway...

WHAT'S THE BEST THING ABOUT THE NEW CAR?



"Better traction. I won't tell you the bad things now, because, you know, the question is very specific!"

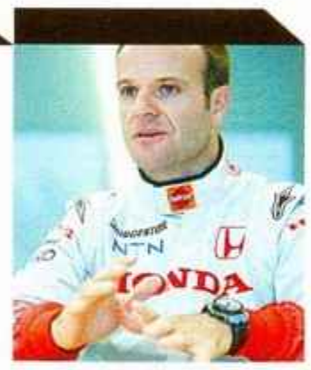
Nice move, Rubens. Save that for a black ball. So how has the traction been improved?

"It's a better package, both mechanically and with the TC [traction control] which I've done a lot of work on. Last year, the combination of warming-up the tyres plus struggling with the TC led me to a bad exit of the corner. Now it's far better, although the TC isn't perfect yet."

Rubens says it took until December 2006 for the team to tune into his preferred TC philosophy. A bit slow off the mark, then.

"Last year the TC behaviour was very bad. But you could tell people thought I just had to get used to it. But it wasn't that. I was saying, 'Look, this isn't good for the car.' But JB [Jenson] was used to it and doing better than me, so it was hell. It's difficult when you're new to a team. Finally, we were able to change the philosophy and still run a reliable engine, and it's definitely quicker."

WILL FERRARI BE LOST WITHOUT MICHAEL?



"That's easy – it should be a green question! Ferrari will be competitive for a couple of seasons yet, because they haven't lost momentum, and they know exactly how to win, even though they've lost Ross [Brawn] and Michael."

But weren't Michael and Ross the linchpins, the two worst people for Ferrari to have lost?

"If you'd lost Jean Todt as well, then I would say the thing would collapse. But he doesn't run the technical side of the car. You know, almost like I'd call a friend, Michael would call Ross, or Ross would call Michael, and they'd chat about improving the car. When I called Ross, it wasn't that it went in vain, but he was waiting for somebody else's call. So those two will be a big loss.

"But if Kimi [Räikkönen] goes out and gets a solid grip on the first quarter of the season, he'll be loved by the Italians, and there's a whole new world that can be worked without Michael. If not, the pressure will build, big time, and the team could implode."

HAVE MONEY AND SUCCESS CHANGED YOU IN ANY WAY?



"Not at all. The only thing that my father told me when I left Brazil was: never change. He sold everything for me to keep on racing, so it was such a small request, it was easy to do.

"Of course, you go through moments in your life, especially when you're around 22 to 25, when you think you're a superhero. But things always bring you down to earth.

"The money came with a lot of work and determination, but I never, ever, imagined I would have this much. It's useful. I've been able to help my family, and others through the Barrichello Kanaan Institute [Tony Kanaan is an IRL driver]. When people say money doesn't bring happiness, it does – but you have to use it in a good way, because it isn't everything."



Rubens is pleasingly keen to pick the tough questions – he likes to play it straight

NICK FRY OR JEAN TODT?



"Maybe I should I use the joker now!" says Rubens, laughing nervously. But, a deep breath, and he goes for it.

"Nick is the more likeable guy, very much the same at work and outside. Always in a good mood – with me, at least. I love him as a person. He rings me once or twice a week to know how things are going; he's interested in my well-being. And I'm very motivated to make this team successful.

"Todt is a different guy. He can be a lot tougher at work than outside. I've only

known Nick for a year. I knew Jean Todt for six years.

"I had some great moments with Jean, discussing contracts and so on. I had tough moments, too, such as in Austria 2002 [where Rubens was ordered to drop out of the lead and gift Michael the win]. But we always stuck together.

"But I was never happy just to earn money and be number two. In my first year, everything was good, but then I wanted to win myself. Obviously Michael was a fantastic driver, but I took the challenge at Ferrari because I knew my capacity.

"So I had my good and bad moments with Jean. But I'll remember the better ones. There – a diplomatic answer, but still true."

"I was never happy just to earn money at Ferrari and be number two"

WHAT'S THE BEST MOVE YOU'VE MADE ON AN F1 TRACK?



"One on Juan Pablo [Montoya] at Suzuka 2003. I was on a three-stop so I had to go for it. He opened a little bit into the chicane and then closed, but I was already in the mood to overtake, two wheels on the grass. I went completely sideways.

"But I lost momentum into the straight and he did me again into Turn 1. Afterwards Juan said: 'What a great move. You're crazier than I am!' I'll always remember that.

"I liked the moments when I challenged Michael. I won races from the front or in the pit strategy, but I never actually overtook him. I had a couple of chances, like at Barcelona 2003 at the start. We touched and I lost my winglet. That was fun."

HAVE HONDA SCREWED-UP THIS YEAR'S CAR?



"No, I don't think so. It's not a '98 Stewart, which was probably the worst car I've ever driven. You could see that was a bad car straight away. I know for a fact, actually, that this Honda isn't bad. We have to take some 'deviations' because it was born with a bad habit: when you turn-in you lose rear ▷

grip. But it'll become competitive because there are gains in traction and downforce; power is good, power delivery is better.

"This team have everything to be able to solve the problems, and even to build a new car if that's what it takes. But I don't think we're in that situation."



WHAT ARE YOUR BIGGEST REGRETS?

"There isn't a thing in my whole life that I'd do differently. I have second thoughts, about how things could have been different, but not regrets. For example, when you see the likes of [Lewis] Hamilton coming straight away into a competitive car, of course, I wish my career had been like that. I had conversations with McLaren for '95 and Benetton for '96 that didn't go the way I hoped. But I don't care. I've driven for Ferrari, which was a dream come true, and shown my potential against the best driver in the world, probably.

"I learned a lot from marriage. You take wrong decisions sometimes, but it works out in the future, as long as you keep calm, and keep working."



WHICH IS BETTER: SEX OR WINNING A GRAND PRIX?

"That's pretty easy, isn't it?" says Rubens. "I mean, you don't have an orgasm when you win a race, but you do feel *so* good. When I win a race, I remember my whole family smiling. When I have an orgasm, I don't remember my whole family smiling! Is that a good enough answer?"

Indeed, it is. Shall we move on?



HOW LONG HAVE YOU GOT LEFT IN F1?

"As long as I'm competitive. It'll be another two or three years, I think. But it could be five or six. People love to put an end to my career, but I'm quite happy. I have 15 years' experience, but I'm more motivated and driving better than ever. I've got to be honest: whenever I start to fade, it's time to go back to Brazil. But that's not right now."



WHAT'S THE MAGIC INGREDIENT THAT GIVES A TEAM A CHAMPIONSHIP EDGE?

"The combination of losing together and winning together. Ferrari were great for that, not blaming one another if things went wrong.



"Harmony is important. The worst thing you can do is get out of the car and give hell"

"Harmony is so important. The worst thing you can do in F1 is get out of the car and give hell straight away. You do have disagreements about strategy and set-up and so on, but, if you have harmony, you know to make your point at the factory on the Monday, and it will have more impact.

"I love Jackie Stewart, because he had loads of 'yes'. But when he said 'no', it was the proper 'no'. I learned a lot from that, because there will always be problems, but there is a right way of addressing them."

Is that magic ingredient present at Honda?

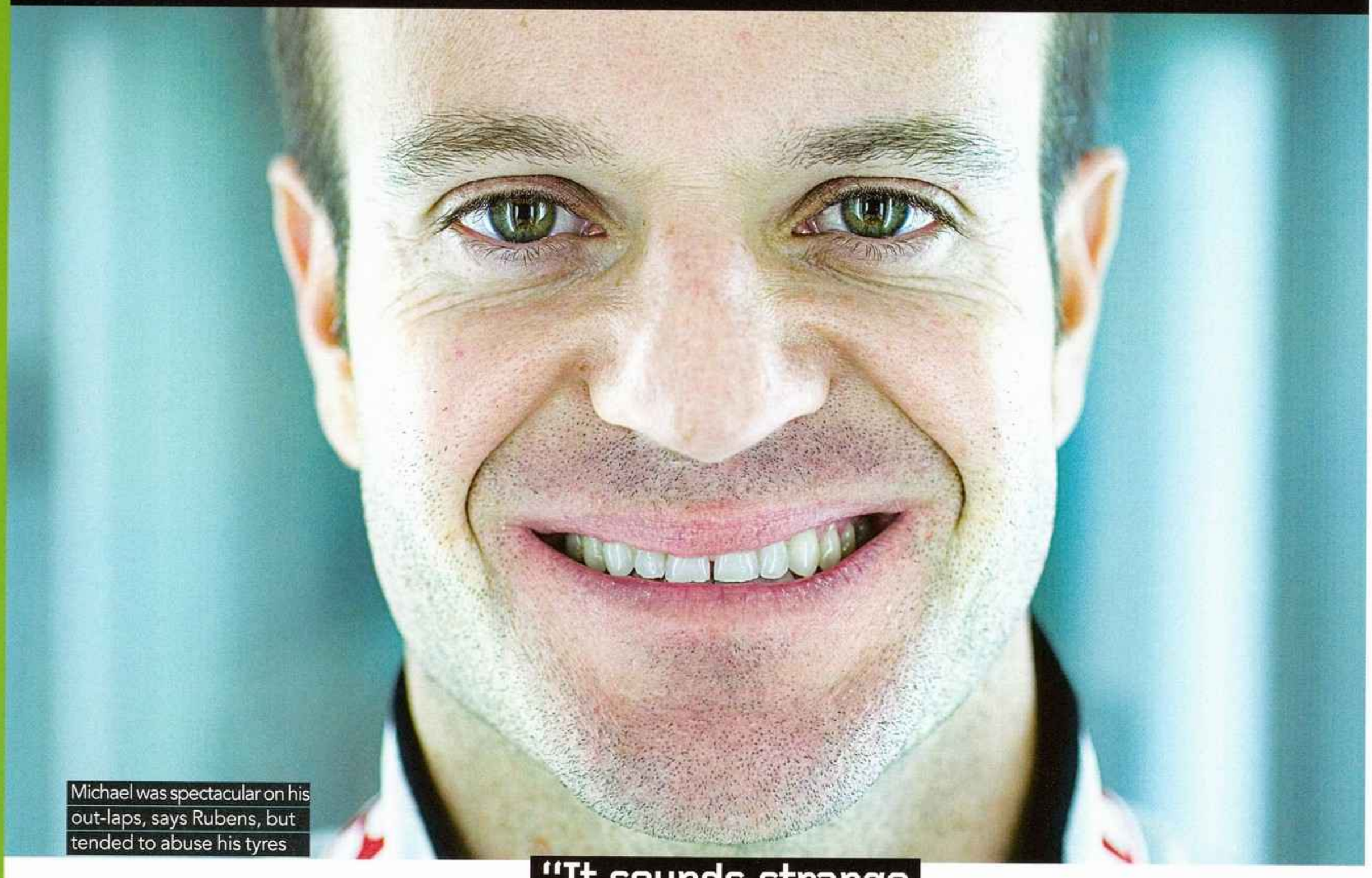
"It's getting on," he says with genuine, if muted, enthusiasm. "Initially it wasn't like that. The problem here is communication. A Japanese guy is already someone who talks very little and only about specifics. So if you make fun of things, he'll talk even less.

"We need to be able to translate the problems, because sometimes an engineer says 'okay' just to get away from a situation. You've got to find him later and talk properly. I learned a lot from Ferrari on that, so I think the team are changing for the better."



ARE YOU PAST YOUR PRIME?

"What do you mean by that?" he responds innocently enough, almost as if he's never thought about it. More likely the wording is unfamiliar. Eventually he gets the gist. ▷



Michael was spectacular on his out-laps, says Rubens, but tended to abuse his tyres

"I don't think so. When I won the British F3 championship [in 1991], I had the speed but not the experience. Right now I have both. When you're happy in life, it's because you've done good. And I'm happy.

"I've lost more weight than ever for this season. And I'm working very hard. You only win championships when you make the whole environment work for you. In the car, you are the key element. And I still think that I'm a good key element."

There's one black ball left, and it's a biggy. Fingers crossed he won't use the joker.



DID YOU EVER ACCEPT THAT YOU WEREN'T AS GOOD AS MICHAEL?

"Never," he says, without even a moment's hesitation. Then, as if to underline the point in red, he repeats: "Never. But I'll never be as good as him on an out-lap. He was supreme – the speed he had there was something that you wouldn't believe. But I don't think that lap really counted, so, for me, it was an exercise all in vain. I had to treat the tyres well, because maybe Michael's tyres were finished by the third lap. He didn't care. But my tyres would be as good for up to 10 laps because I didn't push so much on that out-lap."

"So could I go as fast as him on that lap? No way. But could I, on equal terms, be champion against him? I'm pretty sure I could. But Michael didn't have bad days,

"It sounds strange, but Fernando doesn't smile as much as he used to"

and I did have some – I still do, so I have to overcome them. But I didn't accept, as [Eddie] Irvine did, that Michael was better and then just hope for a couple of wins."

You don't doubt Rubens's conviction. His self-belief never seems to have wavered. So where does he think he was better than Michael?

"Sometimes we were first and second, I'd see him pulling away, and you're thinking, 'I'm not so sure the tyre will hold on.' Then after five laps I was right with him and faster. For Michael it didn't matter about strategy. He was just going fast, pushing all the time. And why did it work so often? Because he was very good at sorting out the car for himself.

"He wasn't a thinker. He wanted to go fast. I thought I could work out the situation a bit better. So there were times when the car wasn't as good, when I could come out better."

The fascinating thing about what Rubens is saying is that most people regard Michael as perhaps *the* most strategic-thinking driver of all time.

"Yeah, obviously it worked out very well for him. But going flat-out the whole time was what mattered. If the car couldn't hang on to him, that wasn't his problem."



WHO ARE YOUR TRUE FRIENDS IN F1?

"There was a good group: me, Massa, Montoya and Alonso. We used to have fun together. Montoya is gone and now Fernando... Fernando is still very nice to me, but it's difficult. It sounds a bit strange, but he doesn't smile as much as he used to.

"JB is quite good fun. But I would say DC is one of my true friends, because we've gone through so many seasons together."



WHEN WAS THE LAST TIME YOU PRAYED?

"Last night. I have such a good life, and I thank God every day for having such a family behind me. My wife never asked me to stop racing. She's concerned for my well-being, but isn't worried about me."

If anything, the ups and downs of his career have strengthened his faith, helping him to endure the toughest times the sport can throw at him.

"Like everyone, I've had times when I've said, 'God, why've you done that to me?' But I think we all have a purpose, and we go through things for a specific reason. Sometimes it's easier, sometimes it's not. But now things here are much better. And, at Honda, I like the sushi." FO

GRAND DESIGNS – THE '70s

LOTUS 79

Words Steve Cooper **Photographs** LAT Archive

Inspired 79 during practice for the 1978 US GP; it outfoxed rivals with that side-skirt aero

In the final chapter of *F1 Racing*'s series on the defining cars of the 1970s, '80s and '90s, Colin Chapman's great ground-effect Lotus 79 tears up the script and wins at will

It began with a 27-page dossier. By the mid-1970s, Lotus boss Colin Chapman had become frustrated by his team's gradual slide into mediocrity and cast around for the secret weapon that would help Lotus vault spectacularly back to the front.

His impatient, visionary approach demanded quick results – he simply wasn't content to creep up on the front-runners and duke it out on equal terms. Rather, he sought the breakthrough that would annihilate all opposition.

Added to which, he was bored with F1's limited and unimaginative approach to aerodynamics. Bolting on wings fore and aft was all very well, he mused, but there had to be a better solution.

Sitting down in his Ibizan villa, he therefore put pen to paper. Twenty-seven pages later, he'd compiled a document that would again change the face of F1, and again put Lotus among the elite.

GETTING STARTED

Chapman's dossier landed on the desk of Lotus research director Tony Rudd, who passed it on to aerodynamicist Peter Wright. The young engineer had already started looking into the sport's embryonic relationship with aerodynamics and, during his stints at BRM and Specialised Mouldings, had looked into several early concepts of a 'wing car', in which the entire body, not just the bolted-on parts, acted as a wing.

It was Wright who took on the project and tackled the questions posed in Chapman's dossier. It was all part of Chapman's genius – and fallibility – that he addressed the questions to which he nor anyone else had any answers.

"Colin was always trying to find the unfair advantage," says designer Martin Ogilvie, one of Lotus's four-man design crew at their base in Hethel. "Lotus had fallen behind the front-runners, but wasn't interested in merely catching up; he wanted to leap-frog ahead of everybody with one brilliant idea."

CATCHING THE WIND

Experiments with winged cars weren't new. Wings had first appeared in F1 back in 1968, but it was Lotus who pioneered flexible side-panel skirts to lock in the airflow and create huge suction. That was the birth of ground effect.

Using rudimentary wind tunnel models, Wright and his team began to look deeper into the science of airflow. "Using a rolling-road wind tunnel was the key element," he says. ▷



Focus is on Andretti, Lotus and Chapman at Brands, but team-mate Peterson took pole



A one-two for Lotus at Paul Ricard in 1978, Peterson (left) finishing second to Andretti

"Remember that it was all very basic back then; our models were made from wood, cardboard, Plasticine and Sellotape. They got pretty tired by the end of a week's running, and it was when they started sagging that we twigged that closing off the gap between car and road would be beneficial."

The team had stumbled on the inspired breakthrough Chapman wanted, and quickly put all their resources into skirt development towards the end of 1976 with the very modest Lotus 77. Suddenly they were experimenting furiously to find the most efficient – and legal – skirt material. They toyed with brushes – "big draught excluders" recalls Wright; hinged panels – which were sucked inwards on the car; and ceramic rubbing strips. After much development the basically weak 77 was made to run 1.5sec a lap quicker – the 'wing car' had become a reality.

CAN YOU KEEP A SECRET?

The team knew they'd have to keep the technology on the next Lotus (78) a well-guarded secret at the start of the 1977 season if they were to maintain their position as aero pioneers with the first true ground-effect car. They went to great lengths to conceal the reason they'd suddenly unlocked such huge potential in the 78 which, in Mario Andretti's hands, won four races in the first half of the season.

THE LOWDOWN

Model Lotus 79 (1978-79)
Engine Ford Cosworth DFV 3.0 V8
Tyres Goodyear
Drivers Mario Andretti, Ronnie Peterson, Jean-Pierre Jarier, Carlos Reutemann
Points 112 **Fastest laps** 5
Pole positions 10 **Wins** 6

"We used to pretend that a lot of the performance was differential-based," says Ogilvie. "So when we tested the car, we'd cover it up when it was in the garage and then walk around with a kettle covered in an old rag, pretending it was the diff.

"All the engineers were very secretive about the concept," he continues. "But one day, Colin stormed into the design office and started shouting: 'Somebody's been telling! Someone's been down the pub telling journalists. I will not have it!'

"Turned out it had been him all along!" laughs Ogilvie. "He simply couldn't help himself and had been bragging to all his peers about what we'd been doing."

In fact, the only team, initially, to twig Lotus's secret were Wolf. Technical chief Harvey Postlethwaite drew up the slab-sided WR5 (which first appeared in May 1978) after studying the Lotus 78's aerodynamic innovations.

A TEMPERAMENTAL GENIUS

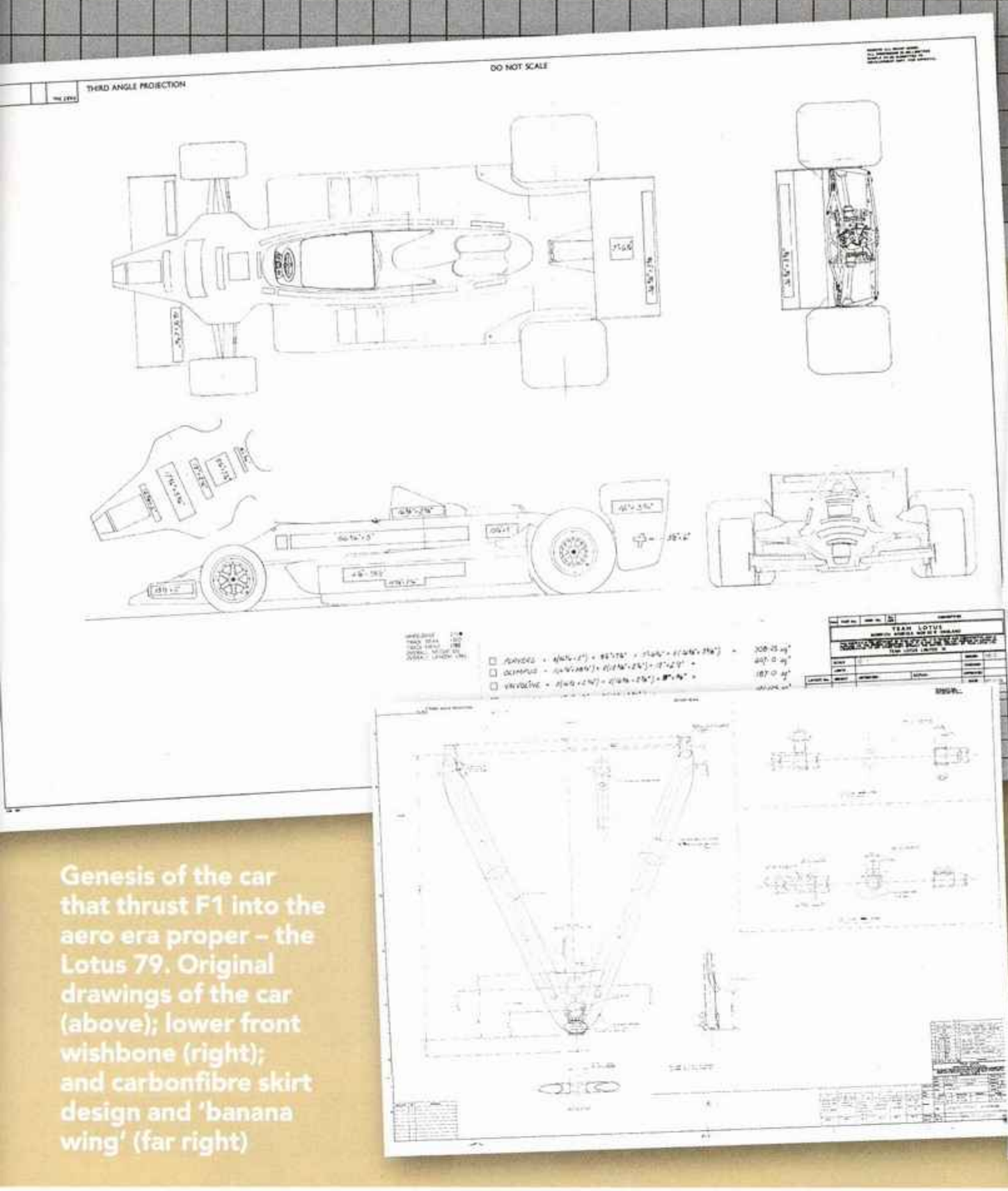
Chapman knew Lotus had found the ticket, and throughout this period was at his excitable, demanding best.

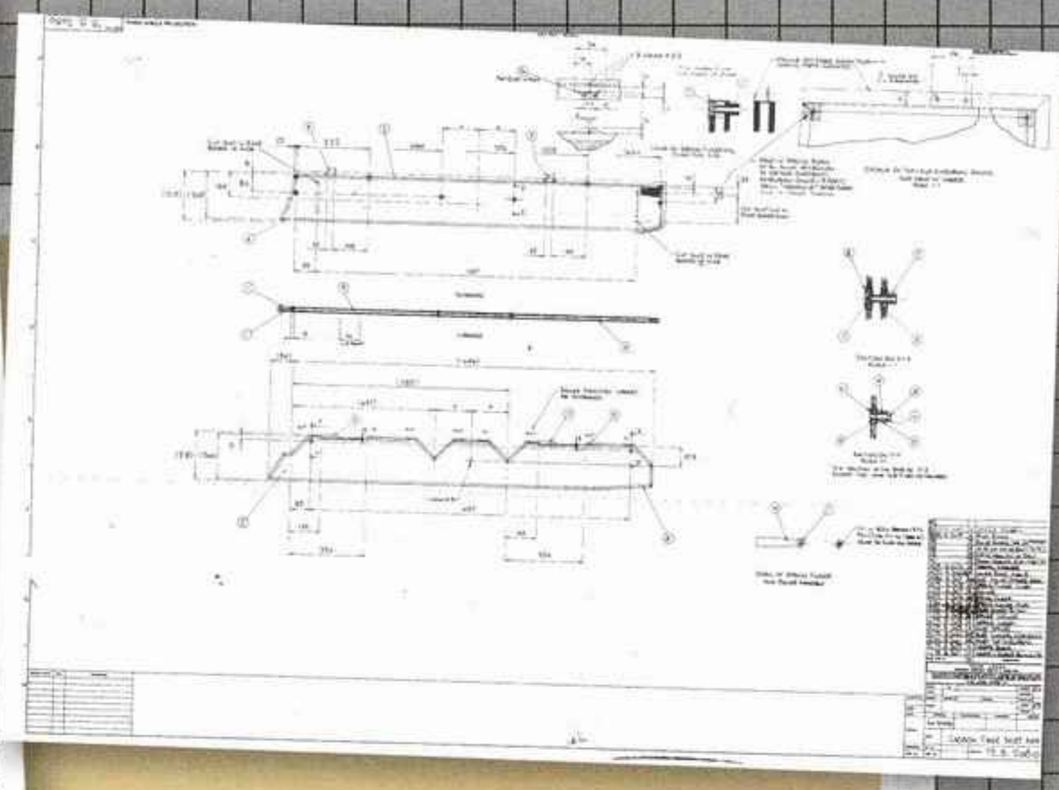
"The worst time to deal with Colin was when he got enthused about something," remembers Ogilvie. "We had to deliver in no time at all and work all hours. His mantra was to always 'double it' or 'half it'. He'd waltz into the office and say, 'Right, next year I want double the downforce.' And we'd tell him we could only find 20 per cent, but he'd be adamant: 'Nope, double the downforce.'

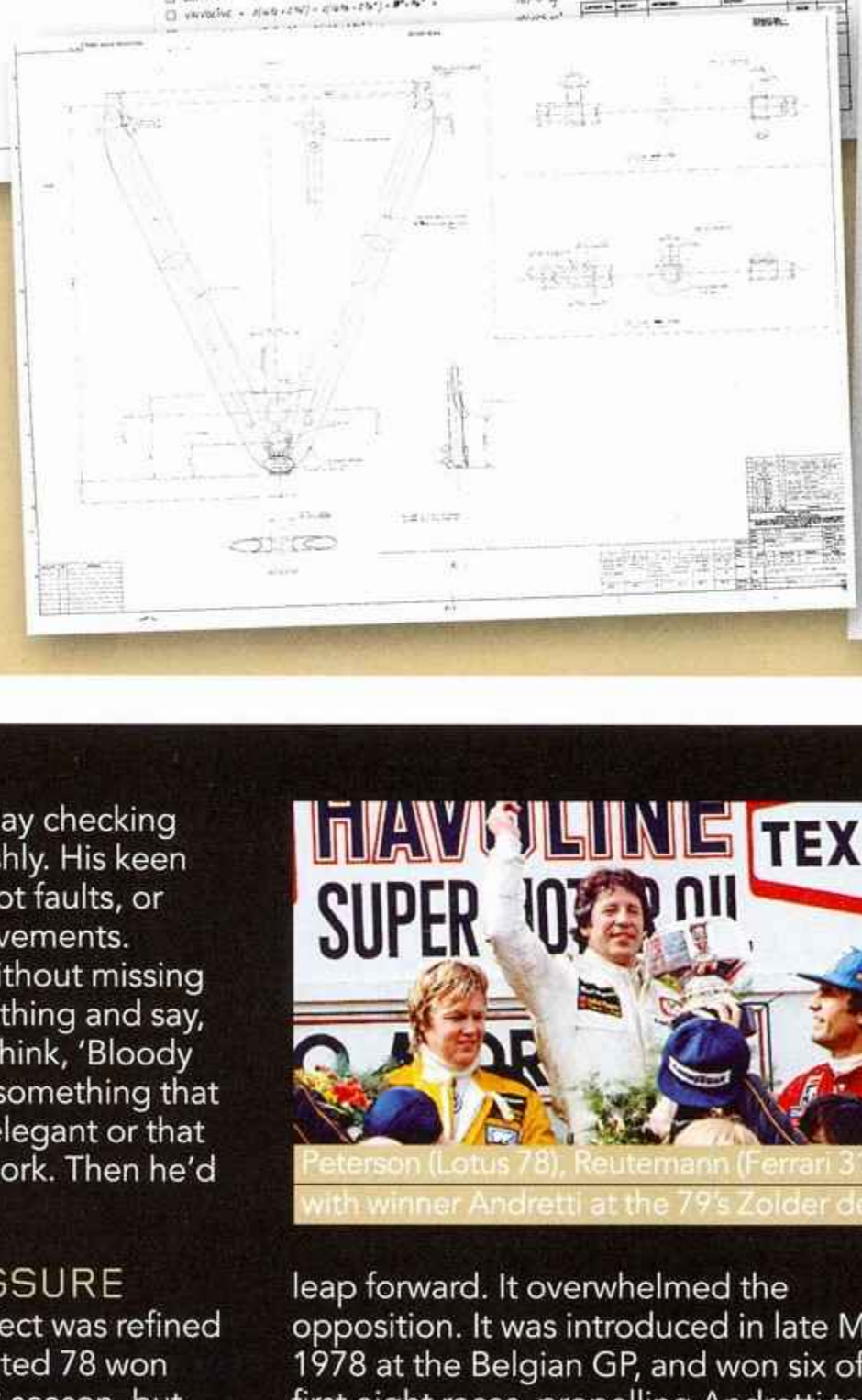
"With those ground-effect cars, he wanted to subjugate everything to downforce. But, of course, a racing car is a compromise, so the more extreme we went the less successful we became. Teams like Brabham and Williams had a much more pragmatic view – and ultimately became more successful [by 1979-'80].

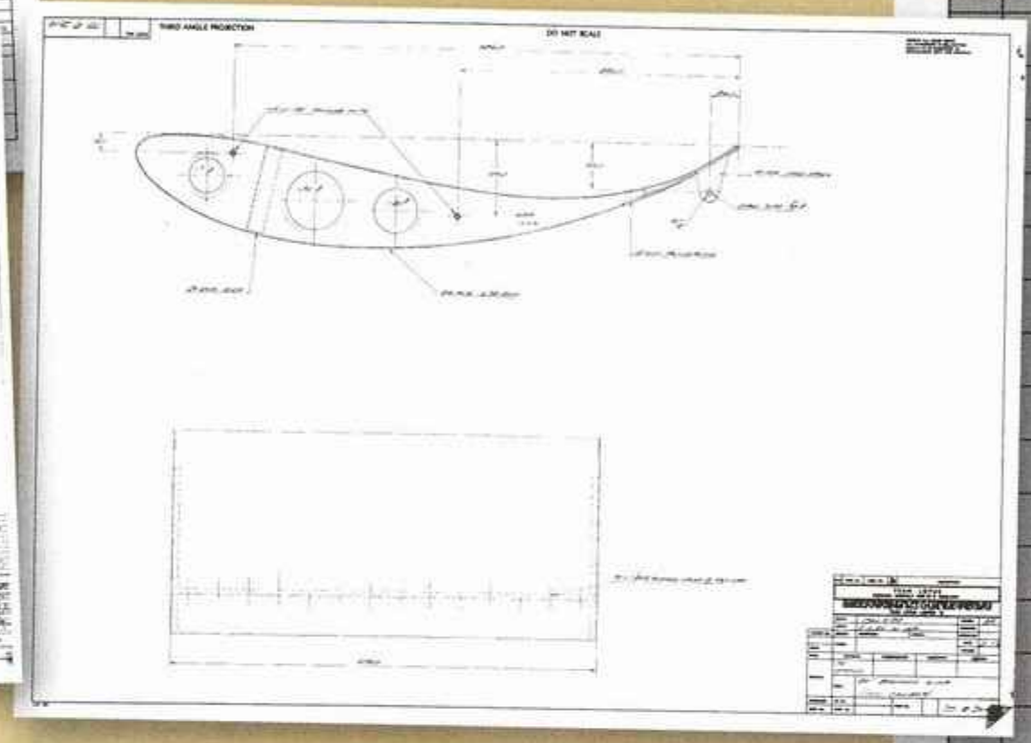
"There was one occasion when Colin said to me, 'I want you to design the rear anti-roll bar to be twice as stiff. And I mean *twice as stiff*.' He was quite explicit. So I built this huge, heavy, anti-roll bar which was totally hopeless, of course. And he was aghast and told me: 'Ah, Martin, you must always design what I mean, not what I say. I was just making a point for emphasis.'"

Chapman prowled the design office like a chess grandmaster playing several games at once. He would breeze through









Genesis of the car that thrust F1 into the aero era proper – the Lotus 79. Original drawings of the car (above); lower front wishbone (right); and carbonfibre skirt design and 'banana wing' (far right)

the office several times a day checking the drawing boards hawkishly. His keen eye would immediately spot faults, or he'd suggest subtle improvements.

Ogilvie remembers: "Without missing a beat, he'd point to something and say, 'Not like that.' And you'd think, 'Bloody hell, he's right!' He'd spot something that he didn't like, that wasn't elegant or that he knew wasn't going to work. Then he'd just breeze out again."

RAISING THE PRESSURE

The concept of ground-effect was refined into the Lotus 79. An updated 78 won two early races in the 1978 season, but Chapman had refused to let them rest on their laurels – it was a typically brave move.

"Colin was absolutely adamant about it," says Wright. "He said we were tearing up all the old drawings and starting again with a car that would be a total ground-effect car. That was the 79. We'd actually started on the first drawings by Easter '77."

The great 79, of course, proved a huge leap forward. It overwhelmed the opposition. It was introduced in late May 1978 at the Belgian GP, and won six of its first eight races, propelling Andretti to the world title. It was Team Lotus's last golden hour – and the memories still linger.

"The 79 was a huge leap forward. It overwhelmed the opposition"

Peterson (Lotus 78), Reutemann (Ferrari 312T3) with winner Andretti at the 79's Zolder debut

"Whenever we didn't attend the races, we'd work away in the drawing office in Ketteringham Hall," says Ogilvie. "The races were never televised so we had to rely on Reuters to give us the latest results. We'd ring them half-an-hour after practice had finished and they used to say, 'Yeah, you're first and second in qualifying again.' After a while, we didn't bother ringing because we knew we'd be first and second. And that felt good."

BEGINNING OF THE END

The 1978 title, though, would be Lotus's last crown – while they undoubtedly blasted F1 into the aerodynamic era, it came at great cost to the team. Ground-effect, in effect, marked Lotus's last hurrah. As the sport grew less and less dependent on innovative mechanical design and increasingly on aero, Chapman began to lose his instinctive 'feel' for F1 design. It was the beginning of the end for the classic marque who, by slavishly chasing aero figures, began to lose their trademark holistic approach to car design.

"By totally subjugating the Lotus 79 to ground-effect, we made a slightly flaky car," admits Wright. "The exhaust system had a tendency to overheat and the brakes were temperamental. We also used a rather slim monocoque, which was quite marginal and not really up to the job – particularly after it had done a few races and lost more and more stiffness.

"Luckily, though, it had that magic ingredient which made it quick. And that was lucky, because if we'd had stiffer competition in 1978, things would have been very different. As it was, we were relatively untroubled and the drivers could look after the cars during the races and bring them home."

But by 1979, Gordon Murray at Brabham and Patrick Head at Williams also had ground-effect taped, and their more methodical approach began to dim the Lotus and Chapman stars. F1

Genius of Colin Chapman, p102 →



COLIN CHAPMAN

The full Chapman and verse

If Enzo Ferrari was the soul of F1 in the early decades, Colin Chapman was its great chassis engineer, and 2007 marks the 25th anniversary of his death

Words Peter Windsor **Photographs** LAT Archive

"Colin was outraged by (but secretly jealous of) Bernie's astonishing 'fan car'"

POSITIONING COLIN CHAPMAN WITHIN THE FORMULA 1 context is a bit like asking a musician to evaluate the importance of sharps and flats. For a while out there – for less time than Frank Williams has been competitive in F1, for example – Colin Chapman made F1 what it was. Even Bernard Ecclestone would concede that. Indeed, Colin and Bernie together – and frequently they were together in mind, if not physically – between 1958 and 1982, represented the single most powerful energy source in the sport. And the fire today that is the genius fuelling Bernie, is in part still due, I'm sure, to the influence of ACBC (as Anthony Colin Bruce Chapman was known to most of his associates).

Together or separately, but operating always on the same wavelength, Colin and Bernie changed the face of Formula 1. Ferrari, from decade to decade, made up that face in a Prada sort of way – made it beautiful, to be sure – and Ferrari expanded the sport's richness with the latest products and developments and their own brand of mystique. The basic structure, though – the framework of what F1 is all about – was, and still is, encapsulated completely by the life and times of Chapman and Ecclestone. Their respect was mutual – and if you knew either of them when they were together in F1, ruling the world, you'd appreciate that their barometers of praise registered nothing higher than that: mutual respect.

Yet they were in no way interdependent. Bernie did his thing, Colin did his – as we saw in Sweden, 1978, when Colin was outraged by (but secretly jealous of) Bernie's astonishing 'fan car'. It was the wavelength that was the bond – the channel of understanding unique to those super-intelligent mavericks. Colin died young – aged 54, of a heart attack – but crammed more, as they like to say, into his 34 working years than most of today's money- ▷



Chapman produced chassis designs of huge originality, but (left) was also a master pit-wall tactician

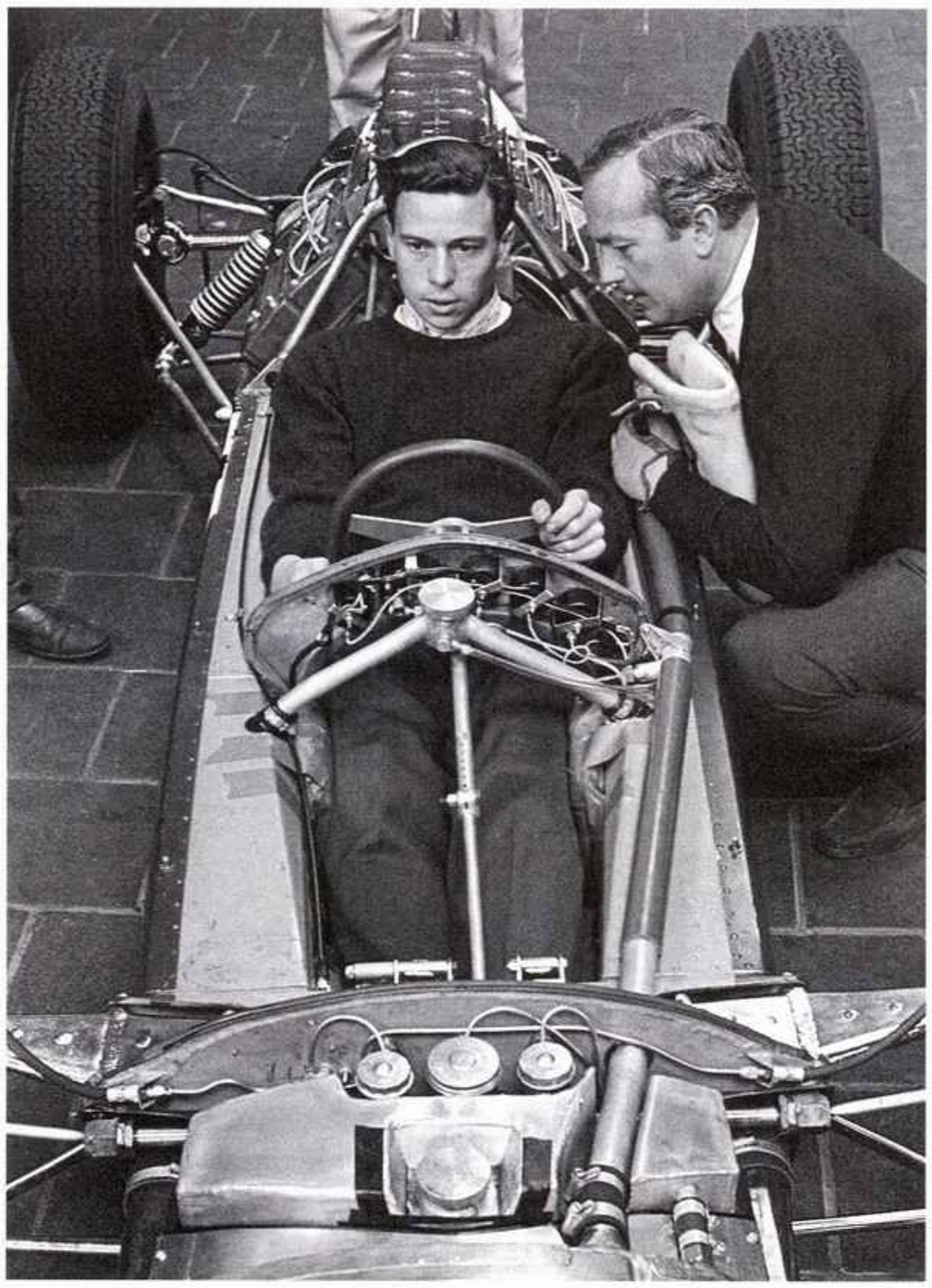
McLaren's co-founder, Teddy Mayer, with Chapman and ACBC's soul-mate, Bernie Ecclestone

generating, sharp-suited – "It's a business, not a sport" – wheeler-dealers can even dream about.

He did so, of course, because he *had* to and because he *wanted* to. Call it, as Mario Andretti did, his "burning ambition", call it survival. What it meant was that Colin Chapman's motor racing – and motoring – endeavours for the most part grew organically, as things are supposed to grow, rather than because someone, somewhere, had decided suddenly to spend a lot of money in an attempt to buy instant success. Ecclestone, who started with a small bike shop in Kent, knew all about that burning ambition. Thus the wavelength was established.

Colin's career, I think, can roughly be divided into four periods: the first began in 1948 and lasted about a decade, and covered the student-cum-trials-driver-cum-very-quick-racing-driver who designed and built his own road and racing cars. Period two was the Jim Clark era – the years from 1960-68 that not only produced the most successful engineer/driver combination in the history of the sport, but also such all-time classic road cars as the Lotus Elan. Period three was the post-Clark, expansion and growth era – the years of Jochen Rindt, Emerson Fittipaldi, Mario Andretti and the new, more up-market Lotus road cars. Period four – the closing years – saw Colin on a different path. He began to feel that he should have earned more from his work than he had received. He began to cut corners.

I first became aware of Colin in the 1960s, when Clark dominated years such as 1965 by winning the F1 world championship, the Indy 500, the French F2 championship, the Tasman championship and numerous other smaller events. Jim raced for Lotus – Chapman's



"The world's best designer was harnessed to the world's best driver. They were inseparable"



Chapman, Clark and F1's first-ever monocoque chassis – Lotus 25 – in 1962 (above); they celebrate both world titles at Monza 1963 (left); pole-sitter Clark in a Lotus 33 (right) retired at Monaco in 1966

Lotus – and in so doing was loyal to Colin in the purest sense of the word. At social events he wore suits and sports jackets with a Lotus lapel badge discreetly pinned top-left. Whenever he gave interviews – which was rarely – Jim would always talk first about Colin. And, just because Colin asked him to, Jim would spend off days at Lotus dealerships, signing autographs or presenting prizes; or would travel down to Cheshunt, Hertfordshire, to the Lotus factory, to file his expenses and chat with the boys.

Jim often drove to races in a Lotus Elan – and frequently even shared hotel rooms with Colin, the better to cut costs. One was the boss, the other the employee. One built the car, the other drove it – 'built' and 'drove' being hopelessly inadequate terms, of course. In reality, the world's best designer/engineer was harnessed to the world's best racing driver. The two were inseparable.

For me, the 1960s were a Lotus world – the world of Colin Chapman. My mother would knit me green-and-yellow sweaters to wear at weekends, and romantic places like Cheshunt and Hethel (Lotus moved to Norfolk in 1967) and Duns, Scotland (Clark's home town), became key points of the universe. Clark/Chapman; Chapman/Clark. Whichever way you said it, the words rolled smoothly off the tongue.

What I *never* felt – and don't feel today – is what the others always joked about. You know, the fragility of Lotus racing cars; the so-called risks in design that Chapman took in order to build the perfect car – the one that won the race but fell apart as the chequered flag was waved. For me, Clark's metronomic, winning consistency painted Lotus in a very different, ultra-reliable hue – and my opinion never changed, even when I finally came to know Colin and the Lotus of a different era. At the level at which Clark and Chapman operated there was no room for compromise – especially when it came to finishing races. And so the results proved.

Then came the October 1965 edition of *Motor Racing* magazine – that wonderful, special Lotus edition. Here was John Blunsden's track test of a Lotus 30; there was a list of the suppliers behind Team Lotus. I devoured detailed line drawings of the Lotus 33; and, at last, I found the definitive article: Jim Clark on Colin Chapman. Jim – relaxed and open in the company of the ultra-professional Blunsden – talking about his mentor, his partner, his friend.

JB: "What makes Colin more than just a successful racing car designer?"

JC: "Well, there's no doubt at all that he's an extremely shrewd businessman. He has such an agile mind and a tremendous capacity for work.

"In terms of my relationship with him, I'd say that we can read one another's thoughts. I've only got to think, as I'm driving, 'I wonder where Dan [Gurney] fits into the picture?' and next time round there it is on the pit board – information about Dan. Colin is an excellent race tactician and the Lotus pit organisation is first-class. Overall,

SUTTON MOTORSPORT IMAGES



I'd say that it's a real education, watching him solve a design problem. He has such a clear and creative mind."

I first met Colin in 1972, in South Africa, where Lotus were appearing for the first time in the ultimate rendition of black-and-gold. He wore a matching yellow shirt and black trousers, and his silver hair curled out from under a black corduroy cap. I was in awe, of course, but somehow he already seemed an age away from the David Niven figure who had raced in partnership with Clark.

"Reporting, are we?," he said in a clipped but friendly sort of way. "Well, just remember this: never be afraid to ask if you don't know. Nothing worse than a reporter who doesn't know his facts..."

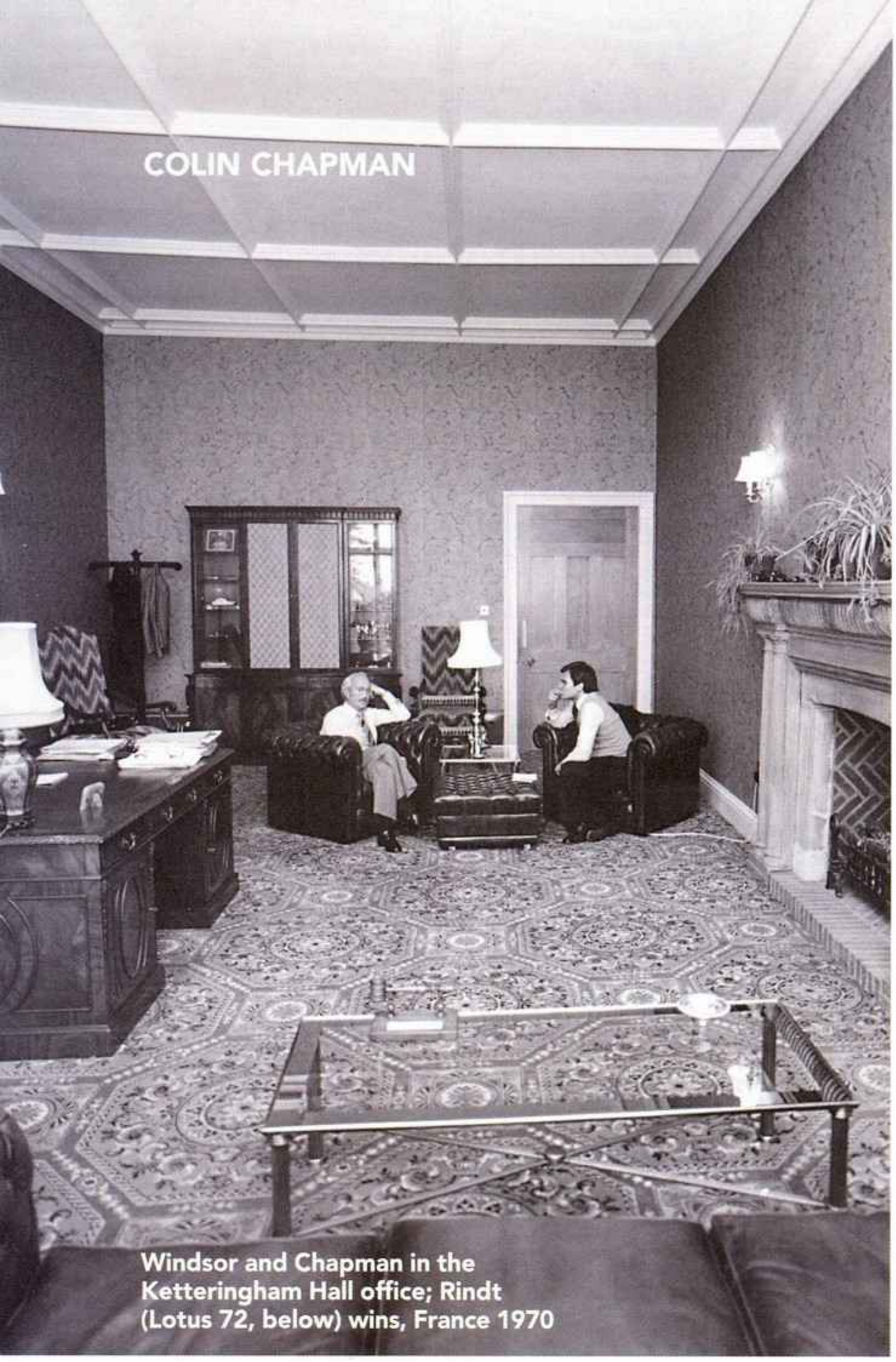
And with that he was off.

Later in 1972, at Clermont-Ferrand, I was chatting to Peter Warr, the Lotus team manager, about the latest version of the 72 – the car in which Fittipaldi was already setting new standards. How much more life was there in the 72, I asked, pointing out that the design was now entering its third season.

"I never felt what the others always joked about – the fragility of Lotus racing cars"

"Well, you never know with Colin," said Peter. "Look at the oil tank/wing mounting. A brilliant idea. One day Colin was just looking at the car when he suddenly said, "Why don't we make the wing mounting serve a dual purpose?" We all looked puzzled, then a few minutes later he produced a sketch. This sort of thing can go on and on."

With Carlos Reutemann keen to join Lotus for 1979, I began negotiations on his behalf with Colin in mid-August 1978. We met in Colin's large office in Ketteringham Hall, the country estate near Hethel from which the F1 operation was run. It was meticulously neat and tidy, bedecked with red leather chairs and sofas. We chatted for a while, Colin expressing his interest, but then he asked to be excused for a few minutes. He invited me to use the phone at his desk if I so wished. I sat down and rang Carlos, who at that point was testing for Ferrari at Fiorano. As I spoke, I couldn't help noticing the ▷



Windsor and Chapman in the Ketteringham Hall office; Rindt (Lotus 72, below) wins, France 1970

Highs and lows: Colin Chapman CV

1928 Born May 9
1948 Begins racing self-modified Austin 7
1952 Founds Lotus Engineering, achieves success with Mk6 'kit' car
1954 Marries Hazel Williams
1956 Launches Lotus 11 sports car; it finishes first in class, seventh overall, at Le Mans
1957 Developing the 12, hits upon alternative to De Dion rear axle, offering better geometry and reduced weight
1958 First Lotus F1 car
1960 Stirling Moss, driving a Lotus 18 for privateer Rob Walker, takes Lotus's first GP win
1962 Lotus 25 is the first monocoque chassis in F1
1963 Jim Clark wins seven out of 10 races in a Lotus 25; takes drivers' and constructors' titles. Jack Sears wins British Touring Car Champ in a Lotus Cortina
1964 Lotus 30 introduced for Can Am racing; not successful. Clark wins BTCC in Lotus Cortina
1965 Lotus and Clark win both F1 titles. Clark wins Indy 500 in Lotus 38, the first mid-engined car to win there
1968 Clark killed in Hockenheim F2 race; Graham Hill wins drivers' title. Chapman introduces tobacco sponsorship to F1 with Gold Leaf livery
1969 Chapman experiments with four-wheel drive in Lotus 63. Hill refuses to drive it
1970 Lotus 72 introduced during the season; it features torsion-bar suspension and inboard brakes. Jochen Rindt posthumous (Lotus) champion after fatal accident in qualifying at Monza.
1972 John Player Special livery used for the first time
1974 Troubled Lotus 76 abandoned in favour of the 72
1976 Mario Andretti describes Lotus 77 as "a dog"; development of ground-effect Lotus 78 begins
1978 Andretti takes championship double; Ronnie Peterson killed at Monza
1981 'Twin chassis' Lotus 88 banned after protests from rivals
1982 Lotus tests first F1 car with active suspension; Chapman dies of heart attack, December 16

Compiled by Stuart Codling



"In the darkness of Ronnie's death, Carlos rang to say he'd had second thoughts"

writing pad in front of me on which was written one, interrogative, name: "De Lorean?"

Then, a few weeks later, I was down at the first corner when Ronnie Peterson crashed at Monza. I ran back towards the pit area just in time to see Ronnie, sitting upright on a stretcher, being carried into an ambulance. Colin sprinted towards me.

"How is he? Have you seen him? Is he all right?"

I replied that his legs appeared to be badly injured but that he was gesturing and sitting up on the stretcher.

"Thank goodness for that," said Colin. "I couldn't stand another one [referring to Clark's fatal accident in 1968 and Rindt's in 1970]." Alas, of course, we were premature. Two nights later, in the darkness of Ronnie's death, Carlos rang to say he'd had second thoughts. Maybe he would stay at Ferrari after all. Could I ring Colin and see how he reacted? I rang Colin at home and explained the problem.

"Well, I don't think that this is in order," he replied bluntly. "We've discussed enough of the detail now for this to be a formal agreement. Tell Carlos that he *is* racing for Lotus next year. No doubt about it."

We signed contracts at Hethel. Colin popped in and out of the meeting, taking calls and offering apologies. Fred Bushell, his loyal accountant, dozed off behind an old-style adding machine. A young lawyer shuffled the contracts between various companies – Grand Prix Services, Grand Prix Developments, Team Lotus, Team Lotus International, etc, etc. Carlos just went with the flow. What else could he do?

By then, still around 1979, I'd met Nigel Mansell and was determined to persuade Colin to sign him up. My route was through Peter Collins – an old friend from Australia whom I'd introduced to Colin the year before. At the British Grand Prix, just as Colin was sitting down to the post-qualifying debrief, I knocked on the motorhome door.

"Nigel Mansell, the driver I've been telling you about, is just about to start the F3 race," I said. "Quick. We can make it down to Woodcote. You won't be disappointed."

Astonishingly, Colin left the table immediately, grabbed his cap and walked briskly with me to the corner. Colin's attention grabbed, I advised Nigel to obtain a private pilot's licence quickly.

"If anything is going to give you a talking-point the next time you sit next to him at dinner it's going to be flying," I said.

Nigel went solo in about 12 hours and quickly secured his licence. And, sure enough, Colin was impressed. He offered Nigel a job – as a van driver. Twelve months later, the scope was broadened somewhat.

Colin was at this point entering the last phase of his life – and we'd seen glimpses of it already in Argentina, at the opening 1979 race at Buenos Aires. From where I stood, it became clear that he had signed identical contracts with two major sponsors – Martini and Tissot. Both expected to be on the sidepods *and* cockpit surround – and Colin wasn't going to lower himself by explaining the confusion. He just let it ride, knowing that, ultimately, his charm would win them over.

Which is what happened, of course. In Buenos Aires, late for the first Tissot cocktail party of the year, he remembered only at the last minute to remove his gold Rolex and swap it for a Tissot. ▷





Lotus 72, in its *fifth* season, is piloted to a 1974 Monaco win by Peterson (left); De Lorean (above) before it went sour



Jubilant Chapman celebrates Lotus 79 one-two at the 1978 French GP (left); ACBC's fantasy F1 grid (at Brands, 1981)



"Colin, unlike Bernie, was always destined to be a racer, a craftsman – not a billionaire"

Another time, at the 1979 Team Lotus Christmas party, held in a restaurant near Norwich, I chatted over pre-dinner drinks with Colin and Peter Wright, the team's much-acclaimed aerodynamicist.

"So how are you getting on with those fruit crops of yours?" Colin asked, looking at Peter.

"Not very well. We've had a lot of frost and quite a lot of bugs. The things keep dying."

Colin looked perplexed. "Can't you invent something to stop all that?" he said, waving his hand airily.

Mrs Hazel Chapman – the former Hazel Williams who, way back in 1948, gave Colin the support he needed to build his first couple of special trials cars and then the 750 racer – reckons that Colin changed radically when he met David Thieme (pron: 'Team') in 1980. "Suddenly," she told me not so long ago, "it was as if Colin was being led into a different world."

Thieme was a Lotus/Chapman fan who had made truckloads of loot on the oil spot market – whatever that is. He called his company Essex because the name jumped out at him from a phone book. He was based in Monaco, wore Zorro hats and spoke softly with an American twang.

Colin appeared to love it all. He loved the lavish, Albert Hall new-car launches and expensive gourmet press dinners at European races. And, if you think about it, Lotus even at this point – when they were off the pace technically – were at least forging new frontiers in other directions, in the worlds of marketing and presentation.

And then Colin died, in December 1982. He'd flown his plane back from France in difficult weather, and passed away that night.

For years afterwards 'they' used to joke that Colin had merely disappeared up the Amazon and would re-emerge when the dust had settled and all was forgotten; they did so, not because they lacked respect, I think, but because it seemed inconceivable that someone like Colin could ever die. Yes, there were issues – issues with De Lorean, with GPD/GPS – but from these Colin would have re-emerged. That was what he always did.

Wouldn't he?

We'll never know. Probably, Colin's career *was* approaching its natural end. That genius had created a hugely successful car company, had always proved innovative, but now, in the closing years, had become too commercially oriented. The bare basics had changed in character – and Colin, unlike Bernie, was always destined to be an inventor, a racer and a craftsman – not a billionaire.

Of two things, though, I have no doubt: one, Colin deserved more in return, much more, for his outstanding and still-surviving contribution to British motor racing and British motoring; and, two, had he been born 20 years later, he would be right up there with them now – with Renault, Ferrari and McLaren-Mercedes.

No, let me revise that: he'd be *ahead* of them. **F1**

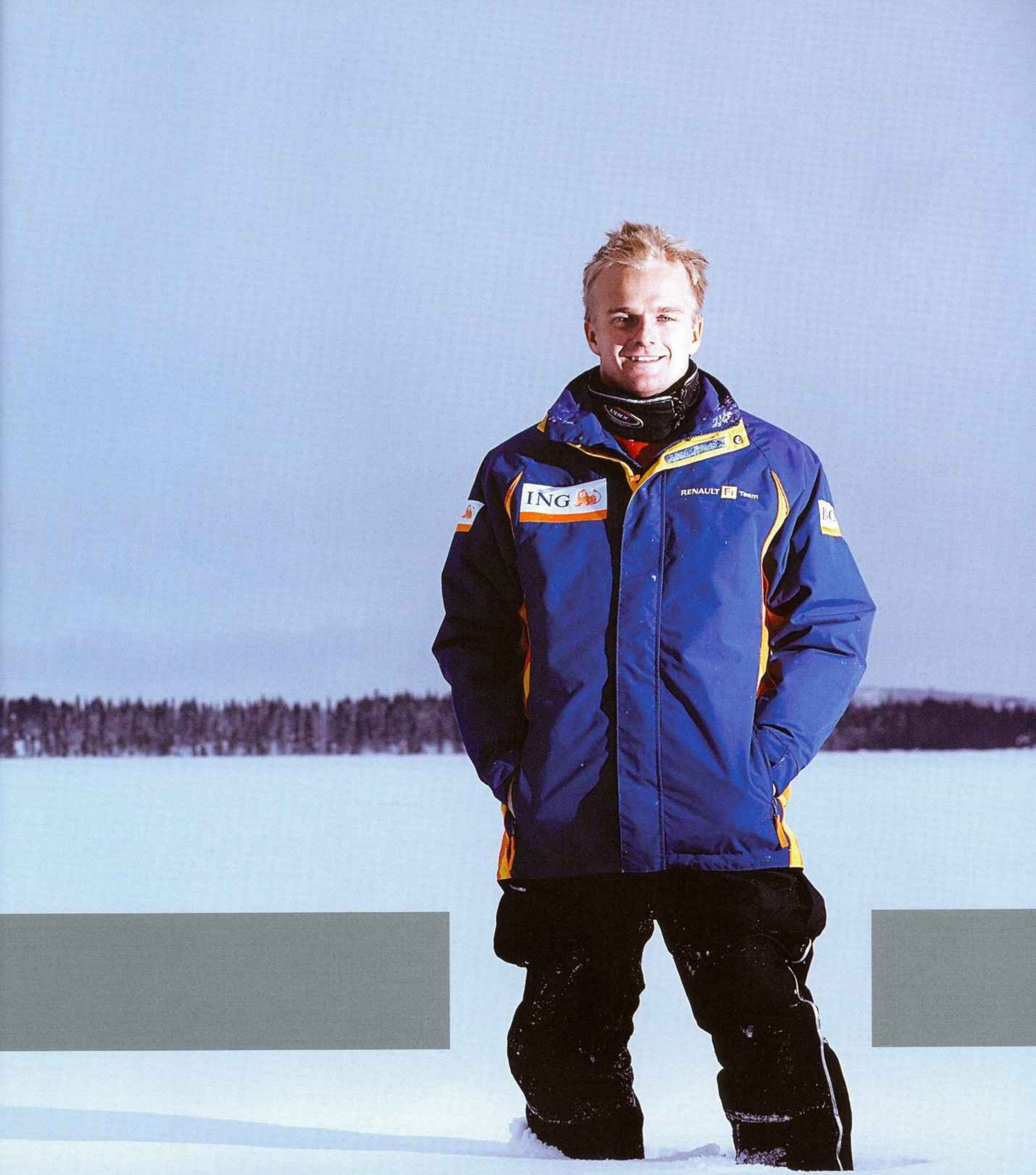
← The great ground-effect Lotus 79, p98

HEIKKI KOVALAINEN

HANGIN' & CHILLIN'

Every driver has his own way of loosening up ahead of a torrid new F1 season. Heikki goes ice karting and skidooing

Interview Stuart Codling **Photographs** Steven Tee/LAT


ING
RENAULT F1 Team

HEIKKI KOVALAINEN

Yelps of anguish echo around the log cabins by the frozen lake. After half-an-hour of being ravaged by tongues of searing steam in a sauna made from blocks of ice carved from the lake, you're supposed to plunge naked through a hole in the ice – into the dark, bitterly cold water below. Apparently there are health benefits to this masochistic ritual. Not for me, though, thank you. I'm a free man, not a blanched broccoli floret.

Heikki Kovalainen also clearly has little fondness for ice holes: he's excused himself for an early evening blat with his father on their new skidoos, which they've trailered about 100 miles from his home town, Suomussalmi, to here, the ski resort of Ruka in Finnish Lapland. It's just days before he leaves for Australia and he isn't returning from the other side of the globe until after the Malaysian Grand Prix (April 8), by which time the season, even this far north, will be over. So, with enormous patience and dedication he's extracting as much pleasure as he can from these last days of winter, despite a busy schedule of filming commitments for Renault promotional material and the Finnish TV station MTV3.

Later, it's only as he's manoeuvring a second helping of salmon fillet onto his plate that he notices a dirty, greasy splodge on the back of his forearm. He wipes it off, suspiciously.

"I, um, brushed a tree," he says.

"Looks like you had to pull some of it out of the engine bay," I reply.

Yumping a skidoo – but ever so gently. Mustn't risk an injury





Gym or cross-country skiing? The outdoors wins every time

"Cross-country skiing is one of my favourites: good exercise and low impact, if you want to be technical"

"No," he says, with finality, before looking back with a mischievous twinkle in his eye and furtive grin. "It was just a little touch."

Heikki's blokeish, easy-going demeanour is thoroughly at odds with the mute hauteur of Kimi Räikkönen. You can see why he's so well-regarded on a personal as well as professional level within the Renault F1 team. It helps that he's older (25) than the average Formula 1 rookie, and that his career hasn't been an unending string of glittering accomplishments. He won the World Series by Nissan on his second attempt and then, having won the first-ever GP2 race, lost the championship to Nico Rosberg.

Sure, he has enormous self-belief, but all his pronouncements on F1 2007 are intelligently tempered with realism rather than feigned modesty. When the name of Giancarlo Baghetti (the last rookie to win his first F1 race – in 1961) crops up, he just pretends not to hear. And that's not through lack of knowledge of F1 history. He's like a walking index of YouTube clips and motorsport obscurati ("I like *C'etait un Rendezvous*," he says, "but the sound doesn't quite synchronise with the picture"). Michael Schumacher, you'll remember, knew little and cared less – outside his personal zone of reference – about the business or history of motorsport.

"Kimi has been out partying," says Heikki the next morning, brandishing a newspaper with a cameraphone shot on the cover of a bleary-eyed Kimster, out on the lash in Helsinki. "Kimi juhlii – JOI karaoke baarissa" (Kimi parties – DRINKING in a karaoke bar) shrieks the headline. Inside there's another photo, of a vodka bottle with Kimi's autograph on the label. Karaoke? I don't expect Kimi is a great singer, but I have a surreal vision of him reciting Shakespearean soliloquies to music and in the style of William Shatner.

So there's a contrast in the pre-season build-up of F1's two 'Fast Finns', albeit not one that can be explained simply in terms of Heikki being the eager-to-please rookie and Kimi slacking away his talent. Heikki was dancing on tables in Ruka on New Year's Eve – we visit the place for a hot chocolate, but they're playing the Bay City Rollers' greatest hits so we don't linger. No, Heikki sees the bigger picture – Renault's investment in him, the fact that he's slipping into a world champion's shoes – and his work/play balance is informed by that knowledge. Which is why he covers around 100 miles a week cross-country skiing here during the winter, where -8C is considered mild.

"I enjoy being outside in the winter as well as in the summer," he says. "I grew up here, in north Finland. My family and ▷

HEIKKI KOVALAINEN

"During the year I don't get to do the things I really like. So I come back here whenever I can"

friends are here. And I enjoy winter sports – cross-country skiing is one of my favourite hobbies, and it's very good exercise. Low impact, if you want to be technical. The problem is that during the year I don't get to do these things I really like. So that's why I try to come here every time there's an opportunity.

"I'll go to the gym if I have to, to train my neck. But really, faced with a choice between doing that and taking a skidoo around a cross track, I know what I'd rather do. It's great exercise, you use lots of different muscles, and it's good for your eye – you really have to concentrate on where you're going, look out for trees and rocks, react to different situations like you would in a racing car. I'm careful not to hurt myself, so nobody has to worry about that."

We follow Heikki out to the cross track – like a motocross track, but for skidoos – dodging (surprised) cross-country skiiers and several ice holes. My Polaris skidoo is a big two-seater with a feet-forward driving position. It's harder to turn than a Harley-Davidson with a 205-section rear tyre, but it just about keeps up, and with my thumb flat on the throttle I see over 55mph as we cross a frozen lake, right before an unexpected bump kicks me half-a-metre out of the seat.

The sight of Heikki gunning his skidoo casually around the cross track is the sort of thing that would make Flavio Briatore suck air sharply through his teeth and move grown press officers to tears. But the spectacle is put in perspective when two local boys pitch up and hurtle around in a manner that makes Heikki look circumspect.

We round off the day with an ice-kart race in which Heikki starts from the back. "Twelve laps," he says. "Can't we make it 15?"

Predictably Heikki thrashes everyone except his father, who holds an increasingly precarious lead until three corners from the finish. Did dad leave the door open at the hairpin accidentally or on purpose? Unknown. But the thumbs-up he gives as he crosses the finishing line says, "That's my boy." **FO**

Ice-karting against a bunch of mates and his dad... Guess who won



F1 to One

Takuma Sato
Driver: Super Aguri

On preparation for 2007 and team targets; on team-mate Ant Davidson

How will your second season at Super Aguri compare with your first?

It took us a while to become a proper racing team, but now we are. I felt we improved throughout last year – and by the end of the season we were able to race properly. I really wanted that momentum to carry over to this winter.

And did it?

Yes, I think it did. I mean, we started testing at the end of November. Last year, the team were created, moved into the ex-Arrows factory without anything, brought back their A23 car and started to prepare in December '05. Within 100 days, the car was prepared.

Did you ever think you wouldn't make it onto the 2006 grid?

No, but it was quite amazing. We had a shakedown in Kemble and then came to Bahrain for the first race with new aero bits that had never been tested before. The team had some ex-F1 mechanics but weren't really ready.

So how did winter testing actually go this year?

Well, I planned to have a good period of time off in order to get totally refreshed, so I didn't test until December. And before then, I also wanted to make sure there was a proper communication channel between Tochigi [Honda's Japan-based R&D operation, where a team of Aguri-assigned engineers build Aguri's chassis and engine] and the race team in the UK, so I spent some time in Japan. The tests themselves went well. We set ourselves lots of goals and cleared them all. I couldn't have hoped for more. It's nothing like last year.

There must have been a few things that went wrong?

We did suffer a few days through bad weather but at the last test of the winter, with a new aero kit, we more or less ticked off all the boxes.

So how does this year's SA07 compare with last year's car?

It's closer to a modern-age F1 car, for sure. That doesn't mean that reaching our targets will be any easier...

What are those targets?

I'll try to score some points in every race – our first points, in fact. That means we have to kick one of the works team cars off the first eight positions, and that won't be easy. But I do believe there's a chance this year.

Is it good having your old pal Anthony Davidson in the team?

Yes, and the only reason I could take some time off was because of him. I have enormous confidence in Anthony. I could trust his work totally and relied on him utterly. It was good for him, too, because it gave him time to acclimatise to the team. We only had one car, so swapped the testing duties around, but it couldn't have been better.

Does your history with Ant play a big part in your relationship?

There's a sense of tension between us, but in a good way. From Anthony's point of view, after we fought each other for the British F3 championship in 2001 [they were team-mates at Carlin Motorsport, and Taku finished on top] and tested together while I raced for Honda in F1, he must now think it's the year to get his revenge on me.

Do you think he will?

He has a wealth of experience and mileage in F1, and will keep me under pressure, for sure. I'm expecting healthy competition from him – but if I can find a new Taku through that, that will be a bonus. I do look forward to racing with him – or against him, I mean! This year we have a good basic car so hopefully we can fight.

How important will 2007 be for the team?

Last year we laid the foundation; this year we have a more competitive package so we have to bring back some results. There's no excuse this year, whereas every time we achieved something last year there was a round of applause!

Do you think Super Aguri are now taken more seriously?

Yes. Last year, preparing the car in that period was mission impossible. Then we carried on improving. So I feel we gained some respect, and this year other teams may possibly see us as 'rivals'.

How will a team such as Super Aguri survive in the future?

The competition level in F1 is so high because of the money involved, so it's mighty hard for a small team like us to do anything. That's why our relationship with Honda in Tochigi is so important.

You've appeared in green campaigns for Honda in Japan. Is this the way for F1 to go?

We have to be conscious of this issue. I'm very interested because I recently became a father, so do think about the future. The car is a wonderful invention, but we have to think really hard about how we can both race well and conserve well. **F1**

+5 fast facts

1 What's your favourite British food?
Yorkshire pudding has really impressed me. It tastes *sooo* good!

2 What's your least favourite British food?
I was shocked by the full English breakfast. Even the tomatoes are warm. I cannot accept or forgive that. It ruins the flavour

3 What's your favourite car?
I'm besotted with the original Mini Cooper. Not that fast, but so much fun to drive. For performance, I like the [Honda] NSX, especially the Type-R

4 What's the worst F1 car you ever drove?
The early days of the [Jordan] EJ12 were shocking – it never wanted to go straight, and the [hot] brake master cylinder was right under my thigh

5 Describe yourself in three words
Dangerous, determined, committed



Taku the '01 British F3 champ, with runner-up, Ant Davidson

MAIN: GLENN DUNBAR/LAT; INSET: LAT ARCHIVE

"I'm expecting
healthy competition
from Anthony – but
if I find a new Taku
through that, that
will be a bonus"

AUSTRALIAN GRAND PRIX

Round 1

MELBOURNE 18.03.07

RACE REPORT

by **Peter Windsor**



The rise and shine of Lewis Hamilton

DRIVERS' STANDINGS
after 1 of 17 rounds

1	Kimi Räikkönen	10
2	Fernando Alonso	8
3	Lewis Hamilton	6
4	Nick Heidfeld	5
5	Giancarlo Fisichella	4
6	Felipe Massa	3
7	Nico Rosberg	2
8	Ralf Schumacher	1
9=	Jarno Trulli	0
9=	Heikki Kovalainen	0
9=	Rubens Barrichello	0
9=	Takuma Sato	0
9=	Mark Webber	0
9=	Vitantonio Liuzzi	0
9=	Jenson Button	0
9=	Anthony Davidson	0
9=	Adrian Sutil	0
9=	Alex Wurz	0
9=	David Coulthard	0
9=	Robert Kubica	0
9=	Scott Speed	0
9=	Christijan Albers	0

CONSTRUCTORS' STANDINGS
after 1 of 17 rounds

1	McLaren-Mercedes	14
2	Ferrari	13
3	BMW-Sauber	5
4	Renault	4
5	Williams-Toyota	2
6	Toyota	1
7=	Honda	0
7=	Red Bull-Renault	0
7=	Toro Rosso-Ferrari	0
7=	Spyker-Ferrari	0
7=	Super Aguri-Honda	0

Have there been better F1 debut races? Maybe, but you'll struggle to find any who have hit harder than Hamilton

Remember the day, the place, the time and the weather: savour it all. March 16, 2007. Albert Park, Melbourne. 1400hrs, Australian summer time. Ambient temperature – 22C. Track temperature – 33C.

Thus Lewis Hamilton's F1 career bursts into life – finally, after all these years. Karts. F3. GP2. And now F1. He makes his public debut for McLaren-Mercedes in perfect weather for Lewis-watching: the clouds are dark and the rain leaves kerbs and corner exits as slippery as ice. A Spyker ventures out here, a Toro Rosso there. For the main players, though, it is pass-the-rain-gear until you see a groove.

Then, quickly, the groove begins to dry. Fernando Alonso, short-haired and polished in new helmet and overalls, guides his pewter-and-vermillion McLaren-Mercedes MP4-22 onto the Albert Park circuit. The cards, as he'd say, are at last on the table.

1m44.274s, 1m43.255s: flamboyant Fernando, doing what he does in the semi-wet, with car control and balance out there in the stratosphere. It is 20min past the hour.

On the other side of the McLaren garage, dazzling in his new kit, Lewis chats with the guys and with his race engineer, Phil Prew: "Let's wait a bit longer. Can I risk it? Spinning it on my first run! Can you imagine it!"

The bit players switch from extremes to wets. The track is drying. It's midday. There are 30 minutes to go. "Okay. Let's put on some wets. No point in sitting around."

A result to chew on, Fernando? He will need to fine-tune his technique to help his Bridgestones



The on-board catches his first couple of laps – the first he has ever driven around Albert Park. The track unfolds beneath him, up through the spine, through the shoulders and arms and up into his cerebral cortex, forever to be imprinted. *We* see the smooth, precise wheel movements. *He* feels the road surface – the still-slippery surface – and the dynamic mass that surges around him as the car responds to his inputs. On his fourth flying lap he's under 1m40s – quicker, in other words, than Fernando has been after 12. On his 14th lap, with the track drying, he laps in 1m30.878s. He finishes the session fourth-fastest.

Spin on his first run, indeed.

There's more this Friday. The track dries, the sun shines a little in the afternoon – and suddenly they are all out there, putting in the miles. There are no errors in Lewis's run, no moments. He is the standard, fast, professional F1 McLaren driver – except that this is his first weekend of racing and he was not supposed to be this good this early. Talk to David Coulthard who, over the winter, suggested that it was still too soon for Lewis to be given such responsibility. Refer to Mike Gascoyne who, on Friday night, would

MAIN: XPB.CC; STEVEN TEE/LAT; ANDREW FERRARO/LAT; PAUL CROCK/GETTY IMAGES; JIRI KRENEK

SPLASH'N'DASH
IT HAPPENED ON LAP 47

NO RADIO, BUT NO MATTER

While McLaren's drivers were racing hard for second, Kimi Räikkönen carved fastest lap after fastest lap ahead of them. Apart from a messy-looking (but skilfully fixed) lock-up at Turn 3 on lap 47, he made it look easy; in fact, he was operating in isolation, without pit-wall help, his radio having packed up shortly after the start.

For team-mate Felipe Massa, however, things were far less easy. Troubled quali put him 16th on the provisional grid, but an engine change on Sunday morning then put him right at the back: P22.

After that he drove hard and well, finishing an impressive sixth. "Without my problems, I'd definitely have been fighting for the win," he said after the race.

Matt Bishop



Perfect result for Kimi – first race for Ferrari nets him his first win for the team, despite radio glitch

SPLASH'N'DASH
IT HAPPENED ON LAP 48



Coulthard's race ends in the gravel after his Red Bull vaulted Wurz's Williams, putting him out too

WILLIAMS BOUNCE BACK

Nico Rosberg's solid drive to seventh was his best race since he finished in the same position in the first grand prix of 2006 (Bahrain). "I got the best out of my car," he said, "and was pleased with my overtaking manoeuvre on Ralf [Schumacher]."

By contrast, Alex Wurz had a tricky Williams debut. The faster of the team's two drivers for most of the weekend, he failed to deliver in qualifying, ending up 15th. His race was then wrecked by David Coulthard, who tried an over-ambitious pass into Turn 3 on lap 48. "The collision was my fault, not Alex's," admitted DC. "It's a shame my race ended that way," Wurz said, "but at least David was a gentleman about it and apologised."

Matthew Marsh

SPLASH'N'DASH
IT HAPPENED ON LAP 36

BMW RESIST RENAULT

Nick Heidfeld drove efficiently to fourth, but Robert Kubica, if he hadn't retired on lap 36, might have beaten his team-mate. Kubica's fastest lap, on lap 19, was the fourth-fastest of the race.

Giancarlo Fisichella led Renault's effort with surprising vigour, stoutly repelling a sustained attack on his fifth place by Ferrari's flying Felipe Massa in the closing stages. Even so, post-race, he wasn't happy: "I was struggling for grip. We all now realise that there's lots still to do."

Team-mate Heikki Kovalainen had a wretched race, his R27 frequently skating in and out of gravel traps. "There isn't much to remember from my grand prix debut – and lots to forget," he said.

Robert Holmes



Kovalainen makes one of several excursions into the gravel before finishing a lap down in 10th

say that "the rookie" would find it difficult to handle the pressure when finally it came down to the first corner.

Yet Lewis finishes Friday third-fastest. He is quicker than Fernando and Fisi. He is much quicker than DC.

And it isn't all magic. Fernando, aware that he needs to soften his initial turn-in on the 2007 Bridgestones, is nonetheless still graining the fronts dramatically. Lewis, with naturally softer wheel movements on this cold-ambient day, is kinder to his front tyres and thus finds some sort of operating temperature. It's a little bit like the situation at Renault at Indy last year, when Fisi out-temperatured Fernando for the first time in a million years.

Thus Fernando ruefully has to admit that "maybe at the moment it is an advantage for some of the drivers who have no experience with Michelins" – a statement that roughly translates into: "Lewis for some reason had the edge".

It would, though, be better on Saturday.

Ha! It rains again, if you please, even as the clock strikes 11.00 for the start of session three. Lewis smiles. Fernando frowns. Then out comes the sun.

Fernando: 1m26.786s in light-fuel, soft-compound qualifying form. Lewis: 1m26.467s in response… and P3 again – this time behind Kimi and Fisi. Again the beautifully articulate wheel movements. Again the precision.

During lunch I see Fernando, Ron Dennis and Martin Whitmarsh in keen discussion. Only they know the subject in question but what it *could* be is this:

> "Fernando ruefully has to admit that 'Lewis, for some reason, had the edge'"

RD: "Look, Fernando, for whatever reason, Lewis is getting the tyres to work a little better. We think it's best to give you slightly less fuel in qualifying. Just do your thing."

FA: "Okay. No problem. Thank you. This is why I joined McLaren."

Thus, in the absence of Felipe Massa, who drops from contention with a gearbox problem, Fernando qualifies on the front row, alongside Kimi. Lewis, again perfect, qualifies his heavier car P4, just behind the superlight BMW-Sauber of Nick Heidfeld.

He, Lewis, isn't disappointed. He knows the situation. He is there to learn, to learn some more – and then to do the job. And he quite likes, I think, the business of starting



Now free of his rookie rushes of blood, Rosberg drove a mature race of controlled aggression

AUSTRALIAN Grand Prix
RACE REPORT



Räikkönen runs utterly convincingly at the front as what drama there is plays out behind him

right behind Fernando. There's no pressure. He can just drive and race. Fernando will always know that he is there.

On the grid he leans quietly up against the pit wall, lost in concentration. Cameras and digital recorders and people hover around him but he looks wide-eyed into the middle distance and keeps his mind clear, focusing on the work immediately ahead. Ear plugs in. Mask on. Helmet on. Into the car. He sits low, a splash of yellowy-something in a silver sea.

Lewis's start is a cutting, deadly accurate wheel movement: he's up and alongside Fernando on the inside – but then Fernando is forced to brake early behind Heidfeld. Without blinking, Lewis flicks deftly to the left – to the outside of both Robert Kubica, who has made a jack-rabbit run from the third row, and then Fernando. Fernando, trapped behind the Heidfeld BMW-Sauber as they bunch into the apex, jinks almost imperceptibly to the left, to unsettle Lewis, but in a millisecond the moment is gone and Lewis, on the outside, all four wheels flat to the ground, weight even, has the next left-hander. No locked inside fronts. No wriggles at the rear. Just a beautiful, clean, outside pass. So it was Kimi from Heidfeld, Lewis and Fernando.

Lewis drives on the edge of his Bridgestone mediums, flicking up stones and dirt on the odd exit or two and noting that Fernando can't run too closely behind because the McLaren gets a bit squirrelly in the turbulence. He knows, too, that Heidfeld won't be around for long.

Nick stops on lap 14, Kimi four laps later. Which means that Hamilton on lap 19 takes the lead of the Australian Grand Prix. Behind him, for three laps, sits his team-mate – the reigning world champion.

Ultimately, he finishes third, of course.

> "Lewis flicks deftly to the left, to the outside of both Kubica and then Fernando"

Fernando's second pit stop was perfect; Lewis's almost perfect. Fernando lost time behind Massa prior to his second stop; Lewis lost more time behind Takuma Sato. Soft Bridgestones in place, Fernando was then three seconds ahead.

It didn't matter, though. This was Lewis's day – in support of which Fernando Alonso had driven beautifully.

"And, yes, I'm very happy," said Lewis. "Thing is, after a weekend like this, the next thing is to win." F1



Plaudits all round for Hamilton as he motors to *parc fermé* in the wake of his terrific podium finish



KIMI'S VPOWER MOVE OF THE RACE

LEWIS HAMILTON ON ALONSO AND HEIDFELD INTO TURN 1

"I guess I'll always remember Melbourne 2007 as a special race for me. It was my first grand prix for Ferrari, and it felt great to win it. But I didn't have to do any overtaking, so I can't claim the move of the race, can I? No, in my opinion, the move of the race was made by one of my old team's two new drivers. On the first corner of the first lap of his F1 career, from fourth place on the grid, Lewis Hamilton flicked his way over to the left as he approached the first right-hander, and then just drove straight around the outside of both Robert Kubica and Fernando Alonso. Nice one!"

Kimi Räikkönen

First corner of Lewis's F1 career and (right) he boxes Fernando in behind Heidfeld's BMW



KIMI'S VPOWER MOVE
IN ASSOCIATION WITH SHELL

MAIN: MARK THOMPSON/GETTY IMAGES; DARREN HEATH

AUSTRALIAN Grand Prix

RACE STATS

All the facts from **Round 1**



Did you know?

Lewis Hamilton is the youngest Briton to finish on the podium since Mike Parkes at Reims in 1966; this Raikkonen, Alonso and Hamilton podium (left) was the second youngest in F1 history – the youngest being Hungary 2003, with Alonso, Raikkonen and Montoya

STARTING GRID

QUALIFYING TIMES	FIRST PIT STOP ON LAP	DRIVER STARTING POSITION	
1m26.072s (set in Q3)	19	Kimi Räikkönen	1
1m26.493s Q3	22	Fernando Alonso	2
1m26.556s Q3	14	Nick Heidfeld	3
1m26.755s Q3	23	Lewis Hamilton	4
1m27.347s Q3	21	Robert Kubica	5
1m27.634s Q3	20	Giancarlo Fisichella	6
1m27.934s Q3	22	Mark Webber	7
1m28.404s Q3	25	Jarno Trulli	8
1m28.692s Q3	24	Ralf Schumacher	9
1m28.871s Q3	24	Takuma Sato	10
1m26.909s Q2	29	Anthony Davidson	11
1m26.914s Q2	27	Nico Rosberg	12
1m26.964s Q2	27	Heikki Kovalainen	13
1m27.264s Q2	27	Jenson Button	14
1m27.393s Q2	32	Alex Wurz	15
1m26.679s Q1	19	Rubens Barrichello	16
1m28.305s Q1	25	Scott Speed	17
1m28.579s Q1	28	David Coulthard	18
1m29.267s Q1	23	Vitantonio Liuzzi	19
1m29.339s Q1	22	Adrian Sutil	20
1m31.932s Q1	---	Christijan Albers	21
1m26.712s Q1	29	Felipe Massa*	22

NB: all engines in first race * engine penalty

RACE RESULT

DRIVER FINAL POSITION	PLACE AFTER LAP 1	TOTAL RACE TIME
Kimi Räikkönen Ferrari F2007	1	1h25m28.770s
Fernando Alonso McLaren-Mercedes MP4-22	4	+7.242s
Lewis Hamilton McLaren-Mercedes MP4-22	3	+18.565s
Nick Heidfeld BMW-Sauber F1.07	2	+38.763s
Giancarlo Fisichella Renault R27	6	+66.469s
Felipe Massa Ferrari F2007	18	+66.805s
Nico Rosberg Williams-Toyota FW29	12	+1 lap
Ralf Schumacher Toyota TF107	8	+1 lap
Jarno Trulli Toyota TF107	9	+1 lap
Heikki Kovalainen Renault R27	11	+1 lap
Rubens Barrichello Honda RA107	14	+1 lap
Takuma Sato Super Aguri-Honda SA07	10	+1 lap
Mark Webber Red Bull-Renault RB3	7	+1 lap
Vitantonio Liuzzi Toro Rosso-Ferrari STR02	19	+1 lap
Jenson Button Honda RA107	13	+1 lap
Anthony Davidson Super Aguri-Honda SA07	21	+2 laps
Adrian Sutil Spyker-Ferrari F8-VII	22	+2 laps
NOT CLASSIFIED		CAUSE OF RETIREMENT
Alex Wurz Williams-Toyota FW29	15	accident – 48 laps
David Coulthard Red Bull-Renault RB3	16	accident – 48 laps
Robert Kubica BMW-Sauber F1.07	5	gearbox – 36 laps
Scott Speed Toro Rosso-Ferrari STR02	17	punctures – 28 laps
Christijan Albers Spyker-Ferrari F8-VII	20	accident – 10 laps

AUSTRALIAN GRAND PRIX

Date March 18, 2007 **Weather** Sunny 22°C **Track temp** 40°C
Attendance 105,000 **Number of laps** 58



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ALBERT PARK
Circuit length
3.295 miles

SPEEDS AND PIT STOPS

Fastest lap Kimi Räikkönen 1m25.235s on lap 41 (139.17mph)
Fastest pit stop David Coulthard 20.963s
Slowest pit stop Mark Webber 33.832s
Fastest through speed trap Alex Wurz 192.260mph
Slowest through speed trap Christijan Albers 184.31mph

RACES TO DATE

	AUSTRALIA	MALAYSIA	BAHRAIN	SPAIN	MONACO	CANADA	USA	FRANCE	BRITAIN	GERMANY	HUNGARY	TURKEY	ITALY	BELGIUM	JAPAN	CHINA	BRAZIL
Fernando Alonso	2																
Lewis Hamilton	3																
Giancarlo Fisichella	5																
Heikki Kovalainen	10																
Kimi Räikkönen	1																
Felipe Massa	6																
Jenson Button	15																
Rubens Barrichello	11																
Nick Heidfeld	4																
Robert Kubica	R																
Ralf Schumacher	8																
Jarno Trulli	9																
David Coulthard	R																
Mark Webber	13																
Nico Rosberg	7																
Alex Wurz	R																
Vitantonio Liuzzi	14																
Scott Speed	R																
Christijan Albers	R																
Adrian Sutil	17																
Takuma Sato	12																
Anthony Davidson	16																

KEY: R Retired

ALBERT PARK LAP BY LAP

LAP 1 Räikkönen makes a clean get-away from pole, Hamilton passes Alonso into Turn 1 to be third. Räikkönen leads Heidfeld, Hamilton, Alonso, Kubica and Fisichella
LAP 10 A string of fastest laps allows Räikkönen to open up a lead of 8.1s
LAP 11 Albers crashes out after understeering through a gravel trap
LAP 14 Heidfeld is first to make scheduled pit stop
LAP 16 Massa, who started last, passes Button for 14th
LAP 19 Räikkönen pits, rejoining fourth, so Hamilton leads his first GP
LAP 22 Alonso pits, on lap before Hamilton, who stays ahead in second
LAP 31 Drive-through penalty for Button for speeding in the pit lane
LAP 32 Wurz is the last driver to make his first stop
LAP 37 Kubica, running fourth, retires with a gearbox problem
LAP 42 Räikkönen makes his second and final stop
LAP 43 Hamilton makes his last stop, and is held up by Sato on his in-lap
LAP 45 Alonso pits, ceding the lead to Räikkönen, but rejoins ahead of Hamilton to take second
LAP 47 Räikkönen runs wide at Turn 3, but continues without serious delay
LAP 58 Räikkönen wins his first race for Ferrari by 7.2s

STEVE ETHERINGTON/LAT; MAP: PATRICIA SOLER