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F1 RACING

Kimi speaks *(yes really)*

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From B & B boss to world champion in five years

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They came, they conquered – but can you remember them?

EJ'S F1 ADVICE
"Whatever you do, don't win too often"

Plus

We find out who's wearing the trousers at Sauber

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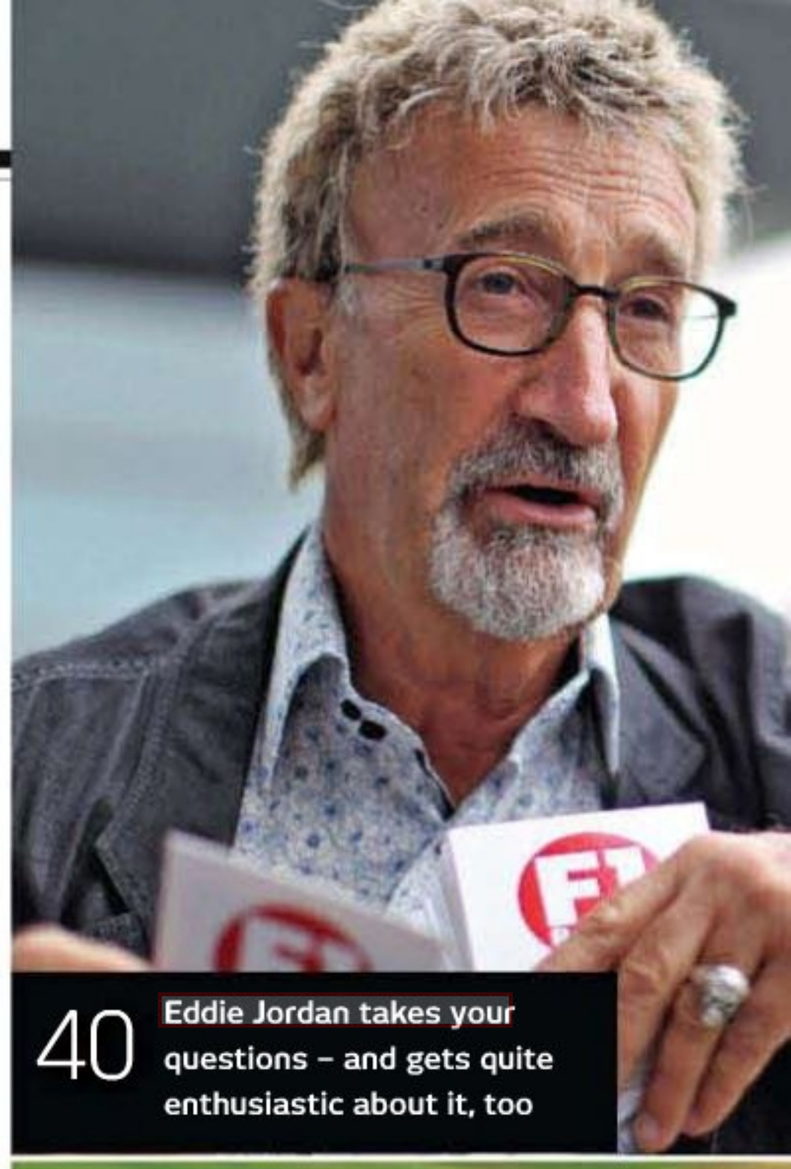

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Parade

F1 loses its marbles No, you're not going mad... there really have been five different winners from the first five races of 2012, thanks in no small part to those rubber-shedding Pirelli tyres. In Barcelona it was Pastor Maldonado who kept his tyres working perfectly to hold off Fernando Alonso
Where Circuit de Catalunya, Spain **When** 3.29pm, Sunday 13 May
Photographer Lorenzo Bellanca/LAT
Details Canon EOS-1D Mk IV, 600mm lens, 1/1000th at F4.5

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Parade

You won't save your tyres doing that, Lewis... British racer Lewis Hamilton's driving style hasn't always been synonymous with tyre preservation but, after being sent to the back of the grid for a qualifying misdemeanour, he turned a two-stop strategy into a vital points finish
Where Circuit de Catalunya, Spain **When** 2.10pm, Friday 11 May
Photographer Lorenzo Bellanca/LAT
Details Canon EOS-1D Mk IV, 15mm lens, 1/1000th at F5

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Parade

Fizzing with joy You can understand why Pastor Maldonado looked a bit overwhelmed as he sprayed the bubbly in Barcelona. He'd just become the first Venezuelan ever to make it onto an F1 podium and the first Williams winner since Juan Pablo Montoya's victory in Brazil in 2004. Nice one, Pastor!
Where Circuit de Catalunya, Spain **When** 3.51pm, Sunday 13 May
Photographer Lorenzo Bellanca/LAT
Details Canon EOS-1D Mk IV, 600mm lens, 1/650th at F5

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STOP AND GO / James Roberts / 06.2012

The exclusive Kimi interview that nearly didn't happen...

I have to admit I was quite concerned when Lotus's PR man quietly informed me that Kimi Räikkönen was nowhere near the racetrack. We'd arranged an interview and photoshoot with this issue's cover star at the Chinese GP but, with less than an hour to go until the allotted time, Kimi had disappeared. Suddenly, months of planning had been thrown into jeopardy by a Chinese chauffeur who had mistakenly taken Kimi on a 120-mile round trip by confusing the Shanghai International Circuit, with the Shanghai International *Airport*...

Thankfully, for us – and for you – the Iceman made it to the paddock just in time and was surprisingly communicative during our exclusive interview (page 46), despite the fact that he had spent most of his day lost on the elevated expressways of one of the world's largest cities.

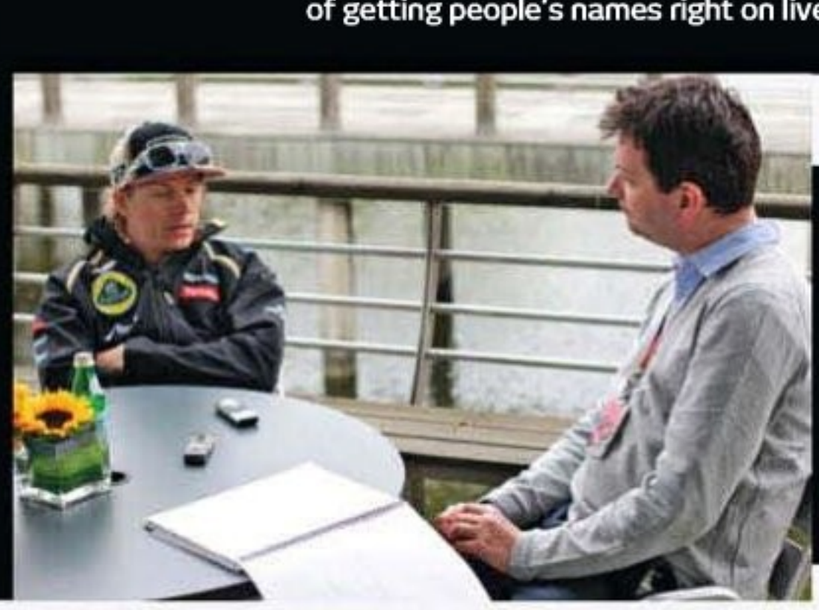
But Räikkönen's spirits have been buoyed since his comeback, thanks to the inherent pace of the Lotus E20. And, as his engineer Mark Slade reveals, two years in rallying has done nothing to blunt the Finn's extraordinary raw pace. The arrival of Kimi at Enstone has re-invigorated a team who haven't had such an easy time of it in recent years, so it's apt that as they prepare to uncork the champagne bottles to celebrate 500 races in F1, we remember the highs and lows of the team that started life as Toleman and became world champions as Benetton and Renault (page 54).

Elsewhere, Eddie Jordan has forthright answers to your questions (page 40) and you can enjoy a long interview with Alan Jones on page 90. You won't regret it and, as you'll find out, neither did AJ...

Maurice Hamilton talks to Alan Jones about winning for Williams, which until the Spanish GP, was looking like a thing of the past (p90)

Features ed Jimmy puts your questions to EJ about the good old days at Jordan – and the perils of getting people's names right on live TV (p40)

Next stop for Jimmy... a chat with Sauber-boss-in-waiting, Monisha Kaltenborn (p62)



And final port of call for Jimmy is an interview with the Iceman himself, Kimi Räikkönen – who was in an unusually chatty mood (p46)

Special thanks to Tom Webb, Christian Clogger, Anna Goodrum, Leslye Kellner, Steve Cooper, Claire Williams, Alexandra Schieren, Matt Bishop, Silvia Hoffer Frangipane, Clare Robertson, Wolfgang Schattling, Nicola Armstrong, Sabine Kehm, Katie Tweedle, Britta Roeske, Luca Colajanni, Roberta Vallorosi, Stefania Bocchi, Bradley Lord, Clarisse Hoffmann, Will Hings, Eric Silberman, Fabiana Valenti, Hanspeter Brack, Heike Hientzsch, Maria Serrat, Tracy Novak, Barbara Proske, Chris Hughes, Andy Stobart, Ilka Ziehm, Sue Goold, Benny Lawrence and Matthew Hayes, Valenti Fradera, Tom Clarkson, Matt James, Ross Gregory, and YouTube for enabling us to see the drunken Ewoks on the *Today* programme from 2009 No thanks to King Rollo and Bagpuss for deserting us...

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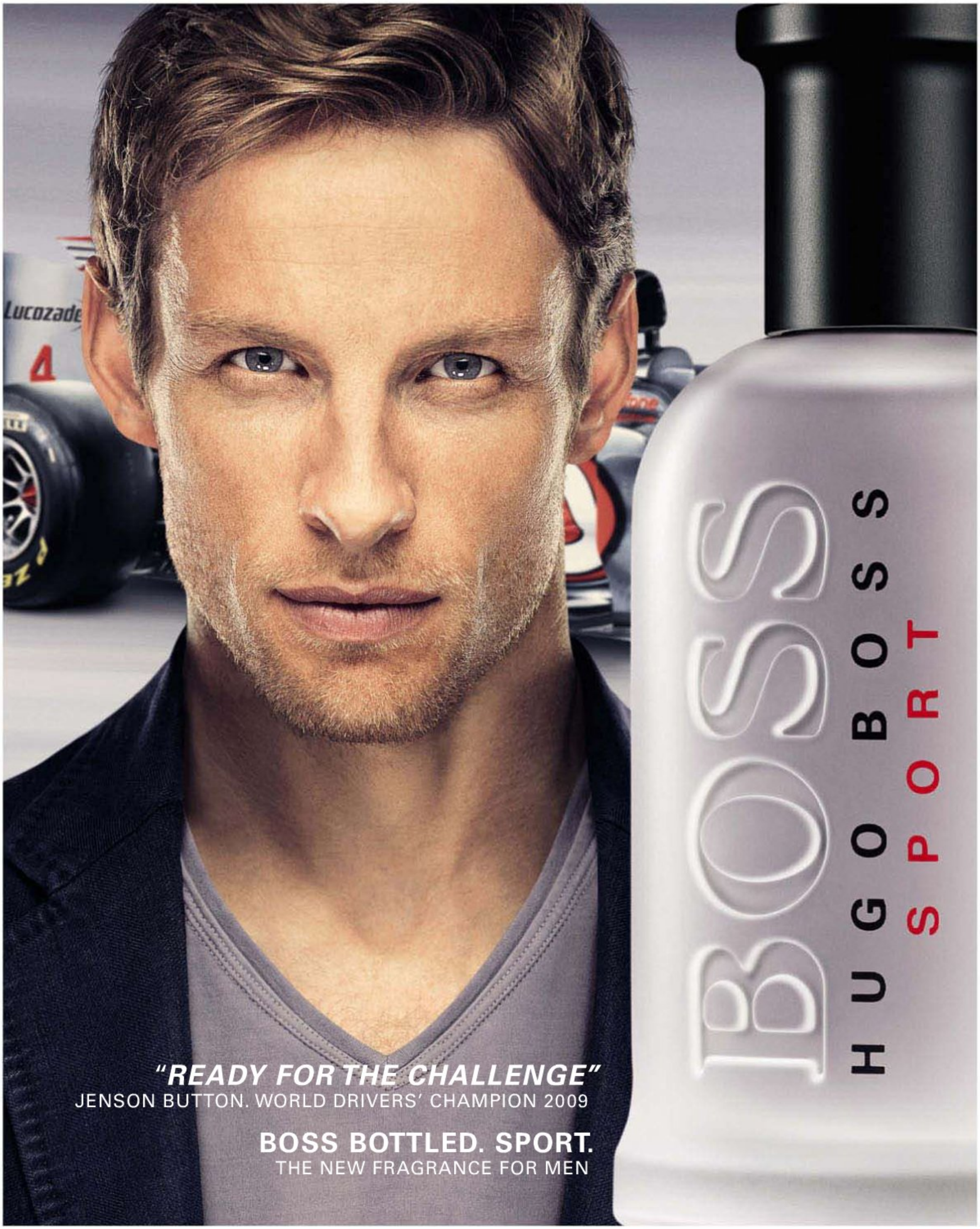

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Model shown is Boxster S at £52,893 including metallic paint, 20" Carrera Classic wheels with full-colour Porsche crests, Sport seats Plus, interior in natural leather, Bi-Xenon lighting system with PDLS, Roll-over bars finished in exterior colour, first year road fund licence and first registration fee. Fuel consumption figures for the new Boxster S in mpg: Urban 25.2; Extra Urban 40.9; Combined 32.1. CO_2 emissions (g/km) 206.

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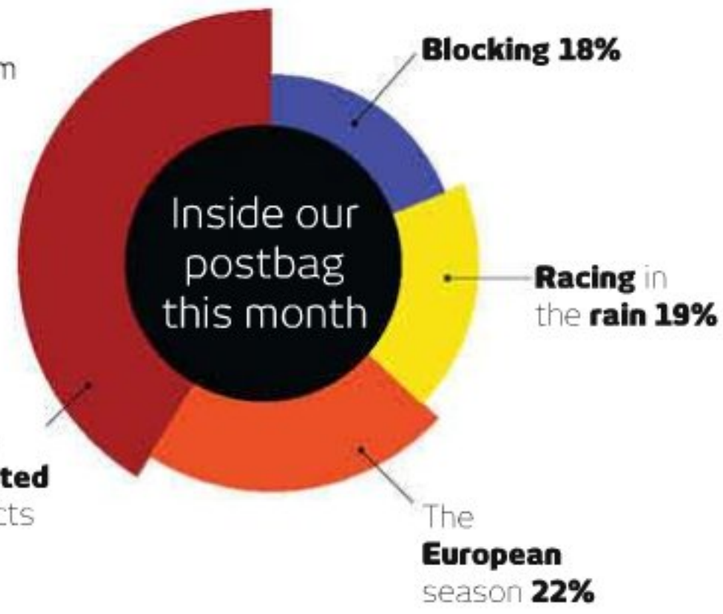

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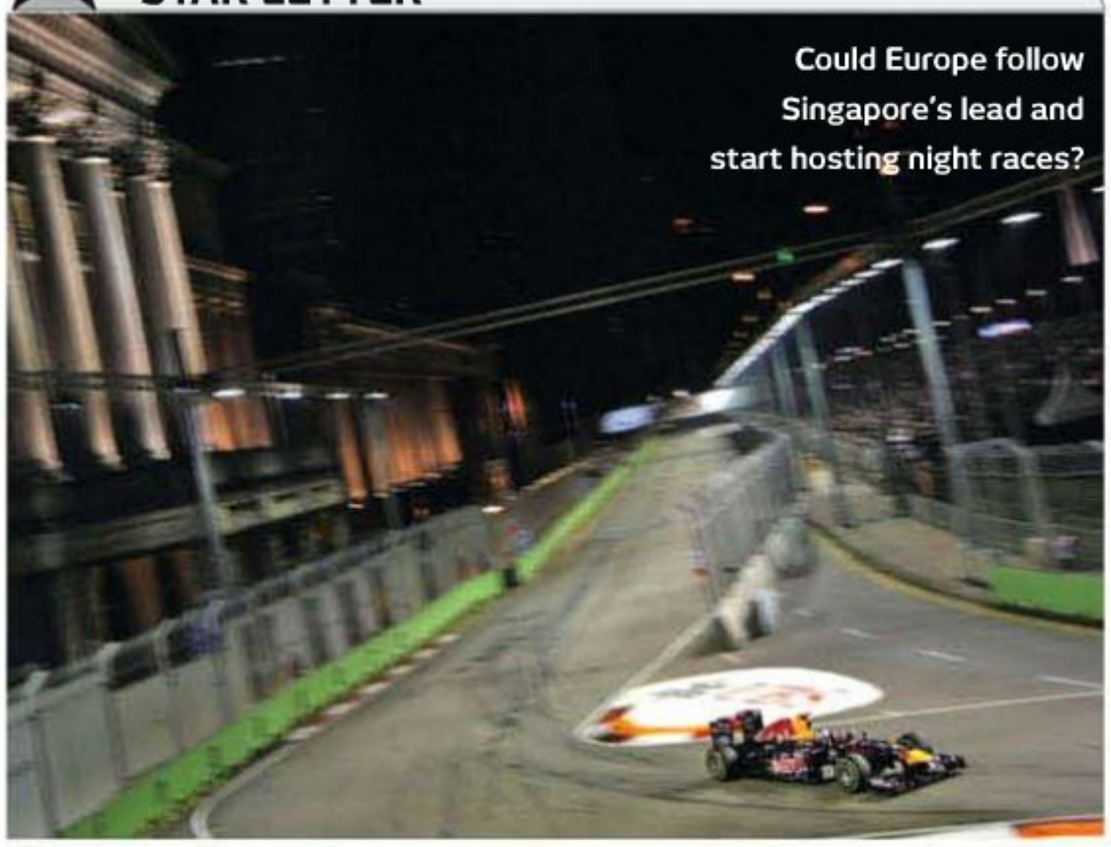

Dark is the light at the end of the tunnel

It is with some relief that we enter the European phase of the season and faceless, dull destinations such as Bahrain are temporarily left behind. In contrast, the bulk of the European tracks bring excitement, heritage and respect from drivers, teams and fans alike. Sadly, the European organisers cannot easily afford to pay Bernie's fees and great tracks are at risk.

So how can we save the European races while satisfying Bernie's increasing demands? The solution could be to encourage night-time events to be run in Europe. This will allow the races to be run at peak viewing times and the television audience share and related advertising revenue streams would increase immeasurably. The greater exposure would also entice new sponsors to pay to be involved in the sport. A pooling mechanism to access these additional funds could be devised to pay for the European event fees while reducing pressure on the organisers to find extra funds from the paying public.

It's not an easy option, but it would help salvage the credibility of F1.

Adrian King
Northamptonshire, UK

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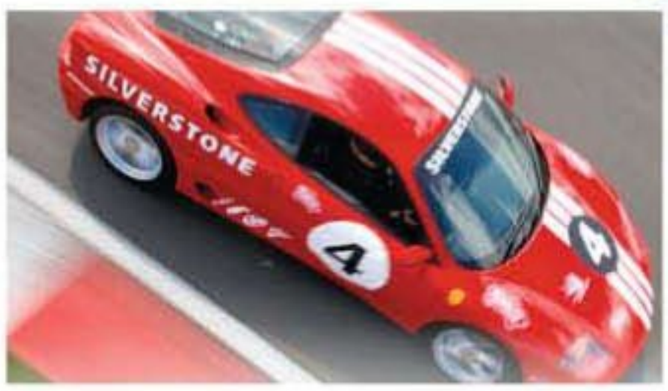

Where was Webber?

I'm sure you had to cut many fine debuts from your 'Dream Debuts' feature (*F1 Racing*, April) but Mark Webber's 2002 debut in Melbourne should really have been in there.

Mark joined Minardi and, with a small team, qualified ahead of the likes of Eddie Irvine and Pedro de la Rosa in the Jaguars.

In the race, he got himself in to a solid fifth position and, with a very slow and mechanically fragile car, held off Mika Salo in the Toyota *and* got the car home to mark his arrival in Formula 1.

Scott Tyson
By email

Give Massa a break

A lot of people have criticised Felipe Massa recently, and some of it is justified – his drive at Malaysia was awful. But much of his recent dip in form can be attributed to his treatment at Ferrari. He is clearly the number two driver and Hockenheim 2010 must have shattered his confidence once and for all. If he switches with Pérez for 2013 he could do well back at Sauber, even if he doesn't have the same skill as he did pre-accident.

Daniel Kingston
By email

Rare support for the rain

I agree with Jacques Villeneuve (*F1 Racing*, May) when he comments on there always being a red flag these days when it rains.

Legends have been born because of the rain, namely Ayrton Senna, Michael Schumacher and, more latterly, Jenson Button.

Of course, steps should be made to ensure safety as much as possible. But why are the big boys being stopped from proving who is better when the conditions get challenging? Bring on the rain, I say. And some more driving!

Mark Daniels
Chippenham, UK

A classic blockage

The FIA has imposed regulations to enhance action and overtaking and the DRS has managed to do exactly this. But, it seems, drivers now need a rule that regulates blocking.

To all of them I suggest they search 'Gilles Dijon' on YouTube for an idea of what us fans want to see.

Ivan Azzopardi
Malta

PHOTO: ANDY HONE/LAT

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PITPASS

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ANALYSIS

Why Formula 1 is more competitive than ever

After the most incredibly open and unpredictable start to an F1 season for 29 years we explore the reasons why the teams are so closely matched

After the first five races of 2011, Sebastian Vettel had claimed four poles and four wins and it was nigh on impossible, even at an early stage, to find anyone prepared to bet against the German retaining his championship crown. By the same stage this season, the situation could hardly have been more different with five drivers and five constructors already having scored wins.

The last time that happened was all the way back in 1983 when Nelson Piquet, John Watson, Alain Prost, Patrick Tambay and Keke Rosberg scored wins for Brabham, McLaren, Renault, Ferrari and Williams respectively. And who could have predicted that Williams would win a race only months after recording their worst constructors' championship position in 33 years?

Going into the Monaco Grand Prix, an incredible seven drivers are within one win (25 points) of championship leader Sebastian Vettel. After the same number of races last year the closest driver to Vettel was Lewis Hamilton – and he was already 41 points behind.

So to what can we attribute the ultra-competitive nature of this year's field? Well

20

WHO'S NEXT IN LINE FOR A FERRARI DRIVE?

Rumour has it that the Scuderia are considering a certain Mark Webber...

25

CODEMASTERS RELEASE A NEW ONLINE F1 GAME

...and this one's a bit more involved than simply racing the car

Our experts *try* to pick a champion

"It's a stab in the dark, but I'll go for Sebastian Vettel. I think the Red Bull car/team package is the closest to perfection at the moment."

Murray Walker

"I'll go for either Jenson or Fernando to be champion. They're the two who make the most out of what they've got."

Jacques Villeneuve

"I'll pick Lewis. He had a poor season last year, but I've got a feeling it's all going to click for him this season."

Pat Symonds

there are two key factors as *F1 Racing's* technical expert Pat Symonds explains:

"Last year there were definitely the 'haves' and 'have nots' – those who'd got the exhaust-blown diffuser working and those who hadn't. Then within the 'haves' there were those who'd got it working well and those who hadn't and that created a real hierarchy running down the grid. A lot of the improvements made by the teams at the front of the grid were in that area and if you got the exhaust-blown diffuser working it gave you enormous performance benefits. When you take that away you're left with everything else being a little bit more equal."

But in terms of levelling the playing field, the introduction of the 2012-spec softer Pirelli tyres have been every bit as important as banning exhaust-blown diffusers.

"It's quite interesting that you can take 500 people in Maranello, 500 people in Milton Keynes and 500 people in Woking, give them each a set of regulations and a totally different engine and yet when they put their cars on the track they're within half a per cent of performance of each other," says Symonds.

"While the teams can design almost every component individually, a really important part of the performance equation – the tyres – is common to them all. That evens things up a little bit. Then we're seeing this variation where teams are competitive one weekend and less competitive the next because that same performance component is quite difficult to use to its optimum race after race. I think people are really struggling to establish where the performance window [the optimum tyre temperature] lies and then because it's so narrow, even when they know where it is, they struggle to keep within it."

The engineering challenges of 2012 may be proving a headache for the teams and drivers, but it's creating some really exciting viewing!

The first five races

2011 v 2012

Number of championship leaders	2011	2012
	1	4

Number of drivers with a win	2011	2012
	2	5

Number of constructors with a win	2011	2012
	2	5

Number of different drivers to score a podium	2011	2012
	7	9

Number of drivers with a pole	2011	2012
	2	4

Number of constructors with a pole	2011	2012
	1	4

Number of drivers to score at least one point	2011	2012
	15	18

Number of constructors to score at least one point	2011	2012
	8	9

Number of drivers to lead at least one race lap	2011	2012
	6	10

PHOTOS: PAUL GILHAM/GETTY IMAGES; MARK THOMPSON/GETTY IMAGES; FOTO ERCOLE COLOMBO; CODEMASTERS

MUSICAL CHAIRS

"Mark, how do you feel about wearing red?"

For now Alonso and Webber are friends, but next year they could be team-mates...

Mark Webber's friendship with Fernando Alonso could be the catalyst that sees him sign a deal with Ferrari for 2013. The Australian has been a close friend of the double world champion since 2001, when they were both signed up to Flavio Briatore's management stable, and they nearly worked together at Renault in 2005, until Webber opted to drive for Williams instead.

Felipe Massa's Ferrari contract expires at the end of this season and, as he struggles to rediscover his lost form, it seems unlikely that the team will renew his deal for another year. Alonso is hugely influential within the Scuderia and, as such, will have a say over who his next team-mate is... and sources suggest he's keen on Webber.

There are numerous reasons why the Aussie would be a good fit at Ferrari. At Red Bull he's proved himself capable of winning races and bringing the car home in the points, plus his rolling one-year contract with Red Bull means he would be available. And at 35 he also has the maturity and experience to deal with the politics and press intrusion that are part of life at Maranello. Was it coincidence that Webber's manager, Flavio Briatore, was spotted having dinner with Ferrari president Luca di Montezemolo in Rome recently?

Alonso and Webber: Benetton colleagues in '01

Sauber driver (and Ferrari Driver Academy member) Sergio Pérez has been linked to Massa's seat since coming second in Malaysia, but sources suggest that Pérez wants to gain more experience before being promoted to F1's most famous team.

Webber remains tight-lipped and Red Bull boss Christian Horner says he will discuss a contract with the man who has contributed to two constructors' crowns later in the year. He'd be wise not to leave it too long...

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NEWS

Get set for a great British summer of F1

There's Silverstone, Goodwood, *and* a young driver test – rain permitting, of course

If you can't make it to the British GP at Silverstone on 6-8 July, don't worry – you'll get several more chances to see F1 cars in action this summer.

The weekend before British motorsport's showpiece event, several teams will be at the Goodwood Festival of Speed in West Sussex, including McLaren, with Jenson Button and Lewis Hamilton, and Red Bull, with Mark Webber and Festival of Speed debutant Sebastian Vettel. All four will be driving F1 machinery up the famous hill climb and there'll also be plenty of historic cars in action, including the infamous six-wheeled March 2-4-0.

And the week after Silverstone, the Northamptonshire track is set to host an F1 young driver test. The annual three-day test has been in place since 2010 to allow teams to assess and develop young driving talent, but both previous tests have taken place at Abu Dhabi following the grand prix that takes place in the country in November. However, due to teams' concerns over end-of-season fatigue for their crews, ten of the teams will now test at Silverstone in July with only Red Bull and Toro Rosso opting to stick with the original Abu Dhabi slot.

Despite his team signing up for Silverstone, Lotus team boss Eric Boullier has been critical of running the young driver test during the season, saying it would disrupt young drivers mid-season. He even went as far as to say that he hopes the test is rained off so that everyone can revert to the original Abu Dhabi plan. Rain at Silverstone in July? Now what are the chances...

FIVE MINUTES ON THE PHONE WITH...

PAUL HEMBERY

PRAGMATIC PIRELLI BOSS

For the neutral, the racing so far this year has been great. How has it been from Pirelli's point of view?

The vast majority of us are huge F1 fans and it's been fascinating to see so many different cars so competitive this season. We think the changes to the cars and our more aggressive approach has created a greater challenge for the engineers and drivers.

How much credit do you think Pirelli can take for the closeness in racing this year?

We're far too modest for that. We're just trying to do our job and deliver what we've been asked for. Last year we were asked to replicate races like Canada 2010 and we think we did that. We've tried to do it this season, too.

Michael Schumacher criticised the tyres post-Bahrain, but many drivers have spoken out in favour of them. How do those comments affect Pirelli's approach?

If you're involved in motorsport you know that at any race there's only one happy driver. You understand that drivers say things in frustration because they want to be winning, so you have to be slightly pragmatic. But we're only doing what the sport asked us to do – and the vast majority of the public seem to be enjoying it.

There were various changes to the tyres pre-season: are you happy with their effect?

The big change was moving the compounds into a more aggressive route: we shifted everything down a level in terms of compounds. But you must remember the cars have changed a lot, and that combination creates the challenge for the teams and drivers.

Has it taken teams longer to get a handle on the 2012-spec tyres?

I wouldn't say it's taken longer. It took them a while last year but after five or six races, we were criticised for being far too cautious, which took us by surprise. By Silverstone, teams will have worked out how to maximise their package and won't be talking about tyres like they are now.

Schumacher: describes the 2012 Pirelli tyre as "like driving on raw eggs"

PHOTOS: GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; STEVE ETHERINGTON/LAT; CLIVE ROSE/LAT; JEFF BLOXHAM/LAT

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F1 Mastermind

Your chosen specialised subject: the world's greatest sport

1 Which driver deputised for Gerhard Berger for three races of the 1997 season?

2 Which of these Belgians scored more points in Formula 1: Thierry Boutsen or Jacky Ickx?

3 Who scored his only F1 pole position at the 2008 Bahrain GP?

4 Which Spanish track hosted nine GPs between 1968 and 1981?

5 How many wins did Denny Hulme score over his 1967 championship-winning year?

6 Who scored Jordan GPs final F1 victory and where did he do it?

7 Which team had Nokia as their title sponsor in 1995?

8 In what year did Brabham score their final world championship win as a manufacturer?

9 Maurice Trintignant won two Formula 1 grands prix The first was at Monaco in 1955 – where did the second one take place?

10 Who won the last grand prix to be held at Estoril in 1996?

Answers: **1** Alex Wurz **2** Jacky Ickx (181 to 132) **3** Robert Kubica **4** Jarama **5** Two **6** Giancarlo Fisichella, Brazil 2003 **7** Tyrrell **8** 1985 **9** Also at Monaco (in 1958) **10** Jacques Villeneuve

THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow

JAKE DENNIS

Who is he?

A 16-year-old racer from Warwickshire who, despite his tender years, is currently fighting for the championship in the Formula Renault Northern European Cup.

How good is he?

He's had a tremendous amount of success for someone so young. In 2010 he won the CIK-FIA Under 18 World Karting Championship and followed that success with victory in the Intersteps Series in 2011, in what was only his first season of car racing.

Anything else we need to know about him?

Dennis started racing at the age of eight, having caught the racing bug from father Steve, who competed in national 250cc gearbox class events. He's also backed by the Racing Steps Foundation, a not-for-profit organisation that supports young British racing drivers.

F1 chances

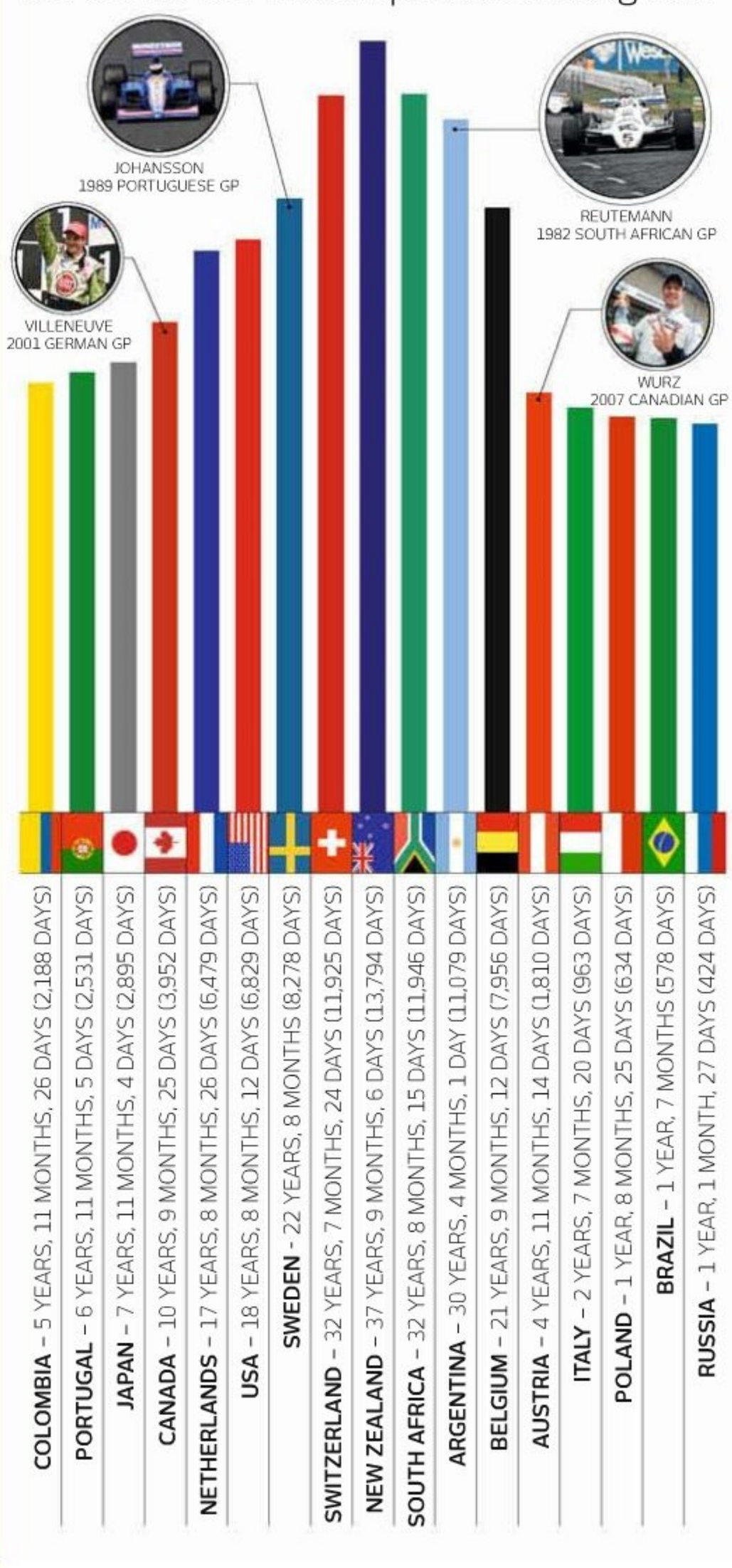
Great karters don't always make great car racers, but if Dennis can keep on winning and secure the funding he needs, an F1 drive is entirely possible.

PHOTOS: GLENN DUNBAR/LAT; LAT ARCHIVE; FORMULA RENAULT NORTHERN EUROPEAN CUP

STATS

The long wait for a podium

It took 14 years for Grosjean to end France's barren spell in Bahrain. Here's the rest of the current podium waiting list...



COLOMBIA – 5 YEARS, 11 MONTHS, 26 DAYS (2,188 DAYS)

PORTUGAL – 6 YEARS, 11 MONTHS, 5 DAYS (2,531 DAYS)

JAPAN – 7 YEARS, 11 MONTHS, 4 DAYS (2,895 DAYS)

CANADA – 10 YEARS, 9 MONTHS, 25 DAYS (3,952 DAYS)

NETHERLANDS – 17 YEARS, 8 MONTHS, 26 DAYS (6,479 DAYS)

USA – 18 YEARS, 8 MONTHS, 12 DAYS (6,829 DAYS)

SWEDEN - 22 YEARS, 8 MONTHS (8,278 DAYS)

SWITZERLAND – 32 YEARS, 7 MONTHS, 24 DAYS (11,925 DAYS)

NEW ZEALAND – 37 YEARS, 9 MONTHS, 6 DAYS (13,794 DAYS)

SOUTH AFRICA – 32 YEARS, 8 MONTHS, 15 DAYS (11,946 DAYS)

ARGENTINA – 30 YEARS, 4 MONTHS, 1 DAY (11,079 DAYS)

BELGIUM – 21 YEARS, 9 MONTHS, 12 DAYS (7,956 DAYS)

AUSTRIA – 4 YEARS, 11 MONTHS, 14 DAYS (1,810 DAYS)

ITALY – 2 YEARS, 7 MONTHS, 20 DAYS (963 DAYS)

POLAND – 1 YEAR, 8 MONTHS, 25 DAYS (634 DAYS)

BRAZIL – 1 YEAR, 7 MONTHS (578 DAYS)

RUSSIA – 1 YEAR, 1 MONTH, 27 DAYS (424 DAYS)

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LINDBERG congratulates Eddie Jordan for his honorary OBE awarded by Her Majesty the Queen. LINDBERG Horn awarded Silmo d'Or, Paris 2011.

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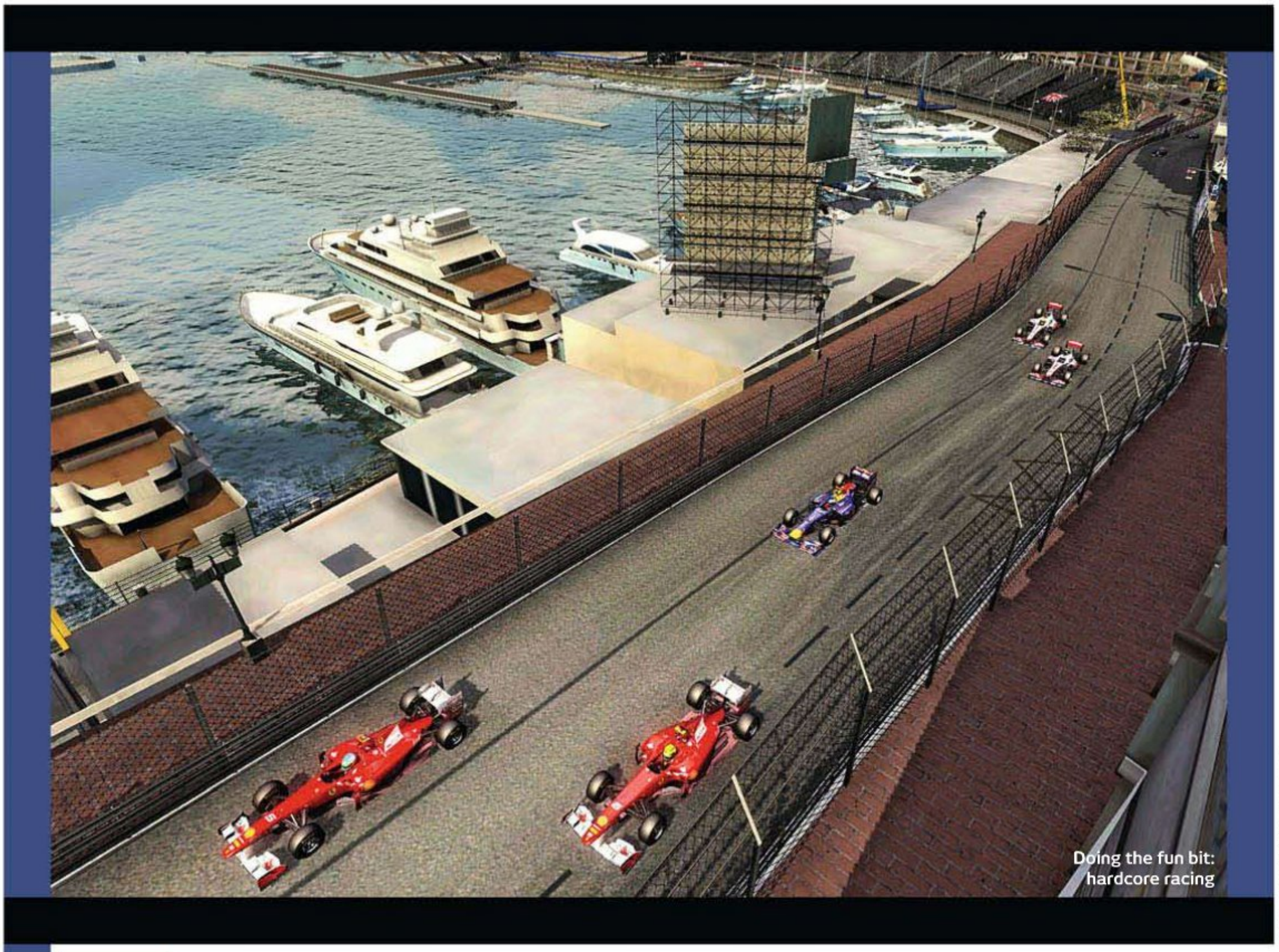

Doing the fun bit: hardcore racing

PHOTOS: CODEMASTERS; MOBIL 1

GAMING

F1 gaming moves up to the next level

Now not only can you race the car, you can also hire the staff, design the livery *and* run the factory

When it comes to F1 games it's fair to say that Codemasters have raised the bar in recent years and, for their latest game, they're aiming to immerse players even further into the world of F1 by not just allowing them to race the cars but to run their own team too.

F1 Online: The Game is free to play and web-based, so you don't need a gaming console to play it, just a computer with internet access. The game is split into two separate parts and the first part is the traditional F1-licensed side that allows you to race with all the cars, drivers and circuits from the world championship using a unique top-down gameplay angle.

Then there's the custom side that allows you to create and manage your own team, then race with it against other gamers online. If it happens in real life, the chances are you'll be able to do it in this part of the game: you can design your livery and team logo, build your headquarters, hire staff, develop parts to improve your on-track performance, and sign sponsorship agreements to keep the cash flowing in. If that sounds like your cup of tea, visit **www.f1onlinethegame.com**

And doing the hard work: running the team

And in other gaming news...

It's turning out to be a very good month for fans of online gaming, thanks to the release of another new game, *Mobil 1 Racing Academy,* created by fuel firm Mobil 1.

The free 3D game lets players follow in the footsteps of Lewis Hamilton, racing in karts, Formula 3 and, eventually, F1. Earn enough points and you could find your name within the Mobil 1 logo on the side of a real-life McLaren at the US GP in Austin. Visit **www.grid1.tv**

Fans come out in favour of points system overhaul

Points for fastest lap and pole? Most of you think it's a good idea – and we suspect pole-king Vettel would agree

For the first ten years of the F1 world championship, a point was awarded to the driver who set the fastest lap in each GP. This was abandoned after the 1959 season, but other racing series continue to award points for the fastest lap, as well as to the driver who sets pole position. The current F1 points system (25 points for a win down to one point for tenth) was established ahead of the 2010 season, but *F1 Racing* wanted to know if fans would be open to the idea of tweaking the system to reward drivers who take pole or set the fastest lap.

A total of 8,669 fans from around the world responded to our survey and it seems as if the majority of you would be open to a points system change. Some 63 per cent of you either agreed or strongly agreed that championship points should be awarded to the driver who sets pole position at each grand prix – something that would have earned Sebastian Vettel at least 15 extra points over the course of last season. Conversely, only 28 per cent of you either disagreed or strongly disagreed with the notion, with eight per cent undecided.

Fewer people liked the idea of giving points to the driver who sets the fastest race lap in each race. Even so, 58 per cent of the fans who responded either agreed or strongly agreed with the concept, but nearly one third of you (32 per cent) either disagreed or strongly disagreed, while 10 per cent were undecided.

WIN A CASIO WATCH

To thank you for your support, we've teamed up with Casio to offer exclusive monthly prizes to members of the Global Fan Community. We'll be giving away a **Casio Edifice** watch to five lucky members each month. All you have to do to be in with a chance of winning one is to take part in our monthly online survey. This month's winners are:

Joshua Marchant, *UK*

Anna Annison, *UK*

Michael Campion, *USA*

Lee Stanley, *UK*

Philip Conchie, *UK*

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GLOBAL FAN COMMUNITY

Belgian GP is fans' favourite

The newer races on the calendar haven't grabbed your attention in the same way as Spa and Monaco, proving the classics are still the best

Of all the races on the F1 calendar, few are as vulnerable as the Belgian GP at Spa. It's recently been suggested that to make the race more financially viable, it could alternate on a year-to-year basis with a French GP. But you still voted it the race you most enjoy watching on TV each season. Just behind Spa in the popularity stakes were two other classics – Monaco and the British GP – proving that fans cherish races with a long history. The races that received fewest votes from the 8,668 fans who participated were India, Malaysia, Korea and Bahrain. Food for thought for F1 supremo Bernie Ecclestone...

BELGIUM (Spa-Francorchamps) 34%

MONACO (Monte Carlo) 29%

GREAT BRITAIN (Silverstone) 11%

CANADA (Montréal) 6%

AUSTRALIA (Melbourne) 5%

ITALY (Monza) 4%

SINGAPORE (Singapore) 2%

BRAZIL (São Paulo) 2%

JAPAN (Suzuka) 2%

HUNGARY (Budapest) 1%

GERMANY (Hockenheim) 1%

ABU DHABI (Yas Marina) 1%

SPAIN (Catalunya) 0.5%

CHINA (Shanghai) 0.4%

EUROPE (Valencia) 0.4%

INDIA (New Delhi) 0.4%

MALAYSIA (Kuala Lumpur) 0.2%

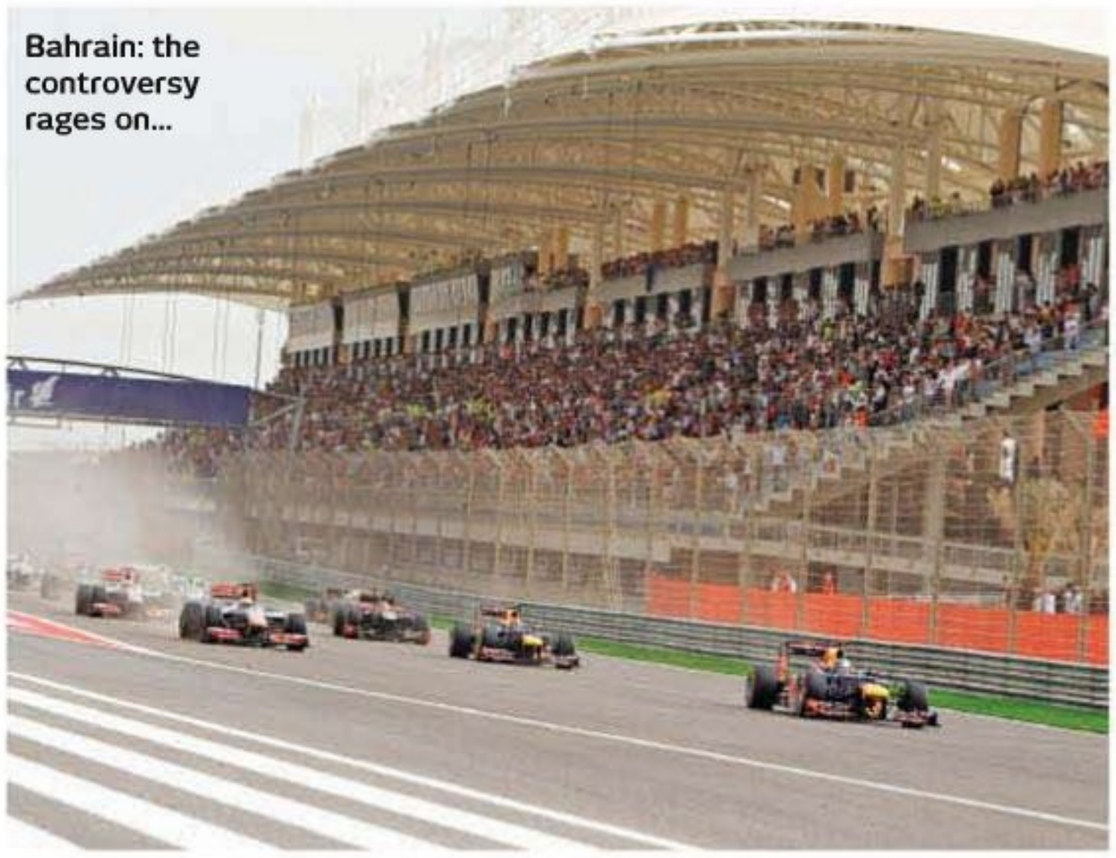
KOREA (Yeongam) 0.1%

BAHRAIN (Sakhir) 0%

GLOBAL FAN COMMUNITY

Fans views on Bahrain GP soften

While the majority of you still believe F1 was wrong to go to Bahrain, five per cent more of you now believe the organisers were right to let the race go ahead



Bahrain: the controversy rages on...

In our first Global Fan Community poll in April we asked if you thought the Bahrain GP should go ahead and, for the vast majority of you, the answer was clear – F1 shouldn't go there.

Now that the race has taken place, we wanted to know whether your opinion on the event had changed, and it has slightly. In April, only 24 per cent of the fans we polled either agreed or strongly agreed that the race should go ahead with a whopping 60 per cent either disagreeing or strongly disagreeing. Now, 29 per cent of you think that it was right for the race to go ahead with only 50 either disagreeing or strongly disagreeing. Let's hope we don't have to ask the same question again next season.

April

24% agreed or strongly agreed

60% disagreed or strongly disagreed

May

29% agreed or strongly agreed

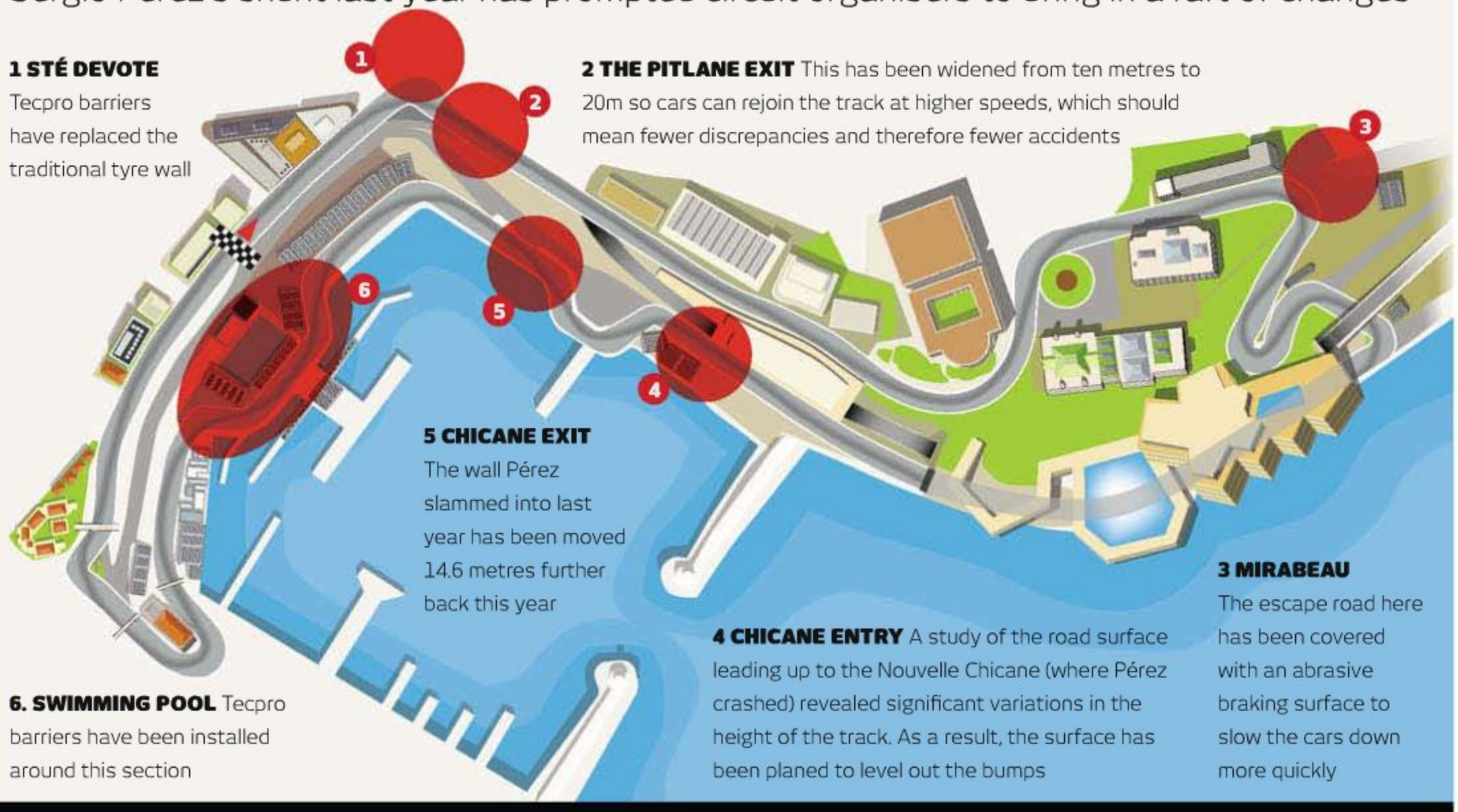
50% disagreed or strongly disagreed

PHOTOS: STEVEN TEE/LAT

SAFETY

Monaco gets safety boost

Sergio Pérez's shunt last year has prompted circuit organisers to bring in a raft of changes



1 STÉ DEVOTE Tecpro barriers have replaced the traditional tyre wall

2 THE PITLANE EXIT This has been widened from ten metres to 20m so cars can rejoin the track at higher speeds, which should mean fewer discrepancies and therefore fewer accidents

3 MIRABEAU The escape road here has been covered with an abrasive braking surface to slow the cars down more quickly

4 CHICANE ENTRY A study of the road surface leading up to the Nouvelle Chicane (where Pérez crashed) revealed significant variations in the height of the track. As a result, the surface has been planed to level out the bumps

5 CHICANE EXIT The wall Pérez slammed into last year has been moved 14.6 metres further back this year

6. SWIMMING POOL Tecpro barriers have been installed around this section

CHARITY

Get your face on the side of a Red Bull

Enjoy your moment of fame – and raise money for charity

Red Bull Racing are offering fans a chance to get their faces on the side of Mark Webber and Sebastian Vettel's cars at the upcoming British GP – and it's all in the name of charity.

The Faces for Charity campaign will see Red Bull's usual livery replaced with an extraordinary collage made up of 25,000 fan-provided photos. The team ran a similar initiative at the 2007 British Grand Prix, raising significant funding for the Wings for Life Spinal Cord Research Foundation, who they'll be supporting again this year.

To participate, fans are invited to upload a photo and make a small donation to the charity. In return, RBR will match your donation and send you an official certificate to confirm that your photo has made it onto the car. Then all you have to do is sit back and see if you can spot your face!

For further information on the project, visit www.facesforcharity.com

ILLUSTRATION: ALAN ELDRIDGE. PHOTOS: LORENZO BELLANCA/LAT; CLIVE MASON/GETTY IMAGES

TECHNOLOGY OF CHAMPIONS

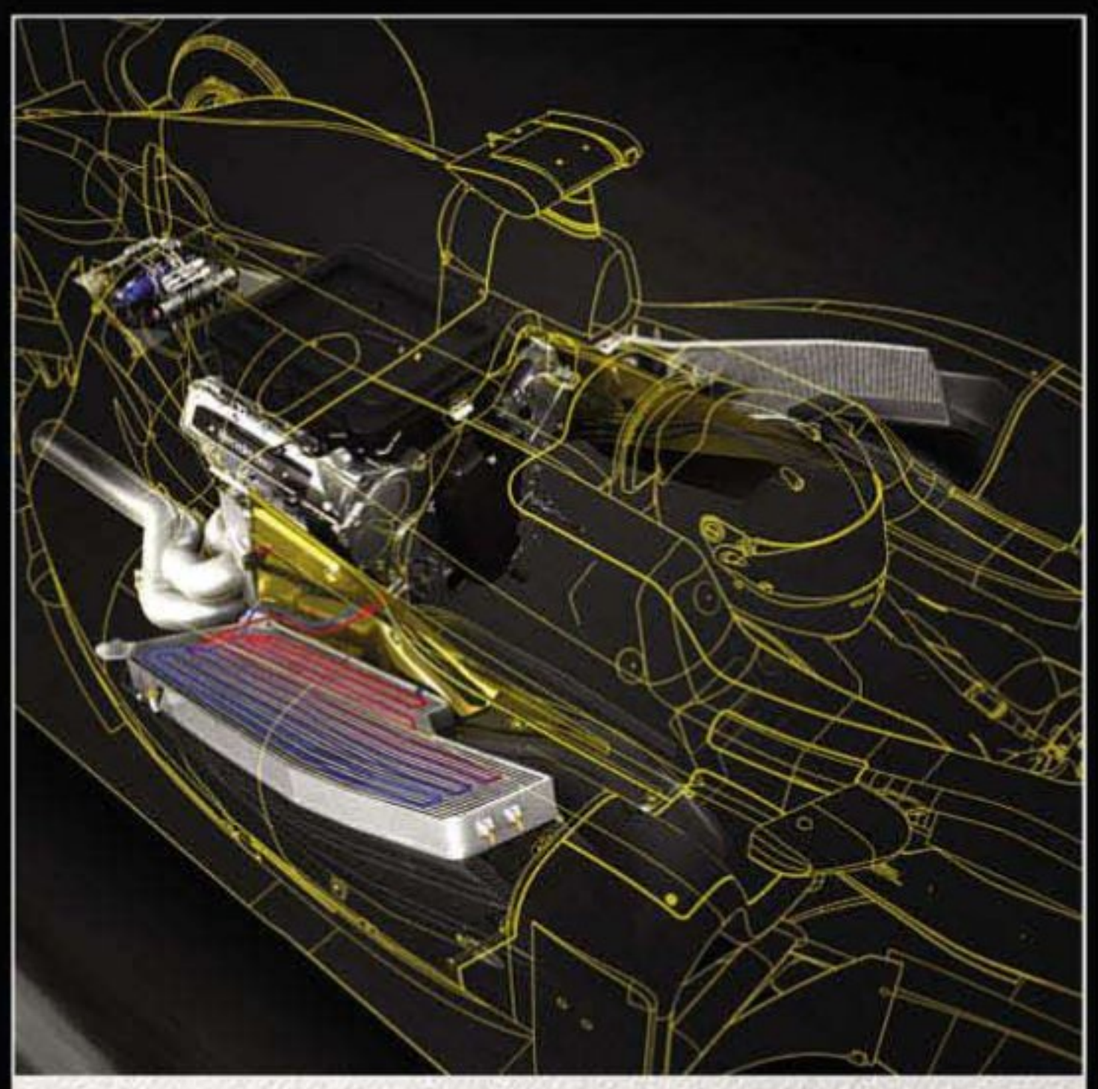
Mobil 1™ Oil: An Aerodynamic Aid

With exhaust-blown diffusers effectively a thing of the past, the Mobil 1 engine oil in the Vodafone McLaren Mercedes MP4-27 race car has enabled the team to increase rear downforce by improving aerodynamic performance.

Quest to be the Best - Martin Whitmarsh, Team Principal, Vodafone McLaren Mercedes, recently commented at the launch of the MP4-27, "While there are clear visual changes to this year's car, there's greater change beneath the skin, with lots of fresh thinking applied." With no stone left unturned in the quest to be the best, Mobil 1 engineers have developed a breakthrough engine oil for 2012 that allows a significant increase in the engine operating temperature.

Cool Performance - The MP4-27 uses oil and water radiators to help cool the engine. Located in the right-hand side pod, the oil radiator and Mobil 1 technology provide an almost equal share of the engine cooling requirement.

Running Hotter - There are several advantages of being able to run the engine hotter. Drag can be reduced by re-optimisation of the radiator and aero packaging. Increased rear downforce can also be achieved through aerodynamic improvements to the exit ducts.



Grand Prix Engine Oil Cooling Package Explained. *The Mobil 1 engine oil flows through the radiator cooling down by approximately 40°C, whilst the air channelled through the side pod inlet heats up about 75°C.*

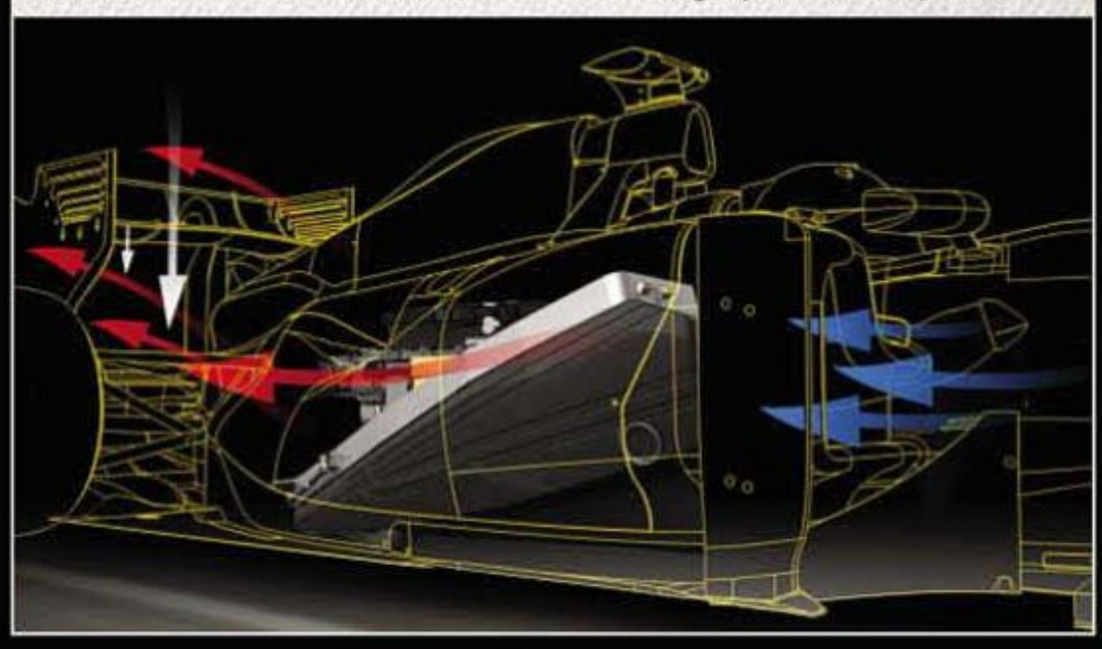
In to Win - The excellent thermal performance of Mobil 1 technology is one feature that allows both higher operating temperatures whilst still protecting the engine and is a real advantage. When the winning margin can be fractions of a second, using the right engine oil can make the difference.

Vodafone McLaren Mercedes Powered by Mobil 1 Engine Oil

Race Technology in Your Car - The tough testing ground of Grand Prix racing provides the ideal environment for Mobil 1 engineers to develop advanced engine oils which can help optimise the performance of your car. Similar to the advancements in Grand Prix race cars, recent developments in road cars often put increased pressure on the oil in your car to perform. Mobil 1 synthetic engine oils are formulated to help keep your vehicle running like new. For more information on Mobil 1, the world's leading synthetic engine oil brand, visit **mobil1.com**

The 2012 Canadian Grand Prix marks the 300th Grand Prix in which ExxonMobil has been a technology partner of Vodafone McLaren Mercedes.

Side Pod. *Increased downforce and reduced drag equals faster lap times.*



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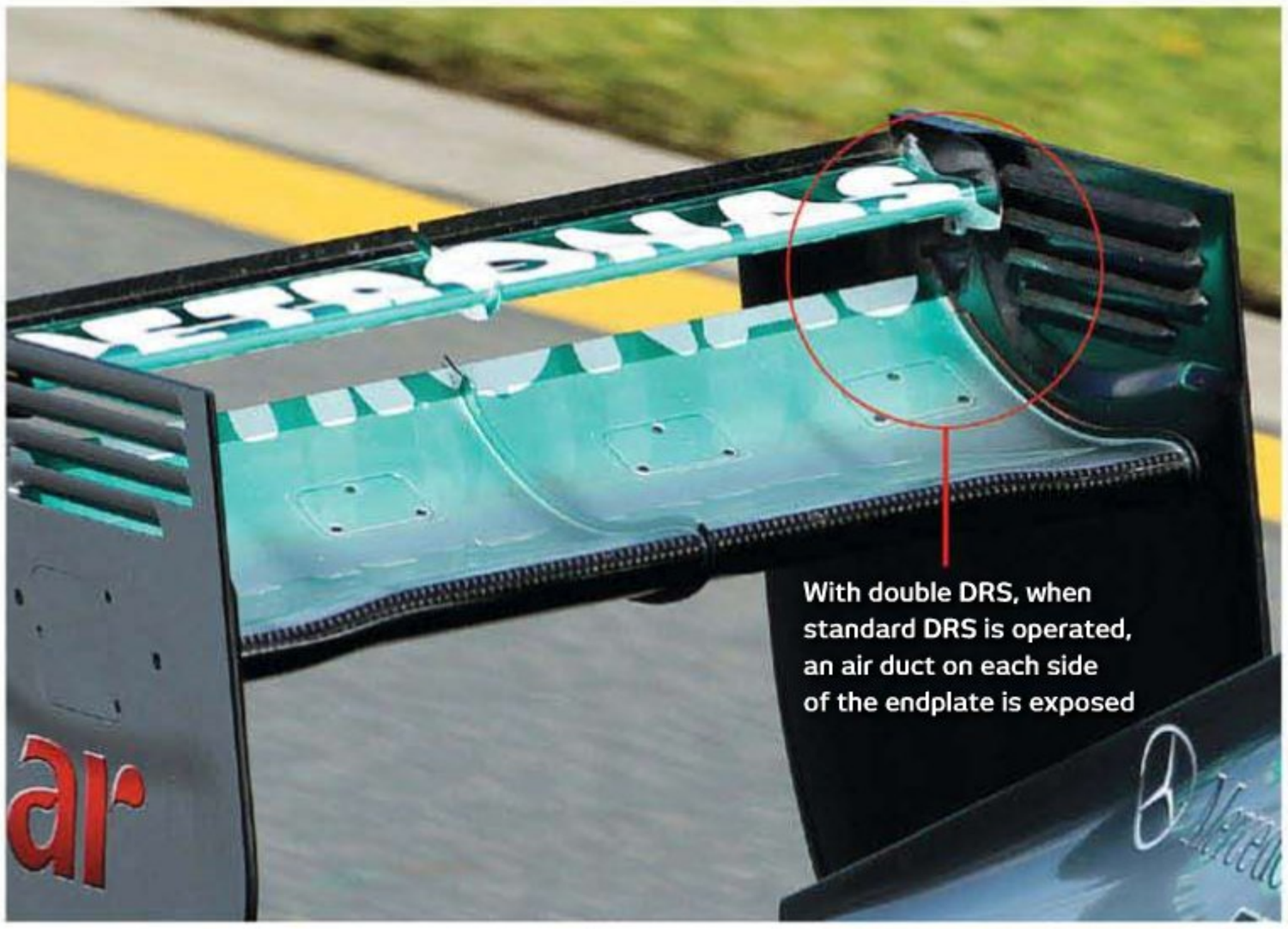
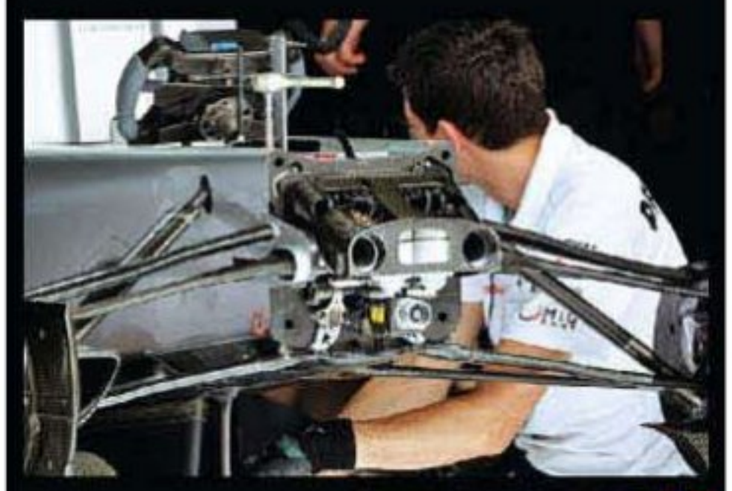
Pat Symonds' TECHNOLOGY MASTERCLASS

Lifting the cloak of secrecy on F1's complicated parts

THIS MONTH: **MERCEDES' DOUBLE DRS**



THE THEORY EXPLAINED



These pictures show the complex ducting system used by Mercedes to move the air through the car, all the way from the rear wing to the front. The two holes at the front of the monocoque in the larger picture show the ducts that lead to the nose and then to the front wing.

PHOTOS: SUTTON IMAGES

Can you explain how Mercedes' double DRS actually works?

It functions by exposing a pair of air ducts in the rear-wing endplate when the standard DRS is operated. These ducts are connected through the wing endplates to the beam wing and, from there, via two long pipes, into the nose. Air is ducted from the nose, through the front-wing pylons and is expelled through slots in the mainplane in a way that stalls the front wing.

The air travels a long way: it must take time for it to have an effect?

It's a long route that relies on a number of joints and junctions that must be well-sealed. But the suction under the front wing does help the flow. It is true that there will be a small but measurable time delay before it works, but this can actually be advantageous.

So how does the double DRS actually boost performance?

Likely gains in performance come from two areas. In the first instance, when a conventional DRS is operated, the downforce is reduced as well as the drag. This occurs only at the rear, so the car is aerodynamically unbalanced. The double DRS will also reduce downforce at the front, keeping the car balanced and making it easier for the driver to operate the DRS on the exit of a corner without losing control.

And what's the other area...?

When the front wing is stalled, the front ride height will be increased as the car is not being pushed down by as much downforce. Front ride height is generally determined by the front of the car being allowed to just touch the ground under high-speed braking. The lower the ride height, the better the performance. If there's a short delay in the double DRS taking effect, it will also take a small amount of time to lose that effect after the rear flap returns to its normal position. In this short time the front of the car will dip under braking but the front wing will still be stalled, thereby reducing the downforce and keeping the front ride height higher. This means that this 'worst case' for front ride height is avoided, meaning the car can be run closer to the ground at all other times.

How easy is this going to be for the other teams to copy?

In principle it would be relatively easy. The difficulty lies in finding a route for the pipes through the monocoque if no allowance was made for them at the initial design stage. Perhaps more tricky is making sure that the flow on the front wing re-attaches at the correct time.

Ross Brawn called this "inexpensive technology". Is he correct?

You can't say that the physical implementation is particularly difficult or expensive, although several thousand pounds worth of tooling would be needed to make all the parts for the ducting. The modified front wing would be expensive, though – it would cost maybe £50,000 for the tooling and £30,000 per wing depending on how much of the wing was changed – but most teams would be introducing an updated wing at some point in the season anyway. The real cost of this type of development is in doing the research and testing to make sure it works. Remember Mercedes were experimenting with this on track at the end of last season.

Turn to pages 104 and 110 for Pat's analysis of the Bahrain and Spanish Grands Prix

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CONGRATULATIONS ROMAIN

for being the first French F1 driver on the podium after 14 years! Romain Grosjean hit 3rd spot on the podium in Bahrain for the fourth race of the season.

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RAW NEUVE

Jacques Villeneuve: older, wiser... but no less opinionated

I took my father's old car out for a spin

"This was the actual car that my dad drove at Dijon in '79"

On 8 May, I drove my father's Ferrari 312 T4 at Fiorano. It was the first time I'd driven a historic car at speed and it was incredible. What's crazy is that it was the actual car that my dad drove at Dijon in '79. His original seat and seatbelts were still in the car and when I got in they fitted like a glove – that felt special.

In the garage before I went out on track for the first time, I was trying to imagine how my dad would have felt when he jumped from the T3 to the T4. That was the new technology then, so he'd have been excited about pushing it to the limit. I ended up forgetting it was a bloody dangerous car and imagined myself on the grid racing it. That was very exciting.

Unfortunately the car was losing a lot of oil so I couldn't do a lot of laps but, by the end, I could push it a little bit and get a bit sideways. It was fun and actually surprisingly easy to drive. People who raced back then always say how physically difficult the cars were to drive, but while they probably were, they're not compared to modern cars. The car didn't feel that fast either – you could get used to the speed very easily.

What was surprising was how much you could see outside – I could see the front wing when I was driving. Places like Monaco would end up being a lot of fun because of that. The car was very precise and quite stiff and the 12-cylinder engine felt really supple. I thought there was a lot of downforce, but nothing like what you'd get on a modern car. Having said that, it didn't feel like a 35-year-old car – I was still left-foot braking. It felt well-made but from my hips up there was no protection; just plastic. Once you put the bodywork on, you have a sense of being somewhat protected and luckily that's enough for your brain to forget about it!

Fernando and Felipe were there to watch...

Fernando Alonso and Felipe Massa came to watch me drive the T4 and you could see how curious and passionate they were about the car.

I ended up swapping helmets with Fernando. I'm not big on memorabilia but I have a lot of respect for him, so it was a nice thing to do, plus I got a pair of red Ferrari overalls.

Felipe and I were team-mates for a year at Sauber and we got on very well together. I think it's tough for him at the moment, but Ferrari are a very good team for helping you out. If you look back over the years they always help their drivers and back them up in the press – think back to Irvine and Barrichello.

In any other team, Felipe would have been cut out within six months with no love. If he doesn't give up, I still think he can recover.

PHOTOS: FOTO ERCOLE COLOMBO

...and so were dad's old mechanics

I'd spend a lot of time at Fiorano when my dad was testing there. There was a fig tree and I'd spend a whole day eating figs while he was out on track. It was great! All dad's old mechanics came to watch me drive. I remember them from when I was a kid: they were the ones who put the car back in running order, so it was really emotional.

THE JV KEY

Silly shunt | Driver error | Controversy | What a car | Fantastic drive | Good call | Bad call

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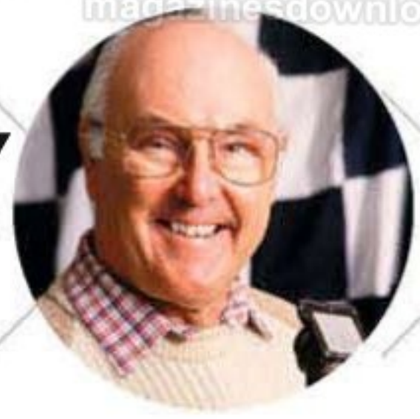
MURRAY WALKER



"F1 is where the prestige and money are, so why haven't more motorcylists made the switch?"

I yield to no one in my passion for four-wheel motorsport, especially Formula 1, but I've never hidden the fact that my first love was motorcycle racing. Some of it, I suppose, comes from the fact that I grew up in the heady atmosphere of motorcycle sport. My father, Graham Walker, was a professional racing motorcyclist who won that greatest of events, the Isle of Man TT and the top Continental grands prix of his day. He was a great dad and I wanted to be like him. I tried and failed at motorcycle racing but, to this day, the sheer aggression and continuous wheel-to-wheel drama of that sport attracts and thrills me.

The riders are out in the open, putting their lives on the line, racing fairing-to-fairing and shoulder-to-shoulder at over 200mph, knees and elbows to the ground on corners, protected only by leather suits and crash helmets. It's high-speed gladiatorial duelling at its most intense and spectacular, where the stakes are dauntingly high and the technical challenges immense.

Now that may be the case as far as I'm concerned, but the general public clearly don't agree because it's F1 rather than MotoGP that far more of them watch on TV and at the circuits. That's mostly, I guess, because these days there are more motorists than motorcyclists and they identify with four wheels rather than two. In which case, since F1 is where the prestige and really big money is, you might expect more successful racing motorcyclists to have a go at car racing. But, from hundreds of them over the years, remarkably few have done so and even fewer have reached the very top.

"Tazio Nuvolari started his career racing bikes but became one of the greatest drivers in history with Alfa Romeo"

In the early 1920s, my all-time hero, Italian superstar Tazio Nuvolari, started his legendary career racing bikes before he became one of the greatest drivers in history with Bugatti, Alfa Romeo, Auto Union and Ferrari, winning everything from the sensational German Grand Prix of 1935 to the Mille Miglia and the Targa Florio sportscar epics. One of his greatest – and certainly his bitterest – rivals was his countryman, Achille Varzi, who had similarly started on bikes before he too starred for Bugatti, Alfa Romeo, Maserati and Auto Union. I even have a photo of him and my father standing together in their leathers at Monza.

But certainly the most sensationally successful of all the pre-World War II racing motorcyclists who switched to cars was the handsome and charismatic German Bernd Rosemeyer, who raced DKW two-stroke bikes before he was recruited to drive for the Auto Union Grand Prix team in 1935. Their rear-engined, V16-powered and massively oversteering cars were notoriously difficult to drive but Rosemeyer, who had never driven any 'normal' front-engined racing cars, took to them like a duck to water, achieving great success against the then all-conquering Mercedes-Benz Silver Arrows of Rudolf Caracciola, Hermann Lang and Manfred von Brauchitsch.

So just three top-achievers in bikes also rang the bell in cars before World War II but, in the 66 years since, there have been even fewer. Frenchman Jean Behra was motorcycle champion of France before he scored F1 points for Maserati, BRM and Ferrari but he never won a world championship GP. The great Geoff Duke, Norton and Gilera superstar of the 1950s, showed enormous promise when he raced for the Aston Martin sportscar team and, in my opinion, could have starred in Formula 1 – but the politics of his new situation didn't work and he returned, disenchanted, to bikes.

Arguably the greatest biker of them all, my friend Mike Hailwood, impressively made the grade in cars, becoming European F2 champion for Surtees and racing with distinction in F1 with Surtees and McLaren until a crash at the 1974 German GP put paid to his car career – but not to his bike successes, as he made a sensationally victorious return to the Isle of Man TT in 1978.

Forthright chatter from the legend of F1

The most successful biker ever, Italy's multiple champion Giacomo Agostini, drove in F3000 but never made it into Formula 1. Stuart Graham, son of 1949 500cc motorcycle world champion Les Graham, is the only person to have won both the Isle of Man TT and the Sportscar TT but he never raced in single-seaters. Barry Sheene dabbled unsuccessfully with touring-car racing and Venezuelan motorcycle world champion Johnny Cecotto drove in F1 without great success. Only two motorcycle racers have also become Formula 1 legends.

Chubby Italian Alberto Ascari was not only the first but also one of the greatest of all Formula 1 aces. Son of the great pre-war Alfa Romeo Grand Prix driver Antonio Ascari, Alberto rode for the Bianchi motorcycle team until Enzo Ferrari recruited him in 1940. Resuming his career in cars after the war he soon became one of the best and, in 1952, he became *the* best by winning the world championship for Ferrari. He managed to repeat that feat the following year, winning a record nine races in succession. Sadly, as was the case with Rosemeyer, a tragic racing accident ended his life.

Only one man in the history of motorsport has won both the motorcycle and the car world championships and that is 'Big John' Surtees, seven times a world champion riding for MV Agusta, the Italian motorcycle equivalent of Ferrari, and 1964 Formula 1 world champion for Ferrari. Why did John switch from bikes to cars?

"Alberto Ascari rode for the Bianchi motorcycle team until he was recruited by Ferrari and won the title for them in 1952"

"Because Count Agusta forbade me from racing my own Norton bikes in non-championship events. Racing was what I wanted to do and I competed in over 70 events a year in those days. Confining myself to a few championship meetings a year on MVs didn't appeal to me," he said. In fact, John was so immediately good in cars that Colin Chapman offered him a place in the Lotus team. In the end he decided to go his own way, driving for Lola and Cooper cars until he joined Ferrari in 1963. The rest is history. Underlining his eminence, John went on to become a constructor and team owner, successfully racing his own Surtees cars and also employing drivers of the calibre of Jochen Mass and Mike Hailwood to drive them. Truly a giant of motorsport.

Will we see his like again? Somehow I doubt it. Valentino Rossi, to many the greatest bike racer of all time, has tested with Ferrari but decided not to make the switch – and if someone with his record decides against it, it is difficult to envisage anyone else doing so. I'd dearly love to be proved wrong though...

"Big John Surtees was a seven-time world champion riding for MV Augusta, the Italian motorcycle equivalent of Ferrari..."

"... and in 1964 he was F1 world champion for Ferrari"

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	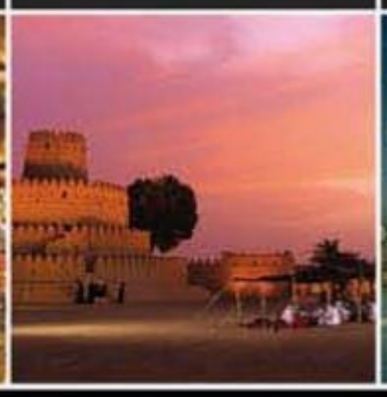				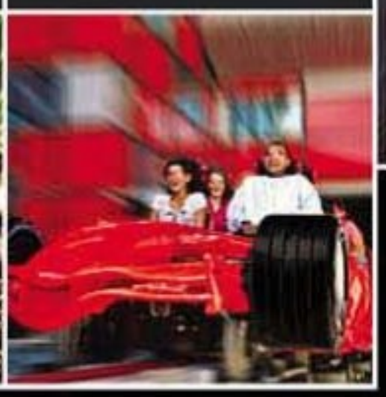

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Now *that* was a car

No4: The Williams FW07

The car that transformed Sir Frank's team into winners

Of all the cars that are housed in the impressive Williams' museum at their Grove HQ, none is more important than the FW07. This car represents the moment when all the stars aligned for Sir Frank's fledgling Williams Grand Prix Engineering concern.

Ahead of the 1979 season, the team had a talented young designer in Patrick Head, two race-winning drivers in Alan Jones and Clay Regazzoni, and significant funding from several Middle Eastern companies. Now all they needed was a competitive car – and that's just what Head and his colleagues delivered.

Lotus's pioneering 79 had proved that ground-effect technology was the way forward and Head set about creating his own version of that title-winning car, one with long sidepods, a small front wing, side skirts, and a stiff monocoque built from aluminium honeycomb.

The car made its long-awaited debut at the 1979 Spanish GP, the fifth round of the championship, but although it proved competitive, both cars suffered mechanical failures – something that would continue to plague the team over the next few races. It wasn't until the British GP in July that the car finally fulfilled its promise when, with a new undertray beneath the engine to help suck the car to the ground, Jones smashed Silverstone's lap record in qualifying. But it was Regazzoni who would claim the team's first race win after Jones retired. From that point on, the team never looked back, winning four of the remaining six races and coming second in the constructors' standings.

The following year, the FW07B, which was an evolution of the original car, swept all before it as Jones won five races and the drivers' championship and Williams took their first constructors' crown. So successful was the FW07 as a concept that iterations of it were raced successfully over nearly four seasons in total.

Over the next 15 years, Williams would consistently challenge for titles (and win some), but the car that started that legendary charge was the Frank Williams 07.

FW07 tech spec

Chassis	Aluminium honeycomb monocoque	**Transmission**	Hewland 5-speed manual	**Wins**	15 (6 with FW07, 5 with FW07B, 3 with FW07C, 1 with FW07D)
Engine	3-litre Ford Cosworth-DFV V8	**Wheelbase**	269cm	**Years raced**	1979/80 (FW07) 1980 (FW07B) 1981 (FW07C) 1982 (FW07D)
Power	485bhp	**Weight**	579kg		
		Drivers	Alan Jones Clay Regazzoni Carlos Reutemann		

PICTURES JAMES MANN

"THE BEST RACE I'VE BEEN TO"

Passion, drama and excitement from your greatest grand prix moments

MELBOURNE 1998 / JAMES VAN BREGT / 47 / UK

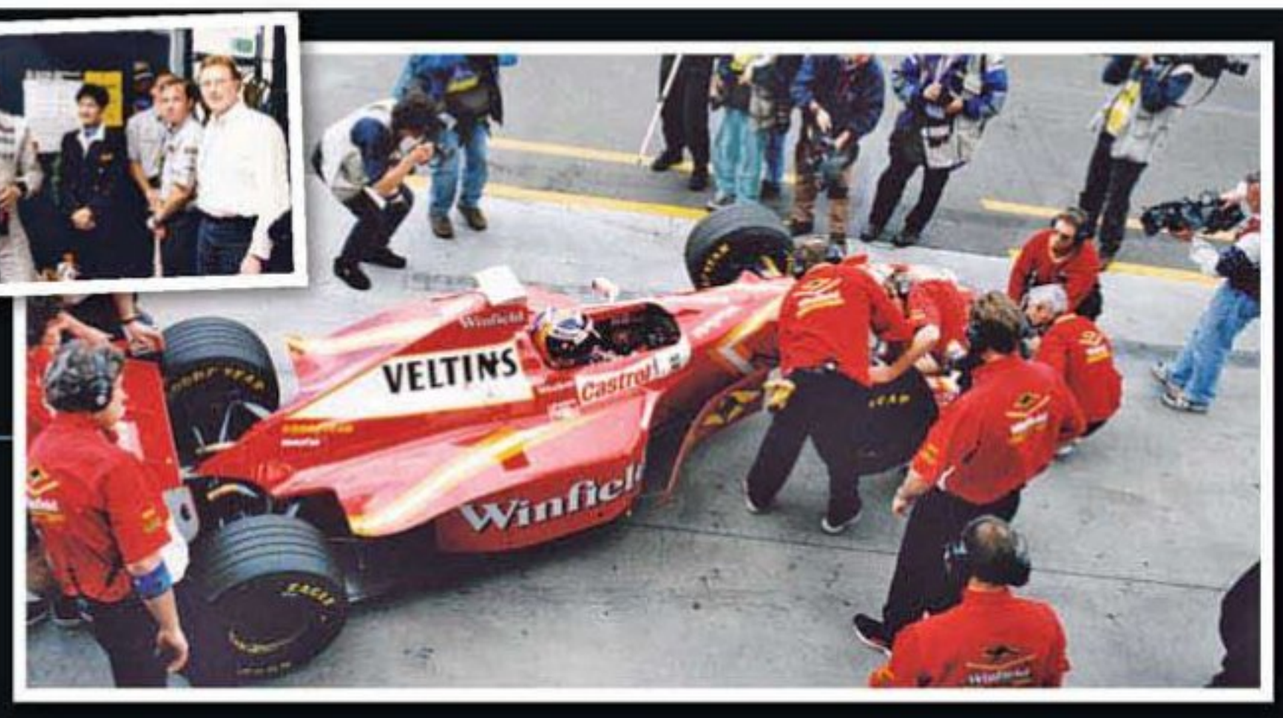
"We watched the Australian GP with DC's parents!"

"My friend Chris is a corporate travel agent and somehow he managed to secure free tickets for us to go to the 1998 Australian GP after a prize-winner turned them down. To say I was excited would be an understatement.

"When we checked into our hotel we were given passes to the Paddock Club. We went to the track on the Friday and headed to our suite to find tables with chequered-flag tablecloths, a bar serving whatever we wanted and a huge breakfast buffet. Best of all was an outside viewing gallery above the Williams pit garage, which overlooked the start/finish straight. We'd died and gone to motor racing heaven!

"On race day, we went on a pit walk and then into the paddock itself. Drivers and team principals were mingling and lounging about. When we returned to the suite, we watched the race with David Coulthard's parents, Joyce and Duncan, who couldn't have been more friendly and chatty.

"The GP is best remembered for McLaren's team orders, as Coulthard let Häkkinen past to take the win. After the race, DC visited our suite to enlighten us on what had happened. It remains the most awesome week of my life."



1998 AUSTRALIAN GP

- Häkkinen won after Coulthard pulled aside
- Frentzen was third and Villeneuve fifth
- Schuey retired on lap 5 with a blown engine

SINGAPORE 2008 / Rod Simpson / Australia

"I got to visit the first ever night race in Singapore"

"I've been an F1 fan for years and have been to the Albert Park circuit in Melbourne many times. For 2008 I was lucky to be able to go to the first ever night race in Singapore.

"The whole setting and the feel of the event was unbelievable and there was a real buzz in the city. On our way to the track one day, I was walking past the famous Raffles Hotel and spotted Jenson Button doing a Honda commercial out the front. I eagerly got up close to the action and, to my complete surprise, was ushered into the hotel with Jenson. He was such a nice guy – I had a chat with him and managed to get my picture taken with him as well.

"My trip to Singapore was a fantastic experience."

"Jenson was such a nice guy – I had my picture taken with him"

SPA 2011 / Mark Irvine / 29 / UK

"Getting onto the track at La Source was electrifying"

"I enjoyed my first GP at Spa in 2010 so much that I decided to go again in 2011. I was not to be disappointed. This time I managed to get on the pit walk and getting onto the track at La Source hairpin was electrifying – all my senses were tingling with the thought of the greats who had raced there.

"On Sunday, I stood at the corner where Bruno Senna had crashed in Friday practice before taking my seat. After the race, we were allowed to walk down Eau Rouge. It was the perfect end to a perfect weekend."

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YOU ASK THE QUESTIONS

Eddie Jordan

Flamboyant team boss turned... er, flamboyant BBC pundit, Eddie Jordan looks back on those wheeler-dealing days in the 'spooky' Piranha Club. These days, it's all about playing the spoons and *trying* to get pop stars' names right...

WORDS JAMES ROBERTS **PORTRAITS** LORENZO BELLANCA/LAT

Right in the middle of this interview, Eddie Jordan suddenly stops talking. As anyone who knows EJ will confirm, there's very little that can put a stop to the 64-year-old Irishman once he's on a roll. But then again, the surprise appearance of Bernie Ecclestone would be enough to stop anyone in their tracks.

Bernie is about to talk to the BBC about Bahrain, but we have taken up an area at the back of Mr E's office to do this interview. "I hope I'm not going to *disturb* you," says Bernie ironically to Jordan. To which EJ responds: "I should hope not too!" and follows that up with, "No lies to Jake please, Bernie." In return, Bernie presents his middle finger...

You can be guaranteed that any time spent in the company of Eddie Jordan is not going to be boring. Serious when he needs to be, maddening when the mood suits him, and downright hilarious to boot, it's these qualities that have made EJ such a great pundit in front of the television cameras. Here he answers your questions about his new-ish career in broadcasting, those years as a team owner – and exactly what the three little letters tattooed on the inside of his wrist actually mean.

How often do you play the spoons?
Alexandre Martos, France
Do you know, I played the spoons only this morning when we were being served up noodles while doing a piece to camera for the BBC, which went out on the Sunday morning show at the Chinese Grand Prix. They had never seen an Irishman play the spoons in Shanghai before, so that was a first. Love the question!

Sum up the 2012 stepped noses in three words please, EJ...
Liam Smart, Australia
It starts with an 'F' and it gets worse. They are absolutely shocking; the most appalling piece of architectural, mechanical design I have ever seen.

I still wear a B&H Jordan shirt and hat to all races I attend. Do you get a buzz when you see people like me still in your team colours, years after you sold the team?
Andrew Halliday, Australia
Of course! I'm just concerned – and pleasantly surprised – that after all these years there are still Jordan fans out there, and I'm a bit worried about the condition of the apparel they are wearing. Well, they must have been good quality, so who said I robbed the punters?

Was Ralf Schumacher actually any good as a driver or was he just riding on his brother's name? Did he really deserve his place in Formula 1?
Robert Ayres, UK
I'd like to put the record straight here. Ralf Schumacher was never riding on the back of his brother. He won six grands prix; he was an outstanding driver and, in many respects, didn't get the help he maybe could have had from his brother because there were times when they weren't talking. I have huge regard for Ralf.

Do you believe things would have been different for your team had Andrea de Cesaris won at Spa in 1991?
Sylvain Favier, UK
I don't know how many people know this, but at Spa we had a different engine and we were not aware that it used more oil. We hadn't been told and Gary Anderson is still furious to this day, because Andrea de Cesaris was second at the time and closing in on Senna. I would have →

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loved to have seen Andrea win; he did an unbelievable job for Jordan. I remember everyone was calling him 'De Crasheris' but actually he came up with the goods at all times.

Eddie, what's the most outrageous scene you've witnessed at a grand prix party?
Michael Buccioni, Canada
I think that one most definitely requires a reply from David Coulthard. I couldn't possibly incriminate anybody though...

Why did you say Franz Tost was the team principal of the year in 2011?
Lee Bishop, UK
When Ralf Schumacher first came to join me, Willi Weber gave us Franz Tost and I have never come across a more supportive, more technically aware manager. At the same time, Franz was a quiet man: he's not one for remonstrating or getting overawed. He is a well-educated, hugely talented, careful and understanding person. Toro Rosso are almost in a supporting role, which is a difficult situation to have to deal with, yet they have still emerged as a fabulous young team: just think of the drivers they have taken on. They're also not afraid to make decisions that might seem strange and almost arrogant to the outside world.

What are your thoughts on Rubens Barrichello's exit from Formula 1 – and why do you look so bloody fit these days?
Keith Forbes, Australia
God, I bloody love this. Keith you're a star, I'm going to have this question card framed... You know, it's hugely important to know when it is the right time to come into a business, but it's probably more important to know when to exit. I think I got it near-enough right – possibly a year too late – and, well, maybe the decision was made for Rubens.

I'm no fan of Rubens doing IndyCar. Even if he wins the championship, I just think that at his age he should be enjoying the happiness of having his family around him. Even someone like Michael Schumacher has to make way for younger, quicker talent eventually. And, in my opinion, Rubens has had an amazing career.

I recall the last interview Rubens did with the BBC; we spoke on the hill at Interlagos and he was hugely emotional about it all, as you would expect. I remember him as a young 19-year-old coming into Formula 1, and the amount of effort he made to find the funding and sponsorship to get into the Jordan team back then was unsurpassed. I cannot speak highly enough about Rubens: he's been a gentleman from the first day to the last and he's never had a bad word to say. A great guy.

If you could have two drivers from the current field racing for you, who would they be, and why?
Chris Stacey, Australia
Interestingly we did something last night with Jenson and Lewis, which is one of the funniest and most fun pieces we've done for a while. I don't really want to give it all away, but all I'll say is watch the build-up to the BBC show in Monaco: it was hilarious. One of them says, "What does it feel like to be in the same team as the best driver in the world?" and they get it wrong – watch it. In answer to your question, I'd be happy with any of six of the world champions who are on the grid this year. And I mean that truthfully – I'm not avoiding the question.

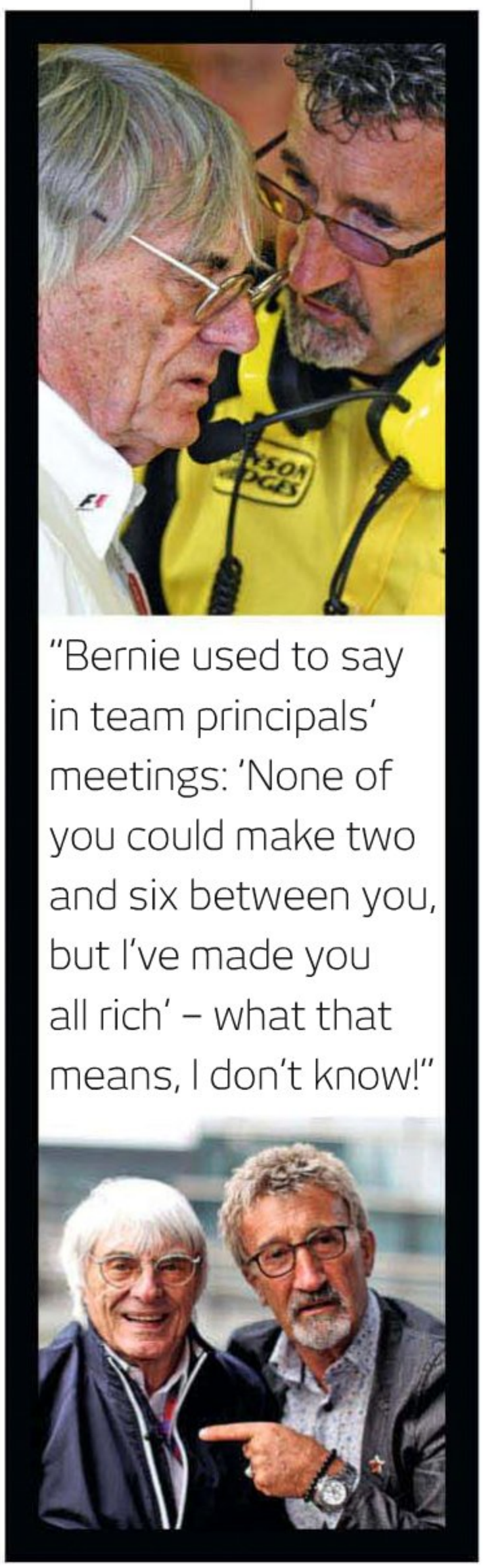
What has been your best moment while working for the BBC?
Chris Sartor, UK
Indirectly, the best moment was calling Paul McCartney 'George' because I don't mind having a bit of a giggle at myself. But the most important thing about that was the fact that he signed a shirt I bought for two quid at a market in India last year and it was sold for £107,000 for the Children in Need charity. It's not every day you get to interview Paul McCartney and to call him George was so stupid but, nevertheless, I wouldn't have changed it for the world.

Where is the Jordan car that Michael Schumacher drove on his F1 debut?
Richard Embrey, USA
That's a complicated point because there are a couple of cars. The first car Michael ever drove at Silverstone is at the Donington Grand Prix Collection, and it's still mine. I think Audi have the other car he drove, because I think at one stage Jordan didn't quite manage to pay all their bills to Cosworth at the end of 1991. The car became part of the settlement and then Cosworth was purchased by Audi.

What would you say is the greatest accomplishment of your F1 career?
Corinne Webb, Canada
Without any doubt my greatest accomplishment in Formula 1 was to survive it – there were days when I didn't think I could.

Would you say you are still annoyed with Ralf Schumacher for that crash with Giancarlo Fisichella in Argentina in 1997?
Richard Marsh, UK
I am! I'm actually still annoyed with both of them. Jacques Villeneuve was struggling with his car and you had two Jordan drivers in second and third and, beyond any doubt, a certain one-two. That's what you get when you have two very young drivers. Then again, no one believed that putting Fisichella and Schumacher together would ever work. When you look back, everything in those days passed by in a bit of a blur. And now you see how hard it is to achieve a second and third place.

I remember very clearly a great marketeer who was with British American Tobacco. His name was Jimmi Rembiszewski and he said: "Eddie I want you to remember one thing. A major part of the idea of Jordan is that it's →



"Bernie used to say in team principals' meetings: 'None of you could make two and six between you, but I've made you all rich' – what that means, I don't know!"

INSETS: LORENZO BELLANCA/LAT; STEVE ETHERINGTON/LAT

With BBC co-presenters David Coulthard and Jake Humphrey at Silverstone last year

"My best moment at the BBC was calling Paul McCartney 'George' because I don't mind having a bit of a giggle at myself. And he did sign a shirt that raised £107,000 for Children in Need"

important that you don't win too much." And I had to pull back and work out what he was talking about, because that went against everything I was striving for. But, on reflection, years later, he was right. Look at those years of Ferrari domination, do they get any credit for it now? Failure is part of the mystique.

Who was the most difficult driver you hired to drive for your F1 team?
Jack Leslie, UK
I couldn't say, but it might start with an 'I'...

What was the real reason that Heinz-Harald Frentzen was suddenly sacked?
Simon Cooke, UK
I still believe to this day that we had been told by Honda that we had to have a Japanese driver. It still haunts me because I remember going to his home grand prix, but it gave us engine stability going forward. And a lot of decisions to this day are made in teams that also defy logic. You will find an honest appraisal in years to come, but it was a horrible moment. He won several races for Jordan and could have won the world title.

Truthfully EJ, how often have you felt like calling DC a 'fecking eejit' on air?
Kartil Laijawala, India
Every few seconds.

How did it come about that Jean Alesi was living with you in his F3000 days?
Marc Soccio, Australia
Jean Alesi used to live with me because I got very annoyed with him. He was a bit of a prima donna in France and his sponsors Philip Morris loved him, but he crashed in the first couple of races. I said, "Right, you need to learn better English and you're coming to live with me; I need you in the factory every day to realise what a mess you are making with this car!" So he came to live with us. Eventually he was due to move out, but didn't for ages. My daughter then went to live in Avignon to learn French.

Your team were well known for running on a tight budget. What was the closest Jordan GP ever came to not racing?
Michael Ardron, UK
One year, the High Court in London issued a winding up petition and, by 2pm on the day of banking, if this money had not cleared, we would be wound up. We didn't have the money and we were 40 minutes away from going out of business, had it not been for an Irish banker who gave us one million pounds to pay the court. I had no idea he was going to do it until that morning and I would never wish to be in that situation again. It was a huge surprise.

BBC pundits Eddie Murphy and Jake Humperdinck say hello to famous former Rolling Stone George McCartney

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Do you regret selling your team?

Dani Damaa, UK

Actually, no, because of the fact that it's still there. A huge number of Jordan people are still at Force India, and they have been very loyal to the company and the new people. Team manager Andy Stevenson joined Jordan at 17, and 20-something years later, he's still there. I had dinner with him last night and the old Jordan bunch always meet on the Tuesday of the Monaco GP for lunch – me, Louise Goodman, Ian Phillips and Andy – and we remember the hillbilly days, because that's what they were at Jordan back then.

They were good fun, although deep down it was hugely serious; we confused people by acting like it was all a bit of craic and music and girls on the grid – but it would be wrong to say that was what it was really all about.

A sea of yellow: EJ back in the good old "hillbilly" days at Jordan... "Craic, music and girls on the grid, although deep down it was hugely serious"

Eddie, you thought Michael Schumacher was wrong to make a comeback – have you changed your mind now?

Katie Mason, UK

At the time I said he was wrong and I still believe that to be the case. And the reason is that he has a huge legacy, such a full list of achievements and such a good strike rate: every time he does another race he damages those statistics. And it's not that he's not enjoying himself – of course he is – I just revered everything that he did previously.

Tell us the truth, Eddie: what is it really like in the Piranha Club with Bernie Ecclestone as the ringmaster?

Eli Howard, USA

Well I'm still here to tell the tale. It was the most amazing journey and I am, without any question, the luckiest man on this planet. I've had a lot of fun in Formula 1 and the Piranha Club was definitely real. They were spooky days; scary days. But the fact is that I was able to pull through it and I'm still able to work in Formula 1. I'm not saying I was perfect along the way, as I was ruthless, hard and tough, but that's how you have to be in business. That I now have a second career with the BBC is great.

Bernie often used to say in team principals' meetings: "None of you lot could make two and six between you, but I've made you all rich" – whatever that means, I don't know! Certainly in terms of my life it's been a rich one because I've loved every minute of it.

What do you have tattooed on the inside of your wrist?

Richard Farmer, UK

When my daughter was getting married, she wanted something that the boys in the family could remember her by, and her calling card, which also happens to be mine, is 'FTB', which stands for: 'fuck the begrudgers'.

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INSETS: STEVEN TEE/LAT; CHARLES COATES/LAT; MARK THOMPSON/GETTY IMAGES; KER ROBERTSON/GETTY IMAGES; LAT ARCHIVE

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"If you want to win hire a Finn"

So said Finnish F1 champ Keke Rosberg – and Lotus have followed his advice by taking on a certain **Kimi Räikkönen**. Here, the Iceman and his team give an exclusive insight into their challenge for the title

WORDS JAMES ROBERTS
PORTRAIT ANDREW FERRARO/LAT

Rosberg's famous mantra has done the job for Williams, McLaren and even Ferrari in years gone by. And now Lotus, the Enstone-based team formerly known as Renault, seem to have taken his suggestion on board as they set their sights on another world championship. Make no mistake: Kimi's two-year sojourn in rallying has done nothing to blunt his speed. He's as quick as ever and a natural team leader – and now he has a decent car there's a real belief that the Finn *can* win a world title for Lotus. With the team set to make their 500th grand prix appearance at Monaco this year, the crown would be a welcome boost for a squad keen to emulate past glories.

Despite the recent changes of name, the team's lineage is clear. This year's chassis, the E20, is a celebration of the squad's 20 years at the Whiteways Technical Centre, just outside the tiny village of Enstone, and the three stars on the top of the chassis refer to their three world titles. Not those won by Colin →

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"It makes everybody's life a lot easier when the car is quick"

It all started to come together for Lotus in Bahrain when Romain Grosjean took his first ever podium with third place...

... and team-mate Räikkönen scored second, moving the team to third place overall in the constructors' standings

MAIN IMAGE: LORENZO BELLANCA/LAT. INSETS: ANDY HONE

Chapman's Lotus, but those scored by the little team who started out in F1 as Toleman, took both titles as Benetton with Michael Schumacher in 1995, then blossomed into Renault and won two more crowns with Fernando Alonso in 2005 and 2006.

It's fair to say the team have been reeling over the past few seasons. A number of crises have rocked this corner of rural Oxfordshire leading to some notable high-profile departures. First the 'Crashgate' scandal led to the pull-out of title sponsor ING and the removal of two key figures, Flavio Briatore and Pat Symonds, the latter a stalwart of those early Toleman days. Then the team bid farewell to their talisman Fernando Alonso. That was followed by the quiet departure of Renault who are now present only as engine supplier to the team.

With the arrival of new owners, Gerard Lopez and his Genii Capital financial group, and the appointment of Eric Boullier as team principal, there have been a few rocky moments along the way. There has been a shortage of funds, a complicated legal dispute over naming rights, technical innovations that have backfired, not to mention the serious rallying accident that befell Robert Kubica – all of which have hampered the team's rehabilitation process.

But as the 2012 season reaches Europe, it appears that the teething problems are now being resolved as the team continued on their upward cycle of growth. The appointment of Kimi Räikkönen was a significant shot in the arm, allied with the signing of new sponsors over the winter; the arrival of Total-backed Romain Grosjean (the 2011 GP2 champion who's been given a second chance at Formula 1) and the continued excellence of their innovative technical director James Allison. Suddenly, the Lotus E20 is living up to its heritage and is delivering results. That double podium in Bahrain was an early indication of future potential success.

"It makes everybody's life a lot easier when the car is quick," enthuses Kimi Räikkönen, who's in an unusually chatty mood today. "If you have a bad car then the atmosphere changes and everyone is less happy. It definitely helps that the baseline of the car is good and there's a good group of people here."

The only question now is whether – in this year of topsy-turvy results – the inscrutable Finn can take the E20 to the top step of the podium and mount a serious title challenge... →

Räikkönen is in a talkative mood – perhaps the relaxed atmosphere at Lotus has rubbed off on him? "I'm with an English team again, completely different from McLaren – it's more easy-going."

Last summer, Eric Boullier refused to talk about Kimi Räikkönen. Full stop. He laughs when reminded about this. "Yes, you're right, but it was a simple story, really." You might remember, that Kimi was being touted as a potential team-mate to Robert Kubica for the start of last year. But that was after just one phone call from Kimi's management and suddenly it blew up out of all proportion. "I learnt a lesson after that," Boullier says with a smile as we talk in Lotus's hospitality suite at the back of the F1 paddock. "I decided that if anyone asked about Kimi, I would not say a thing. No way. But as you saw, he wanted to come back to racing and then after he spoke to Williams, he did come and talk to our team again."

Boullier concedes that the loss of Kubica was a huge blow for everyone and – sorry, Nick – the appointment of Heidfeld as his replacement didn't inspire anyone. But as soon as Kimi's signature landed on Boullier's desk in Enstone, the response was immediate.

"When Robert had his accident, it was a big loss for us, but to have Kimi on board after a difficult and frustrating year is like a big ball of oxygen for the people in the team," explains Boullier. "To have the name Kimi Räikkönen at a team that has previously had world champions is significant. We need a leader, he is that, and although people questioned us after his two-year absence, straight after the pre-season tests we were smiling..."

Räikkönen and his team-mate Romain Grosjean have already started to upset the current established order. When Michael Schumacher returned to F1 after a three-year hiatus, his performances were questioned. Kimi, on the other hand, has lost none of his pace, but don't forget he's 11 years younger. There is no one better qualified to judge Kimi now than Mark Slade, his former engineer at McLaren, who is working with the enigmatic Finn once again at Lotus.

"It's as if he hasn't been away at all – he's still just as sharp as he was," says Slade. "It's not in the least bit surprising really. I think he feels a little more at home in this team than in his previous ones because we're more relaxed in our approach and don't have as many pressures in terms of PR and media. But he's exactly the same person that I knew at the start of 2002 and that's the great thing about him."

It's worth putting to the man himself: *is* he happier racing for this team?

"Every team is different. In the past I was with one Swiss, one English and one Italian team and they have different cultures and work in different ways. Now I am with an English team again, completely different from McLaren, with a more relaxed atmosphere, more easy-going, I enjoy it and hopefully that will continue to be the case in the future," confirms the Finn. "I've always enjoyed the racing and the driving; if I had a choice, I wouldn't do all of the other side."

Several untruths are attributed to Kimi Räikkönen. Because he's not interested in the 'other side', the media, the PR, the corporate front, he often gets labelled as being, 'unmotivated' or 'lazy'. Speak to those who work most closely with him, however, and they'll tell you otherwise. "He doesn't give a damn about anything other than going fast," says Eric →

Romain on being a rookie. Again...

It was during Renault's downward spiral in the aftermath of 'Crashgate' that Romain Grosjean got his first F1 call-up. And the circumstances of the team's dejection and his speedy disappearance could easily have ended his F1 aspirations there and then. But with focus, a certain amount of pride swallowed and renewed vigour, Grosjean has been given a second shot at Formula 1 and, as GP2 champion, is proving that he has the pace worthy of a seat. And he can see a change

for the better since his first outings with the team.

"The atmosphere at Enstone now is completely different to when I first raced with them," says a relaxed Romain. "There is a winning spirit today and I've spent a lot of time at the factory watching the car develop from its beginnings as a carbon-fibre mould right through to the first fire-up and I've been amazed by the work that they've put in.

"When you start a season with a good car, you know that if you can maintain development throughout the year then you can challenge the top teams more and more. This is a great sign for the future because we want to fight for the world championship in the next couple of years. Obviously the frustrations build when the expectations are higher, but it's clear that this team

PHOTOS: ANDREW FERRARO/LAT; LORENZO BELLANCA/LAT

are now in an upward cycle after years of no success, the time is now right.

"Kimi is quick, there is no doubt about that as from only his fifth lap in testing he was on the pace – you can see that our setups are quite similar, but I was able to see on the telemetry the places where he was quicker. In Malaysia it was in the slow corners, Turns 1 and 2 and the last corner – we analysed why I was losing time there and it's good for me to learn and to improve.

"I'm in a perfect place right now, it's a dream come true to be back. I lost it once, I know how much it means to me and I'm back now. And it tastes even better."

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Boullier. "That's all he's interested in: that is why he has this persona and people say that he must be difficult to handle, but he spends hours with the engineers – his primary focus is going quickly and he doesn't hassle himself with anything else."

His engineer Mark Slade concurs: "Most of what is written about Kimi is rubbish, and it's mainly written by people who don't know him. He doesn't actively promote himself and he isn't particularly talkative, but when it comes to feedback he is excellent. His feedback is very precise and he only deals with those issues in the car that are worth worrying about – 99 times out of 100 if you just go by what he says, you'll be there. I've worked with a lot of drivers and Kimi is one of the best and easiest to work with – and the best ones make all the work you put in worthwhile because they deliver the results."

And don't underestimate Kimi's almost freakish speed. Remember, this is a man who did one season of Formula Renault, then stepped straight into F1 and scored points on his debut. The underlying raw talent explains why his driving lifts not only the spirit of the team, but its performances, too. Yet it would be wrong to describe Kimi as aggressive behind the wheel: his driving is super smooth and precise.

Slade has worked with Mika Häkkinen, Fernando Alonso and Michael Schumacher in the past, and while it's hard to compare drivers who raced different machines, he can offer a unique insight into Kimi's driving and his speed.

"Some drivers don't like a sharp front end, which means they can be more aggressive with the steering wheel, but Kimi is the opposite because he coaxes the car into the corner," explains Slade.

"If you watch his on-board telemetry it looks as if the steering is moving quite a lot, but that is where he's feeling where the grip is the whole time, and I think that is why the steering hasn't been perfect for him in the early races; he requires very sensitive feedback, whereas some drivers tend to determine what steering angle the corner requires and go to that position. If it doesn't work, they correct themselves."

Spirits are high after that two-three in Bahrain. Even Kimi's managed to crack a smile. Well, sort of...

"I've always enjoyed the racing and the driving. If I had a choice, I wouldn't do the other side..."
Kimi on his PR obligations

There are many top drivers in F1, but only a few are ever classed as the very best and that comes down to consistency. As Slade explains: "Formula 1 cars are extremely difficult to drive and I don't think people appreciate the extreme precision and care a top driver has, because the tyres and aero performance are on a knife edge. You have to thread a needle very carefully for 50-60 laps during a race. Kimi can do that: he is *exceptionally* smooth and can go out there and nail it for a whole race and be within 0.1secs every lap." And don't think he can't be bothered, as his regular desire to set the fastest lap towards the end of a race is a sign that he's pushing the whole time.

Kimi's qualities are primarily focused on speed, to the point where, as Boullier explains, nothing else matters. The Finn just wants to compete but, as Slade recalls, there was a time when that was a concern.

"Yes, he just wants to drive the car fast and win races. Remember Indianapolis in 2005 when all the Michelin runners failed to compete? Well, I was not convinced he was going to pull into the pits with the rest of them. On the grid he was adamant that he just wanted to go out there and race and we had to make it very clear to him that it wasn't a case of 'if' the tyre would fail, it was actually a question of how many laps before it did. But he didn't seem bothered by that; he wanted to compete. He just wanted to get on with it and I was genuinely concerned he would take the start."

Speed. For some, it's an addiction...

It was surprising that Lotus (that's 'Lotus' as in the car manufacturer), declared in 2011 that they could no longer sponsor the F1 team. And yet, the Enstone outfit will continue to race under the name 'Lotus'. "It was not news to us," says Boullier. "We've known the situation for many months and we've acted accordingly. We have a long-term commitment to use the name and we believe in the brand and we are still linked to their sister company Proton. We've worked hard to get new sponsors, on board, including Microsoft. We're in a good position."

So be it Toleman, Benetton, Renault or Lotus, the team who are set to make their 500th start, are among the great survivors of modern times. They've been through many iterations, but keep on re-inventing themselves, and three times in the last two decades have gone on to win the championship. As for the future, they understand the errors they made last year, and the new E20 has righted a lot of those wrongs.

Boullier has a curious way of expressing the situation: "The car is a tree hiding in the forest," he says. "The technical skills are there, the car has a good baseline and now we need to push on. We are not the biggest team in F1, but we are in the top five and we need to keep this momentum going. We need to reinforce financially and we want to be in a position to be fighting for the world championship. We have the ambition and the means to do it and we need to keep producing the performances."

It seems that as their 500th grand prix start grows ever draws closer, everything is heading in the right direction. And at the helm of the operation is that rather speedy Scandinavian chap. So what does he think of Keke's mantra about hiring a Finn to win?

"Well, I don't know – for sure you can find a lot of bad drivers from Finland," he chuckles. "We've been lucky to be able to drive well from such a small country and the sport is very popular there. Maybe it's in the nature of the Finnish people – actually, if you look at the numbers, we don't win that often..."

But what about another world championship? Does he remember how it felt when he took the title with Ferrari? Can it be achieved again? And er... didn't he have a bit of a headache the day after he scored his lifetime's ambition?

"Hmm, I don't remember," he concedes, with a smile. "I think we drank more or less everything behind the bar that night and had a great evening. Then I went home to Switzerland, saw the wife and had some celebrations there. But I would have done exactly the same thing if I'd lost," he laughs.

And that's the beauty of Kimi. The best bit about it all – for him – is the raw speed. It doesn't matter about the circumstances, the first minutes of free practice, the last lap of qualifying, every lap of the race. Forget everything else: he wants to drive as fast as he can and the wins and titles will take care of themselves. For Kimi, a second world title is a very real possibility; for Enstone, it's time to enjoy the party.

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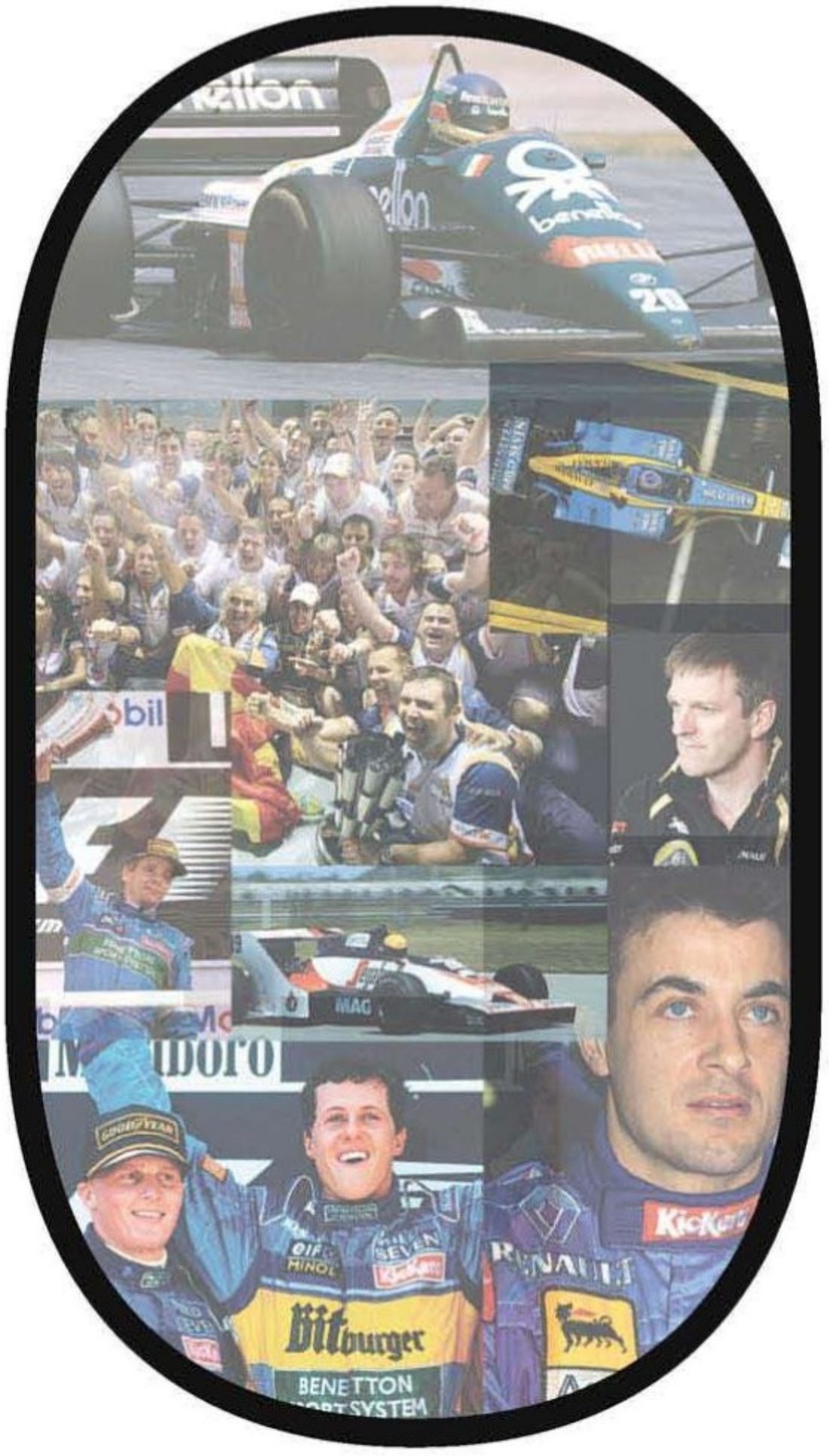
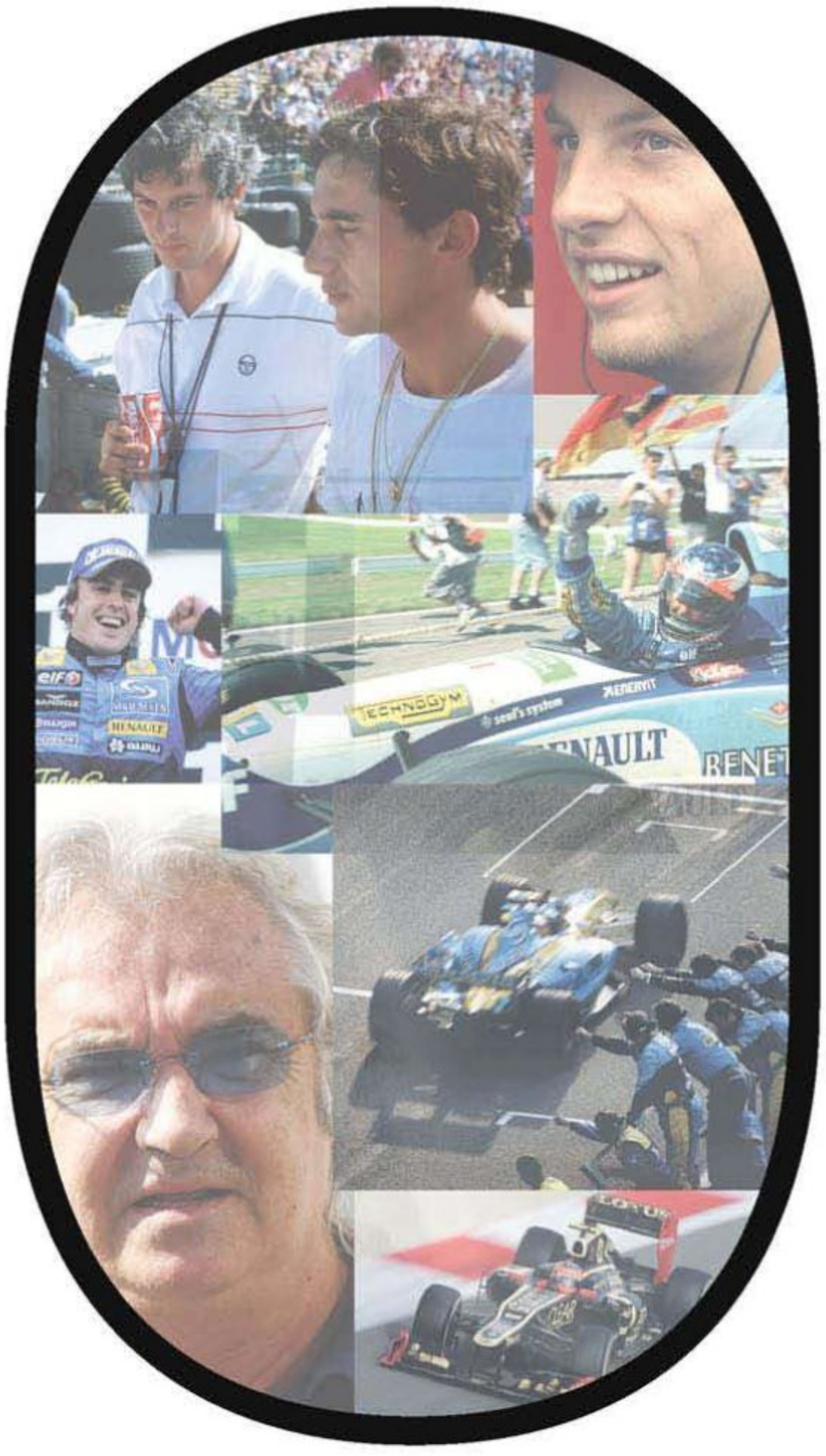


From failing to qualify as Toleman through championship glory as Benetton and Renault, to their new incarnation as Lotus, Formula 1's most chameleon-like team has seen plenty of highs and lows over the years. As the team approach their 500th race start, we look back over their interesting history...

WORDS PETER INNES



NOT OUT

The F1 world prides itself on moving fast, yet efforts to cling to its heritage are on the up. Ferrari aside, 1950s-era Formula 1 had all but disappeared three years ago. Now we have Pirelli tyres and a resurgent Silver Arrows... at this rate, goggles and oil-smeared drivers can't be far away.

Then there's Lotus. Colin Chapman's famous team entered F1 in 1958 and amassed 491 grand prix starts, making them a true F1 colossus. Today a different outfit races under that great name, an outfit with a long history of their own that stretches back through Renault and Benetton to their 1980s origins as Toleman. Rather curiously, the 2012-spec Lotus F1 team are set to break through the 500-race barrier. Yes, Lotus have competed in more races than Lotus. Do you follow?

It's little wonder then that the current, Enstone-based Lotus is so keen to highlight (and clarify) their glittering F1 story, hence the three stars positioned on top of this year's Lotus E20, which celebrates the outfit's three constructors' titles. After all, Kimi Räikkönen is the seventh world champion to race for a team that gave Ayrton Senna his first start and Michael Schumacher his second.

When Toleman made their F1 entrance over three decades ago did they dare imagine they'd reach the top of the world? Yes, actually...

"We're going to blow Formula 1 to pieces here. This car is just amazing." That is how Derek Warwick recalls the elation within the Toleman team as they fitted their all-conquering F2 car with a twin-turbo engine late on in 1980. This grand prix racing lark was an absolute breeze.

Months later, Toleman arrived at Imola with a new package for their F1 debut and Warwick was surrounded by autograph hunters. Okay, they yanked the pen out of his hand when Gilles Villeneuve appeared, but hey...

"Your first grand prix sends a shiver down your spine," says Warwick. "This was a great era to be in F1: you feel you're one of the elite. We went out first in practice to show we were on top of the job. I got about 50 yards from the pit exit – nowhere near Tamburello – when the thing stopped and caught fire."

The damage wasn't terminal: a pity, as it turned out. Initially 20 seconds off the pace, Warwick showed mighty bravery to halve that gap as he headed into final qualifying. He then told his team he'd cut straight across the Variante Alta chicane: "If it crashed, it crashed." When he duly failed to return, the mechanics feared the worst. Thankfully he'd →

PHOTOS: LAT ARCHIVE; SUTTON IMAGES

run out of petrol just in time or we'd probably have seen the first racing driver in space.

"When Toleman dominated F2, I was blown away by their professionalism," adds Warwick. "We thought that same design would be good for F1. Little did we know that it was, without doubt, the worst car out there. At times, we were ten seconds off the back of the grid. It was a disaster and got nicknamed 'the Flying Pig'."

Such professionalism was demonstrated by a technical line-up featuring Rory Byrne and Pat Symonds. But neither they nor engine manufacturer Hart had F1 experience, while tyre supplier Pirelli had been away for 20 years. There was too much missing knowledge – and no blank cheque to fall back on.

Powered by a turbo from a Magirus Deutz truck with lag you could measure with an egg timer, the DNQs mounted up. Further humiliation awaited at round 11 when the Flying Pig lacked the grunt to crawl up the steep Zeltweg pit exit and Warwick repeatedly pulled over in a cloud of smoke. Despite everything, team-mate Brian Henton made the Monza grid and Warwick followed suit in Las Vegas to begin the count to 500.

Money was tight in year two, so Toleman decided to race on half tanks at Brands Hatch to placate the sponsors. Warwick grabbed his chance, flying from 16th on the grid. "When you're in a quick car and passing all these great champions, you feel like a complete driver," Warwick explains. "When I passed Didier Pironi into Paddock Hill bend for second place, it was the first time I'd heard the crowd inside the car. I convinced myself they'd really filled the car up and I'd get a podium. When it stopped, the sadness was no act."

The plan worked and Toleman survived, coming of age with a competitive car in 1983. Still, the 'character-building' failures continued until round 12 at Zandvoort when Warwick brought the car home fourth, scoring points.

"There were journalists crying and even other teams were congratulating us," he says. "The whole pitlane was excited for us as they knew how hard we'd worked and what a big moment it was. It shows that there is some camaraderie and love out there."

That love does not extend to the original Flying Pig; it was crushed into a 15-inch ball that Warwick still has today: "Every time I see it, I feel sick and give it a kick..."

With his duck broken, Warwick took points in the last four races before being poached by Renault and replaced by a Brazilian rookie. Ayrton Senna was soon devouring Niki Lauda on his way to second at Monaco, Toleman's best-ever finish, before switching to Lotus.

Renault? Lotus? Hints of an unlikely future already, but the ailing squad's first knight had swapped the shining armour for brightly coloured Italian clothes...

★★★

"Benetton were cool, with music playing in the pits like Red Bull today," says Gerhard Berger of the outfit's second era. "But everyone worked hard and there was the killer instinct of a top team."

Initially just a sponsor, clothing chain Benetton took over late in 1985 and struck gold within a year with that elusive first win via Berger's Mexican non-stopper. "That was an unbelievable success for a small team," says Berger. "Rory Byrne was an outstanding aerodynamicist and we deserved it. We'd come close at my home race in Austria when I was pulling away before the battery failed, which was so frustrating. I was nervous about the tyre choice on the Mexico grid – but it worked."

Byrne had come a long way since the Flying Pig but, unlike Red Bull, Benetton were far from mounting a sustained challenge. It took Flavio Briatore's 1989 arrival to spark a run of seven seasons with at least one win. Briatore was looking to the future, so when Michael Schumacher blitzed Spa for Jordan in 1991, Briatore pounced.

Even then, crucial cogs were still missing. The team had long been getting by at Toleman's original Witney base but were finally starting to outgrow this rabbit warren in an industrial estate. In 1993 they moved across Oxfordshire to Enstone's Whiteways Technical Centre, a modern factory that had been planned for the ill-fated Reynard F1 project where Symonds and Byrne had briefly worked. Tom Walkinshaw assembled a technical group comprising chief designer Byrne and chief engineer Frank Dernie under recent arrival Ross Brawn. A chance at the title finally seemed plausible, but attitudes needed overhauling.

"Almost everyone thought they'd succeed if they had the fastest car," says Dernie. "When I was at Williams in 1979, I was lucky to learn that that just isn't enough; we were sometimes two seconds quicker than everyone and we *still* didn't win the championship."

Benetton tightened up testing systems and revolutionised strategy with an innovative software program. Brawn would spend hours analysing every "what if" while others were still winging it on the pit wall. There was a change in Schumacher, too.

"Michael thought testing was something somebody else did," recalls Dernie. "It took him all of 1993 to realise how important it was. His starts were awful too, so I insisted he did a practise start every time he exited the pits. By 1994 he was brilliant at them."

Apologies if that induces a seizure in anyone familiar with the politics that followed the shock of Senna's death. Electronic aids were outlawed but there was traction control, launch control... you name it and Benetton were accused of running it. Dernie believes otherwise, but is resigned to suspicions remaining "tattooed" in public perception.

If 1994 was a soap opera, Schumacher's six wins from the first seven races ensured he was always the leading man. Yet it was the one that got away in Barcelona that had the wow factor.

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NOT OUT

"Patrick Head was obviously relieved that Williams had won," says Dernie. "When I told him Michael had been stuck in fifth, his face darkened and I thought he was going to hit me. He couldn't accept that was possible and I must admit that, actually, none of us could. Michael changed the way he drove, taking a much bigger arc, and the only eventual time loss was when he should have been in sixth. It was astonishing and showed his genius."

Contact in Adelaide gave Schumacher and Benetton the championship, finally flying high 14 years after the Flying Pig.

"When you're serious about motor racing, you go about it assuming your objective is to win," adds Dernie. "So rather than feeling elated when you do, you feel pissed off when you don't. That's the mindset Ross really changed at Benetton. Of course some were unhappy about Michael winning by crashing into Damon. He never said he did it on purpose, but many believed he did – even within the team."

These new-found perfectionists did fail to win the constructors' championship, which was little surprise as Jos Verstappen's most memorable contribution was being set alight in the pits at Hockenheim. But they made amends a year later with the help of Johnny Herbert, who arrived via consecutive races for Lotus, Ligier-Renault and Benetton: a lightning tour of Enstone names.

Herbert was already acquainted with the Briatore regime from his first spell at Benetton in 1989. Just months after almost losing his feet, Herbert's option was nonetheless taken up by then team manager Peter Collins. Herbert was gloriously vindicated when he finished fourth on his Rio debut, but was unable to apply enough pressure at harder-braking circuits. When he failed to qualify in Montréal, Collins had already been ousted and Herbert was dumped too – over the phone, by Briatore's secretary.

Herbert's first test on his return to the team set the tone for his second spell. What was supposed to be two days of testing each for both him and Schumacher was gradually eroded until the Brit was left with just the final afternoon.

"Benetton had changed since my first visit," recalls Herbert. "Budget, organisation, engine: everything had been ramped up. I thought I had a chance at the title, but Michael had other ideas. We won the '95 constructors' title but under difficult circumstances due to dear Flavio. He was a hard guy as everybody now knows, and not always completely straight with drivers.

"Flavio's been very successful but it was always aimed at one driver. If that's not you, you haven't got a chance in hell. I could understand why Michael was his favourite because he was delivering. I put my hands up and admit I didn't deal with it the right way. I knew it would be hard, I just didn't know how hard..."

Herbert still won twice but after joining the Silverstone celebrations, Briatore blanked him on the Monza podium. Sceptics will argue that Herbert's biggest mistake was in facing up to an all-time great, but others reported similar treatment as they neared their Enstone exit.

Such an approach works fine until the star decides to leave. Schumacher duly jumped on a Prancing Horse, swiftly followed by Brawn and Byrne. Berger took Benetton's last win at Hockenheim in 1997 but describes his return as "stressful" rather than "happy", adding: "The whole philosophy was different and was nothing to do with the first team. I don't really blame anybody: teams change, people change, even →

"Michael was Flavio's favourite because he was delivering" *Johnny Herbert*

PHOTOS: ALEXANDER HASSENSTEIN/BONGARTS/ GETTY IMAGES; LAT ARCHIVE

I'd changed as I was at the end of my career. But it was a different team."

The way down is never as fun as the way up but this "different team" was overdue a different name. Same chief, though...

James Allison on 'Crashgate': "How could we be so stupid?"

When Renault took over in 2001, Briatore, who'd been sacked four years earlier, returned. During his absence, Benetton had an aero department three times smaller than Ferrari's. Now, with a budget worthy of the manufacturer era, the technical team grew back to competitive levels. Their new windtunnel ran 24/7 and glory beckoned once more.

A young Jenson Button briefly honed his craft at Enstone before being replaced by Fernando Alonso. Soon it was déja vu as the new chosen one charged to successive drivers' titles in 2005 and 2006, the team also collecting both constructors' championship gongs.

Unlike Schumacher's superstar engineers, Alonso's team slipped under the radar. But current Lotus technical director James Allison reckons late aero chief Dino Toso was crucial. There was also tight co-operation between Enstone and Renault's Viry-Châtillon base which continues in diluted form today. Even so, another slump followed as the star jumped ship.

"Alonso was a loss," says Allison. "But in 2007 we moved from Michelin to Bridgestone. When we won the titles we had an aft centre of gravity compared to other Michelin runners. That didn't work on Bridgestones so we had to move the weight forward and invent new front wings."

One year on, Alonso was back. After another poor start, Allison attributes the 2008 turnaround to Renault's perseverance with their car while others focused on rule changes. Alonso won two late races, but one was the notorious Singapore GP when Nelson Piquet Jr's timely crash showed the natural limit of one-car philosophy.

Allison was watching at home: "As it unfolded live I realised that if you were going to do it deliberately you couldn't have done it any better. I also ruled out that we'd done it deliberately for just that reason – because how could we be so bloody stupid? How could anyone expect that to survive even ten seconds of scrutiny?"

Strategists at other teams knew immediately, but F1's usual explanations were trotted out. Had Piquet not confessed, the investigation leading to bans for Flavio Briatore and Pat Symonds would never have happened.

"I nearly pulled out of working in F1 at that point, I was so fed up," says Allison. "You work so hard and try to do a good job then something like that pulls the rug from under you and robs you of any satisfaction. I saw how crestfallen and disgusted everyone here was. Absolutely grim..."

Allison credits acting team principal Bob Bell with sheltering the engineers from the fallout as they renewed their determination to re-establish the team's integrity. Even Renault's later withdrawal was not terminal, leading to the Genii buy-out and today's incarnation as Lotus.

It's a storyline worthy of the *Eastenders* postcode but the current Lotus E20 is a result of 20 years of work at Enstone. The steel generated by life at the top pervades the team's DNA, although Allison says a culture of camaraderie is in place from the early days. Throw in sponsor difficulties and the tendency for the 2011 car to catch fire and the circle is nearly complete. Now they just need to lose 20 seconds a lap.

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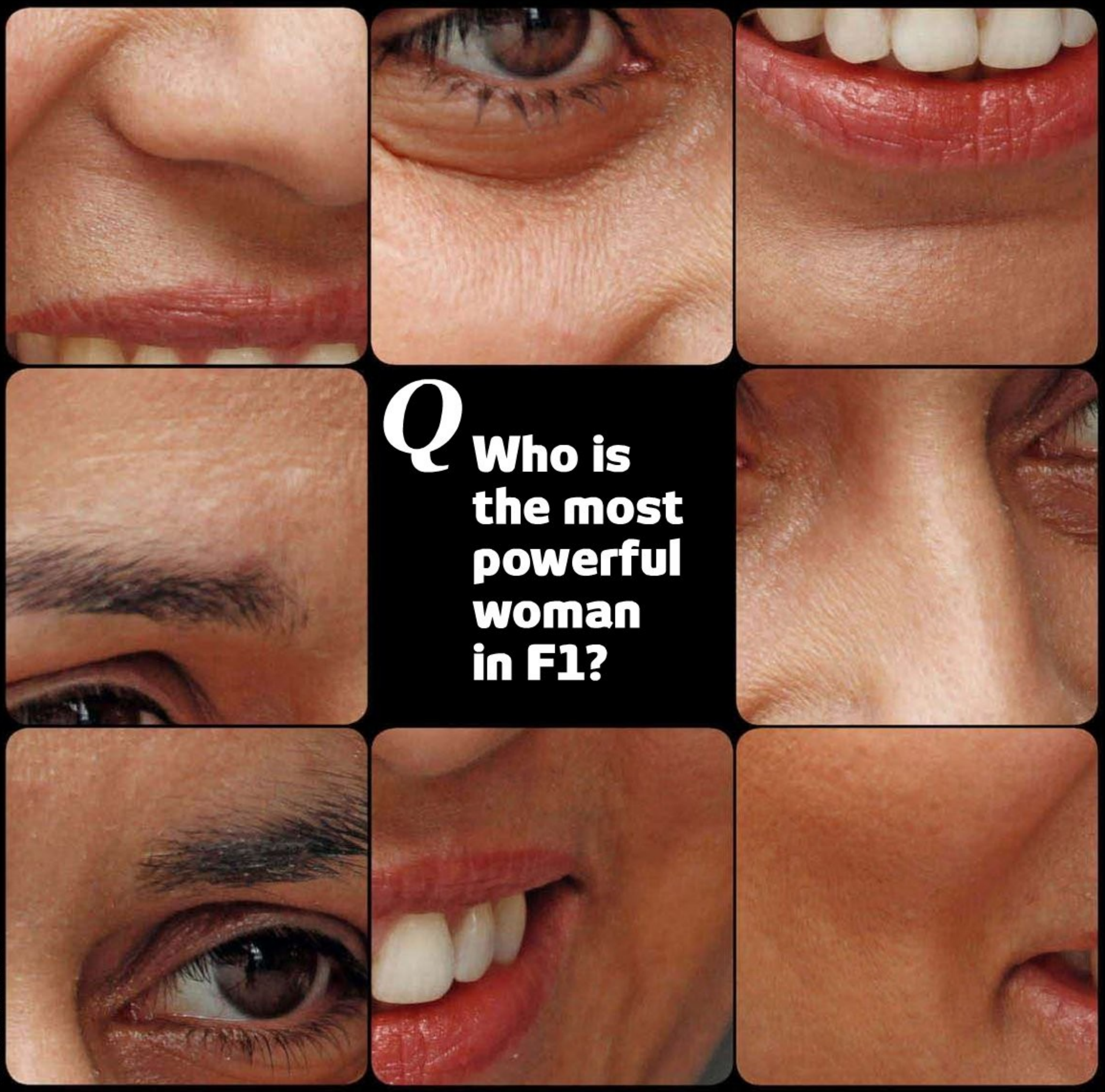

Q Who is the most powerful woman in F1?

PHOTOS: CHARLES COATES/LAT

When Peter Sauber retires, the job of team principal will pass to **Monisha Kaltenborn**. James Roberts asks: how did a law student wind up as the heir to a Formula 1 team?

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Surrounded by the spring blossom of the Shanghai paddock, Monisha Kaltenborn is chuckling as she recalls her flight over to China from Zurich, on which one of her fellow passengers turned out to be Kimi Räikkönen. The pair aren't exactly strangers as Monisha was working at Sauber in 2001, the year Kimi made his F1 debut with the team. But don't imagine the pair spent 11 hours in the air gossiping. "He said one word – 'hello' – and that was it," laughs Kaltenborn. "He's never been a big talker."

She then goes on to point out the similarities between hiring Räikkönen back then and taking on Sergio Pérez last year.

"Peter Sauber and I did have a certain satisfaction following Sergio's performance in Malaysia. If you remember, we got a lot of criticism of our decision to sign Sergio as many people were not really convinced about him," she admits. "But we were convinced from the beginning and, historically, we have a tradition of taking young talented drivers and using the expertise in our team to bring out the best in them – and that's what we'll continue to do."

The two sides to Monisha Kaltenborn are immediately evident. She's jokey in one breath and in the next extremely astute. These traits have seen the 41-year-old progress up through F1 and have won her a number of allies in the process – including a certain Bernie Ecclestone.

Following a number of team principals' meetings over the past couple of years, one senior paddock source commented that in all negotiations, it's been clear that Monisha is the cleverest of the bunch. And that's no surprise when you study her CV. Originally born in Dehradun, India, she moved to Austria in 1979 when she was eight years old. In the mid-'90s she qualified with a law degree from the University of Vienna and then worked as a research assistant at the UN Commission for International Trade Law and secured a master's degree in law at the London School of Economics, before practising in both Stuttgart and Vienna. So did she ever imagine, back in her law student days, that she would one day end up working in Formula 1?

"No, never, not even much later than that," she laughs. "Actually it all happened by coincidence because I received a job offer from a man called Fritz Kaiser in Liechtenstein and back then he was a co-owner of the Sauber team. So among the ten projects I had, one of them concerned the legal aspects of the F1 team at that time. And when Kaiser and Peter Sauber ended their co-operation in 1999, that's when Peter asked me if I wanted to join the organisation: I did, but I never really planned to be part of an F1 team."

So when she started working for the Sauber team, did she ever think that one day she was going to end up as team principal? "No, not at all! I really never expected it to end up like this. When BMW bought the company, I continued on in my position and when Peter bought the team back in 2009 he didn't want to be involved in the day-to-day operations. He needed someone who knew the company, had been there long enough and knew what to do. →

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"Peter needed someone who knew Sauber, had been there long enough and knew what to do"

"So as the head of the legal department and a member of the board, I helped out and, at that time, we had a lot of work to do. We had to secure our grid slot and we had to work out our commercial issues, and that's how I came to take over that position. And now, this next step was not what I expected."

At present, Peter Sauber has not decided the exact date he intends to officially step down from the position of head of his eponymous team, but as he nears 70 he concedes the time has come for someone else to take up the reins on the pitwall.

"The day he retires is entirely up to him," says Kaltenborn, who will become the first female team principal in Formula 1 history. "As a team we can only benefit and learn, because he is one of the few founders of a Formula 1 team who is still involved. He has 40 years of experience and when you think that we've always been based in Switzerland and now after 20 years we are the fourth oldest team on the grid, then it's an amazing achievement."

Peter Sauber is a rare breed: he and Sir Frank Williams are the only two founders of F1 teams who are still at the helm. But the fact that there are only two of them, indicates how much the sport has changed in the past few decades. Once, great engineering brains along the lines of Colin Chapman ran F1 teams. Then came a period of entrepreneurs, with the likes of Flavio Briatore heading up a championship-winning team. Now it is the turn of the lawyers such as Monisha and Adam Parr who, up until the Chinese GP, was the legal-eagle-turned-chairman of Williams. It's says a lot for the current state of F1 that teams are increasingly run by legal brains, rather than engineering ones.

"Absolutely and I think everything that has grown in respect to this is down to Mr Ecclestone, notably beyond the financial and commercial side. The further it goes, the more you need the regulatory framework, particularly in terms of drivers' contracts, sponsorship agreements and promoters. It needs a framework and maybe the legal mind is more useful to this," argues the Indian-born, Swiss-domiciled Austrian. "The teams are no longer where they were 20 to 25 years ago. Today, they are →

Working in a male-dominated sport is no issue for Kaltenborn, who sees similarities with life in the financial sector

Monisha attributes the growing number of legal brains in F1 to Bernie Ecclestone

Kaltenborn is keen to continue Sauber's long tradition of hiring young talent like Kobayashi

PHOTOS: CHARLES COATES/LAT; GLENN DUNBAR/LAT

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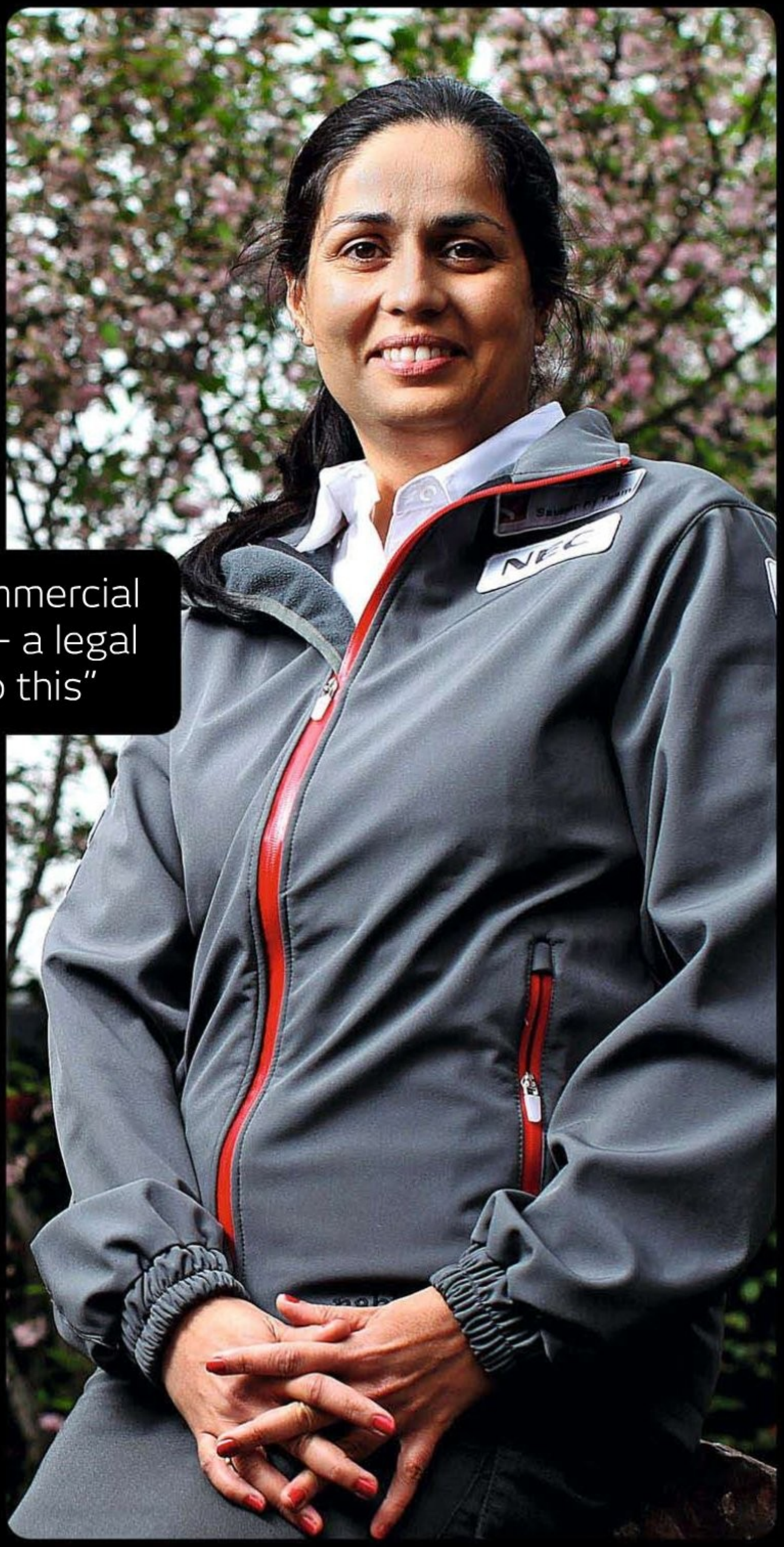
CV

MONISHA KALTENBORN
Age 41
Born Dehradun, India
Nationality Austrian
Lives Küsnacht, Switzerland

2012	CEO Sauber Motorsport AG
2001	Member of the Sauber board of management
2000	Sauber Group, head of the legal department
1999	Fritz Kaiser Group; legal and corporate affairs for Sauber
1998	Worked for law firms in Stuttgart and Vienna
1996	Master's degree in international business law, London School of Economics
1995	Law degree at the University of Vienna; Research work for the UN Commission for International Trade Law in Vienna



"The financial and commercial side of F1 has grown – a legal brain is more useful to this"

commercial entities who try to be financially sustainable – and that's particularly important to teams like ours."

So does a legal brain revel in such taxing talks as the negotiation of the Concorde Agreement, the document that legally and commercially binds the teams and sport together?

She laughs again. "I can imagine negotiating more interesting things than the Concorde Agreement... because no matter how many contracts, legal and commercial issues there are, this is a very emotional sport and that's what we aim for. It's not about who has the best contract or the prettiest livery; it's about performance and the competition and that's very emotional. So that is by far the best aspect in it all."

But this is a tough sport in which to survive and it's also very male-dominated, so how hard has Monisha found this? She swats the question away with typical self-assurance and ease.

"It's tough, but it's alright and I also wonder why it's alright. Is it me or them? You have other areas, mainly technically dominated areas and the financial sector in which there are also more men than women, so it isn't just Formula 1. It's tough but it's a good feeling, although I wouldn't mind if there were more women around."

Monisha will be the first female lawyer to run an F1 team, but you suspect she won't be the last. For now, she's made it into the club and is one of its smartest members.

PHOTO: LORENZO BELLANCA/LAT

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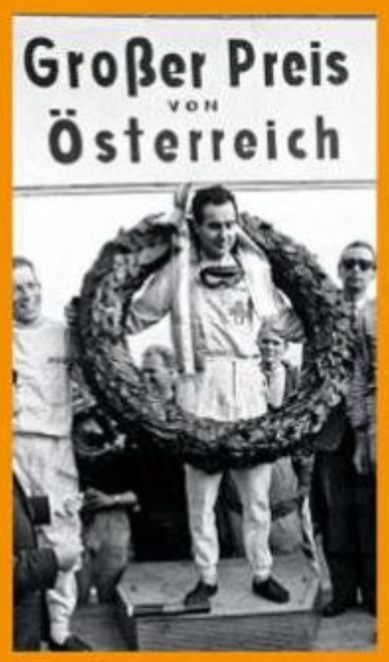
Inside McLaren's Mission Control

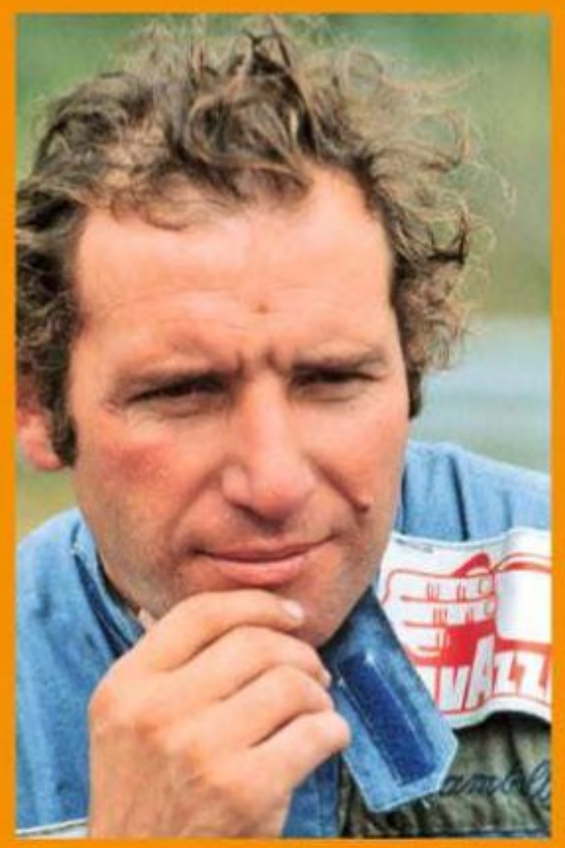
They spend every GP sat in front of their computers back at Woking but, as this excerpt from new book *McLaren: The Art of Racing* explains, these men are absolutely crucial to the team's on-track success

WORDS MAURICE HAMILTON **PICTURE** DARREN HEATH

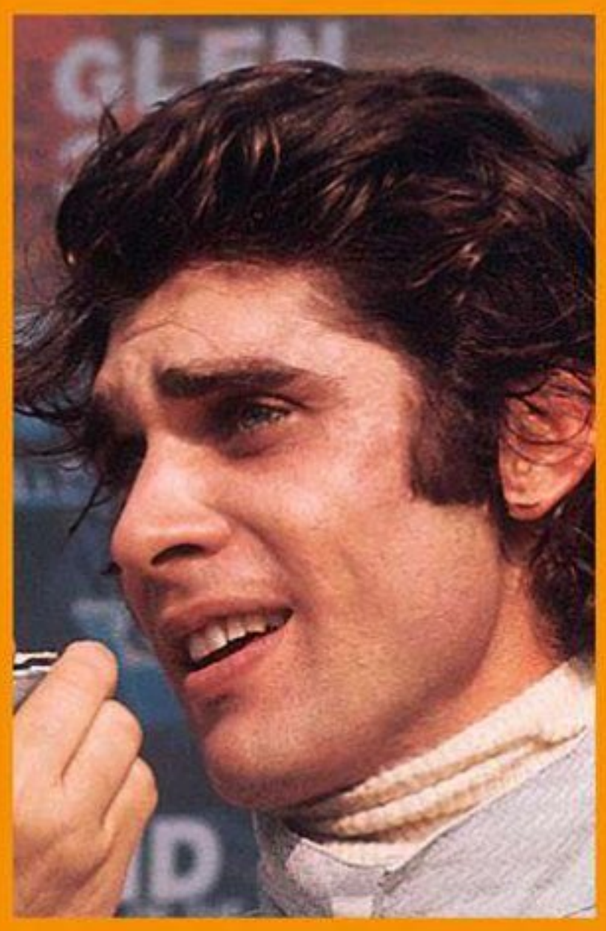
Thousands of miles from the action, a team of race strategists, systems engineers and engine analysts sit quietly in Mission Control, a room in MTC dedicated to giving measured and informed support during a Grand Prix. Supplied with every conceivable piece of information generated during frenzied activity at the racetrack, the technicians use the calm of Mission Control to deal with various scenarios as the race evolves and offer immediate solutions or changes to strategy. They will be ready to deal with a car having to start from the pit lane or the new circumstances created by a first-lap accident or the deployment of the Safety Car. Not only will the team in Woking be working out the best strategy for Lewis Hamilton and Jenson Button, they will also be advising the pit wall crew of the predicted stops of McLaren's closest rivals. While the race team celebrates visibly and loudly in the event of victory, their colleagues in Mission Control quietly share the success after playing a vital if unseen part.'

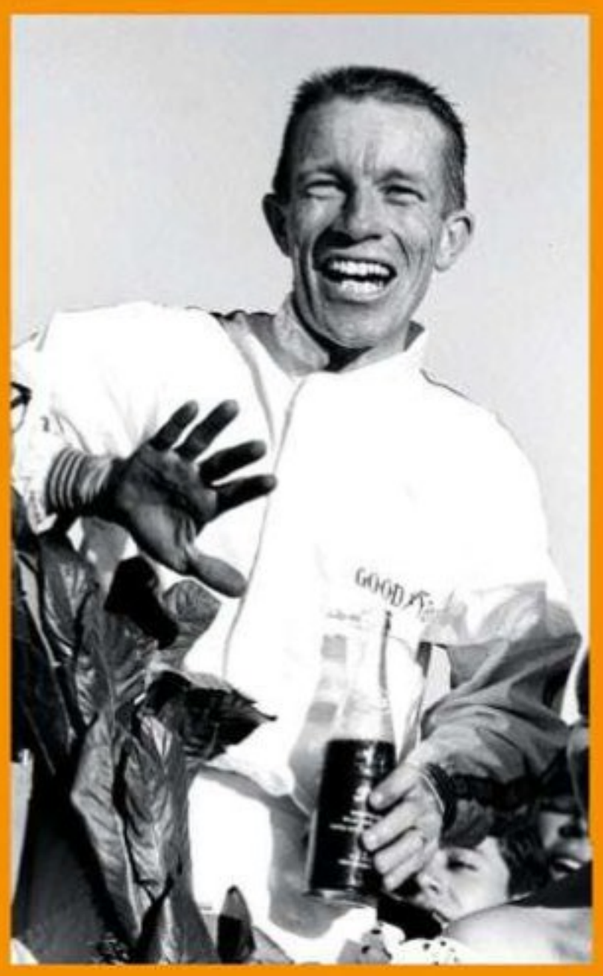
● *McLaren: The Art of Racing by Darren Heath and Maurice Hamilton is published by Prestel and priced at £99 in hardcover.*

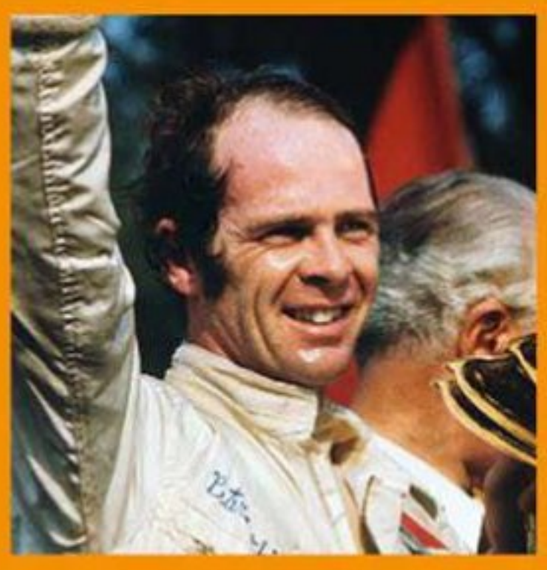


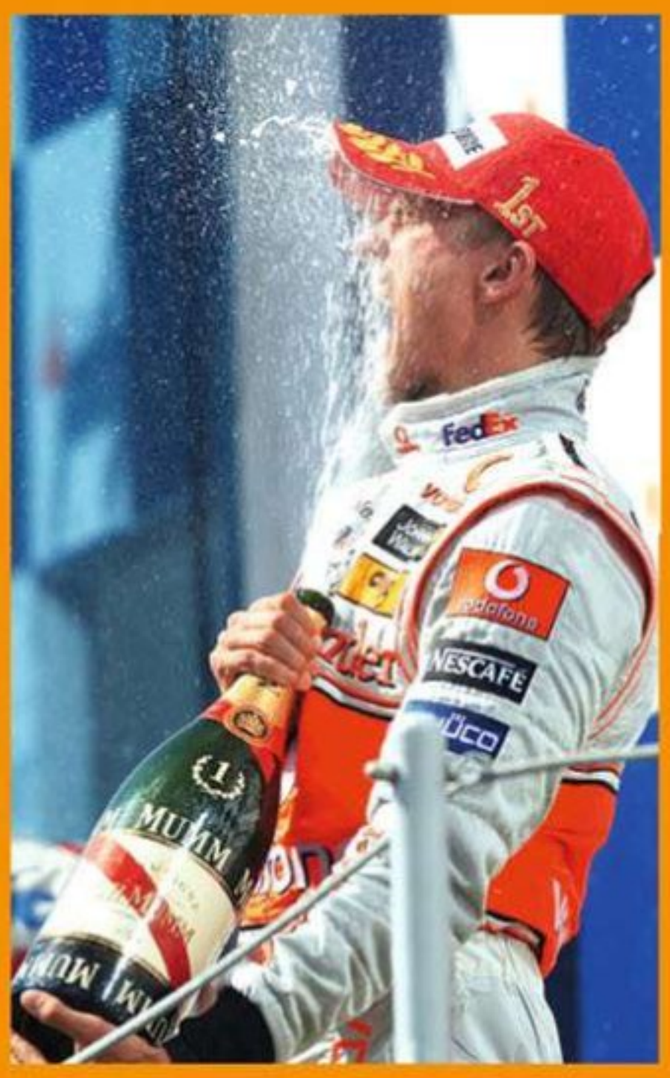


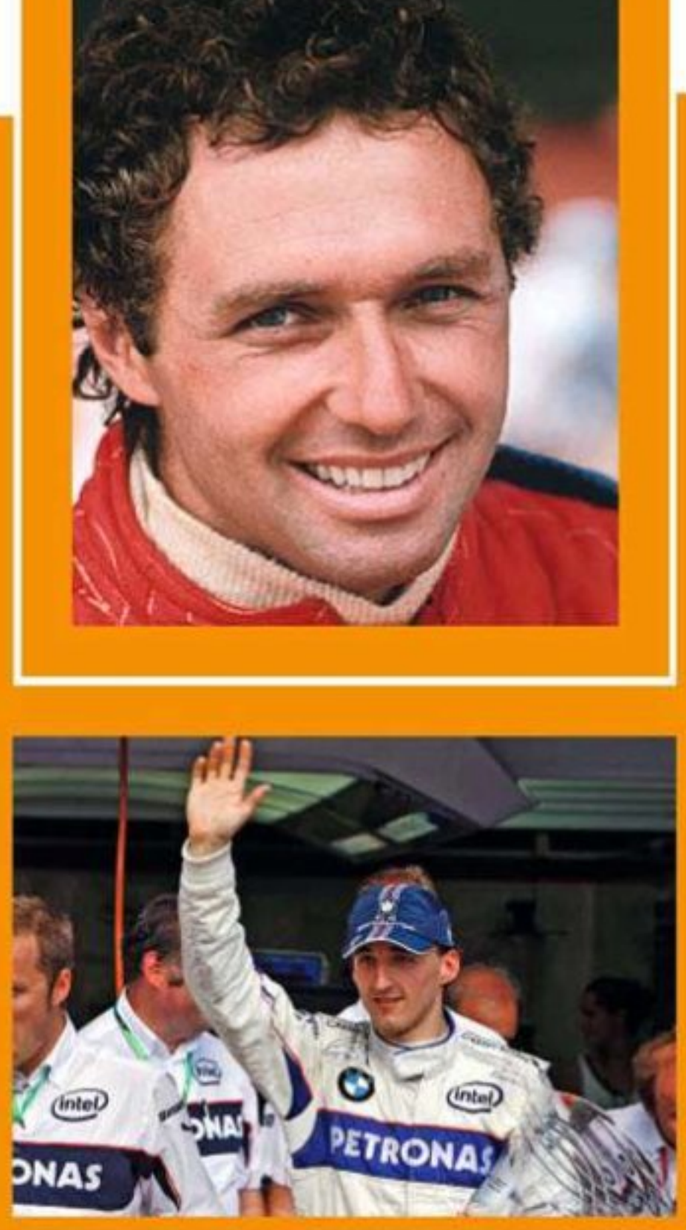
One-hit wonders

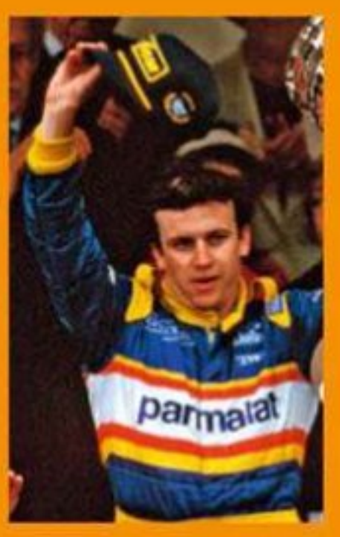












In China, Nico Rosberg took out what he hoped would be only a temporary membership of one of the smallest clubs in F1 as he joined the 22 drivers who have just a solitary GP victory to their name...

WORDS STEWART WILLIAMS **PICTURES** LAT ARCHIVE

They range from current drivers to undoubted stars whose careers ended prematurely, and include obscure drivers who weren't even in their cars at the end of the race. But they all have something that the likes of Chris Amon and Martin Brundle would sell the family silver for – and that's a GP win. Rosberg aside, here are the other 22 drivers who make up a *very* exclusive club...

They should have won more...

Heikki Kovalainen Hungary 2008

GPs started 94 **Other podiums** 3

When Heikki Kovalainen switched from Renault to McLaren in 2008, he knew he'd have Lewis Hamilton as his team-mate. What he didn't know was how completely Hamilton would dominate him. In Hungary, Heikki qualified third and, with Hamilton delayed by a puncture, looked set to follow Ferrari's Felipe Massa home. When Massa's engine expired with three laps to go, Kovalainen was there to step in. He became the 100th driver to win a GP but never came close again in his remaining season and a half at McLaren. Now he's at Caterham, a second win must seem a long way off.

Jean Alesi Canada 1995

GPs started 201 **Other podiums** 31

For years, Alesi seemed destined to take the mantle of 'best driver never to win a GP' from Chris Amon, especially when he chose Ferrari over Williams for 1991. But then came Montréal in 1995. He inherited the lead from Michael Schumacher when the German had a lengthy pitstop, and held on to win, although he ran out of fuel before he could make it back to the pits.

Jarno Trulli Monaco 2004

GPs started 251 **Other podiums** 10

Trulli's lengthy career should have garnered the Italian more than one win. The better of the two Renault drivers (Fernando Alonso was the other) in early 2004, he took his first ever pole at Monaco and drove a faultless race, leading 72 of 77 laps. His form deteriorated and he was dropped before the end of the year after a fall-out with team boss Flavio Briatore.

Gunnar Nilsson Belgium 1977

GPs started 31 **Other podiums** 3

At Zolder in 1977, Nilsson kept his cool in changeable weather when a sticking wheelnut dropped him back to eighth in his Lotus 78. He charged back to second behind Niki Lauda's Ferrari and, with 20 laps to go, took the lead to take victory. The talented Swede died from testicular cancer the following year, so we'll never know how many more races he could have won.

Jochen Mass Spain 1975

GPs started 104 **Other podiums** 7

Sadly for Mass, he will never be able `to look back on his sole GP win with much joy. It was the fourth and, ultimately, final race to be held on the Montjuïc Park street circuit in Barcelona and Rolf Stommelen was leading on lap 26 when the rear wing on his Hill GH1 broke. This sent him into the Armco then back across the track, where he hit the barriers on the other side before flying over them. Four bystanders were killed, Stommelen was seriously injured and it took four laps for the race to be stopped, by which time Mass was the new leader.

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Robert Kubica Canada 2008

GPs started 76 **Other podiums** 11

Before his rally accident in early 2011, Kubica was one of the hottest prospects in F1 and would almost certainly have added to his victory tally. An F1 return looks increasingly unlikely for the Pole, in which case, the chaotic 2008 Canadian race will remain his only win. Had Lewis Hamilton hit the back of Kubica's BMW-Sauber and not Kimi Räikkönen's Ferrari as the pair waited to exit the pits, then Kubica wouldn't be on this list. But with Hamilton and Räikkönen both out, Kubica hunted down team-mate Nick Heidfeld for a superb win and a surprising BMW one-two.

Right place, right time...

François Cevert United States 1971

GPs started 46 **Other podiums** 12

Cevert won the 1971 US GP at Watkins Glen, having taken the lead from Tyrrell team-mate Jackie Stewart. Despite skidding on oil, he finished 40 seconds clear of Jo Siffert. Second behind Stewart six times in 1973, he was being groomed to take over his mantle after the Scot retired. But it never happened: in 1973 Cevert was killed at Watkins Glen, scene of his greatest triumph.

Olivier Panis Monaco 1996

GPs started 157 **Other podiums** 4

The last thing anyone would have expected Panis to do from 14th on the grid at Monaco in 1996 was to win. He topped the pre-race warm-up then drove superbly, moving up to second behind Jean Alesi despite spinning on oil from Damon Hill's expired engine. Alesi was out with 15 laps to go and Panis became the first Frenchman to win in a French car at Monaco since 1930.

Vittorio Brambilla Austria 1975

GPs started 74 **Other podiums** 0

Brambilla's win at the rain-shortened Austrian GP was just incredible – as was its aftermath. He blasted past Fittipaldi, Lauda and Depailler before taking the lead from Hunt on lap 19. The race was stopped after 29 laps but when Brambilla was shown the chequered flag he got so excited that he drove into the barriers. He only just managed to coax a victory lap out of his damaged March.

Jean-Pierre Beltoise Monaco 1972

GPs started 84 **Other podiums** 7

It wasn't until the Frenchman switched teams from Matra to BRM in 1972 that he finally achieved the success he had craved. The torrential rain at Monaco suited him down to the ground and, after a great start, he swiftly moved from fourth place to first. Leading in those conditions without the spray coming off the other cars would have been a huge benefit but, nevertheless, Beltoise drove the race of his life to beat another rain expert, Jacky Ickx, by over half a minute. It would be BRM's last victory in Formula 1. →

Peter Gethin Italy 1971

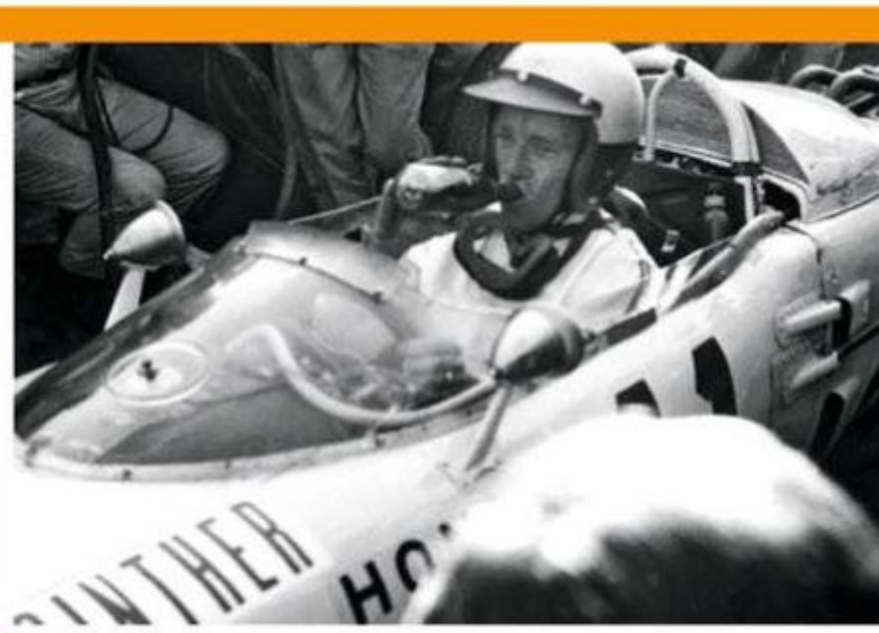
GPs started 30 **Other podiums** 0

If you're only going to win one GP, you could do worse than this belter. In the last of Monza's slipstreaming classics, five drivers – all seeking their first victory – were in a position to win on the final lap. François Cevert led Ronnie Peterson into Lesmo when Gethin's BRM scrabbled past. Cevert was forced wide at the corner and as all five cars approached the line, Gethin pipped Peterson by 0.1secs. Cevert was 0.08secs back and the top five were covered by only half a second.

Ludovico Scarfiotti Italy 1966

GPs started 10 **Other podiums** 0

Being the nephew of Fiat boss Gianni Agnelli, it was rather apt that Scarfiotti's sole win should come at Monza in a Ferrari. He'd made his debut with the team in 1963 but, due to injuries suffered at that year's French GP, had raced only sporadically for Enzo's team up until 1966. When John Surtees left Ferrari mid-season, Scarfiotti took his place. He qualified second in Italy, initially dropped down to seventh, then fought his way back to the front to beat team-mate Mike Parkes.



Richie Ginther Mexico 1965

GPs started 52 **Other podiums** 13

The Californian started his F1 career with Ferrari in 1961 and after two seasons with them and three with BRM, his reputation as an outstanding test driver ensured an invitation to join the fledgling Honda operation for 1965. At the final race of 1965, Ginther qualified third and took an early lead. Then, when world champion Jim Clark retired, he fought off a challenge by fellow American, Dan Gurney. The Honda held together and Ginther brought the team their first F1 win.

Innes Ireland United States 1961

GPs started 50 **Other podiums** 3

Ireland himself admitted he was fortunate to win the 1961 US GP at Watkins Glen, after early leaders Stirling Moss and Jack Brabham dropped out with mechanical problems. "I could not take Moss or Brabham," said Ireland. "Their cars were too fast. I had no fuel pressure in the last ten laps, and had a thimbleful of gas at the finish." The win was the first for Team Lotus, but that didn't stop Colin Chapman replacing Ireland with Jim Clark.

Giancarlo Baghetti France 1961

GPs started 21 **Other podiums** 0

Sadly for Baghetti it was all downhill after he became the only driver to win on his world championship debut. Baghetti, who hailed from a rich Italian family, had already won for Ferrari in non-championship races when a seat came free at the 1961 French GP in Reims, following Olivier Gendebien's decision to leave the team. When all the big names hit problems in the race, Baghetti was left to outdrag Dan Gurney's Porsche on the last corner for an unlikely win.

With a little help from Fangio...

Luigi Musso Argentina 1956 (shared)

GPs started 24 **Other podiums** 6

Both of the shared-drive single race winners did so alongside the great Juan Manuel Fangio. Musso got a chance to drive for Ferrari in 1956 and was an early leader in Argentina before slipping down to fourth, at which point he was ordered to hand over his car to Fangio. The home favourite rejoined in fifth and, when Stirling Moss retired, went on to win by over half a minute. At Monza later that year Musso refused to hand his car over to Fangio and was set to win again, only for a broken steering arm to force him to retire from the race.

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Lucky, lucky, lucky...

Alessandro Nannini Japan 1989

GPs started 76 **Other podiums** 8

Unfortunately for Nannini, he wasn't first past the chequered flag for his only GP win. He was running third when Ayrton Senna had his infamous coming-together with McLaren team-mate Alain Prost. Senna restarted and passed the Italian but was later disqualified, so Nannini at least got to stand on top of the podium. He was due a second win in Hungary a year on, but clashed with Senna. Four races later, his F1 career was ended when his arm was severed in a helicopter accident.

Carlos Pace Brazil 1975

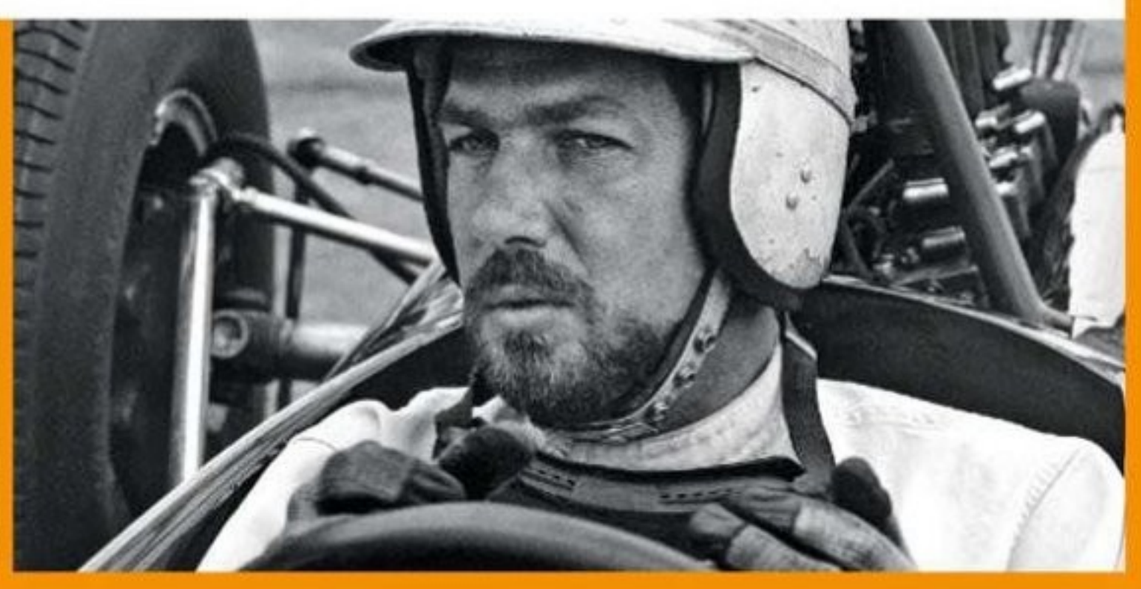
GPs started 71 **Other podiums** 5

The Brazilian GP is held at the Autódromo José Carlos Pace at Interlagos, a circuit named after the man who claimed his only F1 win in front of his home crowd in 1975. Pace's move to Brabham in mid-1974 provided the boost his career needed: on home turf, after a great start, Pace leapt from sixth to third. Race leader Jean-Pierre Jarier retired with ten laps to go and celebrations began as Pace crossed the line five seconds clear of countryman Emerson Fittipaldi.

Lorenzo Bandini Austria 1964

GPs started 42 **Other podiums** 7

Italian Bandini won his only F1 race in a Ferrari, although his career with the Scuderia was a chequered one. He signed up in 1962, entered three races and was dropped for 1963. Recruited again at the end of '63 and retained for 1964, Bandini's win came in the first Austrian GP to be held at the bumpy Zeltweg circuit. Dan Gurney retired with a suspension failure, handing the lead to Bandini. With only Richie Ginther and Jo Bonnier on the same lap, Bandini was never challenged.



Piero Taruffi Switzerland 1952

GPs started 18 **Other podiums** 4

With Luigi Villoresi injured and Alberto Ascari away at Indianapolis, Piero Taruffi assumed a more senior position at Ferrari for the first race of 1952. He was running a comfortable second behind team-mate Giuseppe Farina when Farina retired with electrical problems, handing Taruffi a straightforward victory by nearly three minutes. After 1952, he competed in only six more GPs before retiring in 1957.

Jo Bonnier Holland 1959

GPs started 104 **Other podiums** 0

Bonnier had a long F1 career, making his debut with Maserati in 1956 and last racing in 1971 in a privateer McLaren. But his undoubted career highlight came at Zandvoort in 1959. In the works BRM, which Cooper driver Stirling Moss had spent the week developing, Bonnier took pole in a tiny field of only 15 cars. For once luck was on his side, as the famously unreliable BRM P25 held together long enough for the Swede to deliver BRM's first championship victory.

Luigi Fagioli France 1951 (shared)

GPs started 7 **Other podiums** 5

Fagioli had been one of Italy's greatest drivers prior to the Second World War and had joined Alfa-Romeo for the inaugural F1 season. The 'Abruzzi robber' was brought back for the French GP in 1951 and, while chasing José Fróilán González's Ferrari, was ordered to hand his Alfa 159 over to team-leader Juan Manuel Fangio at a pitstop. Fangio went on to take what was then classed as a shared victory, while Fagioli actually finished 11th in Fangio's original machine. At 53 years old, Fagioli remains the oldest ever GP winner.

Testing times

Could bringing back an in-season test at their local circuit in Mugello, help Ferrari turn around their 2012 performance?

WORDS
JONATHAN REYNOLDS
PICTURE
ANDREW FERRARO/LAT

Fernando Alonso's brilliantly judged win in Malaysia aside, the first four races of this season were hugely disappointing for Ferrari. In a year when they were expected to mount a serious title challenge, they have found it hard to keep pace with rivals Red Bull, Lotus, McLaren and Mercedes – and they've even been outpaced at times by Sauber, who use a custom Ferrari engine. So what better place for the Prancing Horse to regroup and refocus their efforts than at their home-from-home: the picturesque Mugello circuit, just outside Florence in the glorious Tuscan countryside.

Mugello, like Fiorano, is owned and operated by the Scuderia. When the idea of re-introducing

an in-season test was mooted, the Italian team lobbied hard for their venue to host the event. Dissenters claimed the track lacks any relevance to the rest of the calendar but, in the end, Ferrari had their way. Yet little did they realise just how pivotal to their season this home test could turn out to be...

The day before the three-day test kicked off, the Maranello-based team held 'Ferrari Passion Day' at the circuit – an event where fans can meet members of the team. One particularly enthusiastic group had travelled over 740 miles from Genk in Belgium to attend the event.

"The championship is proving to be a real battle, but even if it's tough, the aim is still to win," Fernando Alonso told the assembled crowd. "Every sportsman has a strong spirit of competition within him, which means you can never give up."

The following day, as the mist and rain rolled in off the hills, 15,000 expectant *tifosi* looked on from the main grandstand as Alonso began his test programme in the F2012. It was a measure of the importance of the test to Ferrari that while Lewis Hamilton was at home and Jenson Button was taking part in a street demo in Budapest, Fernando Alonso was pounding around the 3.2-mile circuit along with regular McLaren test drivers Oliver Turvey and Gary Paffett for company.

The Spaniard tried out a new exhaust-exit setup and bodywork, but the main focus of the day was to increase understanding of the 2012-spec tyres – perhaps the most crucial factor in determining performance this season. Sadly for Ferrari and the other ten teams (HRT did not participate), torrential rain severely disrupted most of the day's running, with Alonso reduced to merely practising starts in the afternoon. Still, as he climbed from his car and waved to the fans in the grandstand opposite, the double world champion looked reasonably pleased with his day:

"I can only say that, for me, it was a pleasure to be driving at this track again: the first and only other time was back in 2001, when I was testing for Minardi. It's a spectacular track and it would be nice to be able to race on it."

Felipe Massa picked up testing duties on a sunny second day and got in plenty of mileage before Alonso returned for the final day to test several new aerodynamic components. But once again Ferrari suffered a setback; not the weather this time but an off for their star driver in which the left front corner of the car was damaged. The penalty? Two-and-a-half lost hours. Not what you need when you're already trying to make up time on your rivals...

Of the many things that Alonso has brought to Ferrari, the most obvious is his relentless optimism. "The feeling I have after the test is a positive one," he said after a full afternoon of running. "We've introduced a few small aerodynamic updates that have produced the response we were expecting, and that is the most positive news. It means I am confident for the future, in the short and the long term."

In the long term, anything less than a championship challenge simply will not do for Ferrari and their legion of followers. One thing's for certain though: Fernando Alonso won't be giving up.

MUGELLO TEST STATISTICS

The teams completed...

- 405 laps on day one
- 1,005 laps on day two
- 1,134 laps on day three
- 43 GPs in terms of equivalent distance

They got through...

- 3 sets of wet tyres in total
- 3 sets of supersoft tyres
- 20 sets of soft tyres
- 69 sets of medium tyres
- 92 sets of hard tyres
- 15 sets of intermediate tyres

Vive le Grand Prix de FRANCE

The French GP is a part of motorsport history, so why was it allowed to disappear and what steps are being made to restore it to the F1 calendar? The race could come back to either Paul Ricard or Magny-Cours but, as **Joe Saward** explains, the outcome will be decided by some serious political wrangling...

The French Grand Prix used to be the world's oldest surviving automobile race. It was the very first international event to be called a 'grand prix' and was one of the major events on the motorsport calendar until 2008. It was a race that switched circuits many times but settled in the 1980s at the Paul Ricard circuit, on a rocky plateau behind the city of Toulon, on the Mediterranean coast. The traditional early July race date meant that the GP weekend was usually pleasant, but the problem was that access roads were poor and, on a sunny day, people preferred to go to the beach.

When French teams and drivers were doing well in F1 in the 1970s and 1980s there were plenty of spectators, but changes to French legislation – most notably bans on tobacco and alcohol advertising and the privatisation of national companies such as Elf and Loto – meant that the sponsorship money began to dry up.

The number of French teams and drivers subsequently fell into decline but, in the late 1980s, the then French president François Mitterrand dreamed up a scheme that they believed would use motorsport to revive the economy of the Nièvre region, F1's political powerbase, creating jobs and boosting growth. The local authorities were encouraged to buy the sleepy old Magny-Cours racing circuit from one of Mitterrand's friends and large sums of money were provided for the construction of an F1-standard track and an industrial park. Guy Ligier, another old pal of Mitterrand, moved his F1 team to Magny-Cours and, in 1991, the government did a deal for the French GP. →

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circuit PAUL RICARD

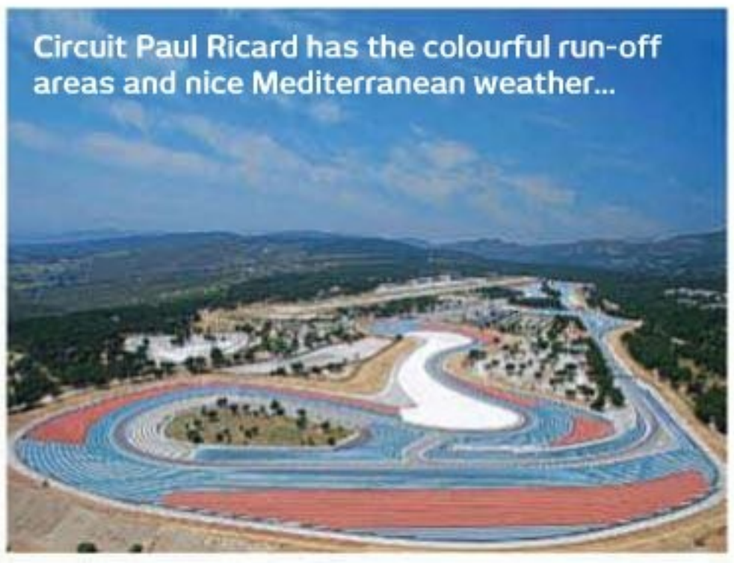
Paul Ricard is a more likely venue for the next French GP than Magny-Cours

Circuit Nevers Magny-Cours

PHOTO: AT ARCHIVE

It was a big scandal at the time because Magny-Cours never had the infrastructure to support a Formula 1 weekend. That infrastructure was supposed to develop as a result of the race and was meant to include a motorway to link the circuit to Paris but, once the deal was done, things slowed down. Mitterrand faded away and was succeeded by Republicans who wanted to spend money on other regions. Oddly, in the 1990s it was the Germans who came to the rescue as thousands of Michael Schumacher fans drove over in their campervans each year to support their hero: they didn't need hotels.

Interest from French fans continued to wane as the French drivers and teams disappeared. When Alain Prost took over Ligier, he announced he would move it to a new factory near Paris, but within a few years Prost Grand Prix had gone out of business and the *autoroute* to Magny-Cours stopped six miles short of the track. This created serious traffic jams in addition to the circuit's other problems.



Circuit Paul Ricard has the colourful run-off areas and nice Mediterranean weather...

"F1 does not want to go to Magny-Cours" *François Fillon*

...while Magny-Cours finally has an access road, but that's about all

Marcel Charmant, who was president of the general council of the Nièvre region after Mitterrand, led the fight to keep the race alive, cobbling together funding from local, regional and national authorities and then introducing a public-private company. When that lost money he gave up. Faced with the grand prix being cancelled, the Fédération Française du Sport Automobile (FFSA), under Jacques Regis, decided to take control and made energetic efforts to get more people to Magny-Cours. The fundamental problems remained and when Michael Schumacher disappeared from F1 at the end of 2006, the number of fans dropped again. The FFSA's financial projections for 2009 revealed that they risked losing £3.6million on the grand prix, which might threaten the very existence of the sporting club.

By then, there were no French drivers left in F1 and no French team (the Renault F1 team were never considered French) – and then, suddenly, there was no GP. Nicolas Sarkozy, who was President from 2007 until his defeat in the election in May this year, showed no interest in F1, but Prime Minister François Fillon is a racing fan and the brother of a leading official in the Automobile Club de l'Ouest, the club that runs the Le Mans 24 Hours. "France invented motor racing and it is home to two car manufacturers," Fillon says. "It is natural that we have a GP."

Following the demise of the French GP, Fillon looked for alternative venues. There were six projects in total: a revived Magny-Cours and five diverse schemes in the Paris area. One of the first plans was to use the infrastructure around Disneyland Paris, to the east of the capital, to create a temporary circuit, similar in style to Melbourne's Albert Park. It was a good plan and was supported by Prost and by sports promotion company Lagardère. The problem was that the Disneyland Paris company did not want any disruption and didn't really need the extra visitors. Plans for a permanent facility nearby were also ruled out, as were projects for permanent tracks in Sarcelles and Gonesse, two northern suburbs close to Paris's Charles de Gaulle Airport. For a while, however, it looked as if a project for a permanent race track next to the Renault factory at Flins, to the west of Paris might succeed. Fillon offered his support, but environmental issues got in the way. It was time for a new plan...

Fillon established a group to work on the project, led by Gilles Dufeigneux, his special delegate for sporting events. The group included Nicolas Deschaux, Regis's successor at the FFSA; Eric Boullier, the boss of Lotus F1 and manager of a number of drivers; André Maes, the promoter of the Belgian Grand Prix; and Gérard Neveu, who was in charge of Paul Ricard. These people and their advisors have been working for the last year to revive the grand prix.

"Building a circuit in Paris was not reasonable given the current economic situation," says Fillon. "F1 does not want to go to Magny-Cours, but as Paul Ricard does not require major work it seemed like the best option. We decided to go for a grand prix every two years, alternating with another event not yet determined." This concept has been agreed by Bernie Ecclestone and should start from 2013.

The plan is related to a project called Eco-Valley, which is modelled on the famous Silicon Valley in California, creating a high-technology cluster of businesses in the pleasant region surrounding Paul Ricard. A key player in this project is Christian Estrosi, mayor of Nice, former minister for industry in Fillon's government and one-time president of the general council of the Alpes-Maritimes département. To add to his credentials, Estrosi was also a grand prix motorcycle racer and even tried his hand (albeit badly) in the European Formula 3 championship in 1984.

Fillon admitted that the government "could not decently inject money into a project like this" and said it was not acceptable to have the kind of subsidies that Magny-Cours used to enjoy and so the project instead relied on →

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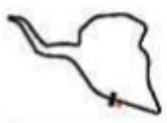
THE FRENCH CONNECTION

Renault currently supply engines to four teams on the F1 grid: Red Bull, Lotus, Williams and Caterham

Former homes of the French Grand Prix

		Years used	Races
	REIMS	1950-51, 1953-54, 1956, 1958-61, 1963, 1966	11
	**ROUEN-LES-ESSARTS**	1952, 1957, 1962, 1964, 1968	5
	CLERMONT-FERRAND	1965, 1969-70, 1972	4
	LE MANS BUGATTI	1967	1
	PAUL RICARD	1971, 1973, 1975-76, 1978, 1980, 1982-83, 1985-1990	14
	DIJON-PRENOIS	1974, 1977, 1979, 1981, 1984	5
	MAGNY-COURS	1991-2008	18

PHOTOS: STEVEN TEE/LAT; GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; MARK THOMPSON/GETTY IMAGES; B BIANCOTTO; LAT ARCHIVE

Main: Laffite leads at Paul Ricard in 1980, France's F1 heyday. Right: Prost GP in 2001, as French interest begins to wane. Below right: the new wave of French talent... Pic, Grosjean and Vergne

PHOTOS: CHARLES COATES/LAT; GLENN DUNBAR/LAT; CLIVE MASON/GETTY IMAGES; LAT ARCHIVE

funding from local governments, chambers of commerce, sponsors and private investors. The plan was to raise somewhere in the region of £15million for the rights fees and a further £9million for the event expenses. The budget predictions allowed for a small crowd and, as the French election approached in April, Fillon was able to announce that a deal was nearly there. They were short of only £1.2million.

In the days running up to the Bahrain Grand Prix, an agreement was made between France's sports minister David Douillet and Bernie Ecclestone that will see the French Grand Prix return from next August or September and run on alternate years for the next decade. The plan is to hold the event at Paul Ricard, but at the same time there have been rumblings coming from Magny-Cours once again.

France now has Renault supplying engines to four teams and there are currently three young Frenchmen in Formula 1. Meanwhile, both Renault and Total are keen to make the maximum use of their involvement in F1. And down in the Nièvre, the *autoroute* that held up progress for so long was finally completed at the start of 2011; it's now possible to drive right up to the gates of the circuit.

Magny-Cours wants to be considered for the French GP again. Ecclestone is not keen, but Patrice Joly, the new president of the Conseil Général de la Nièvre, who took over last year from Charmant, has proposed an interesting project to build a mobility and transport theme park at the circuit, with the goal being to attract between 350,000 and 400,000 visitors each year. This would cost around £37million as most of the required infrastructure is already in place at the circuit and the authorities own the land. Joly believes that the park would result in more hotel rooms being created in the region and that these would help to make Magny-Cours a more attractive F1 venue.

There are also big plans for a much-needed high-speed train link between Paris and Lyons, which is almost certain to include a major station very close to the circuit. This would reduce journey times from Paris to just one hour. The final decision on the route will be made in June. If the line is built it will not be operational before 2025, but it is still an important consideration.

Boullier remains convinced that a French GP is essential: "Grand prix racing is part of the history of France," he says. "There are car companies and high-technology businesses that have synergies with motor racing. It is all possible. Alternating with another race is a good way to move forward and I hope that we can do something to put France back on the F1 map. There is much more interest this year in F1 with TV audiences after the first few races up by 40 per cent. We will see what happens..."

> "GP racing is part of the history of France" *Eric Boullier*

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NEVER say NEVER

A year ago, Pedro de la Rosa conceded that racing at the tail end of the field was better suited to a man half his age. Now 41, the experienced Spaniard has decided to take a place at the back of the grid. We ask: what made him change his mind?

WORDS
SIMON ARRON
PORTRAITS
LORENZO BELLANCA/LAT

Just over a year ago, Pedro de la Rosa, said of a return to F1: "You can be at the back but have aspirations to move forward or, alternatively, just try to qualify. I don't have the will or commitment for that, because I think you need to be about 20 years old and I've done it before..."

De la Rosa was 40 when he uttered those wise words and back in a familiar role as one of McLaren's reserve and development drivers, his return to the F1 front line with Sauber in 2010 having petered out before the season was through. But that little hiccup didn't prevent the Swiss team hiring him as a last-minute substitute in Canada last year when Sergio Pérez declared himself unfit to complete a full race weekend. It was a microcosm of de la Rosa's career: it feels as if he has been around the paddock longer than most, mainly because he has. Yet prior to signing for HRT this year he hadn't completed a full season of Formula 1 since he was part of the Jaguar setup back in 2002.

The Spaniard smiles when reminded of last year's sound bite. "Did I really say that?" he asks. In fairness, at the time he had qualified his remark with an acknowledgement that he might consider a back-of-the-grid role if the offer came from a team with a development programme, a solid budget and serious ambitions.

"You go through different stages in your career," de la Rosa explains. "When you start out, you're happy to jump into any F1 car, but as you mature you want to be in a position to run at the front and so you lose interest in the smaller teams. When you are approaching the end of your career, as I am, it's important to enjoy yourself. I don't think there's any better possibility than doing something with a new, →

"When you are approaching the end of your career, as I am, it's important to enjoy yourself"

evolving team such as HRT. They're Spanish, like me, and I'm very happy to be here."

One of three newcomers accepted into the F1 fold at the start of 2010, HRT have endured a baptism of fire, with several changes of ownership and, last winter, the physical upheaval of shifting their factory from the outskirts of Munich over to Madrid. In their three seasons at motor racing's top table, they have yet to be fully prepared at a campaign's dawn. In Melbourne the team was still screwing cars together in the pit garage and, consequently, its drivers failed to make the 107 per cent qualifying cut for the second consecutive season (although that hurdle was cleared one week later in Malaysia).

"We've had a difficult start," says de la Rosa. "We had no pre-season testing and we're learning race by race. In Melbourne I was just happy to take part in the qualifying session, because I'd always known things would be tight."

And that's because team principal Luis Pérez-Sala is a pragmatist. "I've known Luis a long time," de la Rosa says. "When I began racing in 1989, he was driving for Minardi in F1 and was a reference for any Spanish driver. He and Adrian Campos were 'ours'. That's when I first met him. I've often looked to him for advice. I wouldn't say we've been especially close, but he's always been very helpful when I've needed it.

"One of Luis's strengths is his honesty – he doesn't hide anything. What you see is what you get and he always made it clear that it would be a fight to get two cars ready in time for Australia. We are now on a steep learning curve but I'm confident that we'll make good progress during the year."

Sala attended his first race as part of the team at Silverstone last July – and by then the pair had already chatted about the project, albeit on an informal basis.

"At that stage I don't think he was particularly interested in me and I wasn't really interested in HRT," de la Rosa says. "It was just a couple of friends talking about F1, but things developed over the months. We kept in touch and eventually I realised I wanted to be part of the project, because it was very appealing. Everything he'd talked about since July was starting to come together and I suddenly felt attracted – a bit like falling in love."

For the moment, de la Rosa is a hired hand, an employee like any other. He is contracted to drive until the end of 2013, but has no equity in the team and hasn't as yet thought about stepping up to some kind of management role whenever he finally decides to pension off his crash helmet.

"As a driver," he says, "I have absolutely no problem being motivated. Mentally it's a lot easier to race when you know there's a chance of finishing on the podium, rather than simply trying to make sure you qualify. I'm not frustrated, though, because I can see and feel HRT improving. If ever I felt the team wasn't making progress, then obviously it would have an effect on my motivation. At the moment, though, I'm a long way from that."

The goal for the balance of this season is simple enough. "We have to close the gap to pole position," de la Rosa says. "It's huge at the moment and we need to trim it race by race. I think we've already cleared the biggest obstacles, though. People perceive us to be a small, struggling team, but we have lots of self-confidence. We now have a structure in place in Madrid and can control our own destiny. We know the first half of the season is going to be hard work, but at least we have something to build on and that is very reassuring.

"The best way to make progress would be to have a full test programme, stuff the car with sensors and do some proper aero work. We don't have that luxury, but then we're not fighting for the championship and can afford to use practice sessions to accumulate data. It's not the ideal compromise, but then nothing in F1 is ever easy."

To put de la Rosa's staying power in context, he won the 1992 British and European Formula Renault titles when Toro Rosso driver Jean-Eric Vergne was two years old and made his F1 race debut when the Frenchman was eight. He is spared eldest statesman status only by Michael Schumacher, who has a habit of monopolising facts and figures tables both on and off the track.

"You know," de la Rosa says, "I still don't think I've reached my peak. I've done quite a sensible job when required by McLaren and others, but there's no question that I would have performed better still if I'd been able to spend more time in any of the drives that came my way. The more races I do this season, the stronger I'll be next year – I guarantee it.

"People talk about Michael Schumacher's comeback and how it's taken him so long to get up to speed, but nobody considers what it's like for a guy like me, somebody who jumps in for one race and then sits on the bench for the next eight months. I think that's a lot more difficult..."

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FROM LOW-KEY DRIVER SPONSOR TO CHAMPIONSHIP-WINNING TEAM IN 25 YEARS:

A BRIEF HISTORY OF RED BULL IN F1

WORDS JONATHAN REYNOLDS

1982

On a business trip to Thailand, Austrian toothpaste marketeer Dietrich Mateschitz discovers an energy drink called 'Krating Daeng' (Thai for 'red gaur' – a gaur being a species of cattle native to Southern Asia) and decides to market a modified version of the drink outside Asia.

1984

Dietrich Mateschitz – whose star sign is Taurus, the bull – founds energy drink company Red Bull with Chaleo Yoovidhya, his Thai business partner and the inventer of Krating Daeng. A key ingredient in both drinks is taurine.

1987

Red Bull hits the Austrian market. In the first of many shrewd marketing moves, Mateschitz links up with Austrian F1 racer Gerhard Berger, who is often pictured with the striking blue and silver drinks bottle at Formula 1 events.

2004

Red Bull buys Jaguar Racing for an undisclosed fee from Ford. Red Bull Racing take up residence in the Milton Keynes factory established by Stewart Grand Prix, the team's original incarnation. The team begins testing their first car, the RB1, which has a livery modelled on the company's drinks cans.

2005

Pop star Pink helps launch the first RBR car, establishing the team's glamorous image. Christian Horner becomes F1's youngest team boss, aged 31, while 13-time GP winner David Coulthard is signed up as lead driver. The team's best result takes place off-track when they recruit McLaren designer Adrian Newey. Elsewhere, Mateschitz buys Minardi and renames them Scuderia Toro Rosso. Long-time friend Berger is installed as team principal and co-owner.

2002

Red Bull sell their stake in Sauber, but retain a minor sponsorship presence on the team's cars. It's believed that Mateschitz fell out with Peter Sauber over his decision to put unproven Finn Kimi Räikkönen in the car for 2001. Red Bull also sponsor Arrows, but Mateschitz stops short of a bid to buy the troubled team.

1995

As Red Bull flourish, they buy a majority shareholding in the Sauber F1 team and their logo is prominently positioned on the side of their cars. The brand also becomes a major presence in junior motorsport categories such as Formula 3000 and Formula 3, notably with Helmut Marko's RSM Marko team. The ex-F1 driver will later go on to head up Red Bull's young driver programme.

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2006

With Newey signed in late 2005, he can have little effect on the RB2 which, despite Ferrari power, struggles to consistently make it into the points. But a stirring performance at Monaco means Coulthard bags the team their first podium finish. Suitably excited, the Scot famously takes to the podium in a Superman cape.

2009

The Newey-penned RB5 is a stunner, but the team miss out on the double-diffuser loophole and have to play catch-up to Brawn. Vettel takes the team's first ever win in China then scores three more over 2009 as RBR finish second in the constructors' standings.

2007

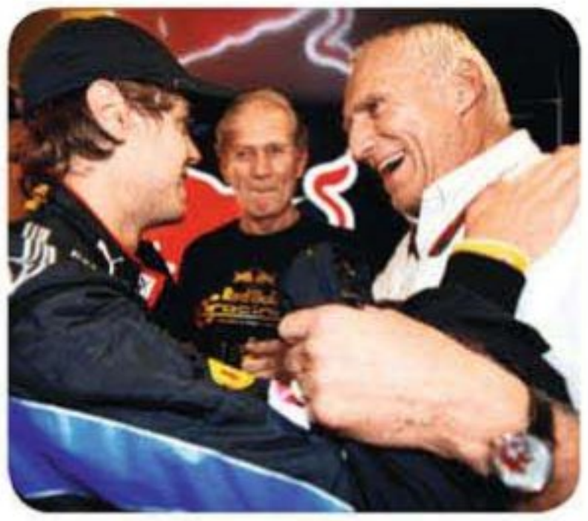
Mark Webber joins from Williams to create an experienced driver line-up. The RB3 – the first car Newey has been involved with from the start – endures some teething problems but, by mid-season, is quick enough to help Webber to the team's second podium. Red Bull end the year fifth in the points – their highest position to date. Meanwhile, young German Sebastian Vettel replaces Scott Speed at Toro Rosso for the final seven races of the season.

2008

Webber scores five points finishes in the first six races of the year, but over the second half of the season RBR's performances slump. Toro Rosso leapfrog RBR in the points thanks to Vettel's superb pole-to-flag victory in Monza. It's the first win for a Red Bull-backed car in F1 and the first for a graduate of their young drivers' programme. Before the season is out, RBR announce that Vettel will replace Coulthard at the team for 2009 and Mateschitz buys Berger out of Toro Rosso.

2010

From the off it's clear that the RB6 is the quickest car on the grid, but reliability threatens to derail Red Bull's championship bid. Eventually, the team capture the constructors' crown and then Vettel seals the drivers' title at the season finale in Abu Dhabi. The media-shy Mateschitz makes an appearance to celebrate with the team.

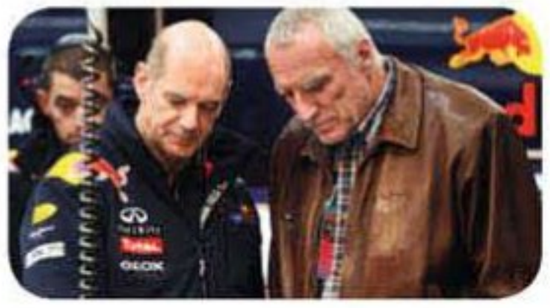


2011

During a year in which 4.6billion cans of Red Bull are consumed worldwide, Sebastian Vettel and RBR retain their drivers' and constructors' titles in truly dominant fashion, the German scoring 11 wins and 15 pole positions over 19 races. Elsewhere, the renovated A1 Ring Austrian GP circuit, purchased by Mateschitz in 2004, is reopened as the Red Bull Ring.

2012

Now one of F1's most successful teams, RBR are aiming for a third constructors' title, while Vettel is looking to emulate Fangio and Schumacher with three drivers' titles in a row. Toro Rosso continue to offer Red Bull-backed young drivers (such as current pairing Daniel Ricciardo and Jean-Eric Vergne) a route into F1.



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THE MAURICE HAMILTON INTERVIEW

A lunch time chat with the legends of F1, every month

"I flew into Milan and the Italian idea of keeping a secret was having a bloke wearing Ferrari overalls holding up a sign saying 'Alan Jones'. And he had a Ferrari parked outside!"

That 'top-secret' Ferrari deal never did come off in the end, but luckily for **Alan Jones**, the next offer to come his way was from Frank Williams. This is the story of an Australian racer who came to the UK, ran a guest house, won the world title... then headed back to Australia to run a farm

PORTRAITS LORENZO BELLANCA/LAT

The last time I met Alan Jones was over fish and chips and a mug of tea on a cross-channel ferry. We're now sat in a fashionable restaurant in Melbourne's top hotel. A lot has happened to Alan Jones since our encounter at sea; every mile of racing on his way to the 1980 world title and beyond is well worth a story told in his typically direct style. Jones was a treat to work with back then and the passing of time poses no threat to the entertainment value of a lunch I've looked forward to for quite some time.

Maurice Hamilton: This place is a bit different to where we had our first formal interview, which was at your house in Ealing, West London, some time in 1978 or 1979.

Alan Jones: Was it a reasonably small house on a corner... semi-detached?

MH: That's the one. You were just starting to come right after struggling to make ends meet. This was before, or perhaps just after, you had signed for Frank. You'd been running a boarding house beforehand and that had worked well for you, hadn't it?

AJ: It had. I had to figure out something that would give me an income but would also free me up from reasonably early in the morning for the rest of the day. So if I wanted to pursue a drive, or go down to Goodwood and test for March or something like that, then I could do it. The deal was I would get up and cook the breakfast from about 6.30-8.30am, and then I was out of there.

MH: How on earth did you come across a place like that?

AJ: Ah, well, people used to wonder why a couple wanted to buy a six-bedroom house. →

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THE MAURICE HAMILTON INTERVIEW

Jones takes the interestingly branded Surtees for a spin at Brands Hatch in '76 (left) and scores his maiden win in Austria in '77 for Shadow (top)

I told them I came from a very wealthy family in Australia and that when the family came to visit, everybody insisted on having their own room.

As soon as I got the house, we went down to the army surplus store and bought all these double bunks. You could sleep four or six in each room and we charged them what was about five quid a night. That got them bed and breakfast.

MH: There must have been a constant flow of Australians coming through?

AJ: It was basically a backpackers place. In 1975, there hadn't been too much money forthcoming. I didn't know what I was doing from one year to the next. I appreciate to this day what Harry Stiller did. He was a wealthy guy who used to race and I drove his Formula Atlantic, winning a support race to the F1 curtain-raiser at Brands Hatch. Then Harry rang me up and said, "I've got you an F1 drive: go up to Easton Neston."

This was Lord Hesketh's place. I went around the back where they were preparing the F1 cars and, you know, I thought I'd died and gone to heaven. It was immaculate. I had a fitting in the car and it was: "D'you want this altered; d'you want that?" and I'm thinking 'How good is *this*?' I did the non-championship race at Silverstone, got seventh and beat some reasonable names. I then did a grand prix or two.

MH: Your very first was the Spanish Grand Prix on the fabulous Montjuïc Park circuit. But it was quite a tense weekend for your debut, wasn't it? There was a drivers' strike and then an accident when a car flew over the barrier.

AJ: There was all this talk about not racing because the barriers weren't safe and then maybe the cars being impounded if we didn't. I hadn't been in F1 that long and I just said: "I don't know about you blokes but I want to race." It went ahead and then, as you say, quite tragically that accident happened.

I loved that track; it was great. And I'll never forget, we were staying in a typical continental hotel; it was square, with a big air shaft in the middle. All the windows from the toilets and what have you opened onto this central space. I was about one or two floors above Mario Andretti and all I could hear was his missus saying: "Mario, Mario! I've got diarrhoea!" She obviously had no idea her voice was carrying the whole way through the hotel.

MH: So, what happened to that Hesketh drive?

AJ: At one point, Lord Hesketh was talking about running a two-car team; he got a bit excited, and so did I. Then I got a phone call from Harry saying: "I'm going to America." And he was gone. So I thought: 'Bloody hell – what's going to happen now?'

John Surtees asked me to do a test drive at Goodwood. He wanted to sign me and said: "I'm going to South Africa, I'd like you to do some miles down there." I went to the airport and, in the lounge, Surtees says: "Oh, before we hop on the aeroplane, sign this." I said I'd like

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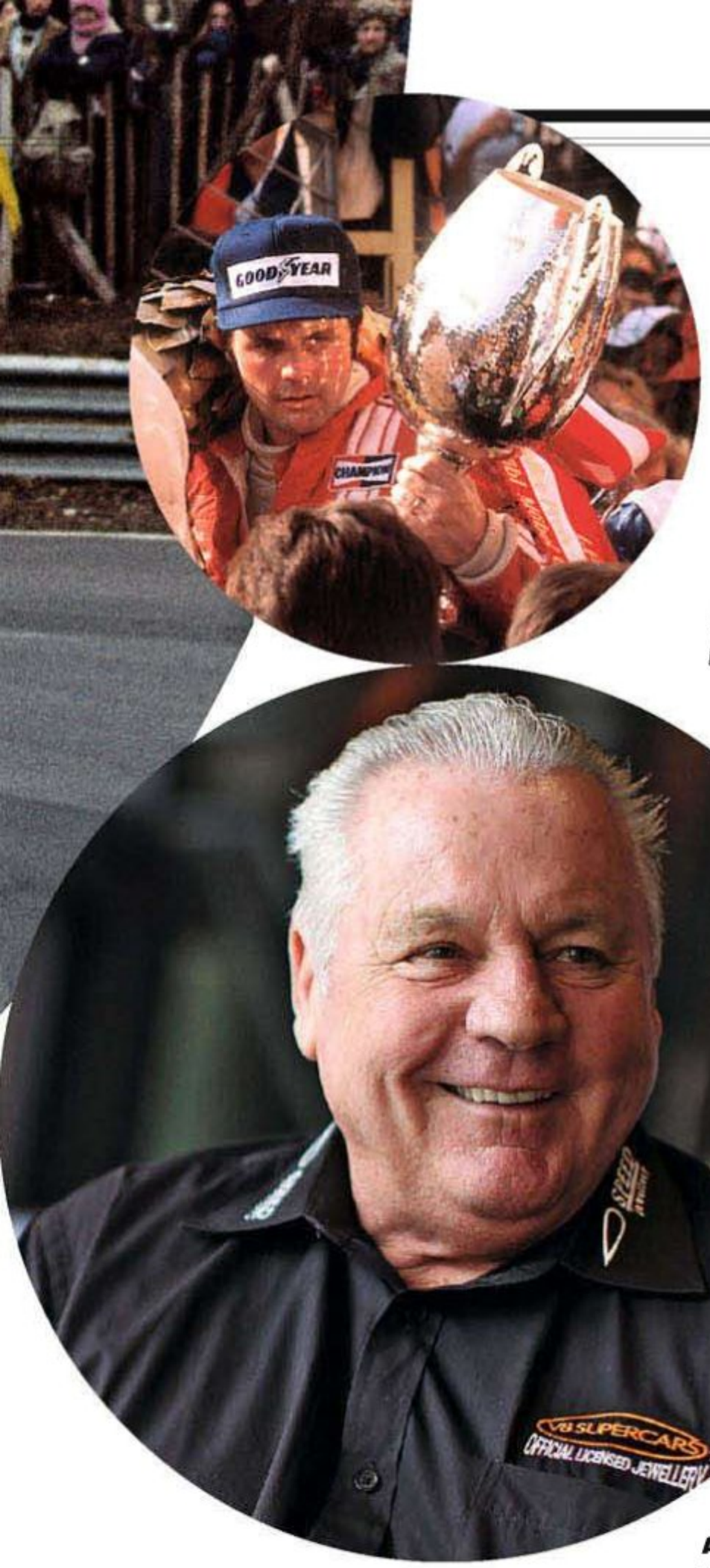


"I won in Austria and a drunk played *Happy Birthday* on a trumpet"

Silverstone. I remember that because of all the fuss about the BBC showing a car with Durex sponsorship.

AJ: That's right. I finished second at Brands Hatch – right up James Hunt's backside – and the BBC had no alternative but to film us because we were in the leading bunch. It was bloody ridiculous, the fuss they made. Now they'd give you a knighthood... I mean, they're handing them out for free!

Anyway, in a nutshell, John was a difficult man to drive for and I don't think I'm the only driver to say that. It got to the point where I basically said: "Look, if this is the only way I can do F1, I'd rather not do it."

MH: Is this when you disappeared to the States for a while and had a go at IndyCars?

AJ: Yeah, I drove one of Bill Simpson's McLarens. We went out to Ontario Motor Speedway and I've never worn a pair of overalls for so long and done so little in all my life. An aeroplane would fly over and they'd stop practice because of the shadow. I didn't like it at all. Teddy Yip had helped set this up and I said to Teddy: "Look, I don't want to do this." So Teddy says: "Alright, come on, we'll go to Las Vegas for three days."

MH: As you do...

AJ: I went back to Australia and I thought: 'I hate IndyCar racing; I'm out of F1. What now?' And then poor Tom Pryce got killed in Kyalami.

MH: In the Shadow during the 1977 South African GP. Absolutely horrendous.

AJ: Jackie Oliver called and asked if I'd take Tom's place. I told him I had a bit of a contractual issue with Surtees and Jackie said he'd deal with that. Tony Southgate joined the team and modified the car. It was still very heavy but we were getting better and better results.

MH: And the rest! You actually won in Austria...

AJ: I didn't expect to because I'd qualified 16th – but then it started to rain a bit and the track was damp. Of course, because the old girl was so soft and heavy, we probably had the best wet setup of anybody. I came through the field. James Hunt was leading and he broke down. I ended up not only winning but I also beat Niki Lauda, which didn't go down that well in Austria.

But to say that they weren't ready for me to win is a bit of an understatement because they didn't have an Australian national anthem. A drunk played *Happy Birthday* on a trumpet – but it still sounded good to me. I remember thinking: 'I don't care what happens now; I've won a grand prix.'

MH: Did it make a difference? This was August. Did anyone want to talk about the 1978 season?

AJ: Luca di Montezemolo rang me up and asked if I'd like to come and have a talk about driving a Ferrari. I thought: 'Hello! I'm only human.' So when he said we'd have to keep it fairly secret, I knew that meant Ferrari were talking to other drivers and they didn't want anyone to know.

I flew into Milan and the Italian idea of keeping a secret was to have a bloke, wearing pale blue overalls with 'Ferrari' emblazoned all over them, standing there holding up a sign saying 'Alan Jones'. And he had some sort of Ferrari Tipo prototype parked out the front!

I physically signed a contract and they said: "Look, we'll level with you. We're trying to get Mr Andretti. If we can't get him, you're our boy." I thought: 'Okay, no problem.'

In those days, you used to be able to get *Autosport* a day early if you went to a station such as Charing Cross. I went there on a Wednesday night and read that Andretti had signed for Lotus. I thought: 'Yes! You beauty!'

I rang them and asked when they'd like me to come down. There was silence for about three minutes, which I thought was ominous. Then they said: "You know we told you we wanted a North American driver? Well, we've signed Mr Villeneuve." When I asked what should I do with the contract, they said, in a nice way, to put it where the sun doesn't shine.

MH: So when exactly did Frank Williams come into the picture? You must have been talking to him at this stage? →

time to have a read of it, to which John replied something along the lines of: "Well, I can't be taking you all the way to South Africa and spending all this money: I want commitment."

So I thought: 'Oh bugger it; I'll sign anything.' He told me he'd reserved two seats in economy but that the one in the middle would be empty. We get on board and there's a lady sitting between us. John blows up! The cabin crew say: "Well sir, if we could have, we would have, but the plane's full."

During the flight, I start speaking to this lady and he's nudging me, saying to be careful as she could be a spy. I mean, what would anyone want to pinch from Surtees at that point in time?

We got to Kyalami and I was there for seven days and did about seven laps because Brett Lunger, who'd paid for a drive, made sure that he got looked after.

MH: But you did get to race the Surtees at the non-championship races at Brands Hatch and

INSETS: LAT ARCHIVE

THE MAURICE HAMILTON INTERVIEW

AJ: Yeah, I had been but obviously, with Ferrari showing interest, I'd been stalling. So, this happens and I call Frank and say: "Look, Frank, I've been giving a lot of thought to your offer..."

I went to the factory, met Patrick and saw the FW06. It was a really purposeful, neat little car. And I was really impressed with Patrick. I was even more impressed by the Saudia branding on the rear wing because Saudia were the flavour of the month back then. To cut a long story short, I did a deal with Frank but I didn't realise we went to the first two GPs on his credit card: he hadn't *quite* signed Saudia. But we qualified eighth in Brazil and then, at Long Beach, I was dicing with Carlos Reutemann for the lead...

MH: ...when the front wing collapsed.

AJ: It did. But, actually, it wasn't all that noticeable. What really buggered me was an electrical problem; it was intermittently cutting out and, the silly part was, Reutemann spun towards the end even though he eventually won.

It's ifs and buts, I know, but if I could have stayed close to him, the chances are I might have won. A lot of Saudis were there for that race and that's what really helped to seal the deal. We finished off 1978 with a second at Watkins Glen.

MH: Speaking of Watkins Glen, wasn't that where you had that major suspension or wheel-related failure?

AJ: It was a central peg. I was going through a fairly quick corner and the bloody thing broke and sent me into a big spin down the road. Lucky I didn't hit anything. A marshal came up and handed me the bit that broke. So when they drove me back to the pits, I just threw it at Patrick Head.

MH: He remembers that event very well because he told me the story during our lunch for *F1 Racing* a year ago...

AJ: They needed to get some more made or have some better heat treatment. Of course, because we were in America, none of the engineering shops wanted to do it in case it broke and we sued them. But Charlie Crichton-Stuart [sponsorship co-ordinator for Williams] managed to smooth-talk someone into doing it.

MH: The point is, Patrick remembers you took his word that the job would be done. Your trust in him was absolute. You arrive the next morning, he says it's alright – and you get straight into the car.

AJ: Patrick was such a down-to-earth, genuine engineer and we had such a strong rapport. If he said to me it was okay then, as far as I was concerned, it was okay. If you don't have trust in your engineer, what can you do?

MH: The teams are too big now for that kind of personal rapport.

AJ: Yeah, now they'd all be marching in with their barristers and laptops. I wouldn't enjoy racing now because you have to do too much out of the cockpit. I mean, there are all these bloody media things; you can't say this, you can't say that. You can't say this circuit's shit because it's in Germany and Mercedes might get upset. It's like a political speech every time.

MH: Things have changed in so many ways. Look at 1979; your car, the FW07, didn't appear until a few races into the season. It sat in the pitlane at Long Beach, didn't race and people were coming along and taking pictures of it.

AJ: We were going to Ontario Motor Speedway to test it. I did about four or five laps and I just couldn't believe the grip or the downforce. I came straight in and said: "Bloody hell! No wonder Andretti and Lotus are winning everything." So we had grip – but we also had unreliability. The first race we led was at Zolder in Belgium. I was pulling away and we had electrical problems again. It took us a few races to sort out those niggling little reliability issues.

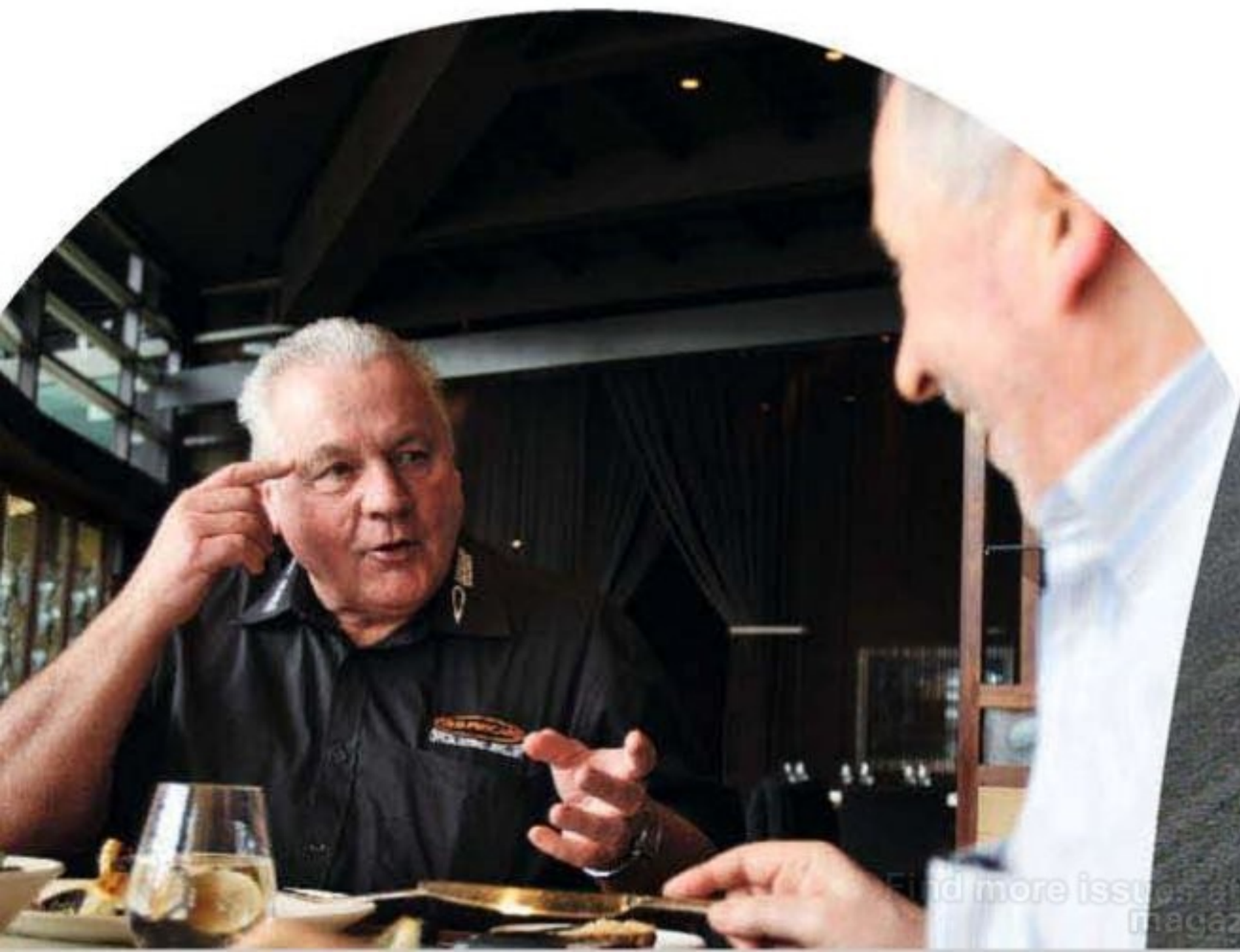
MH: Yes, I know. I was covering that race for *The Guardian*. I remember we were catching the ferry back to the UK on the Monday and who should be getting on but you, in a big flash Merc.

AJ: The 6.9 V8?

MH: That's the one; it was silver – and very impressive. You came on board with your leather briefcase – which was, in those days, *de rigueur* – and you sat in the café with us with your tray of fish and chips and a mug of tea.

So, I'm scratching my head, wondering what to write as a follow-up story for Tuesday's paper. You suss this and you feed me, as if it's a passing comment, a story about how Williams had better pull their socks up because this car's so bloody unreliable and how the team's

Jones, in the Saudia-branded Williams, leads Gilles Villeneuve at the 1981 Monaco GP. Villeneuve had taken the Ferrari seat originally offered to Jones in 1978



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going nowhere. I mean, it's dynamite! I'm trying to look nonchalant and can't wait to get to the nearest payphone once we reach Dover. It was a headline the next day. But you knew the team would react in a positive way.

AJ: It's called, 'throwing in the hand grenade and walking away'...

MH: Yeah, you passed me the hand grenade and I threw it! So, now you had reliability and then came Silverstone and a huge step forward in performance. You were on pole and it must be one of your great regrets that your car broke, even though Clay Regazzoni went on to win?

AJ: Absolutely. I would have loved to have given Frank his first win. I was pulling away and then a weld cracked and let all the water out.

MH: It's a shame that the car came out so late because you went on to win four races. But you did win the championship the following year in Canada. Two things I remember about →

"I asked Ferrari about my contract with them. They said in a nice way to put it where the sun doesn't shine"

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THE MAURICE HAMILTON INTERVIEW

"Frank thought I was inconsiderate for wanting to quit. He was probably right"

Montréal; one was that the garages were located down the far end of the rowing lake...

AJ: ...and you had to walk up along the lake to get to the pits.

MH: Correct. But do you remember what you did on race day?

AJ: Went by boat or something?

MH: No – you put on your overalls and your helmet, and you marched along the towpath. All on your own. It was an extraordinary sight. We used a picture in *Autocourse*.

AJ: I was probably trying to scare the shit out of Nelson Piquet.

MH: I'd say you succeeded one way or the other because you both started from the front row and he ended up in the wall at the first corner.

AJ: And then they stopped the race because there was shit all over the track. I could have continued because my engine cover had come off, but the car was fine apart from that.

MH: And Nelson had to take the spare Brabham with a special engine – and it blew up.

So, 12 months on, you've retired. I was talking to Frank about this and he said that he'd already begun to get the feeling that you were ready to go. You were talking about Australia more and more. Do you reckon that was the case at Monza in September '81 when you said you would quit?

AJ: Absolutely. I read that Frank said he didn't think I did it on purpose; he just thought I was an inconsiderate person. And he's probably right, because I didn't even think about it.

MH: What was the attraction with home?

AJ: I had a farm and I wanted to live on it. I told Frank I wanted to knock it on the head. After the final race in Las Vegas, which I won, he asked me to test the six-wheeler in England. I said: "I just want to go home." Frank thought that if I drove the six-wheeler, I'd get all enthusiastic. We were staying at that motel near Donington Park and I remember having to get up in the morning, boil the kettle and pour it over the lock on my Jaguar – there was no central locking in those days – so the bloody thing would unlock; it was that icy. I just thought: 'Bugger this. I'm off.' After the test was over, I drove to Heathrow in the drizzle, hopped on a Qantas jet and, within about 20 minutes we'd gone through the cloud base, there was bright sunshine and I had a cold Foster's in my hand. I thought: 'This is me.'

MH: Life back in Australia didn't quite work out as planned. You made a brief appearance in an Arrows in 1983 but the comeback with the Haas Lola was more serious. That looked promising, on paper at least: the car, the engine, the team, sponsorship from Beatrice...

AJ: I liken it to somebody going out and buying the best possible ingredients they can get for a cake, but the cook stuffing it up. And I won't tell you who the cook was.

MH: I can guess. Did he have a headset and one foot on the wheel, telling you how to set up the car?

AJ: Exactly. Commonly known as 'The Weiner' [Teddy Mayer]. That deal came about because Carl Haas used to go and eat in this restaurant in Chicago and that's how he met James Dutt [chairman of Beatrice].

I'd driven for Carl in '78 in CanAm and, next to Frank, Carl is one of the best blokes I've ever driven for. Charlie Crichton-Stuart was involved and called, saying Carl wanted me to drive the Lola. I said: "I'm sort of out of it, mentally and physically." So Charlie said: "Look, I've been told to offer you X, but I can go to Y. Why don't I come out for a week, we'll go to Y straight away and then I'll have a week with you having fun out in the boat? I can call them and say: 'He's nearly there – just give me another day or two.'"

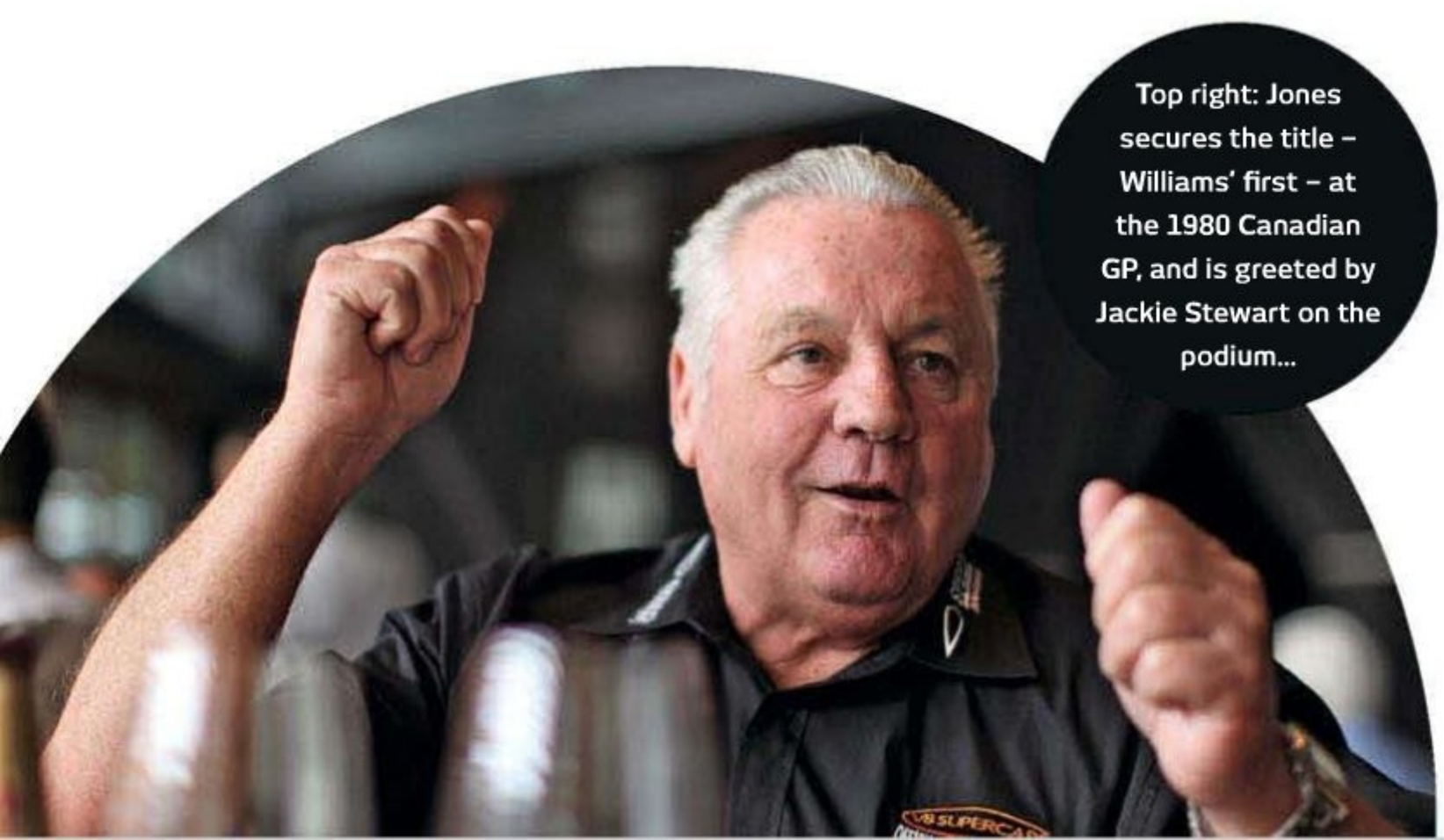
I threw myself into the gym and got fit, lost some weight and took it seriously. There was supposed to be a Ford engine but, when I got there, we had the Brian Hart engine, which I always thought was a boy trying to do a man's job. We had one retirement after another.

MH: One of the least pleasant moments must have been when you were testing at Paul Ricard and Elio de Angelis had his fatal accident when his Brabham flew over the barrier.

AJ: As he went through the chicane, the rear wing collapsed and sent him over the fence. I had just come out of the pits to start a run. I saw bits of fibreglass all over the place and I looked to the right and there was a plume of smoke coming from the other side of the Armco.

I jumped out of the car, ran over and the bloody thing was upside down. His arm was hanging out, wiggling. I couldn't do anything; I couldn't lift the car. The bloody fire marshals were probably off having lunch or something. The poor bugger died of suffocation because the heat had burnt up all the oxygen. It was a minute or more before enough people arrived to turn the car over. Absolutely terrible.

MH: You mentioned Carl Haas. I've another memory of Montréal in 1980; you're out to win



Top right: Jones secures the title – Williams' first – at the 1980 Canadian GP, and is greeted by Jackie Stewart on the podium...

the championship and, on race morning, Carl's going round the front of the Williams, touching it all over. Your mechanic, Wayne Eckersley, was definitely not happy...

AJ: Carl was blessing the car, as he did at every race. I said: "Wayne, get out of the way. It worked for me in '78." I used to sort of poke fun at it but you look at the races that guy's won; the reliability factor of his cars. I wasn't going to stop him, that's for sure. He could have touched my head; I think he might have.

MH: And then look what happened. As you said, there was a collision – and your car's fine!

AJ: Exactly.

MH: If you're talking about people who have influenced your life in one way or another, I remember that when I came to see you out in Ealing that time, you told me about your dad and how close you'd been to him. You went around with him when he was racing. Is that how it got into your blood?

AJ: Yeah, absolutely. I remember as a kid going to all the different races with him. I often wonder how other people got into racing because, for me, it was a matter of natural progression. He was the first Australian ever to win a grand prix outside of Australia. I just grew up in that environment.

MH: It was very sad because he was very young when he died, wasn't he?

AJ: Fifty. It seems young now, I can tell you!

MH: He lived in England with you, didn't he? And you won an F3 race not long after he died.

AJ: Yes, he came over and he'd had a stroke. I'd signed to drive the works GRD F3 car and I won the race at Silverstone the week after he died. We put the wreath in the coffin.

MH: You've seen racing from every aspect, haven't you? Your dad was a racer, then you raced and became champion, and then you were involved in running the Australian team in A1GP. Did you enjoy being team principal? Were you able to use the experience you'd had and not interfere with your drivers?

AJ: Absolutely. I used to give the drivers encouragement when I could, but I would never abuse them if I thought they were doing the wrong thing. Frank was very good at that. He used to get the very best out of me, and it wasn't through threats. I would never try to get back into the cockpit via the driver, which I think is something a lot of ex-drivers try to do.

The racing itself was good because the cars slid and locked up under braking. They've had some good drivers from time to time. People like Nico Hülkenberg, who really showed his skill.

MH: Speaking of which, we'd better get back to Albert Park and see how Nico and the rest of them are getting on.

AJ: I suppose we'd better. I'll give you a lift in my ISF... I'm ambassador for Lexus.

MH: So, you're still driving nice cars.

AJ: Yeah, but no fish and chips!

INSETS: LAT ARCHIVE

Way back when

Famous Formula 1 occurrences from the month of June, many moons ago...

THIS MONTH **25** YEARS AGO

Lotus's last hurrah

Seven years before the sad demise of the team and 23 years before the name returned to F1 in 2010, nobody would have guessed that Ayrton Senna's sixth win for Lotus, along the streets of Detroit on 21 June 1987, would be the team's last. Senna qualified second behind Nigel Mansell and shadowed the Briton during the race until the pitstops. When Mansell lost time with a sticking wheelnut during his stop Senna took the lead and eased away to a comfortable win. The Brazilian moved over to McLaren at the end of the season and the Lotus downward spiral began...

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THIS MONTH **56** YEARS AGO

Quick in *and* out of the car

When Stirling Moss's Maserati 250F lost a wheel on lap 11 of the 1956 Belgian Grand Prix on 3 June, the Briton wasn't content to end his race there and then. The only problem was that the incident had happened on the hill up from Eau Rouge. Moss knew he had no time to waste so, helmet in hand, he ran back to the pits where he took over team-mate Cesare Perdisa's car. Inside the number 34 Maserati, Moss rejoined in seventh and battled his way up to the final podium position, albeit nearly three minutes behind the winner, Peter Collins in a Lancia Ferrari D50.

THIS MONTH **42** YEARS AGO

Long-distance runners

In these days of almost standard three-mile GP circuits, it's hard to believe that there was a time when a track could be any length and venues such as Spa, the Nürburgring and Pescara ranged between eight and 16 miles long. For Spa though, the final bell tolled on the extended 8.7-mile original circuit in terms of F1 on 7 June 1970 and corners such as the Masta Kink (inset) were consigned to the history books. Pedro Rodríguez won an enthralling race for BRM but he was less than a second ahead of the March of Chris Amon, the New Zealander just missing out on that coveted win.

PHOTOS: LAT ARCHIVE

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MAIN PHOTO: ANDY HONE/LAT. INSETS: LORENZO BELLANCA/LAT, GLENN DUNBAR/LAT

Eight years is a long time to wait

...but now it's finally over as Maldonado takes Williams first victory since 2004

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Despite the political furore it was business as usual as Vettel took the win

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We strongly suspect Adrian Newey didn't design this inflatable Red Bull...

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RACE DEBRIEF by Pat Symonds

Bahrain Grand Prix

22.04.2012 / Sakhir

Vettel back on top... Lotus score two-three... Rare retirement for Button...

Now there's a familiar sight...

The fourth new winner of 2012 is a certain Mr Vettel, who goes straight back to the top of the drivers' standings

Sport and politics should never mix, but the 2012 Bahrain Grand Prix was never going to allow that idealistic division to exist. The argument has been made that if F1 avoided every country with a dubious human rights record, we would not have a world championship and may well be examining matters much closer to home. But what is for certain is that F1 was always going to find itself in a lose-lose situation over this race. Had it been cancelled or postponed, the sport would have been accused of yielding to the pressures of extremists. But the decision to go ahead led to accusations that an international sport was giving implicit support to a regime that, after many years of good relations with the West, is under increasing scrutiny. Both the FIA and the commercial rights holder employed sufficient due diligence prior to the event and elected to go ahead with the race.

But back to the sport. The circuit itself had reverted to its original 3.4-mile layout after a failed experiment with a new layout in 2010. Even now it may never be a firm favourite of the drivers, but it does present some interesting challenges. It is very close to the median in terms of average mid-corner speed and is equally mid-range in terms of engine usage.

Of course, being in the middle of a desert, one of the main concerns is the condition of the track during the first day of practice. Even the slightest wind can bring large amounts of desert sand on to the track. This makes it very difficult for the drivers not just because the sand reduces grip, but more importantly because the grip is no longer consistent. If there are not many cars on the circuit continuously cleaning the surface, the amount of sand on any given corner can vary from one lap to the next. It makes it very easy to overdrive this track. The other problem with the sand is that once it has embedded itself in the hot and sticky tread surface, it can take several corners before it cleans off again.

Friday practice focused on tyre performance due to there being concerns about the longevity of the medium and soft tyres brought by Pirelli to Bahrain. The actual energy input to the tyres is not particularly high, but the emphasis is very much on making the rear tyres stand up to the many traction events, a large number of which are at quite high speed and have high lateral accelerations associated with them.

There have been occasions in the first three races where the teams have sacrificed some of the high fuel running to concentrate on aerodynamic experiments and chassis set up work. It is often possible for teams to examine the long runs of their competitors and determine from their data how the tyres may behave. This is not the case at Sakhir where the tyres are so critical that it is vital to understand how they will stand up on each car. Wear was not so much the problem with predictions from Friday suggesting that the tyres would be okay for 25 to 30 laps. This would be sufficient for a two-stop strategy. The real issue was the tyres overheating and losing performance in that manner. During second practice, the track temperature was dropping from 40°C to 32°C,

a significant amount in this critical world. One important factor at this circuit is the effect of the brakes on tyre temperature. The brakes are used hard in Bahrain and consequently the discs spend significant amounts of time at well over 1,000°C . This heat radiates into the wheels and subsequently heats the tyres themselves.

While you never know exactly how much fuel the teams will run during these tyre evaluations, it was significant that while most drivers were lapping at the mid-41-second mark, Räikkönen was able to lap significantly quicker on both the medium and the soft tyre.

Once again, the final practice on Saturday morning promised us an extremely close qualifying session with just one second covering the top eight drivers. Rosberg, full of the confidence that a first win provides, placed himself firmly at the front and seemed determined to keep that position for qualifying.

The first segment of qualifying produced yet another shock as Schumacher was placed 18th, thereby taking no further part in the proceedings. His first and only run was made on medium tyres but, unfortunately, his DRS failed towards the end of the lap. In Sakhir, the DRS is worth around 0.85 seconds when used freely in qualifying. Even with the small advantage that may have been gained with softer tyres, it would have been difficult to make up for this loss and the team therefore elected to try to repair it. It couldn't be done in time and the seven-time world champion was out. →

View from the paddock

A winning attitude

Nico Rosberg was the epitomy of a driver who'd just won his first GP. He exuded confidence as soon as he set foot in the Sakhir paddock, something that manifested itself in a 'less is more' attitude to the media.

He had scored his breakthrough victory only days before, yet he had less to say than we've been used to at the pre-race media briefing. "Sure I'm happy," he said. But he was happier to let his result do the talking.

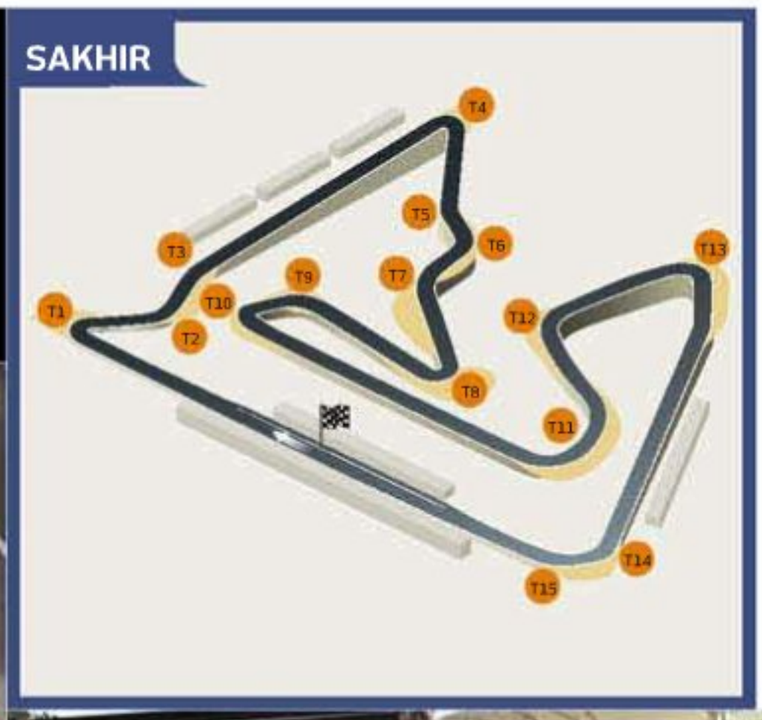
His driving spoke volumes too – not least his robust defensive tactics against Lewis Hamilton and Fernando Alonso. He drove both men off the track in an effort to keep them behind, and seemed happy to take on the stewards after the race.

He passed me in the paddock en route to Race Control, gave a knowing wink and uttered a few words: he knew he'd get off. That's confidence for you; that's what a race win can do for a driver.

Tom Clarkson

The story of the race

v
Vettel makes the perfect start from pole to lead Hamilton, Webber and Grosjean into Turn 1



>
Another slow McLaren pitstop drops Lewis Hamilton behind both Webber and Alonso

<
Räikkönen and Grosjean fly through the field in their Lotus into second and third respectively

^ >
Rosberg robustly fends off Alonso while Räikkönen tries and fails to pass Vettel for the lead

v >
A twice-stopping Di Resta holds off Alonso for sixth as Vettel takes his first win of 2012

MAIN PHOTO: ANDREW FERRARO/LAT. ILLUSTRATION: ALAN ELDRIDGE. INSETS: STEVEN TEE/LAT; ANDREW FERRARO/LAT; STEVE ETHERINGTON/LAT; GLENN DUNBAR/LAT; MARK THOMPSON/GETTY IMAGES

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FINISHING STRAIGHT

After Q2 we lost Räikkönen, which was a surprise considering his quick pace throughout the weekend. He gambled on a single run and ultimately paid the price but, in doing so, left himself in an envious position for new race tyres.

The fight for pole was exciting. Red Bull and McLaren took two sets of tyres to try to get the best starting position, although Vettel chose used tyres for his first run. Rosberg, with his newfound confidence, chose to attempt just one run. In doing so he forfeited that all-important first look at the effect of the gusting wind. His lap was scruffy and fifth was the best he could manage. At the front Vettel took pole from Hamilton, while Alonso and Di Resta, both somewhat surprised to have made the top ten, chose to save their tyres for the race and accept the last two slots. It is a measure of the fine strategic balance that is needed these days that the eventual pole-sitter had so nearly been eliminated in both of the preceding qualifying segments, even having to resort to an unplanned second run in Q1 to stay in the game.

On paper it appears that Vettel had the race under total control and, with the exception of the inevitable lead change around the pit stops, he dominated from start to finish. But such a statement belittles the intensity of this race. To the delight of many, his closest challenge came from Räikkönen. The Lotus seemed revitalised with its upgrades now working as intended. On lap 36 the Finn made his challenge on Vettel using every bit of the track into Turn 1, but Vettel was able to head him off. Interestingly, Räikkönen had exited from his previous pitstop just 2.2 seconds behind the German. Earlier, he had been hauling in his team-mate, using his soft tyres to full advantage against Grosjean's mediums. Having caught him at nearly 0.4 seconds per lap, he then sat behind him for five laps before pitting and using the undercut to get in front. If Lotus had used team orders he would have been mighty close to exiting the pits in front of Vettel and possibly taking the win.

McLaren did not look as competitive as usual this weekend. Lewis's qualifying lap had been superb, but his race pace in general did not seem to match the Red Bulls'. By the time he stopped on lap 9 he was already falling away, but a disastrous pitstop dropped him into traffic and put paid to any late charge. If this wasn't enough, his second stop was also hampered by difficulties with a recalcitrant wheel nut and a distant eighth place was the best McLaren could manage after Button suffered a rare retirement due to a differential failure and broken exhaust.

Bahrain brought the fourth new winner in four races and it was also the first time four different cars have won the opening four races since 1983. This bodes well for an exciting 2012, but the nature of success is surely not just a function of the teams' engineering skill. I applaud the bravery of Pirelli in producing tyres that spice up the racing. But I must question whether their temperature sensitivity means luck is playing as large a part as skill.

A decent showing for Lotus: with Kimi in second and Grosjean in third, they've leapfrogged Ferrari in the constructors' standings

The GP you didn't see on TV

Taking you behind the scenes at Sakhir as the weekend unfolded

"Er... thanks for this incredibly realistic inflatable RB8, but I might stick with the original"

Rosberg is overjoyed to win this race, but then his fellow competitors aren't making what we'd call 'much of an effort'

Now there's a blast from the past – DJ Jazzy Jeff swings by the Red Bull garage

A more sedate way to do the Bahrain GP: on two wheels, with a friend...

PHOTOS: ALASTAIR STALEY/LAT; LORENZO BELLANCA/LAT; CHARLES COATES/LAT; MARK THOMPSON/GETTY IMAGES

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F1 RACING

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SATURDAY NIGHT

F1 RACING

Join in the *F1 Racing* Quiz Night on **7th July** hosted by the magazine's news editor, Jonathan Reynolds.

THROUGHOUT THE WEEKEND

Red Bull Racing

The Red Bull Flying Lap simulators will be located in the lakeside beer tent, which will give people the opportunity to set the fastest lap on virtual gaming pods. The 2012 winner will receive a VIP breakfast for two at the Red Bull Energy Station in the paddock on Sunday morning.

- BEER TENT
- LIVE MUSIC
- BARBECUES

Follow *F1 Racing* on twitter @F1Racing_mag and www.facebook.com/f1racingmag for updates about what's on offer at Whittlebury Park over the GP weekend

To book your plot and quiz night tickets call
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Bahrain Grand Prix stats

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

THE GRID

1. VETTEL
RED BULL
1m32.422secs Q3

2. HAMILTON
McLAREN
1m32.520secs Q3

3. WEBBER
RED BULL
1m32.637secs Q3

4. BUTTON
McLAREN
1m32.711secs Q3

5. ROSBERG
MERCEDES
1m32.821secs Q3

6. RICCIARDO
TORO ROSSO
1m32.912secs Q3

7. GROSJEAN
LOTUS
1m33.008secs Q3

8. PÉREZ
SAUBER
1m33.394secs Q3

9. ALONSO
FERRARI
NO TIME IN Q3

10. DI RESTA
FORCE INDIA
NO TIME IN Q3

11. RÄIKKÖNEN
LOTUS
1m33.789secs Q2

12. KOBAYASHI
SAUBER
1m33.806secs Q2

13. HÜLKENBERG
FORCE INDIA
1m33.807secs Q2

14. MASSA
FERRARI
1m33.912secs Q2

15. SENNA
WILLIAMS
1m34.017secs Q2

16. KOVALAINEN
CATERHAM
1m36.132secs Q2

17. SCHUMACHER
MERCEDES
1m34.865secs Q1

18. VERGNE
TORO ROSSO
1m35.014secs Q1

19. PETROV
CATERHAM
1m35.823secs Q1

20. PIC
MARUSSIA
1m37.683secs Q1

21. DE LA ROSA
HRT
1m37.883secs Q1

22. MALDONADO*
WILLIAMS
NO TIME IN Q2

23. GLOCK
MARUSSIA
1m37.905secs Q1

24. KARTHIKEYAN
HRT
1m38.314secs Q1

*Five-place grid penalty – replacement gearbox

THE RACE

THE RESULTS (57 LAPS)

1st	**Sebastian Vettel**	Red Bull	1h35m10.990s
2nd	**Kimi Räikkönen**	Lotus	+3.333s
3rd	**Romain Grosjean**	Lotus	+10.194s
4th	**Mark Webber**	Red Bull	+38.788s
5th	**Nico Rosberg**	Mercedes	+55.460s
6th	**Paul Di Resta**	Force India	+57.543s
7th	**Fernando Alonso**	Ferrari	+57.803s
8th	**Lewis Hamilton**	McLaren	+58.984s
9th	**Felipe Massa**	Ferrari	+64.999s
10th	**Michael Schumacher**	Mercedes	+71.490s
11th	**Sergio Pérez**	Sauber	+72.702s
12th	**Nico Hülkenberg**	Force India	+76.539s
13th	**Kamui Kobayashi**	Sauber	+90.334s
14th	**Jean-Eric Vergne**	Toro Rosso	+93.723s
15th	**Daniel Ricciardo**	Toro Rosso	+1 lap
16th	**Vitaly Petrov**	Caterham	+1 lap
17th	**Heikki Kovalainen**	Caterham	+1 lap
18th	**Jenson Button**	McLaren	+2 laps – differential
19th	**Timo Glock**	Marussia	+2 laps
20th	**Pedro de la Rosa**	HRT	+2 laps
21st	**Narain Karthikeyan**	HRT	+2 laps
22nd	**Bruno Senna**	Williams	+3 laps – vibration

Retirements

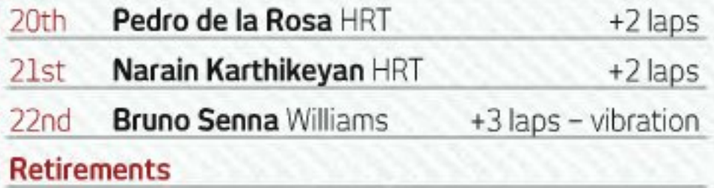
Charles Pic Marussia	25 laps – air valve
Pastor Maldonado Williams	24 laps – spin

THROUGH SPEED TRAP

Fastest: Nico Hülkenberg, 197.69mph

Slowest: Charles Pic, 182.60mph

TYRE COMPOUNDS USED



Soft **Medium** Intermediate Wet

CLIMATE

Sunny 29°C

TRACK TEMP

32°C

FASTEST LAP

Sebastian Vettel, lap 41, 1min 36.379secs

FASTEST PITSTOP

Mark Webber, 21.705secs (entry to exit)

DRIVERS' STANDINGS

1st	**Sebastian Vettel**	Red Bull	53pts
2nd	**Lewis Hamilton**	McLaren	49pts
3rd	**Mark Webber**	Red Bull	48pts
4th	**Jenson Button**	McLaren	43pts
5th	**Fernando Alonso**	Ferrari	43pts
6th	**Nico Rosberg**	Mercedes	35pts
7th	**Kimi Räikkönen**	Lotus	34pts
8th	**Romain Grosjean**	Lotus	23pts
9th	**Sergio Pérez**	Sauber	22pts
10th	**Paul Di Resta**	Force India	15pts
11th	**Bruno Senna**	Williams	14pts
12th	**Kamui Kobayashi**	Sauber	9pts
13th	**Jean-Eric Vergne**	Toro Rosso	4pts
14th	**Pastor Maldonado**	Williams	4pts
15th	**Daniel Ricciardo**	Toro Rosso	2pts
16th	**Nico Hülkenberg**	Force India	2pts
17th	**Felipe Massa**	Ferrari	2pts
18th	**Michael Schumacher**	Mercedes	2pts
19th	**Timo Glock**	Marussia	0pts
20th	**Charles Pic**	Marussia	0pts
21st	**Vitaly Petrov**	Caterham	0pts
22nd	**Heikki Kovalainen**	Caterham	0pts
23rd	**Pedro de la Rosa**	HRT	0pts
24th	**Narain Karthikeyan**	HRT	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	101pts	10	Marussia	0pts
2	McLaren	92pts	11	Caterham	0pts
3	Lotus	57pts	12	HRT	0pts
4	Ferrari	45pts			
5	Mercedes	37pts			
6	Sauber	31pts			
7	Williams	18pts			
8	Force India	17pts			
9	Toro Rosso	6pts			

FORIX
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PHOTOS: ANDREW FERRARO/LAT; ANDY HONE/LAT; STEVEN TEE/LAT; GLENN DUNBAR/LAT; MARK THOMPSON/GETTY IMAGES

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RACE DEBRIEF by Pat Symonds

Spanish Grand Prix

13.05.2012 / Circuit de Catalunya

Williams' first win in eight years... First ever Venezuelan winner... Happy birthday, Sir Frank!

Williams make it back on top

Last season was the Grove-based team's worst in 33 years – but Maldonado's incredible win makes that a distant memory

The Circuit de Catalunya is almost a home from home for the teams and drivers. Since 1999 there have been no fewer than 84 tests at this challenging circuit. Even in these days of restricted testing, most teams will attend two four-day pre-season test sessions here, covering no less than 21,268 miles between them, a distance that equates to driving 85 per cent of a full lap of our planet! Pre-season, the speed honours went to Räikkönen with a lap time of 1min 22.03secs – nearly half a second quicker than he managed in the hotter and windier conditions of qualifying on his way to fourth place on the grid.

It is now standard form for all the teams who have had a less than perfect start to the season to overexaggerate the ability of their upgrades at the start of the European season. In general, their updates are significant, but so are those of their rivals and it is rare for the status quo to alter dramatically.

This year there was a difference as the teams had just had their first in-season test for several years. With little time to recover after the first set of flyaway races, the teams set off for the hills of Tuscany and a test at Mugello. This track consists of a series of fast sweeping curves. Unfortunately, such a layout is no longer typical of the sanitised modern circuits. Nevertheless, the teams duly set up camp for three days of intensive testing. Rain on the first day may have stymied the carefully crafted programmes but, after a further 8,264 miles, some hopes were reinforced and some dreams were shattered.

A consequence of Barcelona being used for so much testing used to be that when practice began, the teams would sit in the pits saving the equipment and relying on lessons learnt in previous weeks. But with the intricacies of this year's Pirelli tyres, first practice saw the teams pounding around trying to get a handle on the degradation to understand how to get the best out of the rubber. The sweet spot of temperature that gives the required grip is narrow and, on a circuit that's tough on tyres at the best of times, all the more important.

Normally the concentration of the engineers is on the front left tyre for the softer compounds while on harder compounds both left-hand tyres will have similar life. The slightest provocation before the rubber is conditioned and ready for the high stress demanded will lead to graining and consequently high wear and loss of grip. This year was a similar story but, in fact, in terms of absolute wear, the tyres were standing up slightly better than they did in 2011. The massively complex four-stop strategies of last year looked likely to be superseded by a more regular three-stop strategy this year.

Practice passed with little incident. Friday gave few clues as to the winners and losers. The first session saw Alonso on top to the surprise of many – although suggestions by some of low fuel loads were reassessed by Sunday evening. The afternoon session looked more as predicted with Button leading Vettel and Rosberg in a resumption of normal service. While the headline times always attract attention, some were looking closely at Räikkönen's long run

times. His final run was an impressive 16 laps on the soft tyre at a pace that surprised many. Not on the radar however was the Williams of Maldonado, although a steady run on the hard tyres showed remarkably low degradation and impressive pace. Of course, during these Friday runs, while the degradation cannot be disguised, the true pace is always difficult to judge particularly with such a close field. A difference of just 10kg of fuel is these days more significant than the outright speed of any car in the top ten.

Saturday morning saw Vettel topping the timesheets, but this time Maldonado *did* catch people's attention as he set the second fastest time, just 0.15 seconds behind the reigning world champion. Also impressive were Sauber, with both cars in the top five and Alonso in sixth. There was no doubt that this event was crucial to the morale and direction of the Scuderia.

An interesting phenomenon that occurs on Saturday mornings these days is the difficulty drivers face in trying to find space for a clear lap in order to understand how their cars will perform in qualifying. Normally this just involves some shuffling of track position but now, maintaining a very calculated pace on their laps out of the pits is vital to ensure that the tyre temperature is just right to start the lap. It places a new onus on the teams to try to put their cars out in a clear space.

The first part of qualifying saw Senna crashing out to join the usual six. While Q1 may not have thrown up any real shocks, the same could not →

View from the paddock

Formula 1 unites

Despite the fierce competition of F1, what was evident at the Spanish GP is that goodwill still exists. Two events at Williams – one a celebration, the other a catastrophe – saw the whole paddock come together.

The first was Sir Frank Williams' 70th birthday celebrations on the Saturday evening. Every team was present to wish him well. Lewis Hamilton stood next to Stefano Domenicali; Sebastian Vettel followed Martin Whitmarsh.

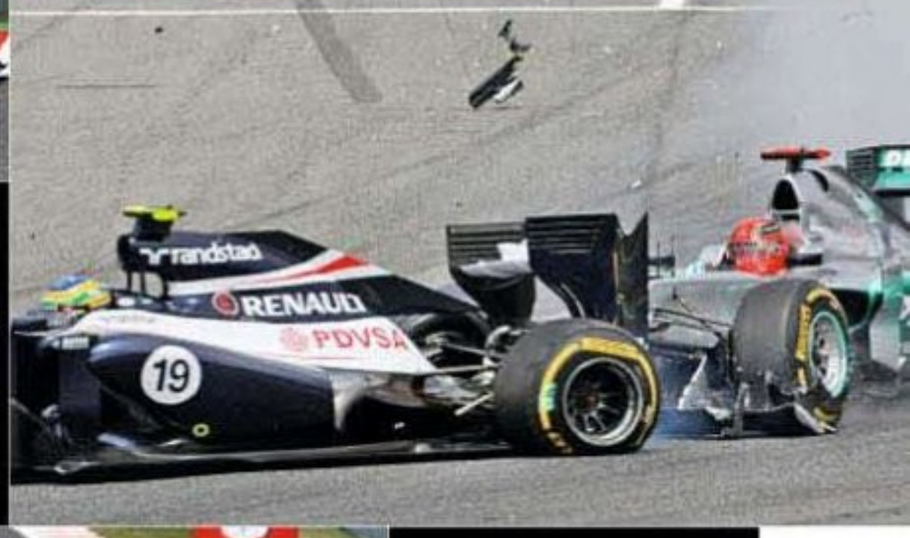
Just 24 hours later, rival teams united again to help extinguish the devastating fire that ripped through the Williams garage during their post-victory celebrations. Staff from Force India, Toro Rosso, Caterham and HRT rushed to the aid of Williams to bravely stop the inferno from spreading.

Both events proved that beneath the ruthless quest to beat one another, there is a genuine spirit of unity at the heart of F1.

James Roberts

The story of the race

V
Alonso gets the jump on polesitter Maldonado into Turn 1 while Sergio Pérez picks up a puncture



> On lap 14, with the order relatively stable, Michael Schumacher punts Bruno Senna into retirement

<< Alonso exits the pits behind Maldonado...

< ...as Hamilton battles his way up the order

> After their final stops, Alonso closes on Maldonado – but the Venezuelan remains in front

> Vettel, slowed by a drive-through and a nose change, storms past both McLarens to sixth

But there's no stopping the magnificent Maldonado from taking his debut victory

ILLUSTRATION: ALAN ELDRIDGE. MAIN PHOTO: STEVE ETHERINGTON/LAT. INSETS: GLENN DUNBAR/LAT; CHARLES COATES/LAT; ANDY HONE/LAT; XPB.CC; MARK THOMPSON/GETTY IMAGES

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be said of the next part of the session. Race-tyre preservation is always uppermost in teams' minds at the moment and there is always an element of risk in that the best-laid plans can sometimes go dramatically wrong. Suffering this week was Webber who elected to go for just one run and did it early on. Sitting it out in the pits as his rivals' times continued to tumble, he could do nothing but watch as he slipped out of the top ten. Also out was Button who was unhappy with the rear grip of his McLaren and while he was just 0.04secs from getting through, he was a surprising half second behind his team-mate.

In the fight for pole, Hamilton did a sighting lap on used tyres before giving it everything on his final run. It was a worthwhile strategy as most others went for a single run on their new tyres. It yielded the outcome he was after as he took pole by over half a second. His glory was short-lived, however, as a fuelling error left him stranded on the circuit, which meant he incurred the penalty of a back-of-the-grid start.

This handed pole to Maldonado from Alonso. It was a pole that he tried so hard to maintain as the lights went out on Sunday. Alonso had other ideas and fought his way to the front with just the right amount of aggression. He was unable to shake off the Venezuelan though and, by lap 6, he was complaining of tyre graining. Webber came in for an early stop, and was followed on the next lap by his team-mate. They chose the hard tyre – as did most. Lotus were the exception, trying to put in a second stint on the soft tyre to gain an advantage. It probably made little difference as Räikkönen held the gap to Alonso who had switched to the hard tyres. In between the two, Maldonado was closing on the Spaniard. Williams employed great strategy by calling in Maldonado on lap 24 while he was 1.4 seconds behind Alonso. He rejoined on a clear track and pushed hard. When Alonso stopped two laps on, the damage was done as those lightning laps from the Williams driver put him six seconds in front. It was the critical point of the race.

It was not over yet though, as a slow pitstop by the leader on lap 41 gave Alonso a glimmer of hope. He stopped three laps later and used his fresher tyres to close to within DRS striking range by lap 49. For the next ten laps he hounded the leader, but Maldonado resisted and took a hugely popular victory for Williams nearly eight years after their last win.

Top three qualifiers, Hamilton, Alonso and Maldonado: Lewis was subsequently stripped of pole for parking on his in-lap

Behind the battle for the lead there had been other skirmishes and while Räikkönen always looked safe for third, the fight for lower places was intense. Hamilton came from the back to eighth after a race in which he balanced restraint with spirit to follow Rosberg and Vettel home. Kobayshi impressed again with fifth place.

So the return to Europe saw the fifth winner in five races. The race had been both fascinating and exciting although the drama was not yet over as a major fire in the Williams garage destroyed much of their equipment. Yet nothing could take the shine off a fine victory from this popular and resurgent team.

The GP you didn't see on TV

Taking you behind the scenes at Barcelona as the weekend unfolded

(left to right) FC Barcelona players Gerard Piqué, Sergio Busquets and Pedro Rodriguez

Sauber celebrate their partnership with Chelsea FC. That's blue and white things all round then

There seem to have been a few staff changes in the Ferrari garage...

Sir Frank got a pretty decent present for his 70th birthday – first win in eight years beats bath salts hands down

Spanish Grand Prix stats

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

THE GRID

1. MALDONADO
WILLIAMS
1m22.285secs Q3

2. ALONSO
FERRARI
1m22.302secs Q3

3. RÄIKKÖNEN
LOTUS
1m22.424secs Q3

4. GROSJEAN
LOTUS
1m22.487secs Q3

5. PÉREZ
SAUBER
1m22.533secs Q3

6. ROSBERG
MERCEDES
1m23.005secs Q3

7. VETTEL
RED BULL
NO TIME IN Q3

8. SCHUMACHER
MERCEDES
NO TIME IN Q3

9. KOBAYASHI
SAUBER
NO TIME IN Q3

10. BUTTON
McLAREN
1m22.944secs Q2

11. WEBBER
RED BULL
1m22.977secs Q2

12. DI RESTA
FORCE INDIA
1m23.125secs Q2

13. HÜLKENBERG
FORCE INDIA
1m23.177secs Q2

14. VERGNE
TORO ROSSO
1m23.265secs Q2

15. RICCIARDO
TORO ROSSO
1m23.442secs Q2

16. MASSA
FERRARI
1m23.444secs Q2

17. SENNA
WILLIAMS
1m24.981secs Q1

18. PETROV
CATERHAM
1m25.277secs Q1

19. KOVALAINEN
CATERHAM
1m25.507secs Q1

20. PIC
MARUSSIA
1m26.582secs Q1

21. GLOCK
MARUSSIA
1m27.032secs Q1

22. DE LA ROSA
HRT
1m27.555secs Q1

23. KARTHIKEYAN*
HRT
1m31.122secs Q1

24. HAMILTON**
McLAREN
EXCLUDED

*Permitted to start although outside 107% time of 1m29.075secs
**Permitted to start after being excluded from qualifying (1min 21.202secs Q3) for breach of technical regulation 6.6.2

THE RACE

THE RESULTS (66 LAPS)

1st	**Pastor Maldonado** Williams	1h39m09.145s
2nd	**Fernando Alonso** Ferrari	+3.195s
3rd	**Kimi Räikkönen** Lotus	+3.884s
4th	**Romain Grosjean** Lotus	+14.799s
5th	**Kamui Kobayashi** Sauber	+64.641s
6th	**Sebastian Vettel** Red Bull	+67.576s
7th	**Nico Rosberg** Mercedes	+77.919s
8th	**Lewis Hamilton** McLaren	+78.140s
9th	**Jenson Button** McLaren	+85.246s
10th	**Nico Hülkenberg** Force India	+1 lap
11th	**Mark Webber** Red Bull	+1 lap
12th	**Jean-Eric Vergne** Toro Rosso	+1 lap
13th	**Daniel Ricciardo** Toro Rosso	+1 lap
14th	**Paul Di Resta** Force India	+1 lap
15th	**Felipe Massa** Ferrari	+1 lap
16th	**Heikki Kovalainen** Caterham	+1 lap
17th	**Vitaly Petrov** Caterham	+1 lap
18th	**Timo Glock** Marussia	+2 laps
19th	**Pedro de la Rosa** HRT	+3 laps

Retirements

Sergio Pérez Sauber	37 laps – transmission
Charles Pic Marussia	35 laps – driveshaft
Narain Karthikeyan HRT	22 laps – wheel
Bruno Senna Williams	12 laps – accident
Michael Schumacher Mercedes	12 laps – accident

THROUGH SPEED TRAP

Fastest: Romain Grosjean, 201.18mph

Slowest: Timo Glock, 186.32mph

TYRE COMPOUNDS USED

Soft **Hard** Intermediate Wet

CLIMATE

Sunny 22°C

TRACK TEMP

33°C

FASTEST LAP

Romain Grosjean, lap 53, 1min 26.250secs

FASTEST PITSTOP

Fernando Alonso, 19.456secs (entry to exit)

DRIVERS' STANDINGS

1st	**Sebastian Vettel** Red Bull	61pts
2nd	**Fernando Alonso** Ferrari	61pts
3rd	**Lewis Hamilton** McLaren	53pts
4th	**Mark Webber** Red Bull	49pts
5th	**Jenson Button** McLaren	48pts
6th	**Kimi Räikkönen** Lotus	45pts
7th	**Nico Rosberg** Mercedes	41pts
8th	**Romain Grosjean** Lotus	35pts
9th	**Pastor Maldonado** Williams	29pts
10th	**Sergio Pérez** Sauber	22pts
11th	**Kamui Kobayashi** Sauber	19pts
12th	**Paul Di Resta** Force India	15pts
13th	**Bruno Senna** Williams	14pts
14th	**Jean-Eric Vergne** Toro Rosso	4pts
15th	**Nico Hülkenberg** Force India	3pts
16th	**Daniel Ricciardo** Toro Rosso	2pts
17th	**Felipe Massa** Ferrari	2pts
18th	**Michael Schumacher** Mercedes	2pts
19th	**Timo Glock** Marussia	0pts
20th	**Charles Pic** Marussia	0pts
21st	**Vitaly Petrov** Caterham	0pts
22nd	**Heikki Kovalainen** Caterham	0pts
23rd	**Pedro de la Rosa** HRT	0pts
24th	**Narain Karthikeyan** HRT	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	109pts	10	Marussia	0pts
2	McLaren	98pts	11	Caterham	0pts
3	Lotus	84pts	12	HRT	0pts
4	Ferrari	63pts			
5	Mercedes	43pts			
6	Williams	43pts			
7	Sauber	41pts			
8	Force India	18pts			
9	Toro Rosso	6pts			

FORIX

For comprehensive F1 statistics visit www.forix.com

PHOTOS: LORENZO BELLANCA/LAT; ANDREW FERRARO/LAT; GLENN DUNBAR/LAT; MARK THOMPSON/GETTY IMAGES; PAUL GILHAM/GETTY IMAGES

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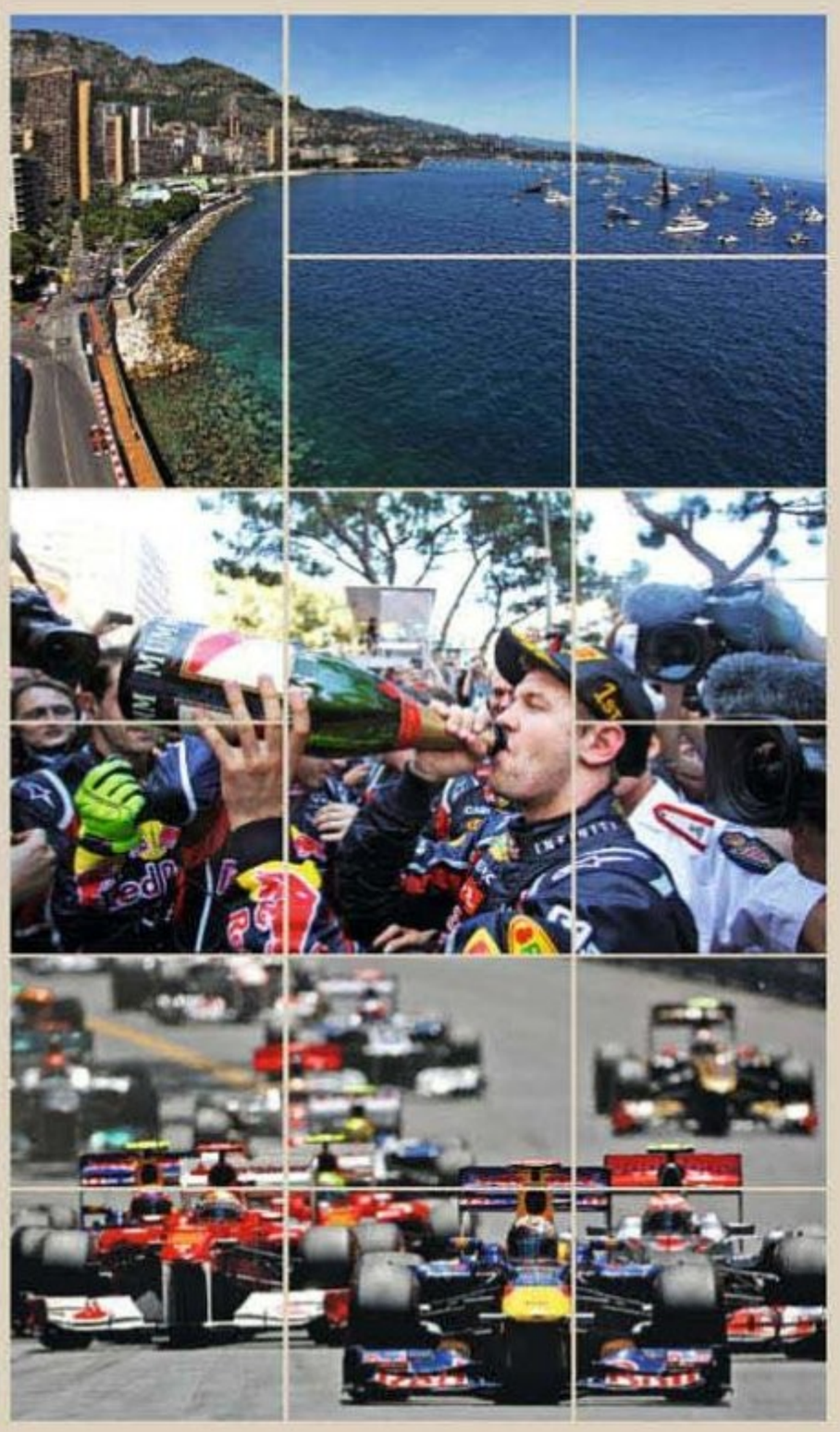
The Monaco GP preview

27.05.2012 / Monte Carlo



by Bruno Senna

Practice makes perfect where the toughest street circuit on the calendar is concerned. The key here is to get in as many miles per session as possible...

I am based in Monaco, so the Monaco Grand Prix is another 'home' race for me. And because I live there I normally take my bike to the paddock because it's the most convenient way to get around. It's quite nice to stay at home for a grand prix, and come back afterwards and just relax. Last year though I stayed in a hotel because my mum was visiting, but then at the last minute she had to cancel.

Although I can be at home for this race, it doesn't make it difficult to focus on the job in hand. Our work involves us being away from home pretty much all of the time, so to be doing my job and to get to stay at home is great. What I normally do when I come back to Monaco before the grand prix, is to stay at my place and wake up early every day and do everything early on. That way I don't get into the habit of being leisurely for the couple of weeks that I'm at home. That makes a big difference.

Because Monaco is a very important weekend in terms of publicity and sponsors, it can be quite a stressful time. It's also longer than other weekends – although I quite like the way we get a day off on Friday. But still, it does make it all a lot busier. All the teams bring their sponsors to Monaco, because everyone can walk around and everyone likes being here. So it's a tough event mentally and then you have to get on the track and perform at the maximum as it's one of those circuits that just doesn't permit mistakes. You come out of the Monaco weekend, especially if it has been a back-to-back race with Barcelona – which thankfully it isn't this year – ready for a bit of rest.

"As with all street circuits you need to maximise the miles you have in the car at Monaco"

As with all street circuits, you need to maximise the miles you have in the car at Monaco. You need to drive as many laps as you possibly can in every session, because the track evolution is enormous when you're starting from a greasy, recently repainted or resurfaced track. That makes a big difference. It's important to understand the evolution of the track and to set your car up accordingly rather than just arriving and then panicking. It's a tough circuit, but one I normally drive well, which makes it a good one for boosting my confidence.

Monaco is also special for us as a family. People remember Ayrton every year. It's amazing.

Circuit de Monaco

MONACO GP SETUP NOTES

Bumpiness High
Engine severity Low
Gearbox severity Very high
Brake wear severity High
Aero settings High
Chances to overtake Very low
Track evolution Very high

CIRCUIT HIGHLIGHT

Few corners on the F1 calendar highlight the awesome ability of an F1 car to change direction better than the high-speed chicane at Turns 13 and 14. In the old days there was a suspension-busting Armco barrier on the apex of the right-hander. That's now gone, but the barrier on the exit of 14 remains as close to the track as ever, as Vitaly Petrov found out to his cost last year.

TOP OVERTAKING SPOT

Not only is Monaco twistier and bumpier than any other track, it's narrower too, which makes overtaking next to impossible – not that the drivers don't try. The two best places to have a go are at the chicane coming out of the tunnel and at Turn 1, following a brief DRS spurt on the pit straight.

All you need to know about Monaco

CIRCUIT STATS

Round 6/20
F1 debut 1950
Track length 2.075 miles
Race distance 161.879 miles
Laps 78
Direction Clockwise
Lap record 1min 14.439secs, M Schumacher, 2004
Full throttle 53%
Gear changes per lap 55
Safety Car probability 60%
Winners from pole 25
Tyre compounds Supersoft, soft

LAST YEAR

Winner Sebastian Vettel
Runners-up Fernando Alonso, Jenson Button
Pole Sebastian Vettel, 1min 13.556secs
Fastest lap Mark Webber, 1min 16.234secs
Retirements 6
Pitstops 43
Overtaking moves 16
DRS overtakes 2
Weather Sunny, 22°C

PREVIOUS WINNERS

Michael Schumacher	5
Fernando Alonso	2
Kimi Räikkönen	1
Lewis Hamilton	1
Jenson Button	1
Mark Webber	1
Sebastian Vettel	1

TIMETABLE (UK TIME)

Thursday 24 May
Practice 1 09:00 - 10:30
Practice 2 13:00 - 14:30
Saturday 26 May
Practice 3 10:00 - 11:00
Qualifying 13:00
Sunday 27 May
Race 13:00

ILLUSTRATION: ALAN ELDRIDGE. PHOTOS: CHARLES COATES/LAT; ANDY HONE/LAT; GLENN DUNBAR/LAT; MARK THOMPSON/GETTY IMAGES; MARK THOMPSON

The Canadian GP preview

10.06.2012 / Circuit Gilles-Villeneuve, Montréal

by Bruno Senna

This old-school, high-speed circuit presents a massive challenge to the drivers due to its uneven surface, but the passion of the home crowd is just unbeatable

Montréal is very European in style but has an American way of going about things. It's a very friendly city that completely transforms itself for the race: everybody's crazy about F1 there. The track is situated close to the city centre, so you can stay in town and drive to the track, which means you get to relax a little bit as well.

Everybody is always in a good mood on race weekend and there's such a fantastic atmosphere. Yes, sometimes the weather can be a bit unpredictable like last year when the huge rainstorm meant everybody needed boats for the race but, in the end, Montréal is a place where everybody wants to be.

When you experience the support of the big crowds at the track, it's just great. I always feel it in Brazil: the Brazilians push their home drivers really hard, and if I was Canadian I know I'd feel the same thing here. In fairness, whenever you have a nice crowd that loves motor racing, you get a lot of support. It's the same in Australia where the fans really care: you spend a lot of time talking to them and signing stuff and everyone is in a good mood. This is something that really motivates us as drivers, knowing people are supporting us and rooting for us.

Montréal is one of the most old-style type tracks we race on at the moment. It's narrow, it's very low grip, it's bumpy in many places and it's easy to make mistakes. We also run lower downforce there and it is very high-speed, so it's a very different proposition and a big challenge for the drivers. When I came here in 2010 it was a tough time for me, so I hope that this year the temperature will be higher and everything will be more straightforward. But then again, it's the same for everyone.

"This isn't an easy circuit to race on – the track wears out in places and they have to patch it up"

It's not an easy track to race on. The surface is very different to that of other circuits, because it goes through such extreme temperatures during the year, which gives it a different characteristic on the tyres. It's one of those tracks where you have different types of Tarmac all over because the track wears out in places, so they have to patch it up. It's like an old karting track, with bits and pieces everywhere. So you have to be clever about setting up your car for the most important parts and then just get round the other parts as best you can.

Circuit Gilles-Villeneuve

CANADIAN GP SETUP NOTES

Bumpiness High
Engine severity High
Gearbox severity Very high
Brake-wear severity Very high
Aero settings Medium
Overtaking opportunities High
Track evolution Low

TOP OVERTAKING SPOT

Thanks to the long straights and heavy braking zones, there are several opportunities to slipstream or outbrake an opponent. The double DRS zones leading up to the Turn 13/14 chicane and then up the pit straight towards Turn 1 were the best places to make a move last year.

CIRCUIT HIGHLIGHT

Montréal is not a traditional street circuit, but the concrete barriers on the exit of many of the corners mean that the drivers have to drive it as if it is. The 'wall of champions' on the exit of Turn 14 has claimed many victims, as has the barrier on the exit of Turn 4. That makes these two corners worth keeping an eye on.

All you need to know about Canada

CIRCUIT STATS

Round 7/20
F1 debut 1978
Track length 2.709 miles
Race distance 189.685 miles
Laps 70
Direction Clockwise
Lap record 1min 13.622secs, Rubens Barrichello, 2004
Full throttle 67%
Gear changes per lap 56
Safety Car probability 67%
Winners from pole 14
Tyre compounds TBA

LAST YEAR

Winner Jenson Button
Runners-up Sebastian Vettel, Mark Webber
Pole Sebastian Vettel, 1min 13.014secs
Fastest lap Jenson Button, 1min 16.956secs
Retirements 7
Pitstops 75
Overtaking moves 79
DRS overtakes 17
Weather Rain, 17°C

PREVIOUS WINNERS

Michael Schumacher	7
Lewis Hamilton	2
Fernando Alonso	1
Kimi Räikkönen	1
Jenson Button	1

TIMETABLE (UK TIME)

Friday 8 June
Practice 1 15.00 - 16.30
Practice 2 19.00 - 20.30
Saturday 9 June
Practice 3 15.00 - 16.00
Qualifying 18.00
Sunday 10 June
Race 19.00

ILLUSTRATION: ALAN ELDRIDGE. PHOTOS: STEVE ETHERINGTON/LAT; GLENN DUNBAR/LAT; ANDY HONE/LAT; STEVEN TEE/LAT; CHARLES COATES/LAT; LORENZO BELLANCA/LAT

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My month in F1
FRANK WILLIAMS

Every issue. Only in *F1 Racing*

A FANTASTIC WIN!

Pastor's victory in Barcelona was an incredible boost for the team. He drove beautifully all weekend and didn't put a wheel wrong, even with Fernando Alonso breathing down his neck. He was very composed, very calm, and there was no panic over the radio – not a sausage!

The victory also proved we're well into our rebuilding process. The technical changes we made last year are delivering, and this win was a big step and boost for us all. Hopefully it will help to bring the money in and keep the show on the road. This year is proving difficult to predict, but I'd like to think we can be competitive going forward. We know we have a good car; we've just got to get the most out of it.

THANK YOU ALL

The horrific fire in our pit garage on the evening of the Spanish GP cast a dark shadow, and while it was unexpected and most undesirable, it demonstrated the genuine cohesiveness and spirit of co-operation that exists in the F1 paddock. The astonishing response from the other teams was unconditional and overwhelming, as have been their offers of support. And for that, I'm extremely grateful.

"Pastor's victory was an incredible boost"

AGE IS NO BIG DEAL

I prefer to think of myself as 70, rather than being in my eighth decade; it makes me sound younger! It was my birthday on 16 April and while some people would consider turning 70 to be a significant event, I don't – and I doubt Bernie Ecclestone did either. I've never been one to celebrate birthdays, although I've been very touched by some of the messages I've received from the Formula 1 community.

LIKE FATHER, LIKE SON

I was delighted to see Nico Rosberg take his first win in China. It took him longer than I expected because we saw race-winning potential in him from the start during his time at Williams. It's great to have another son of a world champion winning races, and I'm pleased for Keke as well. Let's hope Nico achieves a lot more.

POLITICS ASIDE...

A lot has already been written about the Bahrain GP. I don't want to get into the rights and wrongs of the race taking place, but what I will say is this: we're involved in an innocent occupation and we do it for the benefit of hundreds of millions of television viewers around the world, not just the country where we're physically racing. The Bahrain Grand Prix was another cracking race, so it was a success from a sporting point of view.

THE SUN KEEPS ON SHINING... IN QATAR

After the Bahrain Grand Prix, I went straight to Qatar, where Williams F1 are doing increasing amounts of business. The Williams Technology Centre has already been set up in Doha and I'm confident that we're about to strengthen our ties with the region even more. The more time I spend in Qatar, the more I like it: it's a lovely place to be and the weather's fantastic. Well, it's a lot better than it is in the UK at the moment...

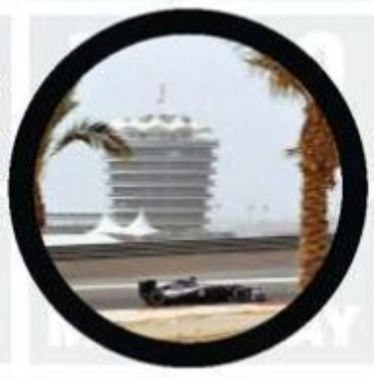
THE FRENCH GP GETS READY FOR LIFT-OFF

The return of the French GP is great news for F1. The French bring a lot to the sport: there's the FIA in Paris; three French drivers on the grid; lots of French sponsors; and Renault is an engine supplier to four teams, including Williams. The new Paul Ricard circuit is a little bit artificial and the organisers have a bit of work to do to make it spectator-friendly, but it's a nice part of the world down there, and I'm sure it will be a very popular race. Some Formula 1 people will also like the fact that the track has its own runway!

On my mind this month...

"Some people would consider turning 70 to be a significant event, but I don't!"

"I was delighted to see Nico Rosberg take his first win in China"



"From a sporting point of view, the Bahrain Grand Prix was a success"

"The skill of the drivers, the noise of the cars, the spectacular backdrop – Monaco has everything"

PHOTOS: STEVEN TEE/LAT; ANDREW FERRARI/LAT; CHARLES COATES/LAT; ANDY HONE/LAT; LAT ARCHIVE

For more information on Williams and what they're up to, visit **www.williamsf1.com**

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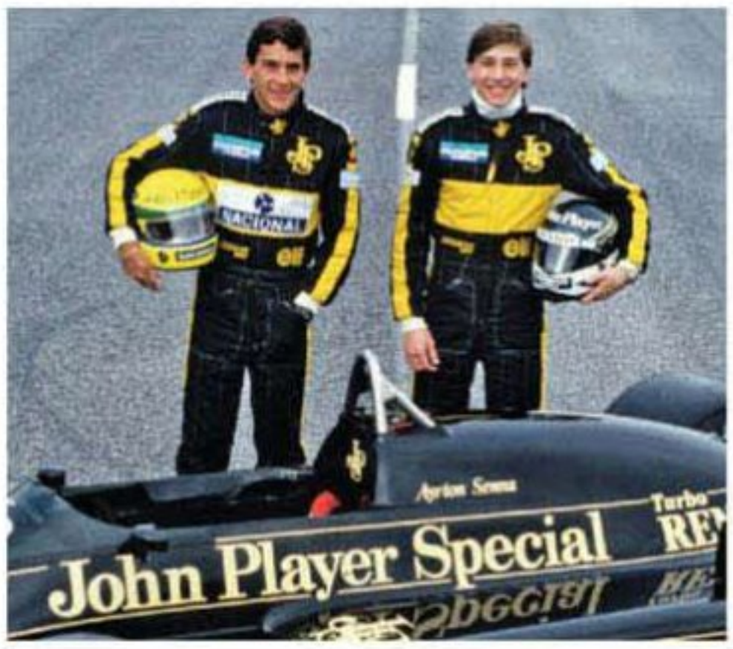
ALAN HENRY

Forty years and counting on the frontline of Formula 1

So who are the richest drivers in Formula 1?

I am always amazed, and not a little impressed, by the forensic analysis deployed by some of my colleagues when it comes to unravelling the complexities of other people's most sensitive business affairs. I'm thinking specifically about the 'Sport Rich List' published recently by *The Sunday Times,* which underlines just how successful leading personalities involved in F1 have been when it comes to stashing the cash.



Johnny Dumfries (right) who raced for Lotus in 1986 is the highest paid sportsman with F1 links

In a list that is headed by soccer star David Beckham, credited with eye-watering wealth of £160million, the highest placed sportsman with F1 links is Johnny Dumfries, who partnered Ayrton Senna at Lotus in 1986, and slots in fifth overall on £110m – although much of that was generated from his family inheritance. Eddie Irvine is pegged at £80m thanks largely to his property development expertise, while 1979 Ferrari world champion Jody Scheckter was eighth on £60million.

Of the active drivers, Lewis Hamilton is reckoned to be worth £55m – just £2million more than his McLaren team-mate Jenson Button. David Coulthard, Nigel Mansell and Prodrive founder David Richards are all pegged at £50m each, with Indycar serial winner Dario Franchitti a whisker behind on £46m. Sir Jackie Stewart, who called time on his active Formula 1 career some 39 years ago, is credited with wealth of £42m; Brands Hatch owner Jonathan Palmer is rated as being worth £22m; and 1996 world champion Damon Hill is pegged on £19m.

"The question is: 'How does *The Sunday Times* come up with these figures?'"

The question we're all surely bound to ask is: "how do they actually come up with these figures?" Well, speaking from my past experience of preparing regular F1 team budgets for this very magazine, you build on the very modest amount of firm financial information that is available beyond the individuals and companies concerned, spice it with a liberal helping of anecdotal evidence and gossip from trusted sources in teams other than the one you are focusing on, and shuffle the pack into what looks like a vaguely credible running order. Then hit the 'send' button on your email, cross your fingers and hope you won't get too many abusive phone calls from team principals who reckon you have accused them of spending too much. Or, indeed, not spending enough!

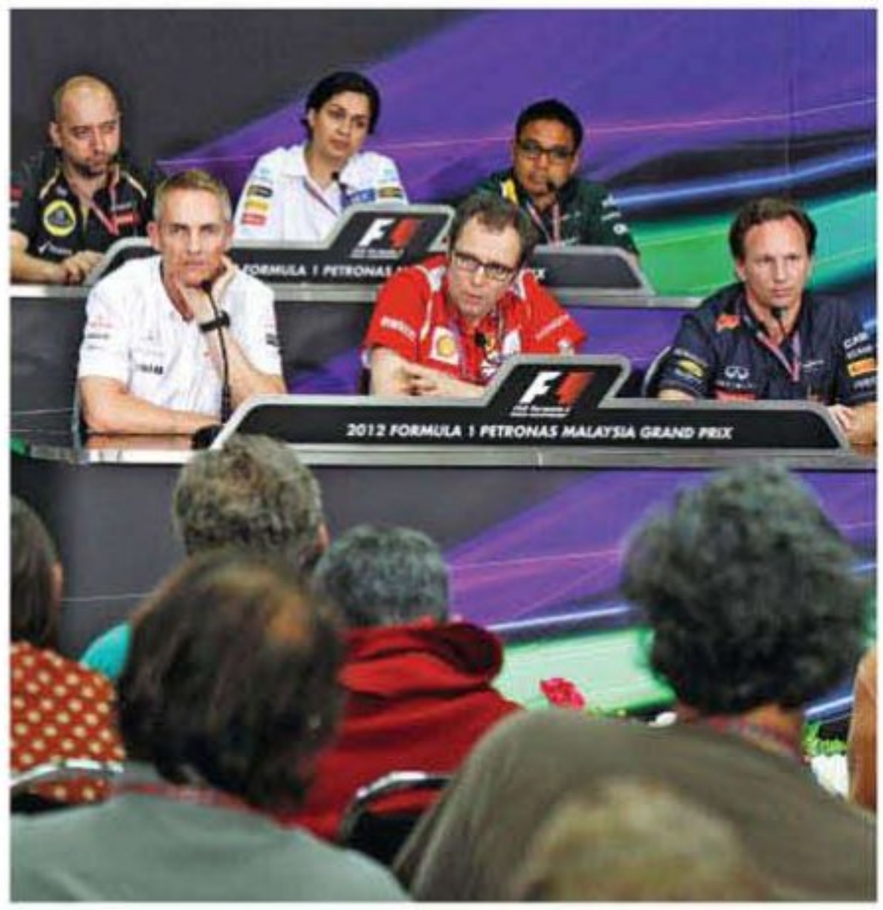
On balance, it's more likely that we got closer to the team budgets than the individual wealth of sportsmen who have made an art form out of keeping their private business to themselves. I have my own thoughts about *The Sunday Times* 'Sport Rich List'...

SINGAPORE BECKONS FOR F1 FLOAT

The forthcoming and long-promised stock exchange flotation of the F1 business on the Singapore stock exchange looks as though it is finally continuing apace towards a conclusion. Various reports over the past few months have suggested that the sport's majority commercial owner, the private equity company CVC, will be ready to progress the float some time this month. Few details have been passed on to outsiders at the present time, but word has it that McLaren will be offered representation at board level in the new company structure alongside Ferrari and Red Bull. As you would logically expect.

POSTSCRIPT ON MONEY

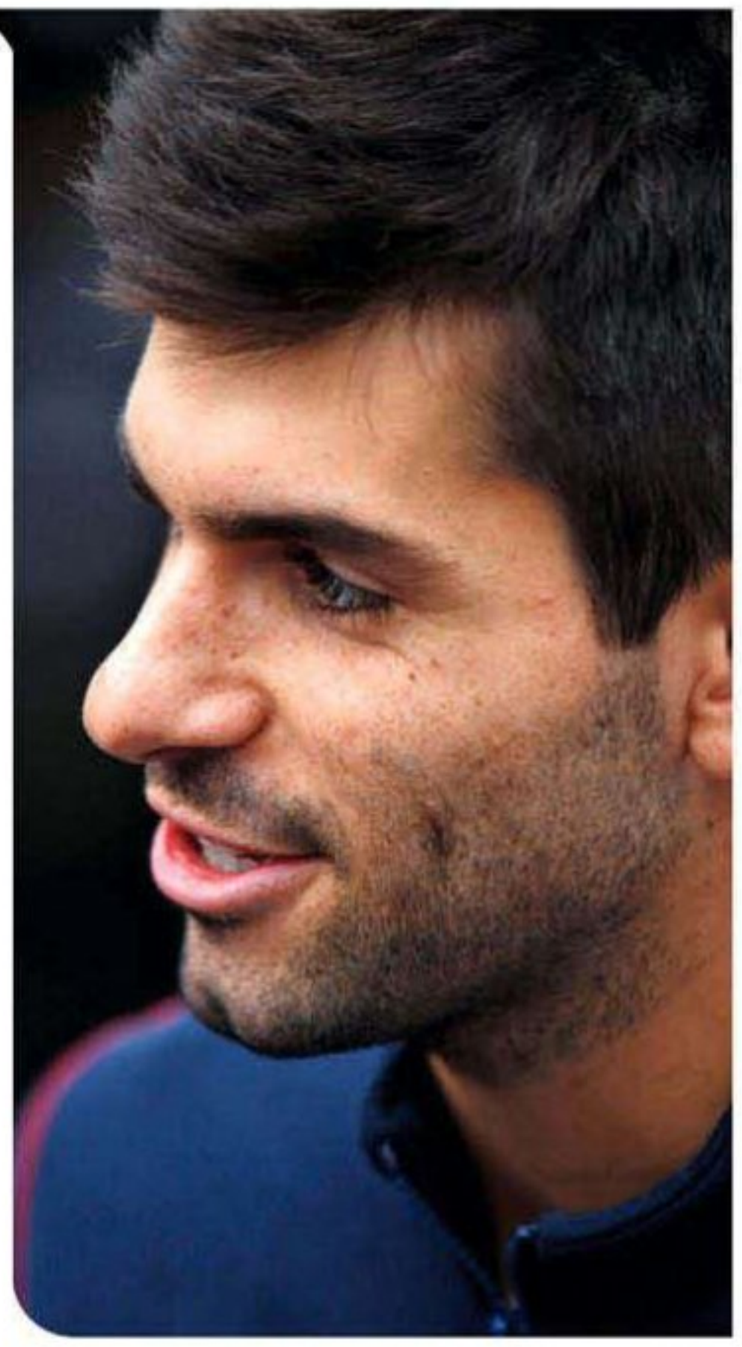
Reports in the financial press suggests that the F1 business generates about £310m a year for CVC and the competing teams. I'm wondering if that is just for CVC, since more than five years ago sources confirmed to me that the figure was over £500million. See what I mean about the difficulty in corroborating the evidence?



The likes of Ferrari, Red Bull and McLaren are expected to be offered board representation following the flotation of F1

PHOTOS: CHARLES COATES/LAT; LAT ARCHIVE

The last time I... served a double fault in tennis



Ex-Toro Rosso driver **Jaime Alguersuari** on other sports and his curious new vocabulary...

When was the last time you drove a Formula 1 car?

In early May I did around 500-600 miles with Lucas di Grassi, testing for Pirelli at Jerez.

When was the last time Bernie Ecclestone spoke to you?

It was when I qualified sixth at the Belgian Grand Prix last year. I saw him on the grid and he said, "What the hell are you doing here?" My response was: "I've no idea!" It was funny because he then introduced me to Eric Clapton, who has always been a bit of a hero of mine.

When was the last time that you went karting?

Last week. I do a lot of karting, it's the best training to keep you fit and it's important to compete regularly. I plan to do the world championship this year in Sarno in the south of Italy and also two or three other races as well.

When was the last time you watched a film?

Recently I watched *Moneyball* – it was pretty good. I think a lot of Formula 1 paddock people should watch it. The fact they'll learn is that it's not just about the money.

When was the last time you ate your favourite meal?

Recently in Barcelona and it was paella – but the good paella, not the one they give to the tourists. There is a lot of good fish in Barcelona and the Spanish ham is really very nice. I cook it often, but I've been away from home a bit recently.

When was the last time you competed in a bike race?

I entered a two-day 110-mile bike race in Ibiza at Easter and it was a really good experience. There were professionals and amateurs like me. Of the 500 who entered, 400 finished and I was 45th.

When was the last time you learnt a new English word?

Every day working with James Allen at the BBC. I shouldn't really tell you the last word they told me, but it was cockney rhyming slang: 'Earthas'!

When was the last time you DJ'd?

It was for my radio show, which you can hear on Ibiza Global Radio on the internet or on 97.6 FM on the island and my weekly show is on Mondays from 12am-1am – it's pre-recorded and I play the latest electronic music. I mix my own tunes and the tracks I get from the labels and comment on them. My current favourite artists include Nicolas Jaar and Luciano.

When was the last time you got angry?

It's a new experience for me working on BBC Radio 5Live and I try to do my best, as with every other job in life, but it's not always easy. First of all, I'm working for the BBC and English is not my first language, but I get annoyed as I'm commentating on something I did for two-and-a-half years and I want to do it again in the future. My F1 career is not finished and every time I watch a race I get frustrated as I know I can do a better job than some of the other drivers.

When was the last time you spoke to the Toro Rosso management?

I'm good friends with Giorgio Ascanelli and to be honest I didn't really talk much with Helmut Marko – we say hello but no more, as he avoids having a conversation with me. But you cannot lose complete respect because you don't know what's going to happen in life, in the future.

When was the last time you served a double fault in tennis?

I play quite a lot of tennis and I think it was a couple of months ago. Within two sets, I think there'd been two double faults. I played in a lot of tournaments when I was younger; golf, too.

Jaime's performance in Belgium last year certainly caught Bernie's attention

PHOTOS: CHARLES COATES/LAT; ANDY HONE/LAT

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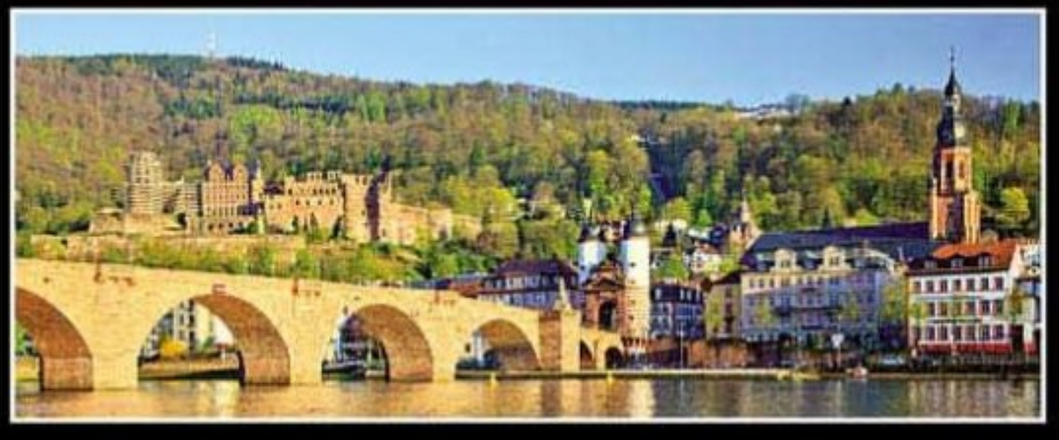

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A00473-GS F1 Guide

SEAT

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ENJOYNEERING

Imagine taking an already loaded SEAT Leon FR+ with its comprehensive array of creature comforts and handing it to SEAT Sport, a racing team with two World Touring Car Championships under their belt to add a full body kit, bespoke twin sports exhaust and drop it onto a set of iconic BBS® alloy wheels. Finally a decision – do you go for the 2.0 TDI CR 170PS diesel version or its 2.0 TSI 211PS stable mate? Stop imagining, start driving the Leon Supercopa.

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- 18" BBS® ALLOY WHEELS
- BESPOKE TWIN SPORTS EXHAUST
- TOUCH-SCREEN SATELLITE NAVIGATION
- BLUETOOTH®
- BI-XENON HEADLIGHTS
- REAR PARKING SENSORS
- ESP WITH XDS (ELECTRONIC DIFFERENTIAL LOCK)

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Official fuel consumption for the SEAT Leon range in mpg (litres per 100km); urban 26.4 (10.7) - 60.1 (4.7); extra-urban 42.8 (6.6) - 83.1 (4.3); combined 34.9 (8.1) - 74.3 (3.8). CO_2 emissions 190 - 99 g/km. Model shown is Leon FR+ Supercopa 2.0 TDI CR 170PS ROTR £22,535 with 'Speed Blue' custom palette paint at an RRP of £560 inc. VAT.