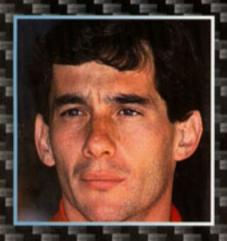
ISSUE 100 BEST DRIVERS EVER

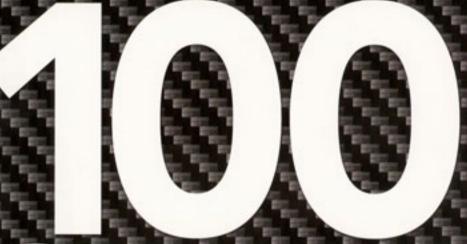


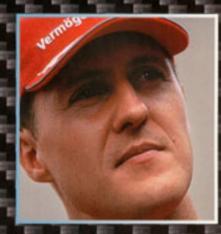
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Mr Briatore as you've never seen him before







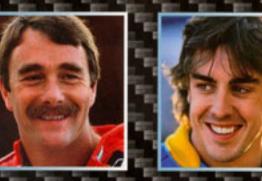


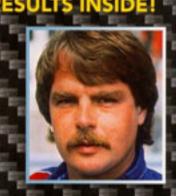


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PARADE

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BUSINESS SCIENCE



According to reports, Interlagos has completed a deal to continue hosting the Brazilian Grand Prix until 2015. It is believed that new pits and paddock will be constructed as part of the agreement

BBCSPORT At 85, Murray admits he's too old to return to full-time commentary

"It's enormously demanding, physically and mentally, and loath as I am to admit it, I don't think that I can cope with 18 races - eight or nine of which are long-haul. I've had a very good innings; I've been very lucky and I've enjoyed every second. I don't think I can come back, but if the BBC want me to do the occasional feature, I would be delighted to do it."

Last month it was revealed that ITV will relinquish the TV rights at the end of this year after covering the sport since 1997. Walker moved across to ITV's commentary team before retiring at the end of 2001, although he made a one-off return for BBC Radio Five Live at the Nürburgring last year.

It is believed ITV ended its deal early to finance its investment into Champions League football, but in addition Bernie Ecclestone wanted to take advantage of the BBC's impressive use of interactive technology. From next season, multi-channel, High Definition and mobile phone broadcasts will be harnessed to showcase the sport.

"I'm happy that F1 is 'going home' but I'm also very happy from the viewers' point of view, because it means that the races are not going to be marred by the constant appearance of commercials," added Walker. "The adverts have to appear on ITV because the money has to come from somewhere, but there is no doubt that they interrupt the action and they can be very frustrating. I just feel sorry for ITV's brilliant team and I hope that many of them can

THE BEST OF F1 ON YOU TUBE as recommended by... you! Search for: Search for:

Peter Collins wins on' his Lancia-Ferrari Melanie Jones.

Search for:

Birmingham

Italian GP 1967 2nd Win for Honda John Surtees

triumphs. To a 1960s spy-film soundtrack Toby Cole, London



Watch 'the maestro' at Modena Aaron Blackburn, Canada

"I WON'T RETURN TO BBC"

Murray Walker not planning to return to the commentary box



keep your historic YouTube suggestions coming to the usual address etters.f1racing@haymarket.com, putting 'YouTube' in the subject heading MURRAY WALKER HAS told F1 Racing he has no plans to return to the commentary box when the BBC takes over broadcasting Formula 1 coverage in the UK next year.

The veteran commentator, who first started talking about the sport in 1948, says a fulltime return will be too demanding - but he hasn't ruled out the odd appearance.

You will not see Murray Walker back commentating because I am now just a whisker short of 85 and I am too old," said Walker in an exclusive interview with F1 Racing.

"Loath as I am to admit it, I don't think I can cope with 18 races"

still continue in F1 next year." The BBC have yet to announce their presenter line-up plans for 2009. ITV have won a number of awards for their coverage of F1 and this year became the first channel in the world to show live coverage of Friday practice sessions on their website www.itv-f1.com.



Races double up

Fans wishing to visit both the Spanish and French Grands Prix this year can take advantage of a unique double ticket deal. By attending both races, the circuits are claiming a saving of around £75



Silverstone increases capacity

Such is the interest in Lewis Hamilton in the UK, Silverstone is to allocate an additional 2,200 grandstand seats for this year's British Grand Prix (July 6). The track is also offering a Saturday-only ticket too



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Test for new Toro Rosso

Toro Rosso have run their new car, the STR3, at Italy's Vairano circuit using Red Bull Junior driver and British F3 hot-shoe Brandon Hartley. The car will make its debut at Turkey

PARADE NEWS EXPUSE BUSINESS

SCIENCE



597 MILLION TUNE IN TO

The promise of TV exposure to a huge global audience is key to persuading Formula 1 sponsors to part with the

ormula 1 is more popular than ever. Last season's closefought title battle had a whopping 597million people turning their television sets on, making F1 the world's most watched sport. But while interest was at an all-time high particularly with the emergence of new fans in India and Poland - there was a number of countries where viewing figures were down. Both Italy and Germany had smaller audiences, no doubt linked to the departure of Michael Schumacher.

"The fact global audiences have increased from last year is outstanding," said Bernie Ecclestone, boss of Formula One Management (FOM).

"While other sports have seen a decline in audience reach, caused by factors such as market fragmentation and multi-platform offerings, F1 has gone from one record-breaking year to another," he added. In 2007, a total of 11,183

In 2007, a total of 11,183 hours of Formula 1 was broadcast across 188 countries, with 47 per cent of it live coverage (5,169 hours). F1 Racing has obtained the viewing figures for the sport across a number of countries, which show where the rises and declines are.

GERMANY

With the retirement of seventime world champion Michael Schumacher, it's hardly a surprise figures were down by 20 per cent on the previous year. But Germany still has more drivers (five) on the current grid than any other country. It also tops the table in terms of output. With broadcasts shared between free-to-air RTL and pay-per-view Premiere, 780 hours of F1 was transmitted in Germany last year.

ITALY

Viewing figures in Italy were also down last year, but the appetite for F1 is still huge. Last year on a grand prix weekend, almost 70 per cent of all people in Italy watching a TV were tuned into F1. And from Monaco onwards, a new deal was reached with Sky Italia, offering multi-channel coverage. Formula 1 had larger audiences than Champions League football and Affari Tuoi (Deal Or No Deal) in Italy.

POLAND

With the emergence of Robert Kubica, Poland's F1 coverage switched to free-toair broadcaster Polsat, and over the past year coverage has increased from 82 hours to 264 hours. Although popular



Schumi is to highlight the perils of drink driving. As an ambassador for Bacardi, he will appear in adverts jumping out of a taxi to educate



Former Williams team-mates Jacques Villeneuve and Heinz-Harald Frentzen were reunited at the Bahrain Grand Prix as both took part in the supporting Speedcar Series race

people about drinking responsibly

Japan (Fuji TV) Total individual viewers 36.9m TV population 120m Share 30.8% China (CCTV) Total individual viewers 102.9m TV population 1.2bn Russia (Ren TV) Share 8.6% Total individual viewers 18.3m TV population 126m Share 14.5% Poland (Polsat) Total individual viewers 23.1m TV population 35.5m Share 65.2%

FORMULA 1

hard-earned, but how many people are looking at the ads?

shows such as Dance On Ice and How Do They Sing get higher audience figures, F1 still has 65 per cent of the available TV share when transmitted.

In 2007, 13 of the 17 grands prix had an increase in audience, as popularity continues to rise thanks to Alonso's success. But, for the first time, F1 coverage wasn't just available on TV. Spain trialled the first run of interactive mobile phone coverage. Also, more than three quarters of the available TV audience (76 per cent) watched the sport. On four occasions in the year the

grand prix was the most watched programme in the week, outstripping shows such as Gran Hermano (Big Brother).

When ITV was showing F1, its audience share on a Sunday afternoon was three times larger than during a non-F1 weekend. ITV have enjoyed a 40 per cent increase (an average of 3million new viewers) since 2006, given the rise to prominence of Lewis Hamilton. The highlight was the primetime season finale in Brazil which 7.5million tuned in for.

"It's good that figures are up despite the fact TV audiences are so fragmented - 20 years ago there were four channels in the UK, now there are 200," says Nigel Geach, boss of Sports Marketing Surveys.

Despite the rise, ITV struggled to get a new title sponsor for its F1 programmes for this season, and hasn't been able to make the financial model work. Instead, it has given up its rights in favour of Champions League football. F1 returns to the BBC in 2009 after 13 years with ITV.

In terms of numbers, Brazil has more fans watching F1 than any other country in the world, with 119million tuning in last year. The 24 per cent rise on 2006 is believed to be through Massa's successes for Ferrari. Over 18million watched the 2007 season finale at Interlagos on Globo TV. Brazil also has an impressive audience share, with nearly two in every three people watching TV tuning in for F1.

China has the largest televison population in the world, with 1.1billion people having access to a TV. F1 only commands an 8.6 per cent share, but that equates to the second largest number of viewers in the world (103million). It's the third largest for output, with 370 hours transmitted in '07. The potential reach means it's probably the most important region for F1.

It was a poor year for audiences in the US, and the loss of the US GP at Indy in '08 won't help. Ten million viewers in '07 is down 2.6m from '06. Although Speed (on cable) gets a solid fanbase, network FOX (which shows four GPs a year) struggles for good audiences. The Canadian GP - which is in a more favourable time zone – had just over 3million viewers. The share of the total audience is a poor 3.5 per cent and F1 falls a long way behind the US-based NASCAR Sprint Cup.



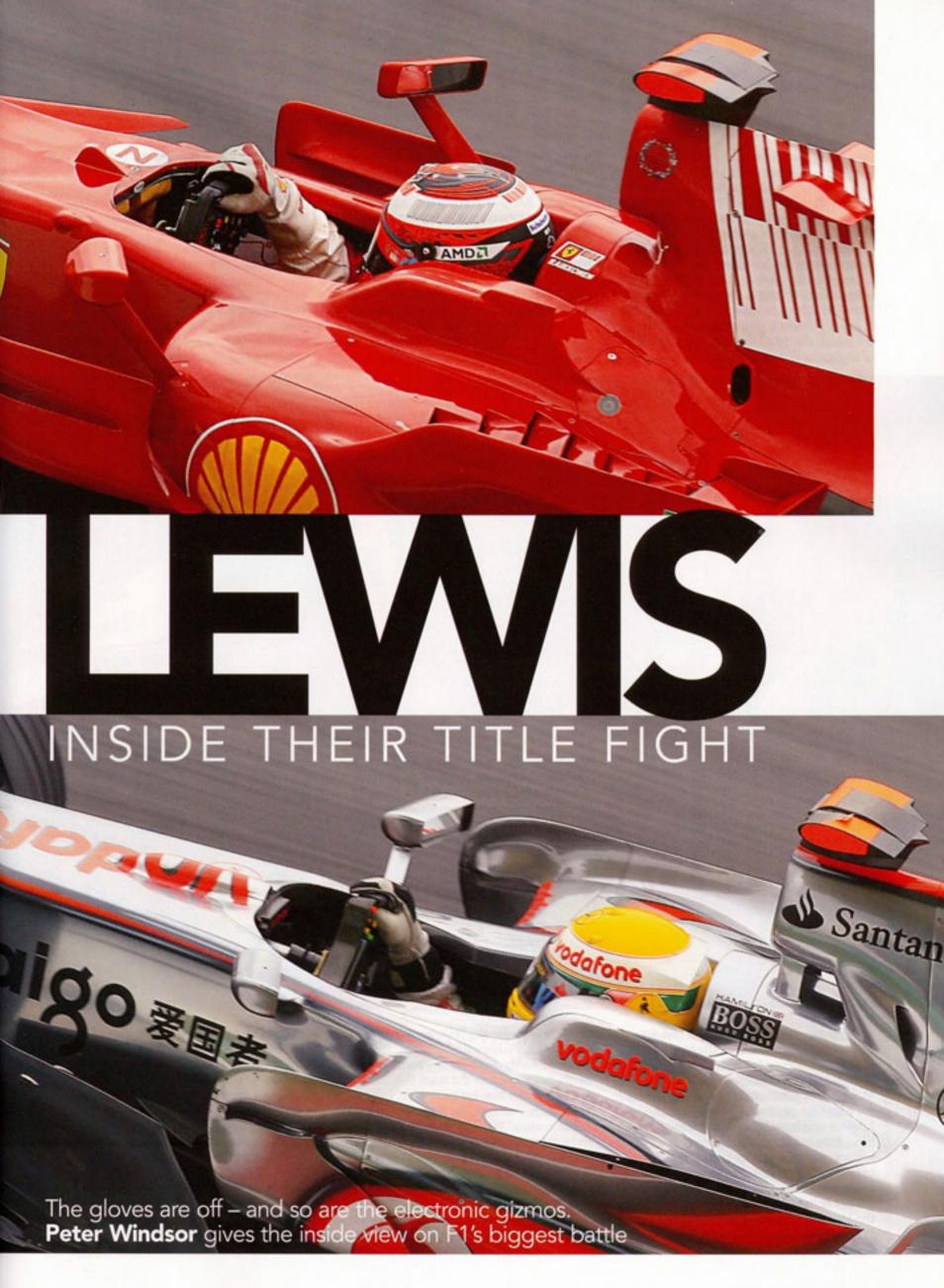
"I made the call to stop Jenson because there didn't seem to be any point in taking any risks... I didn't see the point in carrying on."

Honda team principal Ross Brawn

TRANSLATION:

"Now I know how Jenson felt at pretty much every race last year."





nd so we have a Championship.
We have Kimi in the Ferrari – all calm and confident with his first world title behind him. And in the other corner – Lewis, hungry and full of desire to go one step further.

The driving – without electronic traction control and with the lumpiness of "natural" engine braking once again – has been flatout sublime. If there's anyone better than Kimi Räikkönen out there, then his name is Lewis Hamilton. And vice versa. Both are taking the art of driving to new levels of sophistication and excellence.

was over and he'd finished runner-up. Not bad... There was yet another court hearing on the horizon (the fuel temperature row involving BMW and Williams), but he had no expectations from it. Ahead: a change of residence. He had to leave home – the pressures of living in the English floodlights were on their way to becoming a distraction. And Britain's tax rates, of course, were another factor. Monaco? Too glitzy. Switzerland? It worked for Jackie Stewart and Michael Schumacher – and it works for Kimi. Geneva it would be then, on the French side of the lake. worst, be an equal number one, with the responsibility that brings. With the move to the new apartment there was plenty to do, to re-organise... And then there was the test programme; no more traction control; more abrupt engine braking (now that the gizmos could no longer calm the rear locking); and the new car.

In Melbourne, for the season's opener, they were the toast of the town. The Australian press are more sports-centric than the Brits, and so the talk was of the rivalry and the season ahead, rather than of girlfriends or



Of course, it's a more difficult task for Lewis: Ferrari are the winning team. Kimi is seasoned – the experienced one. His life is sorted. He has established his patch. McLaren, by contrast, are recovering from the biggest ruptures known to F1 man. Lewis is still learning how to manage his life – how to work through the politics of money, power, celebrity and racing. And to handle the most difficult and omnipresent press corps in the world – the Brits.

He's doing alright though. He awoke on the Monday after last year's Brazilian Grand Prix with a bit of a headache, but his life rapidly regained its focus. The championship There was also the little question of renewing his vows with McLaren. He could probably drive for any team on earth, but why leave the team that had not only given him his racing life, but had also nearly won him a championship in his debut season? What he needed was a long-term commitment, a good chunk of money... and hopefully a quick, cool team-mate who could maintain the pressure, but could blend in with the scenery. Nico Rosberg? Maybe. Heikki? Perfect.

In short, it was a good winter for Lewis Hamilton. He could go to bed at night as a long-term McLaren driver. He would, at late nights at the Crown Casino, or of Lewis's lack of engagement with the Grand Prix Drivers' Association. Kimi, merely by doing and saying very little, has in his own way become a folk hero. "Kimi's cool," they say. "No one expects anything from him. He's just Kimi." Lewis, by being eloquent and dignified, has opened the door to a different swathe of public (and media) opinion.

In their cars, on the circuits of the world, the two drivers are virtually interchangeable. Both drive racing cars exactly as they should be driven. They manage the dynamic energies; they warn the car of what they are about to ask of it next. They're constantly in harmony with the ever-changing surface of the road and the grip level of their Bridgestones. Without TC and braking assistance their talent was always going to be even more exposed... and so it has proved.

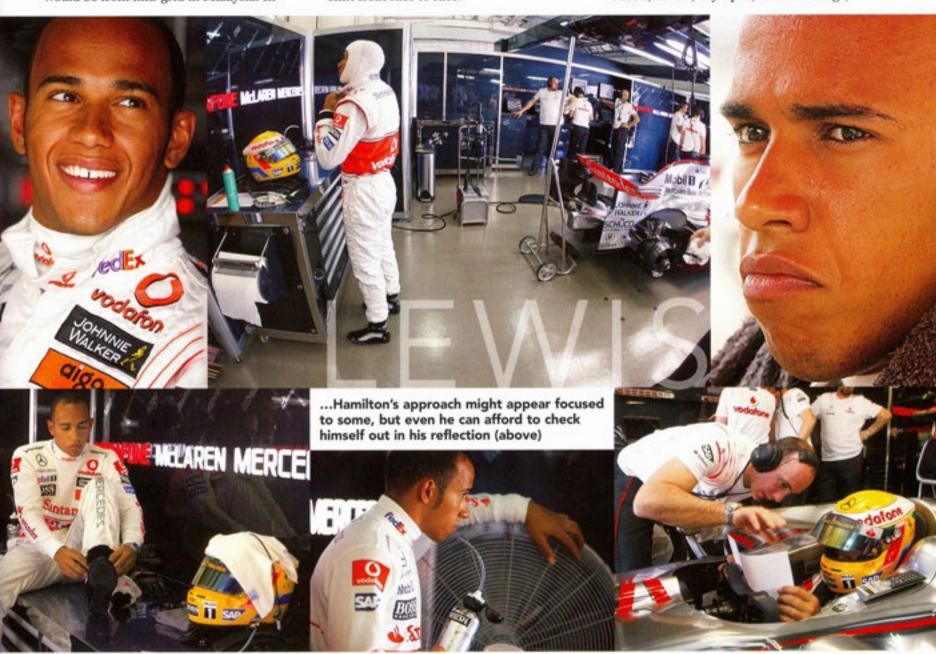
ewis won Melbourne with grace and flair;
Kimi won Malaysia in exactly the same
way, at the same time forcing his more
reflexive team-mate, Felipe Massa, into an
error. In Australia, Kimi was both fast and
concise in traffic from the back-third of the
grid – as decisive and accurate as Lewis
would be from mid-grid in Malaysia. In

penalised by race stewards in Q3 by "warning" them in advance of possible in-lap traffic rather than shouting in their ears in the heat of the moment.

The parallels continue when applied to car performance and reliability: the McLaren was fast in Melbourne over one lap and a full race distance; the Ferrari was not brilliant in qualifying. In Sepang the opposite was true: Lewis lost some feel and grip in Qs 2 and 3; the Ferrari was good over one lap or 20. The scene is set for a season in which the balance of performance — and the advantage — will shift from race to race.

Control Unit that all teams must use to regulate/ban driver aids – but then Heikki did too, on the Friday night of Melbourne.

Two drivers and two teams are set to dominate – and to divide – the 2008 Championship. Kimi, cool on his side of Switzerland, lives low-profile and with very few non-track activities to clutter his mornings. No GPDA; no interviews. On the other side of the country: Lewis, the man of the future, follows one packed day with another. Abbey, Vodafone, Mercedes, Boss, factory visit, gym, test, TAG Heuer, travel, Mobil, media, Olympus, team meetings,



They are both geniuses... Great, true racing drivers – epitomies of their art

Melbourne, Ferrari didn't call Kimi in when the pitlane opened after the second Safety Car period. They were hoping to pick up track position – but, after the Safety Car came in, Kimi made some "go for it" errors in traffic which cost him points.

McLaren's strategy was perfect in Melbourne – Lewis was brought in early for both pitstops – but in Malaysia the management allowed their drivers to be bb and flow, ebb and flow – and if you really want equality, consider the glitches: McLaren were trouble-free in Melbourne, but had a wheelnut lock-mechanism fail at the next race. Ferrari found fuel pressure problems in Melbourne, but swiftly recovered their operational slickness. You could argue that Ferrari were always going to have some dramas in adapting to the new Standard Electronic

race, travel, factory... and still they want him to join the GPDA.

They are geniuses, both of them. And they are great, true racing drivers – epitomies of their art. They are very different – and yet very similar, just as Ferrari and McLaren are as disparate in their character as they are alike in their excellence. How will it be resolved? Who will win? As last year, it will probably be just the one team that will find the sweet spot on any given weekend; there are too many variables for the storms to be perfect. So, it will come down to the unexpected. To punctures; to the weather; to traffic; to the things no-one can predict. FO

YOU ASK THE QUESTIONS

DAVID COULTHARD

Chafing in an F1 car. Pottymouthed outbursts on live TV. The 'theatrical ability' of Take That. Stand well back, everyone – no subject is off-limits...

Words Stuart Codling Portraits Lorenzo Bellanca/LAT

lbows on the table, David Coulthard idly rotates a Red Bull-branded bottle with his fingertips and casts a glance at the pile of questions from F1 Racing's readers. "There's quite a few," he says in a detached tone, more as an observation than a complaint.

Well, there's quite a long career to get through – but that probably wouldn't be the most sensible riposte, because DC is famously prickly about the question of his age, as are his many fans; describe him as "Formula 1's elder statesman", even in a complimentary context, and watch those angry letters fly in. There's a good reason for this: it's foolish to think that David's length of service defines him in an exclusively negative way.

Not only is David still quick, his experience has made him a confident and strident speaker: unlike some drivers, who stare blankly as if they're listening distantly and without great interest to their own voices, DC is engaging, witty and sharp. He picks up the questions, straightens them with a flick of thumb, and wades in...

Is driving a Formula 1 car still as exciting as when you started? Garry Stansfield, UK

I would say... that it's more exciting today because I don't have the fear that I had when I first drove an F1 car. When you do anything for the first time you're a bit nervous, you don't know what to expect. The other thing is that the difference between the front of the grid and the back of the grid is only about one or two per cent. That's how incredibly close it is. I read a statistic recently that sums up how incredible F1 is: of the 80,000-odd parts that make up a car, if 99.9 per cent are in perfect order that still leaves 80 things that are wrong before the start of the race. So even 99.9 per cent is nowhere near good enough. For me, that shows what a challenging, elite industry this is, and I'm excited to be part of it.

After an illustrious career in F1, is there any one decision or move you've made that you now wish you'd done differently?

Howard W Jones, UK

Yes. As I said in my book, which is available in average bookshops up and down the country, I wish I'd stuck with Williams for 1996 because that would have given me a better crack at the championship, ultimately, than what happened with McLaren. That [the move to McLaren] was motivated by money, because my management company at the time [IMG] were taking a percentage of my salary, so it was in their interest to go for the bigger salary. And I was young. I thought F1 was easy, because I'd come straight in with a winning car and I didn't appreciate how technical it was - a bit like, I guess, what Lewis is experiencing right now. He probably can't believe how easy F1 is, but a few years down the line, when the car's not so competitive, it may be a different story.



What are you going to do when your driving career is finally over? Can you see yourself taking up some sort of advisory role for Red Bull, like Schumi has at Ferrari? Tina Hinds, UK

Er, I don't know what I'm going to do, and I don't see myself in any particular role – because to even think about that would mean that I'm not thinking about racing the car. For me it's quite clear that nothing is different today from when I was 24 and just starting in F1. All my thoughts and energies go into doing the best I can in the car and helping the team move forward. If anything has changed, it's that I now have the experience to be confident when putting my opinions forward.

age – it's linked to desire and commitment. I think a 16-year-old in the right physical condition could drive an F1 car quickly, as could a fit 46-year-old. But life is a journey, and what makes sense to you as a teenager doesn't make sense to you at certain other stages of life. And if it makes sense to you all the time, you're either very intelligent or retarded because you haven't moved forward since you were a teenager! Every year you learn something new, change your tastes. That's life.

What has been the best car you have driven in Formula 1? Emil Vinkman, Estonia

[Without hesitation] That would be the '95 Williams. Wide track, slick tyres, 3.5ltr



Williams' FW17 from 1995 - the best F1 machine Coulthard has driven

Are you in better physical condition today than you were when you first entered F1?

Martin Fred Saalberg, USA

It's unlikely that my VO₂ potential [the measure of the maximum amount of oxygen an athlete's body can use] is better today at 37 than it was when I was 24. But for all the physical training that I do, there's nothing to suggest that I'm not in as good a condition. I train hard and efficiently, and I'm pleased with the condition I'm in.

What's your musical guilty pleasure? Kai Grant, Australia

Well, I've always liked Take That, even at the time. I enjoyed watching the DVD of their comeback tour – great, happy entertainment. I like pop music and I admire people who can entertain. A lot of pop artists make up for what they may lack in musical talent with theatrical ability, and that's an admirable quality.

Do you feel that you are as fast today as you were 10 years ago? Raimo Kivi, Sweden

I do. I feel that I'm a better driver today because I've had the benefit of certain experiences. I don't think 'fast' is linked to engine, no traction control and a fantastic ability to adjust to small changes. I managed five pole positions in a row in that car, and I'm not known for my qualifying ability...

Did you ever dislike Michael Schumacher? Lee Harrison, UK

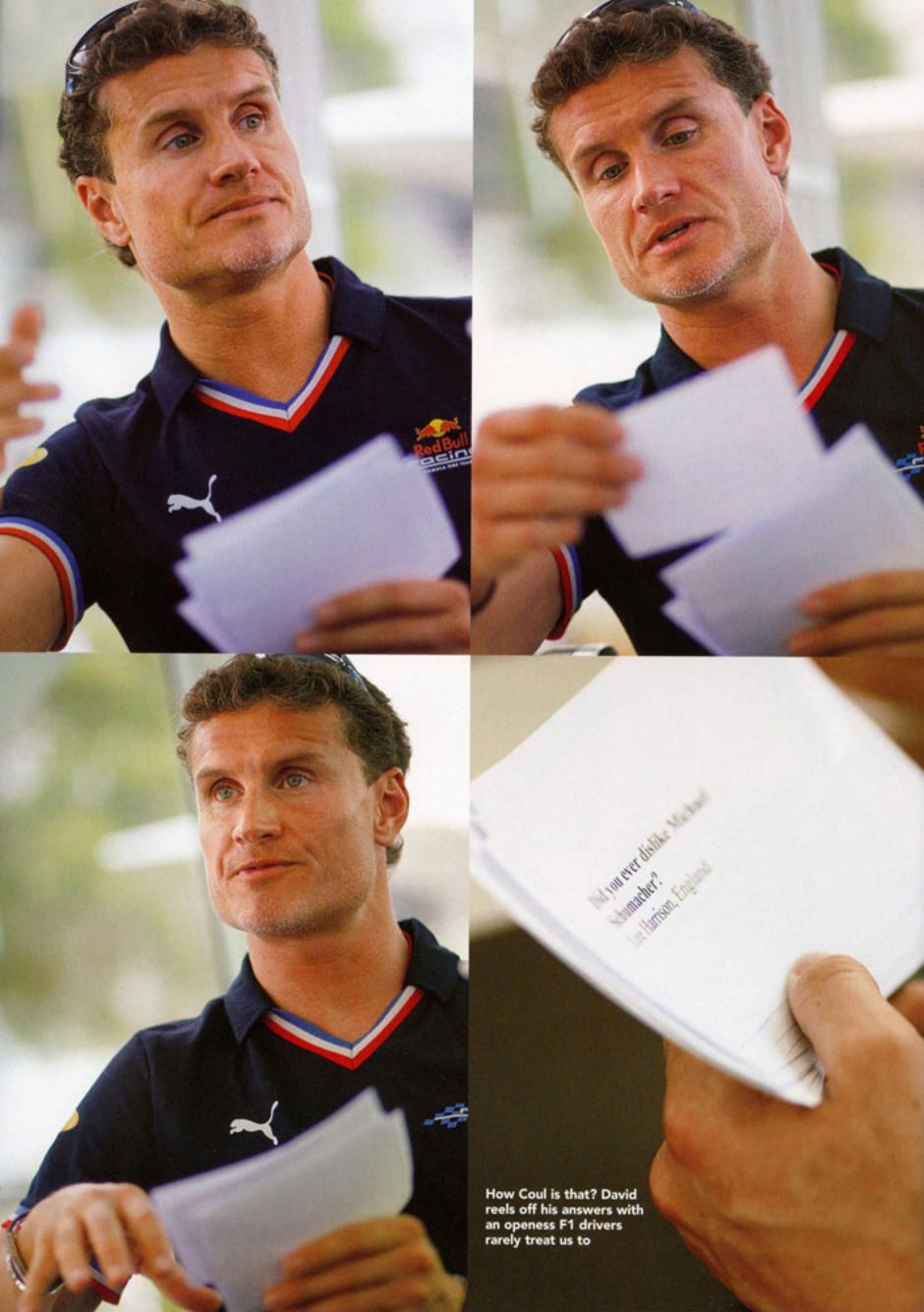
I've got great admiration for Michael and his achievements; I just didn't appreciate the way he'd never accept that he was at fault. But that was probably a strength that enabled him to achieve that level of success over such a long period. You've got to know when you're bullshitting. I have a high regard for his intelligence, but his public position of, "What? Me? It was the other guy," was a bit rich to be honest.

I was amused by your rant about Felipe Massa after the Australian GP. Did you find him after the race, and were you successful in your attempts to "kick lumps of shit" out of him? Ian Matthews, UK

I texted him on the Monday because we were both staying in the same hotel in Kuala Lumpur. I saw him briefly but didn't talk to him about it on the Tuesday – by that time the race was over, so doing anything







wouldn't have changed the result.

[Thoughtful pause] I think we should be encouraged to speak our minds, because everybody seems to complain that the drivers are monosyllabic and noncontroversial – and then the minute you do, you upset someone. In the real world we do swear, we do make bold statements that we're probably never going to carry out. And in the unreal world we're very polite – we follow the company line, and... fuck it.

Of all your team-mates, who was the best driver? Izabela Sonnek, Poland

[Long pause] Difficult to choose between Kimi and Mika [Häkkinen] because they're both exceptional drivers who seem to get away with making so little effort to be so quick. I'll always wonder how they managed respected brands in the world, but I genuinely feel proud to have driven for Mercedes for those nine years. They were the cars that my father always bought when I was growing up, so in many ways I feel they're my brand of choice. I've never actually owned a Ferrari, but I've had a few Mercedes. I have a 1971 28oSL, which I bought in '95.

What is it that motivates you to keep on racing?

Eloisa Lopez, USA

I love it – simple as that. If you love doing something, why would you want to stop? It's like sex – you enjoy doing it and you don't say, "Oh, I'm going to give that up when I'm 50 because I've had a good innings." The only difference is that racing has an, er, more socially acceptable timeframe.

David flicks Michael Schumacher 'the bird' during the 2000 French Grand Prix

that – and always admire. And I think Damon Hill was under-rated.

When you retire from Formula 1 will you still be involved with motorsport in some way, or will you concentrate your efforts on expanding your hotel empire? Philip Longdon, UK
Don't know. I haven't thought about it.

Don't know. I naven't thought about it

Which is the bigger thrill: the red lights going out at the start of the grand prix or dating the most beautiful women in the world? Robert Wetzler, USA

They're both a thrill, and they both take place at different times, so with only 18 or so grands prix a year, I find there's more than enough time to fit both into my schedule.

You never hid the fact you wanted to drive for Ferrari. Do you still harbour this ambition?

Murray Stevenson, Scotland No... Of course, Ferrari have the most

recognisable name and one of the most

Can you actually see anything in those tiny rear-view mirrors when the car is shaking all over the place? Dan Cross, UK

You don't see enough, given the importance of what we're doing and the expense of the vehicles, that's for sure. The typical bathroom face mirror that people might squeeze their zits in is about three or four times the size of the mirror we rely on to see everything that's going on behind us.

Every race you're strapped tightly in the car for one-and-a-half hours. What do you do if you have an itch that really needs scratching? Carl Burkitt, UK

Ooh, it's tough. You just can't scratch it basically. And, if you get a cramp... tough, you just have to get on with it. All of the drivers will suffer some muscular pain to a degree. Chafing, too. And I once got blisters on my bum at Sepang, during the McLaren years, from the car rubbing against the ground. It burnt through the floor — there's actually a photo somewhere on the McLaren server.

You drove for two top 'old' teams, Williams and McLaren. What's the main difference between them and the young Red Bull Racing team? Philippe Chanteur, France

They [Williams and McLaren] win races, or have won. Red Bull haven't. That's the only difference. F1 teams are highly structured, well-financed and motivated groups. As I said before, we're less than one per cent away from achieving our ultimate goal.

Would you ever consider standing for the role of president of the FIA? Victoria Brown, UK

Yes. [A pause, then he flips to the next question without elaborating.]

What's been your best moment in F1? Vangelis Peticaris, Greece

I'm very proud to have won the British GP, the Monaco GP, the Belgian GP and the Italian GP – I see that as a mixture of the biggest historical races the sport's had. Especially Monaco – I know I'm not seen as the most talented driver to have raced in F1, but you don't win Monaco twice by accident.

Are you the most talented driver on the 2008 grid? Ike St Clara, USA

No, I don't think so – but I think I'm a talented racing driver who has continued to deliver at a sustained level for a long period.

At McLaren you were a bit grumpy and corporate, but at Red Bull you have a great personality. Why is this? Chris Jones, UK

At McLaren you represented multiple brands, and what might be funny for one might be insulting to someone else, so I had to tread carefully. With Red Bull, the instruction from Dietrich Mateschitz when I joined the team was, "Don't say anything negative about the drink." Straightforward enough – I've always drunk Red Bull, so no problem there. He also said, "Be yourself." So you always walk a bit of a corporate line – there are people who rely on you. It's easy to win the hindsight world championship, a lot harder to motivate people and give direction for the future. Inevitably, like any human, I have my strengths and weaknesses.

Looking at what happened last year at McLaren – where there were some doubts regarding equal treatment – do you think you had fair treatment when you were Mika's team-mate? Alberto Varela, Spain

It was no surprise that, despite McLaren's best efforts, one guy ended up feeling less loved than the other. Want to know more? I'm afraid you'll have to buy my book... FO

WHY NOT JOIN OUR READER PANEL?

Want to put a question to a Formula 1 star? Visit www.f1racing.co.uk and join the Reader Panel. We'll let you know which interviews are coming up

NEUTRAL BUTTON Used to select neutral and reverse gears (gear 'paddles' are used just for the forward gears). Positioned for easy

access by Lewis's thumb

RADIO BUTTONS 'PTT' activates the radio, allowing Lewis to talk to his race engineer. The 'TX' lights up blue when the pit-to-car radio has been activated

LEWIS'S OFFICE

Words James Roberts Picture Lorenzo Bellanca

As if dicing wheel-to-wheel with Kimi wasn't enough to focus your mind, this is what Lewis Hamilton is faced with every time he steps into his McLaren MP4-23.

An F1 steering wheel does much more than help the driver turn-in and correct oversteer. It's a gear lever, clutch, dashboard and a vital tool for tuning the handling during the race.

The drivers need to be able to adjust each switch and dial in their sleep, carrying out their engineers' commands with perfect precision at 200mph. But what do all those buttons actually do? F1 Racing sat down with the men from McLaren to find out...

DIFF MAP THUMBWHEEL

Lewis uses this to adjust the differential settings. More or less diff 'locking' is used to tune the handling at the rear

MSG OK BUTTON

This allows Lewis to change the menus he scrolls through with the +10 and +1 buttons

DRINKS BUTTON

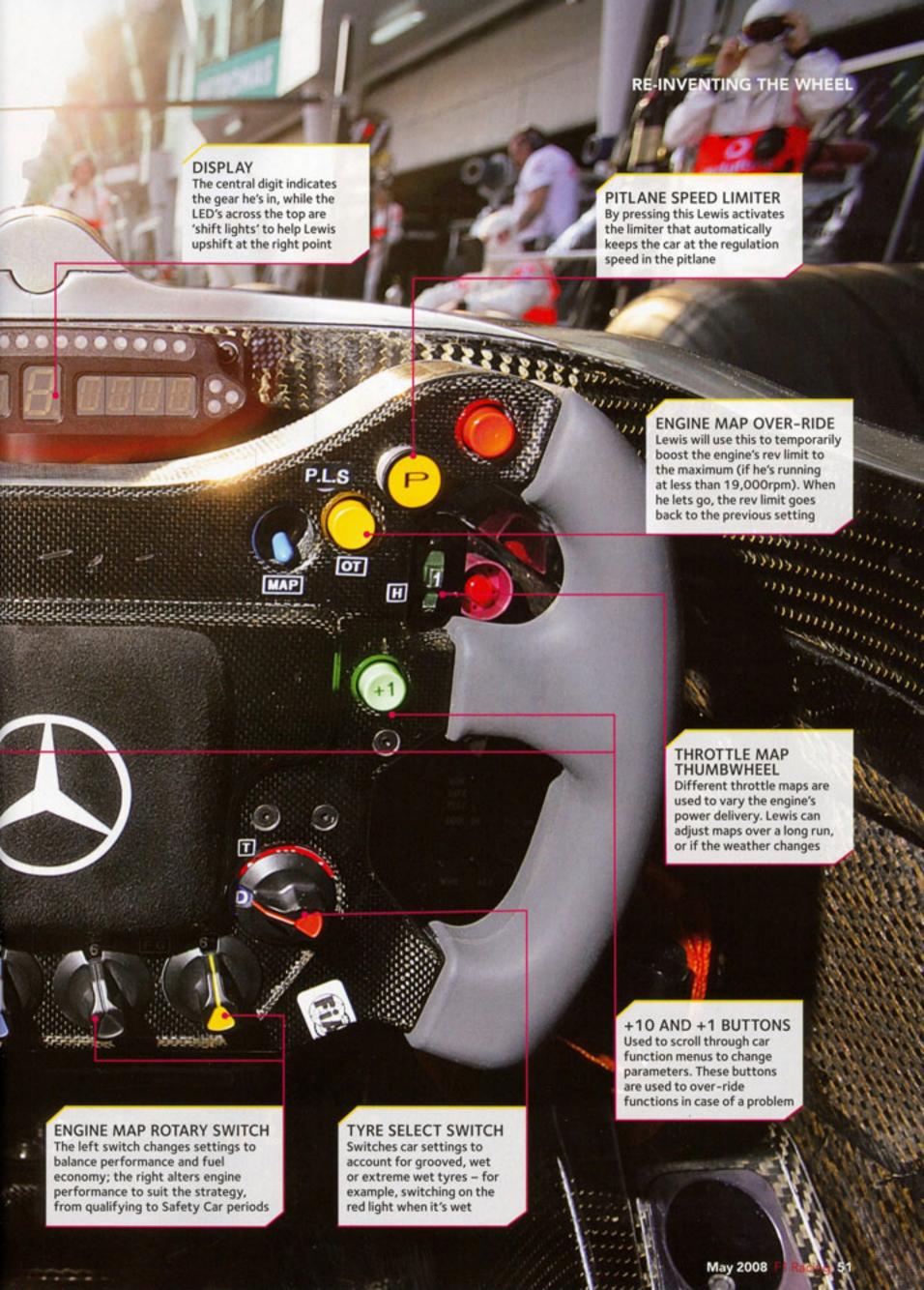
Lewis's drink is stored in a reservoir beneath his seat; this button activates an electric pump to send the drink to his mouth via a tube

DIFF MAP ROTARY SWITCH

These rotary switches are designed for ease of use with Lewis's gloved fingers. Both of them are used to further finetune the differential settings

MSG OK L

DRINKS





Greatest moment: Monza '76 - an unparalleled achievement and proof of his spirit

II Niki Lauda

Cold, calculating and devastatingly quick

It's hard to know where to start when it comes to Niki Lauda's achievements. Twenty five wins, equal Number Six of all-time? Three world championships - including one after he'd retired? Or taking P4 at Monza in 1976, just 42 days after being read the last rites at the Nürburgring? Take your pick. Lauda started his career driving for Max. Mosley and ended it working for Ron Dennis. In between, he "did a Schuey" at Ferrari: along with Luca Montezemolo, Lauda was the foundation of the team's mid-'70s success - taking title wins in '75 and '77, and only denied three in a row by his fiery crash at the 'Ring. Lauda set up a successful airline after retiring in the late '70s, but was tempted back to the sport by McLaren and John Barnard's carbon car. Lauda won his final championship in 1984 by half a point. Throughout his career, he combined uncompromising focus with wry, black humour. On the 30th anniversary of his accident in 2006 he revisited the Nürburgring's Bergwerk, where the crash happened. Some surprised fans asked him what he was doing: Looking for my ear," came the deadpan reply. That's Niki all over.

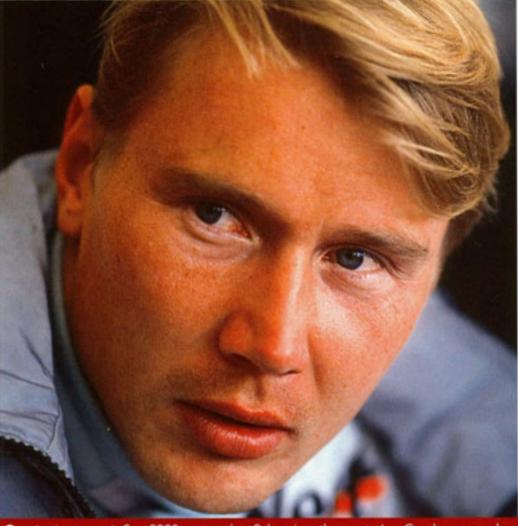
Gilles Villeneuve

Never-say-die battler - the romantics' choice

Gilles Villeneuve won just six grands prix in his career - the same number as Riccardo Patrese and Ralf Schumacher. But mere statistics don't come close to capturing the virtuoso brilliance of the little French-Canadian. He started out racing snowmobiles in the frozen Canadian north. It gave him an instinctive grasp of slippery conditions that put him nine seconds ahead of the field (yes, nine whole seconds) in wet practice at Watkins Glen in 1979. The rest of the drivers simply watched in wonder. Other career highlights included his legendary battle for second place with René Arnoux at Dijon in 1979: the two spent the final laps banging wheels and sliding through the dirt, and it was such an utterly compelling fight that nobody remembers who actually won the race (Jean Pierre Jabouille, for the record). There were also epic drives in '81, manhandling his unwieldy Ferrari to victory in Monaco of all places (after overtaking Alan Jones on the pit straight) and Jarama. Famously feuded with team-mate Pironi at Imola '82; Gilles was killed two weeks later in qualifying at Zolder in Belgium after misreading a backmarker's actions. Flat out and fearless to the last.



Greatest moment: Could it ever be anything but Dijon '79, wheel-to-wheel with Arnoux?



Mika Häkkinen

Double world champion who got genuine respect from Schumacher

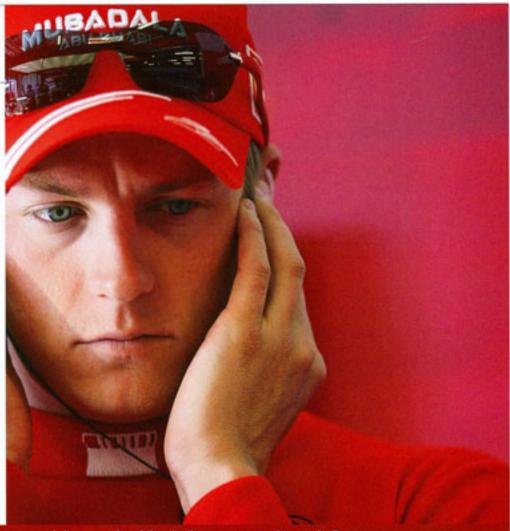
Before there was Kimi, the F1 world had Mika. Kicking off his career at Lotus when the team was on its last legs, he then found his home at McLaren. On his debut in Estoril 1993 - replacing Michael Andretti - he promptly out-qualified his team-mate... some Brazilian guy named Ayrton Senna. Mika soon established himself as fast, if a little wild, and endured some tricky years with McLaren before the Mercedes partnership took root in Woking. After adding in Adrian Newey's design skills and Bridgestone tyres, they became a title-winning force. Häkkinen was the only rival to ever really command genuine respect from Schumi, and Mika took successive titles in '98 and '99 – still the last time McLaren got their hands on the championship pots. He generally projected a zen-like Finnish calm, but as his career advanced, so he softened into a sarcastic observer of the F1 world around him. Engineers who worked with him still talk in awe of his natural ability (he once drove the Ascari chicane at Monza on the throttle alone after his initial turn-in) and Spa 2000 surely goes down as one of the great overtaking manoeuvres.

Greatest moment: Spa 2000 - overtakes Schumi on the run to Les Combes, on a damp track and around a backmarker. Pure magic

↓ Kimi Räikkönen

Unbelievably fast Ferrari driver. Has been known to wear gorilla suits

Kimi represents the ultimate triumph of talent over application - he's so outrageously good in an F1 car that he doesn't actually need to work that hard at it. It's a contrast to his predecessor at Ferrari, Michael Schumacher, but the team just carried on regardless after Kimi joined them for 2007 - winning both championships (even without McLaren's exclusion), including the Finn's first world title. Räikkönen has caused a fuss from the moment he arrived in F1 after just 23 competitive races - driving for Sauber in 2001. Max Mosley said he shouldn't have a superlicence at his tender age, but the F1 Commission disagreed, and Ron Dennis snapped him up for the following year. Kimi endured frequent reliability problems with stoic indifference during his time at McLaren - narrowly missing out on the title in 2005 - and then packed his bags for the team's arch-rivals in Maranello. Famed for his less-than-expansive answers in press conferences and for enjoying a tipple, Kimi actually has a real sense of fun behind the façade: last year, he entered a snowmobile race under the pseudonym 'James Hunt' - and raced a powerboat in a gorilla suit. Quality.

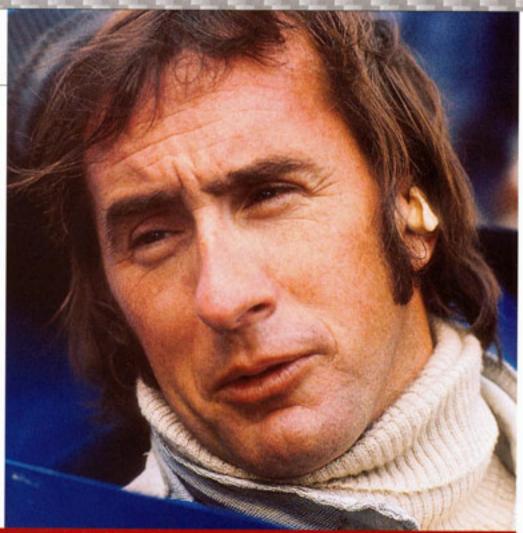


Greatest moment: Lap 53, 2005 Japanese GP. His pass around the outside of Fisichella was so good it made Ron cry

Jackie Stewart

Tireless crusader and canny champion

Every F1 driver who has survived an accident since the 1970s owes a major debt of gratitude to Sir Jackie Stewart. Drifting into consciousness to find yourself trapped in a crumpled aluminium chassis on a farmhouse patio in Belgium would focus anybody's mind, and it certainly did for Jackie. After that massive accident during the 1966 Belgian Grand Prix - when it took more than half an hour for medical help to reach the scene and he was extricated by his fellow drivers - he led the campaign for improved safety standards that snowballed into the state-of-the-art provisions available today. What's more, he did it in the face of vocal opposition from drivers, journalists, circuit owners and more - without flinching. That would be achievement enough, but Stewart also overcame severe dyslexia to conquer the world three times in cars owned by Ken Tyrrell, before transforming himself into one of the most respected speakers and ambassadors in the industry - all in his distinctive tartan troosers. Never better than at the wheel of a twitchy dark-blue Tyrrell, Stewart held the F1 record for the most race wins (with 27) until surpassed by Prost in 1987.



Greatest moment: Nürburgring, 1968: winning by four minutes in the fog and rain



5 Jim Clark

Modest farmer who was touched by greatness

No image is more evocative of 1960s F1 than one of Jim. Clark, open-mouthed at the wheel of a spindly Lotus on a soaking wet circuit, dark forests in the background. Inevitably, he's leading. Between 1963 and 1973, Scotland won the F1 world title five times, and Clark was the man who got the ball rolling. "Jimmy" only ever drove for Lotus in F1 and had an almost telepathic understanding with team founder Colin Chapman. The majority of his career coincided with the 1.5ltr era of F1, and his smooth style got the very best from each fragile Lotus he drove combined with the devastating natural speed that saw him win 15 of his 25 career victories from pole. At Spa - a circuit he detested for its danger but on which he excelled - he won four consecutive times from '62 to '65, including his 1963 triumph in which he lapped all but the second-placed driver, who finished five minutes behind him. In 1967, Clark got his hands on Cosworth DFV power, and while the car suffered teething troubles, he still put in some amazing drives - such as unlapping himself at Monza, in the days when people won by fractions of a second and the circuit featured just five corners. Away from the track, he was a placid farmer from the Scottish Borders, returning to tend his flock between races. His death at Hockenheim in 1968 shocked the racing world to its very core.

Greatest moment: Monza 1967 – he didn't win, but it underlined every one of his amazing gifts at the wheel



Alain Prost

Four titles, and more wins than all but Schumi - against mighty opposition

Alain Prost's F1 destiny always seemed tied to Renault, from the moment he won the 1979 European F3 title with Régie power. But it was Marlboro's John Hogan who opened the door to F1. He pushed McLaren into testing Prost over winter 1979, and Prost responded with a series of compellingly quick lap times.

However, the 1980 McLaren was a dog: Prost and John Watson limped from one failure to another, and by season's end Prost wanted out. Thus, the racing world for the first time saw the hardness of Alain Prost. Marlboro McLaren contract or not, he was determined to drive for Renault. Lawyers circled; Prost threatened retirement. Marlboro, avoiding a scene, backed away. They gave him a badge for his Renault overalls though.

At Renault, Prost was superb. His team-mate, René Arnoux, was all late braking and worn Michelins; Prost was effortlessly smooth – a driver who could match Arnoux's speed with enough spare brain capacity remaining to handle race strategy and tyre management. Prost never won a championship at Renault, but he triumphed in nine races from 10 poles.

The French dream ended in 1983, pipped to the title by Piquet and his Brabham. Meanwhile, Marlboro man Hogan had orchestrated a coup: Ron Dennis would take over McLaren with John Barnard as chief designer. Niki Lauda would re-emerge from retirement. Would Alain like a change? Alongside Lauda, Prost won his 'Professorship'. Niki took the '84 title, but Alain was the future: he won the title in 1985 and 1986, his calculating brain often giving him the advantage in working out the all-important fuel mileage in those turbo days. Honda dominated '87 with Williams, but McLaren responded with a deal of their own for the Japanese engines for 1988 – plus the bonus of signing one Ayrton Senna.

The statistics show that, in this period, Prost won a world championship (1989), 11 races and four poles, compared with Senna's championship (1988), 14 wins and 26 poles. Advantage Senna, in other words. But two colossal egos, and a mutual refusal to settle for second-best, saw one of the sport's great struggles – all within the walls of Woking. Senna may have claimed more wins, but it takes two to tango – and Prost brought out the very best in the brilliant Brazilian.

For 1990, Alain headed to Maranello, working again with John Barnard. He took the title fight to the wire, but ended the season in the Suzuka gravel. His time at Ferrari descended into acrimony, and he left before the end of '91. After a year on the sidelines it was time for unfinished business with Renault. His French-powered Williams took a (then) record fourth title in 1993 – and waved him into retirement. A failed attempt to manage an eponymous F1 team followed, but his record will stand the test of time: in one of the sport's most competitive eras, he became the third most successful driver in F1 history behind Schumacher and Fangio.



Greatest moment: Sneaking through to the '86 title - in the slower car



Juan Manuel Fangio

Revered Argentine legend who moved Senna to tears

In English, the word 'maestro' loses some resonance – but for the Spanish, the term also signifies 'teacher' and 'master'. No description could be more appropriate for Juan Manuel Fangio, the bandy-legged boy from Balcarce, who began his career racing V8 Chevrolets the length of South America, with the aid of the odd 'herbal stimulant' to improve his concentration.

When Juan Perón invited the European teams to compete in Argentina in the 1948 Temporada series, Fangio got hold of a Maserati – and immediately stuck it third on the grid for the opening event. For 1949, the Argentine federation funded a foray into Europe – headed by Fangio. He won a series of races, earning himself an Alfa Romeo drive for the inaugural F1 championship the following year.

Farina may have taken that first title, but Fangio was no wet-behind-the-ears rookie. As he led the opening lap in Monaco, chaos ensued behind him at Tabac corner when Farina spun on sea water that had blown over the wall onto the circuit. Arriving on the scene the next lap, Fangio was unsighted – but noticed none of the crowd were watching him. Sensing trouble he slowed, picked his way through the wreckage and won by a lap.

Most significant, though, is the fact that his peers rated the man as highly as the driver. Moss was team-mate to him at Mercedes in '54 and '55, but when he won the '55 British Grand Prix, Fangio shadowed him throughout. Until his dying day Fangio would only smile and say, "He was faster that day" if asked whether he let Moss win. Senna held him in such esteem that he was moved to tears when they met.

The greatest performances of the Argentine's career, though, came at its close in 1957. At the wheel of his trusty Maserati 250F, he drifted with unmatched poise through the sweepers of Rouen; but at the Nürburgring he drove the race of his life to overhaul a one-minute deficit to the Ferraris of Hawthorn and Collins – then couldn't sleep for the next two days, as fear at the risks he had taken sunk in. "When it was all over I was convinced I would never be able to drive like that again," he later recalled. "Never." Thus, with his final title won, he accordingly finished second in the season's final two races.

Retirement came suddenly the following year at the French Grand Prix, as if he had drawn on his last reserves with that epic drive in Germany. So the great man quietly took his leave of Formula 1 and returned to Argentina, humble to the last, having won nearly half of the races he ever competed in – a record unmatched to this day.

Greatest moment: Nürburgring 1957 – a peerless triumph



Michael Schumacher

Rewrote the rules for an F1 champion - and led Ferrari to unprecedented success

Michael's ranking in the 100 Greatest is an unfamiliar one for the über-champ, used to P1. But owing to Senna's loss, we never got the chance to compare him with the three-time world champion. Who would have won that ultimately tragic race at Imola in 1994? Might Schumacher have beaten Senna to that year's title? Would Schumacher have gone on to dominate F1 so comprehensively had Senna been alive?

With his crushing commitment, laudable levels of fitness and super skill, Schumacher stood head and shoulders above his peers in the 248 grand prix starts he made. The stats are blinding: 91 wins, 68 poles, seven titles and 154 podiums. The only downside was the catalogue of callous moves (often in desperation) where he'd use his car as a weapon, shunting rivals off the road. Damon Hill and Jacques Villeneuve can

testify to that, after both colliding with the German in a season finalé.

The combination of Schumacher, Ferrari, Jean Todt and Ross Brawn was unstoppable. Feathers were ruffled by Mika Häkkinen and McLaren for a couple of years – but it all came together by 2000 with Ferrari's first drivers' title since '79. So impressive was their domination that the world championship was actually decided by the French GP in mid-summer in 2002. Then along came Fernando Alonso.

It was ironic that at the 2005 San Marino GP we had a rematch of the '94 race. The race we all wanted: the young charger fighting with the established, multiple champ. It was a cracker – Fernando winning by a slither. Schumacher's face post-race said it all. He knew he'd been beaten. And with Kimi Räikkönen being

earmarked for a Ferrari seat at the time, a new generation was making its presence felt. No one knows for sure, but maybe, just maybe, he decided then that it was time to hang up his helmet. If so, it didn't show in his commitment. He pushed until the very last corner of the very last lap, in a remarkable final race at Interlagos in 2006. But fell tantalisingly short of an eighth title.

Now we have the next impossible imponderable for the future. Whatever Hamilton achieves, people will question how he would have fared against Michael. At present, their paths have only crossed in winter tests. But will they ever share the tarmac at a grand prix? As long as Michael sits at home, remembering the drives, the champagne and the victories, then the comparison will remain as it does with Senna. That's to say: we'll never know.



Greatest moment: So many to choose from. One of those famous charges on a crazy Ross Brawn strategy – say, Hungary '98 or France '04. Or maybe P15 to victory at a wet-dry Spa in '95?

Consider a little of the contract of the contr



In memory, the legend of Ayrton Senna is reduced to snapshots of his genius: the red and white McLaren scything through the gloom at Donington in 1993; lapping 1.5 seconds faster than team-mate Prost in qualifying for Monaco in 1988; or the sight of that bright yellow helmet against the backdrop of a black JPS Lotus, bursting through torrential rain in Portugal 1985 to take his first win. But in life, that driving was just one part of a deep and complex man, driven by a near-mystical sense of purpose.

He burst onto the British club racing scene as Ayrton Senna da Silva, his Formula Ford 1600 results coming with press releases and photos – the kind of self-promotion totally alien to most drivers at the time. Not that he needed it – his talent was sublime... you could hear him searching for perfect cornering moments with teasing blips of the throttle. This – and the general precision of his arm and footwork – would become trademark.

Backed by Banco Nacional, and having dropped da Silva from his name in gratitude to his mother, Senna fought Martin Brundle throughout the 1983 F3 championship. At Cadwell Park, taking the jump flat because he knew that "flat" was possible, he found himself airborne with a marshals' post ahead of him. On other occasions, Ayrton brake-tested and wheelrubbed Brundle without mercy. He won the title and a new image – Senna was ruthless, and nobody was going to steal his destiny.

After a sensational first F1 season with Toleman-Hart, he drove for JPS Lotus-Renault in 1985, winning his first GP at a sodden Estoril. He switched to McLaren-Honda three years later, having played a major part in procuring the Japanese engine for Ron Dennis. Physically, he was not the strongest driver in F1 – while testing for Lotus he once developed a

Ayrton Senna

Brilliant Brazilian triple champion who electrified Formula 1 across the globe

paralysis down one side of his body. And at Imola in 1992, after finishing third, he sat quietly in the shade, unable to walk to the podium. But he always pushed himself to the extreme – on qualifying laps, he would hold his breath, increasing the flow of blood to the brain.

The McLaren years were overwhelming. He won 35 races in six years from 46 poles. They were punctuated by moments of pure magic - through the Monaco streets where his skills showed themselves to their fullest; when the rain started to fall, and his supernatural sense for grip propelled him inevitably to the front; or on the sublime sweeps of Spa - great man, great machine and great circuit. There were moments of madness too: the punch he threw at Eddie Irvine in Japan '93; the paranoia-fuelled battles with Prost, culminating in the infamous first-corner crash at Suzuka in 1990, which ripped up the rule book of F1 driving ethics. Senna may have been great, but he wasn't perfect.

May Day 1994 struck Formula 1 like a thunderbolt. Not since Jim Clark's death had the sport lost its greatest champion, and Senna's accident echoed around the world – prompting some to call for the sport itself to be banned. For his legions of fans, even for those who cheered against him when Prost or Mansell were in their pomp, a light went out that afternoon.

Many drivers have died in F1 and been nearly forgotten in the mists of time. But when it comes to Senna, he's still revered and respected, still immanent; mourned and remembered on the first day in May, when those who were there watch him again in their mind's eye. And they inevitably see him mastering conditions that daunted his rivals; finding gaps that competitors never suspected; living on an edge where others feared to tread.

Greatest moment: Donington, 1993, the opening lap of the European GP. Sublime

100 GREATEST DRIVERS EVER





Words Bradley Lord Pictures Adrian Myers

When people see F1
exhausts for the first
time, they compare
them to something
they've seen in an art
gallery," explains fabricator Pete Hope in
a workshop at Renault's Enstone factory.
"I suppose what we're doing here is massproducing works of art." Hammers ring out
around him, more like in an old smithy than
a leading F1 tech centre. When you reach it,
the fabrication shop is dotted with big, old
machines made in the manufacturing
heartlands of the UK and US: Lancashire,
Pennsylvania – centres of heavy industry.
Nothing could be more at odds with F1's
pristine self-image.

"I think Ferrari fabricate their own

"I think Ferrari fabricate their own exhausts, Williams have a small department – and maybe Toyota do it as well," explains department head Alan Bond, or Bondy to the lads. "But the majority of teams subcontract the work out: it's pretty unusual to have a complete department on site these days. We've sent jobs out to suppliers in the past, but they came back with errors; the quality suffers because things are done to a price. Some of our guys have been here 25 years or more, and that's why we've kept it inhouse for so long."

The exhausts are like the lungs of an F1 car: growing and glowing red-hot at full throttle, cooling back into shape when the driver lifts off; breathing in and out with the rhythm of life. To cope with the extreme temperatures and vibrations, every set of exhausts is made from a nickel-based alloy called Inconel. The added bonus is that it's light: today's F1 exhausts are 5kg lighter than stainless steel equivalents.

The metal arrives at Enstone in the form of 400mm lengths of tubing or flat sheets. Tubes are bent to the different radii specified on the design, while each sheet must be pressed and trimmed to make a half-tube, before two halves are welded together. Piece by piece, tapering here, widening there, a bank of exhausts (comprising four primary pipes and a collector) is assembled on the jig. Joints are tacked, fettled, re-shaped, smoothed and then finally welded – all in a process involving £2,500 of materials, lasting around 150 hours for a set of exhausts. In a single year, the workshop produces 70 sets – as well as 50 pairs of aluminium radiators.

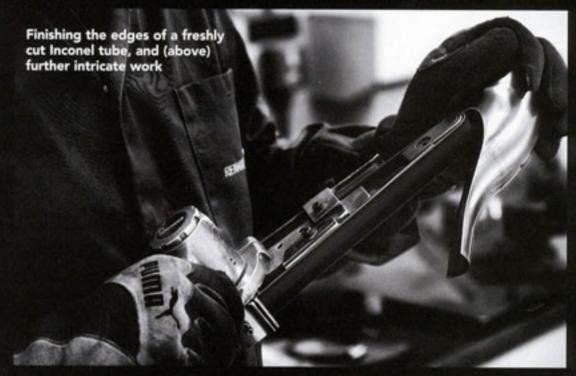
F1 Racing arrives between back-to-back races, so there's a rush on. Parts need to be ready this evening for hand baggage to be carried out to Sepang. The shop has already produced more than 30 sets of exhausts before the first race, but a late change to the collector design unleashed a few precious horsepower before Melbourne. Having worked to the limit to be ready for the season-opener, the pressure's on again for race two. It's further proof that the fabricators are working at the summit of their art. "The standard of work we do here is comparable to aerospace," explains Bondy. "But the people in that industry are very specialised. The guys here are all-rounders; they have to be versatile enough to switch from Inconel to aluminium, or vice versa, and pitch in to get the job done. When we get a late spec change in the week before a race, they've got to be able to deliver."

e really used to do some hours back then," reminisces shop veteran Tiffer with a sigh, as he remembers the early '8os. He began working here when the name above the door said Toleman – never mind Benetton or Renault. In those 25 years, the fab shop has gone from producing almost everything on the car – the aluminium monocoque, suspension assemblies, oil pipes, turbo

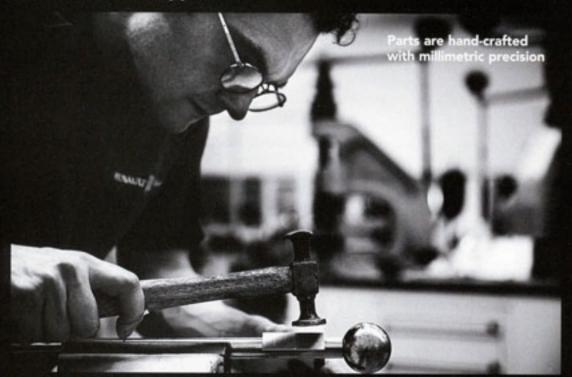


intercoolers and more — to today's smaller range of components. Renault still employ eight full-time fabricators, but they're part of a dying breed in F1. Any new recruit needs about five years working as an apprentice to truly master the skills — along with exhausts, they produce radiator housings and many of the custom objects an F1 team needs, like the pitwall telemetry housing. After all, you can't just pop down to B&Q and order one.

"I arrived at Benetton in the [early '90s] John Barnard era," remembers Bondy.
"They pretty much said to us, 'Here's the engine, here's the shape of the bodywork, make an exhaust to fit.' Now the designs are calculated by computer, and the jigs are made on laser-rapid manufacturing machines – but nothing can replace the skilled labour on the parts themselves."



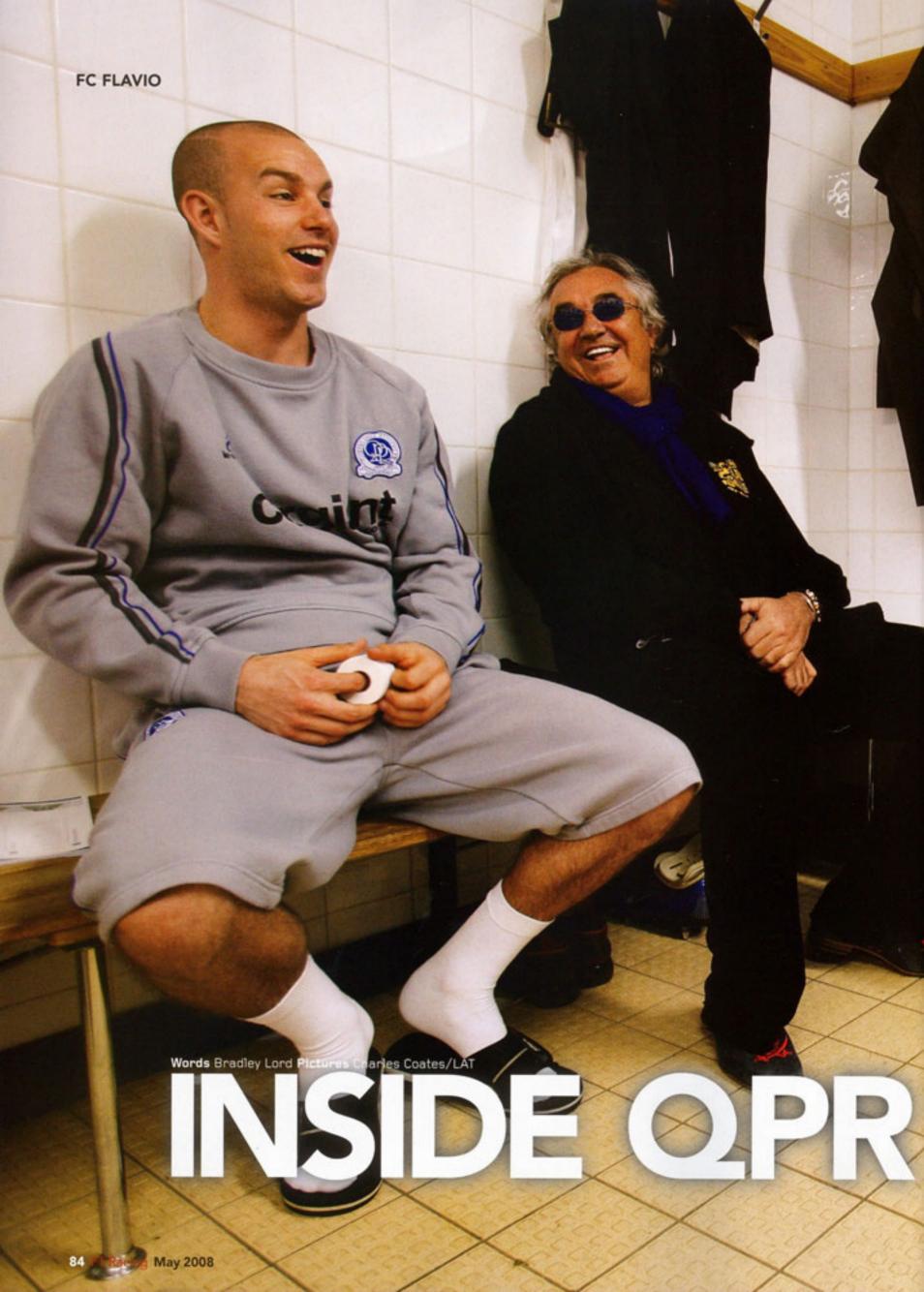
"When people see an F1 exhaust for the first time, they compare it to a work of art"



Even more impressive is that each fabricator can pick out his own components from a line-up of hundreds. The way the clips linking primaries and collectors are welded; the application of wire to the welds; they're all discreet signatures of different craftsmen, making each piece unique and individual. "We've all got our own tricks and there's always a bit of poetic licence," smiles Clarkey, another member of the shop.

These men are crucial in adding value to Renault's on-track effort this season. A gauge change here might bring a few hundred grams of weight-saving; a geometry change there could liberate a few more horsepower from the development-restricted V8s. All the while, the boys in the shop will hammer out new solutions, producing new variants, employing skills you can trace back to time immemorial. "We have to try," smiles Bondy, "because it's there to be tried." That's the law of F1, written small in every hand-crafted millimetre of these metalworks of art.













says a QPR player, half-joking with Flavio Briatore as he lounges in the home dressing room at Loftus Road in west London. Today's opponents are top-of-the-table Stoke City, and less than an hour before kick-off, professional footballers are scattered around the kind of changing room that makes you think you're back at school. They seem to be a little on edge with Briatore around, and sure enough, across the far side of the room, a small group of players giggle nervously

– like naughty boys at the back of the
class. "Are Stoke still top of the table?"
enquires Flavio.

"They're second now," says sub Gareth Ainsworth. "They're a strong, physical team. But, if we win the fight against them, we'll win the game."

"We can be as physical as well, can't we?" retorts Briatore. "Apart from you!" He points at the guy admiring his shoes. "I'm not sure you're very physical." Everyone laughs.

After a bit more banter Flav leaves, slapping hands with the lads being strapped up on the treatment tables. Following him out, you soon realise he doesn't walk. He prowls – quietly, but with intent. Like a jungle cat. With a wink he looks over. "See, it's like talking to the drivers before the race briefing – it's just we have more drivers here." With the team talk done, he breaks into a crooked smile and pads off into the depths of Loftus Rd.



fter Flav and Bernie Ecclestone
bought QPR last September
– purchasing the club's shares
for £1million and cancelling its
£13million debt – Briatore was surprised by
the surge of interest the pre-deal rumours
provoked. "It's crazy," he murmured after
nearly 20 British journalists had crammed
into his small office in the Renault team
motorhome at the Turkish Grand Prix.
They grilled him on whether he would
try to restore 'The Hoops' to their former
glories. "Welcome to English football,"
joked one of the hacks after the briefing.

Since then, Flavio has been to every game he could fit around his F1 commitments, and attracted investment from another of the world's richest men, Lakshmi Mittal. It's been a crash course learning about English football's lower leagues for this lifelong Juventus fan, but he's getting there. "The club and the people we have here are fantastic," he says. "But most of all, I have been impressed by the loyalty of our fans. I love their support for the team no matter who you are playing. It's incredible."

When the players go out on to the pitch, Flav's nowhere to be seen. The stadium announcer calls out the line-ups, while 12 snappers shuffle nervously on the touchline below the directors' box, waiting for the main man. Then, at 14 minutes past three, with exactly 60 seconds until kick-off, Flavio appears. Perfect showman's timing. He's a big bloke, well over 6ft tall, with his velvet trousers and QPR-blue cashmere scarf, but you can't stop looking at those shoes. They are pure Flavio: blue suede mesh loafers, with a skull and crossed-swords motif embroidered in raspberry thread. Not exactly the footwear of choice for your average

football fan, but that's no worry for the boss. He once welcomed the entire Renault executive board to a VIP dinner in Barcelona wearing "FB"-monogrammed slippers.

The cramped seats of the box are oldschool second-tier football, and it's a curious sight seeing Flav fold himself into the economy-class legroom. But the next few minutes are a surprise. For those people used to seeing Briatore animated on the pitwall – celebrating a great overtaking manoeuvre, or flailing his arms in frustration as a rival slips by – he's totally out of character, because he does nothing. Absolutely nothing. A few sips of mineral water, the odd glance up and down the pitch, but no conversation. No gestures. Just calm observation, his eyes narrowed intently as he sizes up his team and the opposition.

hen you get involved and start to be a part of the sport, it really matters," he'd said earlier. "I'm like any other supporter during the game, I get really nervous." Flavio's made plenty of jokes since buying the club, along the lines of, "I thought QPR was a barbecue joint" or "I didn't know where it was - until I realised I fly over it in the heli when I go to Enstone." But he's deadly serious now. Once the game starts, he furrows his brow in frustration at missed chances; when the opposition captain receives a straight red card, he probably hears Briatore shouting "vai via!" from the other side of the pitch ('get off' in Italian). Throughout the match, he fires staccato bursts of Italian at Chairman Gianni Paladini sat in front of him. "Stupid, via!" is his verdict when the home keeper fluffs a clearance. And while he's used to the tactical

"When you get involved and be a part of the sport, it really matters. I'm like any other supporter – I get really nervous"





FROM F1 TO FOOTIE

"It's fun – but it's business too. You have to take decisions with your head, not your heart," explains Flavio Briatore. The words are so familiar that it's hard to know whether he's talking about F1 or football.

Flavio is renowned for his unconventional approach to Formula 1, a lack of sentiment in making tough calls and for a fondness for recruiting and developing young drivers (think Alonso, Kovalainen and more) before launching them into the sport. The method rings true for QPR as well.

"We are not a team with star players and we haven't spent big money since we arrived," he continues. "You know, we want to build a team, not just buy individuals. That takes time, but we have a plan and we're sticking to it."

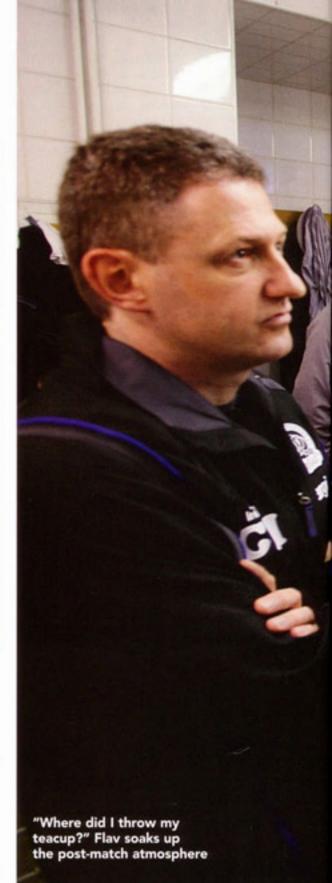
For all the similarities, though, can he balance guiding QPR with restoring Renault to its title-winning glories?

"My method has always been to put the right people in the right places, and give them the freedom to do the job. I am still totally focused on my job with Renault. The priority for me is F1. QPR is like a hobby – but a serious hobby."

nous of Serie A, he's getting the hang of how they play in England as well – "fuori!" he cries at the right-back when he looks like he's going to dribble it out of defence; "hoof it out" in other words.

QPR go into the break two goals, and one man, to the good. But Flav's not counting his chickens. "We need to wait, not laugh. It's not over yet," he says to a fellow fan. Evercautious, this is Flavio with his poker face on. Perhaps it's the same thing as trying to control his emotions after getting pole. "You only score points on Sunday, not Saturday," he'd tell the excited TV crews in the paddock.

In the end, the game finishes with QPR winning 3-o. The manager Luigi de Canio spends plenty of time in his technical area and Flavio observes him closely, trying to decode his signals to the players. "Siamo piu' forti," is the most positive thing he says all game – "We're stronger." But tellingly, he jumps to his feet with every goal, wheeling away to his right - still trying to maintain the poker face, but unable to contain his excitement. People see Flavio as a potential replacement for Bernie in F1, but there's one big reason why it could never happen: he loves competition too much. He's addicted to the thrill of winning as part of a team. When applause ripples around the ground, he soaks up the crowd's latest chant: "Gi-gide-Ca-ni-o, Ber-nie and Fla-vi-o". Right on cue, the sun peeks out from behind the clouds. He probably made that happen too.



s his glamorous guests slip out of the box, Briatore stays riveted to his seat. On the final whistle he rises, applauds and then moves forward so the players can see him. Passing below, each one unfailingly raises their eyes like gladiators at the Coliseum waiting for a thumbs up or thumbs down from the emperor. He signals to each one, clapping them home and smiling - a short nod for some. This is the other Briatore - sensitive to his players' need for approval, he lets himself be seen and gives them what they want. It's the same man who encourages his drivers in private, puts an arm around their shoulder and reassures them. Flavio the psychologist that the public never meets... doing his job, adding his value.

"It doesn't matter if it's football or Formula 1 – I love being part of the team"



WHEN F1 BOSSES BUY FOOTBALL TEAMS

Flavio isn't the first Formula 1 big cheese to get into the beautiful game...



LUCA MONTEZEMOLO

In the mid-80s the Ferrari head honcho became president of Turin football giants Juventus, and was joined on the board by fellow Ferrari chief Cesare Fiorio. Montezemolo then organised the 1990 World Cup in Italy, before becoming vice-chairman of Bologna football club in 1993.



ALEX SHNAIDER

This Russian-Canadian steel magnate took over Jordan in 2005, moving into football after he left F1 a year later. The Midland boss bought the majority share of Israeli team Maccabi Tel-Aviv FC back in January. He also owns a stake in Toronto FC, who play in the American Major Soccer League.

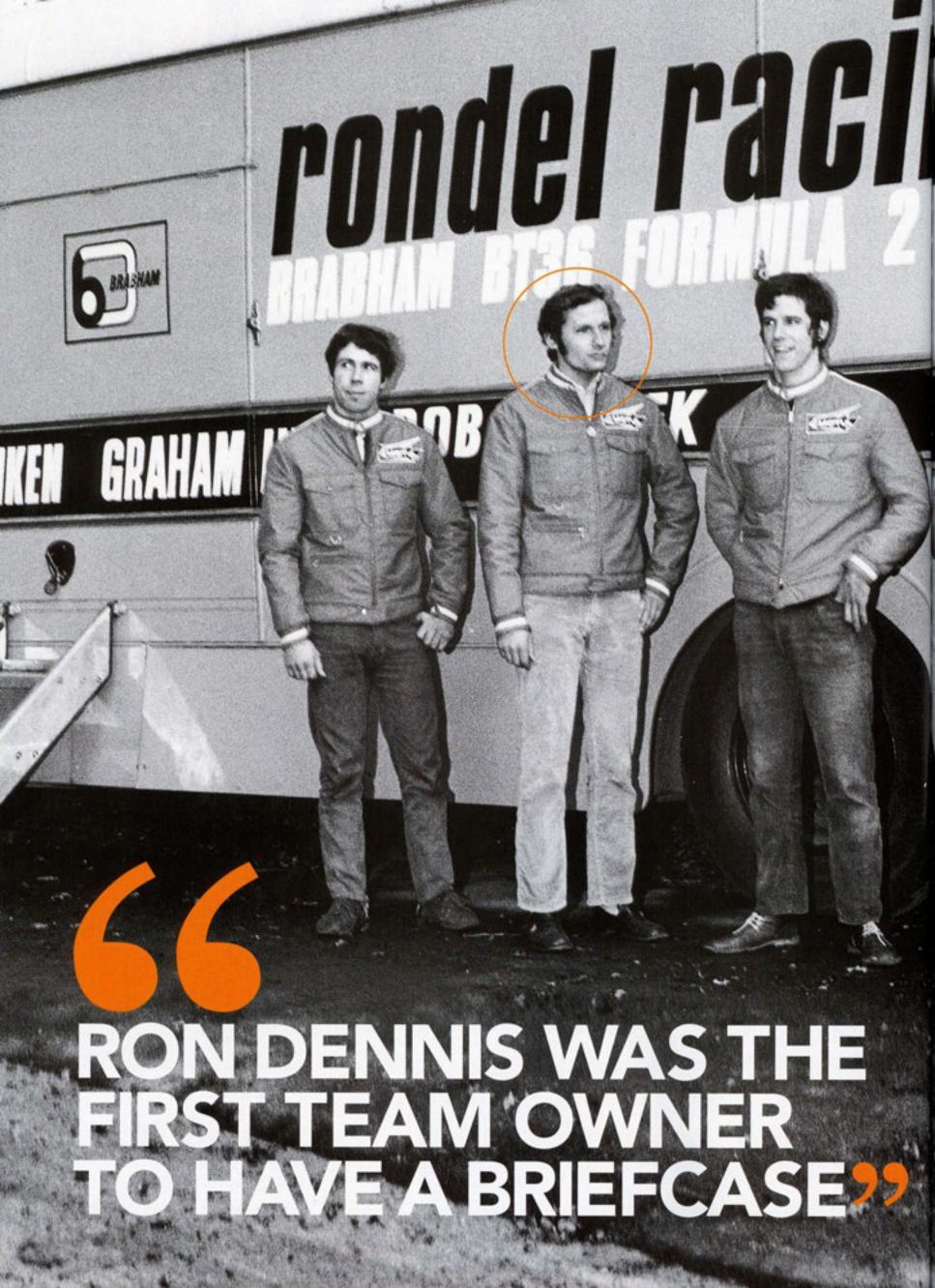


DIETRICH MATESCHITZ

The Red Bull boss has recently acquired two football teams. In 2006 he took control of US Major Soccer League team MetroStars, renaming them Red Bull New York. Prior to that he bought Austrian club SV Salzburg, kitted them out in red and blue Red Bull colours and changed their name to Red Bull Salzburg. They reached the first round of the UEFA Cup this year.

Gliding down the steps to the dressing room post-game, Flav is happy and smiling.
"I love the adrenaline, and being part of the team," he offers in explanation. "That's what's special about sport – it doesn't matter if it's football or Formula 1." Slapping hands with his players, he congratulates them individually, short judgements like "great game" or "nice goal" – then the phone rings. Maybe it's Bernie checking the result.

Briatore slips out, up the tunnel and towards the now-empty pitch. He stands on the touchline finishing his call, as some of the players complete their warm-down. A high-five with the keeper — clearly his fluffed clearance has been forgotten — then Briatore makes his exit, past the tiled QPR mural, and out to his waiting blacked-out, pimped-up Infiniti. "Good, no?" is his verdict on the game. Then he's gone, the V8 rumbling down South Africa Road, past Ocean Billy's chippie and towards his Chelsea home. Back to the day job. FO



RON'S FIRST RACING TEAM



The McLaren boss wasn't always at the forefront of F1's design perfection and über advertising. He started on a farm with a finance deal brokered in an antiques shop

Words Marcus Simmons Pictures LAT Archive

ad things turned out differently in the 1970s, it's possible Lewis Hamilton could have taken his season-opening grand prix win in a Rondel-Mercedes RJ35.

In the end, Ron Dennis's first team showed motor racing a mere glimpse of what was to come from one of the most driven men the sport has seen.

Rondel was the Formula 2 team with F1 aspirations run by Ron Dennis from 1971 to '73, and through which passed grand prix legends including Graham Hill, Carlos Reutemann, Jody Scheckter and Tom Pryce. The story begins at the end of 1970, when Ron Dennis — a Brabham mechanic — decided that now was the time to strike out on his own and set up a team to race in F2.

In the New Year, he called up one of his best buddies from Brabham, Neil Trundle.

"Ron said we could make a good living from running a team. He said that [Brabham team chief] Ron Tauranac had already agreed to let him have some F2 Brabhams and Tim Schenken [a promising Australian racer who had signed for the Brabham F1 team] was going to drive."

The name chosen, Rondel, was an amalgam of Ron and the 'dle', misspelt, from Trundle. "I'll never understand why I agreed to that," Trundle laughs. "He convinced me that RON-dle didn't sound right, but Ron-DEL sounded French!"

Despite the support from Brabham, the fledgling team needed a base, and found a workshop on a farm owned by the father of Formula Atlantic racer Nick Cook who, in turn, would benefit from Rondel's attentions to his car. Dennis's parents took in Trundle, and the two new team chiefs, both in their mid-twenties, lived there for a year.

ut what of the funding? The answer to that would lie with John Phelps – the father of Dennis's then-girlfriend who ran an antiques emporium in Teddington (a mere stone's throw from F1 Racing Towers). One of his regular customers was a London-based Greek named Tony Vlassopoulo, who was involved in the shipping industry and had formerly been the circuit commentator at Goodwood.

"John knew I was interested in racing, and asked me if I could do anything with my Greek shipping friends," recalls Vlassopoulo. "Ron came over with Tim Schenken, and he gave me this very nice proposal. After that I spoke to my friends and they all said no — they could all have funded it 10 times over, but all Greeks are interested in is football and politics. I told Ron this, but then I heard myself saying, 'Perhaps I could do it.' Ron was very determined. I could see that this was a man who could go places."

So, Vlassopoulo brought in Ken Grob, a contact of his in the insurance industry. Dave Phelps, brother of John, would be Rondel's accountant, and completing the team were two mechanics, Clive Walton and Preston Anderson, plus Schenken as driver. Oh, and then there was 1962 and '68 F1 World Champion Graham Hill...

"Graham had signed to drive for Brabham," says Trundle. "Ron and I were in the workshop building Tim's F2 cars, and Graham came over and said, 'Why don't you build one for me? I can get paid loads of start-money by the race organisers, so we can do a deal on that."

First time out, at Hockenheim, Hill took his Rondel Brabham to a heat win and second on aggregate. A week later he won the final at Thruxton, after a thrilling battle



RON'S FIRST RACING TEAM

with Ronnie Peterson. Rondel had arrived, and already the press were using such adjectives as 'gleaming' and 'immaculate' to describe the squad's equipment.

"Ron was very big on presentation," says Schenken, who would win for Rondel Racing in all three seasons. "He must have been the first team owner to have a briefcase. He had two nicknames – "Team Briefcase' and 'Team Dream'."

Spurred on by this initial success, Dennis was working hard. Too hard, as Trundle





explains: "During qualifying at Crystal Palace a water-main burst at the back of the track. Graham hit the water, crashed and broke the chassis. We had already worked the whole night before because Ron was fastidious on preparation – I didn't always agree, but that was his style."

It was on a dash back to the track, after picking up parts in Surrey, that Dennis fell asleep at the wheel of his Jaguar E-type. "He T-boned a lamp-post in Wandsworth," says Trundle. "The engine came back and he didn't have belts on. He was in a bad way, with lots of facial lacerations that needed stitches, and he was in hospital for quite some time. The accident also damaged both his eyes – it cut his eyeball and he had a slightly detached retina. Consequently, when he returned to work, he wasn't able to do anything too physical, but we managed to get Graham out in the race eventually."

"Ron put in a tiled floor, partitioning

— it was lovely," says Trundle. "At that point
we were financially stretched. There was an
oil crisis and the company appeared to be
insolvent. A sale [of the Feltham facility] to
Graham Hill's Embassy-sponsored grand
prix team raised enough money to pay off
our debts, but Ron walked away to lick his
wounds, and I continued the F1 project."

While Rondel closed its doors in Feltham, the team moved down the road to a smaller workshop in Walton-on-Thames. With a tiny staff, consisting of Neil Trundle and mechanic Chris Lewis, the F1 car was renamed Token, after the first names of team financiers Tony Vlassopoulo and Ken Grob. "I was distraught when the team closed," says Trundle, "but Tony said, 'Let's try and salvage something."

Without Dennis the Token competed in three grands prix in 1974, including a respectable performance in the Belgian

Rondel would set a template for how motor racing teams should be operated

As a result of his injuries, Dennis took a step back to a managerial role for his expanding team in 1972. The team would run Carlos Reutemann, who also contested his maiden season in F1 with Brabham. But Reutemann's title hopes ended when he broke his ankle at the Easter Thruxton round after the back axle sheared.

oincidentally, at the same weekend at Thruxton Rondel announced they would become constructors the following season in F2, with an F1 car to follow. Ex-aerospace man Ray Jessop was poached from Brabham, and Dennis's first car as a constructor, named the Motul M1 in deference to the sponsorship from the French oil firm, debuted at Hockenheim in April 1973. And, as an early indicator of Dennis's determination to bounce back, Henri Pescarolo led home Bob Wollek in a fairytale Motul-Rondel 1-2 next time out at Thruxton. Schenken, who had been tapped as the Rondel F1 driver, headed another dream result - a 1-2-3-5 at the Norisring.

But the team were about to hit big trouble. Rondel had relocated to Windsor in 1972, but in '73 had taken on a new facility in Feltham. Grand Prix, but it wasn't enough to get an entry for the Monaco GP. Eventually Trundle left the team: "I was burned out, and politely said to Tony that I couldn't do this, quit and went to Tyrrell."

ennis subsequently bounced back with Project 4 Racing in 1976 where he was rejoined by Trundle. When P4 merged with the struggling Team McLaren Ltd in 1980 to form McLaren Racing – hence the MP4 code all McLaren cars carry – a grand prix powerhouse was born.

But Rondel had already set a template for how racing teams should be operated.

"Looking at Ron today, I can see where he was coming from," says Schenken. "You had dirty old race cars in lock-ups being put into converted buses to take to races, but he was one of a new breed. He recognised that, if you were going to attract sponsorship, you needed good presentation."

"Ron was a brilliant mechanic," adds
Vlassopoulo. Once, in Brazil, Ron did an
immaculate job on an engine. A crowd
formed and clapped when he finished. He's
an artist. He may not have been the easiest
person to get on with — his perfectionism is
his law — but he's a genius."

MALAYSIAN Grand Prix

RACE STATS

All the facts from Round 2



Did you know?

rs to the day since his first win, also at Se

QUALIFYING TIMES	FIRST PITSTOP ON LAP	ENGINE: WHICH RACE?	DRIVER STARTING POSITION	
1m35.748s (set in Q3)	17	1st	Felipe Massa	>
1m36.230s Q3	18	1st	Kimi Räikkönen	>
1m36.711s Q3	17	1st	Jarno Trulli	> :
1m36.727s Q3	21	1st	Robert Kubica	>
1m36.753s Q3	17	2nd	Nick Heidfeld	<u>٠</u>
1m37.009s Q3	16	1st	Mark Webber	>
1m38.450s Q3	22	2nd	Fernando Alonso	>
1m36.613s Q3	20	2nd	Heikki Kovalainen*	>
1m36.709s Q3	19	2nd	Lewis Hamilton*	>
1m39.656s Q3	-	1st	Timo Glock	7
1m35.208s Q2	22	1st	Jenson Button) 1
1m35.408s Q2	23	1st	David Coulthard) 1
1m35.562s Q2	24	1st	Nelson Piquet) [
1m35.622s Q2	24	2nd	Rubens Barrichello) 1
1m36.648s Q2	24	1st	Sebastian Vettel) 1
1m35.670s Q2	2	2nd	Nico Rosberg) 1
1m36.240s Q1	20	1st	Giancarlo Fisichella) 1
1m36.677s Q1		1st	Sébastien Bourdais	1
1m37.087s Q1	18	1st	Takuma Sato	1
1m37.101s Q1		1st	Adrian Sutil	2
1m37.481s Q1	20	1st	Anthony Davidson	2
1m36.388s Q1	16	2nd	Kazuki Nakajima**	2

RACE RESULT			
ORIVER FINAL POSITION	PLACE AFTER LAP 1	TOTAL RACE TIME	
Kimi Räikkönen Ferrari F2008	2	1h31m18.555s	
Robert Kubica BMW-Sauber F1.08	3	+19.570s	
Heikki Kovalainen McLaren-Mercedes MP4-23	7	+38.450s	
Jarno Trulli Toyota TF108	6	+45.832s	
Lewis Hamilton McLaren-Mercedes MP4-23	5	+46.548s	
Nick Heidfeld BMW-Sauber F1,08	10	+49.833s	
Mark Webber Red Bull-Renault R84	4	+68.130s	
Fernando Alonso Remault R28	9	+70.041s	
David Coulthard Red Bull-Renault RB4		+76.220s	
Jenson Button Honda RA108	11	+66.214s	
Nelson Piquet Renault R28	12	+92.202s	
Giancarlo Fisichella Force India-Ferrari VJM01	18	+1 lap	
Rubens Barrichello Honda RA108	16	+1 lap	
Nico Rosberg Williams-Toyota FW30	14	+1 lap	
Anthony Davidson Super Aguri-Honda SADBA	20	+1 lap	
Takuma Sato Super Aguri-Honda SA08A	19	+2 laps	
Kazuki Nakajima Williams-Toyota PW30	17	+2 laps	
NOT CLASSIFIED	CAUSE OF RETIREMENT		
Sebastian Vettel Toro Rosso-Ferrari STR028	13	gearbox - 39 laps	
Felipe Massa Ferrari F2008	1	spin – 30 laps	
Adrian Sutil Force India-Ferrari VJM01	15	hydraulics - 5 laps	
Timo Glock Toyota TF108	21	accident - 1 laps	
Sébastien Bourdais Toro Rosso-Ferrari STR028	-	spin – 0 lape	

MALAYSIAN GRAND PRIX

Date March 23, 2008 Weather Sunny/humid, 30°C Track temp 45°C Attendance 120,000 Number of laps 56



SEPANG LAP BY LAP

START Massa robustly shuts the door on Räikkönen to lead through Turn 1; Hamilton jumps from ninth to fifth LAP 1 Bourdais spins out at Turn 6; Glock and Rosberg collide at Turn 14; Massa leads from Räikkönen, Kubica, Webber, Hamilton, Trulli, Kovalainen and Coulthard

LAP 4 Coulthard, Heidfeld and Alonso run three abreasy down backstraight, Coulthard drops from eighth to 10th LAP 11 Personal bests from both Ferrari drivers; the gap between them is 2.0s

LAP 17 Massa, Trulli and Heidfeld pit;

Räikkönen leads - and sets fastest lap LAP 18 Räikkönen pits and rejoins ahead of Massa; Kubica leads LAP 19 Hamilton pits and drops to 11th after losing time with a jammed front-right wheelnut LAP 21 Kubica pits; Räikkönen leads Massa by 3.5s LAP 31 Massa spins out at Turn 8; Räikkönen leads Kubica and Kovalainen LAP 38 Räikkönen pits; Kubica leads LAP 43 Kubica pits; Räikkönen

re-takes the lead LAP 56 Räikkönen wins by 19.5s from Kubica, Kovalainen, Trulli and Hamilton

SPEEDS AND Fastest lap Nick Heidfeld 1m35.366s on lap 55 (135.024mph) Fastest pit stop Nick Heidfeld 22,944s Slowest pit stop Lewis Hamilton 41,548s Fastest through speed trap Lewis Hamilton 192,140mph

Slowest through speed trap Timo Glock 50.710mph

RACES TO DATE

TO BE			to the
Service Service	4	10 to 2 to	6 2 2 2 3
	4		Walter Strategy
Kimi Räikkönen	8		
Felipe Massa	R		日本 日
Nick Heidfeld	2		
Robert Kubica	R		
Fernando Alonso	4		
Nelson Piquet	R	1 翻 翻 圖 區	
Nico Rosberg	3	4 編 間 間 曜 程	
Kazuki Nakajima	6	7 18 18 18 18	
David Coulthard	R		
Mark Webber	R	日本 日	
Jarno Trulli	R		
Timo Glock	R		
Sébastien Bourdais	7		
Sebastian Vettel	R		
Jenson Button	R		
Rubens Barrichello	D	3	
Takuma Sato	R	6	
Anthony Davidson	R	5 8 8 8 8	
Adrian Sutil	R		
Giancarlo Fisichella	R	2 福 昭 田 田	日 日 日
Lewis Hamilton	1		超器器
Heikki Kovalainen	5		R 10 10

KEY: R Retired; D Disqualified

BAHRAIN Grand Prix

QUALIFYING

1m33.096s (set in Q3)

1m33.123s Q3

1m33.433s Q1

1m33.501s Q1

1m33.562s Q1

1m33.845s O1

1m34.140s O1

1m35.725s Q1

TIMES

RACE STATS

All the facts from Round 3

17



Did you know?

STARTING GRID ENGINE: FIRST DRIVER PITSTOP STARTING POSITION Robert Kubica 2nd Felipe Massa 2nd

David Coulthard

Sebastian Vettel Adrian Sutil

Giancarlo Fisichella

Anthony Davidson

Takuma Sato

→	Lewis Hamilton	1st	2	1m33.292s Q3
1	Kimi Räikkönen	2nd	20	1m33.418s Q3
7	Heikki Kovalainen	1st	21	1m33.488s Q3
1	Nick Heidfeld	1st	21	1m33.737s Q3
)	Jarno Trulli	2nd	20	1m33.994s Q3
7	Nico Rosberg	1st	17	1m34.015s Q3
→	Jenson Button	1st	1	1m35.057s Q3
→	Fernando Alonso	1st	20	1m35.115a Q3
+	Mark Webber	1st	22	1m32.371s Q2
4	Rubens Barrichello	1st	22	1m32.508s Q2
4	Timo Glock	2nd	24	1m32.528s Q2
7	Nelson Piquet	2nd	17	1m32.790s Q2
4	Sébastien Bourdais	2nd	23	1m32.915s Q2
4	Kazuki Nakajima	1st	32	1m32.943s Q2
	The second secon			

2nd

1st

141

148

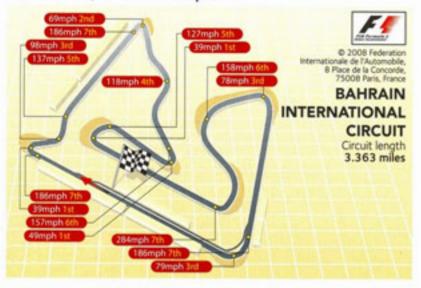
RACE RESULT		
DRIVER FINAL POSITION	PLACE AFTER LAP 1	TOTAL RACE TIME
Felipe Massa Ferrari F2008	1	1h31m06.970s
Kimi Räikkönen Ferran F2008	3	+3.339s
Robert Kubica BMW-Sauber F1.08	2	+4.998s
Nick Heidfeld BMW-Sauber F1.08	6	+8.409s
Heikki Kovalainen McLaren-Mercedes MP4-23	4	+26.789s
Jarno Trulli Toyota TF108	5	+41,314s
Mark Webber Red Bull-Rerusit R84	10	+45.473a
Nico Rosberg Williams-Toyota FW30	7	+55.889s
Timo Glock Toyota TF108	12	+69.5004
Fernando Alonso Renault R28		+77.181s
Rubens Barrichello Honda RA108	13	+77.862s
Giancarlo Fisichella Force India-Ferrari VJM01	14	+1 lap
Lewis Hamilton McLaren-Mercedes MP4-23	16	+1 lap
Kazuki Nakajima Williams-Toyota PW30	18	+1 lap
Sébastien Bourdais Toro Rosso-Ferrari STROZB	15	+1 lap
Anthony Davidson Super Aguri-Honda SADBA	19	+1 lap
Takuma Sato Super Agun-Honda SAOBA	16	+1 lap
David Coulthard Red Bull-Renault RB4	17	+1 lap
Adrian Sutil Force India-Ferrari VJM01	21	+2 laps
NOT CLASSIFIED	CAUS	E OF RETIREMENT
Nelson Piquet Renault R28	11	gearbox - 40 laps
Jenson Button Honda RA108	20	accident - 19 laps
Sehastian Vettel Ton Sour Sauce STRAND		and a disc

BAHRAIN GRAND PRIX

24

25

Date April 6, 2008 Weather Sunny, 31°C Track temp 35°C Attendance 43,000 Number of laps 57



BAHRAIN LAP BY LAP

START Pole-sitter Kubica is beaten to Turn 1 by Massa. Hamilton gets away slowly from third and is swamped LAP 1 Alonso hits Button, which results in a slow puncture for the Honda. At the end of the lap Massa leads Kubica, Räikkönen, Kovalainen, Trulli, Heidfeld, Rosberg and Alonso LAP 2 Hamilton runs into the back of Alonso and pits at the end of the lap for a new nose. He drops to 18th. Alonso drops to ninth

LAP 3 Räikkönen passes Kubica

LAP 17 Kubica pits from third

LAP 20 Räikkönen, Trulli and Alonso all pit

LAP 23 Massa, Heidfeld and Kovalainen pit

LAP 28 Räikkönen reduces the gap to leader Massa to under 4s

LAP 38 Räikkönen pits

LAP 39 Massa pits

LAP 41 Kubica pits

LAP 49 Kovalainen sets the fastest lap of the race

LAP 57 Massa wins by 3.3s from Räikkönen, Kubica, Heidfeld, Kovalainen, Trulli, Webber, Rosberg, Glock and Alonso

SPEEDS AND Fastest lap Heikki Kovalainen 1m33.193s on lap 49 (129.911mph)
PITSTOPS Fastest pitstop Nick Heidfeld 27.678s
Slowest pitstop David Coulthard 38.380s

Fastest through speed trap Felipe Massa 196.360mph Slowest through speed trap Sebastian Vettel 148.08mph

RACES TO DATE

Kimi Räikkönen	8	1	
Felipe Massa	R	R	
Nick Heidfeld	2	6	4 2 2 2 2 2 2
Robert Kubica	R	2	3
Fernando Alonso	4	8	10
Nelson Piquet	R	11	R S S S S S
Nico Rosberg	3	14	8 8 8 8 8
Kazuki Nakajima	6	17	14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
David Coulthard	R	9	18
Mark Webber	R	7	7 開 開 間 日 日 日 日
Jarno Trulli	R	4	6 10 10 10 10 10 10
Timo Glock	R	R	
Sébastien Bourdais	7	R	15
Sebastian Vettel	R	R	R E E E
Jenson Button	R	10	R
Rubens Barrichello	D	13	11 韓 韓 韓 華 徳 徳
Takuma Sato	R	16	17 18 18 18 18 18 18
Anthony Davidson	R	15	16 28 28 28 28 28
Adrian Sutil	R	R	19
Giancarlo Fisichella	R	12	12 15 15 15 15
Lewis Hamilton	1	5	13 13 13 13 13 13 13
Heikki Kovalainen	5	3	5

KEY: R Retired; D Disqualified