

F1 NIGHT RACE EXCLUSIVE UNTOLD STORY!

F1

RACING

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HEIKKI EXCLUSIVE
"I'm friends with
Kimi and Lewis,
but we race like
b*****s"

F1'S FIRST

NIGHT RACE

And Bernie said 'Let there be lights!'

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PLUS

**"I GOT MY REVENGE ON
RENAULT. IT WAS GOOD"**

Jarno Trulli doesn't hold back

**DAVID COULTHARD
MUSEUM, ANYONE?**

The strangest places in F1

**THE BEST PRANK ON
SCHUMACHER. EVER**

Rubens Barrichello tells all

haymarket



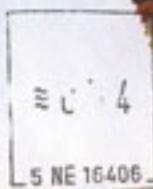
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KIMI GETS HIS OWN POSTAGE STAMPS!

Ferrari champion celebrated on Finnish first class mail



Kimi-Matias Räikkönen
C/O Scuderia Ferrari Marlboro
Via Abetone Inferiore, 4,
I-41053 Maranello (MO)
Italy



FOR JUST 65 PENCE YOU can now post your rent cheque with a special Kimi Räikkönen stamp – but only if you live in Finland. The post office there has issued two new stamps to commemorate Kimi's world championship success last year.

A million of them have been produced, but the post office could be forced to print more because of the huge demand from F1 fans in Japan, who are requesting copies.

Warning: stamps do NOT stick in the wet



PITPASS

THE AMAZING RULES OF F1!



The lesser-known laws of our great sport revealed

2008 Formula 1 Sporting Regulations

Appendix 3, Podium Ceremony, Article 4, Trophies

6.5 The trophies must be in the form of traditional cups and show:

- a) the FIA Formula 1 World Championship official logo
- b) the official name of the event
- c) the driver's position

The height of the trophies shall be:

- a) winner's and constructor's trophies – no less than 50cm and no more than 65cm high
- b) second and third drivers' trophies – no less than 35cm and no more than 45cm high

The maximum weight per trophy must not exceed 5 kilos. Trophies must be of a design that is capable of being handled and transported without damage.

"When I was a small boy sending Christmas cards to people, I never thought that one day I would have a stamp with myself on it," said Räikkönen.

It's not the first time the Finnish postal service has honoured one of its drivers. When Mika Häkkinen triumphed in the late '90s, he also featured on a set of stamps.

Other countries have produced special F1 sets too. In Britain last year the Royal Mail issued a set featuring six British drivers. Nigel Mansell was the most expensive stamp,

More stamps may be printed because of demand from Japan

costing 78p. And, bizarrely, the former Soviet state of Tajikistan once released a set of stamps commemorating the Monaco GP.

PITPASS

WORLD EXCLUSIVE!

MICHAEL SCHUMACHER TO BUILD LUXURY SKYSCRAPER!

YOU could live in this Abu Dhabi tower, complete with a wharf for 30 yachts, a car park in an aquarium and its own observatory



The tower is the brainchild of the people behind the Water Cube at the Beijing Olympics



Luxury apartments will start at around £1million, but the three-storey residences with panoramic views will top £10million

FIRST HE WON a whopping seven F1 drivers' titles – now Michael Schumacher is branching out into the world of luxury property. And *F1 Racing* can exclusively reveal that *this* skyscraper is to be the first of seven Michael Schumacher World Champion Towers to be built around the world.

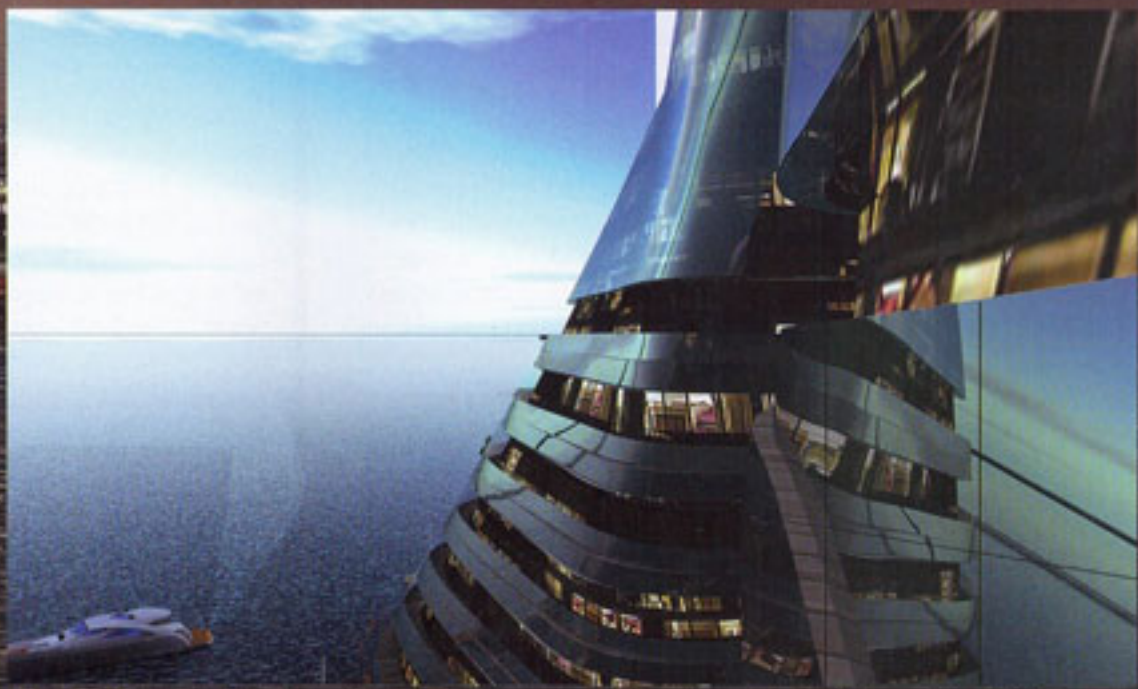
Situated in Abu Dhabi, this multi-billion pound tower is set to raise the bar in swanky living. Built by the sea, it's the world's first 'wharf skyscraper', with a marina for up to 30 yachts included. The futuristic structure has loads more mind-boggling features too, including indoor tennis, squash and – yes – golf, 115 metres in the air. The underground car park is in a giant aquarium, and on the top floor there's an astronomical observatory. The structure is 260 metres tall – the highest allowed in Abu Dhabi due to air traffic restrictions.

But it's the plush apartments that are the big thing. Starting at a cost of around £800 per square foot, buyers can stipulate the exact dimensions of what they want, with the cheapest pad on offer looking like a one-bed apartment for about £1million. The more expensive 'villas in the sky',

which start on the 50th storey and have panoramic 360-degree sea views, cover three floors and will cost at least £10million.

The Michael Schumacher World Champion Tower is the brainchild of PNYG, a company led by architectural visionary Joachim Swensson and the people who've worked on famous buildings around the world, like the Beijing Olympics' Water Cube and the Mercedes-Benz Museum in Stuttgart. PNYG came up with the idea, pitched it to Michael, got the finance and will even build the tower, which will be one of the most advanced, environmentally sustainable buildings on the planet. It'll take around two years to make, with 30 architects and 90 engineers involved.

Michael might not be helping to actually make the thing, but he's engaged with the design and technical aspects. He's also doing the ground breaking in Abu Dhabi on October 6th and 7th, before holding a press conference for the world's media. It's thought Michael and PNYG will reveal some of the destinations of the other towers to be built, with Monaco, Singapore, Istanbul and Shanghai serious contenders.



The Michael Schumacher World Champion Tower is one of seven to be built in honour of Michael's Formula 1 world titles



Lewis Hamilton's 25sec penalty after the Belgian Grand Prix caused massive controversy

Was Lewis Hamilton unfairly punished at Spa?

Yes



John Watson

Five-time grand prix winner

"I WAS GOBSMACKED when I heard Lewis had been given a 25sec penalty after Belgium. He didn't deserve it, as it wasn't premeditated. Lewis had three options as he was alongside Kimi trying to overtake him: the first was to stop and let him go, the second was to cause a massive crash and the third was to take the escape route.

Having taken option three, he was ahead of Kimi and obliged to let Kimi regain the advantage. Lewis fulfilled that requirement by giving the place back. He then out-braked Kimi into the hairpin in a courageous bit of driving.

By dropping back, he had no advantage going into La Source, so I can't see why he's been penalised. If you give the drivers the option of an escape route then why penalise them when they've conceded the place back?

I am perplexed about the logic of the situation. I don't know what extra information the stewards had that led them to a conclusion that was different to the one I had seen through the eyes of an ex-Formula 1 driver. Maybe the time has finally come to have a permanent steward at grands prix who is a former driver themselves."

No



Daniel Audetto

Former Super Aguri team boss

"FIRST OF ALL I would say that Felipe Massa won and this is good for the championship and good for the show.

Everyone has to honour the rules and the stewards. It's the same in football – you have to respect the referee otherwise it causes all sorts of problems and interferes with the game.

The stewards have a lot more data and information available to them than we see. They have lots more TV camera angles and observers at the side of the track to help them before they make a decision. Because of that it's difficult to make a judgement on

the penalty because I was not there to see all this data.

But I do not believe that the stewards or the governing body are targeting McLaren. They are impartial and I could give you other examples where other teams have been penalised for similar problems. And I don't think the penalty will stop drivers from trying overtaking manoeuvres in the future.

Formula 1 drivers should respect the rules. If they cut a chicane then they should drop back and then maybe try to overtake again a couple of corners later, not straight away."

PADDOCK SPY

F1 drivers are cool, but remember when they were young and had terrible hair?



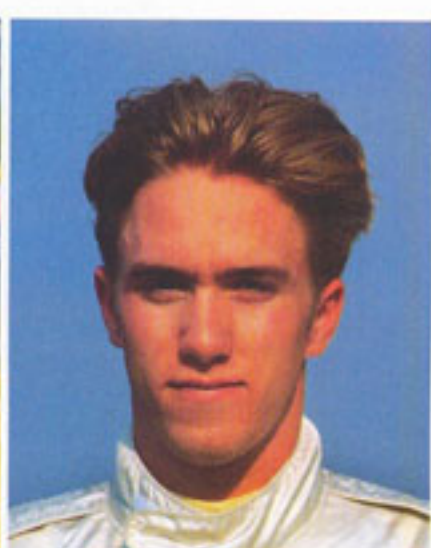
Fernando's testing for Minardi here in 1999, but has he just been told Ron Dennis is on the phone?



Ahh... doesn't David look pretty with these lovely pink and white flowers and ribbons around his neck



Drivers appeared to be so much happier when they were young... Here's Fisi in Italian F3 in 1993



Well, not all drivers. But 10 years ago Heidfeld wasn't able to grow the facial fuzz he has today



Young Heikki hasn't changed that much - this was eight years ago during his karting years. Marvellous



Who's this whippersnapper? It's none other than Jenson Button at his Somerset home in Frome (1996)



Kimi certainly didn't wax his hair during his karting days at the end of the 1990s. Does he now?



Felipe came to Europe to scoop the 2001 European Formula 3000 title, and hasn't changed a bit since



This is Nico Rosberg yesterday. Not really, it's 1999 - when he was competing in Junior ICA karting



Two years before he made his F1 debut, Rubens looked like he'd just got out of bed for an F3 race



In 1999, Jarno was a long way from being allowed to drink any of the wine he's now famous for



Back in 1996, did Mark Webber look in the Yellow Pages phonebook to find a decent barber?



PITPASS

PHIL HILL 1927-2008

Gerald Donaldson remembers a sensitive American whose finest moment in Formula 1 was tinged with tragedy

PHILIP TOLL HILL, JR was born into a prominent family in Miami, Florida, on March 20 1927, and raised in Santa Monica, California. Not that close to his parents, he was an introverted child with few friends. Yet after his aunt bought the 12-year-old Hill a Model T Ford, cars became his passion – so much so that he would drop out of studying business at university to become a mechanic's helper in a Los Angeles garage.

The owner of the garage was an amateur racer, which sparked Hill's interest. In 1947 he acquired an MG-TC two-seater, which he modified himself and began racing. In 1951, after both his parents died and left him money, he bought a 2.6ltr Ferrari and raced it with increasing success. Yet his constant worry about the dangers of racing led to stomach ulcers so severe he had to stop racing for 10 months. With tranquilisers he

resumed competition and won in a succession of Ferraris. And by the mid-1950s he was America's best sportscar racer.

In 1955 he was invited to join Ferrari's team at Le Mans, where the death of over 80 people in motorsport's worst disaster deeply troubled him. He would eventually win Le Mans three times, but Hill's goal of racing in F1 was slow to come because Enzo Ferrari thought him temperamentally unsuited for

single-seaters. In 1958, after both Luigi Musso and Peter Collins were killed, Hill was promoted to Ferrari's F1 team where he helped Mike Hawthorn win the 1958 drivers' title. Two years later Hill won his first F1 championship race, the Italian GP at Monza.

In an F1 car Hill left his inferiority complex behind, but his deep introspection continued. "Racing brings out the worst in me," he said. "Without it, I don't know what kind of person I might have become. But I'm not sure I like the person I am now." He also worried about getting out alive, and was always nervous before races. On the grid he would endlessly polish his goggles and chain-smoke. Yet when a race began he drove with great composure. Mechanically sympathetic and easy on his cars, Hill was very courageous given his phobias. He drove best in the worst conditions, on circuits like Spa.

"I always felt secure in the rain," he said, "even as a little boy looking out the window."



Hill won the '61 drivers' title in Ferrari's 'sharknose' car

Though at ease speaking publicly about his insecurities, he remained a loner in Europe. He stayed near the Ferrari factory in a hotel, where he played Beethoven and Vivaldi records. When he returned to California for the off-season, he busied himself restoring vintage automobiles and antique pianos.

In 1961, when the new 1.5ltr formula began, the V6 'sharknose' Ferrari 156s were the cars to beat, and by the end of the season the title was a battle between Hill and his German team-mate Count Wolfgang von Trips. Their ill-fated showdown took place at Monza. On lap 2, the von Trips Ferrari touched wheels with Jim Clark's Lotus and went into the crowd, killing von Trips and 14 spectators. Hill won the title by a single point. But there was no joy for the sad victor, who was a pallbearer at von Trips' funeral. "I never experienced anything so profoundly mournful," said Hill.

Three years after that he'd retired from single seaters, and after racing sportscars for a while, he returned to California, where his car restoration hobby became his business. In 1971 he married his longtime girlfriend Alma and began raising a family. The first American champion had no regrets.

"In retrospect it was worth it," said Hill. "I had a very exciting life and learned an awful lot. Racing sort of forced a confrontation with reality. Lots of people spend their lives in a state never really destined to go anywhere."

Phil Hill died on August 28 2008, of complications from Parkinson's disease.

DO YOU REMEMBER WHEN...



...a GP finished behind the Safety Car?

THE 1999 CANADIAN Grand Prix in Montreal has the dubious honour of being the race where the outside of the final corner was dubbed the 'Wall Of Champions'.

During the 69 laps former champions Damon Hill, Michael Schumacher and Jacques Villeneuve all made mistakes at the tricky right-left chicane and crashed into the wall on the exit of the corner. In typical Montreal mayhem the Safety Car was deployed four times to recover the wreckage. Its final appearance came just four laps from the finish of the race after Heinz-Harald Frentzen's brakes failed on his Jordan. Then, on the final lap, the Safety Car's lights went out at the last corner and it peeled into the pits.

But because Formula 1's rules don't allow overtaking until drivers have crossed the line, no one could actually challenge race leader Mika Häkkinen. He took the chequered flag ahead of Giancarlo Fisichella and Eddie Irvine. David Coulthard was classified in seventh, just five seconds behind his winning team-mate.

PITLANE HEROES

F1 just couldn't exist without them

No 4
BRIDGESTONE'S FIELD SERVICE ENGINEER



THE F1 PADDOCK gleams with fancy motorhomes where people in the sport do business. But hidden away near the pitlane is the Bridgestone tyre fitting area.

John Werry: it's his job to organise 15 tonnes of equipment for each race



This is where 45-year-old John Werry presides.

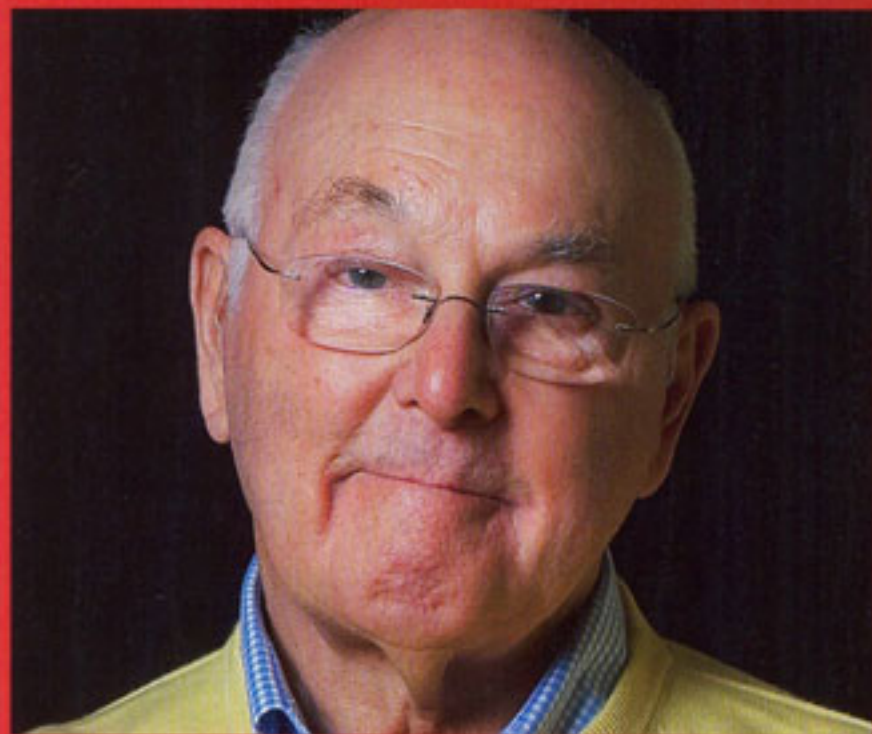
As Bridgestone's field service engineer, Werry is their troubleshooter. If there are any problems with the equipment or balancing machines in the fitting area, then Werry will solve them.

But that's not all. The ex-milkman is also responsible for organising the 15 tonnes of equipment Bridgestone take to every race. Being on the ball is a must: prior to Monza, the kit for the Brazilian GP was already on its way to São Paulo.

"As well as the tyre fitting area, I also have to build up two 40-foot-long containers for all the equipment we need at each race," he says.

Werry joined Bridgestone in 2001 after spotting an ad in *Autosport*. "This is a self-taught job," he adds. "The machines we use to fit tyres are unique to Bridgestone and once you've taken them apart a few times, you know how they work."

And what about the thick black rubber that builds up on his palms? "It does come out eventually..."



MURRAY WALKER

The voice of Formula 1 speaks his mind every month – only in *F1 Racing*

IMPROVEMENT FOR TOYOTA

F1 is a tough world where no matter how much money, ambition and determination you've got, it takes time and effort to succeed. And even that doesn't guarantee success, as Toyota have painfully discovered.

In 2002 everyone was eager to see what would happen when the world's then second largest car maker made their F1 debut. Many felt they would have been wiser to base their efforts in the UK rather than Germany, but Toyota had a long-term plan to get to the top by 2006 and clearly felt their way was best.

Against long-established rivals Ferrari,

McLaren, Renault and Williams, years one and two predictably saw no great success. The team were gaining experience, and Cristiano da Matta actually led the British GP for 17 stirring laps in 2003, only to join previous drivers Mika Salo, Allan McNish and Olivier Panis in the "no longer required" department. The roster was then made up by, firstly, Ricardo Zonta and then Ralf Schumacher and Jarno Trulli.

Of even greater significance, though, was the appointment in 2004 of Mike Gascoyne – aka The Rottweiler – as technical director. Mike knows which way is up and, for the 2005 season, produced the TF105 which gave Toyota by far their best season to date: five

podium places, 88 points and an excellent 4th in the constructors' title. So in year four things were heading in the right direction.

Oh no they weren't, because 2006 was a bummer. Rightly or wrongly the conventional wisdom was that Toyota controlled things too much from Japan, and this seemed to be the case when Gascoyne was dropped by the team, seemingly because he and his superiors had disagreed over development strategy. Whatever, Toyota's 2006 achievements were diminished by their decision, for commercial reasons, to switch tyre supplier from Michelin to Bridgestone. In an environment where tyres matter so much, changing brands was bound to disrupt development.

The result was a major downturn. Despite the best efforts of the team's third technical director – ex-Michelin man Pascal Vasselon – Toyota achieved just one podium and only 35 points for 6th place in the constructors' championship. Oh dear. Then, even with an alleged budget of some £330m, 2007 was another undistinguished year. No podiums and only 13 points from Jarno Trulli and Schumacher, with Ralf retiring from F1 at the end of the season.

It is so easy to draw the wrong conclusions when you are an onlooker, but it's hard to believe that Toyota are happy with the results of their massive investment. However, like 2005, things now seem to be improving. As I write they are an excellent fourth in the constructors' title and looking strong enough to stay there, in a year of unprecedented competition where hundredths of a second can make the difference between success and failure. With their tails up, and with two excellent drivers in Jarno Trulli and Timo Glock – plus the resources to exploit the dramatically changed 2009 technical rules – they are in a strong position to improve further and, maybe, achieve their objective. Let us hope so, anyway, because Formula 1



'SPYGATE' DRAGS ON

Sadly, Formula 1 has gone through some unpleasant times recently, what with lurid revelations about the FIA President's personal activities and the so-called Ferrari-McLaren 'Spygate' scandal, so thank heavens the mud-slinging seems now to have stopped. But the memories linger on.

McLaren took an appalling hit to their squeaky clean image and financial position, and many feel that whatever wrong they may have done most certainly did not justify the swingeing fine of some £50m, which was imposed on them by the FIA. It's extremely heartening that the team have stoically put it all behind them, got on with what they do so well, and are having a great season.

The two people, Nigel Stepney of Ferrari and Mike Coughlan of McLaren, who caused



The 'spygate' scandal is over, but the memory lingers on with Ferrari's legal case against Nigel Stepney and Mike Coughlan

all the damage with their misplaced ambition and stupidity, have both lost their jobs and the respect of the motorsport community. But what, I wonder, is happening about the legal proceedings against the two that Ferrari said they were taking? It all seems to have gone quiet, but I know the Italian legal system operates with snail-like speed.

I'm sure those at Maranello and Woking will be hoping for a speedy resolution.

NEW BOYS ASSESSMENT

Team drivers are an ever-changing scene in Formula 1. Since the start of the 2006 season, three new ones – Hamilton, Kubica and Rosberg – immediately established themselves as long-term stars. But what of the other seven new boys still in F1?

Well, first of all, who are they? And is it possible to do anything but form a purely subjective opinion of their potential when their success, or lack of it, is affected by so many factors? Their personalities, cars, team strengths, race strategies, fuel loads and tyre choices to mention but a few. I don't know that you can, but anyway, here's my ranking for you to disagree with...

1. Sebastian Vettel

He's a real superstar-to-be if ever I saw one. Dammit, he's only 21, a great personality and he's already shone very brightly with both BMW and Toro Rosso. Watch out next year, Mark Webber!

2. Heikki Kovalainen

In arguably the best car, he's already a winner by only his 28th GP, and he's going to improve as time goes by. But improve as much as Vettel is doing? He'll have a job.

3. Timo Glock

Yes, I know he drove four races for Jordan in 2004, but this is his first full season and he's been mighty impressive. He has an excellent track record and is improving with experience. Toyota chose well.

4. Nelson Piquet

I've gone on enough about him in the past. He's good, but is he good enough to last? For me the jury's still out but Judge Flavio Briatore will reach a verdict for us all soon.

5. Adrian Sutil

With eight DNF's from his first 12 races, umpteen car problems, various collisions and a highest finish of 15th he's having a torrid

season, but a truly inspired drive at Monaco showed he's got real talent. Seemingly not enough to consistently out-drive veteran team-mate Fisichella though.

6. Kazuki Nakajima

Japan's second best driver to date (after Sato). He's had four points finishes from his first 10 races but usually ends up about 15th. I suspect he's found his level immediately but hope I'm wrong. Wouldn't be the first time!

7. Sébastien Bourdais

Top man in America but struggling in F1. He came good in Valencia but has been totally outshone by team-mate Vettel this season. Least likely to survive into 2009.

Finally... to the team principals who, I am sure, will be eagerly scanning this for guidance on their 2009 drivers, I say four words: DON'T OVERLOOK ANTHONY DAVIDSON! But then I'm biased.

"Outshone by Vettel, Bourdais is the least likely to survive into 2009"



Sebastian Vettel is a superstar-in-waiting, and the best of the new drivers

{WHATEVER HAPPENED TO...}



Then Boutsen's first win - and the first for Renault's V10 - at Montreal in 1989



THIERRY BOUTSEN

RACE-WINNING
WILLIAMS DRIVER
WHO'S NOW AN
AVIATION MAGNATE

You've racked your brains before when the question came up in a pub quiz: name a famous Belgian. Well, Brussels-born Thierry Boutsen is a decent candidate.

He spent 11 seasons in F1, driving for teams such as Arrows, Benetton, Ligier and Jordan. The high point of his career, though, came during his spell with Williams-Renault in 1989 and '90.

Boutsen took three career victories, all of them for Williams. His first, in Canada, was also the first for Renault's V10 engine. But Boutsen's real day in the sun came in 1990, when he qualified on pole and held off the McLarens of Berger and Senna for 77 laps of the Hungaroring. He retired from F1 in '93 but stayed in racing until he injured his back in a crash at Le Mans in '99. But what's he been up to since then?

"I had a passion for flying when I was a driver, and bought and sold a succession of planes for myself. I even made a bit of money doing it. And then I got a request from a friend, Heinz-Harald Frentzen, who wanted to get a plane but didn't know what to do. So he asked me, I handled the transaction for him, and he became my first customer.

"That was when we started Boutsen Aviation, in 1997. I founded the company in Monaco with my wife Daniela, and we were buying and selling one or two planes a year at the start. It was a part-time job for me at that stage, because I was still racing in sportscars, and I started by helping racing people like Mika Häkkinen, Guy Ligier and Keke Rosberg. Then we began to branch out

because we found out that the motorsport market is actually very small: there are so many close links between the teams, drivers and aircraft manufacturers that they can get better prices by doing a deal directly.

"We now sell aircraft mainly to corporate customers, both new and second-hand. I've worked in the business full-time since 2000, and we have a staff of six. In total, we probably handle about 30 aircraft a year. Since 2001 we've been a distributor for Piaggio in the France/Belgium/Monaco region, conducting demonstrations and marketing for them. And it's going well because we're their biggest market in Europe.

"We are feeling the effects of the global economic slowdown at the moment, but



Now Since 2000, Boutsen has devoted all his energies to his thriving aviation business

only with the oldest aircraft. When it comes to buying recent and new planes, businessmen still need to travel, even during difficult economic times. It enables them to gain time over their competitors and do business better.

"Even after all these years, I'm still basically trying to help people go faster!"

THE TOP TEN...

STREET CIRCUITS

Think Singapore's exotic? F1's been everywhere... well, maybe not Grimsby

1 ADELAIDE

The F1 fraternity loved Adelaide's party atmosphere. Super quick, great fun, and the scene of a dramatic title decider in 1986 when Mansell suffered that 170mph tyre blow-out. It also hosted the shortest race of all time in 1991 – torrential rain brought the GP to a halt after 24 minutes.

2 LONG BEACH

Any circuit which has the Queen Mary ocean liner as a backdrop is a fine one in our book. The track in the south Californian city was conceived in the mid-1970s and still holds IndyCar races. Bizarrely, it was titled the United States Grand Prix (West) because there was often more than one GP in America.

3 MONACO

Sainte Dévote, Massenet, Mirabeau, Loews, Portier, Tabac and Rascasse. Every corner on the lap that winds through the streets of the Principality is a classic. The best drivers in the world have negotiated the tight ribbon of Tarmac on the Côte d'Azur, since 'W Williams' won at the wheel of his Bugatti T35B in 1929. Long may it continue.

4 LAS VEGAS

The Caesars Palace Grand Prix has the distinction of being the only F1 race held in a car park. Although it was a pretty big one. There were two world championship showdowns there, and Diana Ross even made an appearance on the podium. But if the GP ever returns to Las Vegas, we think it should be on the Strip.

5 PHOENIX

Six cars finished the first race in the heat of 1989, but 1990 was memorable for Jean Alesi's re-pass of Ayrton Senna for the lead in the nimble-but-unfancied Tyrrell. Sadly, the locals weren't interested; at its last race in 1991 more people attended an ostrich race elsewhere in Arizona.



Jean Alesi put himself on the Formula 1 map by cheekily re-passing the great Ayrton Senna at Phoenix in 1990

6 DALLAS

Larry Hagman (yes, JR from TV's *Dallas*) waved the flag for the parade lap in 1984, but the race nearly didn't happen when the track temperature (65.5°C) caused the surface to break up. Oh, and Mansell theatrically fainted with heat exhaustion while pushing his car over the line.

7 PEDRALBES

Why is Pedralbes on this list and not Montjuich Park? Well you could argue that the latter is not a genuine city street track, but more of a Melbourne or Montreal – held in parkland. Pedralbes used the wide avenues in the north of Barcelona, just four miles from the centre. In 1951, it was the scene of Fangio's first world title win.

8 DETROIT

Downtown Detroit hosted F1 races between 1982 and 1988, and was a typical 90-degree left-right switchback course between the skyscrapers. As at Monaco, Ayrton Senna was the master of the streets, scoring a hat trick of wins there. But the best drive was probably John Watson's storming win ('82) for McLaren from 17th on the grid.

9 PORTO

Similar to the new Valencia circuit, Porto was held by the harbour front of this Iberian city. The Portuguese venue held two races in 1958 and 1960 (Jack Brabham took the last win here). Without a doubt, the circuit's most unusual hazard were the tramlines that crossed the track.



Jack Brabham briefly slides off the life-sized Scalextric track he used at home. Okay, it's the tramlines at Porto

10 PAU

The pretty French town in the foothills of the Pyrenees held a dozen F1 races in the 1950s and early '60s on its twisty streets, but all of them were non-championship races. The tricky cambers, awkward kerbs, sharp hairpins and sweeping corners made it a favourite for drivers. Fangio, Clark and Jean Behra all won there.

Teo Fabi winds his way around Detroit's skyscrapers in 1986. Bring back US street circuits, Bernie!



JOHN SURTEES

Ferrari's '64 champ on cheating death and having a pop at Sir Jackie

VERY FEW WORLD champions can claim to have mastered the UK's cornfields on their route to glory, but that is exactly where John Surtees' road to success began after he made his debut in motorcycle grass track racing. Renowned for his steely resilience and determination, his agility on two wheels caught the attention of Formula 1's elite, so the 350 and 500cc world champion was soon dazzling the crowds on four wheels as well as two. After a call from Lotus legend Colin Chapman, Surtees jumped at the chance to join the famous green and yellow marque for his F1 debut at Monaco in 1960.

Highlights included a podium in only his second grand prix at Silverstone, followed by pole in Portugal, but his finest hour came with Ferrari; he won the world championship in 1964. More wins for Cooper and Honda



followed in the latter stages of his career, before he became racer-manager of his own team. 'Big John' sat down with *F1 Racing* to look back on the highs and lows...

FAVOURITE DRIVER MICHAEL SCHUMACHER

"He personifies everything I believe a driver should be. He used the best of his ability to the fullest extent and related to the team very well. Schumacher was a complete driver with enormous attention to detail, and I think he was fortunate to race at a time when that was appreciated by Ferrari. I think the overall contribution he made to the team on and off the track was probably the best of anyone."

FAVOURITE CAR LOTUS 18

"I think the best car I drove was the one I had for my first grand prix in 1960: the Lotus 18. Relative to the opposition, that was probably the most competitive car I've ever driven. Later, the 1965 flat 12 Ferrari was special, but only with the modified cylinder head I used before my accident in Canada. I used it in Monza and thought it was a sure winner, but the clutch went so I never really proved it. I only ever drove it once in the form it should have been raced in."



MOST INFURIATING PERSON IN F1 JACKIE STEWART

"Jackie Stewart isn't my favourite person. One or two things happened when he drove for me in the 1970s. Also, I disagree with him about safety. I'm a motorcyclist, so from my point of view one of the worst things to happen to the majority of circuits was the introduction of guardrails. I remember all the ranting and raving about guardrails being the answer. In fact, I think it was largely the constructors who brought about the tremendous increase in safety. I was very anti-guardrails: they only had a very limited possibility and I totally disagree with Jackie on these so-called safety issues."



FAVOURITE GRAND PRIX GERMAN GP 1963

"The best race must always be your first win. Ferrari were just starting to come back after a bad year in 1962, when the team had fallen apart. It was like having to pick the team up, put it back together again and create the cars out of a bunch of bits. So to start the renaissance of Ferrari with that win at the Nürburgring was very fulfilling for me."



FAVOURITE PERSON IN MOTORSPORT TONY VANDERVELL

"Tony got so excited about getting me to drive a Vanwall that he actually built a car to get me into four-wheel racing. It was going to be the intercontinental class. He was being warned not to do it because of his ill health, but he just wanted to go racing again. Tony really came good when I was up against it in Canada lying in a hospital bed. He flew over and was very supportive. He sorted out the healthcare back home in England, arranged the travel and got me all 'mummified' for the journey."



WORST CRASH CANADA 1965

"It might not be F1, but the worst thing that ever happened was my crash in the Lola Can-Am sportscar in 1965. There were two team cars: a new one just built by Lola and the old one which I had been successful in. We asked Jackie Stewart to join us as my team-mate. Jackie complained about having the older car so I gave him the new car for Mosport."

I went out in the old car to test it and the front suspension upright disintegrated. The car flipped, dropped on me and broke the base of my spine, ruptured my kidneys, and put me on the danger list for a couple of days. Ferrari were terribly supportive. Enzo came on the phone and said, 'We'll make it an automatic if you've got a problem with your left leg.'"



{YOU ASK THE QUESTIONS}

RUBENS BARRICHELLO

He's full of surprises, you know: he's a good dancer *and* he likes Honda's green trousers. Then again, this is the man who bought a fart machine to wind up Michael Schumacher

WORDS HANS SEEBERG PORTRAITS LORENZO BELLANCA/LAT

Rubens Barrichello is the sort of fellow who lights up a room when he enters it. Or even a motorhome. As he breezes into Honda's pitlane HQ at the Hungarian Grand Prix he's all handshakes and back-slaps with his green-trousered comrades, radiating a natural charm that makes you think, "Now, he's a good bloke." With a smile that makes you wonder how on earth he hasn't been approached to sponsor toothpaste, it's instantly obvious that it's not just Rubens' huge experience in F1 that's beneficial to Honda – having such a good egg around has clearly lifted a team who often have every right to be down in the dumps. Being reunited with

his old chum Ross Brawn obviously brightened his constantly upbeat mood further, but as he prepares for some searching questions from *F1 Racing's* readers – on being Schumi's number two, Honda's chances in 2009 and "that silly dance you do on the podium" – will the cheery demeanour drop? "Pass me those questions, then," grins Rubens. "Let's do this!"

How do you rate the level of sportsmanship in F1 nowadays compared with when you started?

Robert Hyland, UK

I've always been a guy that would rather have people as friends than have them

against you, so I have plenty of friends in Formula 1 and I've never really had a problem with any driver. But the group we have now with Kubica, Alonso, Fisichella, Rosberg – we play poker and we have fun together. It's quite good to get on together. You need to just get on with life, don't you?

Can you see a difference between the Ross Brawn at Ferrari and the Ross Brawn at Honda?

Hergibo, France

Um... I think he's changed for the better. Obviously he was working with a fantastic group of people at Ferrari and he made the most of it, but I think the ➤

{YOU ASK THE QUESTIONS}



"Jenson won't mind if I scribble all over him": Rubens signs autographs – something he says more drivers should do

year he had off made him really relaxed – and he's very much on the ball as a result. It's enjoyable watching him, because I can see him being really enthusiastic about the future.

What's the biggest change you've noticed in F1 during your career?

Peter Morgan UK

I'd say safety. I think it took losing Ayrton [Senna] for us to really do something about it, and since 1994 we've never stopped making the cars safer. Of course there's much more PR these days, too. I think I liked F1 better in 1993!

Did you ever play any practical jokes on Michael Schumacher?

Caroline Phipps, UK

Yeah I did, but he has this German humour which meant it never worked – I was the one who always ended up looking stupid. My favourite one was when I bought this fart machine – it had six fart sounds and I kept putting it under his chair. The problem was that he'd sit down, I'd press the buttons but he'd just look to the side thinking that it was someone else. So it was very difficult really, but I still had fun with the farts.

What's the biggest difference between working for Ferrari and working for Honda?

Kai Grant, Australia

(Pauses) Oh my God... oh my God.

They're two different worlds. At the beginning it was a bit of a struggle working at Honda, because there were some people who were very limited in their way of thinking, saying to me, "For you to go faster, you need to do the same as Jenson." I just said, "Well, if you want me to do the same as Jenson, why didn't you just stick with Sato or find another driver? I came here to give my input – I've raced for a winning team and that's how we're gonna make a difference." But now, especially with Ross here, the team is very settled. Everything is going towards making the car better and we have a really good bunch of people. Yes, we're lacking a good car at the moment, but I believe that when Honda conquer the car and win a race, they're going to stay on top for a long time.

I was at the US Grand Prix in 2004, and on the Saturday you were the only driver to come over to the fans, say hello and shake some hands. Do you think more drivers should give fans the attention they so desperately seek?

Paul Chouinard, USA

You know, in my mind, I'm a part of the public. I'd die to meet Tiger Woods, and maybe he'd only have one second to meet me and shake my hand. I think that if people are outside waiting for your autograph and you have time, you have to do it – it's part of your job. But it can

get complicated – if there are 100 people there it always gets messy after the third autograph because people want to jump the queue and stuff. But I try to do it and I think everyone should.

Hi Rubens. You're Brazilian – how's your salsa dancing?

Rina Permatasari, Indonesia

Well, my lambada is better than my salsa. I like dancing. I never learnt how to do it properly or anything – I mean, when I was six, I was already racing go karts. Am I good at dancing? With a glass of wine I can be very good.

Who are your best friends in F1?

Ruben Montero, Venezuela

DC is a true friend, and now with the F1 poker thing we have going there's Kubica, Liuzzi, Fisichella – they're really good guys. There's Massa too, of course, because I've known him a long time. I get on quite well with Jenson too, although we never talk away from the track. The one I talk to the most is probably Felipe Massa.

When you were number two to Michael Schumacher at Ferrari, was there ever a time when you just sat there and thought, "To hell with all this, I'm going to drive round him anyway?"

Robert Zolto, USA

Of course. Many times. All the time, actually! I was always conscious of the fact that, in my contract, nothing was written about that, but when I went to Ferrari I said, "That's not in my contract, but I'll do what I have to do." But, you know, I worked hard for six years and won nine races. Of course I'd have won more grands prix if I'd have tried to go round the outside of Michael, but maybe I wouldn't have lasted as long there. Of course there were difficult times when I was at Ferrari and I thought it wasn't fair, but that's part of it.

What do you really think about Honda's green trousers?

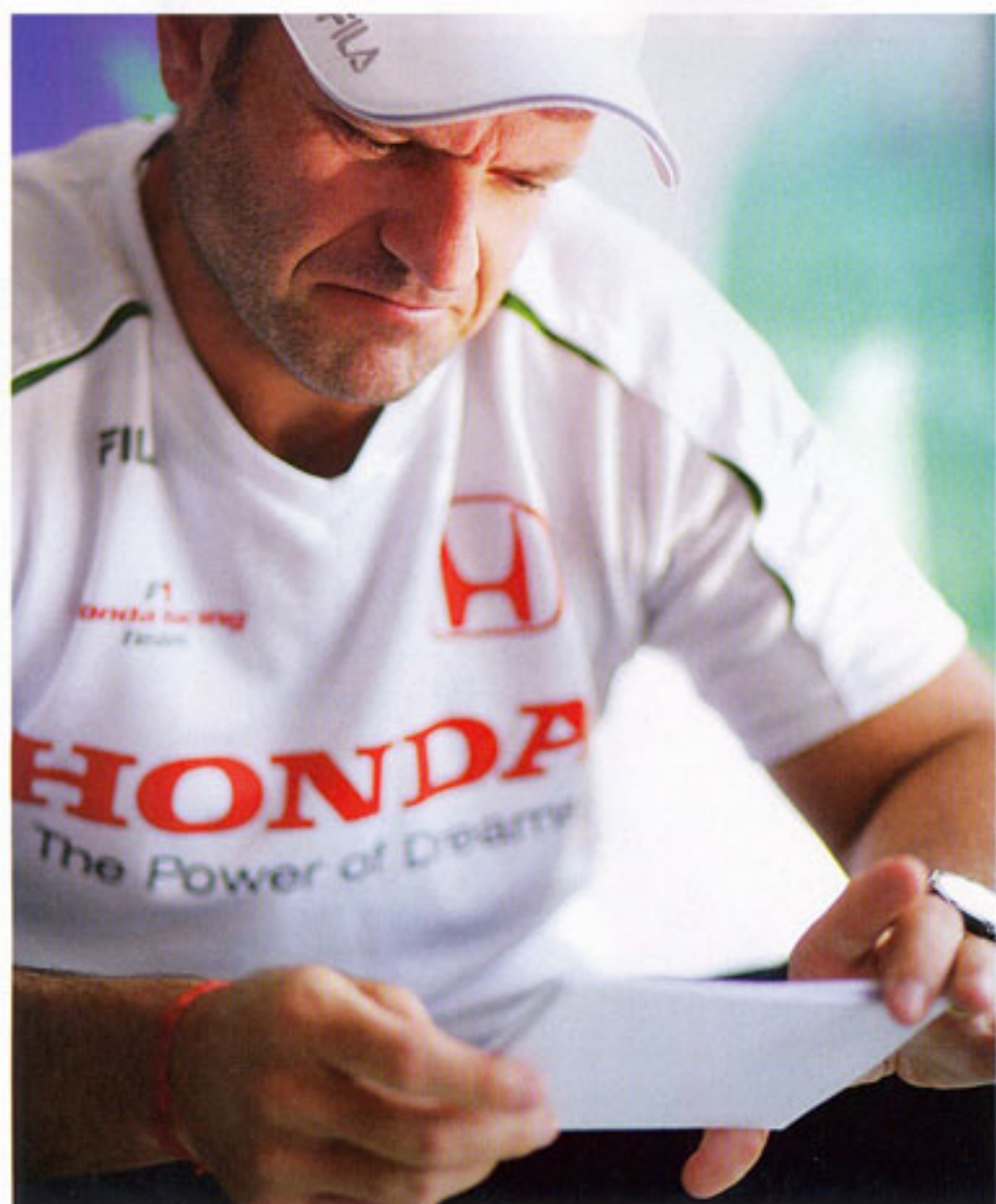
Sarah Carbone, USA

(Laughs) Well, I think it's a way of communicating something. The appearance of them is obviously... you can see a lot of green, but that's how we're trying to get a specific message across. Obviously the first day everyone wore them to work we had a bit of fun, but I think the most important thing is the message. ➤

"Honda and Ferrari are two different worlds. At first, Honda was tough"



"Can someone make this go faster, please?" Rubens can't wait for 2009 and Brawn's first "proper" Honda



{YOU ASK THE QUESTIONS}

What's it like being the nicest guy in Formula 1?

Steve Arnott, UK

Thanks Steve – it's nice to hear that. The only thing my father said to me when I left home at 16 to go racing in Europe was, "I just want you to be the same guy forever." That's how he brought me up, and that's how I want my kids to be. Everyone has good days and bad days, but the only way to make life work is with good vibrations. You have to be happy with things, and if you're not you have to say – but there are nice ways of saying it. Yeah, I don't always have time to sign autographs and you can end up upsetting people, but I like to try and meet everyone and talk to everyone. But anyway, thanks for considering me the nicest guy in Formula 1 – and the most handsome, obviously.

Slick tyres are returning in 2009. What effect do you think they'll have on your driving?

Fernando Perea, Spain

I think that when you start karting you have slicks and then when you race in Formula whatever you have slicks, so it's no problem. It was a bad idea to go away from slick tyres in the first place. I don't think grooved tyres are any safer – there's less tyre on the track when the wheels start to spin so you end up crashing faster. Plus, it's so much nicer to drive a Formula 1 car with slicks.

Was Michael Schumacher as intense when he wasn't working?

Ian Erridge, UK

Well, Michael was obviously very intense and methodical when he was working, that's for sure. I always felt that I could feel the car better than him, but he had such a huge sense of speed and he was such a good test driver because he was always on the limit of the car. On a personal level he was much less intense, and he could be a very nice guy with a glass of wine in his hand. But we never talked about racing when we were away from the track. He had very strong opinions about things.

Who do you think will be world champion this season?

Natalia Nowak, Poland

I think the best team at the moment is McLaren, and the chances are that Lewis Hamilton will be champion. But one way or another, he's going to be world champion at some stage. Last year he was unlucky – there was no way he could've lost the title, and then he did. But I think he'll be champion this year.

How do you rate Honda's chances in 2009?

Alan Nothard, UK

Well, for a start, it'll be the very first year of Ross Brawn proper at Honda, which is really exciting. When he joined he just had to let the ball roll a bit for him to get to know how things worked here. He couldn't have changed everything in one go at the beginning of the year. But after all the work everyone at the team's done, I feel we can be very positive about our chances next year.

When you retire would you consider being a team consultant or TV commentator, or will you just write a book?

John Collins, Canada

I think I'll write a book – I was quite good at writing at school and I enjoy it. I think the public needs some extra explanation of some of my times in F1, because it's only fair that I say what really happened in some circumstances. I'm not planning revenge or anything, it's just that some things need to be said. I would much rather be a commentator than a team consultant – driving the car is a lot easier than working in the team. But I'd like commentating. I have a good eye for what's happening when I'm watching races – if the commentator says something wrong I'm there saying, "Come on, it was right in front of you!"

Why do you do that silly dance whenever you get on the podium?

Mark J Daniels, UK

Why is it silly? Why are you so rude, Mr Mark J Daniels?! Just before I got on the



Rubens doing his "silly dance" at Silverstone this year

podium in 1994 a friend of mine said, "You have to do something for the Brazilians – do a little samba dance or something." So that's what I did. The dance is just to say to everyone that I'm still Brazilian with all my heart.

Rumour has it that you're good friends with Juan Pablo Montoya. Why? Seriously, why?

Tish Gance, USA

Well, I guess you don't like Montoya do you, Tish? To be honest, it's been a couple of years since we last spoke – I have his phone number and he has mine, and we send each other texts sometimes. The thing about Montoya is that he can be a good friend – he's just really rude in front of the camera for some reason. But he can be a really nice guy, and he's a funny guy to go out with for an evening.

Here's a question for you, Rubens: who do you think will be the next Brazilian world champion?

Albert Sansores, USA

That's got to be me! Or do you think that I don't believe I can be champion anymore, Albert? Seriously, it's got to be me – in 2009! **FO**

"Who'll be the next Brazilian champion? Me. Seriously... me in 2009!"

JOIN OUR READER PANEL

Want to put a question to an F1 star? Visit www.f1racing.co.uk and join the Reader Panel. We'll let you know which interviews are coming up

SUNDAY NIGHT FEVER



Generators as big as living rooms. Phone calls from Bernie. Sleeping tablets. This is the inside story of the Singapore Grand Prix - a race that's been 19 years in the making...

WORDS HANS SEEBERG PICTURES ANDY TIPPING

Everyone from F1 team bosses to armchair race fans seem to agree: the Singapore Grand Prix is going to be *the* highlight of the year. Not only is it the second new purpose-built street circuit to hit the calendar in 2008, there's also the small matter of it being F1's first night race. Quite apart from anything else, it's another reminder for football and cricket that no sport does genuine and constant innovation quite like F1.

From track builders to drivers, this is the true story of Singapore's first race: how the idea first came about, when it became a night race, when the teams got involved and just how they went about making a race track that cut through the heart of a bustling city's financial and shopping districts. Along the way there have been a few uprooted trees, numerous phone calls from Bernie, generators "the size of living rooms" and a few sleeping tablets, too. But, as *F1 Racing* discovers, the story begins with a motorsport-mad architect at the Singapore tourist board, 19 years ago... ➤



Colin Syn (deputy chairman, Singapore GP): "The idea for a Singapore Grand Prix first came about 19 years ago. That's how long I've been working on it, although it wasn't a night race when we first started talking about it. It was the Singapore tourist board who first became interested in the idea of a race – they had a consultant architect called Pete Wimbley who was really into motorsport, and he said to them, 'You know what? You should do a grand prix here.'"

Ron Dennis (chairman and CEO, McLaren): "The concept of night racing came out of some discussions we had about how to make Formula 1 better – it was one of the ideas that really appealed to Bernie."

Charlie Whiting (FIA's F1 race director, safety delegate and official starter): "Bernie sounded the FIA out about the night race idea, and we talked about it quite a bit beforehand. It's been on the cards for about three years. 2009 was going to be the first year for a night race, but Bernie did a deal for a race in Singapore and I think he just thought, 'Let's make it the first night race as well.' But Singapore's been trying to get a race for about 20 years."

Colin Syn: "It was 1989 when I first went to see Bernie about having a race here. The meeting went very well, but at that stage the Singapore government wasn't ready to host a grand prix. There was a piece of land they had in mind for a potential race, but the price they wanted for it was too high."

Nick Fry (CEO, Honda F1): "Bernie tends to ring round and get impressions, and the first impression I gave him of a night race was, 'Fantastic.' We have to remember that F1 is entertainment and entertainment means variety. You don't have soap operas with the same script every week, do you?"

"The idea of a night race was something that really appealed to Bernie" Ron Dennis

Steve Nielsen (sporting manager, Renault): "I knew there were rumours about a Singapore Grand Prix for years, but I always thought it would be like the London GP – the sort of thing that probably wouldn't happen. I was delighted when it was announced."

Nick Fry: "There have certainly been discussions about night races for some time, but they always seemed to be associated with Melbourne. When I first heard about Singapore, it instantly seemed like a better idea to me than Melbourne. The basic infrastructure for a lighting system, for example, was already there."

Colin Syn: "We spent about 16 months working on the contract for this race, but just before we signed Bernie came to us and said, 'Why don't you make it a night race?' He said it would be fabulous and that we'd be the first race in Formula 1 to do it. We thought it was a great idea."

Charlie Whiting: "When I first heard there'd be a night race, I thought, 'Why not?' Obviously, night races have been done in the US with Champ Cars, so it wasn't something that bothered me."

Nick Fry: "A lot of the news about what's going to happen in Formula 1 tends to come with a phone call from Bernie Ecclestone. Even if there's nothing going on, you'll still probably get a minimum of two phone calls a week from him to shoot the shit, basically. He usually rings up to ask about something, tell you about something, bounce something off you – or to warn you about something!"

Colin Syn: "What's it like doing a deal with Bernie? Very straight and very quick. Yes means yes, no means no. And he has a very dry sense of humour. He doesn't beat about the bush, though, and he drives a hard bargain. Very hard!"

When a purpose-built street circuit gets the go-ahead, it's time for fans to get excited and drivers to prepare themselves for a new challenge. But it's also the time for teams to start contemplating the tiny details, not to mention the likes of Charlie Whiting starting at the beginning with the obvious question: "Er, where exactly are we going to put this track?"

Charlie Whiting: "Before the green light was given, Bernie asked me to go to Singapore and meet with the people to see where a track could actually go. They had three or four ideas and it was very clear from walking around what you could and couldn't do. Eventually we came up with one plan that got modified about three or four times."

Steve Nielsen: "The teams don't tend to have a great deal of input into circuits, though we do have a dialogue with Bernie Ecclestone. But with Singapore no one sent out a questionnaire or anything saying, 'What do you want it to be like?'"

Charlie Whiting: "The key thing when you first go to a city to see if it can hold a race is that the people there know what's possible. When we were in Singapore we'd be walking round and I'd be saying, 'You've got a junction with a big garden in the middle with trees there – that'll have to go.' And they said, 'OK, fine!' It's surprising how easily difficult requests were accommodated, but that's probably because they were so keen to have the race."

Colin Syn: "The track goes right through the heart of the financial and shopping districts – it's as pure as a street circuit can get. Of course there were initial problems with the stakeholders of hotels, shops, and ➤



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Hilton



Do NOT cross: you wouldn't want to meet an MP4-23
down a dark alley in Singapore in September

things like that, but most people were very keen to have this race."

Mark Webber (driver, Red Bull): "The GPDA had very little input into the track. Charlie Whiting looked after most of it, along with Hermann Tilke. I know they've been pinned a little bit in terms of the layout, but hopefully it'll turn out to be okay."

Shahul Hameed (resident engineer, Singapore GP): "The ground-breaking for the pit building took place on August 31 last year and the first significant concrete was poured on October 15. The final circuit surface was laid on the pitlane on June 6 2008."

Charlie Whiting: "I've had to go out there about half a dozen times in total – the last time I went there was after Silverstone. They'd resurfaced all the track because the roads had concrete bits, bumpy bits, drains – all that sort of thing. But they got it done and it's in very good condition. Things like manhole covers can be a logistical problem, although we welded them down and bolted them down."

Steve Nielsen: "I went to Singapore the Wednesday after the British Grand Prix for the lighting demonstration and the circuit was nearly finished. I came away thinking that they could have had the race in a couple of weeks time if they'd wanted to – it was brilliantly organised."

Mark Webber: "I first drove around Singapore last year in a road car for a Red Bull event, although it was a very rough track layout. What struck me about it was all the lights and the trees overhanging it – the look of the race is going to be unique and very spectacular."

Ron Meadows (sporting director, Honda F1): "We didn't take a huge delegation out there to check it out – I just went on my own and there were quite a few requests from the team for me to check track temperature, ambient temperature, what power we'd have available – things like that."

Ron Dennis: "I haven't been out there myself, but I've seen the drawings and I'm very aware of what's planned."

Hirohide Hamashima (director, Bridgestone Motorsport Tyre Development): "Our first job was to look at the layout of the Singapore circuit and then co-operate with the teams to calculate the likely maximum speeds and lateral G-force by simulation. After that, we looked at the track surface before we decided on the tyre specification."

Shahul Hameed: "The resurfacing of the public roads began on April 1 this year and took just over two months. A top layer of polymer-modified binder was put on existing roads and new roads near the pit building."

Charlie Whiting: "When Bernie gave Singapore the green light it was just over a year ago, so it was a pretty tight schedule. But the company that they employed to do the track on our recommendation was the company that did Adelaide and Melbourne, so they've got a great deal of experience in building these kinds of circuits."

Shahul Hameed: "Yes, the biggest challenge for us was time. As far as the pit building was concerned, we only had a 10-month time frame to complete its construction. Most of the work was carried out every day between 8am and 10pm, although there was a very busy period when the contractor was working on a 24-hour shift in an attempt to meet the completion deadline. The average number of workers on site every day was around 300, but at its peak the project had more than 550 workers involved every day with different aspects of the whole construction."

Hirohide Hamashima: "We usually decide on the tyre specifications by visiting the circuits to check the surface and take samples. The decision on which two of the four tyre compounds we'll use has to be taken at least three months before the race – to cut costs we ship tyres by sea freight, albeit in air conditioned containers to preserve the quality, so there's a lead time."



Either Lewis is suffering serious G-forces, or he's fallen asleep

There's one factor above all others that's preoccupying everyone in F1, from team personnel to drivers to the FIA: the lights. It's not just a question of lobbying a few generators around and hoping for the best, this is a meticulously planned operation with systems, back-up systems and some of the most efficient technology around. Of course, it hasn't stopped teams asking two things: will we be able to see anything, and, er... what happens if it rains?

Charlie Whiting: "Obviously the biggest logistical concern straight away was making sure the lights were reliable. It's all run off generators, so the race doesn't rely on city power at all. We've got two back-up systems and a fall-back after that. The generators are four times the capacity that they need to be and they're huge – the size of a living room."

Ron Meadows: "From what I've heard, they've got enough back-up systems that, if anything went wrong with the lights, they'd come back on within three seconds."

Charlie Whiting: "Basically, if you had one generator fail, it would knock out one in every four lights or something like that, and the overall effect would be minimal. You'd barely notice it. Also, each light has two elements in it and they're rated for 10,000 hours – they're very well proven technology. If you had a complete failure of one light unit, you wouldn't notice."

Colin Syn: "We did a test with the lights at Paul Ricard last November, with Charlie Whiting and the FIA there. It went very well."

Steve Nielsen: "When you hear there's going to be a night race your initial reaction is to think that it's going to be dark, and that everyone's going to have to wear miners' helmets to work. Initially we wondered whether we'd need to light the pitboards so that the drivers could read them."

Ron Dennis: "I think the lights will be so bright that you'll hardly notice the difference between them and daylight."

Charlie Whiting: "The lights are mounted

"The lights are three times brighter than at a football match" Charlie Whiting

every four metres on one side of the track, eight metres high. In terms of brightness, we looked into what sort of lighting levels were normal at football matches and the like, and what we've gone for is something that's approximately three times as bright as the floodlights at a football stadium."

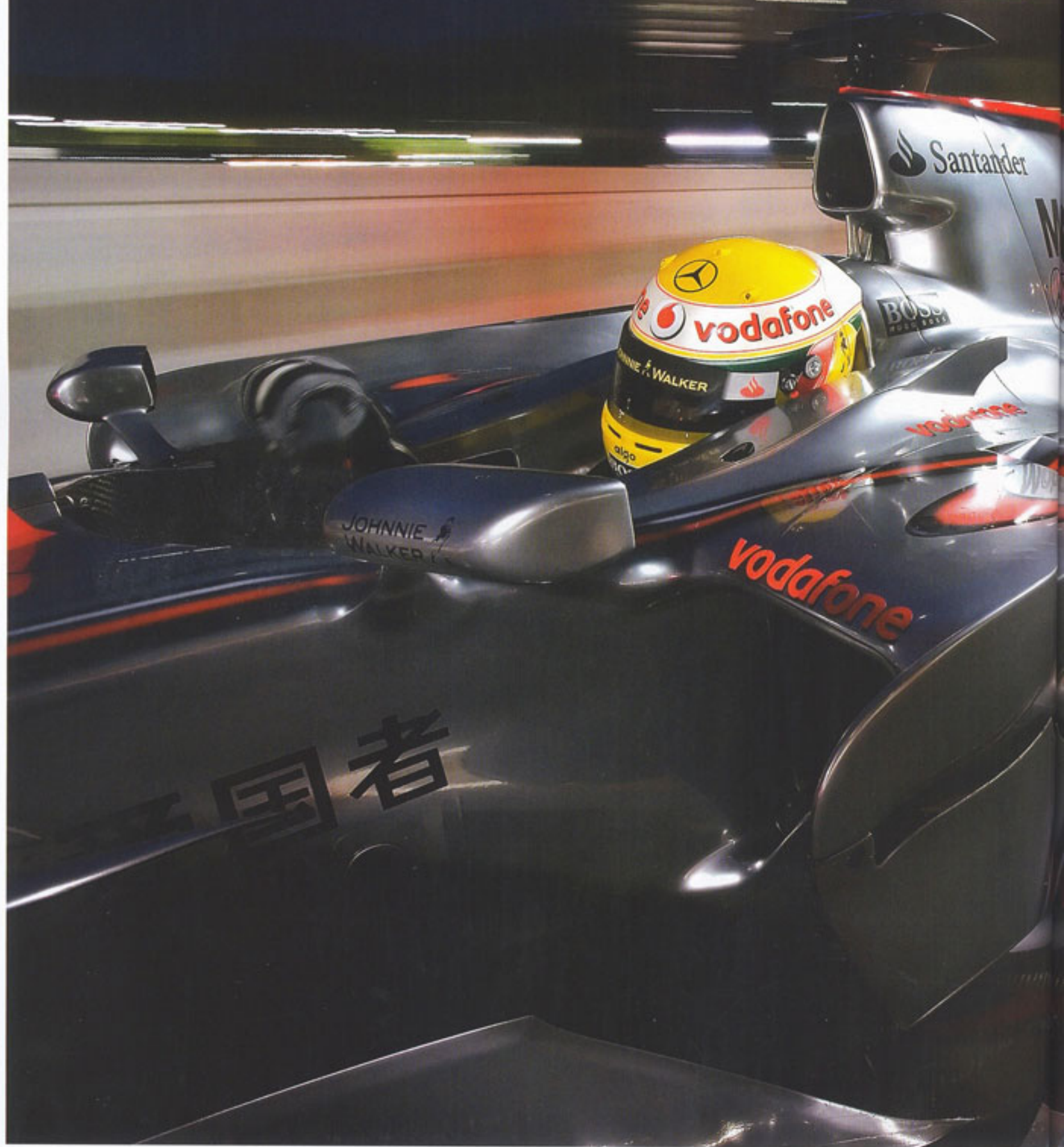
Steve Nielsen: "When I went to Singapore for the lighting demonstration it showed that it would be close to daylight – it was certainly brighter than a cloudy day. The only way you could tell it was night time was if you looked at the sky."

Jock Clear (Rubens Barrichello's race engineer): "Driving under floodlights will obviously be different for the drivers, so I think on the Wednesday and Thursday before the race they should go down to the circuit at about 10pm and go round the track on a scooter to see what the floodlights are like."

Charlie Whiting: "People have asked what the lights will be like if it rains, but quite honestly, I think driving in the rain under floodlights is an unknown. It's something we're just going to have to assess for ourselves. But it doesn't worry me. I don't see why it should be any different."

Adrian Sutil (driver, Force India): "Obviously there are other factors to consider apart from the lights. There could be a lot of showers in Singapore – normally it's massive rain, short but heavy. The humid conditions will make it tough to be in the car." ➤

Dark matters: In the event of a lighting failure, the back-up systems could have the lights working again within three seconds





Ron Dennis: "Singapore will be humid, but we experience such a severity of humidity in Malaysia that I don't think you could find anything worse. And if there's moisture on the track in the evening I'm not too worried – it's the same for everybody."

Mark Webber: "At the end of the day it can rain anywhere we race at."

Jock Clear: "The thing that's actually a worry for me in terms of engineering the car is that I really don't know what the grip levels are going to be like at nine o'clock at night. At that time there might be quite a lot of dew and moisture, and that might make a huge difference to the track."

Hirohide Hamashima: "I don't think the humidity in Singapore will have much of an effect on tyre performance. The ambient temperature will have a bigger effect, so the most important data for us is the predicted temperature during the evening, when the action is happening. We expect it to be around 27°C. We checked the data in March and again in July."

Ron Meadows: "When I went over there for a few days, it tended to rain at about two o'clock in the afternoon every day. The asphalt is quite close, so it holds a lot of water. Whether it'll evaporate or not will be very important."

Hirohide Hamishima: "If there's rain then visibility may not be so good what with it being a night race, but we're very confident about the performance of our wet tyres."

Mark Webber: "The thing we'll have to get on top of is the grip level and the bumps. The radii of the corners and the top speeds should be pretty straightforward."

Holding a night race at a time when the all-important European TV audience can tune in (without having to set their alarms for stupid o'clock) is a major commercial benefit to Singapore, but as usual there are a few people left with a conundrum. In this instance, with a race starting at 8pm local time, the question of whether teams and drivers stay on European time or not is causing some serious head-scratching...

Ron Dennis: "The logistics won't necessarily vary, other than that people will come and go to hotels at different times. I think the first thing is that you don't time adjust – you'll try and keep your body closer to European time. It'll be strange having your breakfast at two o'clock in the afternoon, but that's probably what will happen."

Jock Clear: "Our view on the time difference is that the people in the team will be alright, but it's the drivers – how do they plan? For a race that far away you'd normally arrive on the Monday and give yourself three days to acclimatise, but should they go to sleep at 11pm or three in the morning? Do they get up at midday or 8am?"

Nick Fry: "We may as well just stay on European time zones. We'll be practising ➤"



SINGAPORE: THE FACTS YOUR AT-A-GLANCE GUIDE TO F1'S FIRST EVER NIGHT RACE

The plan of having a grand prix in Singapore was first proposed to Bernie Ecclestone 19 years ago, but the idea of a night race was only suggested to Singapore by Ecclestone last year

The initial ground-breaking and building for the pit complex took place on August 31 2007. Nearly a year later, the final circuit surface was laid out on the pitlane, on June 6

After the race was given the go-ahead, there was only a 10-month time frame for construction of the pit building, with 300 men working on site every day from 8am to 10pm

The lighting system is run entirely off generators, with two back-up systems and a further fall-back system. Each generator is the size of a living room, with four times more power than it needs

The lights will be mounted on one side of the track and positioned at four-metre intervals. They will shine on to the cars from eight metres up, and each light lasts for 10,000 hours

at 11pm and we'll be having driver briefings at 2am, so it'll be an unusual experience for some of us to be up all night and asleep all day – although maybe not some of the drivers, obviously..."

Adrian Sutil: "I think it'll be better to sleep all day and not get up until the afternoon. Maybe you can go and party at night and then sleep through until after lunch! I've heard the nightlife is very good there, so staying up shouldn't be a problem..."

Jock Clear: "We spoke to some rugby teams who have 10pm kick-offs under floodlights, and the general gist we got was that meal times are the key thing, because that determines your metabolic rate and how alert you are. We'll try and get the drivers into a routine where their main meal of the day is after they've raced, and if that's at midnight then so be it. What they can't do is have a big meal at 7pm and then race."

Dr Riccardo Ceccarelli (Toyota team doctor): "The human body has evolved so that we're active during daylight and asleep at night, and its internal mechanisms are regulated by these timings. It will be very hard to keep European time because the production of hormones such as cortisone and melatonin is related to daylight, so their bodies will start to adapt to local time. If you continue to try to keep European time, the body will become less efficient."

Steve Nielsen: "At Renault, we've decided to work a night shift pattern as soon as we get to Singapore. Our typical working day will be from three or four in the afternoon until six the following morning. And we'll do that on the Monday and Tuesday, even when we're setting everything up. It'll be quite nice. Singapore is eight hours ahead, so in effect there'll be no jet lag."

Mark Webber: "I'm not sure we'll go on to full Singapore time. We might bump it along a bit – go halfway. I've been to Australia a few times, so I think I can handle jet lag..."

Jock Clear: "It's a scientific fact that your reactions aren't as sharp in the evening as they are in the early afternoon, but that primarily comes from your eating habits. The ability to produce adrenaline when you've just eaten a big meal is zero, basically, but as long as the drivers are getting enough sleep and getting up at midday, there's no reason to believe they'll have any problems as long as their meal times are structured."

Dr Riccardo Ceccarelli: "I think the drivers will find it difficult to sleep after track sessions because their bodies will have been

producing a lot of adrenaline. It may be that we have to give them a very light sleeping tablet. In my opinion it will be best if the drivers adapt to local time."

Steve Nielsen: "The drivers' briefings will be at 3am rather than 5pm. There are lots of things like that which probably haven't quite sunk in yet with everybody."

It may have been a monumental amount of work incorporating a serious number of logistical challenges, but 19 years on, Singapore is ready for its first grand prix



The track runs through Singapore's financial and shopping districts, and is "as pure a street circuit as you can get"

– and Formula 1's very first night race. And, judging from the general response of some of the sport's key players, they can't wait...

Adrian Sutil: "I like street circuits because of the challenge, and I'm a big fan of new circuits – you have to learn the layout quickly. From what I've seen of Singapore the track looks very interesting, and a night race means it's a new challenge in every area."

Charlie Whiting: "Personally I think it's difficult to talk about street circuits as one particular thing. Monaco is a real street circuit, but what you have in Valencia and Singapore are entirely different. I think after Singapore I'll be a real fan of street circuits..."

Ron Dennis: "Am I a fan of street circuits? I'm a fan of any circuit we can win on."

Charlie Whiting: "There are a couple of very realistic places to overtake, although it's not quite as fast and flowing as Valencia."

Nick Fry: "The general reaction to the idea of a night race from other team bosses was very positive. I think Flavio Briatore has been vindicated a bit by Singapore, too – his view for years has been that there should be more focus on the show than the engineering side, and we do need a balance."

Ron Dennis: "I don't think a night race is gimmicky. It's very straightforward: we should do anything we can to make Formula 1 more interesting and bring it to the public

"Am I a fan of street circuits? I'm a fan of any circuit we can win on" Ron Dennis

at a time when they want to watch it."

Nick Fry: "I wouldn't call a night race gimmicky either – I think it's going to be a wonderful spectacle. The problem with Formula 1 is that there are a lot of people around who like to take the contrary view just for the sake of it, but I watched the MotoGP night race in Qatar and it looked absolutely brilliant."

Jock Clear: "I'm excited about the novelty of a night race. It's another aspect of driving that puts the individual to the test, isn't it?"

Ron Dennis: "I think the Singapore Grand Prix will be a very good spectacle for the fans. If it doesn't work we might not do it again, but I'm sure it will work and it will bring a little more innovation to Formula 1. There are other things in the pipeline, but you have to be prepared to back out if any idea doesn't work. The qualifying format we have now, for example, is probably the best format we've ever had, but when we initially had issues with single-lap qualifying I don't think we should've just walked away from it."

Nick Fry: "Adding a night race to F1 is necessary, and I hope that we're open-minded enough in the next couple of years to maybe consider two races on a Saturday and Sunday, reverse grids and things like that. I hope Singapore is the start of a real meeting of minds to entertain the fans." **FO**

The mysterious wo

Ever wondered what happens to all those old racesuits and trophies? Welcome to the curious arena of driver shrines...

WORDS AND PICTURES STUART CODLING

Let's face it: this isn't the Tower Of London. These aren't the crown jewels. You won't have to fight hordes of queue-jumpers to get in.

And yet, for an F1 fan, getting close to the real stuff of the sport – the trophies, the cars, the fireproof suits, the empty champagne bottles – is far more enticing than staring at a bunch of trinkets that haven't been worn for hundreds of years. Thanks to the drivers and their families – and the people who lovingly maintain these museums – you can do just that.

There's only one problem with them, though. You might just have to drive a fair distance to get to them all...

DAVID COULTHARD MUSEUM

It's probably a good thing DC is hanging up his helmet at the end of this season, because if he'd carried on much longer the owners of the David Coulthard Museum would have had to build an extension. For those who still view him as merely a moderately successful driver, this place will provide an education (although unless you happen to be driving from Dumfries to Stranraer, it's a bit off the beaten track).

The building is a floor-to-ceiling testament to DC's 62 F1 podium visits (and 13 wins), and although not all his F1 trophies are here there is plenty more to see from his time in the feeder formulae, including an astounding collection of memorabilia and motorsport bric-a-brac. There's even, oh yes, an *F1 Racing* Man Of The Year award on display, and a rack of David's racesuits.

There are cars from each phase of his career, from his first kart through to the Ralt RT35 in which he wrestled with Rubens

cars; a couple of years ago one customer ignored the advice and got stuck, eventually having to be extracted by the fire brigade.

On GP weekends the adjoining Pit Stop Diner hosts race day parties. When Brazil rolls around they plan to send DC off in style.

Address: Burnbrae, Twynholm, DG6 4NU

Admission: Adults £4, children and concessions £2

Opening times: March-October 10am-4pm, winter months by appointment

Contact: 01557 860050

THE JIM CLARK ROOM

A very brief detour off the A1 to Edinburgh takes you to Duns where, since 1969, a room in the town council building has been set aside as a memorial to Jim Clark, whose family farmed just up the road. Curator Andrew Tulloch is an authority on his subject, being the author of the recent book *Jim Clark: Grand Prix Legend*. The museum was refurbished in 1993 and officially reopened by Jackie Stewart.

Clark's cars found their way into the hands of collectors, but the majority of his trophies were gifted to the museum by his family in '69, and they've been on display here ever since. The display cases are organised chronologically so you get a real feel for the breadth of this multi-skilled driver's achievements: he raced practically every weekend, in F1, F2 and in saloon cars – and won most of the time. There's also an Indy 500 exhibit, although of course the famous Borg-Warner trophy itself isn't here.

Clark's career was tragically halted when F1 was some way off becoming a globally broadcasted sports series, so little action



footage of him exists. The museum has a showreel of clips, plus testimonial interviews with Clark's peers, so you leave feeling a lot more connected with this enigmatic figure who was as dominant in his era as Senna and Schumacher were in theirs.



The JC Room: a small but fitting tribute to a motorsport giant

One man accidentally got stuck in DC's car and had to be rescued by the fire brigade

Barrichello for the '91 F3 championship, and on to F1 with a Williams-Renault and a McLaren-Mercedes, recently joined by his 2006 Red Bull RB2. There's a polite notice requesting that visitors don't try to get in the

World of F1 museums



Coulthard's wife-to-be was getting slightly concerned about his choice of decor for the marital bedroom



Address: 44 Newtown Street, Duns, TD11 3AU

Admission: Adults £1.30, one child free per adult

Opening times: April-September Mon-Sat 10.30am-1pm, 2-4.30; Sun 2-4. October Mon-Sat 1pm-4

Contact: 01361 883960



Most of Jim Clark's trophies were donated to the museum by his family

NIGEL MANSELL'S WORLD OF RACING

This museum is a part of a sprawling golf/hotel/karting complex built by Mansell in a spectacular corner of Devon. The clubhouse looks out over the final yards of the 18-hole course, with the sea in the background, and when *F1 Racing* visited there were two wedding receptions on in the hotel.

The museum opens with a statistical display of driver and manufacturer performances from 1950 to the present day. There's a cinema and quite a few exhibits that touch on Mansell's other passions – aviation and golf – before you get to the real meat of the museum: the trophy room. ➤

Although not quite complete – he's kept a few for home – the trophy collection is awe-inspiring, running from brass plaques for karting achievements in the late 1960s to the F1 successes of the '80s and '90s. There's also a lot of silverware from the US where he only spent two seasons in IndyCar, one of which was in an uncompetitive car.

In a final room there's a Ferrari 640 (in which Mansell won his first race for Ferrari) and a Williams FW14B, the car that finally brought him the drivers' championship in '92 after a couple of near-misses in the '80s. Thus two of Formula 1's most evocative race numbers – 27 and 'Red Five' – sit alongside one another. Visits are by appointment and include a guided tour.

Address: Woodbury Park Hotel & Golf Club, Woodbury, EX5 1JJ

Admission: £7.50

Opening times: Wednesdays 2pm and Sundays 3pm, by appointment

Contact: 01395 233382

www.woodburypark.co.uk



Nigel Mansell's World Of Racing: includes 'interesting' portraits



The Schumachers' museum: all Ralf's stuff must be in a tiny cupboard somewhere

THE WORLD OF SCHUMACHERS

Pedants may be wondering where the apostrophe has gone – perhaps a souvenir hunter has nicked it off the sign? But the reason for the queasy punctuation is that this Schumacher museum claims to be devoted to “the lives of Germany's two top athletes and car racers”. Once inside, though, you'd be forgiven for thinking, “Ralf who?” This is Michael's gaff.

Although the brothers' first karts are on display, the exhibition is very much a Ferrari-fest – no problem, since there aren't many other places in the world where you can so

easily get close to so much championship-winning Maranello magic. Ferrari are very careful about who they lend their cars to for display purposes, so the plethora of exhibits here really shows where Schumi stands in their affections.

Adding further historic weight, the museum is on the site of the kart track where the Schumacher brothers first plied their trade. It's now owned by the family and has been redeveloped into a more modern facility with indoor and outdoor tracks, conference facilities, a restaurant and a sports bar. Schumi fans won't want to pass up the chance to lap such hallowed asphalt.

Kerpen is within driving distance of Spa and the Nürburgring. Cologne-Bonn airport is served by Germanwings, X3 and Easyjet (from Stansted, Edinburgh, Manchester and Gatwick), as well as Lufthansa (Heathrow). **FO**

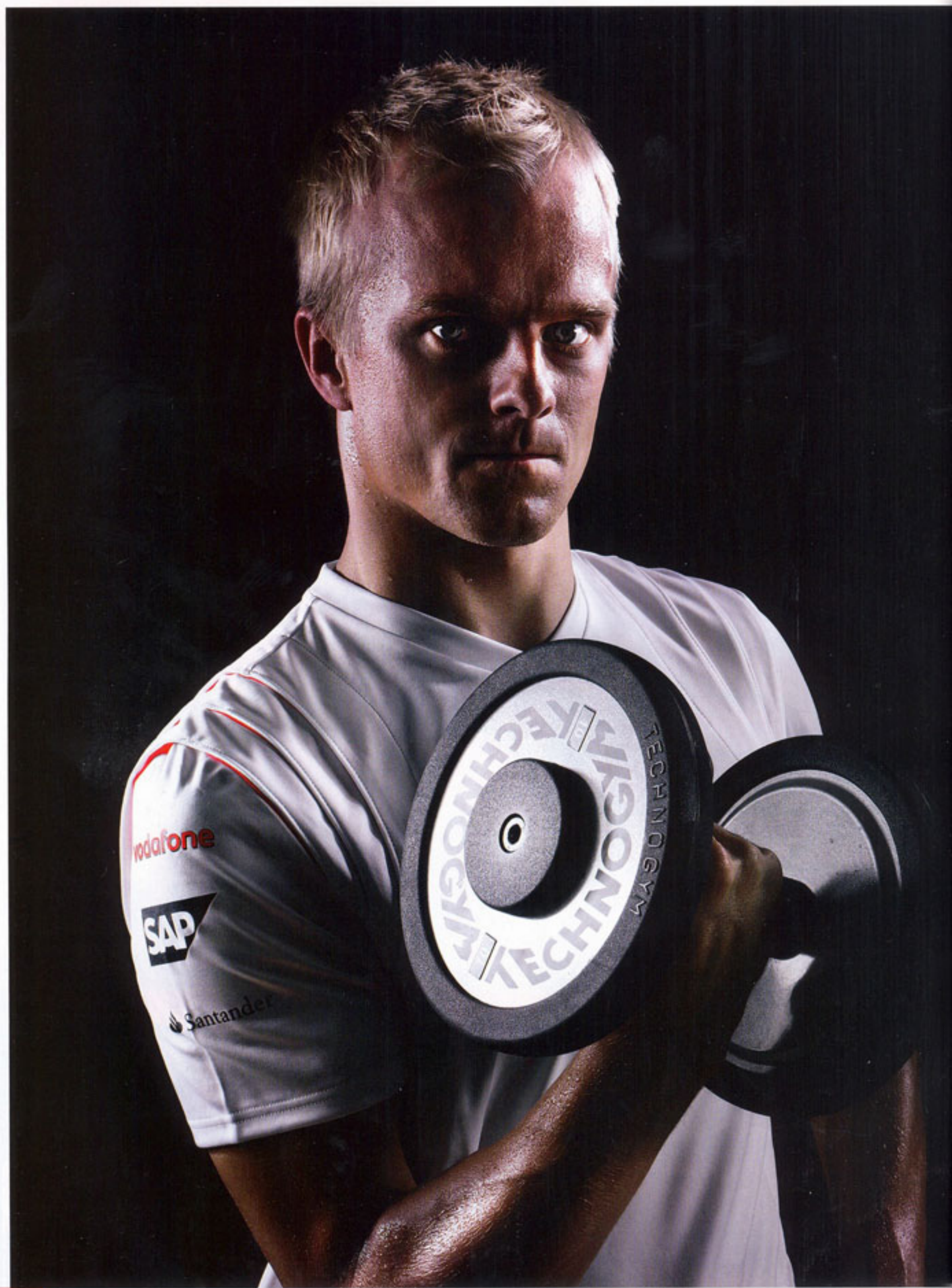
Address: Michael Schumacher Kart & Event Centre, Michael Schumacher Strasse 5, 50170 Kerpen-Sindorf, Germany

Admission: Adults £4, children 7-14 years £2.50, under-sevens free

Opening times: Sundays noon-6pm, and by appointment

Contact: +49 2273 60190

www.ms-kartcenter.de



He's learned a lot in his short time in F1. Like keeping your earplugs in when getting a rollocking from Flavio, and that there's happiness (and improved fitness) to be found in the calming atmosphere of McLaren. Plus, "it's possible to spend time with Lewis and Kimi away from racing – and still fight like a bastard on the track..."

HEIKKI WORKS IT OUT

WORDS STUART CODLING PORTRAITS ADRIAN MYERS



Heikki Kovalainen

is unusual for a Finnish racing driver. Where's the stoic reserve? The uninterested monotone? The heroic silences? It's all down to where he's from, apparently. Laplanders are generally amiable folk, less frosty than their compatriots from down south. With Heikki you can tell that his air of personableness isn't a front: McLaren are a tangibly happier team than they were this time last year, when no race weekend passed without some dramatic development in the simmering rivalry between Lewis Hamilton and Fernando Alonso.

But ever since his F1 debut, Heikki has faced unfavourable comparisons with that man Alonso, with whom he seems to be performing a career tango: first he filled Fernando's vacant seat at Renault, where he became one of several scapegoats for the lamentable underperformance of their car. In due course he was turfed out to make way for... *you know who*. Then McLaren, who were in dire need of a solid team player (although it's said they would have preferred Nico Rosberg, had Frank Williams been willing to give him up), swiftly accepted Heikki into the fold.

So, he's got one of the best seats in F1, but on the negative side, he's got a firmly established and tough-as-nails competitor across the garage. As he points out during a visit to McLaren's state-of-the-art gym, that may not be a bad thing...

In your first F1 season you were kind of filling Fernando Alonso's shoes; this year you're Lewis's team-mate. What's it like to come into F1 and instantly face comparisons?

I think it's good to have the best possible team-mate – it really pushes the whole team forward. For me, I have no problem with having a quick team-mate. I've always believed I could beat anyone in Formula 1, so my target is to equal or better my team-mate. The better the team-mate, the bigger the challenge. There's no negative pressure at all – if anything, it's a positive: when I fail, I can look at what they've done better than me and learn from them. So it's a very good situation for me.

In a way, do you feel there's a little less pressure on you compared with Lewis, because you don't have a voracious national media scrutinising your every move?

I don't think so. Lewis has been fully focused on the job and he's been doing very well. He's had some bad races, but we all have those every now and then. If I was in a similar situation I don't think it would affect my performance either – I can stay focused too. Lewis and I both put a lot of pressure on ourselves. We both want to win races and championships, and we're the first to criticise ourselves when we feel we haven't achieved 100 per cent of our potential.

Finland has a relatively small population, yet it's produced so many great drivers. Why do you think that is? Is it something in the water?

(Laughs) Not in the water – maybe in something else! It's difficult to find the right answer to this question, but one thing I did – what many people do, actually – is to start driving cars very young. We have frozen lakes in the winter, and closed tracks that you can drive on if you go with your father. So I was driving as soon as I was big enough

"Kimi and I never talk about racing. Our teams are big competitors..."

to reach the pedals. Not learning how to race, but how to change the gears and make the car move. It's a long winter, so we're learning to drive in slippery conditions most of the time. But I don't know if this helps with race driving...

Speaking of the 'not water', how often does Kimi Räikkönen ring you up when he's been on the sauce?

Not more often than when he's not been on it... *(Laughs)* We keep in contact, but we never talk about racing. I think we're professional enough that we don't talk about that, because his team and my team are the biggest competitors.

We hear there's a story about his dad and your dad at the Japanese Grand Prix weekend last year...

Yeah, on that weekend they were racing against each other in Finland, in the Legends championship [motorcycle-engined single-seaters with Hot Rod-style bodywork]. I beat Kimi in the Japanese GP and my dad beat Kimi's dad in the Legends

race, so it was 2-0 to us. They're doing the championship again this year. It's 3-1 to my dad at the moment.

Heikki's laid-back demeanour belies a tough competitive streak. That performance in the 2007 Japanese Grand Prix at Fuji was a defining moment of his career: a gritty, resolute wet-weather drive to a podium finish, with Räikkönen on his tail throughout the closing laps. In November, while his fellow drivers were on holiday, he was pounding the streets in the New York Marathon, completing the distance in a respectably brisk 3hrs 36mins.

So you can understand why Heikki reportedly took a poor view when McLaren boss Ron Dennis suggested that his fitness wasn't quite where it ought to have been. McLaren, clearly, expect the drivers' physical preparations to match the team's ultra-exacting levels of engineering and presentation. You can see it in the motivational slogans etched into the glass on the gently curving walls of the gym at the McLaren Technology Centre; watch it in action as the trainer scrutinises every sit-up and bicep curl for deviations in 'form'.

A similar process has been going on at the racetrack. Heikki hasn't matched his team-mate's results this year – partly through bad luck, partly through working his rear tyres too hard. Over a single lap – in qualifying, for example – he's close enough to Lewis, but until that win in Hungary he wasn't always in the right place at the end of the race. The team, though, have been supportive – not in the sense of glossing over whatever errors he may have made, but in identifying those areas where he needs to "raise his game" (as Ron has said) without horsewhipping him in public.

Ron Dennis said that, after your fitness evaluation with the team, you had to "progress" your training in a different way. What does that mean?

The fitness evaluation here was different to what I was used to. Basically, what I did most last year was cardio fitness. I did a marathon at the end of 2007 and a lot of my training was based around endurance. Strength was the weaker side. McLaren's head of human performance, Aki Hintsa, has worked with many drivers in his career, so he has a clear vision of the ideal physical parameters. I work on a lot of different areas now. My endurance is still strong, but I have more power: more reactive muscles, quicker reactions... I've improved a lot.

What's worse: getting a bollocking from a sergeant major while you're doing national service, or getting a bollocking from Flavio Briatore?

(Laughs) Er, they've got a lot of things in common. Both are very noisy! You have to

RADIANT
"1,001... 1,002... right, finished!"
Heikki Kovalainen at the McLaren
Technology Centre gym, July, 2008



keep your earplugs in – and you can still hear it very well. The bottom line with both is that you get a bollocking when there's a good reason for it. That's Flavio's style of pushing people forward. When I was with him I figured out that it was worse if he didn't do that – because it meant he thought there was no hope. I had no problem with that – I get on with him okay – but I prefer the McLaren atmosphere, to be honest. It's much calmer. If they have criticisms then they tell you what to do to improve. Flavio doesn't really help much, he just lets you know he's unhappy. I've got nothing against him, though.

In your opinion, what do you think are the main differences between Renault and McLaren?

In terms of car performance I feel I have more grip in this car, a little bit more power in the engine. But the difference is surprisingly small – it looks bigger when you look at the lap times. I don't know whether this year's Renault is significantly

better than last year's, but the first thing I felt when I got in the McLaren was that it had more downforce through the corners – I could carry a bit more speed through the corners, brake a bit later, and the braking stability was slightly better. Obviously McLaren is a bigger team, and there's more effort put in to improving the car. Whenever I make a comment they always make a note of it, and the next time the subject comes up I know they've had some people working on it. They react very fast to problems and suggestions. I find this a very *motivating* team. Everyone always shows commitment. There's no, erm... no *unnecessary* talk – criticism or flattery – we always live in the real world. Having said that, I don't mean that I had any of those problems at Renault. I think I got on well with people there and they supported me very well, most of the time. But here I feel 100 per cent commitment from absolutely everybody – and when I say something, everybody believes me. It's really nice to be in that kind of environment. ➤

HOW FIT IS AN F1 DRIVER?

Some say that Ayrton Senna used to spend most of the off-season on the beach, but current F1 drivers are more likely to train for five or six days a week – if not for all the day, then at least some of it. And it's not just gym work: they might go for a 100-mile bike ride, or play squash. Heikki Kovalainen spends a lot of the winter cross-country skiing near Ruka in Lapland.

He also pays regular visits to the McLaren Technology Centre in Woking for sessions on the Technogym F1 Trainer – a machine that uses a complicated system of weights and pulleys to replicate the pummeling his neck will receive during races. It's important to build up strength and fitness during the winter, because grand prix



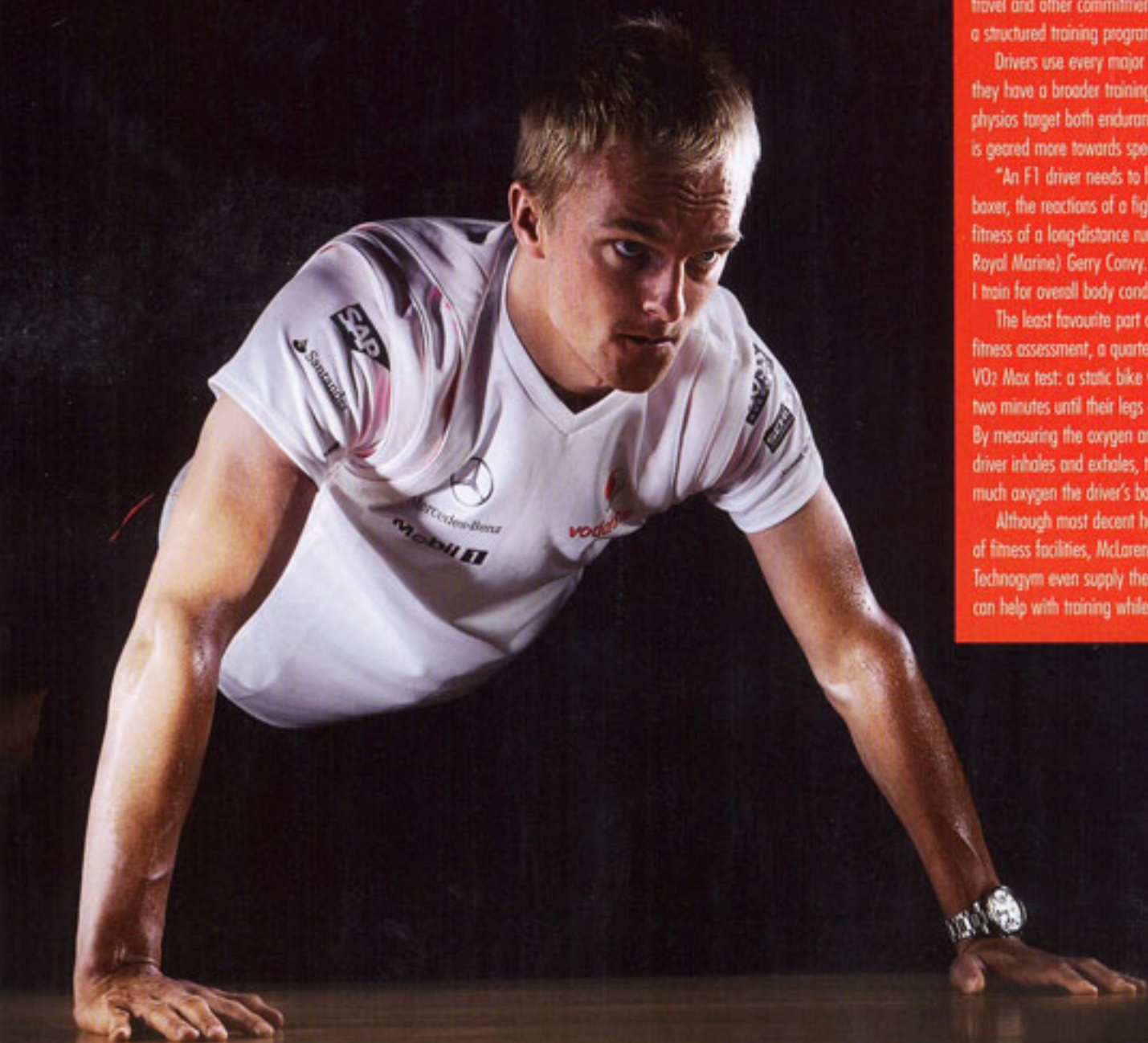
travel and other commitments make it much harder to follow a structured training programme once the season gets going.


Drivers use every major muscle group in their bodies, so they have a broader training regime than most athletes. Team physios target both endurance and strength – weight training is geared more towards speed than lifting big weights.

"An F1 driver needs to have the upper body strength of a boxer, the reactions of a fighter pilot and the stamina and aerobic fitness of a long-distance runner," says McLaren trainer (and former Royal Marine) Gerry Convy. "I use martial arts with the drivers that I train for overall body conditioning and to improve their reactions."

The least favourite part of the McLaren training regime is the fitness assessment, a quarterly ordeal which includes the dreaded VO₂ Max test: a static bike with 25 watts of resistance added every two minutes until their legs can't take any more of the punishment. By measuring the oxygen and carbon dioxide levels in the air the driver inhales and exhales, the team physios can work out how much oxygen the driver's body is capable of transporting and using.

Although most decent hotels nowadays have some form of fitness facilities, McLaren don't leave anything to chance: Technogym even supply them with a portable gym kit which can help with training while the drivers are on the go.





"Flavio doesn't really help you, he just lets you know he's unhappy"

Is it really true that you've never owned a car?

It's still true! I've never bought a car – if I can carry on like that for the rest of my life, fantastic. I'm very happy with my company car at the moment.

How do you pick yourself up after you've had a disappointing result?
There's no way you can be happy about something like that. It's healthy to be unhappy – for a moment. It's such a long season that you can't afford to bring yourself down because it brings everybody else down. You just have to understand what went wrong, and after that look for the positives, and move on.

Which of the other drivers would you count as friends?

I see a lot of Lewis. As well as being teammates we live in the same city and we like sports – we play tennis quite often. He's a good friend, as is Kimi. I speak to Mark Webber a lot at race weekends, and David Coulthard too. I play badminton with Sebastian Vettel... It's still possible to spend time together away from the racing, and then fight like a bastard on track.

This is usually the time of year when disgruntled team figures sidle up to *F1 Racing* behind garages and whisper that a certain driver is ripe for the chop because he hasn't been getting results. McLaren,

though, have been rather quiet on that front. Heikki has settled in well and they rather like his attitude. When they tell him he needs to raise his game, he does.

It's significant that Heikki was among the first of the soon-to-be-out-of-contract drivers to sign a deal for 2009 – to stay at McLaren. For a team that traditionally decants praise in small-ish measures, this is a big endorsement. Coming at a time when people outside the team – mostly people with an agenda – were speculating that he might just be replaced, it was also a motivational tool: now he can focus on doing the best job he can in the final races of 2008 without worrying too much about his future.

But what exactly is that job? Some say that the team's vision for him is to be a number two to Lewis Hamilton in all but name, a role Rubens Barrichello filled so dutifully at Ferrari when Michael Schumacher was at his most successful. The Heikki you seldom see – the steely, ultra-competitive one – would disagree with that. The cheery, eternally optimistic Heikki would point out that having a quick team-mate gives you a perfect target to aim at, and that playing politics is a mug's game. McLaren, healing nicely after the troubles of 2007, know that's true.

After all, when you've got someone who's quick *and* nice, who in their right mind would swap them for anyone else? **F1**

F1'S BIGGEST WASTED TALENTS

They could have had it all. Instead a mixture of blurred priorities, foolhardiness and self-destruction cost them true greatness

WORDS ALAN HENRY

They were fast, focused and blindingly competitive. One of them even won a world championship. But they can all be considered Formula 1's 'nearly men' – prodigiously talented performers who, for one reason or another, failed to fully capitalise on their natural skill and genius.

Selecting the drivers who fall into this category can be a highly controversial task, particularly when the final cut we have here includes an icon of the sport like John Surtees. "What about Chris Amon?" you may ask. "Mike Hailwood? Martin Brundle?" Yes, they could all be included. But, for better or for worse, these are our choices. Not intended in any way to be vindictive or over-critical, they're more a snapshot of promise unfulfilled and dreams which, sadly, will always remain unrealised.



F1's Mr Popular is hoisted up after winning the British GP in 1995. Below: he performed well for a fading Lotus team in the early '90s

JOHNNY HERBERT

162 GRANDS PRIX, 3 WINS

You have to admire Johnny Herbert for being so irrepressibly cheerful. Even today, 20 years after almost losing one of his feet in a terrible Formula 3000 accident at Brands Hatch, he still feels the lingering after-effects of the shunt which probably compromised his efforts to establish himself as one of the top drivers of his generation.

The details of his accident are gruesome. Suffice to say that watching Herbert hobble from a succession of F1 cockpits, almost unable to bear his own weight, concealed the fact that slivers of grass and other extraneous debris worked their way out of his near-maimed feet for several years after the accident, and even today he feels at his most comfortable in specially modified footwear.

Thanks to the belief shown in him by then Benetton team manager Peter Collins, Herbert was able to make his F1 debut for the team at the start of 1989. On his first outing in Brazil he finished an excellent fourth, but it was clear that he was not yet fully fit and pressure from Italy resulted in him being replaced by Emanuele Pirro.

He had just two F1 races in 1990 driving a Lotus-Lamborghini, before signing to drive full-time for them. It was very much like serving his apprenticeship second time around. Then a convoluted path of opportunity would lead him back to Benetton in 1995 as team-mate to Michael Schumacher.



Thanks to two occasions on which Damon Hill collided with Schumacher, Herbert found himself in the right position to be gifted wins in the British and Italian GPs. His success at Silverstone was so popular that second and third-placed Jean Alesi and David Coulthard hoisted him on to their shoulders in a rare mark of respect.

But Herbert quickly discovered what made Schumacher tick. "He is the most selfish driver I have ever worked with," he said shrewdly. "He was happy enough to choose me as a partner, but when he realised I could drive quickly our friendship changed. He saw me as a threat and he didn't like it." ➤

RENÉ ARNOUX

149 GRANDS PRIX, 7 WINS

Arnoux came close to winning the 1983 World Championship at the wheel of a Ferrari and had a seat-of-the-pants talent which made him a formidable competitor on his day, but ultimately his lack of consistency undermined his efforts to realise his true potential.

There was much jealousy between the crop of emergent French F1 stars in the late 1970s and early '80s, all of whom had been backed by the country's fuel and lubricants concern, Elf. But nothing came close to the trick Arnoux played in double-crossing his Renault team-mate Alain Prost to win the 1982 French Grand Prix at Paul Ricard.

Arnoux suggested he play second fiddle to Prost, as he (Prost) was in a better position to make a bid for the world championship. So when the country boy breezed past into the lead, Alain trusted him to be as good as his word, and would relinquish the lead in due course. Only in the closing stages did it become clear that Arnoux was about to rat on the deal, by which time the furious Prost had left it too late to launch a successful counter-attack.

Livid by suggestions that he was just a bad loser, Prost jumped into his Mercedes and headed into the night on the long drive home. Later he stopped at a filling station where the attendant bafflingly mistook him for Arnoux. "Well done in winning the race Monsieur Arnoux," he chirped. "Serves that little bastard Prost right." Alain paid cash, not wanting to embarrass his new friend by producing his credit card.

Arnoux switched to Ferrari for '83, and drove his best race in the oppressive heat of Dallas in 1984, coming from the back of the grid to finish second to Keke Rosberg's Williams. On a day when many of the world's top drivers fell foul of the disintegrating track surface, Arnoux never put a wheel wrong.

Arnoux's seat-of-the-pants talent made him a formidable driver

Yet his level of achievement became inconsistent after that. He was fired by Ferrari one race into the '85 season for reasons that have never been fully explained, but which many believe were due to his personal lifestyle. A warning for one of F1's current drivers, perhaps?



Oh René! The mercurial Arnoux wins the 1980 Brazilian Grand Prix for Renault



"Was that where you wanted it, Jackie?" Jan Magnussen parks up at Hockenheim in 1997

JAN MAGNUSSEN

25 GRANDS PRIX, 0 WINS

"Not since Ayrton Senna a decade earlier have I seen a driver with more natural talent and flair." That was grand prix legend Jackie Stewart's verdict on Jan Magnussen, the young Danish driver who won the 1994 British Formula 3 championship with a record 14 race wins driving for Paul Stewart Racing.

Yet when he graduated to Formula 1 with Jackie's own Stewart-Ford team in 1997, partnering Rubens Barrichello, he simply couldn't get it together. A single point for sixth place in the following year's Canadian Grand Prix was a modest achievement indeed. For all his obvious talent and feel for the subtlety of a racing car's behaviour, he found the task of winding himself up for one lap of qualifying all a bit beyond his capability. But once he settled into a race pace he could keep up with pretty much any other driver in the field.

This chance to be one of the best was a huge wasted opportunity. Brushing aside the off-track advice offered by somebody of Stewart's status seemed foolish in the extreme. In fact, there were times when Magnussen's behaviour was wilfully neglectful and perverse. It is well known that Jackie puts great store by personal presentation and expected drivers associated with his team to follow his example. Magnussen, by contrast, seemed to revel in being out of step. Not only did he dress sloppily, but he was often late or missing from pre-planned sponsor functions and didn't seem bothered that he was squandering his talent. "He had very poor mind management," said Stewart, "which was very disappointing when you consider the level of natural talent he had been blessed with."

After the '98 Canadian race – where he scored that single point – Magnussen was dropped from the Stewart-Ford team. He has since scored three class wins in the Le Mans 24-hour sportscar classic and 14 career American Le Mans Series victories, in which he currently drives for the Chevrolet Corvette team. Does he regret not applying himself more intently when potential F1 stardom was staring him in the face? Only he truly knows.



Jackie Stewart said Jan was "disappointing when you consider the natural talent he was blessed with"



John Surtees in his Ferrari 158 at the German GP in 1963 – great engine, rubbish armrests

JOHN SURTEES

111 GRANDS PRIX, 6 WINS,
WORLD CHAMPION 1964

How on earth can anybody bracket a driver who has won a world championship a wasted talent? The truth of the matter is that John Surtees had a sublime driving genius which deserved to achieve far more than a single title crown and a measly six grands prix wins – 19 fewer than the total achieved by the great Jim Clark, alongside whom Surtees was an equal in terms of God-given talent. But Surtees has always been a proud, individualistic man who all-too-often believed himself to be cast in the role of the underdog. A succession of questionable team choices, including setting up his own in 1970, meant that he never realised his true potential behind the wheel.

Not long ago we were marvelling at Lewis Hamilton's debut-year achievements in F1 for McLaren, but go back to 1960 and the

26-year-old Surtees was standing the F1 world on its head in similar fashion. At the wheel of a Lotus 18 he finished second in the British Grand Prix at Silverstone on only his second F1 outing, then qualified on pole for his third – the Portuguese race which was held on the luridly spectacular Oporto road circuit complete with cobbles, straw bales and telegraph poles. This was heroic stuff on the part of the gifted former motorcycle ace, who had won no fewer than seven world titles on two wheels riding for the Italian MG Agusta stable.

In 1960 Jim Clark was emerging as a star and Lotus boss Colin Chapman wanted to partner him with Surtees in 1961. But John then made perhaps the first of a number of strategic errors when it came to switching teams and making choices. Not until 1963 did he finally sign for Ferrari, which all agreed at the time was a good move as John was so in tune with the Italian tempo of life from his days with MV Agusta. He won the world championship on the last lap of the '64 Mexican GP, but after he fell out with Ferrari and left in the middle of 1966 his career path, which included drives for Cooper, Honda and BRM, went downhill. It was all such a dreadful shame. ➤

In terms of natural racing talent
Montoya was about as good as it gets



JUAN PABLO MONTOLYA

94 GRANDS PRIX, 7 WINS

Juan Pablo Montoya was basically an engaging and charismatic personality, who demonstrated a destructive, wilful independence. This somehow prevented him from making the sort of compromises necessary to get the very best out of the various teams he worked for. It proved a huge disappointment, because in terms of innate natural talent he was about as good as it gets.

This was a man who should have won a world championship, but ended up falling out so badly with the management at McLaren in the

summer of 2006 that he walked out of the team and into NASCAR. Ever since his days driving in Champ Car and at the Indy 500, Juan Pablo had loved the American lifestyle, and this – together with his preference for family life rather than the pressure-cooker intensity of the F1 business – would shape his future in motorsport and dictate his priorities in life. With his young son strapped into a baby buggy, the McLaren hospitality area often resembled a crèche rather than a racing team during his tenure.

Montoya, who drove for Williams and McLaren, had a burning passion for motor racing which sometimes spilled way out of control, albeit briefly. In the 2001 Brazilian GP at Interlagos he seized the lead from Michael Schumacher's Ferrari in an audacious move down the inside of the first corner. He seemed set to take victory when Jos Verstappen's Arrows, which he had just lapped, ran straight into the back of him. "I'll kill him," Montoya was heard to mutter trackside in the heat of the moment.

Yet Interlagos was also the scene of one of his best victories – and his last for Williams before moving to McLaren – in the final race of 2004. Racing hard with his future McLaren team-mate Kimi Räikkönen, the two cars were side-by-side down the pitlane as they resumed the race following their final refuelling stop, with Juan Pablo just squeezing ahead as they roared back on to the circuit.

Despite his flair, he continued to be his own worst enemy. After only two races for McLaren in 2005 he had to sit out the Bahrain and San Marino GPs after sustaining a shoulder injury, reportedly while playing tennis. To put it mildly this seemed unlikely, and the team suspected he had been mountain biking or indulging in some other risky pastime. Either way it seemed a daft way for him to compromise his efforts. The climate of distrust between Juan Pablo and the team endured until his departure. **FO**

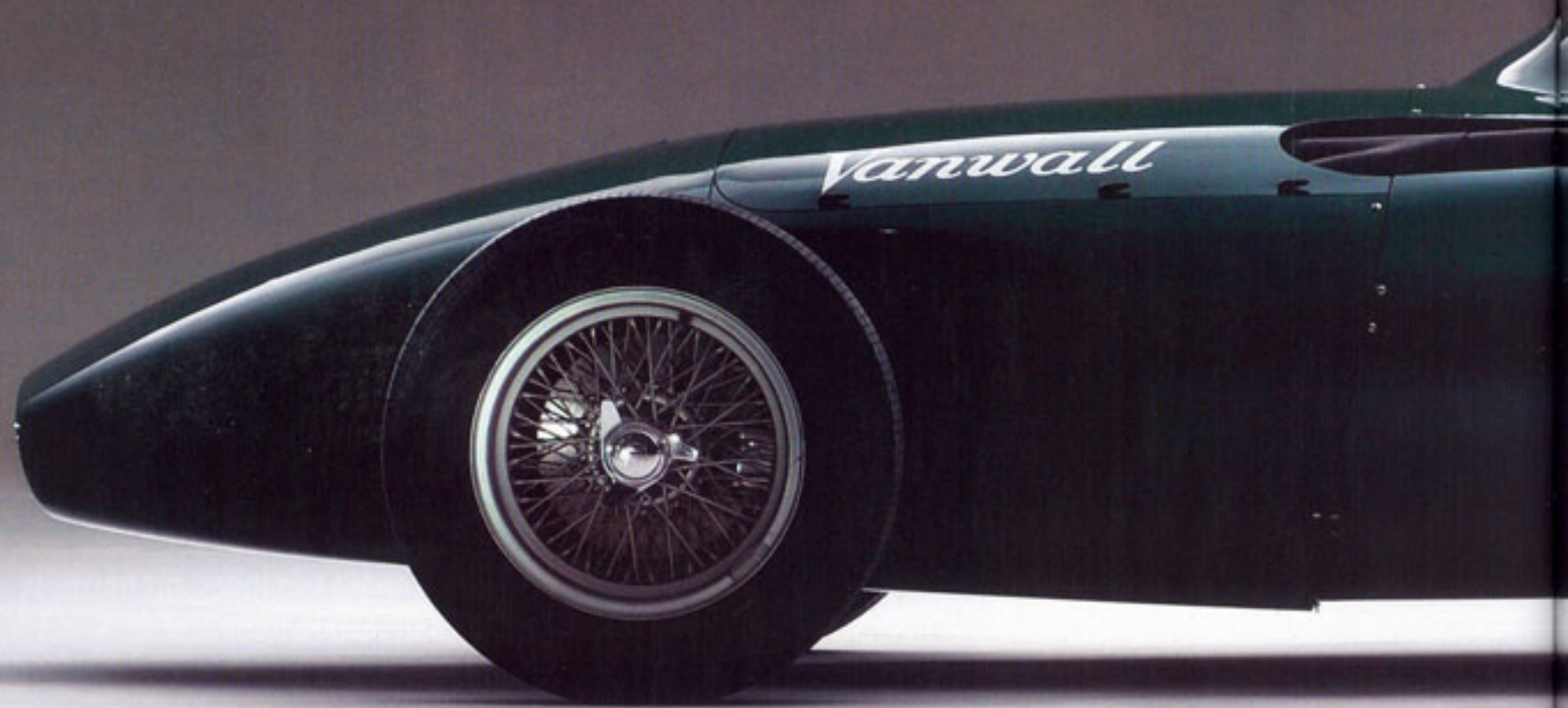


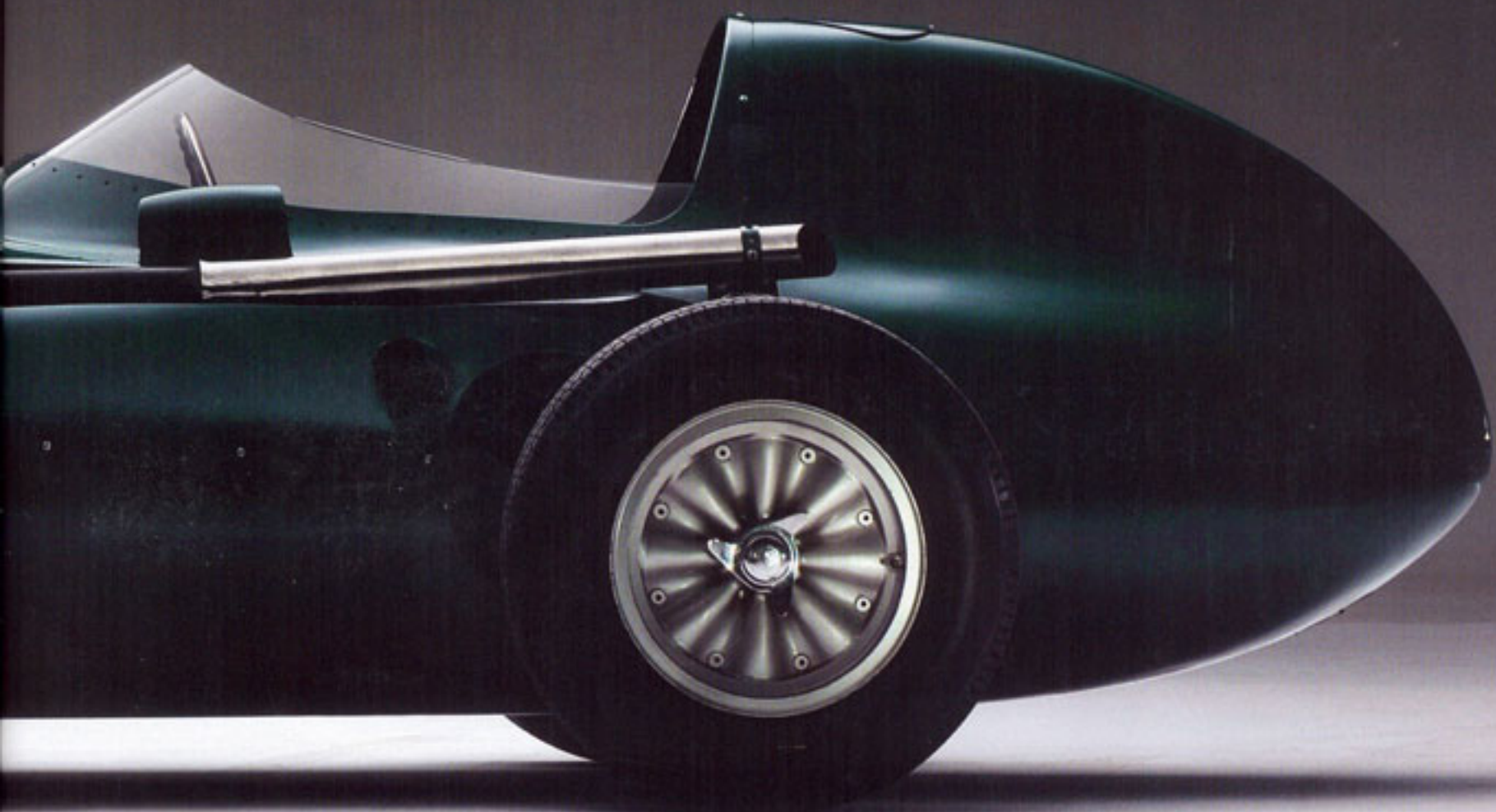
Montoya shunned the intense atmosphere of F1 for the family life, but that didn't prevent a fiery temperament in the cockpit



BRITAIN'S FIRST WORLD CHAMPION

Who said nobody cares about the constructors' championship? *F1 Racing* remembers Vanwall, the team that went all-out to make this car the first title winner in Formula 1 history





WORDS
ALAN HENRY
PICTURES
MATT VOSPER

The word 'unique' is probably the most overworked in the dictionary. But the more you look at the sleek lines of Vanwall VW5, you realise how genuinely unique an F1 team it represented. Think about it. This elegant, wind-cheating machine – untrammelled by the slots, slats and spoilers which make the present generation of F1 challengers look such an aerodynamic dog's dinner – still looks crisp and up-to-the-mark 50 years after it powered to the first official constructors' world championship, thanks to the combined driving genius of Stirling Moss, Tony Brooks and the late Stuart Lewis-Evans.

Yet the Vanwall team was even more than that. Unlike Maserati or Cooper they didn't make F1 'customer cars' nor competition cars for other categories. Unlike Mercedes-Benz

or Ferrari, they didn't make road cars. Nor did they use an engine supplied by an outside supplier, such as Coventry-Climax or BRM. In fact only BRM matched them in the self-sufficiency stakes within the UK, yet the thing which set Vanwall apart was the fact that their cars represented the embodiment of the dreams of one man, Guy Anthony Vandervell.

Tony Vandervell was a self-made industrial magnate who sprang from a mould similar to that which produced Enzo Ferrari and Colin Chapman. Born in 1899 into comfortable personal circumstances, his father Charles Vandervell had founded the successful CAV electrical empire. The young Tony Vandervell was determined, however, to make his own way in the world and took his first step towards independent prosperity by securing the British licence for the revolutionary replaceable 'thinwall' engine bearing which had been invented in the United States.

After the war Vandervell was quick to realise the potential of motor racing as an international test bed and showcase for his company's products. To this end he purchased a 1.5ltr supercharged F1 Ferrari 125 in 1949 and subsequently replaced it two years later for a 4.5ltr Ferrari 375 V12. Both these cars were entered as 'Thinwall Specials', but Tony Vandervell ached to build a fully competitive British grand prix winner which would take on the likes of Ferrari and Maserati, head-to-head, at their own game.

For 1954 Vandervell built his own car to house the Vanwall 2.5ltr four-cylinder engine, but it was clear that his first chassis fell well short of what was really required. As a consequence he engaged the talented young Colin Chapman. Not only did Chapman know his stuff when it came to the engineering elements required to make a suitably stiff and rigid tubular chassis frame, but he also recruited respected aerodynamicist Frank Costin to craft the Vanwall's wind-cheating profile which was finely honed in the windtunnel.

In its definitive 1958 championship winning form this front-engined delight was powered by a four cylinder in-line, 2,490cc engine developing 270bhp at 7,500rpm on 100/130 octane fuel (and 285bhp on alcohol-based fuel), giving it a top speed of between 175 and 180mph. The two-valves-per-cylinder engine had its camshaft driven by a sequence of gears from the front of the crankshaft, and the power was delivered to the rear wheels, through a Vandervell Products clutch, to a five-speed gearbox with Porsche synchromesh on the upper four ratios in unit with the final drive. The fuel tank was mounted in the tail, and the car had



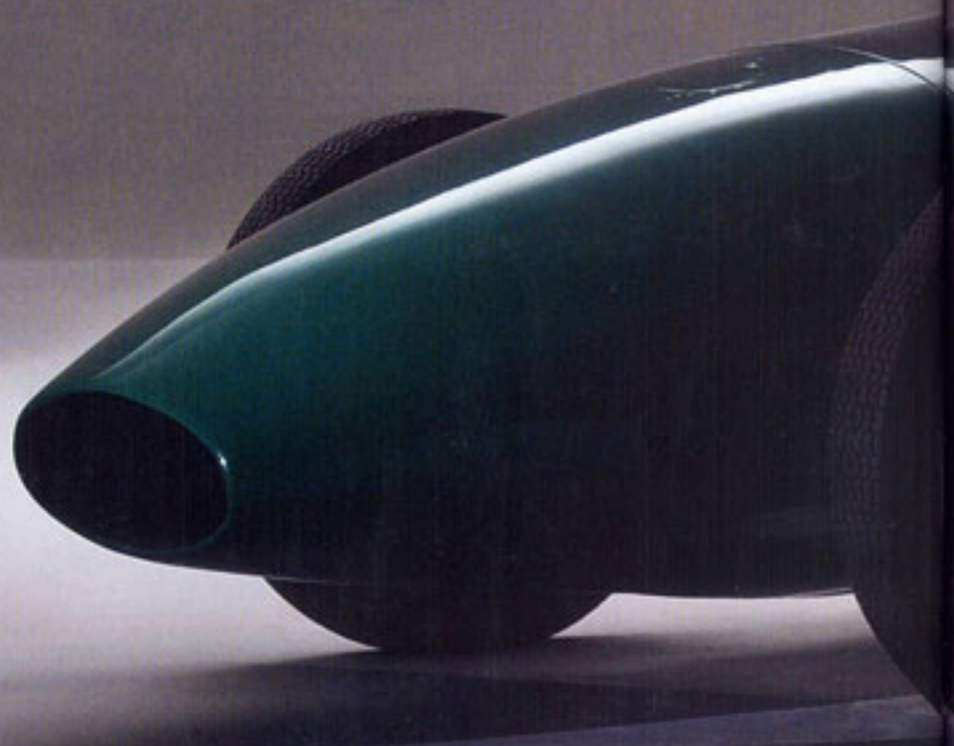
The powerful 2.5ltr Vanwall engine pumped out up to 285bhp at 7,500rpm, depending on what fuel was in the tank



a worm-and-roller steering box, used a Bosch high pressure fuel-injection pump and was equipped with Vanwall-Goodyear disc brakes, positioned outboard at the front and inboard at the rear.

Vanwall first really showed their potential when Franco-American driver Harry Schell briefly got in amongst the works Lancia-Ferraris in the 1956 French Grand Prix at Reims, but it was not until the following year that the 'dream team' of Moss, Brooks and Lewis-Evans were signed up and the team seriously began to develop into a winning force – highlighted when Stirling and Tony shared the British GP win in the summer of '57. But even better was to come.

To round off the season there would be two epic races in Italy: the challenging road circuit on the Adriatic coast at Pescara,



and the Italian Grand Prix at Monza. There were not too many Vanwall fans at Pescara, and it was a long way from the team's headquarters on London's Western Avenue (now the A40), but Vanwall's joy was unbounded when Moss took the lead on the second lap and was never challenged again. In the searing heat Stirling drove without making a slip for just over 3hrs 9mins. The car never missed a beat, to see off the Maserati team and the lone Ferrari. It was the first time a British car had ever won a major GP on Italian soil and their satisfaction was heightened by the fact that Stirling took the chequered flag over three minutes ahead of Fangio's Maserati.

So what made the Vanwall so special?

A difficult question. In essence, the most simple answer must be: the sum total of its parts. Stirling Moss, who won six grands prix for the team over the 1957 and '58 seasons, judged it not an easy car to drive.

"The truth is that we never really worked out what made it so special," he joked. "Let's just say that it got the job done and won the title, so it has to be judged a success. I joined Vanwall fresh from a season driving the factory Maserati and it was nowhere near as user-friendly as a [Maserati] 250F. But, as I say, it did the job."

"We never worked out what made the Vanwall so special" Stirling Moss

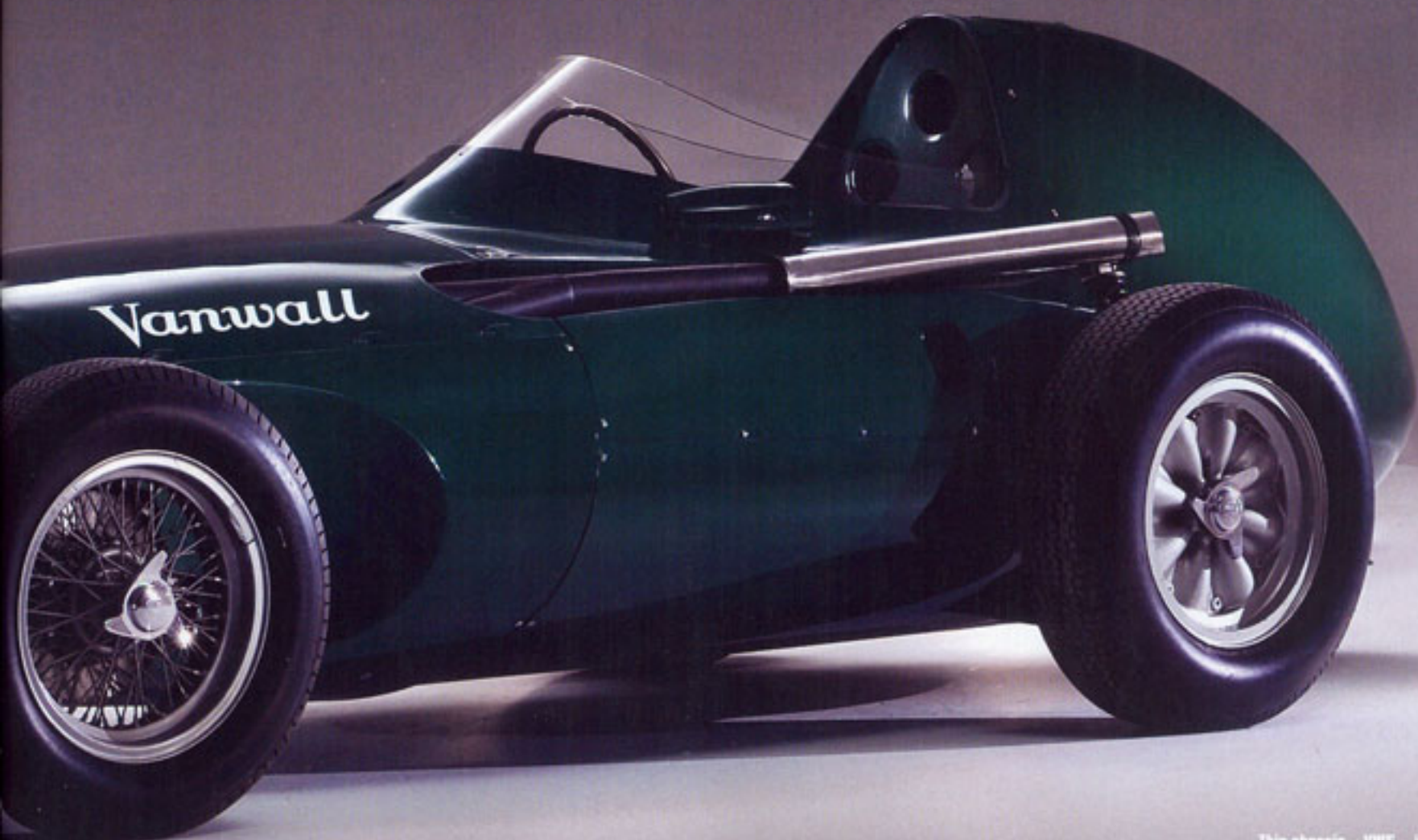
"As far as the aerodynamics were concerned, I think that really only gave us a bit of an edge on really fast circuits, with very long straights like Pescara and Spa," he added. "But, as I've said, it was not an easy car to drive. The engine had a flat spot which we really worked very hard to rectify and the gearbox could be quite difficult, but I think the basis of our success was having a good team, three pretty good drivers and the fact that we were allowed pretty much to get on and do our own thing."

Tony Brooks agreed. "Actually, Tony Vandervell thought his cars were a lot better than they were," he said. "The Vanwall was quite a difficult car to drive, in that you couldn't chuck it into a corner, like a Maserati 250F, and steer it on the throttle. You had to be very precise with it, and the gearbox was pretty terrible."

Brooks also confessed to being sometimes annoyed by the demands of Moss, the team leader. "I was never allowed as much practice as I wanted, because if I went quicker than Stirling they'd have to let him go out again, and all that did was to wear out the cars. And then he might want my chassis and his engine, or vice versa, which meant more work for the mechanics. So for David Yorke, the team manager, it made sense for them to keep this number two a few tenths slower. Stirling always made sure he had the best car, and if he thought he hadn't, he'd mix it! That said, we were always the best of friends, and still are."

By the start of that memorable '58 season it had been barely four years since Alan Brown had driven the first Vanwall Special in the non-championship BRDC International Trophy race at Silverstone. To the inevitable question, "How much did it all cost?" the gruff Tony Vandervell would reply that this was his hobby. "Some people play golf, I play with cars," he responded with a twinkle in his eye.

Vandervell was a hard taskmaster, but he had the knack of getting the best out of his staff – knowing when not to push them too hard, and flattering them when need be. One such incident occurred at Spa during the 1956 Belgian GP weekend, when he had elected to drive one of his cars to ▶



This chassis – VWS – is the most successful Vanwall, with five GP victories to its name

"Vandervell thought his cars were a lot better than they were" Tony Brooks



The sleek aero bodywork was developed by Frank Costin, who went on to co-found the Marcos racing brand

the circuit along public roads clogged with spectator traffic, only for Mike Hawthorn to have barely left the pitlane before the clutch failed. Hawthorn was left muttering that he'd "joined a right shower of a racing team", while Vandervell grumbled, "It's my car and I'll drive it if I like." But he knew his actions had compromised the team. Later, as the mechanics worked away fitting a new clutch, the boss went to the garage to see what was going on, grunted a bit and left. On the bench was a load of beer and cigarettes that had not been there before his arrival. The mechanics worked on.

In the 1958 season Vandervell's dreams came to fruition, but there was a tragic sting in the tail of the whole Vanwall programme. Stuart Lewis-Evans crashed in a ball of flame during the final race at Casablanca and was terribly burned. He was flown to England and immediately taken to the famed McIndoe burns unit at East Grinstead hospital, which had done pioneering plastic surgery on badly injured airmen during the war. He fought for six agonising days before succumbing to his injuries. **F1** Thanks to Kevin Wheatcroft at Donington for the car. Visit www.donington-park.co.uk/grand-prix-collection-museum



The F1 driver's secret room

When they're not in the car, they're in team meetings, press conferences or sponsor events... but as Sebastian Vettel tells us, there's one place they can get away from it all

WORDS HANS SEEBERG PICTURES MARK THOMPSON/GETTY IMAGES

It's about 45 minutes before the German Grand Prix, and Sebastian Vettel is lost in his own little world. The usual impish grin is nowhere, replaced instead with a stern face and steely focus. Literally a few feet away, guests of Toro Rosso and Red Bull are taking advantage of some lavish hospitality in Red Bull's massive pitlane motorhome, but behind his locked door, Sebastian can't see or hear a thing. This is the Formula 1 driver's secret room: cramped, gloriously private, and the only place they can be on their own during a race weekend. Well, until *F1 Racing* gatecrashes, obviously.

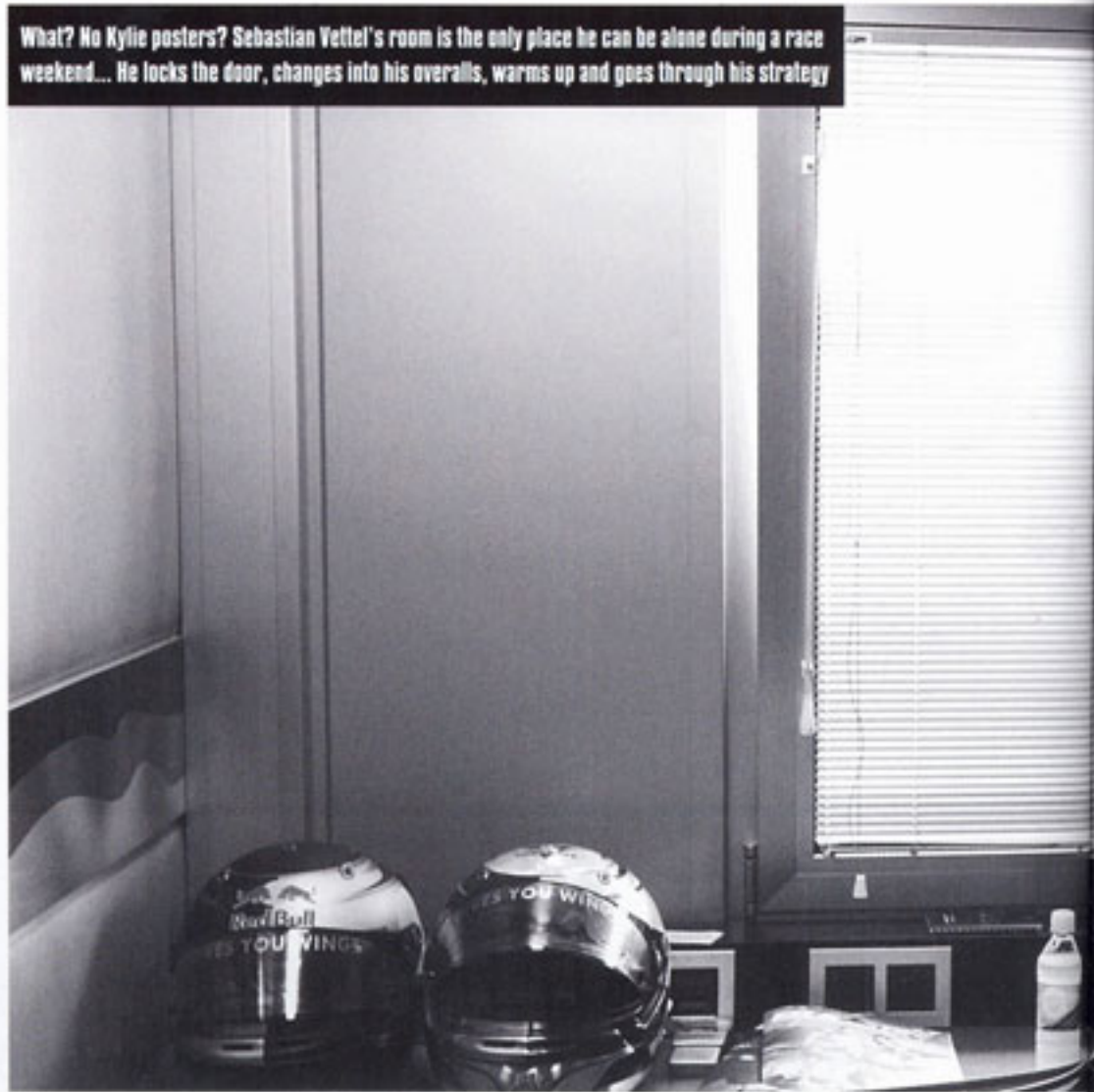
"It's a little messy, huh?" says Sebastian. "Obviously I need to change before the race and get into my suit, so I need a bit of space for myself. But at this stage of a race weekend all my thoughts are about the race, and

especially getting a good start. I really have to get myself focused, and this is the place to do it.

"The thing is, race day is so busy. You've got things like the drivers' parade and lots of potential distractions. If the race is at 2pm, I'll get changed at 1pm and go to the garage at about 1.20. These 20 minutes are mine to prepare, to calm down. I don't hang a 'do not disturb' sign on the door – everyone knows that if I'm in here and the door's locked, then I want some privacy.

"I do some stretching exercises to warm-up, so I don't get in the car 'cold'. The cockpits in Formula 1 cars are very small and cramped. This period before the race is quite strange, actually: you know your strategy, what your pace is going to be, your rhythm, all the complicated technical procedures you have to

What? No Kylie posters? Sebastian Vettel's room is the only place he can be alone during a race weekend... He locks the door, changes into his overalls, warms up and goes through his strategy





run through during the warm-up lap, who's around you, who's ahead of you – everything you need to consider. You think about the possibilities, about what might happen. And of course, it never seems to turn out how you expected it to..."

With that, Vettel stands up, unlocks the door and snakes undisturbed through the guests, team personnel and assorted hangers-on of the Red Bull motorhome. The private hideaway has been left behind. Now it's time to get on with the day job. **FO**



JARNO TRULLI

"I WAS NEVER
WELCOME AT
RENAULT.

BEFORE THE FRENCH GP
THIS YEAR I WAS THINKING,
'I JUST WANT
MY REVENGE.'
I FINISHED THIRD...

MY REVENGE
WAS GOOD."

WORDS BRADLEY LORD PORTRAITS ANDY EARL

The hills above Pescara, on Italy's Adriatic coast are a harsh place. The wind rustles parched, dry grass. Pause a little longer and a lizard or two will scuttle past your feet. Pockmarked and weathered over time, the mountain roads wind through small villages perched above sheer rock faces. The Mille Miglia once roared across these hills, as well as Pescara's own grand prix.

But it's been more than 50 years since Moss and Fangio did battle on the Abruzzo's open roads. The modern world is a very different place, and so in 2008, *F1 Racing* is sitting in a traffic jam. But have no fear, it's a very Formula 1 traffic jam.

Yes, the car in front is a Toyota. Ask any of the drivers from Formula 1's midfield and they'll know what this feels like. For, ladies and gentlemen, we are aboard the 'Trulli train': just one of a series of cars driving along behind Toyota's team leader. Or rather, we were, because Jarno's now heading off down a

gravel track in a cloud of dust. There's no ostentatious entrance to where Mr Trulli's taking us, just a crumbling old manor house and vines as far as the eye can see: welcome to Podere Castorani, the Italian's very discreet winery. The vino's for sampling later, though: *F1 Racing* is here to talk F1...

One engineer who worked with you has previously said: "Jarno can be so quick, but if the slightest thing goes wrong, then his degradation of performance is staggering." What do you make of that?

To be absolutely honest with you, this is something that I've been asked many times throughout my career, and I have answered it many times. The real answer is the one I'm giving to you now and the one I keep giving to people. I keep hearing people say, "He's a very good qualifier and not such a good racer." Well, the answer is served on the plate. ➤





"Do you know what? I'm completely lost" Jarno shows F1 Racing around his vineyard

People talk negatively about a 'Trulli train', when faster cars follow you in the races. Does that frustrate you?

I don't care. If I can stay in front of them and then they complain that they cannot pass me, it's because they did a worse job than me earlier in the weekend. If they have a quicker car and they want to pass, then they have to overtake me.

Did you know that Honda serve their tea on a contraption called 'Jarno Trolley'?

Really? That's good! You know how the 'Trulli train' looks to me? It looks like people cannot do what I can. If I can put the car where the others cannot, it's not my fault. Every time people ask me, "Why are you so strong in qualifying?" I say, "It's not the fact I'm strong, it's the others who are not strong."

How vital is the mental side to a driver's performance?

I don't put too much importance to the mental side, because the driver has to drive whatever the conditions. But if a driver feels



"Any driver wants to be trusted by his team. It's not nice to be criticised"



comfortable inside the team, even though the results are not good, he can still push 100 per cent and feel at home. This gives the driver the strength to carry on and keep hoping for better things every race. I think this is something very important, and we've also seen it with champions recently, so...

Does a driver need to be trusted by the team?

Any driver wants to be trusted by his team. It's good when the team listens to the driver. Timo [Glock] and I have very similar comments, so basically I'm supported by Timo to improve the car. It's not nice when you say something, you're not listened to and then eventually you're criticised by people. You can be criticised when something is your fault, and you've taken a wrong direction. But I always felt it was a shame when you're criticised and you feel, "Well, they haven't listened to me, I've been doing what they wanted me to do." So in the end, why should I be criticised?

You've been quoted as saying in the past that "they liked fighting each other" at Renault. Did you suffer from that tension?

Basically, I was never welcome. I don't really want to comment on 2004 because I don't like spitting on the plate you eat from, like we say in Italian. But the atmosphere there was not nice around me, so the only way to deal with that was to leave. But I don't really regret anything, and I have to thank a lot of people who supported me there. But in the end, that was not the team for me.

Are you driving better than ever this year?

I believe experience has taught me something every year. If I look back, when I came to Formula 1, I had basically one year's experience in single-seaters. Through the years I have always learned and I keep on learning – this is part of life. I only feel I can drive better and better because I try to learn every year.

This is Jarno's 12th season in F1, but it's hard to dismiss him with the lazy label of 'veteran'. As he talks with quiet purpose, his eyes still sparkle with energy; and he's in impressive shape, with the wiry frame of a Tour de France cyclist. He seems completely invigorated by his season as team leader with Toyota. And in his own understated way, he's very proud of his winery.

"It's something different, isn't it?" smiles Jarno as he gives a guided tour of the 35 hectares of perfectly ordered, carefully tended vines. The production facility lies underground, well away from the unremitting glare of the midday sun. Up above, the

old manor house awaits restoration, its doors spookily creaking shut as the wind whips through the empty window frames.

The marketing blurb on the wine cases talks about Trulli's 'passion for excellence' and perhaps in this place, rooted in the earth of his family ancestors, lies the secret to understanding a man who people see as a bundle of contradictions: complex and cerebral, yet relaxed and engaging; softly spoken and gentle, but comfortable banging wheels at 200mph...

This region has a long history of motorsport dating back to the original Coppa Acerbo. Did it inspire you as a young boy?

It's strange, but I didn't have any influence from that time. Even though the region always had a passion for motorsport, the people didn't keep it up as a culture. I became a Formula 1 driver because my family was passionate.

How did you start out in go-karting?

My father was a go-kart hobby driver, so he used to race with his friends on Sunday. When I was young with my Mum, I used to watch his races, or watch races on TV. So I started like anybody starts playing football or tennis. My first taste of karting was at eight years old, and I've never stopped.

F1 drivers normally have planes, yachts and fast cars – not wineries. Why did you buy it?

I got it 10 years ago, together with my father and Lucio [Cavuto, Trulli's manager]. My grandfather came from about

10km away and he used to make his own wine – in the old days, they used to drink only wine, not water! This is my family passion, if you like. My father looks after it, and I'm helping him to make this dream come true. It gives me a new relationship with my family, my friends and my region; it links me to my land, to the place where I belong.

You live in Switzerland now, with your wife Barbara and two boys, Enzo and Marco. How's life treating you as a father and family man?

Really good. I like finding new challenges in life, so we're building a new house in Lugano [Jarno's wife is an architect]. Enzo is three now, which means I still have a few years before he can ask me about go-karts... and Marco is one and a half. Sometimes, Enzo will call me up to say, "bring the cup back"; it's more motivation because I want to make him happy, and feel proud when I go home. ➤



Trulli enjoys the fruits of his "family passion". Owning a winery is a dream come true for his dad

This is your 12th season in the sport. What advice would the 2008-style Jarno give to the young man who started his career in 1997?

There are so many things I know now. I believe I should have probably... in Italian we say *'osare di piu'* [be more daring]. I used to always take things step by step, which was one of the strengths in my career. But probably in other conditions it would have been more appropriate to have an aggressive approach. Nowadays, I've learned when you need to be aggressive. And I can mix it up with a more technical and more intelligent approach.

What exactly does that mean?

When I see the target, I know how to reach it in the best way. The midfield battle these days is so tight, you're basically fighting for two points behind the top three teams. And they're bloody hard to get when you've got eight cars, sometimes 10 cars, fighting for them. If you want to be there at the end of the weekend, you have to get everything right from Friday to Sunday. And my experience helps me get the best out of every situation. This year, we had opportunities where the car was strong and we got good results. But also when the car was not up to speed, like in Canada and Silverstone, I still scored points. And that's where you see the driver making a big impact. It's because you use your skill, your intelligence but also the experience.

In 2004, you lost a podium position at the penultimate corner in France. Was your third place in Magny-Cours this year a kind of redemption?

I have to be honest. Before the start of the race this year, I wanted to close this old story from the past. I knew I had the car, and a remote chance. And I wanted to take that chance to prove that anyone can make a mistake, but we can learn from mistakes. Before the start I was thinking, "I just want my revenge." During the race I desperately wanted third position, and from halfway through, on every lap, I was thinking about the last lap of 2004. It's something that has marked my career in a bad way. It can happen to the best as well, and unfortunately for me it was the wrong time, the wrong moment... the worst possible situation. But I think my revenge was good. The mistake still remains, but I put in a result which no-one expected.

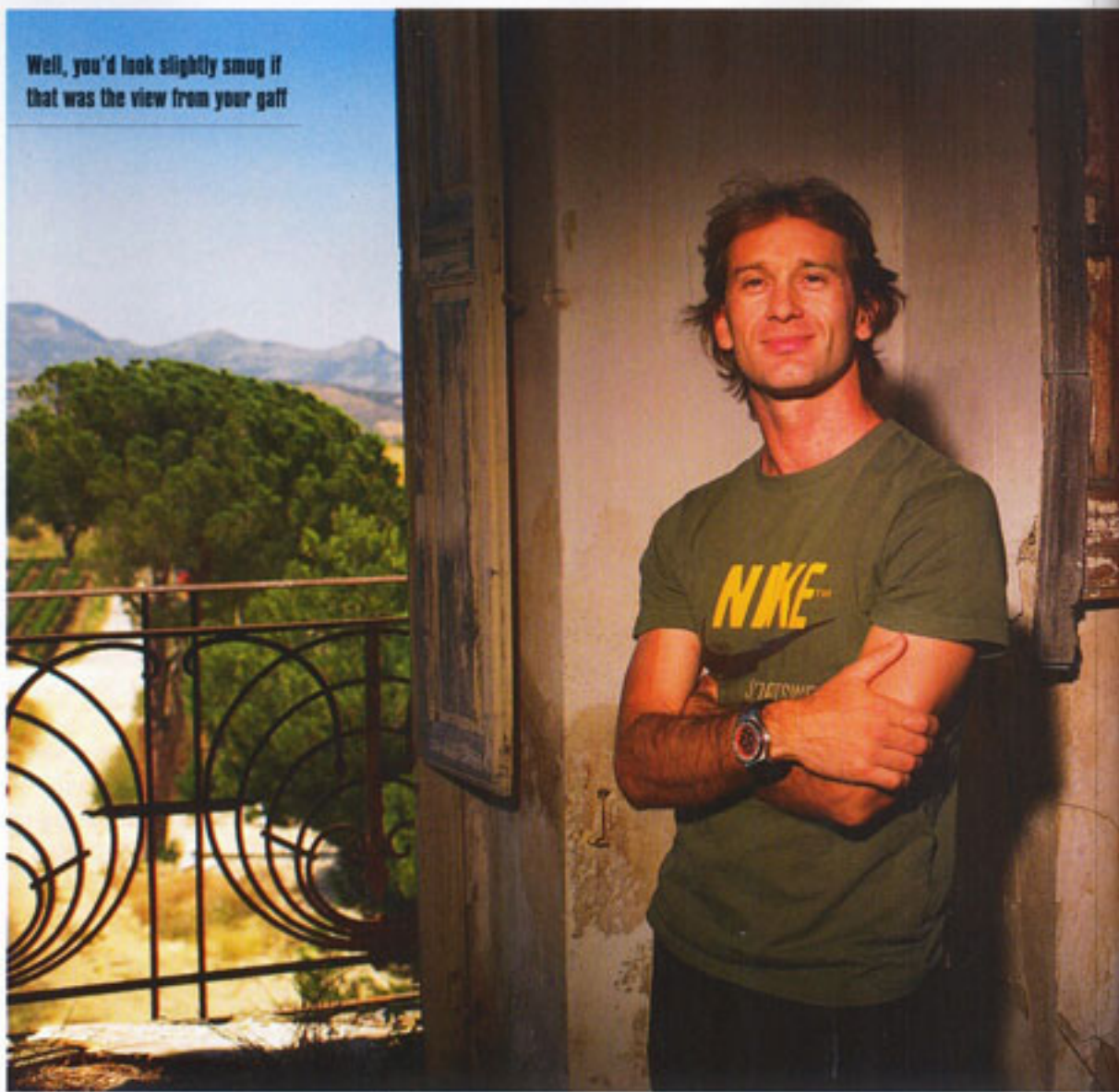
As you suggested, Toyota's performance has been inconsistent this season. Why?

We're not ready to understand what's missing, or why we can't reproduce a similar performance every time. We're not strong enough to compete against Ferrari and McLaren, but we're not the only ones. We're not too far away, but we're still missing something.

What advantage will your experience give you next year?

I will definitely drive better and deliver much stronger results with slick tyres, for the simple reason that I've always suffered graining on grooved tyres and I could never understand this problem. Everything will change with the new rules, and Toyota can make a further step forward. We have huge potential and it's a matter of putting things together. You always have to hope. And never, ever give up.

Well, you'd look slightly smug if that was the view from your gaff



JARNO'S WINERY: 35 HECTARES OF HEAVEN

MR TRULLI HAS BIG PLANS FOR HIS VINEYARD IN THE HILLS ABOVE PESCARA – BUT ALL IN GOOD TIME...

Jarno raises a sceptical eyebrow as he looks through a weather-beaten floorboard to the ground three storeys below... The manor house on the Podere Castorani estate has been a home mainly for pigeons in recent decades, but Trulli has big plans for the place. "We hope to make this building into a Relais-Château boutique-style hotel," he explains. "And we will build a visitor centre for tasting wine. All

this will take time, as we have to reinvest the money we're making at the moment."

So far now it's still the wine, with 800,000 bottles sold annually – a large percentage going, curiously, to Canada. The estate's 35 hectares of land are used for top-of-the-range red and white vintages sold under the Jarno label: the 100 per cent Montepulciano red exhibits "dark chocolate and raisin tones, with a full and

spicy palate." So now you know. Other vintages such as Podere Castorani and Amorino are available from vines located on land adjoining the estate, while grapes are also brought from elsewhere in Italy for use in the Le Nostre Selezioni range. In the UK, the wine is imported by Hallgarten Druitt, and a selection can be bought from wine merchant Avery's, at www.averys.com.

It's an old adage that every F1 race pays the same points; but it's also true that, beyond the maths, some races matter more than others when it comes to how the sport's decision makers, and fans, look at a driver. Perceptions of Jarno Trulli have long been skewed by a handful of moments like Magny-Cours 2004: snapshots of fallibility that condemned him to a 'second division' of drivers capable of winning races, but unable to lead or sustain a championship challenge. But talking to him amidst his vines, you realise it could well be time to reassess. For this is the other way to be an F1 driver: making mistakes, but wrestling with and overcoming them; and slowly but surely changing people's opinions – one tenacious, consistent drive at a time. "Producing good wine takes time that F1 doesn't have," smiles Jarno, as he gazes over the hills of the Abruzzo. Nobody can doubt that Trulli's had time in Formula 1, but his performances so far this season, coupled with his team's concrete progress towards the front of the midfield, have made 2008 one of his best vintages yet. And all the signs are that 2009 could be even better. **FO**

HOW

F1

USED TO BE

Amazing shots from the days of yore

HOWZAT, OLD BOY?

It's the Monday after the British GP at Brands Hatch, but back in 1968 there wasn't an urgent tyre test to be organised. This motley crew gathered for the fourth annual GP drivers' cricket match against Lord Brabourne's XI... which included Prince Charles.

Brabourne's XI made 187, including 20 runs for Prince Charles, who was eventually caught by Bruce McLaren. The F1 drivers (aided by umpire Colin Chapman) took a 'creative' approach to the rules, fielding 15 players for their innings. It didn't help much – they were all out for 142, with Piers Courage being bowled out for just two runs by HRH.

WANT THE CHANCE TO WIN A PRINT OF THIS GREAT LAT PHOTO?

Email your answer to the following question below (including your name, address and daytime telephone number) to f1racing.competitions@haymarket.com. Please write 'How F1 Used To Be' in the subject line of your email. The winner will be the first correct entry drawn.

Who on this photo scored the first ever F1 world championship win for Lotus?

- (a) Colin Chapman
- (b) Innes Ireland
- (c) Stirling Moss

The closing date is October 16, 2008. For full competition terms and conditions, please refer to www.f1racing.co.uk

LES LESTON

Although he competed in three GPs in the '50s, Leston was best known as a manufacturer of racing equipment. He was a purveyor of helmets, gloves and early fireproof overalls to F1; the 'Les Leston Nomex' badge often crops up in period photos

JOCHEN RINDT

The Austrian finished just two races from 12 starts in '68, and both times he was on the podium for Brabham. A fuel leak put him out at Brands; two years later at the same track, he won for Lotus – beating former boss Jack Brabham on the last lap



GRAHAM HILL

Hill famously never won the British Grand Prix. In 1968 he led for the first third of the race before retiring with a broken driveshaft. He drowned his sorrows by throwing a big party for the F1 crowd at his country cottage after the cricket match

DENNY HULME

'The Bear' was the reigning world champion at the time, having taken the crown the previous year in his Brabham-Repco. He signed with fellow New Zealander Bruce McLaren for 1968, taking wins at the Italian and Canadian Grands Prix

ROBIN WIDDOWS

Widdows made only one F1 start, at Brands in 1968. He was a successful racer in Formula 2 and also an Olympian, representing Great Britain in the four-man bobsleigh in 1964 and 1968, holding the British record on the Cresta Run for 15 years



BRUCE McLAREN

1968 was the year when Bruce became just the second man in Formula 1 to win a grand prix driving a car bearing his own name, triumphing at Spa. The victory was his final F1 success, and broke a six-year winning drought

CHRIS AMON

The smiling New Zealander was probably still basking in his podium finish from Brands Hatch the previous day. Just four seconds separated him from winner Jo Siffert and that tantalising world championship F1 victory. Alas, it never came

COLIN CHAPMAN

1968 was a watershed year for Chapman: his Lotus 49 brought Graham Hill the world championship, and won the constructors' title too. But it also saw the death of his inspirational driver Jim Clark, in an F2 race at Hockenheim



PETER WINDSOR'S RACE REPORT THE EUROPEAN GP

V A L E N C I A 2 4 . 0 8 . 0 8



MASSA SAILS TO VICTORY

Felipe's new found dominance is the biggest pain in the neck for Lewis

In case you were glued to Usain Bolt in the latter half of August, here's a newsflash: the 2008 F1 World Championship was rapidly becoming The Lewis And Felipe Show, with support roles from Kubica, Kovalainen, Räikkönen and Trulli. And Valencia was the show's marquee event.

Lewis was quickest of the 20 drivers on his first flying lap of the circuit – as in 2secs faster than anyone on the planet – but it was Felipe who took the pole, looking more like Niki Lauda with every passing race.

The bit-players, meanwhile, were up to their usual tricks. Kimi Räikkönen, who these days relies simply on the premise that he's the fastest driver in the world, is beginning to find out that he is actually only the fastest man on about one day out of six. On the five others, sadly, he is obliged to get his hands dirty before he can repair to his hotel suite. Given that Kimi's attention span in long de-briefs is equal to the time it takes to press 'send', you have the picture of where he's at: if it happens, it happens. If not...

well, he can always play a DVD. Kimi was heard to be muttering something about fuel loads and Felipe being fast as he headed back to his beach hotel on Saturday night.

Rubert Kubica doesn't carry a briefcase (or a DVD file) to work, but he does take with him a truck load of unbelievable precision and car control. Raise the height of the tightrope and Robert is your man. Thus Spa and probably Fuji in the wet will see a big, fat grin filling that face of his – and in Valencia there was plenty to be happy about.

No long corners to over-work the delicately balanced BMW; lots of spooky blind spots. All weekend Robert was sublime, combining the art of looking fast with being fast... instead of taking the Timo Glock route of just appearing to be quick.

Speaking of Toyota, how about Jarno? He did no running at all on Saturday morning (gearbox glitch), yet was quickest in Q1, right up there in Q2 and an elegant fifth on Sunday. Timo, again unwell, was out-raced by Sebastian Vettel's Toro Rosso.

Then there was Heikki, quick-stepping his way to the McLaren each morning and loving every bit of it. There were a few too many bumps and jumps, and kerbs, in Valencia for Heikki to spend too long in Lewis territory but he was up for giving Kimi a race, that's for sure. And he did – from start to P4 finish.

Back to the showmen, however. When you're operating at this level, and you've got a world championship to gnaw, and neither of you have won it before, and you're both dog-hungry, and you're racing in a year when you're on the same tyres and the cars are virtually identical... it's going to come down to details. Details like Lewis waking up on the Tuesday morning before the race and feeling shivery and stiff in the neck.

But Lewis drove his own race in Spain. His first goal was to ensure that no-one knew of the problem. You could see that he was limping... but no-one could know the pain. Watching the McLaren, you sensed that there was something different about Lewis's posture – his body language. He'd hit the brakes at speed – at 192mph at Valencia, a couple of times – and his body would stiffen as he fought to hold his head upright.

He was still quick, though. Very quick. He wouldn't allow himself to be fuddled. The big question, going into qualifying, was fuel load: aggressive or not? Long first stint or short? In the end, Lewis and race engineer Phil Prew chose to go aggressive. Lap 16 – three laps lighter than Heikki. Go for the pole.

Problem was, Felipe

and Rob Smedley, the Ferrari race engineer who doesn't miss a trick, decided to go aggressive too. As in, 'this pole belongs to Felipe'. Lap 14 – three laps lighter than Kimi. Quite why Kimi should have conceded the pole at this point is a question I plan to ask him in about December this year, when he's snowmobiling in Finland, when the air's a little clearer. In Valencia, Kimi could only play for position – clean track or dirty on the second row (it was the latter) – and wonder about whether, in



Alonso had a miserable weekend, only qualifying 12th and retiring with a broken rear wing following contact with Kazuki Nakajima



Vettel finished sixth in the Toro Rosso, but must be worried that he out-performed Red Bull – the team he'll join next season



Lewis congratulates Robert Kubica on his third place – either that or his hand's become stuck to the top of his helmet



"Sod this." Things went from slightly off-form to much worse for Kimi when his engine blew shortly after a botched pitstop

Lewis hung on, but his neck must have been killing him, and there was nowhere to pass

his position, he would be lucky enough to be endorsed by one of Valencia's delightful grid girls or by one of their less than delectable grid boys (he drew the short straw).

Felipe's lap was as near-perfect as a man can drive on a circuit with 25 corners and lots of concrete wall run-off. He won it in the first sector, where his margin was 0.2secs – which in reality tells us that Felipe Massa is becoming very, very good on the corners they all like to hate. On the slow, Lauda-like stuff. On the boring stuff, on the corners that require manipulation and patience. Add Felipe's weight advantage over Lewis and Kimi – lighter fuel – and his track position (he was about 15secs behind Lewis on the Q3 road) and there you have it. After sector one, it was a question of not making any major mistakes and minimising the effect of the small ones. Just as Niki used to do.

This Felipe did beautifully, as he braked from 194mph a few seconds later. And he was proud of it, calling Lewis and Robert over to a monitor after qualifying and saying excitedly, "Look. This is where I almost blew it! Look at this!"

The three of them peered down at the flat-screen. There was Felipe, braking, braking, catching a slight jink at the rear, turning in, turning, running a little wide on exit, accelerating, car straight, accelerating... ➤

DID YOU KNOW?

■ This was the first time Robert Kubica has qualified third in his F1 career. The Pole had started from every other position in the top 10 before Valencia

■ This was also the first time in 2008 that the fastest lap was claimed by a car carrying an even number, thanks to Felipe Massa in car number 2

■ Massa's hat-trick of pole position, win and fastest lap was his third, which makes him equal with Fernando Alonso of the current drivers

■ Jenson Button's eighth race out of the points is still short of the 12 races he had without scoring from the Malaysian GP in 2000 to the British GP in 2001

"Yeah," said Lewis. "Looks perfect to me. Car on rails. Huge car advantage..."

"No!" exclaimed Felipe. "You can't see it here but you should see how much I had to come off the power on the exit."

Curiously, Felipe thought this was his fifth pole of the season. "He's always had this thing," said Smedley afterwards. "He can't get it out of his head. He's convinced that he got the pole in Bahrain. He keeps forgetting that Robert got it. It's just a Felipe thing..."

Four's not bad, though – particularly when back-to-backed with a fourth win. A win that came easily. He won the drag race into Turn 1 but then became distracted as he watched Lewis and Robert dance in his mirrors. Wide-eyed by their tempo, Felipe braked a tad early for Turn 2. Robert, behind him, braked early in sympathy. Lewis consolidated his P2.

It was close in that first stint, but not close enough for Lewis to have had a chance. They quickly divorced the rest of the field. Lewis hung on, but his neck must have been killing him, and there was nowhere to pass.

Then, in the first round of stops, Ferrari decided to remove the front wheel spinners from both cars. Valencia was tough on brakes – tough enough to push them into forsaking



Ferrari were fined €8,000 for releasing Felipe Massa from their box at the same time Force India's Adrian Sutil was leaving the pits

their regular Brembos for Carbone Industrie discs and pads for the third time this season – and on both Ferraris the brake pedal was turning soft. Minus the inserts, temperatures dropped by about 20C.

Felipe absolutely flew after that, freed from the need to nurse his brakes. Lewis's became a race to finish a solid, points-consolidating second – something he might usually find boring, but on this occasion he found just excruciating.

It should have been a quiet drive in the sun for both after that, but Ferrari enlivened things by releasing Felipe from his second

stop alongside Adrian Sutil. To blame was Ferrari's traffic light system that has replaced the good old 'lollipop man'. The light went green, but Felipe hit traffic. A post-race fine was handed out.

Kimi added further excitement by ignoring the lights altogether and, well you know the rest. His engine blew its crankshaft into the Mediterranean shortly afterwards, so the champion was spared any further embarrassment.

All that was left was for Felipe to play his Niki Lauda role, and make it all look easy. Pole. Fastest lap. Ten points. Nice job. **FO**

EUROPE RACE RESULTS

| RESULT | DRIVER | TOTAL RACE TIME | GRID POSITION |
|---------|------------------------------------|--------------------|---------------|
| 1st | Felipe Massa Ferrari | 1h35m32.339s | 1st |
| 2nd | Lewis Hamilton McLaren-Mercedes | +5.611s | 2nd |
| 3rd | Robert Kubica BMW Sauber | +37.353s | 3rd |
| 4th | Heikki Kovalainen McLaren-Mercedes | +39.703s | 5th |
| 5th | Jarno Trulli Toyota | +50.684s | 7th |
| 6th | Sebastian Vettel Toro Rosso | +52.625s | 6th |
| 7th | Timo Glock Toyota | +67.990s | 13th |
| 8th | Nico Rosberg Williams | +71.457s | 9th |
| 9th | Nick Heidfeld BMW Sauber | +82.177s | 8th |
| 10th | Sébastien Bourdais Toro Rosso | +89.794s | 10th |
| 11th | Nelson Piquet Renault | +92.717s | 15th |
| 12th | Mark Webber Red Bull Racing | +1 lap | 14th |
| 13th | Jenson Button Honda | +1 lap | 16th |
| 14th | Giancarlo Fisichella Force India | +1 lap | 18th |
| 15th | Kazuki Nakajima Williams | +1 lap | 11th |
| 16th | Rubens Barrichello Honda | +1 lap | 19th* |
| 17th | David Coulthard Red Bull Racing | +1 lap | 17th |
| Retired | Kimi Räikkönen Ferrari | 45 laps – engine | 4th |
| Retired | Adrian Sutil Force India | 62 laps – spin | 20th* |
| Retired | Fernando Alonso Renault | 0 laps – collision | 12th |

*started from pitlane

CONSTRUCTORS' STANDINGS

| | |
|---------------------------|---------------------|
| 1 Ferrari 121pts | 7 Williams 17pts |
| 2 McLaren-Mercedes 113pts | 8 Honda 14pts |
| 3 BMW Sauber 96pts | 9 Toro Rosso 11pts |
| 4 Toyota 41pts | 10 Force India 0pts |
| 5 Renault 31pts | 11 Super Aguri 0pts |
| 6 Red Bull 24pts | |

For comprehensive F1 statistics visit WWW.FORIX.COM



DRIVER STANDINGS

| POSITION | DRIVER | ROUNDS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | PTS |
|----------|------------------------------------|--------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1st | Lewis Hamilton McLaren-Mercedes | 10 | 4 | 0 | 6 | 8 | 10 | 0 | 0 | 10 | 10 | 4 | 8 | - | - | - | - | - | - | - | 70 |
| 2nd | Felipe Massa Ferrari | 0 | 0 | 10 | 8 | 10 | 6 | 4 | 10 | 0 | 6 | 0 | 10 | - | - | - | - | - | - | - | 64 |
| 3rd | Kimi Räikkönen Ferrari | 1 | 10 | 8 | 10 | 6 | 0 | 0 | 8 | 5 | 3 | 6 | 0 | - | - | - | - | - | - | - | 57 |
| 4th | Robert Kubica BMW Sauber | 0 | 8 | 6 | 5 | 5 | 8 | 10 | 4 | 0 | 2 | 1 | 6 | - | - | - | - | - | - | - | 55 |
| 5th | Heikki Kovalainen McLaren-Mercedes | 4 | 6 | 4 | 0 | 0 | 1 | 0 | 5 | 4 | 4 | 10 | 5 | - | - | - | - | - | - | - | 43 |
| 6th | Nick Heidfeld BMW Sauber | 8 | 3 | 5 | 0 | 4 | 0 | 8 | 0 | 8 | 5 | 0 | 0 | - | - | - | - | - | - | - | 41 |
| 7th | Jarno Trulli Toyota | 0 | 5 | 3 | 1 | 0 | 0 | 3 | 6 | 2 | 0 | 2 | 4 | - | - | - | - | - | - | - | 26 |
| 8th | Fernando Alonso Renault | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 5 | 0 | - | - | - | - | - | - | - | 18 |
| 9th | Mark Webber Red Bull Racing | 0 | 2 | 2 | 4 | 2 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | 18 |
| 10th | Timo Glock Toyota | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 2 | - | - | - | - | - | - | - | 15 |
| 11th | Nelson Piquet Renault | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 3 | 0 | - | - | - | - | - | - | - | 13 |
| 12th | Rubens Barrichello Honda | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 6 | 0 | 0 | 0 | - | - | - | - | - | - | - | 11 |
| 13th | Nico Rosberg Williams | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | - | - | - | - | - | - | - | - | 9 |
| 14th | Sebastian Vettel Toro Rosso | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 3 | - | - | - | - | - | - | - | 9 |
| 15th | Kazuki Nakajima Williams | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | - | - | - | - | - | - | - | 8 |
| 16th | David Coulthard Red Bull Racing | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | 6 |
| 17th | Jenson Button Honda | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | 3 |
| 18th | Sébastien Bourdais Toro Rosso | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | 2 |
| 19th | Giancarlo Fisichella Force India | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | 0 |
| 20th | Takuma Sato Super Aguri | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| 21st | Adrian Sutil Force India | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | 0 |
| 22nd | Anthony Davidson Super Aguri | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |



Lewis Hamilton claimed a solid second place, despite the pains he was experiencing in his neck throughout the weekend

Fastest lap: Felipe Massa 1m38.708secs (lap 36)





PETER WINDSOR'S RACE REPORT THE BELGIAN GP

SPA-FRANCORCHAMPS 07.09.08



SPARRING PARTNERS

Lewis and Kimi fight to the death, but the real winner is Felipe Massa

Kimi Räikkönen hadn't been truly comfortable with the feel of his Ferrari F2008 since – well, since Magny-Cours, if you want to be obvious about it. The middle ground had gone. It seemed as though he had either understeer or oversteer, but never a comfortable balance between the two. In Kimiworld we're talking about portions for which the Nicos and the Timos would probably not even get out of bed,

but for Kimi Räikkönen this nonetheless meant that he was always having to compromise. Perfect on the medium-speed corners? Inevitably he was going to lock up into the tight stuff or feel the back fall away on exit. In Barcelona, before the post-Canada aero updates, there'd been none of that; thereafter he had been living with it. It had become the character of his summer with the F2008.

And with it came the hassle that would have frazzled other men. The big headlines with the question-marks in the Italian papers. The TV interviews. The phone calls from Maranello and Torino. Background noise; that was what it was. Kimi just continued to do what he does. No toy-throwing, no "confiding" with the media, in the best traditions of Juan Pablo Montoya and Fernando. Kimi remained just Kimi.

Which is to say the fastest racing driver in the world, regardless of what they were saying about Massa and Hamilton. The championship was slipping away, so he trained – upped the cardio and lost a little more body fat (because Felipe has that weight advantage). And he tested in late August at Monza, where a return to the old aero package gave him the same feel he'd had at Magny-Cours. He thought. He hoped. He would see.

Friday was messy for Kimi: two speeding fines and a spin into the tyre wall. But on Saturday he liked the feel of the car. He ran a lap lighter into Q3 than Felipe but, late in the session, the pole was a genuine possibility. The Ferrari jinked in Pouhon; Kimi eased the steering, flattening the car on the exit... but he was on the kerbs. He lost a tenth or three.

So Kimi went into the race he had to win, on a circuit he loves, from the outside of row two. Not a good place from which to start, but not a bad place, either...

It rained hard but then eased through the morning. Slivers of blue appeared in the sky an hour before the start. The reconnaissance lap was dry except for the Bus Stop chicane-start-La Source section. Dry Bridgestone soft tyres for stints one and two. No doubt. The first couple of corners, therefore, were going to be definitive...

Kimi was fast away from the line – faster than Heikki and Felipe, who of course moved to defend. Felipe braked early for the hairpin; Kimi ran wide in avoidance, out over the Tarmac to the left. He stayed with it, as if he was on a whole different corner. The grip was okay! He rejoined the track just behind Felipe. They thundered towards Eau Rouge.

For two days this majestic corner had been "easy flat" – a shadow of its glorious past. It was "fun", that's all; merely fun. Now, on cold tyres, fuel loads and in the semi-wet, Eau Rouge was ready to bite back. Its kerbs were deadly. Somewhere out there on the crest, a stream of water glistened. Forget mega-downforce or glue-like grip from the tyres; Eau Rouge on lap 1 of the Belgian GP was once again a corner. A great corner.

Lewis, a leader from the pole, was great as he flicked in and out of it, foot hard down, the McLaren wriggling beneath him. And so was Kimi. Felipe, in front, feathered the throttle, wary of hidden wet patches. Kimi jumped on him, and right there, in that freeze frame in time, a half-season's worth of frustration came to the surface:

"You think you're quicker than me?" Räikkönen might have been saying in his helmet. "You think that being quick at all those boring circuits with their boring corners means anything more than scoring boring old points? Let me show you what a real corner is like on a real circuit. That's right: back off. Now take this..."



Paddock nice guy Heikki Kovalainen turned race villain after punting Mark Webber off. He was handed a drive-through penalty



Robert Kubica has a moment at Eau Rouge as he chases down Sebastian Vettel, who finished fifth. The BMW driver was sixth



Forcing the issue: Kazuki Nakajima gets tangled up on the first lap again, this time with the Force Indias of Sutil and Fisichella



Still wearing his winner's cap, Lewis leaves the circuit after learning of his 25sec penalty, which demoted him the third

Kimi surged up behind Felipe through Eau Rouge, timing his exit perfectly – timing the kill. The Ferrari danced on the shiny road; Kimi's hand and foot movements were feather-like in their strength.

He had plenty of time, plenty of room. There was no way Felipe could react or defend. And yet Kimi couldn't resist it: on



An inspired decision to pit for wet tyres on lap 42 meant Nick Heidfeld drove from eighth to third place in just two laps

Kimi chopped viciously in front of Felipe. It was time to go racing again

the run up the hill, on that long drag born of Eau Rouge exit speed, he ducked out of Felipe's tow at the last possible millisecond and then chopped back viciously in front of him. In those two, alarming movements, Kimi expunged the frustrations of the summer. It wasn't Felipe personally; it was all the rest. It was Kimi not getting the results he should have had. It was Montreal. It was the exhaust in France. It was being "past it". Now the slate was clear. Now it was time to go racing again.

Lewis spun at La Source as he began his first flying lap. The rear tyres were still cold. He locked them as he selected first. He described the spin, correctly, as "pathetic" – as all spins on slow corners at Spa must be described. Such was Lewis's opening lap speed, however, that he was able to rejoin still in the lead... kind of. Kimi was under the McLaren's rear wing as they plunged down again towards Eau Rouge.

This time Kimi was more gentlemanly at the top of the hill. He took the lead with a metre or two of margin. ➤

DID YOU KNOW?

■ This was the eighth time that the driver leading at the end of the last lap wasn't declared the winner. Michael Schumacher was the seventh at Spa in 1994

■ For the first time in the team's relatively short history, Toro Rosso managed to qualify both of their drivers into the top 10 for consecutive races

■ Felipe Massa becomes the 28th driver in F1 history to win at least 10 races, equalling James Hunt, Ronnie Peterson, Jody Scheckter and Gerhard Berger

■ Nick Heidfeld's 146th start without a win puts him joint third on the list with Derek Warwick, but behind Martin Brundle (158) and Andrea de Cesaris (208)

Kimi then controlled all but the closing minutes of the race. He pulled out five and half seconds over Lewis in the first two stints. But in the third, with the Ferrari taking its time to put real heat into the harder Bridgestones, Lewis drew closer. Two seconds turned to 1.5secs. Kimi could see Lewis in his mirrors. And yet still this remained Kimi's race. With the tyres finally up to temperature, Kimi was resilient. In the McLaren, Lewis might have thought about backing off and saving the car. Then he remembered a karting truism: always apply pressure. You never know.

When the rain fell and the Ferrari's tyres lost heat faster than the fans in the crowd could raise their umbrellas, Lewis was ready. Kimi lost grip – and his feel for the grip; Lewis only lost grip. Kimi began to brake ridiculously early. Lewis pulled up alongside him into the Bus Stop chicane. Kimi closed the door. Lewis avoided him on the run-off area and rejoined just ahead of Kimi. Lewis backed off, allowing Kimi still to lead as they crossed the line. Kimi, feeling as if he still owned La Source, swung over to the outside, hoping to maximise the traction on his exit. Lewis, racing again, saw the gap and dived



Is it all Eau-ver? Kimi Räikkönen runs from the scene of his late-race spin, effectively ending his hopes to retain the drivers' title

into the apex, braking hard as he did so. Kimi, already committed, ran clean into the back of the McLaren.

The damage was slight. The rain grew harder. Each throttle-dab caused an oversteer flick. At Pouhon they both left the road, but Kimi snuck back ahead at Fagnes when they tripped over Rosberg. He felt he was balanced and square and gave it maybe 30 per cent throttle. On this day of days, he had to nail Lewis. He had all but won it. He had won it at Eau Rouge...

The Ferrari spun, Lewis snuck back ahead. Yet still Kimi kept on pushing. He ran wide in Blanchimont, the rear end broke loose... and sent him slewing into the wall. Race over – emphatically. Felipe, seeing how difficult it had been for Räikkönen, backed off right away. Lewis, every bit a Kimi and maybe even more, had won the day.

As he removed his helmet and his HANS device, Räikkönen at least had that for consolation. Spa should never be won by the timid. Spa belongs to drivers like Lewis Hamilton and Kimi Räikkönen – and, before them, to men like Michael Schumacher, Ayrton Senna, Nigel Mansell, Jim Clark, Graham Hill, Dan Gurney and Bruce McLaren. Give it to the timid and you might as well give the fantastic, legendary race to a bunch of suits.

Suits in an office somewhere. In the dry. With other things on their minds. **FO**

BELGIUM RACE RESULTS (SUBJECT TO APPEAL)

| RESULT | DRIVER | TOTAL RACE TIME | GRID POSITION |
|---------|------------------------------------|-------------------|---------------|
| 1st | Felipe Massa Ferrari | 1h22m59.394s | 2nd |
| 2nd | Nick Heidfeld BMW Sauber | +9.383s | 5th |
| 3rd | Lewis Hamilton McLaren-Mercedes | +10.539s* | 1st |
| 4th | Fernando Alonso Renault | +14.478s | 6th |
| 5th | Sebastian Vettel Toro Rosso | +14.576s | 10th |
| 6th | Robert Kubica BMW Sauber | +15.037s | 8th |
| 7th | Sébastien Bourdais Toro Rosso | +16.735s | 9th |
| 8th | Mark Webber Red Bull Racing | +42.776s | 7th |
| 9th | Timo Glock Toyota | +67.045s* | 13th |
| 10th | Heikki Kovalainen McLaren-Mercedes | +1 lap – gearbox | 3rd |
| 11th | David Coulthard Red Bull Racing | +1 lap | 14th |
| 12th | Nico Rosberg Williams | +1 lap | 15th |
| 13th | Adrian Sutil Force India | +1 lap | 18th |
| 14th | Kazuki Nakajima Williams | +1 lap | 19th |
| 15th | Jenson Button Honda | +1 lap | 17th |
| 16th | Jarno Trulli Toyota | +1 lap | 11th |
| 17th | Giancarlo Fisichella Force India | +1 lap | 20th |
| 18th | Kimi Räikkönen Ferrari | +2 laps – spin | 4th |
| Retired | Rubens Barrichello Honda | 19 laps – gearbox | 16th |
| Retired | Nelson Piquet Renault | 13 laps – spin | 12th |

*includes 25-second race penalty

CONSTRUCTORS' STANDINGS

| | |
|---------------------------|---------------------|
| 1 Ferrari 131pts | 7 Williams 17pts |
| 2 McLaren-Mercedes 119pts | 8 Toro Rosso 17pts |
| 3 BMW Sauber 107pts | 9 Honda 14pts |
| 4 Toyota 41pts | 10 Force India 0pts |
| 5 Renault 36pts | 11 Super Aguri 0pts |
| 6 Red Bull Racing 25pts | |

For comprehensive F1 statistics visit WWW.FORIX.COM



DRIVER STANDINGS

| POSITION | DRIVER | ROUNDS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | PTS |
|----------|------------------------------------|--------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1st | Lewis Hamilton McLaren-Mercedes | | 10 | 4 | 0 | 6 | 8 | 10 | 0 | 0 | 10 | 10 | 4 | 8 | 6 | - | - | - | - | - | 76 |
| 2nd | Felipe Massa Ferrari | | 0 | 0 | 10 | 8 | 10 | 6 | 4 | 10 | 0 | 6 | 0 | 10 | 10 | - | - | - | - | - | 74 |
| 3rd | Robert Kubica BMW Sauber | | 0 | 8 | 6 | 5 | 5 | 8 | 10 | 4 | 0 | 2 | 1 | 6 | 3 | - | - | - | - | - | 58 |
| 4th | Kimi Räikkönen Ferrari | | 1 | 10 | 8 | 10 | 6 | 0 | 0 | 8 | 5 | 3 | 6 | 0 | 0 | - | - | - | - | - | 57 |
| 5th | Nick Heidfeld BMW Sauber | | 8 | 3 | 5 | 0 | 4 | 0 | 8 | 0 | 8 | 5 | 0 | 0 | 8 | - | - | - | - | - | 49 |
| 6th | Heikki Kovalainen McLaren-Mercedes | | 4 | 6 | 4 | 0 | 0 | 1 | 0 | 5 | 4 | 4 | 10 | 5 | 0 | - | - | - | - | - | 43 |
| 7th | Jarno Trulli Toyota | | 0 | 5 | 3 | 1 | 0 | 0 | 3 | 6 | 2 | 0 | 2 | 4 | 0 | - | - | - | - | - | 26 |
| 8th | Fernando Alonso Renault | | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 5 | 0 | 5 | - | - | - | - | - | 23 |
| 9th | Mark Webber Red Bull Racing | | 0 | 2 | 2 | 4 | 2 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | - | - | - | - | - | 19 |
| 10th | Timo Glock Toyota | | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 2 | 0 | - | - | - | - | - | 15 |
| 11th | Nelson Piquet Renault | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 3 | 0 | 0 | - | - | - | - | - | 13 |
| 12th | Sebastian Vettel Toro Rosso | | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 3 | 4 | - | - | - | - | - | 13 |
| 13th | Rubens Barrichello Honda | | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | - | - | - | - | - | 11 |
| 14th | Nico Rosberg Williams | | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | - | - | - | - | - | 9 |
| 15th | Kazuki Nakajima Williams | | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | - | - | - | - | - | 8 |
| 16th | David Coulthard Red Bull Racing | | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | 6 |
| 17th | Sébastien Bourdais Toro Rosso | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | - | - | - | - | - | 4 |
| 18th | Jenson Button Honda | | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | 3 |
| 19th | Giancarlo Fisichella Force India | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | 0 |
| 20th | Adrian Sutil Force India | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | 0 |
| 21st | Takuma Sato Super Aguri | | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| 22nd | Anthony Davidson Super Aguri | | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |



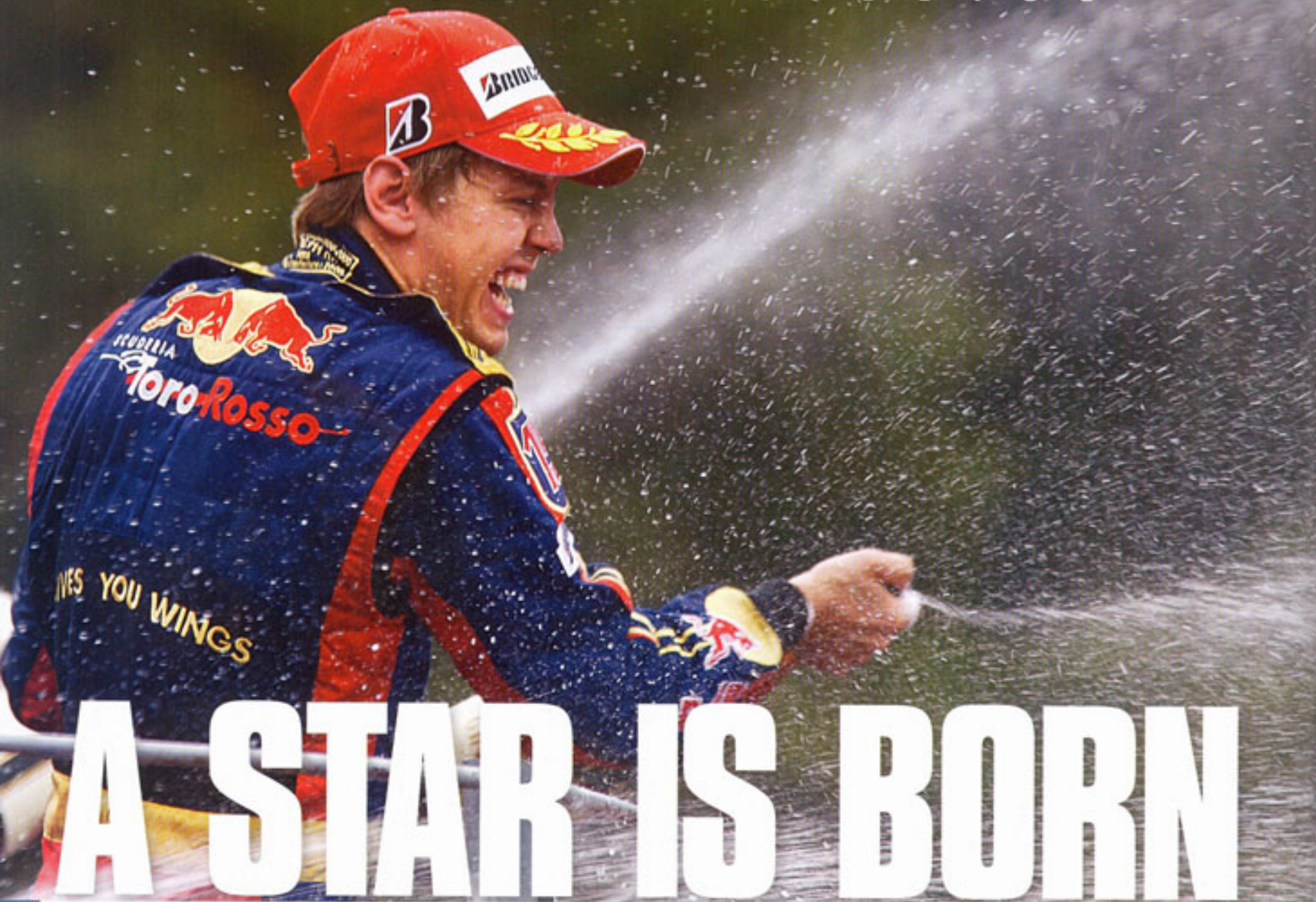
Start second on the grid, lose a place at the first corner, overtake no one and win. That's the crazy world of F1, folks

Fastest lap: Kimi Räikkönen 1m47.930secs (lap 24)



**PETER WINDSOR'S
RACE REPORT
THE ITALIAN GP**

M O N Z A 1 4 . 0 9 . 0 8



A STAR IS BORN

Spotlight moves from Massa and Hamilton as Vettel takes centre stage in Monza

Okay. He wasn't perfect. He didn't set the fastest race lap and he made a mistake at the second chicane half-way through his eighth lap. On this day at Monza, though, in front of what used to be Minardi's home crowd, Sebastian Vettel changed Italian motorsport forever.

The Ferrari customer engine team, complete with the Adrian Newey customer chassis, comprehensively beat the red cars

from Maranello. At Monza. And a young German – just 21 years and 73 days old – re-wrote the history books. Fernando Alonso used to be F1's youngest winner. Now it's Sebastian Vettel – a kid who had to tell everyone that he hadn't shaved for three days because, frankly, it wasn't that obvious.

He won from pole, which makes the whole thing sweeter and in some ways more tolerable (if you were having to explain this

victory to your board in Japan, Munich, Stuttgart or Turin). Penetrated by 200mph F1 cars, the Sunday afternoon rain at Monza hung in the air. The man in front, quite clearly, held a massive advantage.

Nor was Sebastian obliged to endure the possible downsides of a regular F1 start. His team-mate, Sébastien Bourdais, who qualified fourth, failed to take the start behind the safety car; Vettel, in the Toro

Rosso that didn't stall, had to do nothing more than follow the Safety Car.

Oh, and not lose it at the Parabolica. Vettel was still zig-zagging his car when Heikki Kovalainen (who qualified second) nosed his McLaren-Mercedes up alongside him, effectively reminding him to settle down and start the race. Sebastian booted it, lost the rear, held the slide, startled Heikki a little... and had quite a healthy lead as he crossed the line for his first proper race lap.

Heikki should have been the one driver who could have taken the race to Sebastian. He's Finnish, which means that he's quick in the wet, and the McLaren had looked a great car over the kerbs all weekend. With Lewis back in 15th place (after a gamble to try the intermediates failed), Kimi Räikkönen 14th (thanks to a massive moment at the Ascari chicane) and Robert Kubica 11th ("the back axle was moving too much in the rain"), Heikki had nothing more to do this Sunday than beat the little kid in the Toro Rosso.

When Heikki went for the brakes at turn one, though, he found nothing – and therein lies a story. Ferrari had switched from their regular Brembos to the harder-wearing Carbone Industries for Monza (just as they had for Bahrain, Montréal and Valencia). Nothing wrong with that – except that even the regular CI runners find it hard to juggle brake temperatures for the wet. Lewis couldn't manage them in qualifying and Heikki found a dead pedal in the race. Felipe and Kimi likewise. About the only guys who got it right were Lewis and – you guessed it – Toro Rosso.

TR ran what they always run – good, old-fashioned, Italian Brembos, the brakes that Ferrari drivers love, especially in the wet. Why did Ferrari not revert to Brembos on Friday night, when it became obvious that the weekend was going to be wet? Answer: Ferrari's forecast at that point predicted a dry race. That's why both Felipe and Kimi ran dry-weather rear wing settings. And you can't go changing brake materials every time the rain falls or stops – and you can't play with the rear wing once qualifying has begun.

While we're on it, why are the Adrian Newey cars – the Toro Rossos and the Red Bulls – so good in the wet and yet so average in the dry? There's no clear answer, although F1 wisdom suggests that the dynamic shape of the Bridgestone wets – both normal and extreme – is very different from that of the dry tyres. The Newey cars are known to be extremely pitch sensitive at the rear in the



Felipe Massa proved he can drive in the wet... but he still made a meal of dicing with Nico Rosberg on his way to finishing sixth



"Hello, is that the AA? I'm on the Ascari chicane at Monza..." Mark Webber couldn't make the most of qualifying third



Despite starting from 15th – his worst ever qualifying result – Lewis scythed his way through the field to finish seventh

dry, which means they're very sensitive to changes in track surface, grip and movement caused by kerbs, acceleration, deceleration and g-forces – both lateral and vertical. "In the dry, the car has huge flick oversteer in fast and medium-speed corners," says Sébastien Bourdais. "In the wet it's a totally different car – really fun to drive."

The only thing that was going to beat Sebastian Vettel was Vettel himself

Anyway, back to the action – to Vettel's walk in the park. He was ridiculously fast in a straight line on his opening lap and was about two seconds quicker than Heikki when he reached the timing line. With everyone else at that point staring only at balls of spray and mist ("I passed my team-mate without knowing it," said Robert Kubica afterwards), that was kind of it for the day. About the only thing that was going to beat Sebastian Vettel was Vettel himself.

And he's been around too long – racing karts in his nappies and driving F1 cars between lessons at school – to make silly mistakes like that. On his eighth lap, he came into the second chicane about 5mph too fast, lost the rear, tucked the car into a later apex and then flicked it the other way, only too aware that he was going to have a massive oversteer moment on exit.

He was still setting purple sector times late in the race, too, when the track was drying and everyone was on Bridgestone wets (or intermediates). "I knew I had to keep the pressure on because the track was getting

DID YOU KNOW?

■ Vettel is the youngest driver to win a GP. At 21 years, two months and 11 days, he eclipsed Alonso's record of 22 years and 26 days from Hungary 2003

■ Williams celebrated their 500th GP start in Monza. Since the 1978 Argentine GP, where they entered their own-designed car, they've had 113 wins

■ Mark Webber's point for Red Bull at Monza takes the team's total points to 100, since their first race in '05. They're the 21st team in F1 history to do so

■ A wet Monza meant the race's average speed of 131mph was the slowest Italian GP since 1981, when Alain Prost won for Renault at an average of 129mph

quicker," he would say afterwards. "The problem was that it was important to keep the tyres cool and that meant taking risks off line." As a result, the fastest race lap went to Kimi Räikkönen, who did another of those late-race charges when the race had already passed him by.

Felipe Massa did pretty well, given the brake pedal he didn't like and the tyre temperatures that were about as hot as ice cream on a winter's day. And, of course, you have to give him full marks – and three world championship points – for out driving Kimi all weekend. By the finish, though, he only beat Lewis by a point at Monza, so he may well look back at the Italian Grand Prix as a missed opportunity.

For his part, Lewis was brilliant – a driver who appeared not to be affected in any way by the penalty he incurred after Spa, or by the CI brakes in the wet. Fast, fluid, fearless and as late a braker as Vettel on a good day at Monza, Lewis was all of those things and a little bit more as he scrambled up from 15th to second in well under an hour. McLaren hadn't filled him to the brim – they wanted him to have a bit of weight margin with which to pass some people – but had they



"Please let the Red Bull be as good as this next year..." Vettel celebrates becoming the youngest driver ever to win a grand prix

done so, Lewis might just have won the race. Lewis was given another set of extreme wets when he stopped at half-distance (with the forecast at that point predicting more rain). Four laps later, when the other one-stoppers arrived, the rain had dried up and they all switched to intermediates. So Lewis was obliged to stop again – and you can't win a grand prix on a one-stop strategy if you make a second stop for tyres. Lewis was quick on the inters and re-caught Felipe, but then the tyres grained and he drove for a finish and a further two championship points.

On this rain-sodden day at Italy's most famous circuit, though, the world championship was about the last thing on anyone's mind. Sebastian Vettel had won for Minardi – sorry, Toro Rosso – and in so doing had scored the first non-Ferrari Italian F1 team victory since Juan Manuel Fangio scored that amazing win for Maserati at the Nürburgring in 1957.

And the nice thing is that Sebastian Vettel has heard of Fangio and Maserati. He's a genuinely good bloke. And, on this evidence, a world champion of the future, too. **FO**

ITALIAN RACE RESULTS

| RESULT | DRIVER | TOTAL RACE TIME | GRID POSITION |
|---------|------------------------------------|--------------------|---------------|
| 1st | Sebastian Vettel Toro Rosso | 1h26m47.994s | 1st |
| 2nd | Heikki Kovalainen McLaren-Mercedes | +12.512s | 2nd |
| 3rd | Robert Kubica BMW Sauber | +20.471s | 11th |
| 4th | Fernando Alonso Renault | +23.903 | 8th |
| 5th | Nick Heidfeld BMW Sauber | +27.748 | 10th |
| 6th | Felipe Massa Ferrari | +28.816s | 6th |
| 7th | Lewis Hamilton McLaren-Mercedes | +29.912s | 15th |
| 8th | Mark Webber Red Bull Racing | +32.048s | 3rd |
| 9th | Kimi Räikkönen Ferrari | +39.468s | 14th |
| 10th | Nelson Piquet Renault | +54.445s | 17th |
| 11th | Timo Glock Toyota | +58.888s | 9th |
| 12th | Kazuki Nakajima Williams | +62.015s | 18th* |
| 13th | Jarno Trulli Toyota | +65.954s | 7th |
| 14th | Nico Rosberg Williams | +68.635s | 5th |
| 15th | Jenson Button Honda | +73.370s | 19th* |
| 16th | David Coulthard Red Bull Racing | +1 lap | 13th |
| 17th | Rubens Barrichello Honda | +1 lap | 16th |
| 18th | Sébastien Bourdais Toro Rosso | +1 lap | 4th |
| 19th | Adrian Sutil Force India | +2 laps | 20th |
| Retired | Giancarlo Fisichella Force India | 11 laps – accident | 12th |

*started from pitlane

DRIVER STANDINGS

| POSITION | DRIVER | POINTS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | PTS |
|----------|------------------------------------|--------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1st | Lewis Hamilton McLaren-Mercedes | 78 | 10 | 4 | 0 | 6 | 8 | 10 | 0 | 0 | 10 | 10 | 4 | 8 | 6 | 2 | - | - | - | - | 78 |
| 2nd | Felipe Massa Ferrari | 77 | 0 | 0 | 10 | 8 | 10 | 6 | 4 | 10 | 0 | 6 | 0 | 10 | 10 | 3 | - | - | - | - | 77 |
| 3rd | Robert Kubica BMW Sauber | 64 | 0 | 8 | 6 | 5 | 5 | 8 | 10 | 4 | 0 | 2 | 1 | 6 | 3 | 6 | - | - | - | - | 64 |
| 4th | Kimi Räikkönen Ferrari | 57 | 1 | 10 | 8 | 10 | 6 | 0 | 0 | 8 | 5 | 3 | 6 | 0 | 0 | 0 | - | - | - | - | 57 |
| 5th | Nick Heidfeld BMW Sauber | 53 | 8 | 3 | 5 | 0 | 4 | 0 | 8 | 0 | 8 | 5 | 0 | 0 | 8 | 4 | - | - | - | - | 53 |
| 6th | Heikki Kovalainen McLaren-Mercedes | 51 | 4 | 6 | 4 | 0 | 0 | 1 | 0 | 5 | 4 | 4 | 10 | 5 | 0 | 8 | - | - | - | - | 51 |
| 7th | Fernando Alonso Renault | 28 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 5 | 0 | 5 | 5 | - | - | - | - | 28 |
| 8th | Jarno Trulli Toyota | 26 | 0 | 5 | 3 | 1 | 0 | 0 | 3 | 6 | 2 | 0 | 2 | 4 | 0 | 0 | - | - | - | - | 26 |
| 9th | Sebastian Vettel Toro Rosso | 23 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 3 | 4 | 10 | - | - | - | - | 23 |
| 10th | Mark Webber Red Bull Racing | 20 | 0 | 2 | 2 | 4 | 2 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | - | - | - | - | 20 |
| 11th | Timo Glock Toyota | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | - | - | - | - | 15 |
| 12th | Nelson Piquet Renault | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 3 | 0 | 0 | 0 | - | - | - | - | 13 |
| 13th | Rubens Barrichello Honda | 11 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | 11 |
| 14th | Nico Rosberg Williams | 9 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | - | - | - | - | 9 |
| 15th | Kazuki Nakajima Williams | 8 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | 8 |
| 16th | David Coulthard Red Bull Racing | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | 6 |
| 17th | Sébastien Bourdais Toro Rosso | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | - | - | - | - | 4 |
| 18th | Jenson Button Honda | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | 3 |
| 19th | Giancarlo Fisichella Force India | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | 0 |
| 20th | Adrian Sutil Force India | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | 0 |
| 21st | Takuma Sato Super Aguri | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| 22nd | Anthony Davidson Super Aguri | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |

CONSTRUCTORS' STANDINGS

| | |
|---------------------------|-------------------------|
| 1 Ferrari 134pts | 7 Red Bull Racing 26pts |
| 2 McLaren-Mercedes 129pts | 8 Williams 17pts |
| 3 BMW Sauber 117pts | 9 Honda 14pts |
| 4 Toyota 41pts | 10 Force India 0pts |
| 5 Renault 41pts | 11 Super Aguri 0pts |
| 6 Toro Rosso 27pts | |

For comprehensive F1 statistics visit WWW.FORIX.COM



You wouldn't have bet on Sebastian Vettel being here on Sunday afternoon. If you had, though, you'd have got odds of 150-1

Fastest lap: Kimi Räikkönen 1m 28.047secs (lap 53)





PETER WINDSOR

Forthright views from our man inside the F1 paddock

I need to be careful how I put this. I mean, I don't want to undo all that work put in by the Grand Prix Drivers' Association (GPDA) through the years, and nor do I want to see anyone get hurt. Nonetheless, it's best to be frank: the

Valencia street circuit (not the event, for that was brilliant) was dull, dull, dull. No-one overtook, no-one looked fast and no-one hit the wall. Especially hit the wall. I mean, what is the point of a street circuit if it doesn't feature the odd skirmish? You can't overtake at Monaco, but at least F1 grabs headlines with pile-ups at Ste Dévote or thumps into the barrier at Tabac. That's what street fighting – sorry, racing – is all about. Noise, confusion, broken cars, and a valiant winner.

“Valencia was like Monaco without difficult corners – a parade ground”



Although the event itself was first class, Valencia's street circuit was a disappointment in terms of racing action and incident

Valencia? Valencia was a Nutrasweet Monaco without the difficult corners. It began well enough, with Nico Rosberg losing it on Friday before the last turn (about the only challenging section of road in the marina: you brake hard for a tight left while carrying load from a previous fast right), but it was a false dawn: no-one else made the same mistake, suggesting there was probably too much room there to get the cars slowed (as distinct from the run into Rascasse, where it's always tight on space). There were run-off areas wherever they were needed in Valencia and enough concrete walls on the straights to discourage anyone from wavering off line or doing anything creative. All that was left was a parade ground.

I repeat that the event itself was blue-chip. What we don't need are track layouts like this: long straights and slow corners spell passing possibilities on paper, but that attraction disappears when you frame the grippy racing line with heavy concrete walls. Drivers tend to stay away from barriers, and the base of the walls attract marbles, grit and general off-line street-circuit grunge the way Lewis attracts the paparazzi.

Singapore looks a lot more creative, and I suspect Abu Dhabi will be more Montreal than it is Valencia. Is there a fix for the Valencia circuit? Probably not. Its layout is pretty much defined by the geography of the harbour. Hang on: maybe there is something we could do... No, on second thoughts, the drivers wouldn't like it. Too dangerous. Too radical. We must have the run-off areas. We must lower the tightrope.

IT WASN'T ONLY HIS NECK THAT GAVE LEWIS PAIN IN SPAIN

I WAS ABSOLUTELY sickened by the large section of the Spanish crowd who booed and whistled Lewis Hamilton as he climbed on to the flat-top truck for the pre-race drivers' parade for the European Grand Prix at Valencia. Lewis Hamilton... as in the nice guy who, on this particular day, was carrying a Spanish flag on his helmet as a mark of respect for those who lost their lives in the Madrid air disaster. Lewis Hamilton... as in



Hamilton was booed at Valencia, some say because of the way he's portrayed by the Spanish television coverage of Formula 1

the man of dignity who nonetheless waved to that grandstand with a smile on his face.

I was about to write off the episode as the behaviour of a minority of cretins but, away from the track, at an up-market dinner attended by F1-aware Spaniards, I was told again and again that none of this was a surprise. Lewis is a hated man in Spain, they said, because of the way he is portrayed on Spanish F1 TV. If so, I reluctantly think that it's time for NASCAR-like sanctions to be placed upon media commentators who abuse their position. It's one thing to create a hero. It's quite another to create someone to hate.

PAUL FRERE: 1917–2008

NICE TO SEE a strong Formula 1 turn-out at the unveiling of the Paul Frère Memorial at Spa. Paul was a lovely man, a true gentleman who uniquely, in

my experience, drove racing cars as well as he wielded his pen. His textbook, *Competition Driving*, remains a standard work. Paul's road tests of everyday



Bernie Ecclestone helped unveil the memorial to writer and racer Paul Frère

cars were always penetrative – always right. He never talked down to his readers; he was a man of great charm and style, and of not a little passion for racing.



ALAN HENRY

On McLaren's reluctance to speak out, and Vettel's cheeriness

Simply because race stewards reach a conclusion on a particular issue, in this case the controversial episode involving Lewis Hamilton repassing Kimi Räikkönen during the closing stages of the Belgian Grand Prix, it does not

mean they are correct. It simply means that they have reached a judgement based on the evidence at their disposal. But, of course, being human, they could very well be wrong.

There's no doubt McLaren feel intimidated by the FIA. Rightly so, you might think, after the governing body put them through the financial wringer in 2007 with that draconian £50m fine. But you also get the feeling that – much as they might like to give the governing body a good poke in the eye – they are very much more circumspect when it comes to directing any criticism towards the sport's masters than their opposite numbers have historically been at Ferrari.

After the penalty had been initially applied a few hours after the end of the Belgian GP, both Ron Dennis, the McLaren chairman, and the team's chief operating officer Martin Whitmarsh would not be drawn into publicly responding to the situation. They clearly felt that discretion was the better part of valour. Contrast that with the lofty disdain and disapproval expressed by former Ferrari team principal Jean Todt at Monaco in 2006,

when Michael Schumacher was sent to the back of the grid after deliberately skidding to a halt in the middle of the circuit in order to ruin Fernando Alonso's qualifying efforts, and you can see the point I'm getting at.

It is a measure of the perception of FIA bias against McLaren that eyebrows were

raised after Valencia, when Ferrari got away with a modest £8,000 fine for waving Felipe Massa out into the path of Adrian Sutil after a refuelling stop. Massa got away without a penalty and most people thought that the stewards had reached the right conclusion on that occasion. However, more than one voice could be heard saying, "If that had been a McLaren, it would have been hauled in for a stop-go penalty almost immediately."

Also it's worth pointing out that GP2 Series title contender Bruno Senna drew attention to the questionable level of



After last year's £50m 'spygate' fine, McLaren seem less likely to criticise any decision by the FIA than Ferrari have in the past

"There's no doubt that McLaren feel intimidated by the FIA"

consistency of stewards' rulings over the release of cars during pitstops.

After he was given a drive-through penalty that cost him a likely race win at Spa, the Brazilian pointed out that he had been penalised for the same situation that Felipe Massa encountered at Valencia. Go figure, as they say.

TORO ROSSO: FRIENDLY AND GOOD. HOW CAN IT BE?

TORO ROSSO technical director Giorgio Ascanelli is not only one of the most experienced men in F1, he's also one of the most amusing. Chatting to him at Valencia, I found he professed to be slightly baffled about the impressive form of the Ferrari-powered STR3 challenger.

"No point worrying about it," he beamed. "The time to worry is if you're going badly and don't know why." Their progress is helped by the cheery approach of their increasingly impressive driver line-up of Sebastian Vettel and former Champcar ace Sébastien Bourdais.

Vettel, in particular, worries me. He really isn't cut out to be an F1 driver: he's too cheerful, too articulate and too good-

natured. Too talented as well. Clearly nobody has yet got around to telling him just how difficult Formula 1 really is.



Sebastian Vettel: cheery, articulate and good-natured – not qualities associated with most F1 drivers

WELCOME BACK KIMI

THROUGH THE fog which beleaguered the F1 business in Belgium, you've got to admire Kimi Räikkönen, who put himself firmly back on the map as a contender, despite slamming his Ferrari into a wall at the end of a heart-stopping contest.

He pushed too hard because he was in a win-or-bust frame of mind, which is exactly what Ferrari pay him over £20m to deploy. It was a touch of vintage Räikkönen and, even though he's probably too far back now to have a hope of retaining his crown, he reminded us that he is still a proper bedrock racer.



ADRIAN SUTIL'S RACE PREVIEW

THE JAPANESE GRAND PRIX

FUJI SPEEDWAY 12 10 08

LAPS: 67 CIRCUIT LENGTH: 2.926 MILES START TIME (GMT): 0500

It's back to Adrian's old stomping ground from when he was in Formula 3. He loves the quick corners, very long pit straight... and, er, waving at his two Japanese "stalkers"

"Fuji Speedway!" I love the track and I consider myself to be something of a Fuji specialist from my year in Japanese Formula 3 in 2006. I lived up the road in Gotemba and did a lot of testing and racing here.

The layout is challenging – it has a mixture of everything. There are quick corners, slow corners and one very long pit straight. I remember watching GT races at Fuji in '06, where cars would overtake then re-take each other along the straight – it's that long!

The asphalt is very smooth, which allows you to run a very low ride height. I think some people ran their cars too low for the wet conditions last year, which is why so many people aquaplaned off in the rain. I scored my first world championship point here, which was a great moment.

The Japanese F1 fans are unlike any other. They are extremely passionate about F1, but also very polite. They don't throw themselves at you, as is the case in some countries; they wait patiently for you to sign an autograph. They can get quite fanatical though. When I was in Japanese F3, two girls became big fans of mine, and they've since travelled the world following my exploits in F1. We wave at each other whenever we see each other, but that's about it.

I always look forward to returning to Japan because I love the culture and the people. With China taking place the following weekend, I won't get to spend as much time as I'd like in the country. I'll no doubt fit in a quick trip to Tokyo, but most of my fun this year will have to take place in and around Fuji. That means I'll head back to my favourite restaurant in Gotemba called Bambina. Don't all book at once!"



TOOR

"You can take different lines through here – my preference is the inside, where the asphalt is smooth. You're pulling 4G, so you experience a lot of sensations. It's a great corner"

DUNLOP

"This was a great place to overtake in the rain last year. It's very slow, but you take it in second gear to reduce the wheelspin because the traction isn't great at the exit"

PANASONIC

"The last three corners are all taken in the same style, but the final one is the most important because it leads on to the long pit straight. It's better to be slow into the corner, so that you can get on the power early"

HAIRPIN

"The approach to this corner is over a crest, so you see the apex very late. As you hit the brakes you suddenly just see it. But, if you're on the right line, it's actually quite an easy corner"

COCA-COLA

"This is a quick left-hand kink, so it's very important to be accurate with your line. You need to touch the kerb on the inside – if you don't, you run wide at the exit and you don't get the maximum out of the corner"

TURN 1

"The tyres and brakes cool down on the pit straight, so it's difficult to find the right braking point. It's easy to lock a front wheel because it's slightly downhill, which helps make this the best overtaking point on the lap"



The circuit's enormous grandstand, and lake behind the pits, creates a unique atmosphere. Don't try to travel anywhere in a hurry though – it won't happen

"China has really been put on the sporting map this year. First came the Olympics in Beijing and now there's the Formula 1 race in Shanghai. People that have attended every Chinese grand prix tell me the locals' understanding of F1 has increased with each passing year, and I'd say it's at quite a good level now. All the drivers certainly had a good welcome at the airport last year as we came into the arrivals hall.

Shanghai is a big city and you really feel the size of the place whenever you step outside your hotel. The traffic is very busy and there are always lots of people walking the streets. The shopping's good, but there's never that much time to check it out because the Japanese GP is the weekend before, so you don't have much time between the two races. Plus, the track is a long way from the city centre where all the hotels are located. You have to allow lots of time for the commute to the track because you can get badly held up during the rush hour.

As for the Shanghai International Circuit, it's quite fun to drive. There are some very challenging corners, and the track is so wide that you can take several lines through some of the corners – and it's possible to overtake in a couple of places. The enormous grandstand on the pit straight gives the grid a unique atmosphere at the start of the race, although it would be nice to see the grandstand full this year.

Everything about the track is very big, including the paddock area. There's a huge area of concrete behind the pit garages and the teams are located in little cabins dotted around a lake. It's very scenic, but it takes a long time to walk from one to the other."



ADRIAN SUTIL'S RACE PREVIEW

THE CHINESE GRAND PRIX

SHANGHAI 19 10 08

LAP: 56 CIRCUIT LENGTH: 5.451 MILES START TIME (GMT): 0000



TURNS 1 & 2

"This corner feels like it never ends. You enter it flat out in seventh gear and change down to second. Also the car wants to understeer, so there's a lot of time to be won and lost"



URNS 11 & 12

"The entry to turn 11 is a potential overtaking point. Then you're heading to turn 12, where you hit the kerbs. What follows is a long, banked exit – the car is very oversteery, but you've got to keep your foot in"

TURN 9

"This corner comes very quickly after the Esses, so the car is still quite loaded up when you hit the brakes. It's not a problem, but you have to get a clean exit and not lose any momentum"

TURN 10

"With traction control last year, this corner was flat, but it'll be interesting to see whether we can still do it. It's important to be fast because a straight follows, with a heavy braking area and possible overtaking point"

ESSES

"It's quick through here. You have a little lift to get the front turned in, then on the throttle and flat through a long left and right. You must have a good set-up here – understeer kills your speed and grains up the tyres"

{WHAT'S IT LIKE TO...}



Damon Hill's Arrows does Schumi in Hungary, 1997

...OVERTAKE MICHAEL SCHUMACHER?



ALAIN PROST
GERMANY, 1993

"Michael started in F1 when I was already a three-time world champion. We didn't fight on a lot of occasions but I remember that, on the track, he was an aggressive young gun and I always found him a tough driver to overtake. He would systematically defend his position at 200 per cent, even if he was suffering from a mechanical failure or was two seconds a lap slower. He was a real racer. In my days, overtaking Michael Schumacher was not an achievement – it was a relief!"



FERNANDO ALONSO
HUNGARY, 2003

"This wasn't a *real* overtake but I remember passing him for my first F1 victory, at Budapest. I was pushing, but not too hard as it was almost the end of the race, and I saw his rear wing in front of me. I thought Michael had a problem, or he was back from a pitstop... but his car was just too slow. I didn't make a big fuss of it: it wasn't my driving skills, Michael was struggling. One of my best memories was keeping him behind at San Marino, 2005. I was really happy to stay in front of him."



MIKA HÄKKINEN
BELGIUM, 2000

"I overtook Michael at Spa in 2000, and it was quite a difficult manoeuvre. I don't really like it when you have to overtake your opponent when there's a backmarker between the two of you. I was quicker than the Ferrari, but I knew that Michael would never give me room at the end of the straight, so I had to try something. I went completely inside and overtook two cars at the same time. It was very risky but it was great. I loved it, but I'm not sure that Michael did."



JACQUES VILLENEUVE
PORTUGAL, 1996

"It started as a bet with my race engineer at Williams, Jock Clear. I was convinced I could take the last corner at Estoril flat out, on the outside. So in '96, I was behind Michael and there was no other option than to surprise him. Otherwise he'd just close the door. So I didn't think twice and I went for it. I had to take risks as it was my first year in F1 and I had to establish myself. I had a very big smile inside the helmet for a few seconds..."



DAMON HILL
HUNGARY, 1997

"I can tell you what it feels like to crash into Michael, because that was how my overtaking manoeuvres finished most of the time. He wouldn't hesitate to close the door, no matter what happened next. My best memory is overtaking him in an Arrows while he was driving a Ferrari in 1997. It was a nice pass. After what had happened between Michael and me the years before, the irony of the situation gave me a nice little feeling of joy."



DAVID COULTHARD
FRANCE, 2000

"My favourite time was Magny-Cours. I had to battle with Michael in the early stages, and I gave him the finger. I just remember being pretty pissed off that day – and then very happy at the end. The fight between McLaren and Ferrari was tense in those days as well, and Michael wasn't always fair on the track. Being able to beat him fair and square was very rewarding. I regretted sticking my finger up at him, though – I ended up apologising."

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