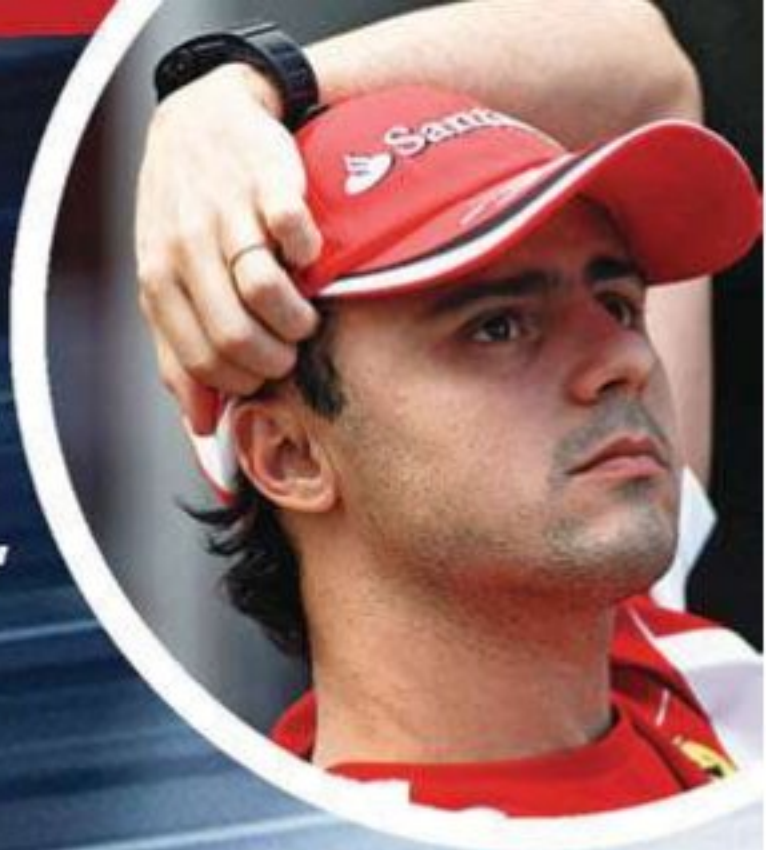


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COVER STORY



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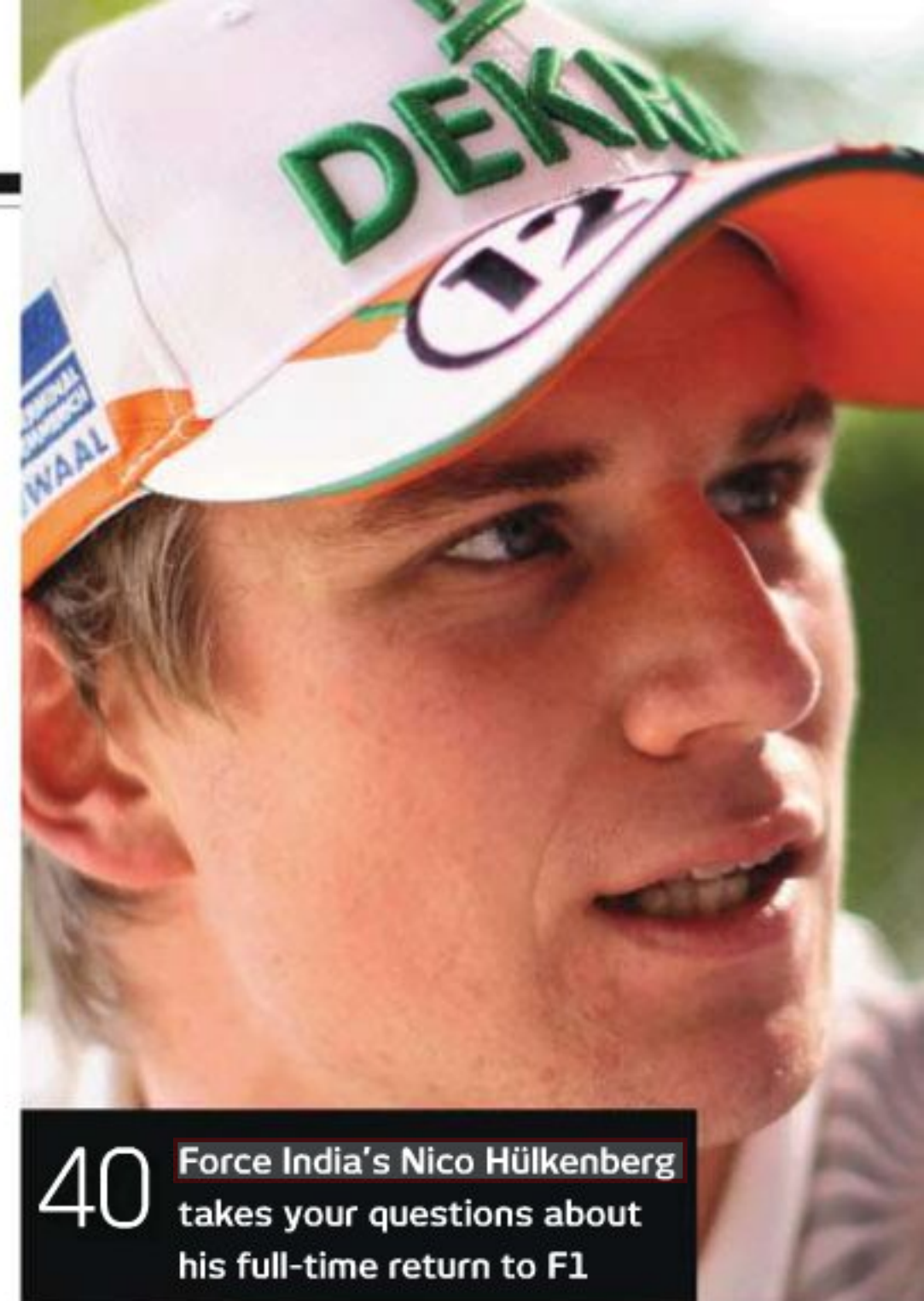
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46 Brazil 2008 must seem like a long time ago for Felipe Massa. We ask: what's gone wrong?



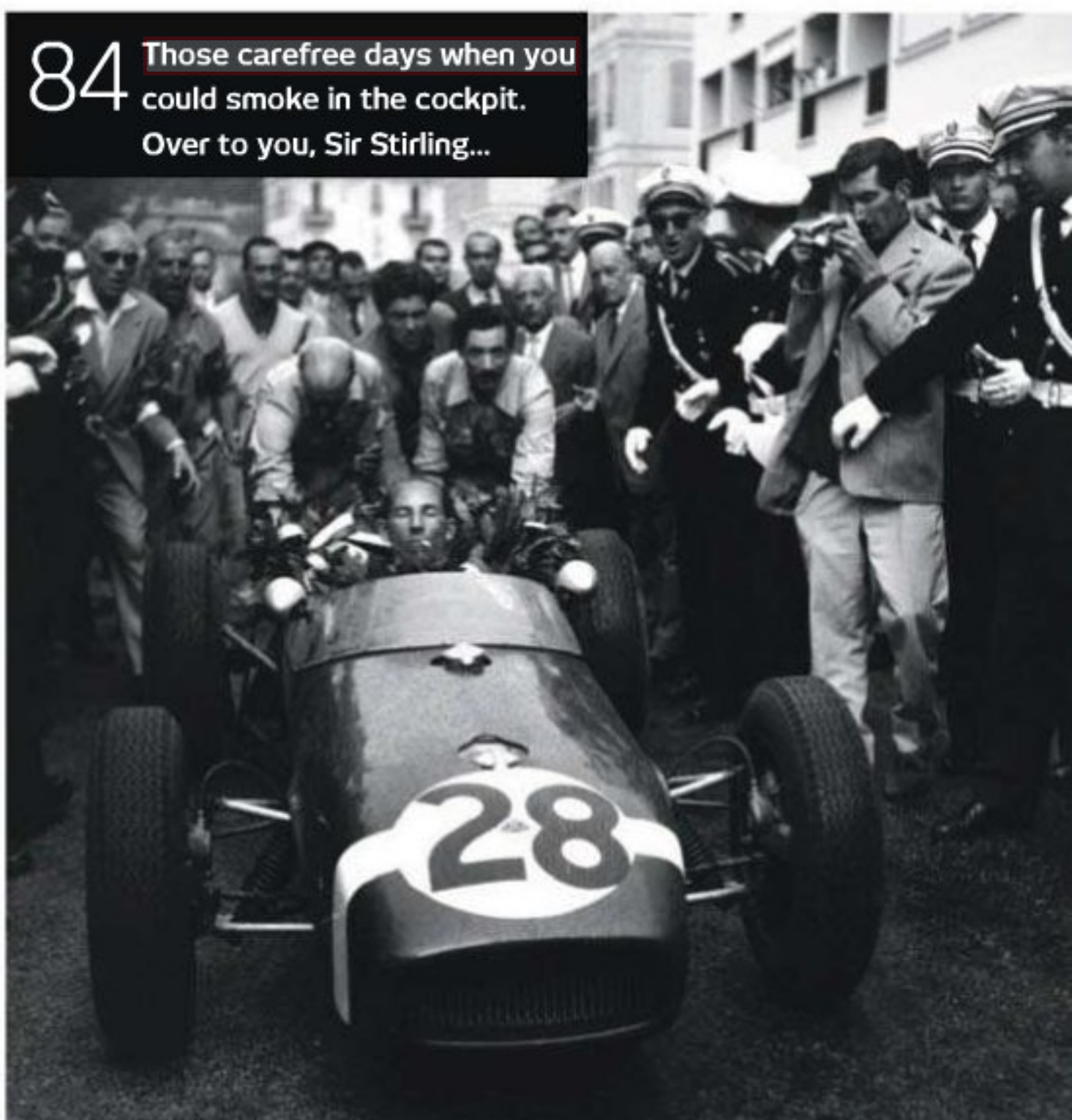
64 **Victory at Monaco for Ayrton Senna** was usually a given, as Alan Henry explains



56 **Jenson and Lewis explain** their move to Monte Carlo. It's all about the weather...

"There's nowhere like Monaco. Be prepared for something truly amazing!"

Murray Walker, [page 34](#)



84 **Those carefree days when you** could smoke in the cockpit. Over to you, Sir Stirling...



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Parade

A reflection of perfection It took 111 races for Nico Rosberg to finally make it onto the top step of the podium, but when he finally did, he did it in style. A perfect pole lap on Saturday was followed up with a mature race to victory on Sunday, a result that places the German firmly in the title hunt

Where Shanghai, China **When** 3.27pm, Friday 13 April

Photographer Paul Gilham/Getty Images

Details Canon EOS-1D Mk IV, 16mm lens, 1/600th at F2.8









Parade

In the eye of the storm F1 supremo Bernie Ecclestone found himself in the middle of a media scrum in China as he faced difficult questions about the Bahrain Grand Prix. Despite the recent troubles in the country, it was confirmed that F1 would return to the Gulf State the week after China

Where Shanghai, China **When** 3.44pm, Thursday 12 April

Photographer Paul Gilham/Getty Images

Details Canon EOS-1D Mk IV, 16mm lens 1/400th at F2.8





Parade

On the right track Williams mechanics prepare to send Bruno Senna back on his way after a pitstop during the Chinese GP. The Brazilian opted for a two-stop strategy and managed to look after his tyres to come home a respectable seventh – his second points-scoring position in three races

Where Shanghai, China **When** 3.55pm, Sunday 15 April

Details Canon EOS-5D, 15mm lens 1/250th at F7.1



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STOP AND GO / Stewart Williams / 05.2012

We count down to Monaco with this very special issue...



Everyone extols the virtues of the Monaco Grand Prix, but until you've actually been there it's hard to comprehend just how good and how different it is from any other race.

Trips to classic GPs at Silverstone, Spa and the Nürburgring were no preparation for my first trip to the Principality and I defy anyone not to be blown away by the place. Yes, there is the glamour and the glitz, but what really astonished me was seeing the challenge the circuit presents to the drivers. Watching F1's finest do their stuff at Casino Square, exiting the tunnel and most impressively around the swimming pool complex brought home to me how good a driver has to be just to race here.

That has always been the case and it is the reason why Monaco will always be the jewel in F1's crown. It's also why we have chosen to devote a large part of this month's magazine to the event as the cars get ready to take to the streets of Monte Carlo on 24 May.

Find out just how tough it is to drive through the only tunnel in F1 on [page 62](#) and choose your favourite race from the top five we've selected from the 58 world championship races Monaco has hosted. There's a look around the town on a calmer-than-usual non-GP weekend with new residents Jenson Button and Lewis Hamilton on [page 56](#) and, on [page 84](#), Sir Stirling Moss tells us what it was like to race along these famous streets in the '50s and '60s.

And, of course, no Monaco issue would be complete without a retrospective on the man who truly was the Master of Monaco: six-time winner Ayrton Senna ([p64](#)). Enjoy the race...



Something's tickled features ed Jimmy... could it be Sir Stirling's tale about the girl with the pale pink lipstick? Find out on [p84](#)



John Surtees, the only man to win world championships on bikes and in F1, opens up to Maurice Hamilton over lunch on [page 92](#)



It's been a busy month for our photographer Lorenzo. Check out some of his work on [p46](#)



Tom Clarkson and Nico Hülkenberg arm wrestle while pretending they're not arm wrestling. Tom puts your questions to Nico on [page 40](#)

haymarket



Special thanks to Tom Webb, Christian Clogger, Anna Goodrum, Leslye Kellner, Steve Cooper, Claire Williams, Alexandra Schieren, Matt Bishop, Silvia Hoffer Frangipane, Clare Robertson, Wolfgang Schattling, Nicola Armstrong, Sabine Kehm, Katie Tweedle, Britta Roeske, Luca Colajanni, Roberta Vallorosi, Stefania Bocchi, Bradley Lord, Clarisse Hoffmann, Will Hings, Eric Silberman, Fabiana Valenti, Hanspeter Brack, Helke Hientzsch, Maria Serrat, Tracy Novak, Barbara Proske, Chris Hughes, Valenti Fradera, Matt James, Derek Redfeam, Ross Gregory, and Sergio Pérez for so very nearly pulling off one of the most unexpected wins in F1 since Olivier Panis at Monaco in 1996. No thanks to Whoever scheduled the Football League play-offs on the same weekend as Monaco...

1

Jenson Button uses the world's leading synthetic motor oil brand.



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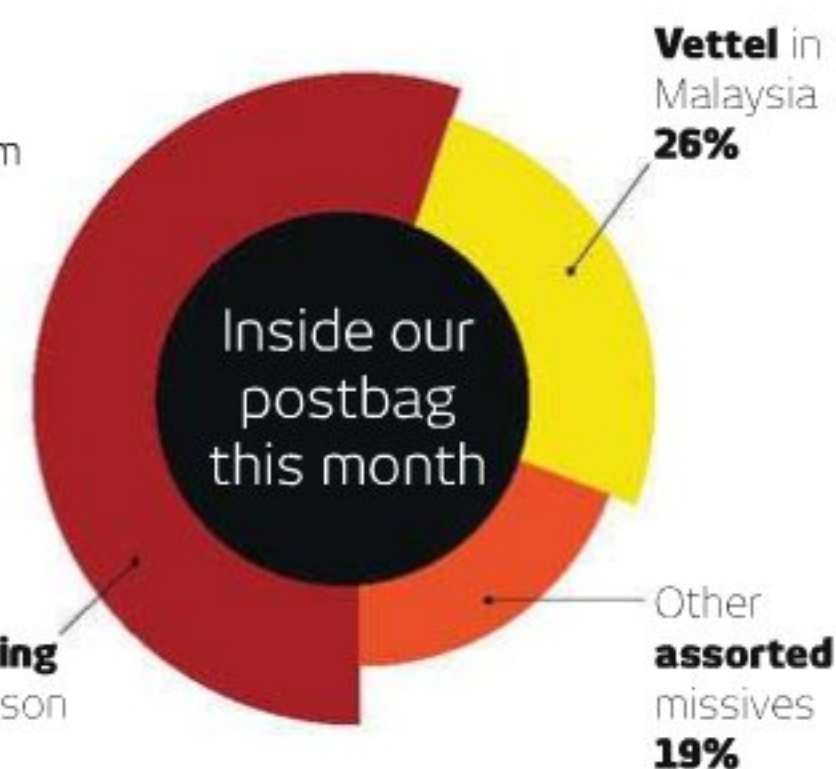
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STAR LETTER



Kimi Räikkönen could be set to spring a few surprises this season

Kimi's very impressive record...

I have been following F1 since 1980, have never missed a single race and have seen some fantastic battles on track. With the 2012 season just under way, I can't wait for it to unfold now there are six world champions on the grid. I'm a Jenson fan, but I read with interest your article on the F1 circuits of 2012 (*F1 Racing*, April). It struck me that Kimi Räikkönen holds no less than 25 per cent of the present lap records, including Catalunya, Hockenheim, Spa, Singapore and Suzuka, and he has yet to race at three circuits – namely Korea, India and, of course, The Circuit of The Americas.

Whatever happens in 2012, I am eager to see how Schumacher, Alonso, Rosberg and the rest fair against Sebastian Vettel. Could we see another British world champion in Lewis or Jenson or maybe – just maybe – the Iceman will cometh again with his raw speed and surprise us all.

Paul Bishop

Bristol, UK

Good point about Kimi, Paul. Interestingly, another 25 per cent of the present lap records are held by some chap called 'Schumacher'...



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Hang your head, Seb!

Sebastian Vettel should be ashamed of himself. Calling Karthikeyan an idiot in the heat of the moment I can understand as Vettel is very competitive. But to say he doesn't regret it a week or so later seems incredibly unprofessional.

F1 is a competitive sport, but I think RBR need to watch a replay. It's clear that Karthikeyan was trying to keep his car on the track in difficult conditions when Vettel just pulled in front of him because he has no idea how long his car is.

The incident also proved that RBR see Vettel as a god: he can do no wrong in their eyes. Christian Horner was on the BBC after the race and lambasted Karthikeyan, saying he should have used his mirrors. This is actually rather hard to do when a car is in front of you.

It was a racing incident, it's over now – and Seb, grow up!

Richard Hill

via email

Welcome back

My close interest in F1 all but came to an end at that tragic weekend at Imola in 1994. Before that, Sundays were spent watching the races and listening to Murray Walker's childlike enthusiasm.

It has taken time, but this season has rekindled my interest in F1. The racing is truly exciting, with no one team or driver dominant. The driving is on the limit and DRS has made racing more interesting. F1 for me is now as it used to be – unrivalled and unmissable.

John Sainthouse

Surrey, UK

Frankly superb

I just wanted to say how much I enjoyed the Frank Williams interview in your March issue.

As an F1 fan in his early 20s, I grew up with Williams at the front of the grid and I've hated seeing them struggle at the back of the field. I found the interview with Sir Frank brilliant: his enthusiasm and love of the sport really came across, especially when talking to Maurice Hamilton about Maurice's experience in a two-seater car at Abu Dhabi.

The interview really made me believe that this once great team will return to where they belong in the not-too-distant future!

Matt Whysall

Somerset, UK

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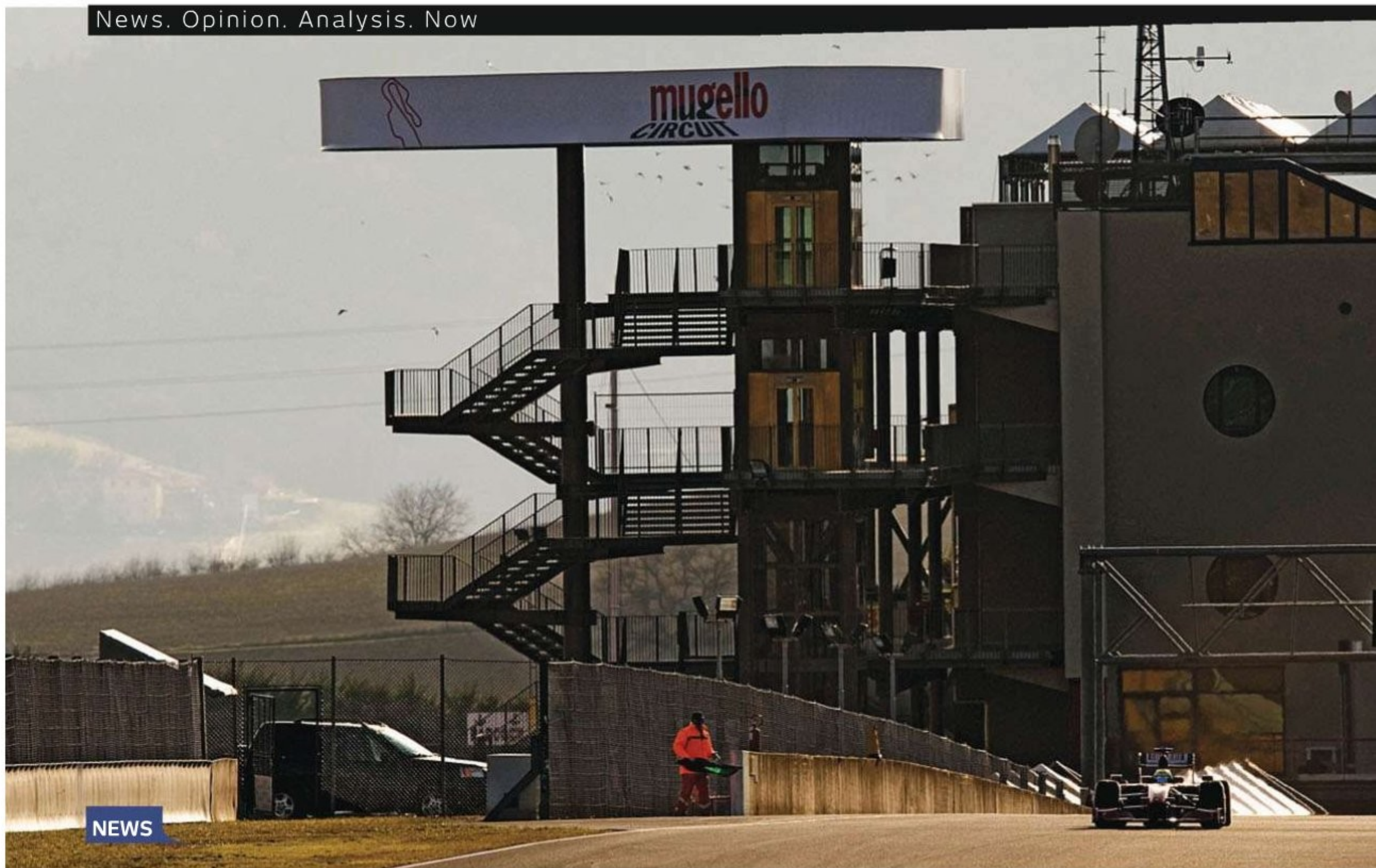
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NEWS

F1 set for first in-season test in nearly four years

Now the early-season flyaway races are over, teams will head to Mugello in Italy to work on improving their cars ahead of the first European races

On 1 May this year, F1 teams will decamp to the picturesque circuit of Mugello in the hills of Tuscany for the first proper in-season test since September 2008. The Ferrari-owned track was a surprise selection for the test but, as *F1 Racing's* technical expert Pat Symonds explains, it's definitely a worthy venue.

"Mugello is actually a great track for testing – it's got a really good mix of corners, including some great medium/fast corners that will test the aerodynamics. The principle is that no one wants to have a test on a track we'll race on later because then teams can get everything sorted out beforehand and won't need to do much running

on the Friday of the race weekend. In Mugello, no one is going to do specific set-up work for a grand prix; they're going to do generalised testing."

There are less than two weeks between the Mugello test and the first European race of the season in Barcelona, so you can expect every team to bring a raft of developments to Italy to

20



PÉREZ-MANIA GRIPS MEXICO

We find out how Checo's recent success could speed up the return of the Mexican GP

28

F1 GOES BACK TO THE CINEMA

If you liked *Senna*, you'll be pleased to learn that quite a few more F1 films are on their way...



Everything you need to know about Mugello

Track length 3.259 miles

Corners 15

Lap record 1min 18.704 secs, (Rubens Barrichello, Ferrari, 2004)

Most F1 laps Luca Badoer (5,313)

Most F1 test days Michael Schumacher (76)

Number of F1 GPs hosted 0



try out. "There was a time when for the flyaway races you really didn't add much to your cars," explains Symonds, who is also a consultant to the Marussia F1 team. "That's not true now, but the first European race is traditionally a time for major updates. After pre-season testing you might decide, for example, that you want to work on a new front wing. They take time to produce and you're not just making one – the big teams will want to bring six to a race... four at the very least. All that takes time and that's why there's a tendency to do a pre-Europe update."

But while aerodynamics remain the most productive area of car development for the teams, Symonds expects them also to be focusing on the type of work that has been difficult to conduct since in-season testing was banned for cost-cutting reasons at the beginning of 2009. "Since we stopped in-season testing, most of the

development work has been purely aerodynamic because it's one of the few things you can test totally at a race meeting. You bring your new parts to a race, test them on the Friday, then take measurements to determine how good they are. But if you wanted to test a new suspension geometry or something mechanical like that, you couldn't do it on a grand prix Friday because it takes too long and you don't have the tyres to do it. For example, if you wanted to test a new suspension geometry, you'd need to do what's known as an A-B-A test. What that means is that you use a new set of tyres with geometry A, a new set of tyres with geometry B, and then you revert back to geometry A with another new set of tyres.

"That sort of testing has almost gone out of the window and is done mostly on simulators these days. Of course you can do all of this in pre-season testing but usually at that time you're

working on reliability and optimising what you've got. You might bring a few options to pre-season testing and ask: 'Should we base our car around this option or that option?' but by Mugello, teams will know their cars better and get chance to hone in on a few areas they feel will be productive."

It's important to remember that the Mugello test is not an extra test – one of the four scheduled pre-season tests was simply moved within the calendar at the request of FIA president Jean Todt. While teams were happy to accommodate this change, they are unlikely to agree to more in-season testing, not just because of financial factors, but also because the calendar is already bulging at the seams.

But that's an argument for another day: all they will be thinking about now is how to make their cars go faster over the remaining three quarters of the championship.

INSIGHT

Pérez-mania could bring Formula 1 back to Mexico

Checo's second place in Malaysia was a massively exciting result for everyone – and it means F1 fever is now sweeping a country that currently lacks its own GP



Mexican interest in F1 has soared in recent weeks thanks to Sergio Pérez's impressive second place at the Malaysian GP – and some of the country's leading journalists have told *F1 Racing* that the result is likely to speed up plans to return Mexico to the F1 calendar.

"For the people who have the means to make the return of the Mexican GP happen, it's really helpful that Sergio is showing that his F1 career is likely to be a long one," said Alejandro Rodríguez, from Mexican daily newspaper *El Universal*. "Since last year, OCESA, a Mexican entertainment company, have been carrying out negotiations to get this race back. The Autódromo Hermanos Rodríguez in Mexico City [which hosted the last Mexican GP in 1992] is being considered, but there are two big hurdles to overcome: the large investment needed to get a GP and the fact that the F1 calendar is already saturated."

Mexico welcomed Pérez's podium with excitement. "People celebrated it like a win," said Rodríguez. "Mexican fans are very excited and hope he'll get a Ferrari drive at the end

of this year." Many papers devoted their front pages to Pérez the day after Sepang – a rare accolade, usually reserved for the national football team or Olympic medallists. TV news shows also highlighted Pérez's success, but the Pope's visit to Mexico and the start of the presidential campaign prevented blanket exposure.

"It's all coming together now," said Juan Pablo Estrada from another Mexican daily, *Excelsior*. "We have a driver in

F1 – now a consolidation period is necessary to generate interest among the private sector for them to commit to a Mexican GP."

Despite the long absence of F1 from the spotlight in Mexico – a home driver had not scored an F1 podium since Pedro Rodríguez did so at Zandvoort in 1971 – Pérez is becoming more popular. "Before he reached F1, only motorsport fans knew of Pérez. Now he's gained popularity," added Alejandro Rodríguez.

"He's already a celebrity, but he is still able to travel without being hassled like a footballer," motoring journalist Carlos Jalife told us.

If Pérez drives a few more races like he did in Malaysia, we suspect that won't be the case for long.



NEWS

Williams' succession plans placed in limbo

There's trouble at the top as Adam Parr's departure leaves the team with a big gap to fill

Adam Parr's shock resignation from Williams at the end of March has left the team pondering its management structure. The big question being asked is not who will replace Parr as chairman, but who will take over from 70-year-old Frank Williams in the future?

Two months ago, Frank told *F1 Racing* he saw Parr as his heir apparent ("If for whatever reason I couldn't come in to do my job, Adam would fill the gap"), but his plans have now been disrupted. Frank's daughter, Claire, joined the Williams board as its director of marketing and communications

the day after Parr left the team, but team sources say the two events are not linked.

Nick Rose, formerly the CFO of Diageo plc, has stepped in as the team's non-executive chairman, but there is still a vacancy at the top. Given the lack of talented managers with F1 experience who are available, it could take the team time to fill the chairman vacancy and Frank is now believed to be looking for a deputy team principal to work under him.

You can read Frank's thoughts on Adam Parr's departure in his exclusive column on [page 119](#).

FIVE MINUTES ON THE PHONE WITH...

JEAN-ERIC VERGNE

TORO ROSSO'S FRENCH ROOKIE DRIVER



How have you found Formula 1 so far?

As I expected... it's been a dream of mine since I was young, so it's fantastic and I'm really happy to be here. I made one mistake in qualifying in Sepang on the one lap, but getting up to speed on the first lap on these tyres hasn't been much of a problem.

How would you describe the atmosphere in the team?

It's really nice. I like this team a lot, – they've taught me loads.

How much have you been enjoying the fight with your team-mate, Daniel Ricciardo, over the opening few races?

I don't really think that it's fair to call it a 'fight'. It's the same for all team-mates in F1; there is only one guy who has the same car as you, so he's the first one you tend to compare yourself with. But, on the other hand, I don't just want to beat him: I want to beat all the other guys as well. I'm not so much fighting against him as I am working with him to have the best

car possible. And I prefer to fight my team-mate and be fifth and sixth rather than 15th and 16th.

How was the last lap in Australia for you? Good fun? There was a lot of action...

I don't know if it was good fun – maybe for someone watching it was. I didn't enjoy that last lap...

What do you want to achieve this year? And what is realistic?

I'm not very realistic sometimes. I think this is a question to answer when I've achieved it.

This year you'll be racing at a lot of the tracks for the first time. How do you approach driving a circuit you haven't seen before?

Well I have driven them in the Red Bull simulator back at Milton Keynes, so I do know which way they turn. I've driven many new circuits in my life and it's quite easy to learn a track. We walk each track on the Thursday of the grand prix with the engineers and that's a good time to spend an hour and a half talking to them about driving and the car.



Vergne has used the Red Bull simulator and is now learning as he goes

F1 Mastermind

Your chosen specialised subject:
the world's greatest sport



- 1 A Finn and a Brazilian drove for Fittipaldi Automotive in 1981 – who were they?
- 2 Riverside International Raceway hosted the 1960 US GP. In which US state will you find Riverside?
- 3 Gerhard Berger won the 1994 German Grand Prix. Who were the two Ligier drivers who joined him on the podium?
- 4 Jim Clark won the world title in 1963 and 1965. Who was runner-up on both occasions?
- 5 At which race did Mark Webber secure his maiden GP victory?
- 6 How many GP wins did Elio de Angelis score?
- 7 Which of these US circuits has hosted more F1 GPs – Detroit or Long Beach?
- 8 Which driver scored McLaren's first ever pole position?
- 9 Who took Ferrari's only victory of the 1984 season?
- 10 Which driver on the 2012 grid was born in Geneva, Switzerland?



THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow



PIETRO FANTIN Who is he?

He's a 20-year-old racer originally from Curitiba in Brazil, but now living in London. This year he's embarking on a second season of British Formula 3 with multiple champions Carlin Racing.

How good is he?

He's shown huge potential given his limited experience; he trained as a professional footballer, so he's still learning every time he gets in a car. Fantin qualified fifth on his 2010 F3 debut, scored one win in 2011 and started 2012 with a podium at Oulton Park.

Anything else we need to know about him?

He learned to speak English, to help with his football career, but after an impressive karting test, he turned his hand to motorsport and moved to race in the UK just two years later.

F1 chances

Last year Fantin tried Red Bull's simulator and the team gave him constructive feedback. But to really impress, he must beat his four team-mates this year in F3. His family are giving him the best chance to succeed, but after that it's up to him.

PERKS

You won't find this down your local Argos...

Sebastian Vettel gets his very own, incredibly exclusive, bespoke Casio timepiece. It's tough at the top, you know

You can expect quite a few perks if you're an F1 world champion, but as perks go, they don't get much cooler than a one-of-a-kind watch being designed in your honour.

To celebrate the German's two consecutive world titles, Japanese watch maker Casio, who sponsor Red Bull, have presented Sebastian Vettel with a personalised Edifice timepiece. The watch features Vettel's 'SV' logo on the face, an engraving of his signature on the back and a rather swish-looking leather and carbon-fibre strap. Expect Sebastian to be the timeliest driver on the grid from now on.





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EXCLUSIVE PICS!

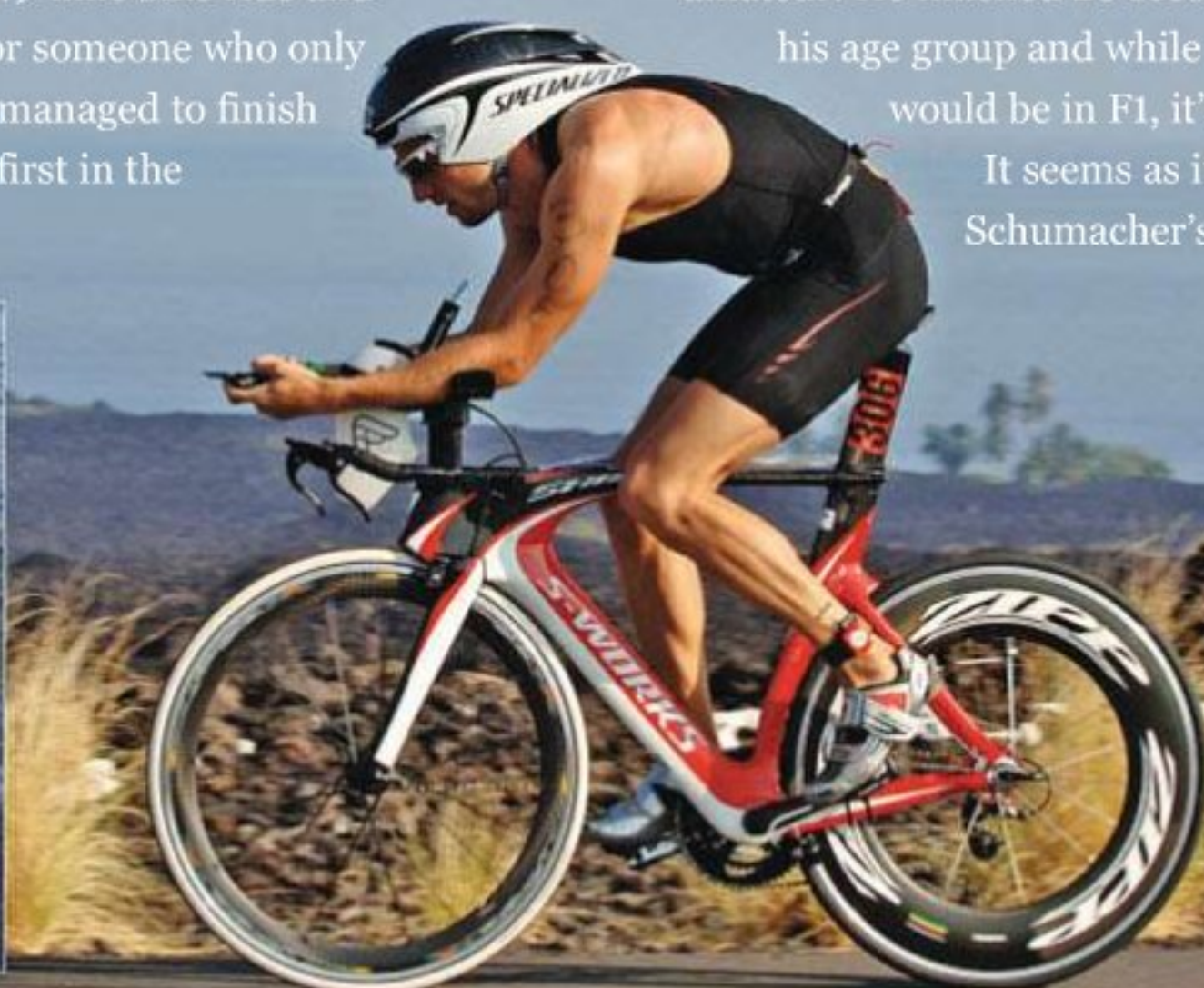
Jenson swims, bikes and runs to victory

Not content with excelling at F1, he's now closing in on the pros as a triathlete...

Racing drivers are a notoriously competitive bunch and for Jensen Button that three-week break without competition between the Malaysian and Chinese GPs was clearly just too long. So to make up for the lack of track action, the 2009 world champion entered a race of a different kind – a gruelling 32-mile triathlon. Based in Waikoloa, Hawaii, the Lavaman Triathlon comprises a 0.9-mile swim followed by a 24.9-mile bike ride and then a 6.2-mile run. Incredibly for someone who only competes as an amateur, Button managed to finish the event sixth overall and came first in the 30-34-year-old age group.

"Jenson is a *very* good triathlete," explained Liz Barrett, deputy editor of *220 Triathlon* magazine. "In the Lavaman he was racing against a two-time Ironman world champion – Chris McCormack – who took the win. For Jenson to finish just five minutes and 30 seconds back from a professional like McCormack, in a field of 1,200, is a phenomenal result for someone who is essentially an amateur. He finished 20 seconds ahead of the next-placed man in his age group and while that time gap isn't as significant as it would be in F1, it's still a decent gap in triathlon terms."

It seems as if Button has now taken Michael Schumacher's crown as the fittest driver in F1.



PHOTOS: HAWAIIIPHOTOMAN

STATS

Making Monaco race-ready

It takes a massive effort to turn the streets of Monaco into a functioning racing circuit. We've turned the hard work into numbers...



20.5

miles of
safety barriers



39

surveillance
cameras

120



FIREMEN



500

fire
extinguishers



1,100

tonnes of grandstand

650

marshals

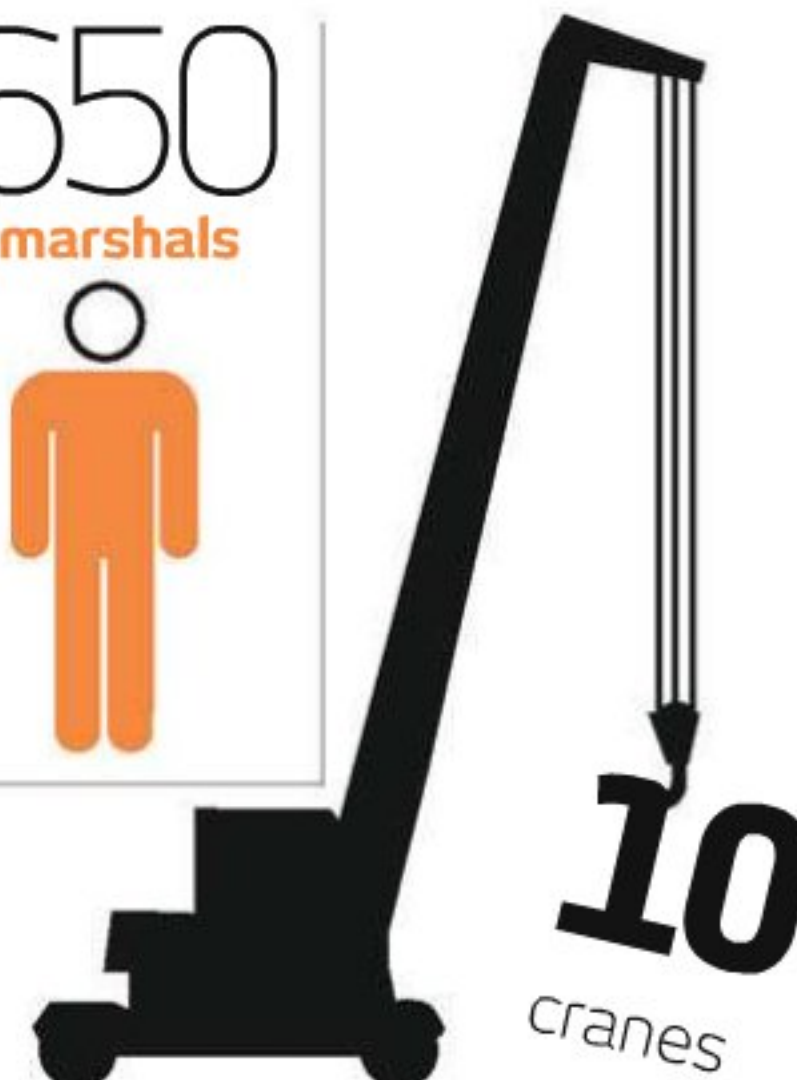


20,000

square metres of catch fencing

3,600

tyres used in tyre barriers



10
cranes

PITPASS / Is the Drag Reduction System a good thing for Formula 1?



Fans give DRS the thumbs-up

The Drag Reduction System overtaking aid has been used for over a year now and most of you think it's done the job

Last year, thanks partly to the DRS being introduced, record-breaking levels of passing were recorded in F1. Yet there has been vocal criticism of DRS in some quarters, with claims that it has made overtaking 'artificial'. We asked members of the *F1 Racing* Global Fan Community (GFC) what they thought. Over 8,000 of you responded and 76 per cent either agreed or strongly agreed that the DRS has been positive for F1. Only 16 per cent disagreed or strongly disagreed, with a further 10 per cent undecided.

"It is great to have the efforts of FOTA's Technical Regulations Working Group (TRWG) supported by F1 fans around the world," the Formula One Teams Association told us. "Two years ago FOTA conducted a Global F1 Fan Survey in conjunction with

F1 Racing, and the fans clearly indicated their priorities for F1. One was the need to deliver racing with greater overtaking opportunities. So the TRWG, in partnership with the FIA, developed DRS."

We also asked fans if DRS has made overtaking too easy, and the results were divided. Some 25 per cent felt it is now too easy to pass with a further 13 per cent strongly agreeing. But 29 per cent of fans disagreed and the same percentage held no view. Four per cent strongly disagreed.

GFC members were more united over the current amount of passing in F1. A massive 59 per cent of you think current overtaking levels are just right, while 25 per cent think there's not enough. Only 7 per cent think we have too much overtaking and ten per cent were undecided.

WIN A CASIO WATCH

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



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

Aristide Weitenberg from the Netherlands

Ernst Hausleitner from Austria

Samuel Hernandez from Spain

Eddy Marukian from Bulgaria

Alexey Lapygin from Russia

To join the *F1 Racing* Global Fan Community, please visit
www.f1racing.co.uk/global-fan-community



You support Ferrari over calls to allow customer cars

Ferrari say it's the best way to get the smaller teams on the route to success...

Over the past few years, Ferrari president Luca di Montezemolo has suggested F1 would be better off if smaller outfits could run customer cars made by front-running teams. To see if fans shared di Montezemolo's view, we put the question to GFC members. Of more than 8,000 fans from around the world who responded, 54 per cent agreed or strongly agreed that teams should be able to run customer cars built by other manufacturers, with only 32 per cent disagreeing or strongly disagreeing with the notion.

It's also been suggested that teams should be allowed to run three cars in each GP. Some 46 per cent of GFC members agreed or strongly agreed that this should be allowed, with 39 per cent believed it should not.

"Ferrari supports the idea of making a third car available to other teams," said Mr. di Montezemolo in response to our findings. "This would allow more teams to reach a high level of competition without spending



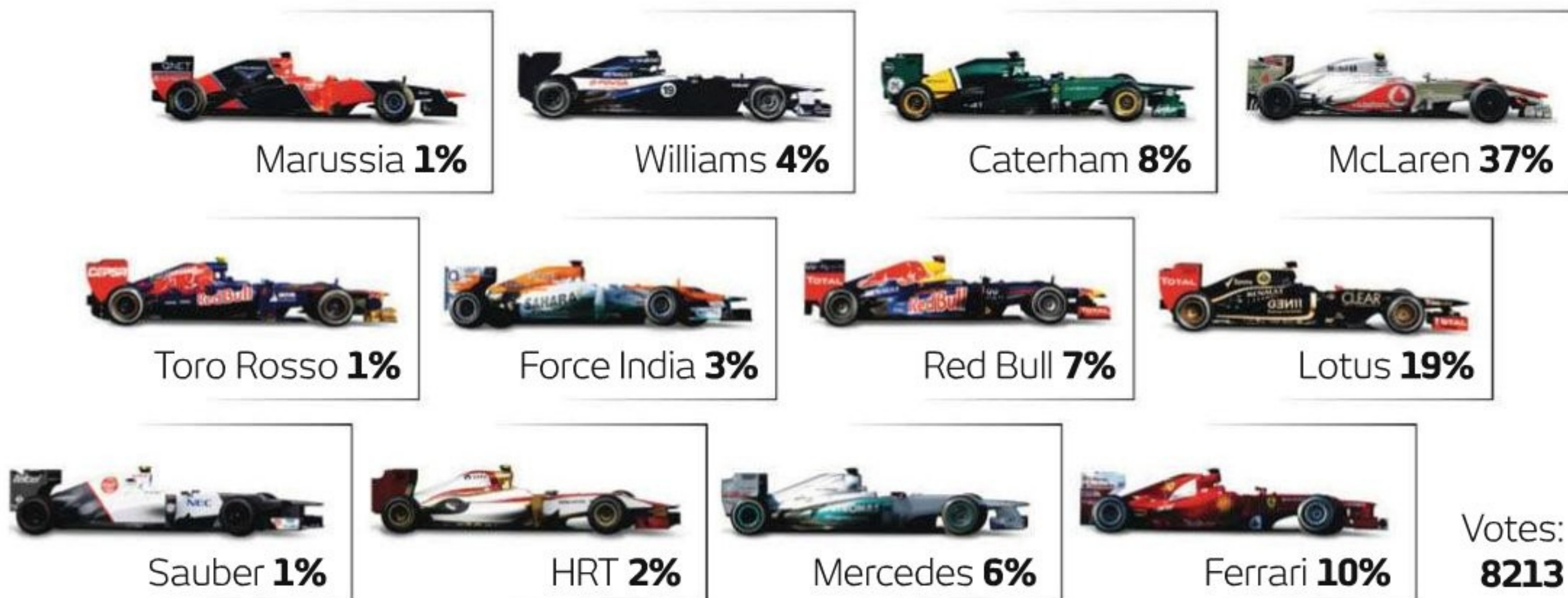
too much money on designing a car, plus the supplementary infrastructure and staff. It was never our intention to race a third Scuderia Ferrari car, but to have, as an example, a Chinese or an American team racing with

a customer Ferrari. Can you imagine how much interest this would raise in those countries? So I am happy that the majority of fans in your survey supported an idea that would be very positive for F1."



McLaren's car is the best dressed

The Woking-based team's silver car would sit on pole position if the grid were based on the best livery according to our latest poll of F1 fans



NEWS

French GP set for 2013 comeback

F1 Racing understands that after a four-year absence, a French race is scheduled to take place at Paul Ricard in September 2013. But is this the best venue for the grand prix?

PROS

- **The return of an iconic track.** Paul Ricard was home to the French GP until 1990, when it lost out to Magny-Cours. But affection for Ricard remains. "The weather, the food, the track – everything about it was magical," says Sir Jackie Stewart.
- **The Mistral straight.** The 1.1-mile mega-straight has a chicane at its mid-point these days but, like the long straight in China, it will still encourage overtaking.
- **It's safe.** Now called the 'Paul Ricard High Tech Test Track', it's incredibly safe. Asphalt run-off is everywhere and energy-absorbent Tecpro barriers dilute impacts.
- **An on-site airstrip.** The runway caters for private jets: convenient for team bosses and drivers; less so for the fans...



CONS

- **Safety.** With little chance of hitting anything, what is there for the drivers to get excited about? "We like a little bit of danger," says Jenson Button. "It's one of the sport's attractions – as long as it's managed in a responsible way."
- **Too many layouts.** Since the track's 1999 redesign, there are now 167 possible track configurations. Asphalt goes in all directions, making it look messy – one of Bernie Ecclestone's pet hates.
- **Topography.** The land is flat and lacks natural features like undulations, which is boring for drivers and spectators.
- **Infrastructure.** There are no grandstands and the one road leading to the track will need updating to cope with visitors.

BIG SCREEN



Coming to a cinema near you: four more F1 films

Enjoyed *Senna*? Well that film has clearly started a trend...

F1's relationship with the silver screen is set to continue with four new F1 movies now in the works. *Rush*, a film by Academy Award-winning director Ron Howard about the 1976

season, is already in production, while Manish Pandey, writer of box-office smash *Senna*, is penning a drama about '50s Ferrari racers Mike Hawthorn and Peter Collins.

It has also been revealed that a further two F1 movies, each focusing on three-time world champion Jackie Stewart, will be released. The first is a digitally remastered, high-definition version of 1970s documentary *Weekend of a Champion* by acclaimed director Roman Polanski, while the second is a more ambitious drama about the friendship between Sir Jackie and his ill-fated Tyrrell team-mate François Cevert. Bill Pohlard, the producer of Oscar-winning film *Brokeback Mountain* and a friend of Stewart, is behind the project and Ewan McGregor is already being touted as the preferred actor to play the legendary Scottish racer.

Whether any of these films reach as wide an audience or are as critically acclaimed as *Senna* remains to be seen, but one thing is for certain: we'll never tire of seeing Formula 1 on the big screen.



SERIOUS HEAD PROTECTION



CONGRATULATIONS SERGIO

for being the first Mexican F1 driver on the podium after 41 years! Sergio Perez hit 2nd spot on the podium in Malaysia for the second race of the season.



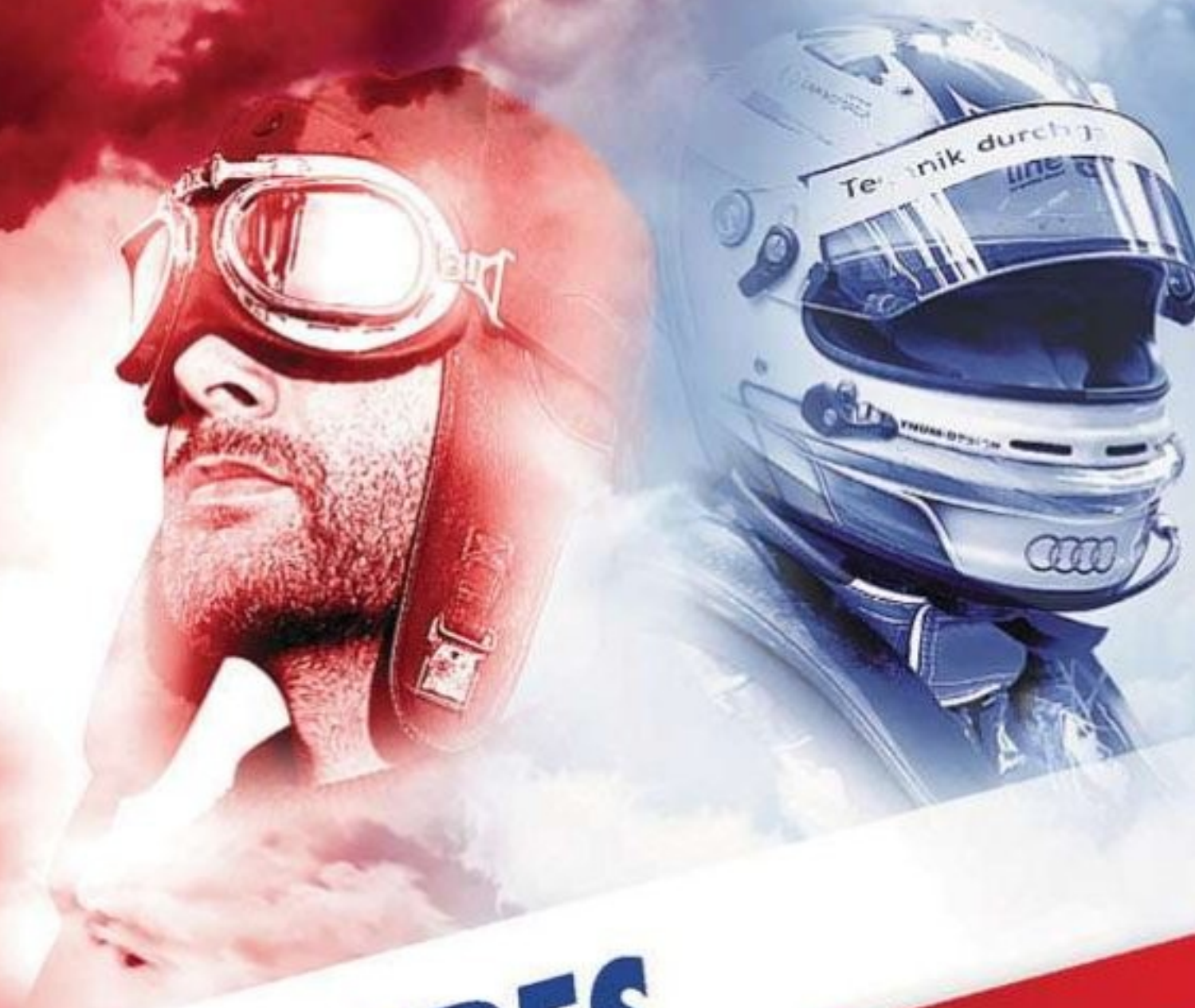
HP3

Sergio Perez, as well as other leading F1 and GP2 drivers, is wearing the Bell HP3. This helmet benefits from the latest technological evolutions, and is the helmet of choice for open cockpit racing.



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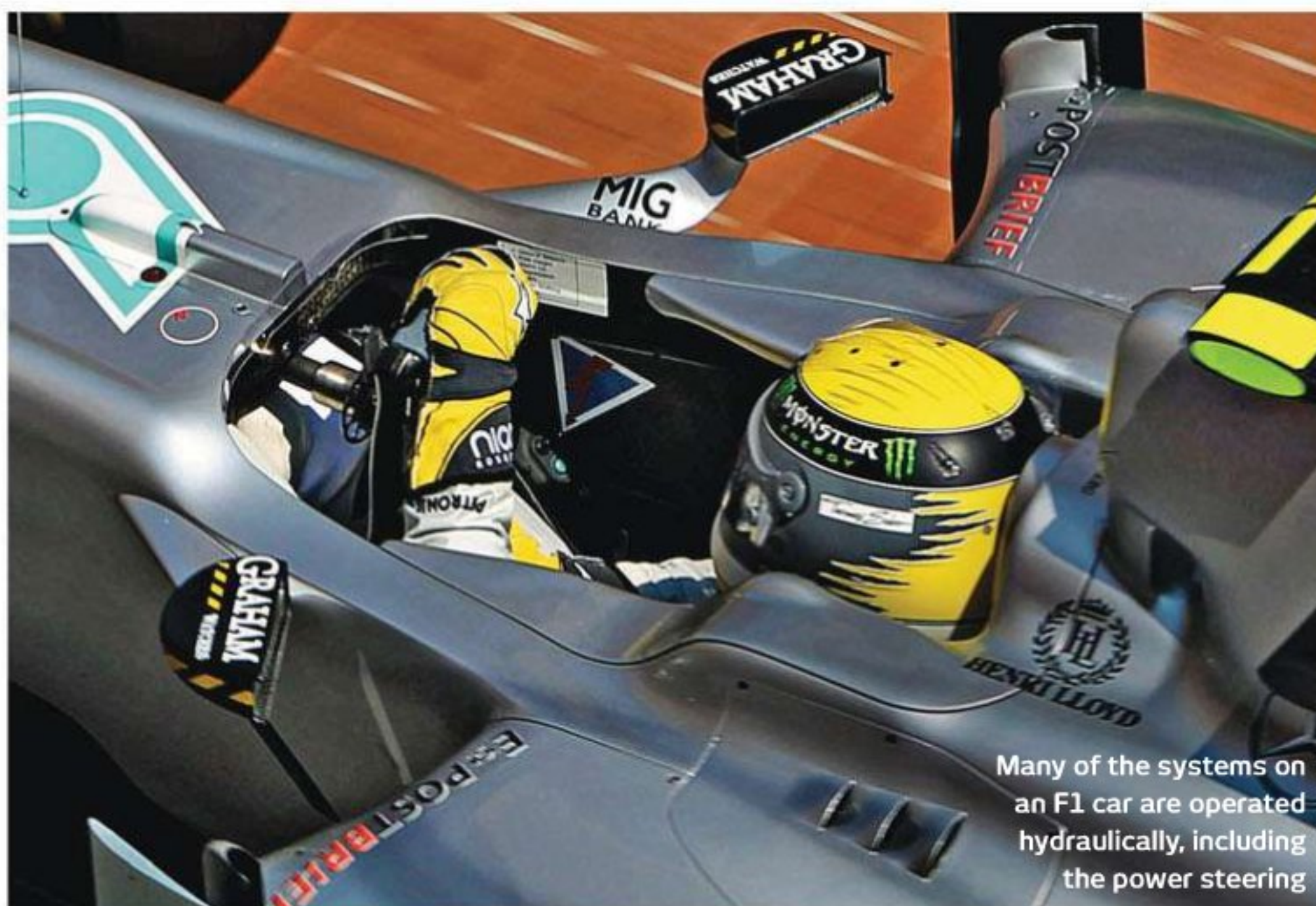




Pat Symonds' TECHNOLOGY MASTERCLASS

Lifting the cloak of secrecy on F1's complicated parts

THIS MONTH: HYDRAULICS



Many of the systems on an F1 car are operated hydraulically, including the power steering



THE THEORY EXPLAINED



This is one of the tiny servo-valves used by F1 teams. Developed by hydraulics specialists Moog, these valves weigh at just 92 grams and are responsible for controlling the flow of hydraulic fluid around the car. They have a response time of just 2.8 milliseconds.

Can you outline the basics of a Formula 1 hydraulic system?

It consists of a sophisticated pump driven from the engine at around half engine speed. There is no tank as such, but the pump is fed from a low-pressure accumulator. A high-pressure accumulator can provide a slug of hydraulic fluid very rapidly if the pump cannot respond in time.

At what pressure does it run?

Typically, the system runs at 220 bar or 3,200 psi. The pump can flow at around 16 litres per minute, so takes up to 10bhp from the engine. Because of this high-power consumption, the pump is of a design that backs off when full flow is no longer required, thereby saving power.

How many systems on an F1 car are operated hydraulically?

The gearshift mechanism is hydraulic as is the differential, which varies torque transfer depending on the hydraulic pressure applied. Engine throttles are also operated hydraulically and all the cars have hydraulically assisted power steering. Even the clutch is powered by the car's hydraulic system as is the actuator on the DRS.

How are these systems controlled?

The ECU determines what the systems should do, and sends an electrical signal to a servo-valve. This small valve controls hydraulic oil flow to a system in proportion to an electrical current. So when a driver pulls the upshift paddle, a microswitch makes contact and sends an electrical signal to the ECU. The ECU senses this and sends corresponding electrical currents to the servo-valves that operate the barrels of the gearshift. The valves open, letting hydraulic fluid into the barrel actuators, which move the gearbox selectors to make it change up a gear.

What are the most complex parts of an F1 car's hydraulic system?

The pump used is a swash plate pump. It has 'variable delivery', meaning it responds to the demands of the system and is very efficient. The control system that ensures the pump provides the right flow is mechanical and is complex in itself. Perhaps the most complex parts though are the servo-valves. These tiny devices weigh just 92g, yet control immense hydraulic pressure. They can respond to full demand in just 2.8 milliseconds. Electrical control input is just 10

milliamps at 12 volts and hydraulic output can be up to 7.5 litres per minute at 220bar. That is a power amplification of around 23,000 times.

You often hear of teams having 'hydraulic problems' – are hydraulics particularly hard to get right?

The pressures and forces in the system are very high and the hydraulics seek out any weak spots. In the early days, there were a lot of problems. One of the most obscure was that high flow rates generated a lot of static electricity in the flexible hydraulic hoses. These would spark to earth causing pinholes in the pipes. This was cured by using flexible pipes with a conductive layer.

What is so special about the hydraulics on an F1 car?

There's nothing very special about F1 hydraulics although, like all parts of an F1 car, components are made to be as light and small as possible. The systems also need to be kept meticulously clean. Everything is built in a pressurised room to ensure no dust gets into the system. The oil itself is filtered to remove any contaminants larger than three thousandths of a millimetre.

Turn to pages 106 and 112 for Pat's analysis of the Malaysian and Chinese Grands Prix >

Monaco 2012

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RAW NEUVE

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

Drivers need to learn to deal with the rain

The last few laps of the Malaysian Grand Prix were pretty exciting, but what I found incredible was the poor performance of the wet tyres. I think this is because the tyre manufacturers know there will always be a red flag if there's heavy rain, and the race won't restart until the track is nearly dry. When it does, the field remains behind the Safety Car for a few laps, as in Montréal last year and, at that point, everyone then pits to put on intermediates! That, to me, is flawed.

I understand they red-flag races or use the Safety Car for safety reasons, but I remember when you had to live with a wet track because that's the way it was. Now, as soon as it gets a bit slippery everyone says it's undrivable. Nowadays drivers aren't used to driving in these conditions because, more often than not, they



Malaysia: "As soon as it gets a bit slippery, everyone says it's undrivable"

don't have to. I think tyre manufacturers know this, so wet-weather tyres are not their priority. It's the fans who lose out because they're sat in front of their TVs for an hour wondering why there's no racing.

Regardless of that, I thought it was great to see Sergio Pérez really go for it at the end. He was driving right on the edge and trying to make the most out of it. He almost went off but he kept it together, which was good to see.

I don't think rain is a great leveller: a bad car is even worse in the wet. People think that in the wet you see who the good drivers are, but that's wrong. All you see is how good a driver is under those conditions. The Sauber looked great when the circuit started drying out, but that's when the circuit was most abrasive. Saubers are always good on their tyres, so conditions were perfect for them. But it's not just the car: it's how Pérez drives it.

It's all working out for Kimi...

Kimi Räikkönen has performed better than some anticipated so far this season, but then Lotus have given him a good car. The comparison is always with your team-mate, but comparing well to Grosjean isn't necessarily anything special.

When Grosjean was up against Alonso in 2009 at Renault, he was nowhere. But



"If Kimi's good, it's good for F1"

who knows how much he has improved since then? We're going to have to wait a little longer to find out.

We know from Red Bull's performance that the Renault engine is good and Lotus have produced a decent package. If the car keeps performing, Kimi should stay near the front of the grid. If things start going badly, he'll probably give up.

It's great that the world champions with that bit more experience are up at the front of the grid. That's good for F1.

Get ready for those Monte Carlo nights

In a few weeks it'll be time for the Monaco GP. I loved racing there, but was less keen on the weekend itself. The town is in 24-hour party mode so, as a driver, it's hard to shut it out and get a good night's sleep. The atmosphere is great if you're not racing, but if you are it's hell until you're in the car. Once you're on the circuit though, it's one of the best driving experiences you can have.



THE JV KEY



Silly shunt



Driver error



Controversy



What a car



Fantastic drive



Good call



Bad call

MURRAY WALKER



"There's nothing else and nowhere else like Monaco. Be prepared for something truly memorable!"

It's a well worn cliché that Monaco is the jewel in Formula 1's crown, but it is very well-deserved because there is nothing else and nowhere else like it. Its long history and the glorious Mediterranean harbour setting of its public street circuit, combined with its awesome 175mph tunnel and the Principality's up-market atmosphere, create a uniquely charismatic buzz about the whole long race weekend. It's long because at Monaco the free practice day is on Thursday, which wrings an extra day's income out of the punters.

Monaco was the scene of one of the greatest victories in the history of Formula 1 when the great Stirling Moss, in his year-old Lotus, defeated the combined might of the three-man Ferrari team in 1961. So it is no wonder that

this is the race they all want to win; a race that commands an audience like no other. I've been going to Monaco since 1973 and it never fails to charm me although, for the teams, its congested paddock and milling crowds can make it a workplace nightmare.

The Monaco story began in 1929 when Englishman William Grover, driving under the nom de plume 'Williams', raced to victory in his Type 35 Bugatti after a 100-lap, four-hour battle against the great Rudolf Caracciola's enormous SSK Mercedes-Benz. The brave Grover was later executed as a spy by Carracciola's countrymen towards the end of World War II.

During the early BBC broadcasts from Monaco, James Hunt and I sat on folding park chairs on the pavement opposite the pitlane

exit with a TV monitor in front of us. No cover, concentrated action and a non-stop ear-splitting noise as the cars blasted past just inches away from us for nigh-on two hours, made it one of the tougher jobs of the year, but things improved considerably when Bernie Ecclestone proudly showed me a mammoth cabin he'd organised to house the dozens of international commentators and technicians. As time went by, the teams even got mini-garages to work in away from the madding crowd. But hang the discomfort – it was well worth it for the sake of the racing. Monaco has seen some fabulous battles over the years.

One of the best was a bitter personal confrontation in 1933 between my all-time hero Tazio Nuvolari (Alfa Romeo) and his fellow Italian Achille Varzi (Bugatti), who repeatedly passed and re-passed each other for an incredible 97 out of the 100 laps until Nuvolari's engine blew. Monaco has a knack for producing exciting and closely fought races with some unique twists – not least of which have been some monumental multi-car pile-ups. There was a nine-car collision at Tabac in 1950 when seawater invaded the track, but the peerless Juan Manuel Fangio avoided it all to win. Then another nine-car bust-up in 1974 resulted in only four drivers going the full distance. But the most spectacular of all was a four-car coming-together before my very eyes at Ste Devote in 1980. Immediately after the start, Derek Daly overdid things and vaulted over his team-mate Jean-Pierre Jarier's Tyrrell. The team's sponsor, Candy, had been complaining to Ken Tyrrell that they weren't getting enough bang for their buck and so were overjoyed when lurid pictures of the two-tier crash, prominently featuring their logo, appeared in the world's media.

Prost, Senna and Mansell are the main names that spring to mind when I think about Monaco. Senna scored a record six wins, all of which I had the privilege of commenting on and which very much made him the Master of Monaco; at his first appearance at the Principality, in the unfancied Toleman in vile weather conditions, he very nearly beat Prost to the sodden chequered flag. In 1988 he was up against Prost again – but this time as his McLaren team-mate. Leading the race by the proverbial country mile, he lost his concentration and crashed on the approach to



"Most spectacular was a four-car coming-together at Ste Devote when Derek Daly vaulted over Jarier's Tyrrell"



Forthright chatter from the legend of F1



"Until Senna, Graham Hill, was very much 'Mr Monaco' with five wins"



"There was a nine-car collision at Tabac in 1950 when seawater invaded the track, but Fangio avoided it all to win"


the tunnel. Absolutely distraught, he skulked off to his nearby apartment and hid himself away. I spent ages with a BBC search party scouring Monte Carlo in an effort to track him down for an interview, but we didn't manage to locate him. Just like the rest of them, Senna hated being beaten and took his failure at Monaco that year very badly indeed.

'Our Nige', in his fifth season with Lotus and yet to win a grand prix, took the lead in 1984 in appalling weather and commandingly held it for six laps until he struck the barrier on the approach to Casino Square and was out of the

race. Dripping wet after he retired he famously said: "I hit a white line Murray!" Whatever, but eight years later, now with Williams, he gave me the most exciting commentary break of my career when, seemingly on his way to beating Ayrton Senna and winning his first Monaco GP, he sprinted to the pitlane with what he thought was a puncture. On fresh rubber and with six laps to go, Nigel drove out of his skin, breaking the lap record time after time. Three laps from the end he caught Senna and, thrusting and darting in every direction, tried in vain to pass the experienced Ayrton. The gap between them

at the end was two-tenths of a second and I nearly went through the commentary-box roof with excitement. It later transpired that it wasn't a puncture but a loose wheel nut that had caused the problem for Nigel. If the team had only known that and simply tightened the nut, Nigel would have been able to exit the pitlane before Senna even arrived. 'If', however, is such a very big word in the world of Formula 1.

Mansell wasn't the only world champion never to win at Monaco. Jim Clark didn't manage it and neither did Emerson Fittipaldi, James Hunt, Nelson Piquet and Damon Hill. Until the advent of Senna, Graham Hill, Damon's double-world-champion dad, was very much 'Mr Monaco' with five superb wins. To win there you need more than skill, experience, precision and stamina. No matter how good you are, you need a large slice of good fortune, too – and not everybody has that. Olivier Panis had it in 1996 when, after starting 14th on the grid in his Ligier, his race engineer called him in for an inspired change of tyres just as the heavens opened, enabling the amiable Frenchman to win against all odds. And Jochen Rindt had it in 1970 when his relentless pressure caused race leader Jack Brabham to crack and nose dive into the barrier at the very last corner of the very last lap.

There will be seven previous winners at this year's Monaco GP; a truly vintage year. So be prepared for something truly memorable! 



"In 1992 Nigel drove out of his skin. Three laps from the end, he caught Senna and tried in vain to pass"



The drama of Singapore

The dramatic night race in Singapore has set new standards in motorsport. Now in its fifth year, the 2012 FORMULA 1 SINGTEL SINGAPORE GRAND PRIX will continue to enthrall crowds with its powerful combination of thrilling race action and world-class entertainment in the unique setting of downtown Singapore.

The Marina Bay Street Circuit brings the Grand Prix right into the heart of the city, with Singapore's heritage buildings and iconic modern architecture providing a spectacular backdrop to the action. There are no lengthy journeys to get to the track and race-goers are always within touching distance of numerous nightspots, award-winning restaurants and shopping havens.

One of the other things that makes Singapore unique is the fact that it kicks off at 8pm local time. Illuminated by 1,500 specially-designed projector lamps, combined with the balmy tropical evening, there is a special ambience to the event. That's why 250,000 tickets are sold each year, and hospitality venues such as the Formula One Paddock Club™, Sky and Club Suites and the Green Room sell out months in advance.

"The setting and atmosphere of the race make it one of the jewels of the calendar."

Martin Whitmarsh,
McLaren F1 Team Principal

"It's spectacular seeing the cars so close at night, right in front of you in the middle of the city. And with lots of concerts going on around the race, it is a huge attraction and makes our job very enjoyable."

Sebastian Vettel,
Red Bull Racing

"For most Formula One fans, Singapore rhymes with glamour. It could be called the Monaco of south-east Asia."

Norbert Haug, Vice-President of Mercedes-Benz Motorsport

Katy Perry
The pop princess will strut her stuff on Sunday at the circuit.



Maroon 5
The multiple award-winners are Saturday's headline act.

Your tickets

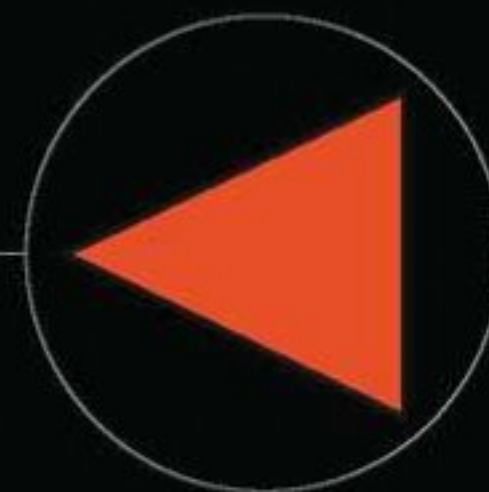
Early-bird deals are available until 30 April with tickets costing around £90 for a three-day Zone 4 Walkabout ticket and around £545 for a three-day Pit Grandstand ticket. Early-bird ticketholders will have a chance to win F1 driver autograph session passes at the 2012 FORMULA 1 SINGTEL SINGAPORE GRAND PRIX. For more information or to get your tickets – including Group Booking Specials – visit www.singaporegp.sg

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Now *that* was a car



No3: The Tyrrell P34

The only six-wheeler ever to win an F1 race

As far as surprises go, it's fair to say that Tyrrell sprang one of the biggest in F1 history when they took the covers off their 'Project 34' racer in 1975. From the rear it looked normal, but up front everything was *very* different. Replacing the two front wheels with four smaller ones seemed radical in the extreme, but there was logic behind designer Derek Gardner's thinking. In an era when most teams used the same Cosworth DFV engine and Goodyear tyres, Gardner guessed that if he could reduce drag, he'd gain an advantage on the rest.

An F1 car's tyres are a major source of drag and with no minimum front-wheel size stipulated, Tyrrell persuaded Goodyear to produce bespoke nine-inch-wide front tyres. Four were required to ensure the same amount of rubber was in contact with the road as before, but their small shape meant there was less aerodynamic lift than with regular sized front tyres.

While the P34 sounded good in theory, in reality it was less than perfect. The extra suspension required at the front added weight to the car and the brakes were notoriously difficult to balance. But when it did work, Jody Scheckter and Patrick Depailler proved the P34 had the pace to run at the front, even scoring a one-two in the 1976 Swedish GP when Mario Andretti's Lotus failed.

The P34 scored eight other podiums in 1976, putting Tyrrell third in the constructors' standings. But both drivers had suffered big crashes due to front-suspension problems and Scheckter left the team at the end of the year to be replaced by Ronnie Peterson. Scheckter had made a wise move: the 1977 P34B (below) looked nicer, but Goodyear had given up developing their smaller tyres and the team slipped down the pecking order. The rise of ground effect was the final nail in the P34's coffin and, at the end of the season, it was retired for good.



P34 tech spec

Chassis	Aluminium body on tubular frame	Power	485bhp	Notable Drivers	Jody Scheckter, Patrick Depailler, Ronnie Peterson
		Transmission	Hewland FG400		
		Length	431.8cm		
Engine	3-litre Ford-Cosworth DFV V8	Weight	595kg	Years raced	1976-1977
		Tyres	Goodyear	Wins	1
		Fuel	Elf	Poles	1

PICTURES JAMES MANN

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LONG BEACH 1977 / Peter Legg / CANADA

"I got to drive the Long Beach circuit in the middle of the night in my Corvette"



"Back in 1977 when I was a student at California State University, a group of us managed to get a security contract for the race. It didn't pay but we got tickets for the grand prix as well as passes that gave us access to the garage area at night and on practice days.

"I also worked at Long Beach Airport after school, refuelling small aircraft, and so I began my week seeing the planes unload the crated race cars and all the team gear. Back at the track, my job was to ensure no unauthorised persons wandered into the track area or the garages.

After I had completed my shift I was then allowed to walk around and watch the action taking place in the garages.

I even got to slowly drive the circuit in the middle of the



night in my 1962 Corvette. The track seemed very narrow and the retaining walls very high and imposing – I remember trying to visualise driving it at high speed in an open-wheel race car.

"The race itself did not disappoint. Mario Andretti was able to get past Jody Scheckter late in the race to become the first American driver to win an F1 grand prix on American soil. What a weekend!"

1977 US GP WEST

- Andretti led Lauda and Scheckter home
- Champion Hunt finished outside the points
- Peterson and Reutemann retired

SUZUKA 2011 / Brian Mapplebeck / UK

"The enthusiasm of the Japanese was fantastic"

"Since I was on business near Nagoya, going to Suzuka was a must what with the track being just an hour away by train.

"My first experience of the day was seeing the big wheel that I always associate with this track and then watching Alonso drive right past us on his way into the circuit. And



before the race, there was a moving performance from the Fukushima school choir to commemorate the tragic tsunami.

"I will never forget the terrific noise of 24 F1 cars roaring past me at full throttle and disappearing

up the famous esses. Kobayashi was cheered like a hero on every lap. The enthusiasm of the Japanese for the race was fantastic and they truly appreciated the world coming to visit after they'd had such a traumatic year.

"The day culminated in two treats: seeing a Brit win the race and then watching Vettel take the title. What a brilliant day!"



"My first experience of the day was seeing the big wheel at Suzuka"

SPA 2011 / Paula Riseborough / 30 / UK

"Martin Whitmarsh gave me a peck on the cheek – my mind was blown!"



"The best race I've ever been to was the 2011 Belgian GP. It was my 30th birthday and I'd won a competition to meet Nick Heidfeld, but he was dropped by Lotus in favour of Bruno Senna, so I had the honour of meeting him instead.

"I had a paddock and pitlane tour where I had my photo taken with McLaren team principal Martin Whitmarsh. He wished me happy birthday and even gave me a cheeky peck on the cheek! My mind was blown – it was like I was in heaven! Later on I stood feet away from my idol, Lewis Hamilton. This was the best birthday I will ever have."



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Reflecting
the best of British

Nico Hülkenberg

He's a very cool customer is Force India's Mr H. He reckons crashing in the tunnel at Monaco is a bit like 'hitting a cushion' and as for intra-team rivalry... well, he says he'd quite like to take Paul Di Resta to a beer festival

WORDS TOM CLARKSON PORTRAITS LORENZO BELLANCA/LAT

That meteoric qualifying lap must seem like it happened yesterday. After all, it was only four races ago – excluding a 12-month career interlude as Force India's third driver – that Nico Hülkenberg embarrassed Formula 1's big guns by taking pole position for Williams at the 2010 Brazilian Grand Prix.

We meet in Malaysia and a lot has happened to Nico since then. He's been let go by Williams and scooped up by Force India as their third driver and he's even tried his hand at a spot of TV work. But he is now back full-time and, after a good start to 2012, looks like he's here to stay. He's been a match for team-mate Paul Di Resta and his technical skill prompted one member of Force India's management to tell *F1 Racing* "Nico's the real deal."

It's too early to predict how good Hülkenberg will become. He's still young and inexperienced,

but you have to admire the way he goes about his racing. There's no fanfare and he's very level-headed; he just turns up at a racetrack with his physio Florian Eschrich and gets on with the job.

With that same matter-of-fact air, he sits down to answer your questions. And the first one is about a bit of a touchy subject...

What do you think about the way teams drop their drivers like yesterday's trash?

Marc Vicary, UK

[Laughs]. Maybe not like trash! But it's true that F1 is a tough environment; it's a business at the end of the day. Sometimes a driver will get dropped for performance reasons, and sometimes not. I'm a good example of a driver who got dropped for business reasons, when Williams replaced me at the end of 2010. It's not the nicest thing to happen, but what can I say?

The sport has pretty much always been like that, and it always will be.

What was the last thing Frank Williams said to you as you were leaving his office?

Neil Keraunos, Australia

He didn't say anything.

While you were with Williams, did Patrick Head ever break into one of his famous rants?

Geoff Wilson, UK

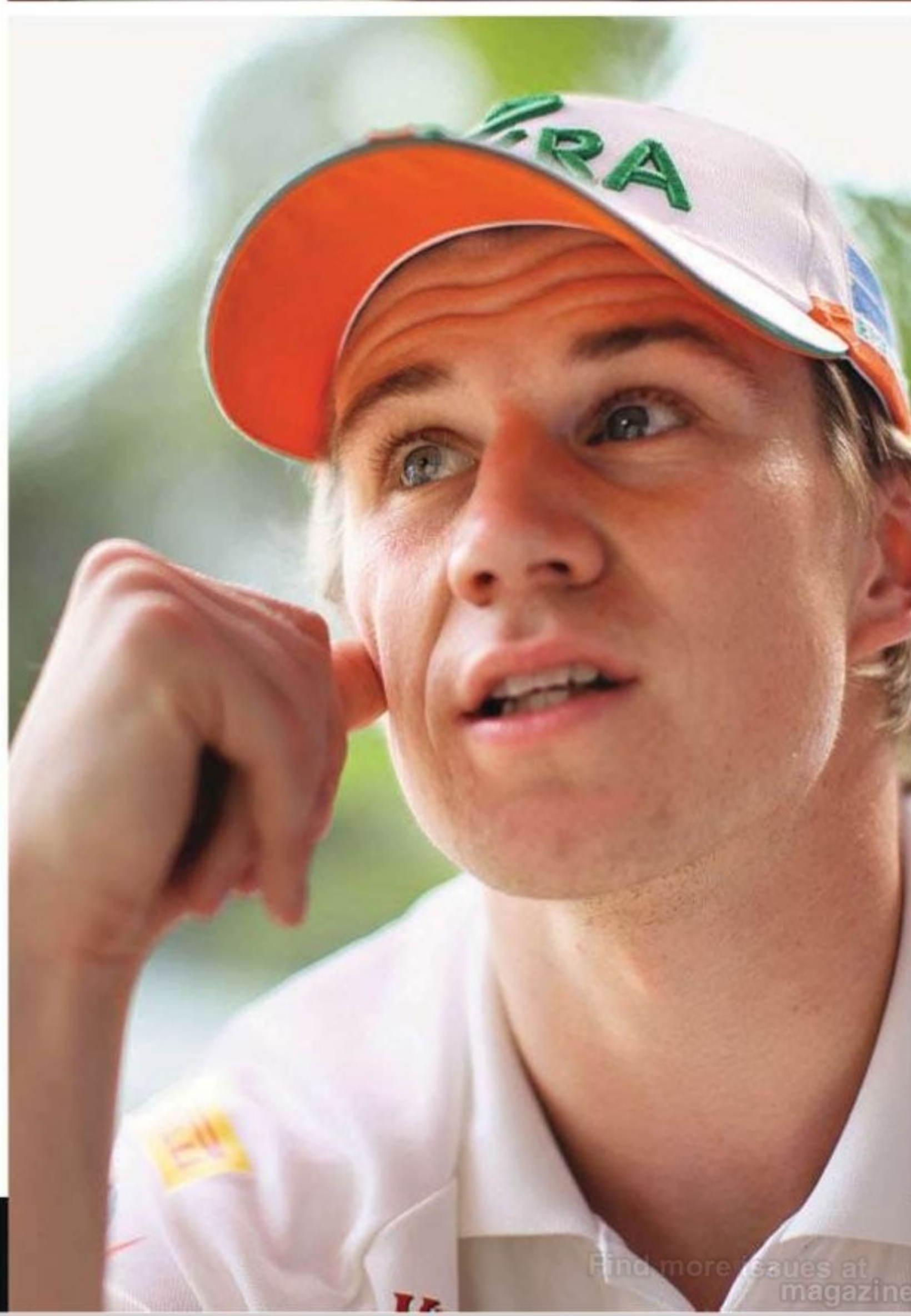
No, he didn't. I never saw the Patrick Head 'Washing Machine' that people talked about.

What was the best advice you got from Willi Weber [Nico's former manager]?

Zoltan Karpathy, UK

Push hard and win races. That's it. →





Did a year as Force India's third driver benefit you more than racing for another season in an uncompetitive Williams?

Kyle Griffiths, UK

You always learn more when you're racing and it doesn't matter about the competitiveness of the car: you want to be racing. There's only so much you can learn from doing FP1 and a bit of TV work. I would have been better off racing.

Do you think there's a chance you can score a podium this year?

Mouries Alexandre, France

I certainly hope so and I'll be trying hard. But under normal circumstances, and in a normal, dry race, it's going to be pretty difficult. There are a lot of competitive teams this year.

Which F1 team would you like to drive for – other than Force India?

Josh Bohn, UK

I'm very happy at Force India. We have a great team and a great bunch of guys. I feel very comfortable and very welcome here and I have done ever since I joined. For now I'm very happy where I am and I want to stay here. As for the future, I'm open-minded. Obviously it would be very special to race for Ferrari, but I'm not thinking about that right now.

How did it feel when you crashed inside the Monaco tunnel in 2010?

Marek Sawczuk, Poland

It was pretty unspectacular. Before I knew what had happened, I was in the wall and then I was outside the tunnel pretty quickly, where the car stopped. From inside the cockpit, a crash is never as spectacular as it looks from the outside. When you hit the wall, it's not that violent; it's a bit like hitting a cushion, even more so in the Monaco tunnel because the angle of the barrier makes it more of a glancing blow. The only thing I felt was frustration and anger.

During the build-up to a grand prix, do you have any pre-race rituals?

Steven Denys, USA

I try to find the same rhythm before every race. It starts just after the drivers' parade, which is usually about one-and-a-half hours before the start, and I do the same stuff at the same time each weekend. I have a massage, then a warm-up, then get changed, and it ends with a few minutes in my room on my own, where I focus before getting in the car.

Who is the best driver on the grid?

Richard Allende, Spain

There are a lot of good drivers at the moment, so it's difficult to name only one. There are a few guys I'd pick out, and it's pretty obvious who they are. I'd like to think that my name is in that

group too. I'm not the guy with the most experience out there, but with more experience I hope I can win races at some point.

Do you think you can ever really be friends with a team-mate?

Garry Robinson, UK

Yes, I think you can. But it requires both drivers to be strong characters. It's natural that you want to beat your team-mate on the circuit, but you need to be capable of splitting up the Formula 1 side of things and your private life. It's possible to do that, but you need two humans to work together to do that.

Do the potential vacancies coming up at Ferrari, Red Bull, McLaren and Mercedes add an extra intensity to your battle with Paul Di Resta?

Ian Simpson, UK

I'd say no, although the battle with your team-mate is always more intense than any other because he's your only real point of reference. He's the only guy in the same car. But we've just started the season, so I'm not thinking about potential vacancies at other teams. I'm just focusing on the here and now, which means optimising the performance of my car during each qualifying session and in each race. What happens after this we'll find out eventually, but it doesn't add extra pressure or intensity to my battle with Paul this year.

Now that you're one of Force India's race drivers, how do you feel about giving up your car during FP1?

Stuart Dobson, UK

There are always mixed feelings when you have to give your car away to someone else. But I think Jules [Bianchi, Force India's third driver] will look after it. That was certainly the case when I did the third driver role last year; I knew I was driving someone else's car, so I went into each session with a different mindset. I didn't push 100 per cent; I drove within myself, just to be on the safe side, because I knew I couldn't damage the car. I think it's going to be okay.

What would you like your greatest achievement to be in 2012?

Michele Scott, UK

To beat my team-mate and to have lots of strong races. Simple.

Who is your hero?

Justin Antoniewicz, Poland

It's difficult for me to name just one person. I'm a big tennis fan, so I'd probably have to say someone from the tennis world. I can't make up my mind as to who I'd choose because all the top guys are very impressive: Federer, Nadal, Djokovic – even Murray. They are all doing a



"I'm very happy at Force India. We have a great team and a great bunch of guys. For now, I'm happy where I am... but it would be very special to race for Ferrari"



INSETS: GLENN DUNBAR/LAT; ANDREW FERRARO/LAT

very good job. But if I had to pick one, I'd say Rafa Nadal because I like how he hits the ball, how physical he is and how he shows emotion. I really like his attitude.

What was your childhood like, and how did you get into motorsport?

Claire Balchin, UK

I had a pretty standard German childhood. I went to a normal school and I did the normal things that kids do. I have one sister, who's five years older, and she always gave me a hard time. She used to lock me up in different rooms whenever she wanted to watch a different TV →



"You can be friends with your team-mate but it requires both drivers to be strong characters. You need to be capable of splitting the Formula 1 side of things and your private life"

programme. As for motorsport, a friend of ours raced karts for a hobby and we decided one Sunday that we'd meet them at a kart circuit in Holland, near to our house. Before you ask, the town where I grew up – Emmerich – is a mile from the Dutch border. I immediately wanted to drive one of the karts and luckily for me, my father and grandfather are big racing fans. Two or three days later, I got a go in a kart and that was it: I was quick right away and I knew then that this was what I wanted to do with my life.

Do you like Bollywood films?

Jakub Kurowski, Poland

I've never actually seen one, which would suggest that I'm not.

Will you marry me?

Revi Annisa, Malaysia

That depends on what you look like, Revi! We'd need to do a bit of dating first – I can't walk straight into marriage without a bit of work beforehand. Sorry.

What would you say was the hardest junior championship that you won en route to Formula 1?

Jonny Popper, UK

That was probably Formula BMW in 2005. My main rival was Sébastien Buemi, who was in his second year in the series, and I was a rookie contesting my first single-seater championship. I won the first couple of races and the pressure was on me from then on; I had to perform and it worked out in the end.

Once you've won the world championship, can we call you the 'Incredible Hulk'?

Marc Watson, UK

If I win the world championship, then you'll have plenty of reasons to call me that. But you can always call me that anyway if you really want to! Although I'd much rather there was a good reason for you to do it.

Is there too much pressure on German drivers to repeat the success of Michael Schumacher and Sebastian Vettel?

Adrian King, UK

I don't really see it that way. Each German driver has his own particular story and his own



Nico battles Force India team-mate Paul di Resta at Malaysia, finishing two places behind him in 12th

What was it like having Rubens as your team-mate and are you sad that he's not in F1 any more?

Michael Filletti, Malta

Yes, I'm sad he's not here this year. He's a great character and a good driver. As his team-mate I learnt a lot of lessons in my rookie season, such as what information to hold back. He had so much experience and he knew what

he was capable of. He would often let me do my stuff in P2 and P3, and then get the hammer out in qualifying and go really quickly. I enjoyed racing next to him, and just speaking to him was always good fun.



Rubens Barrichello congratulates Nico on scoring Williams' first pole in five years. Neither Barrichello nor Hülkenberg race for the team now



situation, and I don't think that you can really compare the rest of us to Schumacher and Vettel. Michael is a seven-time world champion, whereas this is actually only my second year of Formula 1. Hopefully there are going to be many more years of racing to come and much more success still to come – but no, I don't feel any pressure just because we already have German world champions.

What is the best free gift you have ever received from a sponsor?

Simon Andrews, UK

There have been quite a few good ones, but a cute mountain bike has to be the best. It's a really fancy one – I love it.

If you could race in any era of F1, which one would you choose and who would be your team-mate?

Adam Baxter, UK

That's quite a tricky one actually because I'm not so good on the history of Formula 1. I first became really interested in the sport at the start of the Schumacher era, when he was driving for Benetton, and I don't know much about what happened before then. But I've read a bit about Alain Prost and Ayrton Senna, and I think that their first year at McLaren would have been cool. They were both such great drivers and I would have liked to go up against one of them in that turbo McLaren-Honda. It would have been awesome to have 1,000bhp under your right foot: bring it on!

Since you and Paul are from two beer-drinking nations, who can drink more: you or him?

Axel Jonsson, UK

Actually, we've never checked that out and maybe we should do it at some point this year. We could go to a beer festival together. But Paul's Scottish, so I think he'd probably be more of a whisky drinker. 🍷

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Massa

It's nearly three years since that big accident in Hungary, but the Ferrari driver has yet to rediscover his previous race-winning form. As the pressure mounts at Maranello, **David Tremayne** asks...

What's gone wrong with Felipe

As Fernando Alonso crossed the line to score his brilliantly opportunistic triumph at the Malaysian Grand Prix, there was a poignant snapshot. Close behind the Spaniard came Sergio Pérez, the hero of the race, in his Ferrari-engined Sauber. And in the background, lapped, was Alonso's beleaguered team-mate Felipe Massa. There could have been no harsher contrast between the three drivers' current fortunes.

Alonso is Alonso, the toughest fighter of them all. Pérez looks ever more likely to land himself a top seat for 2013, and the smart money is on him switching with Massa, who never recaptured the form he had prior to his qualifying accident at the Hungarian GP in July 2009. The likeable little Brazilian has a mountain of Eiger-like proportions to scale if he is to retain his seat at Ferrari. →

PICTURES

LORENZO
BELLANCA/LAT

Massa?



But Massa has been here before. Even in 2008 there was talk of his seat being in jeopardy and, on several occasions, Ferrari president Luca di Montezemolo publicly spelled out his expectations of the Brazilian, without sugar-coating.

"Massa's contract will run for the whole of next season," di Montezemolo told *La Gazzetta dello Sport* last November. "He's been with us for quite a few years and even if he didn't have such a great season or much luck, we can't question the ability of a driver who was winning the title three years ago and who has always been fast and competitive. We expect great things from him in 2012 and then we'll decide how to proceed. Let's say he'll have to prove himself next season."

Then, in December, di Montezemolo told the Italian paper: "We weren't happy with him and he wasn't happy with himself. But I'm confident that with a car that is able to heat up the tyres faster he'll be able to become more competitive again." But he also admitted that while Massa could be retained for 2013, Ferrari were always looking for potential drivers. Not exactly a vote of confidence in the 31-year-old from São Paulo.

Massa was the man who took the fight so convincingly to team-mate Kimi Räikkönen in 2007, and especially in 2008 and 2009. Even before then, he was starting to show up Michael Schumacher at times. Yet he's rarely looked like the man he was before that accident. He hasn't seen the podium since Korea in 2010.

Then there was that ridiculous string of incidents last year when Massa collided with Hamilton no fewer than five times, in Monaco, Silverstone, Singapore, Japan and India. Those

crashes were by no means all his fault, but when a driver starts that sort of run of bad luck, it takes a lot of turning round.

So first and foremost he needs to up his points scoring. That means two things: increasing his pace, and keeping out of trouble.

Di Montezemolo applied yet more pressure at the launch of the Ferrari F2012 in February. "Massa has to do something great, something special, after a non-positive season," he said.

Somehow, Felipe must walk that tightrope of expectation and get close enough to Alonso to compete with (and therefore frustrate) the Spaniard's rivals for title points, without actually challenging him, as he so infamously dared do at Hockenheim in 2010 when he was told to surrender the lead. In some respects, he's damned if he does and damned if he doesn't.

But Massa was upbeat prior to Melbourne. "It's going to be an important year for me and the whole team; 2012 is going to be the victory year," he announced. "We want to fight to get the championship back. I want to believe in my skills and our car and this is the right thing to do. Here I feel a strength, I'm focused on winning. There are plenty of positive things in my head and I want to start in the right way and get to the end of the championship in a better way."

Sadly, his campaign got off to a terrible start. He spun at Turn 1 on his first flying lap in FP1 – "They need to make that corner a bit wider on the entry," he joked afterwards – and although he made a stirring start to the race after qualifying a disappointing 16th, his initial run in tenth place didn't last long. As Alonso battled further up the road, Felipe fell back and later got into trouble with Senna on the 47th lap, which ultimately led to his retirement. In Sepang he was 15th, and was officially ranked 19th in the world championship stakes – behind the Marussia drivers.

The obvious suggestion is that there is still a lingering legacy from the accident, but Ferrari are adamant that there have been no after-effects.

"We have never felt that it tarnished Felipe's talent," insists one Ferrari insider. "His talent is

seen in the numbers. These days you cannot hide in an F1 car. If you brake earlier for a corner, it is there on the telemetry. Every lap is recorded and analysed. In the past, maybe the driver could claim that something was wrong with his car, that that was the reason for being slow. But we know just where Felipe brakes and what line he takes into corners, and he was exactly the same in 2010 as he was in 2008 when he was winning races."

So then what is the problem?



"We expect great things from Felipe in 2012 and then we'll decide how to proceed. Let's say he'll have to prove himself next season"

Luca di Montezemolo, November 2011

Last year with the new Pirellis, Massa struggled to switch the tyres on as quickly as Fernando did, because Alonso has a much more aggressive style on turn-in that generates heat better. And getting heat into the tyres over one lap was the Achilles' Heel of the F150th Italia last year.

Now, in a difficult car, Alonso's aggression better equips him to grab hold of it and overcome its shortcomings, while Massa struggles with a fundamentally gentler style. Ferrari gave Felipe a

new chassis for Malaysia when he couldn't find a decent balance in Melbourne and was degrading his tyres faster than Alonso – ironic given his inherent smoothness. While Ferrari could have analysed everything to the nth degree, it was simpler to give him a new chassis with the same powertrain and put him in a better psychological position. But the new chassis didn't help.

Now the feeling is that while he's still struggling a little to heat up the tyres, he's also overdriving to

try to overcome his problems – and degrading his tyres faster as a result.

Immediately after Sepang, Massa cancelled a trip home to São Paulo and headed to Maranello to sort out his problems with his engineers and try different techniques in the simulator. But if he does find his mojo again, will he ever be allowed to win if he's running ahead of Alonso?

In the past, Ferrari sometimes seemed to have favoured one driver over another, putting →

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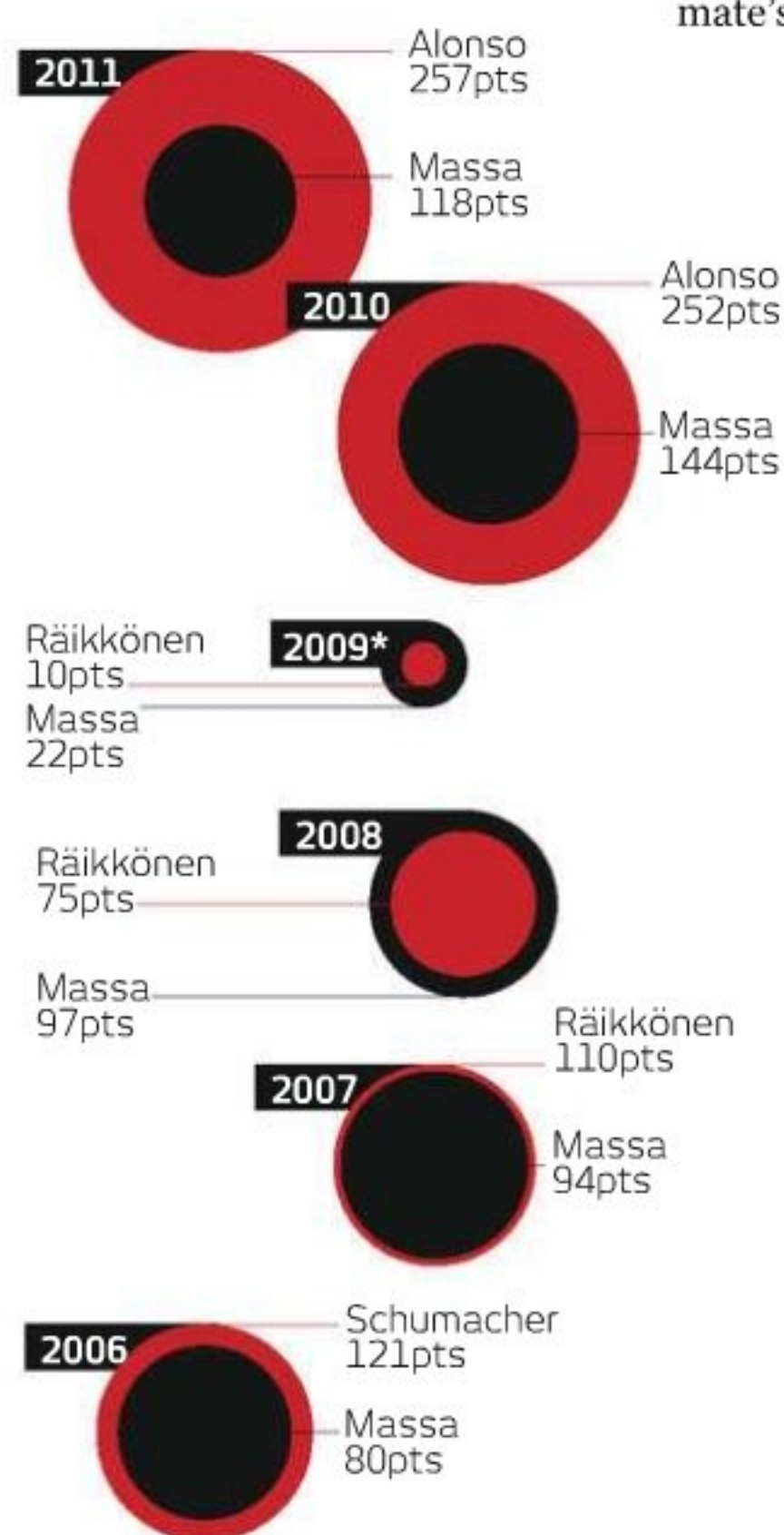
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Massa's points tally compared to his Ferrari team-mates'



*up to his accident in Hungary

Michael Schumacher over Rubens Barrichello, Eddie Irvine over Mika Salo, and even Felipe over Kimi. But Felipe has had to make some serious mental adjustments regarding his new team-mate's speed and status. It took the Spaniard

fewer than six months to make the team his own. Winning first time out in Bahrain was a big step in that direction, but Alonso also has a phenomenal work ethic. Life for Massa has not been easy since.

Theirs is a cordial relationship, however, and, according to insiders, it has never been better. A cynic might argue that's because Alonso knows he has nothing to worry about the way he did with Lewis Hamilton on the other side of the garage.

Now Ferrari insist that if Felipe is leading Fernando and running at similar speed, he will be encouraged to win. The catch is that he would need to be consistently quicker, but whether that means over one race or several is not guaranteed.

Massa was the first to be deeply disappointed by his form in 2010 and 2011, and his contract is up at the end of 2012. The team will certainly want to start considering the identity of Alonso's 2013 partner no later than June or July.

Formula 1 isn't known as the Piranha Club for nothing, but there is a genuine affection for Felipe, and a desire within the Scuderia to help him – pressure from di Montezemolo notwithstanding.


"We need to stay close to Felipe at this moment," Domenicali said after Sepang. "We

need to find a way for him to get confident in his car. We saw, for example, one step that was in the right direction in qualifying because there was an improvement compared to last weekend. Now we need to understand what happened in terms of his race pace.

"In my view, the problem is that this car can be very good and it can also be quite difficult. The priority for me is that Felipe has around him the protection of a team that tries to work hard with him. On our side we need to make sure he's confident to drive the car on the limit without overdriving it, where the situation could be as bad as not being able to reach the limit."

Domenicali cites calls for Massa to be sacked after Malaysia four years ago, and how he came back to win two of the next three races. "We remember how that particular season ended, with Felipe actually world champion, even if it was just for a few seconds..."

"Felipe will be in Maranello to work alongside the engineers and calmly analyse everything that happened in these past two races, trying to identify why he was not able to deliver what he is capable of. That's the right spirit and we are here, ready to help him."

So the first thing is to see whether or not Felipe Massa can manage to rediscover his mojo. Then he can start worrying about saving his Ferrari career. The jury is still out on both counts. 



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The boys are

WORDS ROBERT HOLMES PICTURES STEVEN TEE/LAT

Home to the stars of the sport, Monaco is the glitziest, the most glamorous and probably the most famous location to grace the Formula 1 calendar. It's always good to have a few insider tips, so *F1 Racing* found a couple of locals – going by the names of Jenson Button and Lewis Hamilton – to give us the full guided tour...



back in town

Size certainly matters in Formula 1, which is why Monaco's diminutive 0.78 square miles should really confine it to the lightweight division of F1 venues. The track layout is painfully slow and you could quite convincingly argue that the circuit is outdated, dangerous and inaccessible.

Yet everyone still absolutely *loves* Monaco. "There's nowhere else quite like it," explains

Jenson Button. "The proximity of the barriers makes it the most challenging circuit in the world. The spectators come here to have a good time and there are people everywhere – on balconies, on boats and up in the hills. The atmosphere here is just unbelievable."

Monaco's idiosyncrasies endear it to fans and drivers alike. Despite the scale and lavishness of modern-day circuits at places like Singapore and

Abu Dhabi, Monaco continues to exert the most pulling power. This is where corporate spending defies these belt-tightening times and it's where the celebs want to come and be seen. But more than all that, it's the race that the drivers want to win more than any other.

"There's a great vibe over the race weekend," says Lewis Hamilton. "The place is buzzing. I love walking from the paddock to the pitlane →



because the people sat on the hill call your name and wish you luck. It's loud and it's good fun."

The contrast with today couldn't be greater. The race is still six weeks off and the atmosphere as we stroll around Monte Carlo is tranquil. Monaco's 36,000 inhabitants are going about their daily business; cappuccinos are being sipped and boats are being cleaned.

Jenson and Lewis both moved to Monaco over the winter. For Lewis, it's his first time living here. Jenson, meanwhile, is returning to the Principality after a brief sojourn in Guernsey.

Lewis looks surprisingly fresh, given that he flew in late last night after watching his girlfriend Nicole Scherzinger perform in a concert at Belfast's Waterfront Auditorium. At the moment, his new apartment is just having the finishing touches applied by an interior designer.

"This weather's great," he announces, looking skywards. You sense that Monaco's 300 days of sunshine per year are a big reason why he's swapped Geneva for the south of France. "Well, it's certainly one of them!" he quips.

Jenson already knows Monaco's advantages. He moved here in 2001 and bar that time in Guernsey ("I craved a house with a garden"), he's lived here ever since. As with Lewis, the climate was a big factor in luring him back.



"I do a lot of training," he says, "both for F1 and for my triathlons. The weather here is perfect, even during the winter. You can always get outside and do stuff. I love water and I do a lot of sea swims, which is harder to do the closer you get to England."

Walking around together, the guys seem very relaxed. The objective of today isn't to learn any secrets about the racetrack; it's not even to drive around it – the traffic's too bad for that. We want

the boys to show us around and reveal some of the finer things that Monaco has to offer.

Meanwhile, business appears to be going very well indeed for McLaren's road-car division: there are plenty of MP4-12Cs gurgling around town, along with the Ferraris, Lambos and other supercars that appear to be *de rigueur* accessories for Monaco residents.

Monegasques are used to seeing racing drivers around town. There are fewer F1 drivers living

here than in the past, but the ones who are residents are permanent fixtures. Mercedes GP star Nico Rosberg has never lived anywhere else and previous generations remain here as well; Gerhard Berger, Keke Rosberg, Mika Häkkinen and David Coulthard retired from F1 many moons ago, but Monaco is still their home.

"I would recommend Monaco to any driver wanting to move here," says Coulthard. "I've been here since 1995 and I love it. It's a great →



lifestyle; there's great training, there's a great sports community and you don't get hassle. You can also get to most places in Europe in an hour."

The lack of paparazzi is a definite attraction. Outside the grand prix weekend, professional photographers need licences from the tourist office to take photographs and the police make spot-checks to ensure you're not taking liberties.

Imagine strolling around London with Jenson and Lewis. There would be swarms of paparazzi

jogging backwards in front of you to get a shot, whereas today the only photographer present is our man Steven Tee.

"We travel a lot," Jenson tells us, "and Monaco is just so convenient. I can jump in a helicopter to Nice airport – which is just ten minutes away – and from there, any destination in Europe is just a short hop away."

"I love boats," Lewis adds. "I never stay on the boat over the race weekend, though. Even if it's

not moving much, you still get sea legs because the rocking messes with your equilibrium."

"The challenge of driving a Formula 1 car along these streets is immense," says Jenson. "As we exit the tunnel we're doing about 180mph. If you look for it, you can still see all the boats, the flags and the people cheering and relaxing. There's a real buzz, but all of your focus needs to be on getting your braking point right for the chicane."



"The challenge of racing along these streets is immense. As we exit the tunnel, we can see the boats, the flags, the people cheering..."

The temptation for the drivers to join the beautiful people on their boats must be huge, yet somehow they manage to refrain from all the fun. At least until the Sunday evening...


"After the race you can usually find a party to pop in to," says Lewis. "But you're unlikely to make it a late night. It takes a day to recover from a race – maybe longer at Monaco because it's so intense. If you have a night out as well,

that's another day of recovery, which is one less day of training. It takes you off the route of trying to be the best."

Only the best drivers win at Monaco. Of the 59 world championship races staged there to date, world champions have won 39. That's a far greater proportion of world champion-winners than at any other track on the calendar, which suggests driver skill plays a much greater role

through these tortuous streets than it does anywhere else that Formula 1 visits.

"Now I live here," says Lewis, "it's going to feel like a second home GP – and every driver wants to win his home race!" Particularly when it's the most challenging and glamorous race of the year.

Monaco is a race for F1's heavyweights, and they don't come weightier than Jenson and Lewis. Metaphorically speaking, of course... 

165mph in the dark

It might look easily flat-out when you see it on TV, but allow us to explain why Monaco's tunnel is actually one of F1's most extreme corners...

WORDS JONATHAN REYNOLDS

As the drivers exit the right-hander at Portier and head back along Monaco's picturesque harbourfront, they're faced with one of F1's most unique challenges: a flat-out indoor corner known simply as 'the tunnel'.

"Obviously because you're in a tunnel it's much darker than normal corners," explains 2004 Monaco GP winner Jarno Trulli. "There are lights, but you can't see the racing line very well or where the dust is, so you need to concentrate to get the right line."

Perhaps more so than with any other corner, if you get your line wrong in the tunnel, you can expect to hit the barriers quickly – and hard. At the apex of the right-hand bend, which is more of a corner than it looks on TV, the drivers travel at 165mph in sixth gear and pull 2.6G, while their eyes – often shaded behind a tinted visor – struggle to adapt to dark conditions.


"You have to be reasonably accurate with your turn-in point," explains 2010 Monaco winner Mark Webber. "If you come a little bit off-line there's no way you can get back in there. If you walk through the tunnel, you can see it's just a long, long curve and then it kinks a little bit more aggressively and that's the juicy bit for us. You have to turn in a fraction earlier for that, get

reasonably close to the inside barrier and then let the car run out a little bit."

As Webber suggests, there really is only one line through the tunnel. Last year, the greater-than-usual build up of rubber marbles (caused by the rapidly degrading Pirelli tyres) made the racing line clearly visible, and it was barely one-and-a-half car-widths wide. Perhaps it was

unsurprising then that the tunnel became the first corner in F1 where the drivers were banned from using the DRS on safety grounds. "It was necessary," says 2009 winner Jenson Button. "The tunnel is a very slippery place with a lot less grip than the rest of the track and marbles bounce off the barriers and come back onto the racing line. The first person who tried to use DRS in there was going to put it in the wall."

But if you think the tunnel is a gruelling experience for the drivers, spare a thought for the hardy group of marshals who spend the two-hour-long race stuck in what must be one of the world's most deafening and fume-filled workplaces. Last year, German newspaper *Bild am Sonntag* measured the volume of each car on the grid out on track and they ranged between 125.9 and 127.8 decibels – almost as loud as a military jet taking off. You can only imagine the cacophony as 24 cars go through the tunnel one after the other, with the enclosed sound reverberating off the walls and roof.

The tunnel experience is over in a matter of seconds for the drivers, but, as their eyes adjust to daylight again, there's no time to relax. Within 100 metres, they face the hardest, bumpiest braking point on the circuit. 

Monaco's tunnel in numbers

Average time in tunnel per lap

5.7 secs

Entry gear

3

Apex speed

165mph

G-force

2.6

Exit speed

175mph

Exit gear

7

Tunnel length

360m

F1 decibel level

127.8dB

PHOTO: XPBCC

The Master of Monaco

When **Ayrton Senna** raced at Monaco the question was never *if* he would win – but how he would do it. *F1 Racing* examines the Brazilian legend's incredible achievement of six victories here in seven years

WORDS ALAN HENRY

You could hear the rumble and the

scraping from overworked suspension arms and scuffing front-wing end-plates over the flat bark of the exhausts. This wasn't just fluid genius at work, it was a crash-bang over-the-kerbs manhandling compromise that was exhausting even to watch. This was Ayrton Senna's 1988 McLaren MP4/4 turbo being strong-armed out of La Rascasse and then, with a frightening spurt of throttle, through the off-camber, narrowing right-hander and onto the start/finish line. There was nothing fluid or classical about it. This was war.

McLaren provided the easel and canvass, Monaco the sunlit inspiration – but it was Ayrton Senna who painted the picture with all the pent-up emotion and interpretive certainty of a Monet, Van Gogh or a Constable. And that legacy remains to this very day.

Ayrton Senna and Monaco. Comfortable, hand-in-glove conspirators, you might think. Yet it's hard to think about in the same high-octane breath without feeling that somebody is about to draw a cold finger along the base of your spine. Senna and Monaco; chilling in their unyielding partnership, a quintessential example of an F1 combo straining every sinew.

Yet you had to watch closely to discern the genius at work. The whole thing about Ayrton Senna was that he knew, no matter what others might think, that he was better than anybody else of his era. In his own mind that was a given; the only question as far as he was concerned was just how much he was going to win by. And Monaco was the best and most suitable venue on the calendar, where the premium benefit of his genius would reap the biggest dividend. Because he was prepared to go closer to the barriers, at higher speeds, than anybody else. Time and time again.

Ayrton won F1's greatest race six times out of seven between 1987 and 1993, which included five consecutive victories. You can also make a compelling case that he should have won in 1984 for Toleman, and on his debut there for McLaren in 1988. Only in 1986, when his Lotus-Renault turbo simply wasn't quick enough to take a tilt at the dominant McLaren-TAGs of Prost and Rosberg, could it genuinely be said that Ayrton Senna was not a factor at Monaco.

Those two years during which Senna and Alain Prost were team-mates at Monaco were remarkable for their crackling tension. Both years the McLaren squad operated out of the pits closest to the exit of the Rascasse hairpin; it was cramped, slightly improvised and bustling with team personnel. Yet Ayrton and Alain scarcely acknowledged each other's presence, even though they were literally rubbing shoulders as they walked to and from their cars. They were clearly operating in self-contained worlds of their own, particularly in 1989 when their personal relationship seriously started to fall apart.

Yet while Senna's domination of Monaco was pretty much complete throughout his F1 career, it's necessary to cast the net a little wider to put the capability of this remarkable Brazilian into a fuller context. Ayrton was inspirational in the truest sense of the word. Not just to the fans, but, more importantly, to the people who worked in the teams he drove for.

Take Brian Hart, the man who designed the 415T four-cylinder turbo engine used to such brilliant effect in Ayrton's Toleman in 1984. Brian had been around the block more than a few times and it took a huge amount to impress him. But Ayrton left him almost rocking with disbelief.

"Ayrton had remarkable mechanical sensitivity," Brian recalls. "I remember we were doing fuel-mixture control →



PHOTO: PASCAL RONDEAU/GETTY IMAGES

tests at Brands Hatch and he could feel the response of the engine. We would check it out on the dyno, and he would be right.

"He told me that he didn't use the rev counter – only the boost gauge. 'I use the rev counter perhaps for fifth to sixth,' he explained. 'But in all the other gears I'd wait for the boost to get to the right point – and I could feel the engine struggle a bit – and would stick it in the next gear.'

"He would read everything out to you that was in his mind the moment he got out of the cockpit. He wouldn't come back later at seven in the evening and say: 'Oh, and by the way, here's another thing.' He was very decisive." And very much a man who carved his own furrow. Yet it was a measure of Ayrton's deep respect for Brian that he asked him whether he thought he was doing the right thing going to Lotus in 1985. Despite the huge furore, including threats of legal action, with Toleman.

"I told him yes, absolutely, he had to go," says Brian. "At Toleman we did not have the resources to match Lotus. And Ayrton had outgrown us even after a single season. Already he was flying."

He was also lucky. In pouring rain at Monaco in the Toleman, he got away with clipping the chicane kerbing hard enough to derange his car's rear suspension. But he got away with it. At Monaco, it seemed as if Ayrton had been born under a lucky star. Interestingly, while many complained at the way in which the '84 race had been flagged to a premature finish, Senna kept his counsel and never offered a word of criticism. He was mature and seasoned enough already to understand that the ebb and flow of racing fortune affects everybody from time to time. Only when he was really passionate in the belief that he had been dealt an unfair hand would he raise a firm voice in protest.

Ayrton did not often open up about his inner thoughts, but he always felt he had a receptive and sympathetic ear in the late Denis Jenkinson, continental correspondent of *Motor Sport* magazine for well over 40 years. In 1989, I listened to them chatting about the previous year's efforts in qualifying.

Senna explained: "In 1988 at Monaco we had race tyres, not qualifying tyres, so the pressure lasted lap after lap. Not just one lap. I got to the stage where I was two seconds a lap faster than my team-mate who was using the same car, same engine,

everything" – note that he does not mention Prost by name; their personal relationship by this stage was all but nonexistent – "...but I suddenly began to realise that I was going too fast. There was no margin whatsoever, in anything. When I had that feeling I immediately lifted. Then I felt I was on a different level. I felt at one stage the circuit was no longer a circuit, but just a tunnel of Armco. I said to myself: 'Today is special. Don't go out any more. You are vulnerable.' To hear a driver unburden himself so graphically and without fear of being regarded as a laughing stock, was not something we were used to. But as it was Senna, we took it absolutely at face value. It would never have occurred to us to contradict him.

Ayrton may have been in a class of his own when battling with Prost for pole and, in the opening stages of the race, the Brazilian duly ran away from the opposition. For his part, Prost spent many laps bottled up behind Gerhard Berger's Ferrari in third place. Then Alain got clear and set a sequence of blisteringly fast laps even though he was almost half a



Senna's six wins



1987 Lotus 99T

Starting from second, Senna took the lead from Mansell on lap 30 to claim his first win here



1989 McLaren MP4/5

Senna lost second and first gears, a fact he hid to prevent a challenge from nearest rival Prost



1991: Senna takes his fourth Monaco victory with a commanding drive

The pretenders to his crown

Ayrton Senna is considered the undisputed 'King of Monaco' now, but that hasn't always been the case. Eleven other drivers have more than one Monaco win on their CVs, but the men who come closest to matching his record are Graham Hill, Michael Schumacher, Alain Prost and Juan Manuel Fangio.

Although Fangio won here only twice, his first ever GP win in 1950 and again in 1957, that represents a 50 per cent strike rate and the Argentine was on pole and took fastest lap on the four occasions he raced there.

Prost was no slouch around the streets of Monte Carlo and managed three consecutive wins between 1984 and 1986, but it is Graham Hill and Michael Schumacher whose records bear scrutiny when compared to those of Senna.

With his five wins coming from 1963-1969, Hill's best performance undoubtedly came in 1965, when he had to take to an escape road to avoid hitting a backmarker on lap 25. Rejoining in fifth, he battled back to pip Lorenzo Bandini by a second at the flag, setting lap records at will along the way. In 1968, he further enhanced his reputation when, as leader of a Lotus team reeling from the deaths of Jim Clark and Mike Spence, he responded to the challenge and won there for the fourth time.

Also with five wins to his name, Schumacher could yet match Senna's tally, but his Monaco aura was tainted in his final year at Ferrari. In the dying minutes of qualifying, the German, having claimed pole, 'parked' his car at the penultimate corner following a small tap of the barriers, preventing anyone else from beating his time.

Stewart Williams

Monaco GP	Races	Wins	Poles	Fastest laps
Senna	10	6	5	4
G Hill	17	5	2	2
Schumacher	17	5	3	5
Prost	13	4	4	4
Moss	7	3	3	1
Stewart	8	3	4	2
Fangio	4	2	4	4
Trintignant	11	2	0	0
Lauda	11	2	3	1
Scheckter	7	2	1	1
Coulthard	14	2	1	1
Alonso	10	2	2	1



1963: the first of Graham Hill's five Monaco wins



PHOTOS: STEVEN TEE/LAT; LAT ARCHIVE

minute behind Senna. But he knew exactly what he was doing. He absolutely knew that Ayrton would not be able to stop himself rising to the bait.

Sure enough, the race leader pushed a little bit too hard. Momentarily losing concentration, Senna clipped the inside wall at the Portier right-hander, slid wide and all but removed his McLaren's left front wheel against the barrier on the opposite side of the circuit.

"I had driven almost the perfect race," said Senna with that confident self-analysis he tended to make his own. "It was probably the best I'd ever done in terms of qualifying, race performance and car setup. Earlier, I'd had a moment in Casino Square when the car jumped out of gear as I started to relax. I managed to pick up my rhythm again, but then the same thing happened again and caught me out."

Senna's reaction to the accident threw McLaren into turmoil. Instead of returning to the paddock, Senna slipped away to his nearby apartment to lick his wounds. It took the best part →



1990 McLaren MP4/5B

In a chaotic GP, Senna became one of only three to complete the entire race distance



1991 McLaren MP4/6

The Brazilian beat Mansell to take a fourth win by a comfortable 18.3 seconds

of three hours for Jo Ramirez, the McLaren team co-ordinator, to track him down and coax him into getting in touch with Ron Dennis. Twelve months later, Ayrton blew Prost out of the tub again at Monaco, both now armed with the 3.5-litre V10-engined McLaren MP4/5B, although Alain was badly barked by René Arnoux's Ligier, it's fair to say.

Meanwhile, although Gerhard Berger had finished second to Prost for Ferrari, the '88 race had been another instructive lesson about Senna's ruthless capability. It also convinced him that his fine-handling Ferrari simply didn't have an engine that could hold a candle to the Honda turbo. Two years later, Berger would join Senna in the McLaren ranks, suffused with optimism – yet headed for disappointment.

Gerhard quickly attuned himself to the prevailing mood at McLaren. Unlike Prost, who found his position usurped by the incoming Senna, Berger was now the new boy on the block. Beating Senna anywhere, let alone at Monaco, would be a mountain to climb. But he did it by gaining Ayrton's trust.

Gerhard explains; "I came into his team thinking, 'Okay, I know he's very good. But I'm going to beat him.' Then I realised how outstanding he was. But I wasn't struck with jealousy or meanness in any way. I just thought, 'Well, how can I weaken him in this way? And his image or whatever.' I just said, 'Whatever. It's up to me to get better, to improve myself and to beat him.'"

"I think he understood immediately that we would be playing a fair game when we were competing with each other. And so we had room for friendship. And I mean a great, great friendship over the years."

Later, many years after Senna's death, Gerhard told me, "I think if Ayrton had lived, he would have set a record that even Schumacher would have found hard to beat.

"In a Williams, I think he would have won the 1994 championship, then probably beaten Michael to it in '95, then taken the titles that Damon and Jacques Villeneuve took in 1996 and '97. Add to that the three world championships he won for McLaren and that would have been seven."

Ayrton's final victory at Monaco came in 1993 driving the superbly agile Cosworth-engined McLaren MP4/8. Just one year later, the other drivers would be mourning his death when they paid their next visit to the Principality. Meanwhile, his sixth win saw him beat the Williams-Renault of Damon Hill whose late father Graham had previously held the Monaco record of five victories. It was almost as if he was drawing a line beneath his career.




PHOTOS: LAT ARCHIVE

Senna would
go closer to
the barriers
than anyone

As Damon sat alongside Senna in the post-race press conference, the Williams driver's consummate good manners and his ability to think of the right words for the right moment did not desert him on this occasion. Damon, of course, would end up being Senna's Williams team-mate in 1994 and would then return to Monaco the following year, spearheading a single-car entry in

the aftermath of the terrible tragedy at Imola.

"It is 30 years since my father's first victory here," he said, "and I am sure that he would be the first to congratulate Ayrton on breaking his record of five wins. It is a tribute to my father as much as it is to Ayrton that it has taken someone of Ayrton's calibre to do it."

Senna nodded for a moment, then turned to his left with a wry smile and offered Damon his right hand. The two men shook hands warmly. Nothing more needed to be said. A page of F1 history had been neatly turned. 



1992 McLaren MP4/7A

Mansell's Williams was faster, but Senna won after the Brit suffered a loose wheel nut



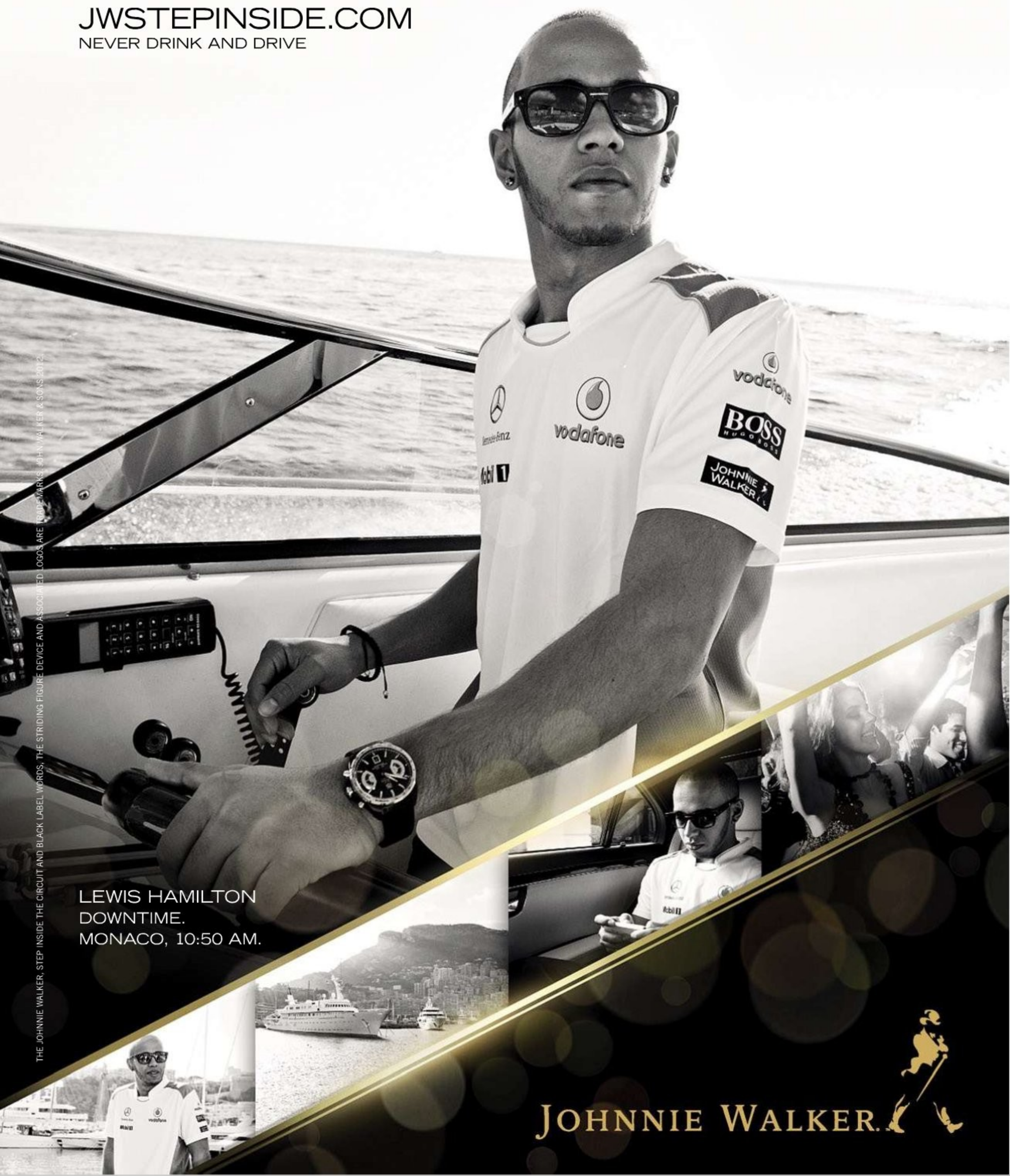
1993 McLaren MP4/8

Senna's final victory at the Principality saw him beat Graham Hill's record of five wins

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THE
MONACO
ISSUE

FIVE OF THE BEST MONACO GPS

Last-lap changes of lead, wet-weather chaos and incredibly random one-off winners. Racing on the streets of Monaco has led to some of the most dramatic races of all time. Here we present *F1 Racing's* top five favourites...

WORDS JAMES ROBERTS & JONATHAN REYNOLDS **PHOTOS** STEVEN TEE/LAT & LAT ARCHIVE



No 5

1970

This race provided what was probably the most dramatic finish ever at Monaco, and it came down to the very last corner of the last lap of the race. It was a classic encounter and, ultimately, the brilliant speed and pressure of Jochen Rindt forced world champion Jack Brabham into making an unbelievable – and rare – final-corner mistake.

Back in 1970, practice was held over three days and, on the Friday, it was so wet that Jack Brabham drove his Brabham-Ford while holding an umbrella over the cockpit.



At the start of the race, neither Brabham nor Rindt were in contention as Jackie Stewart streaked away from pole and comfortably headed the field. By the time 'Black Jack' made it into second place, at around the lap 24 mark, he was 14 seconds down on the Scot. But within three laps, the Cosworth engine went pop in JYS's machine and Brabham inherited the lead.

At half distance, Jochen Rindt was running in fourth place, but started to put his foot down and, with a series of fastest laps, moved his Lotus into second place by lap 65 (of 80), although he was still around 13 seconds down on Brabham.

The gap was ten seconds with ten laps to go and so began an incredible charge where Rindt closed in at a rate of a couple of seconds a lap. Then, Brabham was dramatically slowed while trying to lap Jo Siffert in his ailing March. The 120,000 crowd, packed into the tiny Mediterranean enclave, were egging Rindt on as the leading pair were separated by just 1.5 seconds by the start of the last lap.

Brabham had to deal with two backmarkers and, in an anxious bid to prevent Rindt getting within a whisker of passing for the lead, he chose the inside



line into the final turn. At that tight Gasworks hairpin, he locked up on the dirty part of the track and went straight into the tyre wall. Rindt shot through into the lead and so dumbfounded was the man holding the chequered flag that he failed to wave it to acknowledge the Austrian's dramatic win. Brabham, meanwhile, managed to haul his crippled BT33 out of the barriers to secure second place; you couldn't help but feel sorry for the dejected champion.

Rindt's final lap was the fastest of the race: 1min 23.2secs: a full 0.8 seconds faster than Jackie Stewart's pole position time. Then, just 20 minutes after the finish, a hailstorm of monumental proportions hit Monaco, which could have changed the result completely. "If the race had still been going," wrote Paddy McNally in *Autosport*, "the final laps would have been reduced to a complete shambles."

1992

As was the case in 1970, this race was filled with drama in the closing stages, but this time there was no change of lead right at the end. The 1992 season had started with Nigel Mansell dominantly winning the first five races from pole, and he was gunning for his sixth straight win as F1 headed to the Principality. He'd once again put his FW14B up front with a hugely impressive pole lap, 0.8 seconds quicker than anyone else, and managed to drive the first ever 90mph lap of Monaco.

Fast forward to Sunday: in those days, the race start was delayed until after Prince Rainier had eaten his lunch. Once the race got under way, Mansell roared into the lead, while Senna crucially nabbed second from Patrese entering the first corner. The race was looking all too predictable as 'Our Nige' extended his lead from Senna by around one

second per lap. "I couldn't think of beating him," said Senna. "But you never know what might happen at Monaco. In the early stages, I was planning for the end of the race..."

On lap 71, just seven from the end, Mansell's Williams was off the pace and he was frantically talking to his engineers, convinced he'd picked up a puncture. Whether it was caused by hitting the barriers or debris no one was sure, but after a tardy stop, Mansell re-emerged from the pitlane just as Senna streaked past into the lead.

Mansell closed the gap – almost two seconds faster on his fresher rubber – but couldn't find a

way past. All around the lap, Mansell jinked and bobbed his car behind the McLaren, but Monaco proved that no matter how much quicker you are, overtaking remains nigh-on impossible.

"I knew he would try everything and all I could do was try to stay on the road and in the right place. On the straights it was like a drag race, wheelspin in third and fourth gear," said Senna afterwards.

"Now, if anyone drove like Ayrton did then, he'd be given a number of stop/go penalties," says Mansell today. "We got so close but, crucially, we didn't touch..." →





1984

Monaco was subjected to a torrential downpour before the start of the 1984 GP. As the rain blew in from the Mediterranean and lashed the harbourside, drivers commenced in the hope that conditions would improve. But seconds after the green light, the inevitable happened as both Renaults collided with each other as they rounded Ste Devote.

Despite the appalling visibility, Alain Prost slithered into an early lead and was chased by Nigel Mansell in his Lotus. On television the pictures and then the sound kept breaking up as first commentators couldn't see what they were should be talking about... then viewers back home couldn't hear what they were saying.

By lap 12, Nigel Mansell was pushing hard in his Lotus and soon found a way past Prost. With 49 GPs under his belt, could this be Mansell's first win? Nope. Just five laps on he slid into the

barriers and broke his right-rear suspension.

Meanwhile, Ayrton Senna, who had started 13th in his Toleman, was scything through the field and had moved up to third, which became second when he overtook Niki Lauda into the first corner.

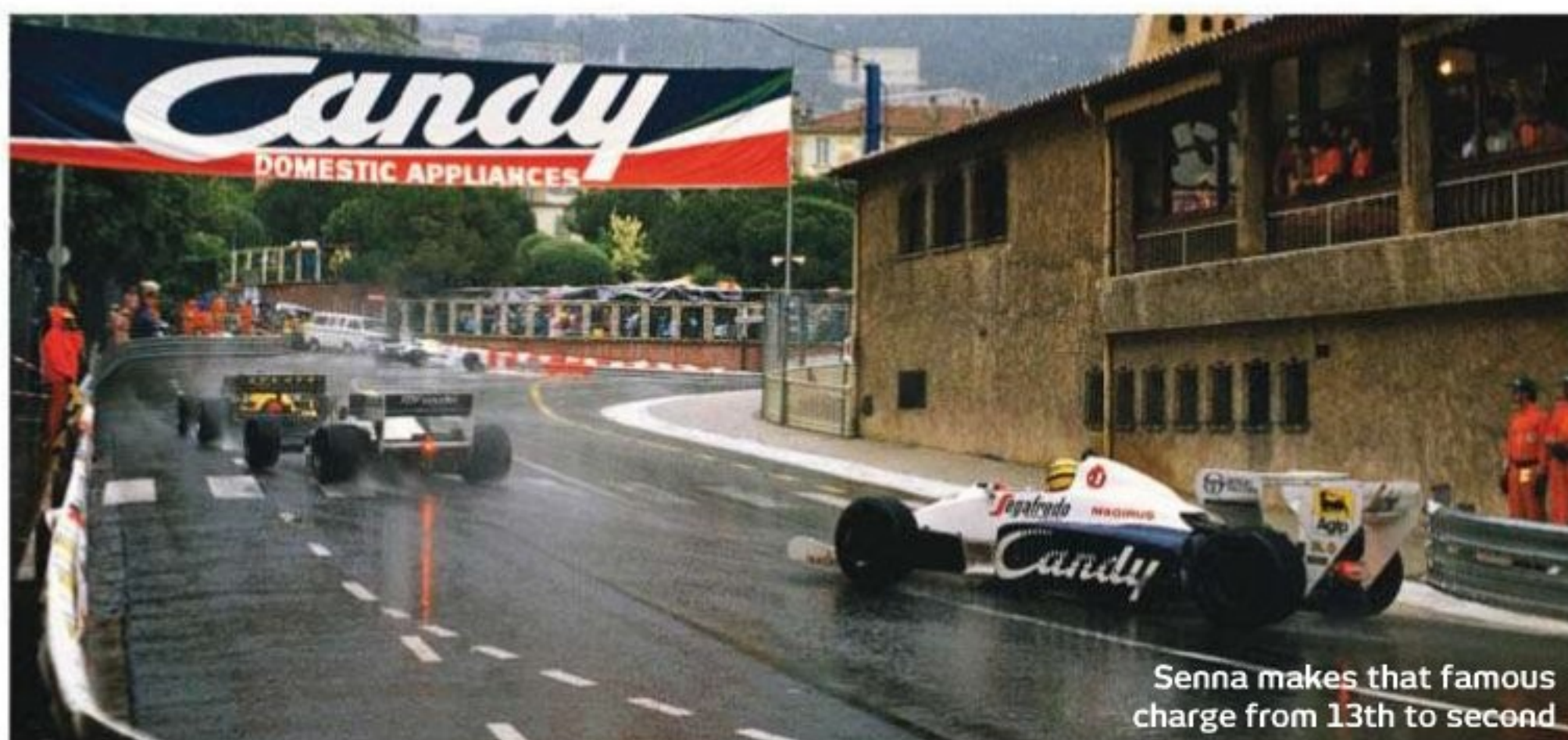
At this point Senna was 31 seconds behind race leader Alain Prost, but the Brazilian began an incredible charge, taking up to three – and sometimes four – seconds a lap out of the Frenchman's lead.

Now the weather had taken a turn for the worse and Prost began to frantically gesticulate

No 3

to the officials at the start/finish line. With a Frenchman leading, they brought the race to a halt after just 31 of the scheduled 77 laps.

While so much praise was heaped on the Toleman driver that day, the man who came third has often been overlooked. Stefan Bellof had put in a similar charge to Senna, starting a lowly 20th in his Tyrrell, and was closing on the Brazilian when the red flag appeared...



"Despite the appalling visibility, Prost slithered into an early lead"

No 2

1996

This grand prix holds the record for having the lowest number of cars still running at the chequered flag: after a shunt five laps from the end eliminated four of the few remaining competitors, only three finished the race. The podium of drivers had Olivier Panis winning in his Ligier Mugen-Honda from David Coulthard and Johnny Herbert. It was the first victory for the unfancied Ligier team since Jacques Laffite triumphed in Montréal, 15 years before.

Panis, starting 14th on the grid, opted to go for a wet-dry setup rather than full wet and, as the afternoon cleared, it proved to be an absolute masterstroke. He was also fortunate that a number of the likely frontrunners either crashed or suffered from reliability problems, which helped his progress through the field.

Five cars failed to make it around the opening lap, including Michael Schumacher who made a rare error and clattered his Ferrari into the wall at Portier. Up front, this race should have been won by Damon Hill. The Williams driver wanted to win Monaco more than any other race, given



Panis nabs the French flag as he celebrates his first – and last – GP win

his late father's tremendous record at the Principality, but his Renault engine blew up in the tunnel, putting him out of the race.

Next to inherit the lead was the unpredictable Jean Alesi, but the French-Sicilian, who was forever tarnished with ill-fortune, came into the pits 15 laps from the end with a broken rear spring. His day was also over.

Meanwhile, at the tail of the field, Oliver Panis was driving brilliantly, scything his way past Martin Brundle on lap 7 and then past Mika Häkkinen and Johnny Herbert nine laps later.

Then, a brilliantly timed call to pit played a significant part in his victory...

"When I saw Frentzen go out on slicks and do the second section of his first flying lap three seconds faster than anyone else," says Panis' race engineer Paolo Cattani, "I didn't wait for the whole lap, I just told Olivier, 'Come in!'"

After his stop on lap 28, Panis emerged in sixth and moved swiftly up to fourth. But there was still a fair distance to go – and two more incidents nearly ended his race early. First, in a bid to pass Eddie Irvine's Ferrari, the pair

collided and although the Frenchman was able to continue, the steering on his Ligier was damaged.

Then on lap 41, he spun at the chicane, possibly on the oil from Hill's stricken Williams. At this stage, he was 30 seconds behind Alesi's Benetton. "No, no," says Olivier when asked if he'd spun because of the oil. "I just lost it; I was trying too hard..."

On lap 60, Panis took the lead as Alesi retired and held on to score a memorable win. "I'll never forget the sound of the yacht sirens in the harbour and the fireworks being let off on my lap of honour," he said. "When I was handed the French flag I couldn't resist taking it. Ever since seeing Alain Prost do it, I've always wanted it to happen again, but how could I imagine it would be my turn next?"

It would be the first and only time in his career that it did. →

Olivier Panis' progress at the 1996 Monaco GP

Lap	Panis' position
1	12
7	11
10	10
18	8
27	7
28	9* pitstop
29	6
30	4
36	3
41	2
60	1
75	1



1982

For 73 laps, the 1982 Monaco Grand Prix had been a fairly routine affair; a tepid race in a season that had been characterised by controversy, excitement and tragedy. But over the course of an extraordinary final three laps, all that would change.

"At the start, René Arnoux went off like a bolt from the blue and built up quite a big lead until he lost it on lap 15," remembers TV commentator Murray Walker. "Alain Prost took over the lead and although Riccardo Patrese was pushing him very hard, I don't think he would ever have got past. We were more or less waiting for the race to run its natural course when all hell broke loose..."

Coming out of the chicane on lap 74 of 76, Prost's Renault snapped sideways and slammed heavily into the barriers. As the Frenchman clambered out of the wreckage, Patrese slid his Brabham into the lead. With two laps to go, surely this was the Italian's moment to take a maiden GP win... or was it?

Two laps earlier, on lap 72, Derek Daly, who was running fifth in what was only his second start for Williams, had had a big moment at Tabac that was to add further drama to the proceedings. "I remember turning into the corner and the thing just got away from me," recalls Daly. "I began a long lazy spin and the rear wing hit the barrier." Amazingly, Daly was somehow able to keep the car going, albeit at a price: "When I passed the pits, the team were waving at me to slow down. What I didn't know at the time was that the gearbox cooler was connected to the rear wing and, as a result, my car was losing oil from the gearbox."



Prost leads Patrese through Rascasse, shortly before the Frenchman crashes out of the race

Could the oil have caused Prost to spin? Possibly, but it was almost certainly the reason why Patrese lost control under braking at Loews and stalled his car. As the Brabham lay beached

on the kerb, Didier Pironi's Ferrari and Andrea De Cesaris's Alfa Romeo nipped past and into the first two positions. "That almost finished me," Patrese said. "Chance gone."

However, with his car sitting in a dangerous position on the track, the marshals had no choice but to push it into a safer position. Thinking quickly, Patrese took advantage of the slope down to Portier and bump-started his engine

"Thinking quickly, Patrese managed to bump-start his engine back to life"

No1




back to life – under any other circumstances he would almost certainly have been disqualified for receiving outside assistance.

“Pironi led going into the last lap and I was getting very excited about that,” recalls Murray. But Pironi’s lead was to be short-lived as he ran out of fuel with barely half a lap left to race. That should have allowed De Cesaris through for the win but, incredibly, he’d ground to a halt as well.

“On the last lap I heard the engine make a funny noise going up the hill to Casino and when I was going down the hill, the engine just suddenly stopped,” he explains 30 years on. “I had run out of fuel because I’d been going on 11 cylinders for much of the race and that had increased fuel consumption. That’s what the engineers told me anyway...”

Daly, who was unaware that Patrese had restarted, passed Pironi and De Cesaris to unlap himself and was just about to start his final lap when his car finally gave up at Rascasse and ground to a halt.

Eventually, Patrese would come through to take an unlikely win, not that he knew it at the time. “When it came to the podium, no one knew who’d won,” recalls De Cesaris, who was classified third behind Pironi. It was so confusing that Elio de Angelis, who’d finished fifth, mistakenly went up onto the podium. Patrese, stood alongside him, only seemed to realise he was the winner when he was presented with a garland and the trophy.

“Thinking back I can’t remember a more exciting race,” says Murray. Neither can we. 



Daly could have won...



Either De Cesaris or Pironi should have won...



...but having managed to restart, Patrese came through to take an unwitting win

The Monaco you didn't know

Pay the Principality a visit and you'll discover there's more to see than just the racetrack. Here we tell you the stories behind some familiar-sounding names...

The Royal Box

For over 600 years the Grimaldi family has ruled over the tiny Mediterranean Principality of Monaco. Perched next to the start/finish straight, the royal box is where generations of Grimaldis, first Prince Rainier and latterly his son Prince Albert, enjoy the best seat in the house and – post-race – where they welcome the top three drivers to the famous red step when it doubles up as the podium.



The hill

If you've got a head for heights, then one of the cheapest and best views of Monaco is on the cliff face at the last corner. Known as Secteur Rocher, this area used to be free, but the Monaco authorities now charge even for hanging off a branch or a cliff face! In recent years, a vocal McLaren fan known as Billy inhabits the hill and is well-known for boisterously hollering at drivers and team personnel through his megaphone.

La Rascasse

These days, La Rascasse is less of a restaurant and more of a nightspot, staying open until 4.30am. It's also populated with slot machines – but the view is a little more glamorous than the one you'll get from Skegness pier. If you manage to bag an exclusive spot on the Rascasse terrace, you'll have an unrivalled view of the last corner and Michael Schumacher's private Ferrari parking space...

The Tabac

In 1950 a wave from the Côte d'Azur harbour rose up over the sea wall, on to the track at Tabac and caused mayhem. Race leader Juan Manuel Fangio said that he noticed spectators were not facing him as he headed down the straight towards the corner; sensing something was wrong, he managed to slow down to avoid the trouble. The corner was named after a tobacconists shop based on the outside of the left-hander, which is still there to this day.

The Swimming Pool

Built in the 1970s, the open-air Olympic-sized 'Swimming Pool' broke up the old pit straight, so the course now weaves around it. It goes by the official name of the Rainier III Nautical Stadium – look out for the statue of the diver opposite.





The Hotel de Paris

When Jackie Stewart is in town, you can bet he'll be staying at the five-star luxurious Hotel de Paris, which contains over 180 rooms, three restaurants and world-famous wine cellars containing more than 250,000 bottles. The hotel, built in 1864, offers high-class hospitality and an unrivalled view of the track. And as you might expect, it's not cheap either. An exclusive superior room, with a sea view, is a cool £645 a night.

The Casino

Completed in 1863, the Monte Carlo Casino in the square opposite the Hotel de Paris is one of the iconic buildings on the grand prix circuit. At the end of the 19th century, gambling transformed the economy of Monaco and, at one point, was the source of 95 per cent of the Principality's revenue.



Tip-Top Bar

Adorned with signed photographs of F1 drivers past and present on the walls inside the bar, Tip-Top was the watering hole of choice for drivers and team members. Back in the 1960s you would often find Graham Hill – the original Mr Monaco – celebrating his successes here on the Sunday evening after the race.



The harbour

Gin palaces owned by the rich and famous line Monaco's harbour, although yachts between the chicane and Tabac are always positioned away from the side of the circuit whenever there is on-track action. Thankfully not a single car has crashed into the harbour for nearly 40 years: Ascari hit the water in 1955 (right) and Paul Hawkins followed suit in his Lotus ten years later.



Loews hairpin

This used to be the setting of Monaco's railway station and was originally known as 'Station Hairpin'. When the Loews Hotel was built on this site, that extended the length of the tunnel and the tightest corner on the grand prix calendar was renamed Loews and – in latter years – 'Grand Hotel'. The hairpin is now called 'Fairmont Hotel'.



The view from the streets



Slip-sliding away

Peter Collins fishtails his Ferrari Dino 246 around the Station Hairpin during the 1958 Monaco Grand Prix. The Italian squad expected their newly built machines to challenge for the win but, in the end, Collins and team-mate Luigi Musso were beaten by Maurice Trintignant in his Cooper-Climax.

Minutes from chaos...

With the leaders already out of sight, José Froilán González and Luigi Villorelli lead the charge up Beau Rivage on the first lap of the 1950 Monaco GP. Sadly for Gonzalez, his race would end just minutes after this shot was taken as a freak wave crashed over the harbour wall at Tabac and triggered a nine-car pile-up.



There is no other circuit where photographers can get as close to the action as Monaco. So stand back as we trawl the archives to present you with some of the very best action from the past 60 years

WORDS JONATHAN REYNOLDS **PICTURES** LAT ARCHIVE

Seconds from disaster...

By 1974, the road up Beau Rivage had been fully enclosed by Armco barriers, but the racing was as closely fought as ever. On this occasion, McLaren's Denny Hulme and BRM's Jean-Pierre Beltoise locked wheels on the opening lap, causing a multi-car crash that led to seven retirements.

Three of a kind

The 1965 Monaco GP was full of incident, the most remarkable of which saw Paul Hawkins emulate Alberto Ascari's 1955 crash into the Monaco harbour. Here a trio of Brabham BT11s, driven by Bob Anderson, Frank Gardner and Swiss ace Jo Siffert, race past a row of snack bars and spectators.



THE MONACO ISSUE



It's not quite Silverstone is it?

Unlike the 1950s and 1960s, today's drivers have Armco barriers blocking their view of the harbour. Yet the

distance between the cars and the shimmering water at Portier is still only a matter of metres as Fernando Alonso demonstrates here in 2004.



Mind the pavement...

The crowd on the outside of Casino Square clamour for a view of the action as Giuseppe Farina, eventual

race winner Maurice Trintignant, and Roberto Mieres race past. As you can see, LAT's photographer had a nice bench to sit on after taking this shot.



Look mum, no hands!

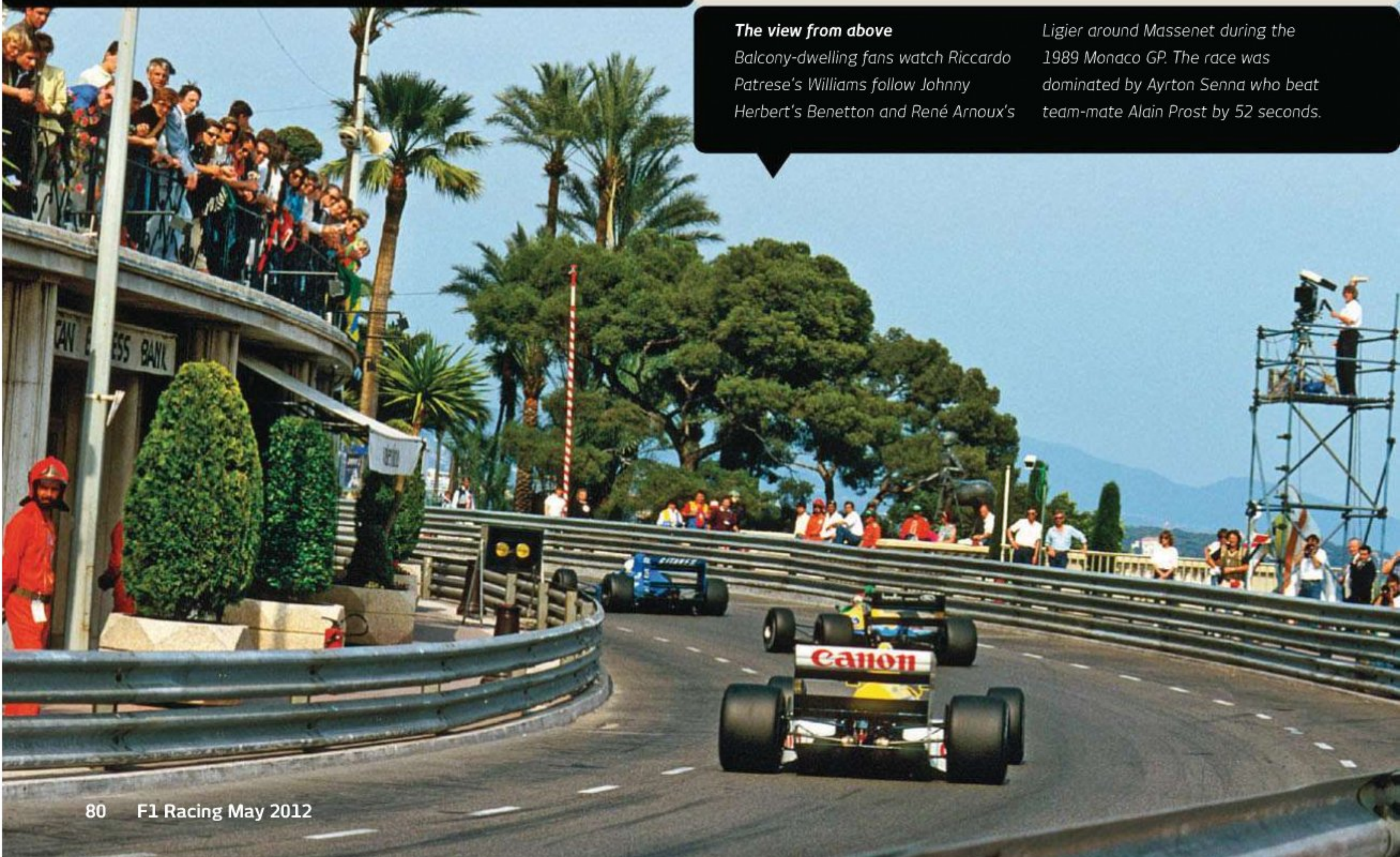
Michael Schumacher gives a two-handed salute to flag-waving marshals after leading Eddie Irvine home for

Ferrari's first ever Monaco one-two in 1999. The win also made Schumacher the most victorious Ferrari driver ever, with 16 grand prix triumphs.

The view from above

Balcony-dwelling fans watch Riccardo Patrese's Williams follow Johnny Herbert's Benetton and René Arnoux's

Ligier around Massenet during the 1989 Monaco GP. The race was dominated by Ayrton Senna who beat team-mate Alain Prost by 52 seconds.





Prancing horse power

Jody Scheckter puts the power down in his Ferrari 312T4 on his way to victory at the 1979 Monaco GP.

The South African qualified on pole but only just pipped Williams' Clay Regazzoni – who'd started fifth-last – to the flag in a thrilling finish.

Forget the 'do not disturb' signs

Never mind the noise, guests staying at the prestigious Hotel de Paris got a fabulous view of the 2006 Monaco

GP from the opulent lobby. The Toro Rosso streaking by in this picture has just exited Massenet and is about to turn right at Casino Square.



THE
MONACO
ISSUE



The best seat in the house

Monaco may be one of the twistiest tracks on the calendar but with a carefully selected viewing position,

you can take in at least a third of the track. Not only that but you're also able to see who's got the biggest yacht in Monaco's harbour...

Monte Carlo and bust

The 1992 Ferrari F92A may not have delivered the most spectacular results in the world, but it certainly

looked spectacular on the streets of Monaco in the hands of Jean Alesi. Unfortunately he would later exit the race with gearbox failure.



MotoExpress

Monaco Grand Prix Packages

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wines and canapés



Grand Prix info from
top F1 insider

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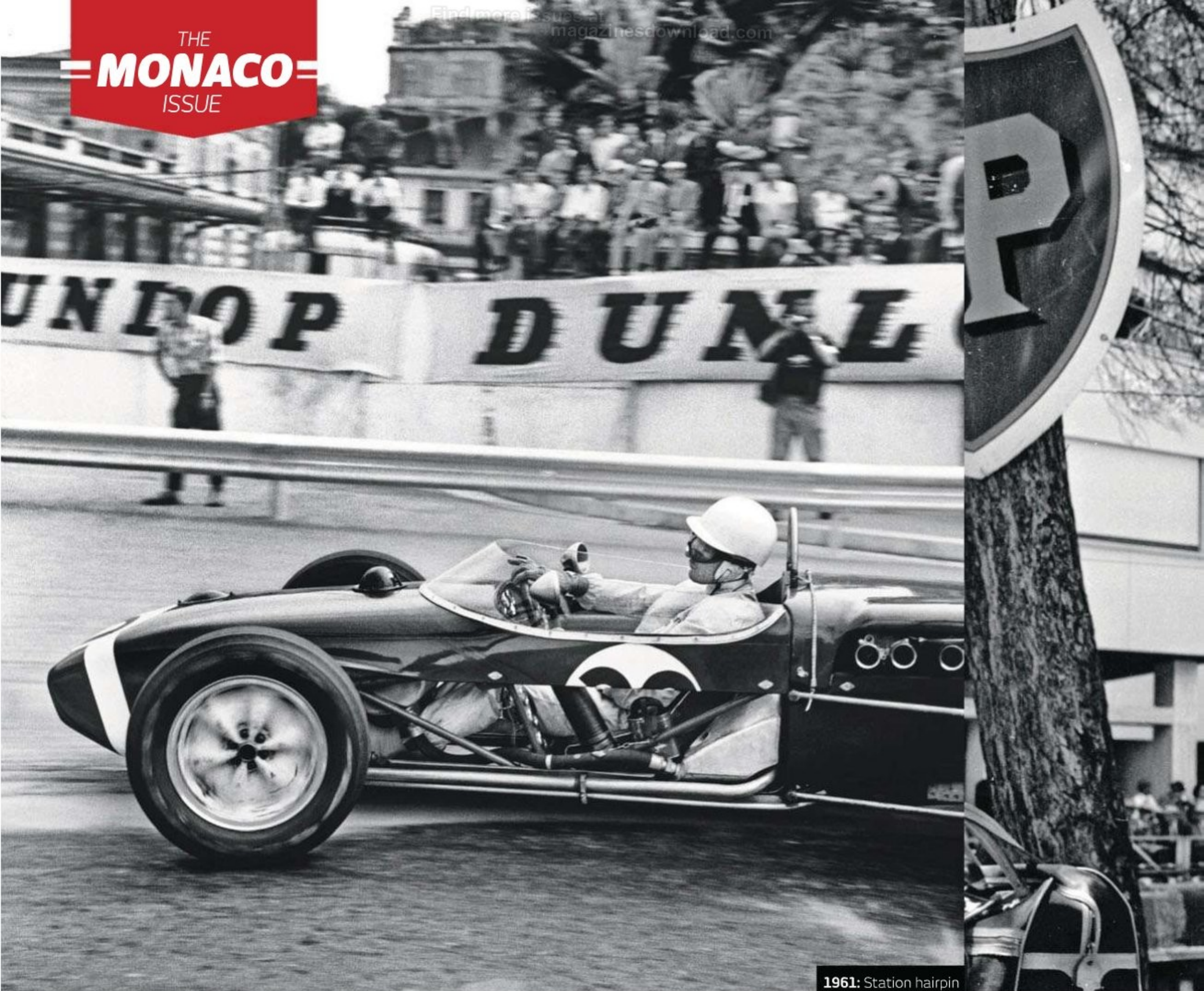
Cannes Film Festival visit



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1961: Station hairpin

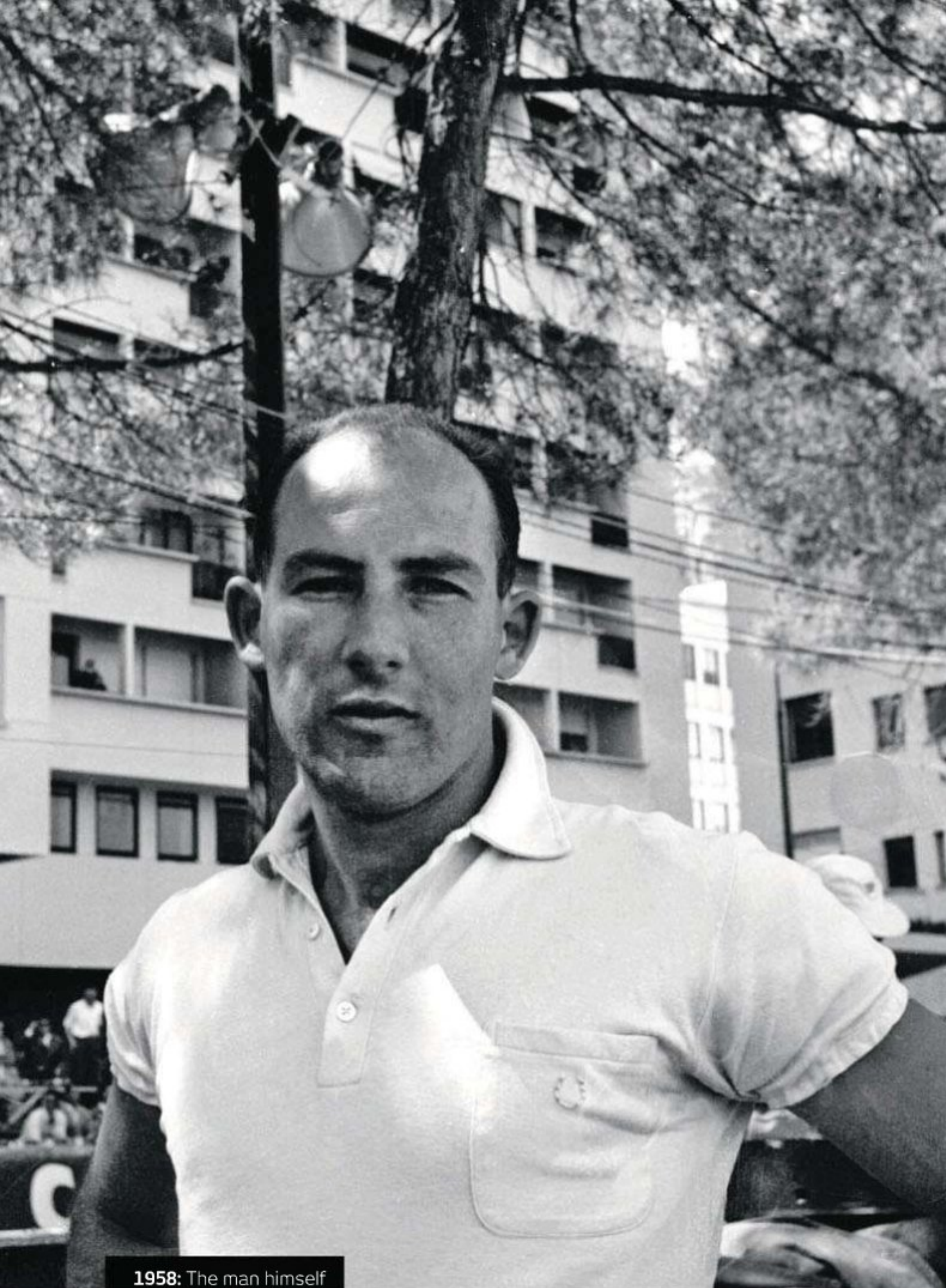


1960: Beau Rivage

Stirling's Monaco memories

In his own words, F1 legend **Sir Stirling Moss** describes the pleasures and challenges of racing in Monte Carlo in his '50s and '60s heyday

PICTURES LAT ARCHIVE



1958: The man himself



1961: Casino Square



1961: Station hairpin exit



1961: Station hairpin entrance

The first time I raced around the streets of Monte Carlo was in a 500cc Cooper in the early 1950s. It was fantastic to drive that car around the lap; everything was perfect. You sat a bit low and the kerbs looked very high, but the great thing was that Monaco is such a personal circuit. You can see people at the side of the track very clearly; I recall once spotting a girl on my way down to Station Hairpin. She had pale pink lipstick and I would blow her a kiss on every lap.

It was an intimate circuit and it always had a tremendous atmosphere. All the Italians would come over, wearing their gold bracelets and driving Ferraris: it was very special. There were a number of road circuits back then, but few tracks along streets in towns. I do think they'll be racing here forever – it's such an incredible place.

The lap was quite different in my day because the swimming pool hadn't been built, the start/finish straight was on the harbourside and now there is the extension around the Rascasse

restaurant. We'd shoot down to the old Gasworks hairpin – the right-hander – and after that it wasn't much different to the lap today.

Practice was at 7am one year and afterwards, Peter Collins and I went for coffee in the Hotel de Paris. We walked in and an old lady was sitting there and she said to us: "Are you those young men who were making all that noise?" I said, "Yes, I'm afraid we are." She asked what we were doing and I said, "practising" and she said: "Can't you go and practise somewhere else!" It is truly an event that takes over the whole town.

I've always kept a diary, so let's see what I did in the 1957 race. Well, I got £500 starting money – that was a lot of money back then. Plus there was £50 for the fastest lap. This is what my diary says for the GP in '57 when I drove the Vanwall:

'Up at 5am, practice. Quite a do. I got fastest lap, then Fangio, then Brooks.' That was on the Thursday. Then on the next day it reads: *'Fangio was fastest with 1min 42.7secs, up at five o'clock*

again, damn practice, my car didn't feel too good so we changed the engine, gears feel good, 7,400 in fifth. Tunnel not flat.'

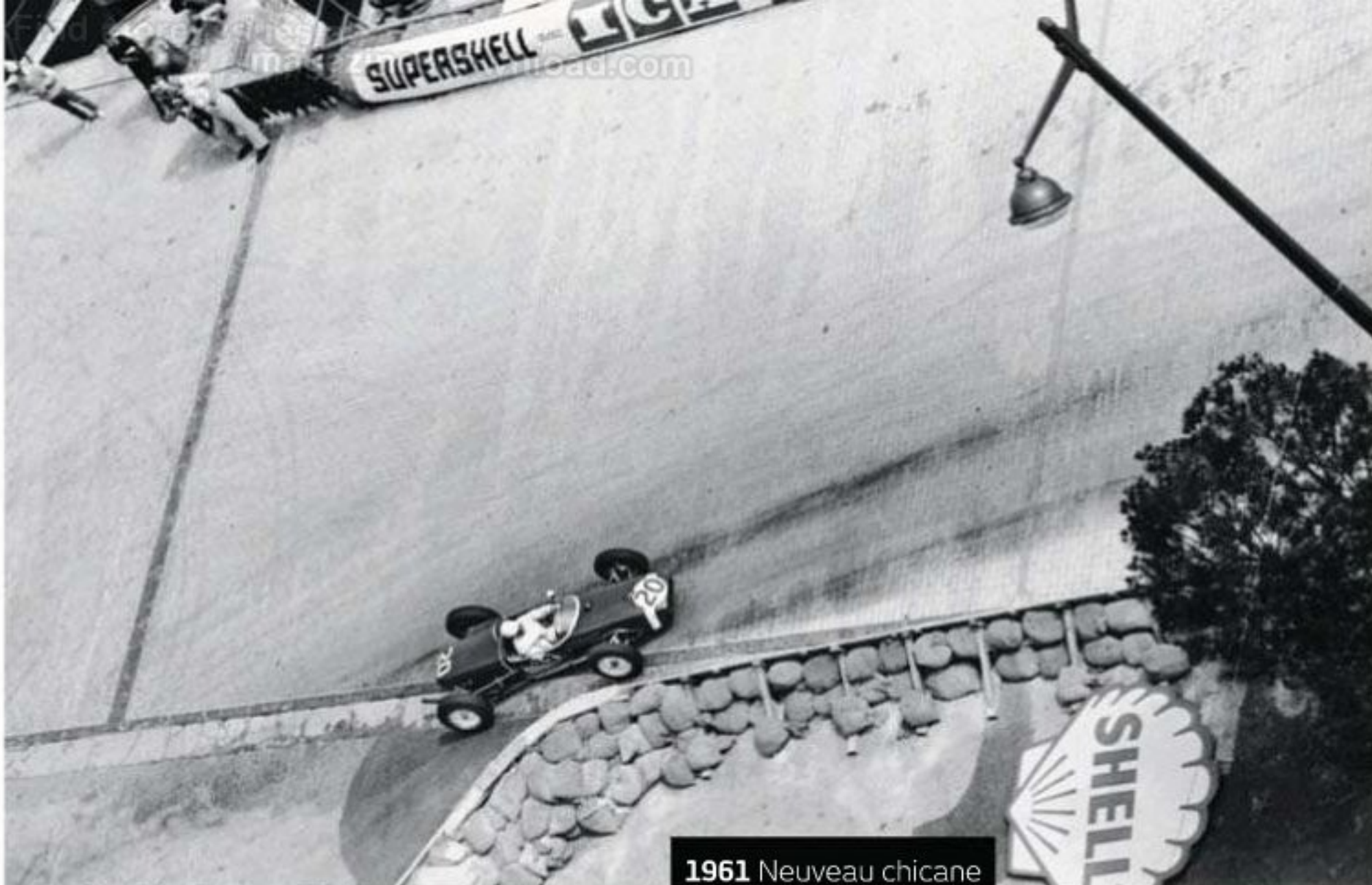
I remember that was because it was wet that year. It was very difficult to see through the tunnel, even though it was quite well-lit. The biggest problem was that you just couldn't see the exit to determine where you wanted to take your apex. It was really very hard.

You needed a car with great steering for Monaco and the car with the most precision was the Maserati 250F. It wasn't so hard on the brakes because the maximum speed was only about 120mph; then you had to bring it down to 60mph. You would use the brakes more to position the car than to bring it to a stop. There were a lot of gear changes, too – something like 14 per lap – and it was always difficult to know whether to run a four- or five-speed box. I think I elected to take a four-speed because if you're changing gear, you're off the power. →

THE MONACO ISSUE

More from my 1957 diary: 'Next day Saturday. Quite a bit of oil on the circuit, car down on power. Sunday, up at 9 o'clock and had a bloody awful day. Good start and led for four laps and the car didn't stop going into the chicane and I had no bloody front brakes, crashed into two barriers, hit my nose and damaged the car. Tony drove a good race and was second to Fangio.'

If you won the thing then you went round to the palace and met Prince Rainier; he gave you



1961 Nouveau chicane



1955: The pit straight

a trophy and that was it. I won in 1961 and I was between two and three seconds apart from the works Ferraris for the whole race. Every time I came into the hairpin, I would look right and see them coming towards me. Then I would wave to




1961: Entrance to Portier



1961: The podium

them to make them think I was finding it easy – not the bloody hard work it actually was! I didn't want them to think I was really struggling as it was 100 laps and I thought it would disappoint them more if they thought I was enjoying it.

The average speed of the entire race – the full 100 laps – was very close to my fastest lap speed from practice; there was less than 0.3mph in the difference. The point was that when the damn Ferraris were behind you, you just had to do everything you could. I remember going into each corner and thinking 'I've got to try to do a perfect lap from this point onwards,' just to keep myself in the groove the whole lap.

It was the best circuit and because of the atmosphere, the glamour of the location and the proximity of the crowd – people were right on the edge of the road – it had that tremendous flavour: 100 laps; oil everywhere; really tiring and difficult on the car – it was a very exciting event. I think if you speak to any driver, they'll tell you the best race of them all is Monaco. 



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HOME ADVANTAGE

The intra-team battle at Toro Rosso is one of the key duels of the season, so when F1 headed for Melbourne we shadowed Australia's Daniel Ricciardo as he progressed to round one of the fight

WORDS SIMON ARRON **PHOTO** PAUL GILHAM/GETTY IMAGES



ANIEL RICCIARDO MIGHT

be correct in considering Melbourne to be his home race, but the stats will seem quirky to anybody unaccustomed to Antipodean vastness. As the crowd flies, it's a bit like someone from Istanbul saying the same about Silverstone, for that's the gulf separating the Australian GP's host city from Ricciardo's native Perth, which is in a separate time zone over 1,600 miles away. By the time Toro Rosso's new graduate reaches Melbourne's Tullamarine Airport, however, he's in no doubt about the warmth of the local embrace...

Ricciardo touches down on Friday 9 March and, accompanied by trainer Paul Haines, walks straight into a lurking mob of TV crews and autograph hunters. In many ways, Ricciardo's presence is good news for Mark Webber, who is accustomed to being the sole focus of local media interest, a burden he can now share.

When Ricciardo was loaned to HRT halfway through 2010, he became the 17th Australian to appear on the world championship entry list. In the slipstream of Alan Jones, David Brabham and Mark Webber, though, he is only the fourth to participate at home since Australia was included on the schedule in 1985.

The intensity builds as the race approaches. There's an appearance on Sunday evening chat show *Eddie McGuire Tonight*, where the core topic is usually Australian Rules Football and, on Tuesday, he pitches up for a private appearance with race sponsor Qantas.

Things reach their zenith (or nadir, depending on whether or not you're the type of driver who savours PR commitments) on Wednesday, with a jaunt to the Backwoods Gallery in the Melbourne suburbs, to see a piece of street art that has been produced in Ricciardo's honour. Graffiti is regarded as a creative force in Australia, rather than a social menace.

He makes his next pitstop at Viso Park Stadium, home of Carlton Football Club, for a kickabout with Aussie Rules stars Simon White and Matthew Kreuzer. Ricciardo supports Perth-based West Coast Eagles, but accepts a Carlton shirt with good grace and his trademark grin. He

is then whisked away to conduct four hours of interviews with assorted media as Toro Rosso attempts to get through as much as possible in a bid to leave him with a clearer schedule for the following four days. Oh, and then there's a track walk. It isn't wholly unfamiliar territory, though: he drove here during Friday free practice in 2010, as Toro Rosso's reserve.

"After all the media stuff, it's quite relaxing to be strapped in the car"

"As intense as this is," Ricciardo says, "I'm pretty relaxed. I've had some time to chill out and being back in Australia is great. Mark has told me what it's like to be mobbed at this race, but you don't really appreciate what it means until you experience it."

Australia features four days of GP track action – a distinction it shares with Monaco. While the Principality gives F1 drivers a break on Friday,

Melbourne begins early to accommodate a diverse cast of support races, from Formula Ford and historic touring cars to the local Porsche Carrera Cup. On Thursday morning, Ricciardo is car-free once again, attending a Pirelli media breakfast before reaching the circuit at around 9am to focus on his weekend's prime purpose. First, though, there's the customary stint at the Albert Park autograph stand, a magnet for fans able to get close to the paddock's electronic portals. Whether heading in or out of the circuit, drivers are usually happy to oblige – and those who don't receive good-natured jeers.

Home-spun drivers are often summoned to pre-race FIA conferences and Ricciardo is no exception. On Thursday afternoon he duly joins Webber, Sebastian Vettel, Jenson Button, Kimi Räikkönen and Charles Pic for interrogation. Most questions are directed at returnee Räikkönen, who bats them away without providing any real answers. Like most of the others, Ricciardo makes a fluent contrast. When he isn't required to speak, he fiddles with his phone and, at one point, takes a photograph for Twitter. He also contemplates whether his first home start will be a more or less demanding experience than his F1 race debut at Silverstone last July and concludes that he is much better prepared now than he was then.

His body language reflects as much as he prepares to take part in Friday's opening practice session. With 20 minutes to go, he chats calmly with his crew, pausing occasionally to do a few knee-stretches, before stepping into his STR7 and being strapped into place.

Refuge, at last.

It's a miserable day by Melbourne standards, with frequent showers and a mostly wet track. Ricciardo and team-mate Jean-Eric Vergne leave the pits before their rivals and the Australian is one of the first drivers to settle into a prolonged run. He completes 23 laps during the session, more than anybody bar Sauber's Kamui Kobayashi, but the day's fragmented nature



A GP weekend for Daniel Ricciardo takes in a fair bit more than driving an F1 car quite fast...



makes it wholly useless in terms of assessing the likely balance of power during the coming 48 hours. Seventh place in that first opening session is a nice fillip for the locals, but irrelevant in the overall scheme of things.

"I've waited a long time for this day to arrive," Ricciardo says, "and it has been pretty good. I got through most of what I wanted to do. The car felt okay, so I just concentrated on doing as many laps as possible rather than pitting to fiddle around with the balance. I don't think we'll have to do too much overnight."

So what are his realistic expectations for Saturday? "Pole," he says with a chuckle, before reining himself in. "Realistically, I don't see why I can't push for a place in Q3 and that has to be the target. I'm only 22 and want to make sure I keep getting better as the season unfolds."

That much is essential, given the precedent Toro Rosso set by sacking previous drivers Sébastien Buemi and Jaime Alguersuari at the end of 2011. Neither had done anything wrong; they'd been merely capable rather than exceptional. A marker has been laid.

Ricciardo proves as good as his word, beating Vergne by 0.110secs in Q2 to secure his first top-ten start – although that's the limit of his ambition and he doesn't venture out in the final part of the session because it's wiser to save rubber for the race. "That was fairly solid," he says. "With all the media stuff going on, I actually find it quite relaxing to be strapped in the car – it's a relief in that sense, so I've not been under any real pressure when driving."

He feels the squeeze at the start. Vergne gets away more briskly but is bundled wide at the first turn and bounds across the gravel before rejoining. There's a knock-on effect and Ricciardo is trapped within: he collides firmly with Bruno Senna's spinning Williams.

"If somebody had told me I'd score points after that," he says, "I'd have thought, 'No way.' I limped back to the pits and was convinced there was more damage than just the front wing, but that was changed and the car behaved only a little strangely afterwards. My lap times were quite competitive and the Safety Car helped me catch up. Everything was a bit chaotic on the final lap, with cars all over the place, but I got a run on Jean-Eric just before the finish. I had absolutely no idea where I'd finished, though. When my engineer Riccardo Adami said, 'Ninth, well done,' I thought, 'Wow!'"

Asked whether it's the best he's yet driven in F1, he pauses. "I don't know. I was quite down on myself after the first few laps so it's probably the most I've ever had to do..."

At his home race, round one of the battle between himself and his team-mate goes in favour of the Aussie... **F1**

PHOTOS: ALASTAIR STALEY/LAT; GLENN DUNBAR/LAT; PETER FOX/GETTY IMAGES; PAUL GILHAM/GETTY IMAGES; MARK THOMPSON/GETTY IMAGES



THE MAURICE HAMILTON INTERVIEW

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

"Ten years ago I did the *Mille Miglia* and who should turn up but every one of the remaining lads from my old Ferrari team. That summed up the true spirit of the relationship we had"

It wasn't always easy at Ferrari; politics sometimes got in the way. But they were the team with whom **John Surtees** clinched the F1 world title back in 1964. Nearly five decades later, he looks back fondly at working with Enzo Ferrari, and reflects on his career highs and lows

PORTTRAITS GLENN DUNBAR/LAT

John Surtees may have turned 78 in February but he hustles his road car in the manner of the only man to have won world championships on both two wheels and four. You don't win 255 of your 348 bike races – many of them on closed public roads – without adopting a sense of space and speed that never leaves you; natural resources that stood Surtees in good stead when he switched so easily to cars. He's driving his BMW 330d Estate, arms slightly bent and left-foot braking as we sweep safely and swiftly

through the Kent lanes towards the Castle Inn at Chiddingstone and its home-made shepherd's pie. It's a classic driving pose and environment for a true gentleman and champion the Italians still reverentially refer to as *'Il Grande John.'*

Maurice Hamilton: Looking back at your career and your first four-wheel race at Goodwood in 1960, one of the things that strikes me is how you were immediately on the pace; front row of the grid, fighting with Jimmy Clark. Then you came second in a Formula 2 race at Oulton

Park; again, you were right up there. Were you surprised at how quick you were?

John Surtees: No, because that was obviously the objective. I first got in a racing car, as a result of a suggestion by Mike Hawthorn. I initially said: "No, no, I'm a motorcyclist," and Mike came out with his famous words: "Cars stand up easier." We agreed to meet at another function that was coming up, but Mike was killed in a road accident while on the way there.

MH: So we're talking about January 1959, when he was world champion? →





THE MAURICE HAMILTON INTERVIEW

JS: That's right. I didn't think anything more of it until my circumstances changed. I was racing for MV Agusta – I brought them their first world title in 1956 – but, when it came to the end-of-season races, I competed and won on bikes – mainly Nortons – that I'd prepared and owned. Agusta got unhappy that the Italian press were saying 'Surtees doesn't need an MV to win.'

So, in typical fashion, Count Agusta said: "You don't ride bikes other than MV Agusta." That meant I would be doing a limited number of races. But there was nothing in my contract to stop me racing a car. Aston Martin and Vanwall had asked me to drive, but I wanted to learn a bit about it first. I decided to buy a car and then I could be totally flexible about when I raced because I had my motorcycling to consider and championships to win.

I went to see Cooper with the intention of buying a little F2 car. John Cooper introduced me to Ken Tyrrell, who was running a team of

Cooper-Austin Formula Junior cars. Ken didn't really ask me a lot. He basically said: "I've entered you for Goodwood. The RAC stewards will look at you and give you a full licence if they're happy. We haven't got time to test because it's going to be touch and go." As it was, the car arrived there unpainted. But I thought: "Why not?" I put it on pole and then, as you say, I had a good dice with Jimmy Clark. I finished a close second and then I finished behind Innes Ireland at Oulton Park.

MH: Did you think: 'Bikes are difficult, but this is easy'? You've got to admit that was an incredible performance.

JS: It was stressful. As you get more experience, you acquire more inner calmness; everything becomes very much slower for you. But at an early stage, the degree of concentration and input needed is more intense. I was learning all the time. But I had no problem doing the lap speed from the moment I stepped in a car.

MH: You were very quickly into the international scene on four wheels. Did your experience on bikes help in any way?

JS: The first time I came across international competition was in my second race with the F2 Cooper. This was at Aintree where I'd ridden bikes, so I knew the circuit and got in the groove. I finished fourth, behind the works Porsches. Basically, I was in front of the British entry. At which point Colin Chapman came over and said: "Come up to Silverstone and try our F1 car."

So I turned up at Silverstone. Innes went out and did his testing. Then it was my turn. I went round and round and then I made a bit of a braking error at Stowe where I stuffed it in the bank. I didn't do it very hard, but Innes went berserk, saying that Chapman shouldn't be putting amateurs in the car because he didn't have enough spare parts. Colin wasn't really perturbed though.

MH: Did Innes see you as a threat?



"The Mosport crash pushed half my body up by four inches"

JS: I was quicker, so I think that might have been the case. Colin said he wanted me to drive for Lotus in F1. I told him I'd only do it when I wasn't motorcycling. We shook on it – and that was it. I did the *Daily Express* International Trophy at Silverstone, where I didn't spend any real time on the track in the race because of problems with the oil pump. Then he said: "You can fit Monaco in." I'd never seen Monaco in my life and, if I had any difficulties at all, it was coming to grips with the car technique for

slow corners compared with bikes. It was vastly different. There were tremendous problems with the gearbox and I didn't finish. Next up was the race in Great Britain, where I had a reasonable drive and came second.

MH: A podium at your second grand prix? I think that's more than reasonable!

JS: It wasn't bad. Portugal was better in that I put it on pole and led the race. Then I made a stupid mistake. I caught up with Stirling Moss, who'd had a pitstop. I followed him down the main straight, which was full of tram lines. The tyres then were very narrow and a sharpish left was coming up. I pulled out of the slipstream but, unfortunately, a slight leak from the front tank meant fuel had got onto the sole of my right shoe and my foot came off the brake pedal momentarily. I made the mistake of trying to turn into the corner instead of following the tramlines into the escape road. I clipped the kerb just enough for it to damage the radiator. I ended up with the fastest lap, but I could have won the race. The degree of relaxation I referred to before had not yet kicked in.

MH: Of course, you were also winning motorcycling world championships.

JS: Yes I won both the 350 and the 500. Then Colin said: "I want you to be team leader next year. You've got choice of team-mate, it's up to you. Who do you want?" So I said: "Jimmy Clark, I get on well with him." Well, that lit a fuse. The next minute, I got a call from Paris. It was Innes. "What the hell are you doing? Taking my drive, pushing me out. I've got my contract!"

My start had not been totally without opposition from within motor racing circles. A number of people hadn't liked me coming onto the scene. One or two of the drivers – not the ones who really counted – were rather 'anti' the move as well as the press people associated with them. Innes and I sat down with Colin, who told Innes he had arranged for him to be team leader for Ken Gregory's BRP.

But Innes still insisted he had a contract. It was so unpleasant. I liked Colin but I didn't want my racing that way. I walked away from it and suddenly found, of course, that I didn't have a

drive. But Reg Parnell said he was going to have a second Cooper works team and that seemed a pretty good suggestion.

MH: When did you first get involved with Enzo Ferrari? Didn't he approach you on more than one occasion?

JS: I was asked to go to Italy. I saw the Old Man and I was told about the 1962 programme for F1 and prototypes [sportscars]. But they had all these drivers on the books. Having had a bit of experience with the Italians, I wanted to be more complete; I wanted to go there with a degree of strength, so I said no. As I left, I was told Ferrari doesn't ask twice.

MH: That must have left you in a quandary. Where else could you have gone in F1?

JS: There was no point going as a private customer. Eric Broadley [of Lola] was very highly rated and I thought he could perhaps compete with Chapman. Lola were based in Bromley, one street across from where I lived, and so I asked about building a grand prix car and struck a deal with Eric. In that first year, we didn't have the support of engine manufacturers like Lotus and Cooper had with Climax; we had sort of standard stuff to start with, but we did finish fourth in the world championship in front of Ferrari and Porsche – which was something.

MH: It certainly was. And then you came close to winning at the Nürburgring...

JS: Yes, I was lying second to Graham Hill in the BRM, which I knew was quicker than the Lola on the straight leading to the finish. It was very important to be tucked up behind and have the momentum and the slipstream. I was in the right place, pulled out – and what do I find? A backmarker! My chance of winning was gone.

I'd put the car on pole at Zandvoort and then I had suffered the steering fail, which had put me into the bicycle park. The handling was very inconsistent. At Spa we made a breakthrough. Our mechanic was jacking up the car but it wasn't lifting up all four wheels. Ah, there's the problem; the chassis is flexing. So, we stiffened it up and from then on it was very good. And then the phone call came through again: "Will you come over to Maranello?" →



Top right: Surtees makes his F1 debut at Monaco in 1960; Above: Surtees (third from left) at the drivers briefing at Monza '62, back when he was driving for Lola





"I told Mike Hawthorn, 'I'm a motorcyclist.' He said: 'Cars stand up easier'"

MH: So this time you thought; 'Okay'?

JS: There had been a bit of a revolution. They still had one or two of their old engineers – including Franco Rocchi, a wonderful man – but also a younger man, Mauro Forghieri. Mr Ferrari said: "Your responsibility is to work with the team, to test. Our first priority is Sebring and the prototype car, which we are evaluating now. You'll be number one driver." I said the stopwatch would show who was the number one driver. I was a bit 'anti' that side of things and I had enough confidence to say that.

MH: How did you feel about the emphasis being on sportscars as well F1? Did that bother you?

JS: Yes it bothered me because it meant we fought in F1 with one hand tied behind our back. But I came to realise that prototypes were the lifeblood of the team and the way Mr Ferrari dealt with various team patrons around the world, selling them cars and so on. It was a little bit old-fashioned. In England they were building up dedicated F1 teams. It put Ferrari at a disadvantage, because we did no testing on the F1 car and nothing would happen until after Le Mans. So 1963 was very much a compromise in that they'd had a dreadful year in 1962.

MH: But 1964 was your championship year. Am I right in saying it wasn't easy?

JS: It should have been easier. It was a little bit topsy-turvy; various things breaking or incidents in the races and so forth. Too much was being attempted with the limited resources available. There was neither the manpower nor, I suspect, the money to do both F1 and sports prototypes.

MH: I read somewhere that when you won the title at the last race in Mexico, you weren't particularly satisfied because the car hadn't been running cleanly and Jimmy Clark had been about to win it when he retired on the last lap...

JS: I was unhappy because the engine never really chimed in on eight cylinders properly; I was using a V8 because it was more likely to get to the finish, whereas Ferrari's flat-12 was more competitive. And then there was an incident where Graham Hill [who was a championship contender] had a coming together with Lorenzo Bandini [Surtees' team mate], which looked as if Lorenzo might have done it deliberately – which, of course, he had not. I wasn't happy because I was quite capable of winning on pure speed.

MH: What about the 1965 Ferrari?

JS: The flat-12 which I eventually drove at Monza – just before my big accident in the sportscar in Canada – was probably the most competitive Ferrari I ever drove. I put it on pole there, but I always seemed to have the V8 that season. I always say we should have concentrated on the flat-12 for '65, and not fiddled around because it was so disappointing to have such a disjointed year after winning the championship in 1964.

MH: Before telling me about the accident, why were you racing sportscars in North America?

JS: I'd talked about it with the Old Man because I liked the idea of American races. He said: "You should try a prototype, but you have to do this yourself as we don't have enough people." When we took everything off the Ferrari to make it as light as possible, I said to Mr. Ferrari: "We don't have enough engine capacity to compete against the seven-litre; it's impossible."

Meanwhile, Eric Broadley had asked if I would help develop his Can-Am car, the Lola T70. So I went back to the Old Man and said: "Look, can I drive another make of car? Can I drive the Lola?" I pointed out it would allow me to look carefully at the American scene, which would be helpful to us both. He said: "Yes, as long as you

Surtees leads Ferrari team-mate Lorenzo Bandini in Mexico en route to second place in the race and the 1964 world title

don't enter it under Lola. You only enter it as Team Surtees."

So that's how Team Surtees came about. The plan was to do some races in America – it wasn't known as Can-Am yet. Since it was more economical to run two cars, Jackie Stewart drove a second Lola. I won a race and things were going nicely, so off we went to Mosport. I was driving my old car and Jackie was in a newer one, which he wasn't terribly happy with. So – and this is the story I'm told because I don't remember a thing about it – I said I'd do a couple of laps to check it out.

Coming past the start-finish line, the right-hand front upright shattered. The car went off, hit the rail, flipped and dropped on me. That smashed my femur, split my pelvis and pushed up my left-hand side by about four inches. The most worrying thing was that it also damaged my kidneys and I was losing lots of blood. I was taken to Scarborough General Hospital: it was a bit touch and go. But it eventually righted itself, which was lucky because they couldn't do anything about it. The Old Man came on the phone and wanted to know how I was. Ferrari were very good, because I didn't have any personal insurance, but the factory Ferrari insurance covered me.



I had the option of America or England for my treatment. In America, it no doubt would have been a knife; in England, probably the old-fashioned way. Tony Vandervell [head of the former Vanwall team] was over on business and came to see me. He said that when Stirling had his problem, Mr Urquhart of St Thomas' Hospital had sorted him out. So he phoned Mr Urquhart, who said: "Don't let those Americans get their hands on you. Get back here." The hospital said travel would be dodgy, but they wrapped me tightly on a stretcher. Tony got onto the British Overseas Airways Corporation and blocked off a line of seats in first class. I was whisked off to St Thomas' in London.

MH: Considering what you've just said, you made a pretty good recovery!

JS: Well, Mr Urquhart said: "You're consistent enough, but we need to get you straight. You see my registrar? Big lad, isn't he? Plays rugby. I'm not so light myself, am I? Okay, we're going to take you downstairs, put you on the table, he's going to get one end, I'm going to get the other and we're going to pull like hell and we'll get you somewhere near."

And that's what happened. He got me from four inches difference to three-eighths of an inch. Then I had to build up my strength. I was allowed to go into the water tank in the basement of St Thomas', which had been a wartime water-

system tank, but the doctors were now using it as an orthopaedic tank. To begin with, it helped get my legs moving lower down because they were being held pretty tightly at the top... it got the circulation going. Bit by bit, the recovery continued: they soon had me on crutches.

Mr Ferrari stuck with me and arranged what he called a 'convalescence car', which was in effect what should have been a Tasman car. Before the accident, I'd arranged to put a 2.4 V6 engine into a F1 chassis and the car had been built. It wasn't easy getting in and out, so they got one of those engine A-frames, which they used to help lift me up and drop me in. I went round and round Modena in that little car. ➔

INSETS: LAT ARCHIVE



THE MAURICE HAMILTON INTERVIEW

MH: When you were doing laps of the Modena track, did you feel physically okay? How was your confidence?

JS: My confidence was okay. Lola had explained what had happened. It wasn't my mistake: the failure had been a part supplied by an agent. It had been sent there for evaluation and somehow it had got mixed up in the assembly of my car.

MH: Moving into 1966 now and the arrival of the three-litre formula... the first race was at Monaco and you had this nonsense over the engine for your car. Bandini had the lovely little V6 – perfect for Monaco – and you were given the new V12, which you didn't want.

JS: I said: "Okay, I'll push this V12 along and I'll do something, but it won't last. We ought to

be here to win the race; we have the faster car." That was proved to be correct because Bandini was only just pipped by Stewart's BRM.

MH: But at least when you got to Spa, you were in a better position with the V12.

JS: I put it on pole. It was dry when we started the race but, as I approached Burnenville, the rain really came down. The only one who stayed with me was Jochen Rindt in the Cooper-Maserati. Jochen came by and I made the conscious decision that it was a damn sight safer being in his wheel tracks rather than leading the way because the conditions were changing so much. Then it gradually subsided, I went by again and cleared off to win. The only one who didn't congratulate me was Dragoni.

MH: Ah, Eugenio Dragoni, the Ferrari team manager with whom you were having what could only be described as a 'difficult relationship'. How could he not congratulate you after a drive like that?

JS: Because I allowed a 'Maserati' in front of me.

MH: But it was only the engine... you *are* joking?

JS: I'm not. But the lads in the team were terribly enthusiastic and, to this day, I've still got a good relationship with them. When I did the *Mille Miglia* for Mercedes about ten years ago and we stopped en route, who should turn up but every one of the remaining lads from the old Ferrari team of my time. I felt that summed up the true spirit of the relationship we had.

MH: And it all came to a head at Le Mans in 1966?

JS: To try to break the Fords, we decided to have this tortoise-and-hare thing; the plan was for me to go like hell from the start. Then Dragoni said Ludovico Scarfiotti was doing the first stint. The pretext was that [Fiat boss] Gianni Agnelli would be at the race and it would be nice for him to see his nephew drive the car. This was when we were supposed to be giving the Fords a hard time. It was the last straw and I left. The Old Man said to me shortly before he died: "John, we must remember the good times and not the mistakes."

MH: You got on very well with Mr Ferrari, didn't you? I don't understand how Dragoni had so much influence?

JS: He was a very useful link with Fiat. But in all that business, unfortunately Forghieri was

relatively weak, which is a shame. Some of the others were terribly upset about it. Also, I do believe Mr Ferrari was under great pressure. The future of the company was very much in the balance. Look at what he had to sustain compared with the teams he was competing against; they were totally dedicated little units. It was only when Luca Montezemolo pulled Ferrari into what was then the 20th century that things turned around. Montezemolo did many of the things I tried to get done. In some ways, I think I paid the penalty for my enthusiasm. Perhaps I should have been a bit more calculating.

MH: I want, if I may, to move on to when you became a constructor. How did that come about?

JS: We started being a car constructor by mistake. The TS5 Formula 5000 car was a project I did for James Garner, the film star, who wanted to compete with Steve McQueen. Having become involved, we were then left holding the baby. There were certain things being said against the car and so I thought: 'Right, we'll bloody prove them wrong!' We did a rush development programme and I got David Hobbs to prove the car could win – which rather shot some people down.

I then made another mistake. As a racing driver, I should have rung up Colin Chapman and said: "Colin, let's let bygones be bygones; let's see if we can get together because there are openings there." Instead, I took on another challenge, which was to try to lift up BRM.

MH: Oh dear, I was trying not to mention BRM...

JS: Well, there was that and other things, such as driving for Chaparral in Can-Am. In the end, I said: "Enough is enough. I'll make my own car here in Edenbridge." The team was established on £23,000. That was my total budget.

We built F2 cars and won the European Championship; we did F5000 cars, and won the American and the British championships. We thought we'd really arrived when we got sponsorship from Bang & Olufsen, but that was the beginning of the end. I made a lot of commitments on the back of that sponsorship, but the first payment turned out to be the last and, finally, after it had dragged on through the courts, I had to settle for costs.

By that time, I had a bit of a problem with my health and, at the end of 1978, I had to make a decision while sitting in St Thomas' hospital. I did a deal with Frank Williams and he took over my position in Formula 1.

MH: How do you describe your business now?

JS: Industrial property. The team episode very nearly wiped me out. Because we were insured, it took us a few years but we paid everybody. I

Surtees at the 1966 Monaco GP. Ferrari gave him a car with a V12 engine and he duly retired. Team-mate Bandini got the more suitable V6 and came second



"I went to Italy to hear about the '62 F1 programme. I said no. I was told: 'Ferrari doesn't ask twice'"

was left with one thing, which was the factory. I've always been interested in design and construction, so I did two things; I got involved in restoring an old period house as occupational therapy. And two, I turned the factory into a letting site and then acquired another one, and another one, and built a business out of that. I didn't want to know about motorcars; I turned my back totally and utterly on that.

I didn't look at motor racing again until Mercedes rang me. They said their champions were getting too old and they wanted another world champion to drive their cars. That was 1988. So began a relationship where I was going round the world driving their cars. That put me in touch with cars again and then, of course, Henry [Surtees's son] started his karting, which brought me back to racing, and then onto...

MH: ...the charity, where you're doing a lot of good work. You've put a lot into it, haven't you?

JS: A lot of time. We do put a lot in. The

important thing is that we don't take anything out except satisfaction, and acknowledgment that we need people's help. Things like holding the event at Buckmore Park at the end of last year and being able to get such a super range of prizes together to give to lads who are all trying to make their way in racing. That was very satisfying because it's a two-way thing. I think life is a balance. I got messages saying how much the lads had appreciated the prizes.

MH: Your brochure mentions the 'Headway' charity, which I assume you're involved with as a result of Henry's freak accident in Formula 2 at Brands Hatch in 2009?

JS: Headway is our main thing. It's a charity for assisting people who've had head injuries. It allows them to exercise and develop new skills. We got involved with the Tunbridge Wells centre to start with because they were having to relocate and they were finding that difficult from a financial point of view. They wanted an


additional unit and they were getting some silly estimates. I heard about it and said we'd try to help them out.

We've done lots of different things; the involvement with the Beaujolais Run car rally has been fantastic. Not only have people been able to contribute, they've also enjoyed doing it. We've got two very exciting projects that we hope to announce a little later in the year, which will be an aid to the whole community. Henry would have loved it; he really would.

MH: That's nice, John. It gives a very positive aspect to what must have been a truly awful time for you.

JS: Dark, yes. One which provides a lot of anguish and a lot of other emotions.

MH: I can't even begin to imagine. But I'm sure all at *F1 Racing* and everyone reading this will wish you all the luck in the world. Thank you so much for your time.

JS: Not at all. Thank you. 



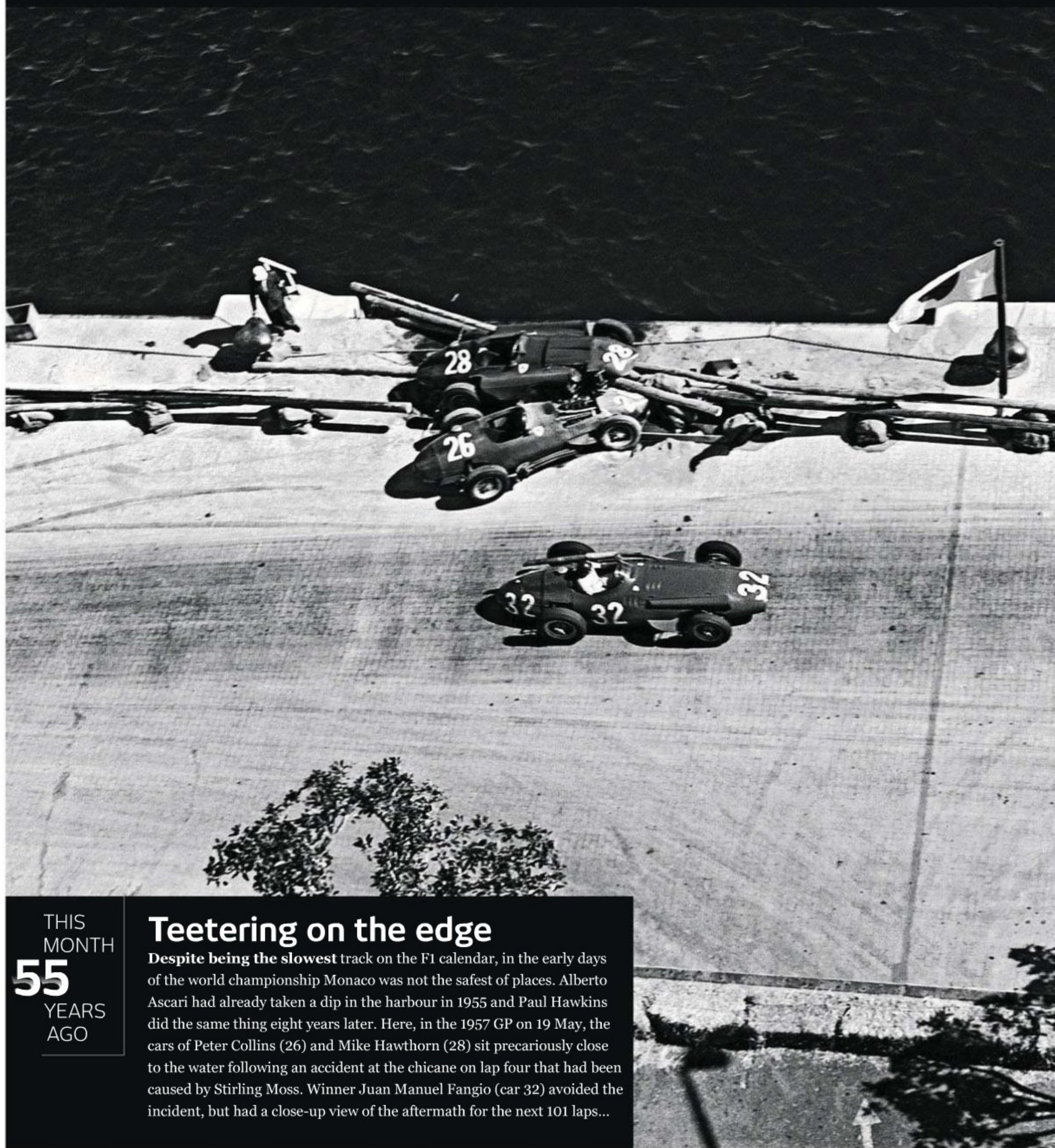
Following the loss of his son (above) in an F2 accident in 2009, John set up the Henry Surtees Foundation to help those with brain injuries.
www.henrysurtreesfoundation.com



INSETS: JAKOB EBREY/LATLAT ARCHIVE

Way back when

Famous Formula 1 occurrences at Monaco from the month of May, many moons ago...



THIS
MONTH
55
YEARS
AGO

Teetering on the edge

Despite being the slowest track on the F1 calendar, in the early days of the world championship Monaco was not the safest of places. Alberto Ascari had already taken a dip in the harbour in 1955 and Paul Hawkins did the same thing eight years later. Here, in the 1957 GP on 19 May, the cars of Peter Collins (26) and Mike Hawthorn (28) sit precariously close to the water following an accident at the chicane on lap four that had been caused by Stirling Moss. Winner Juan Manuel Fangio (car 32) avoided the incident, but had a close-up view of the aftermath for the next 101 laps...

THIS
MONTH
52
YEARS
AGO

Put your back into it!

You've broken down at the bottom of the hill at the 1960 Monaco GP, so what do you do? Take a walk back to the pits or push your car for over half a lap to finish ninth, 45 laps down? Innes Ireland amazingly chose the latter option when his Lotus 18 expired at just over half-distance. It took a superhuman effort just to get the car up the hill to this point entering Casino Square, Ireland manhandling the car by leaning on a rear wheel and pushing to prevent the car rolling backwards. The finish, although nearly all downhill, was still half a lap away where the swimming pool now sits...



THIS
MONTH
17
YEARS
AGO

Stuck in Ste Devote

In recent years the first corner at Monaco, Ste Devote, has had a relatively unblemished record but in the '70s and '80s it was renowned for regularly stopping races on the first lap as everyone jostled for position at a track where overtaking was impossible. As late as 1995 it was still capable of bringing races to a halt as proved here, with the Ferraris of Gerhard Berger and Jean Alesi sandwiching the slow-starting Williams of David Coulthard (seen here facing the wrong way round). All three made it to the restart of a race that was eventually won by Michael Schumacher.



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It's been a very long time coming

After six years and 111 GPs, Nico Rosberg takes his maiden win in China

MALAYSIAN GP

106 SYMONDS' MALAYSIA DEBRIEF

Formula 1 welcomes Sergio Pérez to the podium for the first time

109 THE GP YOU DIDN'T SEE ON TV

A small talking bear tries to persuade Kimi to hit the bottle...

111 MALAYSIAN GP STATISTICS

...but Kimi manages not to succumb, and puts in the fastest lap of the race

CHINESE GP

112 SYMONDS' CHINA DEBRIEF

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RACE DEBRIEF by Pat Symonds

Malaysian Grand Prix

25.03.2012 / Sepang

Alonso first... Pérez second... Vettel, er... 11th



Officially *not* a predictable GP

Pérez bags Sauber their first podium since 2003, and Alonso pulls a win out of nowhere by seriously outperforming the F2012

Had you entered a Kuala Lumpur betting shop pre-race and put money on Alonso to win from Pérez, you'd probably have been accused of overimbibing the local Tiger beer. Yet this is just how the exciting, rain-drenched GP finished.

The Sepang circuit, situated next to the international airport about an hour's drive from

central Kuala Lumpur, was the first of the new-generation purpose-built circuits to be visited by Formula 1. The home of the Malaysian Grand Prix since 1999, it has become something of a classic and with the street track at Melbourne being an atypical circuit, it is Sepang that really reinforces the form book for the season. The track itself shares many characteristics with the

home of winter testing, Barcelona. In particular the energy that the tyres have to cope with is very similar to that of the Circuit de Catalunya.

While the surface roughness is slightly less than that of Barcelona, the high temperatures of tropical Sepang serve to make this a particularly hard circuit for the tyres. This is heightened by the fact that the tropical rainstorms that occur almost every evening wash the circuit of any rubber, exposing the stone of the Tarmac (which was imported from England) all over again.

Pirelli are fully aware of this so chose to debut their new, silver-marked hard tyre at this event. This new compound is similar in stiffness to last year's medium tyre but changes to construction made over the winter have made all the tyres more durable. The so-called option tyre at this event was the medium compound which is also somewhat softer than 2011. Now on a circuit with very high-speed corners, softer compounds can sometimes be troublesome as the lack of stiffness in the tread can lead to the tyre moving around, thereby preventing the driver from feeling the car properly. This tends to artificially close the performance gap between the harder and softer compounds.

The circuit is also interesting in that as well as having a number of high-speed corners, it also has two long straights where an efficient DRS will pay dividends, hence causing ever more interest in the novel system used by Mercedes.

More importantly, the extreme width of the circuit coupled with a layout that superimposes one corner on another, means that the cars are more often in conditions of combined braking and turning, or combined traction and turning, than at most other circuits. It is this that shows the true mettle of a racing car and one that pays handsome dividends to aerodynamic efficiency.

McLaren came here buoyed by a strong win in Australia, many believing that their need for fuel conservation had perhaps masked some of their ultimate pace. While Red Bull had been weak by their standards on a single lap, there was no doubting their race pace. Conversely, Mercedes failed to deliver in the race, making Sepang a particularly important event for them.

Practice was reasonably uneventful with teams concentrating on understanding their latest aero updates. Such is the pace of development in F1 these days that some teams actually had different configurations to those seen in Melbourne just a few days earlier.

The first part of qualifying saw Vergne join the usual six to drop out. Toro Rosso had shown strongly in qualifying in Melbourne and their lesser performance here bears further testament to the disparate nature of the two circuits. A significant occurrence in this session was that Ferrari felt the need to use the softer tyre to ensure their progress through to Q2. Indeed, even with this Massa did not look comfortable.

The final part of qualifying saw Hamilton leading his team-mate after the first runs, and he maintained this even after a strong second run from Button. Schumacher reinforced Mercedes' impressive qualifying ability with third place, while Webber once again qualified ahead of Vettel, who had chosen to run the harder tyre in Q3 having suffered a lack of performance on the softer variety. Lotus, meanwhile, had a successful session with fifth and seventh although Räikkönen had to concede five grid places after a gearbox change.

With the second McLaren front-row lock-out in as many weeks, the long 660-metre drag to Turn 1 should have been interesting, but 15 minutes before the lights were due to go out, the rain began. By the 4pm start, intermediates were most suitable for half the lap distance and full wet tyres for the rest.

By Turn 4, rain was heavy, and Schumacher was nudged into a spin by the fast-starting Grosjean. Most significantly Pérez stopped for full wets at the end of lap 1. It was an inspired choice as, by lap 5, everyone had followed →

View from the paddock

Mark remembers Marco

While running the track on Thursday evening, something caught my eye as I approached the exit of Turn 11. A Red Bull Racing cap was resting against the bottom strand of Armco on the inside of the circuit, alongside a bouquet of flowers.

It was then that memories of Marco Simoncelli's accident came flooding back. The MotoGP star was killed at this corner on 23 October 2011 and, clearly, someone from Red Bull Racing had made the pilgrimage to pay his respects. No prizes for guessing who that was.

"I was a big fan of Marco's," said Mark Webber. "I saw him at Mugello last summer and I wanted to give him a couple of minutes before the serious business begins tomorrow. Motorsport misses him."

Webber didn't tell anyone else about his visit to Turn 11; there were no cameras around: just him and his trainer Rich.

Tom Clarkson

The story of the race

V Hamilton makes a great getaway from pole to lead Button and Grosjean into the tight Turn 1



SEPANG



Hamilton still leads by lap 9, but as conditions worsen, the race is red-flagged



> After four laps behind the Safety Car, the race is resumed with Hamilton still leading from Button



< Hamilton pits a lap later, but it's a bad one and he re-enters the field behind Alonso's Ferrari



> Vettel collides with Karthikeyan and sustains a puncture, dropping him further down the order



^ Up front Pérez closes in on Alonso but can't get past and has to settle for second



MAIN PHOTO: LORENZO BELLANCA/LAT/LAT. ILLUSTRATION: ALAN ELDREDGE. INSETS: STEVE ETHERINGTON/LAT; ANDREW FERRARO/LAT; ANDY HONE/LAT; CLIVE MASON/GETTY IMAGES

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suit, moving him up seven places. Even with the deep-treaded wet tyre, conditions were dreadful and, on lap 6, the Safety Car was deployed. This left Hamilton leading Button from the quick-thinking Pérez. In seventh was Vergne who had profited by staying on intermediates but, most surprisingly, Karthikeyan found himself in tenth. The race was suspended on lap 9 after several bolts of lightning hit the circuit and caused false red-flag warnings on the timing monitors.

After a 51-minute hiatus, the race restarted under the Safety Car with all cars, as is required by the regulations, on the full wet tyre. When the Safety Car pitted at the end of lap 13 the right thing to do was to go straight for intermediates. The brave, including Button, did. Others delayed. Most significantly, Hamilton had a poor stop allowing both Pérez and Alonso through.

On lap 15, Button rear-ended Karthikeyan necessitating a stop for a new nose and effectively ending his day. On the same lap, Alonso eased past Pérez to take the lead. The skill now was to make the intermediates last. More rain was on its way, and if that did not force another stop for fresh intermediates, then a late stop for slicks would be required. The longer the existing tyres lasted, the better the subsequent decision would be.

Over the next few laps Alonso pulled away from Pérez but he, in turn, was dropping Hamilton. Also losing out was Nico Rosberg who had been as high as fourth, but his Mercedes' appetite for tyres soon saw him picked off by his pursuers.

As the lap counter ticked into the 30s, Pérez, his Sauber looking after its tyres beautifully, started to close on Alonso. By lap 39, the Ferraris tyres had given all they could and Alonso stopped for the softer slick. Pérez should have shadowed him as the early-stopping Ricciardo had shown the slick to be the way to go. Instead, he chose to stay out for another lap and then, intriguingly, chose the harder slick. This would normally be something of a risk as it is generally more difficult to warm up on a cool, damp track, but Pérez proved it was an inspired choice, eating into Alonso's lead by well over a second a lap. By lap 48 he was all over the leader but, transfixed by the possibility of overtaking a Ferrari driven by Alonso for the win, it became too much and an off-road excursion saw him drop five seconds. Although he set off on another spirited chase his challenge for the win was effectively over.



He's looking pretty pleased with his first ever F1 podium: Pérez was the star in Malaysia and could have left Sepang a winner

With so much happening at the front, it was easy to overlook the rest. Hamilton drove a steady race to third with Webber putting in another good show to finish fourth. Vettel finished out of the points, having dropped from a potential fourth after a puncture caused by contact with Karthikeyan.

So Ferrari managed to snatch an unexpected victory, but this does not mean their car has come good. Fortune and opportunistic driving had allowed them to overperform but the star of the day was, without any doubt, the driver many tip to be Alonso's future team-mate, the young Mexican, Sergio Pérez. 🏆

The GP you didn't see on TV

Taking you behind the scenes at Sepang as the weekend unfolded



Well, they're either Ferrari fans or they're just off to meet Hamburgler and the gang...



A small, talking bear tries to persuade Kimi he needs a stiff drink. Kimi remains noncommittal



Extreme mobile catering. What next? Burgers with your pitstop?



"Don't worry Owen, we'll get CGI to add the car later." Owen Wilson screen-tests for the latest film about F1

INSETS: ANDREW FERRARO/LAT; LORENZO BELLANCA/LAT; CHARLES COATES/LAT; GLENN DUNBAR/LAT; KER ROBERTSON/GETTY IMAGES

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Malaysian Grand Prix stats

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

THE GRID

	1. HAMILTON McLAREN 1m36.219secs Q3	
2. BUTTON McLAREN 1m36.368secs Q3		3. SCHUMACHER MERCEDES 1m36.391secs Q3
	5. VETTEL RED BULL 1m36.634secs Q3	
4. WEBBER RED BULL 1m36.461secs Q3		7. ROSBERG MERCEDES 1m36.664secs Q3
		9. PÉREZ SAUBER 1m37.698secs Q3
6. GROSJEAN LOTUS 1m36.658secs Q3		11. MALDONADO WILLIAMS 1m37.589secs Q2
		13. SENNA WILLIAMS 1m37.841secs Q2
8. ALONSO FERRARI 1m37.566secs Q3		15. RICCIARDO TORO ROSSO 1m37.883secs Q2
		17. KOBAYASHI SAUBER 1m38.069secs Q2
10. RÄIKKÖNEN* LOTUS 1m36.461secs Q3		19. PETROV CATERHAM 1m39.567secs Q1
		21. PIC MARUSSIA 1m41.250secs Q1
12. MASSA FERRARI 1m37.731secs Q2		23. KARTHIKEYAN HRT 1m43.655secs Q1
		
14. DI RESTA FORCE INDIA 1m37.877secs Q2		
		
16. HÜLKENBERG FORCE INDIA 1m37.890secs Q2		
		
18. VERGNE TORO ROSSO 1m39.077secs Q1		
		
20. GLOCK MARUSSIA 1m40.903secs Q1		
		
22. DE LA ROSA HRT 1m42.914secs Q1		
		
24 KOVALAINEN** CATERHAM 1m39.306secs Q1		

*Five-place grid penalty - replacement gearbox. ** Five-place grid penalty - overtaking under Safety Car conditions at Australian GP

THE RACE



THE RESULTS (56 LAPS)

1st	Fernando Alonso	Ferrari	2h44m51.812s
2nd	Sergio Pérez	Sauber	+2.263
3rd	Lewis Hamilton	McLaren	+14.591s
4th	Mark Webber	Red Bull	+17.688s
5th	Kimi Räikkönen	Lotus	+29.456s
6th	Bruno Senna	Williams	+37.667s
7th	Paul Di Resta	Force India	+44.412s
8th	Jean-Eric Vergne	Toro Rosso	+46.985s
9th	Nico Hülkenberg	Force India	+47.892s
10th	Michael Schumacher	Mercedes	+49.996s
11th	Sebastian Vettel	Red Bull	+75.527s
12th	Daniel Ricciardo	Toro Rosso	+76.828s
13th	Nico Rosberg	Mercedes	+78.593s
14th	Jenson Button	McLaren	+79.719s
15th	Felipe Massa	Ferrari	+97.319s
16th	Vitaly Petrov	Caterham	+1 lap
17th	Timo Glock	Marussia	+1 lap
18th	Heikki Kovalainen	Caterham	+1 lap
19th	Pastor Maldonado	Williams	+2 laps/engine
20th	Charles Pic	Marussia	+2 laps
21st	Pedro de la Rosa	HRT	+2 laps
22nd	Narain Karthikeyan	HRT	+2 laps*

Retirements

Kamui Kobayashi	Sauber	46 laps - brakes
Romain Grosjean	Lotus	3 laps - spin

*includes 20-second penalty for causing a collision

THROUGH SPEED TRAP



Fastest: Jean-Eric Vergne, 186.14mph



Slowest: Charles Pic, 177.09mph

TYRE COMPOUNDS USED



Medium



Hard



Intermediate



Wet

CLIMATE



TRACK TEMP



FASTEST LAP

Kimi Räikkönen, lap 53, 1min 40.722secs



FASTEST PITSTOP

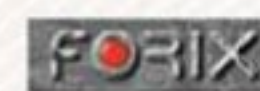
Pastor Maldonado, 21.621secs (entry to exit)

DRIVERS' STANDINGS

1st	Fernando Alonso	Ferrari	35pts
2nd	Lewis Hamilton	McLaren	30pts
3rd	Jenson Button	McLaren	25pts
4th	Mark Webber	Red Bull	24pts
5th	Sergio Pérez	Sauber	22pts
6th	Sebastian Vettel	Red Bull	18pts
7th	Kimi Räikkönen	Lotus	16pts
8th	Bruno Senna	Williams	8pts
9th	Kamui Kobayashi	Sauber	8pts
10th	Paul Di Resta	Force India	7pts
11th	Jean-Eric Vergne	Toro Rosso	4pts
12th	Daniel Ricciardo	Toro Rosso	2pts
13th	Nico Hülkenberg	Force India	2pts
14th	Michael Schumacher	Mercedes	1pt
15th	Nico Rosberg	Mercedes	0pts
16th	Pastor Maldonado	Williams	0pts
17th	Timo Glock	Marussia	0pts
18th	Charles Pic	Marussia	0pts
19th	Felipe Massa	Ferrari	0pts
20th	Vitaly Petrov	Caterham	0pts
21st	Heikki Kovalainen	Caterham	0pts
22nd	Narain Karthikeyan	HRT	0pts
23rd	Pedro de la Rosa	HRT	0pts
24th	Romain Grosjean	Renault	0pts

CONSTRUCTORS' STANDINGS

1	McLaren	55pts	10	Marussia	0pts
2	Red Bull	42pts	11	Caterham	0pts
3	Ferrari	35pts	12	HRT	0pts
4	Sauber	30pts			
5	Lotus	16pts			
6	Force India	9pts			
7	Williams	8pts			
8	Toro Rosso	6pts			
9	Mercedes	1pt			



For comprehensive F1 statistics visit www.forix.com

RACE DEBRIEF by Pat Symonds

Chinese Grand Prix

15.04.2012 / Shanghai

Merc's first win in 57 years... Rosberg's first win in six...



A change of view for Nico

Only Button, Barrichello, Webber and Trulli took longer, but after 111 GP starts, Nico Rosberg finally makes it onto the top step

Trying to get a decent idea of form at the first race is tricky and, with the rain interrupting proceedings in Malaysia, many were looking to China to get a true picture of 2012. China is a challenging circuit. The long straight tests top speed, while the tightening sequence of Turns 1-3 test the ability of the car to keep its front tyres planted

on-line without the rear becoming skittish as the driver tries to scrub speed and change direction.

Add the extremely difficult Turns 7 and 8, which effectively create a high-speed chicane, and there is something to test every aspect of the cars' abilities. Although not particularly demanding on the brakes, the hard stop at the end of the main straight where the drivers are

standing on the pedal for 140 metres, tests the car's stability as each tyre grapples individually with the extreme demands of 5G deceleration.

Such is the relentless tempo of development that many teams had performance upgrades arriving in the late freight boxes and overlaid suitcases of the final team members to reach the circuit. Some worked well; others less so. Lotus abandoned their upgrade prior to third practice and Toro Rosso did so before the race. Over at Red Bull, meanwhile, we saw Vettel using the exhaust system seen in early winter testing, while Webber stayed with the newer version.

This may seem odd when so much science is applied to these updates, but while the newer exhaust system will undoubtedly give more downforce it may not always give usable performance. The clue is in the word itself. Aerodynamics are just that – 'dynamic'. They are not 'aerostatics', so the ever-changing levels of downforce need to interact with the whole vehicle in a way that the driver can exploit. Windtunnels use a large number of static measurements to try to create a dynamic map, but the nuances of how this map interacts with the chassis are very complex and some setups will suit one driver's style better than another's. In spite of this there is a psychological effect on the driver who does not use what is perceived to be the 'latest and greatest'. He will always feel that he's giving away an advantage to his teammate and even for someone as mentally strong as Vettel, this will prey on his mind.

Speaking of aerodynamics, the competition in China began early when Lotus put in an official protest against the Mercedes double DRS. The stewards listened to the arguments from both sides and came down in favour of the innovative system. I don't think that the Lotus protest was in any way malicious, as evidenced by the fact they elected not to appeal the steward's decision. I suspect it was made more as a method of divining the true meaning of the wording covering this area of the regulations.

It's not unusual for the climate to be cool for the race and Shanghai's permanent smog tends to lessen the solar radiation that is so important when it comes to attaining high track temperatures. For first practice on Friday this was compounded by showers, which meant the carefully choreographed plans of the teams had to be rewritten. By second practice, the track had dried out but remained exceptionally cool

and, with the medium tyre compound being the harder of the two available here, was making life even more difficult for some of the teams.

This compound, new for 2012, is exceptionally peaky with regard to temperature. All tyres have a working range of temperature throughout which they will perform in an optimal manner, but for the medium this range is extremely narrow. All teams monitor this carefully during practice by means of temperature sensors that are integrated with the tyre-pressure sensors. They measure the temperature of the inside carcass of the tyre, giving a good indication of its bulk temperature. Further infrared bodywork sensors will measure the surface temperature of the tread. Of course rubber is an extremely good insulator and the two temperatures can be significantly different. The secret to getting the medium compound working is to get the bulk temperature high enough without overheating the surface. This knowledge was to play a significant part in the race on Sunday.

It may also have played a part in qualifying's biggest surprise. Languishing in 15th after Q1 was none other than the current world champion. Vettel had stayed on the medium compound while the top seven opted for the soft. With Saturday 11°C hotter, the soft was not showing the advantage it had the previous day. In Q2 he suffered the ignominy of being knocked out and seeing his team-mate set the fastest time. The fact that only 1.3secs covered fastest to slowest promised an exciting race the next day. ➔

View from the paddock

All change in China

When F1 first came to Shanghai, it was a venue that lacked a crowd. This weekend it was very obvious that the circuit was packed full of passionate locals. When Nico Rosberg won for Mercedes it reinforced the value of manufacturer participation in F1. Here is a sport that is awaking an audience with a developing appetite for the automobile – it's said that 18million were sold in the country last year – and it was timely that Mercedes launched their latest model in China on the same weekend.

When F1 first came to China, Bernie Ecclestone said we needed to wait until the locals understood the sport. Given the interest and the knowledge of the fans for the drivers and the teams, there is no doubt that China has developed a passion for F1 that will only grow in the coming years. It will be interesting to see if more manufacturers return to the sport in the future as a result.

James Roberts

The story of the race

UBS



V
Pole-sitter Rosberg makes a perfect start to lead Schumacher into Turn 1, while Button slots into third

SHANGHAI



>
Further back, Vettel makes a poor start from 11th on the grid and opts to run a two-stop strategy



<
Schumacher retires after Mercedes fail to secure his front right wheel correctly during his pitstop



< >
A poor pitstop puts Button back in the pack and a large train of cars battle for second place



Up front Rosberg is untroubled and records his maiden grand prix victory in the Mercedes

MAIN PHOTO: GLENN DUNBAR/LAT; ILLUSTRATION: ALAN ELDREDGE; INSETS: STEVEN TEE/LAT; CHARLES COATES/LAT; STEVE ETHERINGTON/LAT; GLENN DUNBAR/LAT; PAUL GILHAM/GETTY IMAGES

The anticipated fight for the front row was something of an anti-climax as Rosberg took his first pole by the huge margin of half a second. Hamilton split the Silver Arrows, although a penalty for a gearbox change made it an all-Merc front row. There could be no doubt that they had got on top of tyre temperatures for one lap at least. Button put in another good performance to take fifth, while Kobayashi was the Sauber hero this week in third after Hamilton's penalty, five places in front of Pérez. As for Ferrari, Alonso had said it would be a miracle if they made Q3. It must have been a minor miracle therefore that he qualified ninth with Massa back in 12th.

Rosberg ensured he made the most of his maiden pole with a perfect start that saw him pulling away from team-mate Schumacher at around half a second per lap. Even though there was much pre-race debate over whether two or three stops would be optimum, it was a surprise to see Webber stopping as early as lap 6. Stuck in traffic in ninth he went for an aggressive strategy. Emerging in 20th place he must have been questioning the wisdom of this move.

Lap 10 saw Hamilton and Räikkönen pit together and race down the pitlane side by side with Lewis seizing the advantage. Both McLarens chose softs at their first stops

against the general run of play. For Schumacher, tyre choice was academic as a front wheel came loose after his stop and he had to park. Such was Rosberg's lead that his first stop on lap 13 only dropped him to third. Four laps later he was back in the lead. Webber meanwhile was already complaining of front-tyre graining and it seemed a three-stop was the correct strategic choice.

As the front-runners made their second round of stops Rosberg stayed out until lap 34. With 20 laps to go, medium compound tyres fitted, and 60kg of fuel on board, the question was whether or not his tyres' wear would be light enough to allow heat to be retained, thereby giving them the grip required. It was a risk to go the distance but on this day Mercedes could do no wrong.

Räikkönen showed how desperately wrong things *can* go. With his final stop on lap 28 he was simply asking too much of the rubber. With nine laps left he was holding second, albeit with a train of cars behind him. All of a sudden, his tyres hit stage three degradation and within four laps he dropped 12 places. Even Vettel, who had worked his way up to second on lap 48 by dint



A first pole, an all-Mercedes front row and, crucially, the first win. Congratulations all round for Ross Brawn and the team

of a two-stop strategy was unable to hold off the McLarens or, indeed, his thrice-stopping team-mate. McLaren got both cars on the podium and, had Button not lost time in his final pitstop and therefore got caught in traffic, we may have seen a race for the lead.

A three-stop strategy had undoubtedly been the right one, which made Rosberg's performance and the ability of his car to look after its tyres that afternoon all the more impressive. The amounts of rubber marbles off the racing line showed how hard it had been on the tyres: once again, the difficulties of tyre management had given us a superb race. 🏆

The GP you didn't see on TV

Taking you behind the scenes at Shanghai as the weekend unfolded



It's bound to go to penalties, but everyone knows that the Germans always win...



Sadly for his fans, Seb's prominent digit was once again missing at post-race celebrations



No, they're behind you Fernando. A team photo with a difference...




China's answer to the Silver Arrows. It's going to take more than a blast from the DRS to get them down that straight

Chinese Grand Prix stats

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

THE GRID

 1. ROSBERG MERCEDES 1m35.121secs Q3	 2. SCHUMACHER MERCEDES 1m35.691secs Q3
 3. KOBAYASHI SAUBER 1m35.784secs Q3	 4. RÄIKKÖNEN LOTUS 1m35.898secs Q3
 5. BUTTON McLAREN 1m36.191secs Q3	 6. WEBBER RED BULL 1m36.920secs Q3
 7. HAMILTON* McLAREN 1m35.626secs Q3	 8. PÉREZ SAUBER 1m36.524secs Q3
 9. ALONSO FERRARI 1m36.622secs Q3	 10. GROSJEAN LOTUS NO TIME IN Q3
 11. VETTEL RED BULL 1m36.031secs Q2	 12. MASSA FERRARI 1m36.255secs Q2
 13. MALDONADO WILLIAMS 1m36.283secs Q2	 14. SENNA WILLIAMS 1m36.289secs Q2
 15. DI RESTA FORCE INDIA 1m36.317secs Q2	 16. HÜLKENBERG FORCE INDIA 1m36.745secs Q2
 17. RICCIARDO TORO ROSSO 1m36.956secs Q2	 18. KOVALAINEN CATERHAM 1m38.463secs Q1
 19. PETROV CATERHAM 1m38.677secs Q1	 20. GLOCK MARUSSIA 1m39.282secs Q1
 21. PIC MARUSSIA 1m39.717secs Q1	 22. DE LA ROSA HRT 1m40.411secs Q1
 23. KARTHIKEYAN HRT 1m41.000secs Q1	 24. VERGNE** TORO ROSSO 1m37.714secs Q1

*Five-place grid penalty - replacement gearbox. **Started from pitlane - car modified under parc fermé conditions

THE RACE



THE RESULTS (56 LAPS)

1st	Nico Rosberg	Mercedes	1h36m26.929s
2nd	Jenson Button	McLaren	+20.626s
3rd	Lewis Hamilton	McLaren	+26.012s
4th	Mark Webber	Red Bull	+27.924s
5th	Sebastian Vettel	Red Bull	+30.483s
6th	Romain Grosjean	Lotus	+31.491s
7th	Bruno Senna	Williams	+34.597s
8th	Pastor Maldonado	Williams	+35.643s
9th	Fernando Alonso	Ferrari	+37.256s
10th	Kamui Kobayashi	Sauber	+38.720s
11th	Sergio Pérez	Sauber	+41.066s
12th	Paul Di Resta	Force India	+42.273s
13th	Felipe Massa	Ferrari	+42.779s
14th	Kimi Räikkönen	Lotus	+50.753s
15th	Nico Hülkenberg	Force India	+51.213s
16th	Jean-Éric Vergne	Toro Rosso	+51.756s
17th	Daniel Ricciardo	Toro Rosso	+63.156s
18th	Vitaly Petrov	Caterham	+1 lap
19th	Timo Glock	Marussia	+1 lap
20th	Charles Pic	Marussia	+1 lap
21st	Pedro de la Rosa	HRT	+1 lap
22nd	Narain Karthikeyan	HRT	+2 laps
23rd	Heikki Kovalainen	Caterham	+3 laps

Retirements

Michael Schumacher Mercedes 12 laps - loose wheel

THROUGH SPEED TRAP



Fastest: Sergio Pérez, 202.61mph



Slowest: Michael Schumacher, 190.49mph

TYRE COMPOUNDS USED



CLIMATE

Overcast 22°C

TRACK TEMP

23°C



FASTEST LAP

Kamui Kobayashi, lap 40, 1min 39.960secs



FASTEST PITSTOP

Fernando Alonso, 20.024secs (entry to exit)

DRIVERS' STANDINGS

1st	Lewis Hamilton	McLaren	45pts
2nd	Jenson Button	McLaren	43pts
3rd	Fernando Alonso	Ferrari	37pts
4th	Mark Webber	Red Bull	36pts
5th	Sebastian Vettel	Red Bull	28pts
6th	Nico Rosberg	Mercedes	25pts
7th	Sergio Pérez	Sauber	22pts
8th	Kimi Räikkönen	Lotus	16pts
9th	Bruno Senna	Williams	14pts
10th	Kamui Kobayashi	Sauber	9pts
11th	Romain Grosjean	Renault	8pts
12th	Paul Di Resta	Force India	7pts
13th	Jean-Éric Vergne	Toro Rosso	4pts
14th	Pastor Maldonado	Williams	4pts
15th	Daniel Ricciardo	Toro Rosso	2pts
16th	Nico Hülkenberg	Force India	2pts
17th	Michael Schumacher	Mercedes	1pt
18th	Felipe Massa	Ferrari	0pts
19th	Timo Glock	Marussia	0pts
20th	Charles Pic	Marussia	0pts
21st	Vitaly Petrov	Caterham	0pts
22nd	Heikki Kovalainen	Caterham	0pts
23rd	Pedro de la Rosa	HRT	0pts
24th	Narain Karthikeyan	HRT	0pts

CONSTRUCTORS' STANDINGS

1	McLaren	88pts	10	Marussia	0pts
2	Red Bull	64pts	11	Caterham	0pts
3	Ferrari	37pts	12	HRT	0pts
4	Sauber	31pts			
5	Mercedes	26pts			
6	Lotus	24pts			
7	Williams	18pts			
8	Force India	9pts			
9	Toro Rosso	6pts			



For comprehensive F1 statistics visit www.forix.com

INSETS: STEVEN TEE/LAT; CHARLES COATES/LAT; LORENZO BELLANCA/LAT; GLENN DUNBAR/LAT; ANDY HONE/LAT; MARK THOMPSON/GETTY IMAGES

The Spanish GP preview

13.05.2012 / Circuit de Catalunya, Barcelona



by Bruno Senna

Barcelona isn't the easiest track to drive, but the enthusiastic Spanish fans more than make up for that. Bruno just wishes they'd serve dinner a bit earlier...

Barcelona is a great track and a challenging high-speed circuit where you can make a big difference as a driver. When I've raced here in other formulae I've always been very competitive, but I ended up retiring at my first F1 race here in 2010. On every other occasion I've made it onto the podium though, so I can't complain too much about my record!

If you're visiting the circuit, you'll probably think that it's just a bit too far away from the city itself, which is a shame as Barcelona is a such a lovely place. But the atmosphere at the track is incredible and all the fans transform the race into a great spectacle for us. We have immense support from the crowd, and we always look forward to coming back to Europe for a couple of races as it's a bit more of a consistent experience compared to the fly-away races.

I'm based in Monaco now and the European races are obviously much easier on the body

because I don't have to get used to the jet lag, the time difference and the change of climate. Temperatures do vary a bit, but not so much. Then, of course, after a nice consistent couple of races, we have to go to Canada.

Normally we stay near the track for the race, rather than in Barcelona itself. The crowds are so big that there can be an awful lot of traffic, so it's important to try to stay as close to the track



"Barcelona is a challenging high-speed circuit where you can make a big difference as a driver"

as possible. Some people stay in the city and take a helicopter to the track, which isn't a bad way to come to the circuit, if you can afford it! I stay nearby to try to focus on the weekend, but maybe on Sunday evening you can stay in a hotel in Barcelona and enjoy a party or two before coming back home...

It takes a while to get used to how late the Spaniards eat. Brazilians always eat late: normally we go for lunch at around 2-3pm and have dinner at 9pm. But I lived in England for a few years and ever since then, I've been used to having lunch at midday and dinner at 7pm. By 7pm in Spain, the alarm bell in my stomach is already ringing – so until you get used to that it can be a little bit difficult!

Noise isn't too much of a problem. If you stay at the track or nearby there's a lot of stuff going on – but nowhere near as much as there is when you stay near the track in Germany.



All you need to know about Spain

CIRCUIT STATS

Round 5/20
F1 debut 1991
Track length 2.892 miles
Race distance 190.825 miles
Laps 66
Direction Clockwise
Lap record 1min 21.670secs,
 K Räikkönen, 2008
Full throttle 58%
Gear changes per lap 44
Safety Car probability 40%
Winners from pole 16
Tyre compounds Soft/hard

LAST RACE

Winner Sebastian Vettel
Runners-up Lewis Hamilton,
 Jenson Button
Pole Mark Webber
 1min 20.981secs
Fastest lap
 Lewis Hamilton,
 1min 26.727secs
Retirements 3
Pitstops 77
Overtaking moves 51
DRS overtakes 29
Weather Sunny, 22°C

PREVIOUS WINNERS

Michael Schumacher	6
Kimi Räikkönen	2
Fernando Alonso	1
Felipe Massa	1
Jenson Button	1
Mark Webber	1
Sebastian Vettel	1

TIMETABLE (UK time)

Fri 11 May
 Practice 1 09:00 - 10:30
 Practice 2 13:00 - 14:30
Sat 12 May
 Practice 3 10:00 - 11:00
 Qualifying 13:00
Sun 13 May
 Race 13:00



Circuit de Catalunya

SPANISH GP SETUP NOTES

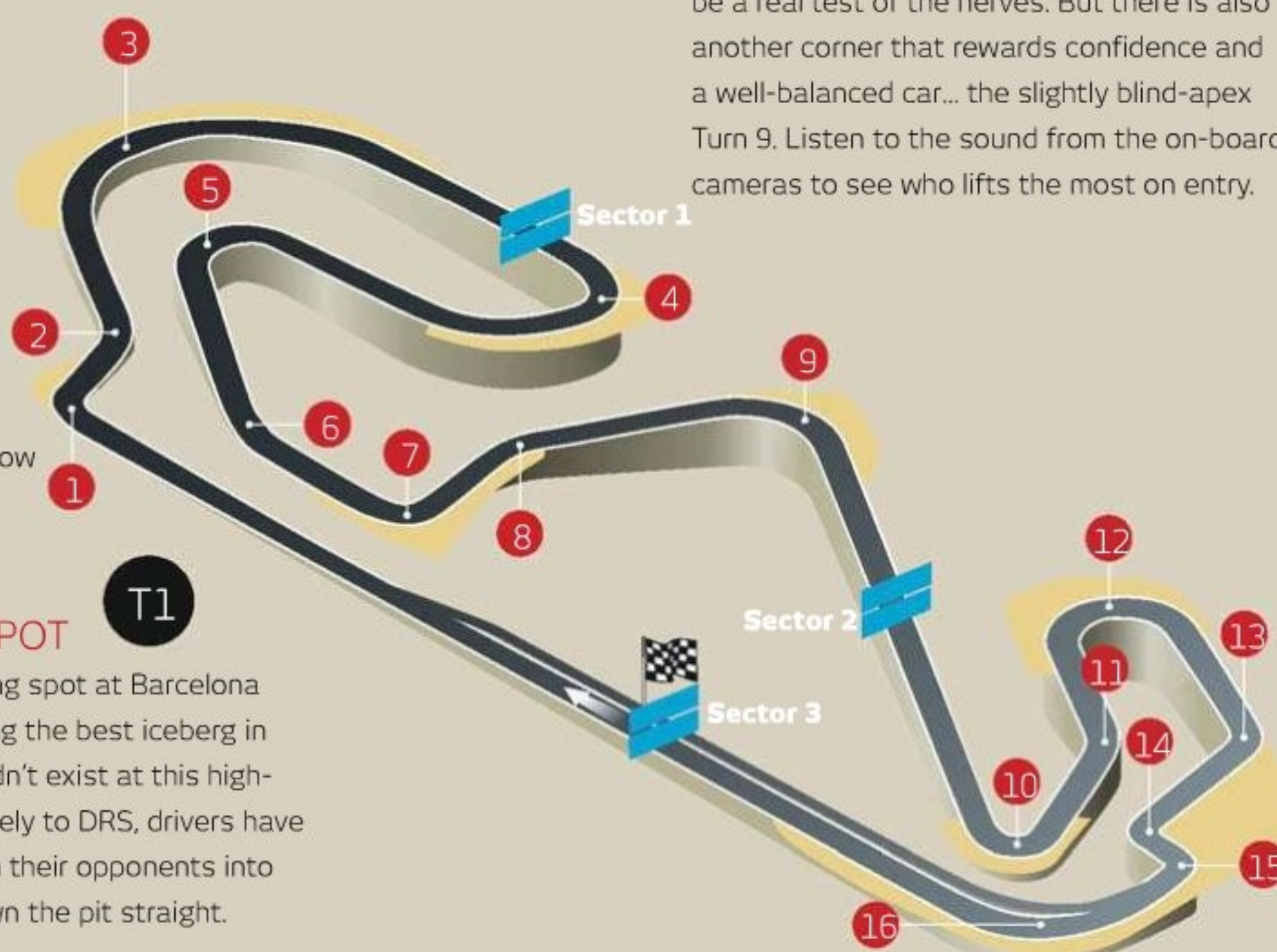
Bumpiness Medium
Engine severity Low
Gearbox severity Low
Brake wear severity High
Aero settings High
Overtaking opportunities Low
Track evolution High

TOP OVERTAKING SPOT

Choosing the best overtaking spot at Barcelona used to be a bit like choosing the best iceberg in the Sahara – they simply didn't exist at this high-aero track. Now, thanks largely to DRS, drivers have the chance to get a jump on their opponents into Turn 1 after a long drag down the pit straight.

CIRCUIT HIGHLIGHT

Before a chicane was added to the end of the lap in 2007, the ultra-quick final corner used to be a real test of the nerves. But there is also another corner that rewards confidence and a well-balanced car... the slightly blind-apex Turn 9. Listen to the sound from the on-board cameras to see who lifts the most on entry.



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My month in F1 FRANK WILLIAMS

Every issue. Only in *F1 Racing*

LOTUS REUNION

A man wrote to me a while ago saying he'd just restored the Lotus 7 that used to be owned by Piers Courage. He brought it to Grove a couple of weeks ago and it was lovely to see it again. I know it well – British Racing Green, registration number 009149 – because it was Piers' pride and joy. He dinged the front of it one day and asked me if I could take the nose to John Sprinzel's workshop to be fixed. I carried it past the V&A Museum, up Exhibition Road and across Hyde Park. It was quite big, which is one of the reasons why I'll never forget that car!

BACK TO SCHOOL

The first school I went to as a child was Ursuline Convent, which is now called Ursuline Primary. It's in Blundellsands in Liverpool and in my day it was a boarding school that was run by nuns. I was sent there at the age of five and, with hindsight, I think that was a pretty young age to be sent away, but my parents divorced during the war and I didn't know any different. I ran away 13 times while I was there! I ended up at the same railway station every time, with no idea about how to get any further, and the same station master used to ring up the nuns and send me back to school where I'd be spanked with the back of a hairbrush. I went back to Ursuline recently just because I wanted to see it again. I recognised many bits of it, which was fun.

"Pastor and Bruno have both been quick..."



ADAM PARR LEAVES F1

I was disappointed when Adam told me he was leaving. There were one of two things that disturbed him in F1 – outside this company, I should add – and he came to me and said "I've enjoyed my time, but I need a break for a while." He gave us plenty of warning, so we were able to prepare for his departure, and I don't know what he's going to do next. He's a family man and must do what he thinks is right for his long-term future. If F1 wasn't working for him, then he was right to make a move. There is no ill feeling: Adam leaves a positive legacy. He's stacked up sponsorships for the team in a meaningful way, reorganised several departments and left the company in a better state than he found it in.

GOOD START FOR FW34

The pace of the FW34 isn't bad, which proves what a great group of people we have at Grove. Under Mike Coughlan, the technical team have come up with a good base product and they've now got to develop it. The drivers are also doing well. Pastor and Bruno have both been quick, and for Bruno to go from 23rd to sixth in Malaysia was very impressive. I didn't see him make a single mistake. With the drivers and car we've got, there are reasons to be optimistic.

A SAD OCCASION

The other day I went to Charterhouse School for a very sad occasion. The son-in-law of my physio, Elspeth, who has looked after me since my accident in '86, was killed while skiing in Val d'Isère, France. He was a chemistry teacher at the school and I went to pay my respects.

ALONSO ON FORM

In Malaysia, Fernando Alonso put in a blinding drive to take an amazing victory in the Ferrari, but we shouldn't be surprised; he does a fantastic job every time he gets in the car. He

was also superb in Australia, where he managed to hold off Pastor in the closing stages. It was a great example to everyone of how a driver can really soak up the pressure.

NEGOTIATIONS CONTINUE

The new Concorde Agreement is coming along. I don't want to go into details, but the discussions seem similar to previous Concorde Agreements: the teams want a bigger slice of the pie, and Ferrari continue to get more pie than anyone else. And so they should. Ferrari are Ferrari. They are fundamental to the attractiveness of F1.

On my mind this month...

"I was disappointed when Adam Parr told me he was departing, but he leaves behind a positive legacy"



"The pace of the FW34 isn't bad... the technical team have come up with a good base product"

"In Malaysia, Alonso put in a blinding drive – he does a fantastic job every time he gets in the car"



"The teams want a bigger slice of the pie and Ferrari get more pie than anyone. And so they should"

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



Lotus
Clark 8

Ferrari
Lauda 12

Ferrari
Moss 7



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ALAN HENRY

Forty years and counting on the frontline of Formula 1

Either bring back France full-time – or just ditch it

There was a time when the French Grand Prix was perceived as being one of the most important and prestigious Formula 1 races on the world championship calendar. Motor racing, it seemed, was largely controlled by the French: the sport's governing body was run by the French, and wide-eyed promoters queued endlessly around the Place de la Concorde, all anxious to stage the race.

How things change. It's a salutary reminder that nothing lasts forever, but am I alone in thinking the sight of France's prime minister, François Fillon, scratching around to restore the race to the calendar on an alternate-year basis is rather sad and faintly demeaning? It's now four years since the most recent edition of the race was held on the Circuit de Nevers at Magny-Cours, and plans to revive the race sound tentative in the extreme, from the financial viewpoint and in terms of the challenge of finding a collaborating country who would be prepared to share the race.

"It is not possible to organise a grand prix every year [in France]," Fillon was quoted as saying in the local media. "We are working on the idea of organising a grand prix every other year at Le Castellet and every other year in another country."

Paul Ricard, of course, was just one ambitious staging post in the chequered history of the French GP. Since the official world championship was inaugurated in 1950, the



1971: Jackie Stewart takes his Tyrrell to victory at the first Formula 1 GP to be held at Paul Ricard

race has wandered from its original home at Reims-Gueux to Rouen-les-Essarts, Le Mans Bugatti, Clermont-Ferrand, Le Castellet, Dijon-Prenois and finally to Magny-Cours, which became its regular venue from 1991 to 2008.

At one time, the very presence of Renault on the starting grid seemed enough to place the future of the French GP beyond doubt, but now Fillon has sounded a clear warning signal to the effect that even if the race was restored, it would have to look after itself commercially. There will be no government money to act out the role of a crucial safety net.

"The idea of 'alternate year' French GPs is sad and faintly demeaning"

It's now 41 years since Jackie Stewart stormed to victory at the inaugural French Grand Prix at Paul Ricard at the wheel of his Tyrrell-Ford. Since then, the story of the French GP has been diverse, compelling and, at times, downright coquettish. There have been suggestions that the Belgian race promoters might be willing to share the cost of running the race every other year but, in truth, this does seem like something of a watered-down and lukewarm prospect. Perhaps the very best thing to do would be to put the patient out of its misery altogether.

WISE WORDS FROM RUBENS



Rubens Barrichello knew what he was talking about when he suggested to Felipe Massa that he must try to take the stress out of his current predicament with Ferrari. Rubens never had to bounce back from the kind of injury suffered by his fellow Brazilian at the Hungaroring in 2009, but he did have the stress of dealing with Michael Schumacher's position as Maranello team leader. Whether Rubens' situation was more complicated than Felipe's role on the periphery of Fernando Alonso's shadow is hard to say, but what Barrichello did experience was the high-profile humiliation of being cast aside by the Maranello management. And all the self-control and stress-management in the world can't take the sting out of that experience. As Massa will find out in due course.

THE PRESSURE'S ON THE BRITS...



France may be struggling to secure its F1 future, but the British GP at Silverstone happily looks set to go from strength to strength. The news just in is that ticket sales for this year's race are up ten per cent and that an extra 3,500 grandstand seats have been installed to cater for the welcome added interest. Good news indeed, but that's certainly going to ramp up the pressure on Jenson and Lewis on their home turf. Only a one-two will do, boys!



Can Lewis and Jenson score a British one-two at Silverstone?

The last time I... met the president of Venezuela

PASTOR MALDONADO Williams driver,
shedder of braces, and film amnesiac

When was the last time you got really angry inside a racing car?

When I crashed out of the Australian Grand Prix. As soon as I hit the wall on the last lap, I was angry with myself. I was shouting at myself because it shouldn't have happened.

When was the last time you looked at another driver and thought: 'blimey, that's really impressive'?

That was also in Australia. I was behind Alonso and his car control was unbelievable. His tyres were gone and you could see he was in trouble, but even with the pressure I put on him he didn't make a mistake. He managed the situation very well. He was on the limit and he did a great job.

When was the last time you were scared in a racing car?

I have never been scared in a racing car, not even in the wet. I love driving in the wet because it's more exciting and it's more of a challenge for the driver. I'm more scared in a normal road car than I am in an F1 car because you never know what the other cars are going to do.

When was the last time you had a chat with Michael Schumacher?

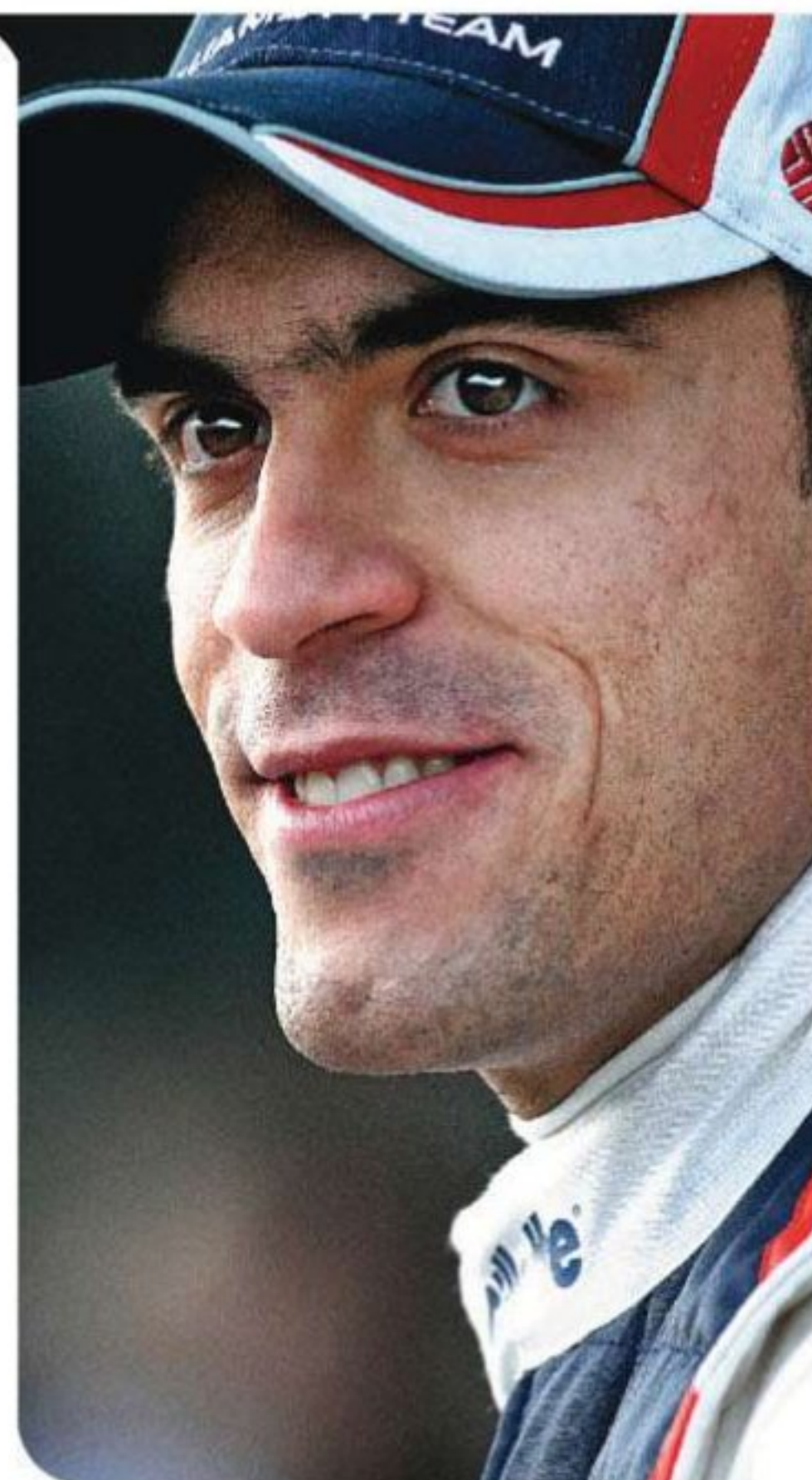
I can't remember exactly when the last time was, but he always says 'hello' when we meet in the paddock. All the drivers are friendly and I have some pretty good friends here. At the drivers' parade, I usually speak to Massa, Alonso and Lewis, and also to Pérez in Spanish. I think it's important that the drivers get along well because we spend a lot of time together every year.

When was the last time you met President Chavez of Venezuela?

It was at the start of this year. We met in the Venezuelan Congress, which was pretty cool. He's a special guy; he's very spiritual and very strong. I appreciate the many things he's done for my country and I think other people do, too, as he's very popular in Venezuela and abroad.

When was the last time you went to the dentist?

In January when I had the brace on my top jaw removed. It's nice to have got rid of it – I had it for maybe five years. I now have only the brace



on the bottom jaw and hope to be rid of that at the end of the year, after a few adjustments.

When was the last time you went to the movies?

I can never remember the names of films and I'm not a big fan of the cinema. I do watch films on planes because there's not much else to do and the last one I saw had Eddie Murphy in it. I can't remember the name, but it was funny.

When was the last time you sat down and read a book?

I don't read much. The last book I read was about the politics of Latin America. I'm interested in the history of Venezuela and this book looked at the relationship between Venezuela and the rest of South America. I read more magazines than books; I like racing magazines and training magazines. I like to learn something new about training and I'm fitter now than I've ever been.

When was the last time you had a bad training accident?

That was in 2007, when I had a big crash on a road bike. We were cycling in a group and someone came down ahead of me when we were doing 30mph. I couldn't avoid him and I broke my collarbone in the accident. The bone shattered as I hit the road and 2cm of my collarbone is now artificial. It's made of carbon fibre – not many people know that!

Pastor puts pressure
on Alonso in Melbourne



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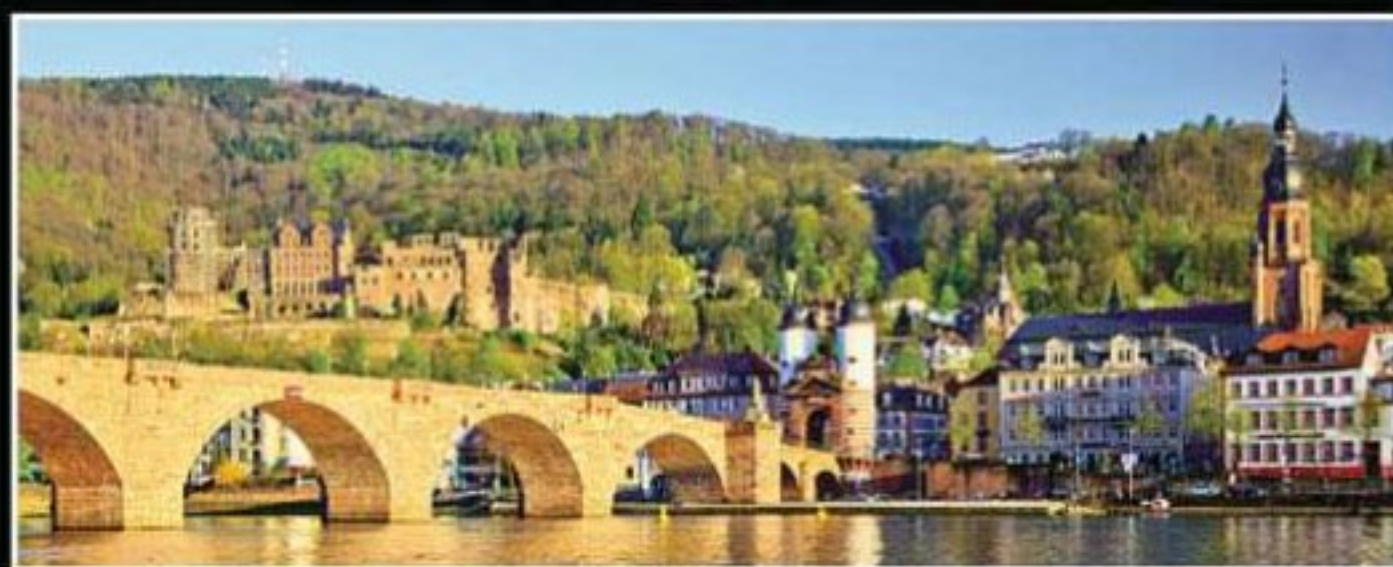
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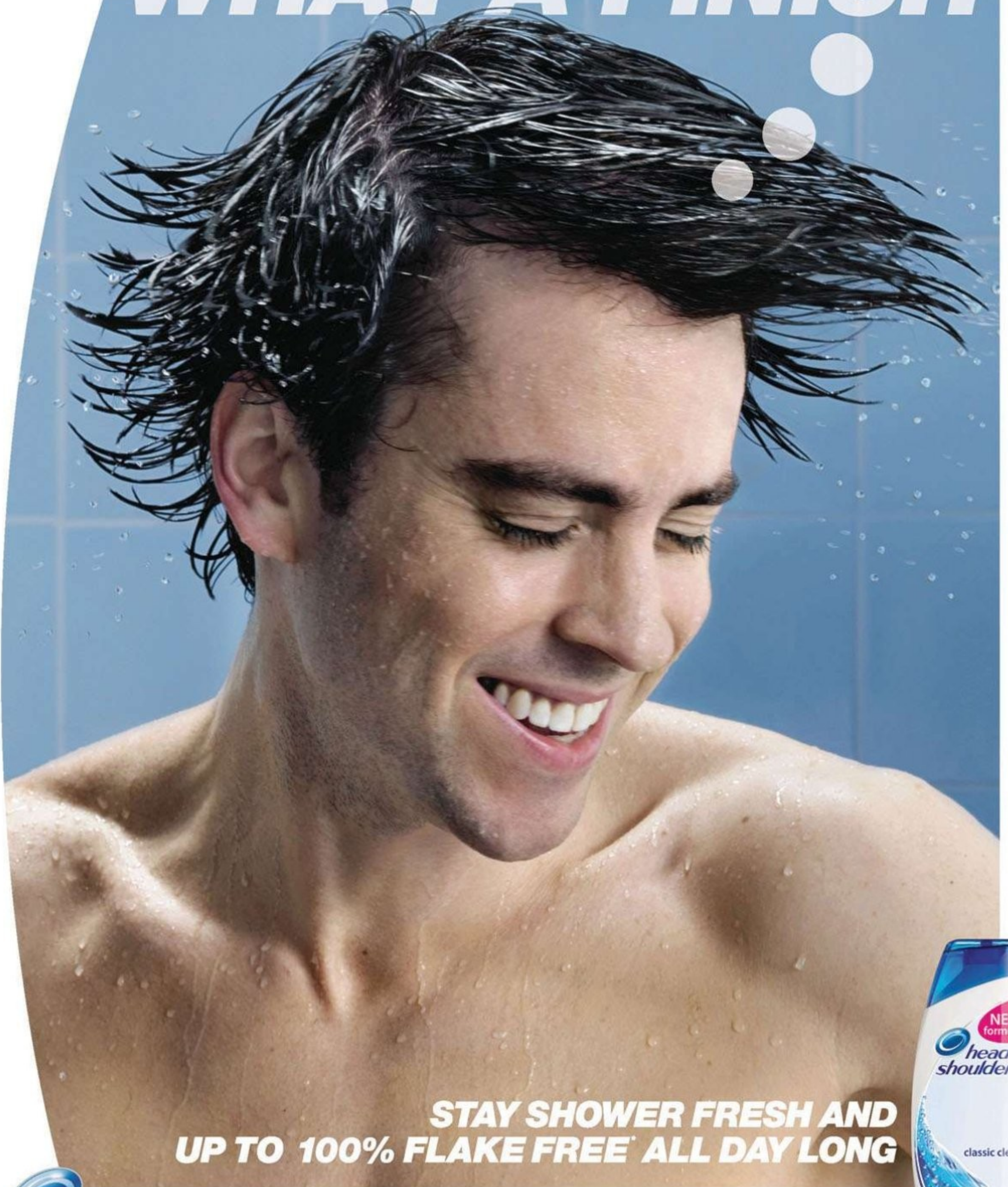
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