



## Episode 100 – Ben Hur Without the Horses

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**Christine:** Welcome to F1 Debrief Episode 100 – Ben Hur Without The Horses. Coming up on this Debrief special we talk weather, penalties and honesty.

**Christine:** We are joined once again by Joe Saward from grandprix.com who has woken very early to talk to us from Malaysia. Hi Joe, what's it like over there?

**Joe:** Dark actually. It's dark and they've got those strange birds out in the jungle squawking and there are those Muslim chaps singing their songs that they do at very strange hours of the morning so it's all very active here actually.

**Me:** That's a hell of a wakeup call.

**Joe:** Well it sort of happens when we go to the Muslim countries they have these sort of, I wouldn't say dawn choruses, the call to prayer and it sort of pervades your consciousness even if you're in a nice air conditioned hotel you can still hear the chanting that goes on. You tend to be up early anyway not to mention the fact because we all live in this twilight zone of jetlag, doesn't matter what time of day it is really.

**Me:** You mentioned on your blog, it must have been yesterday, I've lost track of time already, you're near a golf course.

**Joe:** Yesterday is a negotiable object isn't it, when does it begin and end, different part of world, different time zone, so yes I have no idea when it was it was either today or yesterday.

**Me:** You're in the middle of nowhere yet you're near a golf course?

**Joe:** I am in the middle of nowhere on a self contained sort of resort thing. I've stayed here every year since the very start of the grand prix, its half an hour away from the track and it's got everything you need. You don't have to think, you don't have to fight your way through markets or traffic or anything. It's just generally quite easy but if you're looking for wild nights out it's a bit thin on the ground but then again KLM park all their stewardesses here so I have known one or two fairly raucous evenings gone on here.

**Me:** Ah.

**Christine:** One of the big topics of conversation over here is what the weather is going to be like and whether it's going to rain. Have you seen much rain, does it get really dark, what's it going to be like for the race?

**Joe:** Well there was a spectacular storm yesterday afternoon actually about the same time as they were having their press conference, you know this was like sort of monsoon, major league monsoon, tropical storm kind of rain it lasted about half an hour or so and it can happen anytime but generally speaking there's a sort of pattern out here in the tropics. Nice sunny mornings and gradually the humidity builds up and then about 4 in the afternoon it sort of lets rip so the fact that the race is going to be starting at 5 means we'll either be in the middle of a rain storm or it'll just have happened so it could be quite entertaining on Sunday but it tends to follow the same sort of pattern,

**Me:** There was a lot of complaints going into Australia about the fact the race was running a bit later, it was going to be an evening race. At the end of the grand prix some of the drivers were complaining about the sun setting in their



eyes. I think you mentioned you were one of the first people to bring it up, what's your feeling going into this one? Is it going to be worse?

**Joe:** People always complain about anything that is new, it's one of the things about the human being likes to complain. In fact I think in Melbourne the only thing that was bad about it, I think from a public point of view it was much better and all the general opinion among the Australians, they did some vox pops in the paper to see what people thought and it was sort of 80% thought it was a good idea and I thought it was a pretty good idea actually. The only downside was the sun was quite low for a couple of laps, for the last 10 minutes of the race, the sun was very low in the sky and you know I can see why, you know if you're driving around a corner and the sun is in your eyes but I don't think it was unmanageable. I think it's just another kind of, what's the difference between that and driving in a rain storm, it's hard to do but you have to look at it as being part of the show. I think Formula One needs to remember it is actually, it needs to cater to an audience. This is something that's often forgotten particularly by stewards and team owners. Lets declare the result again four days later and this sort of stuff and it's not smart and you can say "yes, there's new evidence and this and that blah blah blah" but the fact is fundamentally it's an entertainment and when people go home they want to know what they've seen is what they've seen, and you don't have cricket matches where they come back a week later and say actually India didn't win because this man didn't have whatever the story and is we found a bit of film that said he had a bit of grease on his trousers so he rubbed the ball there and made it spin more and therefore blah blah blah.

**Me:** Absolutely.

**Joe:** You've got to draw a line under it somewhere and the other thing about Australia, we haven't even had the diffuser thing yet so theoretically speaking we could throw out the first two as well as throwing out the third one.

**Me:** Which puts Alonso as the race winner?

**Joe:** No, no I think Trulli is probably the race winner but let's face that's ludicrous too because I'm amazed about Toyota in Australia, they were found to be running an illegal rear wing in practice and they were sent to the back of the grid, which to me was shocking. If you're found to be running an illegal rear wing, they said it was a production error, well you know Toyota is famous for producing bad cars aren't they. It's just a load of...

**Me:** Sure.

**Joe:** ...whatever, the fact of the matter is that in Formula One if your rear wing is like jelly it's generally probably because it was meant to be, and I just find it rather strange that there is inconsistency going on in the way that things are done. I don't know, I don't really understand it. All I know is that Formula One is fundamentally while being a terrific and wonderful sport, it doesn't exist unless people watch it and if people argue then, strange things happening all the time they tend to throw their hands up in the air and say "we don't need this because I've got other things to do on a Sunday afternoon" so we have to remember we are in fact also a form of entertainment and people, grown men slitting each others throats in public is really not that exciting.

**Me:** Do you think, without going into the details because that would just take forever, but regarding the press and the public relations unmitigated failure of Formula Ones behalf yesterday, do you think we've seen the end of it now? Is it over, have they drawn a line under the McLaren case, or is there going to be more to come?

**Joe:** I haven't got the faintest idea. I think that it would be very wise, not that wisdom comes into it very much, that you get to the end of something and you finish it and you say "this is done and dusted let's get on with it." McLaren, whatever happened, whether it was deliberately telling lies, whether it was not telling the whole truth, whether it was the fact they thought the stewards already knew, whatever it was, frankly who cares? The bottom line of it is



let's just get on with it and do it. We did, none of us saw the incident with Trulli anyway. TV cameras are there to presumably catch as much as possible and nobody actually saw what was going on so it's very hard to know what was going on. Later on you can have all these radio things but why, the stewards took forever to make that decision on Sunday night. Why on earth weren't they listening to the radio transcripts anyway?

**Me:** A very good point

**Joe:** I don't understand why all these things and you know, Charlie Whiting knew about it, sure because they were talking to him on the radio, you can hear that from the FIA's thing. There is all kinds of questions as to why these things happen, why wasn't this all done at the time? I think it's very wrong, very wrong to sort of bring things back three, four, five days later and it's a new phenomenon, it hasn't happened before, it happened for the first time in China in a year and a half ago or something. But there is this sort of, in football you have a referee and if the referee screws up, the referee screws up and later on you say "we don't have to have that referee anymore." If you go through, nobody ever does, but if you go through the records of some of these FIA stewards and some of the decisions they make, you think "Oh my god it's him again" and obviously he's there because there are political reasons that they have to be there because they represent this country or that country, but it's like referees. If the referee can make good decisions fine, if they don't they shouldn't be allowed back, but what we do have to have is we have to have consistency and we are supposed to have that with the stewards advisor Alan Donnelly who is Max Moseley's closest advisor I suppose, and a former Labour MP, not an MP, European MP, you know he's a clever guy and you know that's kept consistency. Let's not have these things come back again and, let's have a system where by Monday morning we know what the results going to be.

**Me:** Sounds more than reasonable. Talking of ongoing debates though the diffuser row hasn't been resolved. The last time we spoke obviously the appeal had just been raised, we now have a date for that. Again, we end up with a situation where the results are still yet to change. Do you think, at the moment NASCAR has I think a ruling that says 'the results are what the results are when the fans leave the gate' and it never changes. Do you think Formula One needs to implement something along those lines?

**Joe:** Yeah I do, I think it's, I mean the diffuser row is an interesting one in as much as we have a new set of rules and sometimes the rules are not negotiable but you need to have a bit of push and shove to establish exactly what they mean, and this is what's happened with the diffuser. It should have been really sorted out before it ever became a protesting issue, but it became a protesting issue because some teams, I think if I'm being brutally frank about it, and not that I ever am, but if I'm being brutally frank about the whole diffuser thing, I think an awful lot of the whinging and the protesting is because the teams who didn't do it need excuses to go to their sponsors and or bosses and say "we didn't do this," they need to have some sort of thing where they say "yes but it's not fair and der der der," they've got to have something to argue with. Because if you are for example Flavio Briatore and you're going to Paris to tell Mr Carlos Ghosn at Renault, who is a bit busy wiping out car factories and things, he really doesn't have much time for this and he says "what the hell's going on" and you know, Flav can't say "well we just screwed up and the other blokes are cleverer than we are" because next thing you know he's thrown in the game. I think there's a level of the complaining and the opinioning is a sort of self justification for the teams that didn't think of it. You can bet your bottom dollar that every single one of them is putting these diffusers in the wind tunnel as we speak.

**Me:** Absolutely.

**Joe:** And running them 24 hours a day to try and get up and catch up with the others, but when they've done all that they're going to have a nasty shock because they're going to find actually that the diffuser's not really the whole story. The Brawn has got lots of little bits and this is the way it is in Formula One and you know, they're all rushing around putting their diffusers on and they'll all be hoping that this will put them, leapfrog them ahead, or up to the same level as Brawn. They might find that it's not going to be quite that easy. The worst thing I think that, what I like



about this season is we have new stories to tell, we have new teams, it's all a bit topsy turvy, the Ferrari's basically, they should open a plant for destroying rubber. Those cars are terrific at demolishing tyres.

**Me:** How did that happen because last year they were too light and couldn't generate any heat into their tyres and suddenly this year it's completely turned around.

**Joe:** It's probably something to do with the fact we've got completely different tyres, I really don't know the answer I mean, this is when you get into the art of why one tyre works and another one doesn't on which car whatever more often than not I think the engineers don't even understand because the tyres are very strange and magical things and people who make them are wild haired and wild eyed, you know with big cauldrons and sort of throwing in bits and pieces of dead pigeon and things, it's alchemy, as to why it grips a bit of road and another one doesn't is utterly beyond me and I've talked to some of these compounders and things and they do all kinds of wacky things like god knows what they put in these things but you know, anything that works really to get them a bit of grip and sometimes they just don't understand why, they just accept it that's fine.

**Me:** We had a question raised I think in the comments on our site which I wouldn't mind putting to you just to see if you had any thoughts. This afternoon your time, 4pm, there's a press conference with Brawn. Toyota. Williams and I think McLaren. Presumably the hot topic is going to be diffusers. Is it coincidental that those are the teams that have been chosen or is that the FIA basically playing games and trying to generate some headlines?

**Joe:** I don't think there's ever any coincidence involved in these things. No, I mean to be quite honest if you are sitting there and you're looking for ways to promote the sport and get it in the papers, you want to get the story. Whether you get the story is another matter because the people sitting there might, as we saw yesterday, Lewis was in the press conference yesterday afternoon and it was "no comment, no comment, we'll talk about it later" and when it came to later he ran away which was a bit naughty. This is the way that the teams are, they are not necessarily very good at presenting themselves to the world and the FIA by putting the right people in the right places trying to create stories, I think that's the way I look at it anyway. I don't see anything wrong with that, it is a media business, fundamentally what drives the revenues is the media and so you have to play to the media and what the media want. Teams that don't do that are well, not very clever so I don't think there's any problem with who you pick for the press conference. It's better than having random teams what on earth would we want this afternoon if we had Force India and who knows, a man from marshal post three. What would you want, is what the story is so I have no objection to that at all.

**Me:** Do you expect anything to come out of it or do you think it's going to be shut up and not give us anymore information?

**Joe:** You tend to get interface envelope wombat fish paste kind of comments which don't make any sense at all and totally unquotable but.

**Me:** What do you reckon, McLaren still haven't protested this diffuser yet they didn't really turn up, they turned up with new parts in Australia and they're supposed to be flying out new parts to Malaysia but still no identical diffuser, so how come they have yet to protest this?

**Joe:** Well maybe they just actually agree that it's just clever engineering and that they should have thought of it. That to me is the only logical conclusion you can reach, I just think that the, it's interesting because they're all, the big manufacturing teams all missed it, and well apart from Toyota I suppose they are fairly big aren't they, but you know the others, Ferrari, BMW and Renault all sort of didn't get it and Toyota only got it because they recruited the right person I think from Honda. There is a certain level of team size where ingenuity still wins through, sometimes teams get so big and it's more to do with rubber stamps on desks than actually someone walking into the chief designers



office and saying “you’ll never guess what I dreamt up,” its very much sort of paper shuffling around and committee meetings and all the rest of it and so sometimes the smaller organisations are going to be better because the ingenuity and the sort of thought process, light bulb syndrome if you like sort of “DING oh yes that’s a good idea that’ll give us an advantage” so if somebody does something, I mean how long are they going to be ahead for? In the overall scheme of things can Brawn stay ahead all season and win the World Championship. Answer, probably not. They certainly don’t think so, they think that they’ll be swallowed up after three, four, five races whatever and so they’re out to get as many points on board as possible and if you’re Williams that’s what you have to aim for, you just have to, if you find yourself in a position where you have a competitive car, which they have at the moment, and you look at what happened in Australia, Kazuki throws it at the wall and bang go a load of points and you can’t afford to do that.

**Me:** Now I am wondering, do you think this year they may regret, certainly at the beginning of the year, having Kazuki, I know the reason for him being there, they need someone powering the car but...

**Joe:** I don’t know if it’s something powering the car I think it’s the cost of the thing powering the car.

**Me:** Right, sorry. Given when they were running midfield and backwards, it’s not such a liability and they haven’t got as much to lose. Right now he’s near the front and he’s a liability, they’re set to lose a lot more.

**Joe:** I think liability is a little harsh, no let’s say his enthusiasm sometimes gets the better of him but then again last year Nico Rosberg wasn’t much better. I think in the battle of ‘lets destroy the front wings’ I think they were pretty equal and also lets throw away as many points as possible, they both did it. Last year if you took all the points that they would have scored if the drivers hadn’t messed it up, Williams would actually be in a much stronger position and talk would be very different, you know because half of Formula One is about perception and the perception of Williams is that it’s a team that’s on a sort of downward slide, but if you actually analyse it, if the drivers hadn’t I X chunked away the points last year they would have got 20 more points and their opposition teams would have got 20 points less, they would have been fourth or fifth in the World Championship as opposed to whatever it was they turned out, eighth or ninth I can’t remember, but it’s all about perception and it’s all about what actually happens as opposed to what would have happened. I have to say that if Nico Rosberg doesn’t start delivering big results this year I would think it’s about time he was thrown in the skip or sent to McLaren to be second driver.

**Me:** Which is about the same thing.

**Joe:** Well no, because he and Lewis Hamilton have been team mates since they were in short trousers, quite literally. They were team mates in go karts together, they seem to get on and blah blah blah, but the fact is that I think the time has come if you can’t do it after this many years, time has come for him to be shuffled off and get somebody else who might be able to.

**Me:** On the drivers subject I think the first time we spoke you were talking, I may be misquoting you, but you said that you weren’t exactly sold yet on Vettel. Any thoughts?

**Joe:** He did a pretty good job didn’t he?

**Me:** He did but any thoughts on the final, on the very last incident before the final safety car, would you put the blame anywhere and if so who?

**Joe:** It’s a very interesting point actually because we’re on the subject of honesty at the moment apparently, because this is what Formula One is famous for, so we’re talking about honesty. So Vettel goes in and says to the stewards “well it’s my fault” and the stewards go “well thank you very much we’ll blame you then, here have a 10



grid place penalty. Well bless him, that's a sweet thing to do saying it's all my fault, but it wasn't all his fault. He didn't really deserve to be punished and Kubica to get absolutely nothing, I mean the fact is it was a racing incident. Vettel didn't want to give up the place and Kubica was being impatient but when all is said and done he was trying to defend the place, there was only a few laps to go. Kubica was trying to get the place, he was impatient, they ended up in the same place and neither one could really, I mean, Kubica could have given him a bit more space, and Vettel could have not been as optimistic as he was going into that corner and the result was they both screwed up, they both lost a lot of points, hopefully they both learned something. But to punish one and not the other, it just doesn't make any sense to me. I don't think that was a good decision, and I think it's poor old Vettel, now he's going to suffer for another race which isn't really right.

**Me:** Do you not think that, how do you think his perception has changed, the perception of him has changed within the paddock for doing that, because that's an unusual thing to do, to wander up to the stewards and I think he went up to Mario in the paddock afterwards and apologised. That's an unusual trick for a driver, would that raise the respect for him or lower it?

**Joe:** I don't think it does either really, we forget he only left school last week and well no I mean he's a kid, he's a nice kid and I actually don't think there's anything wrong with being honest, I think it's a good trait and frankly there are very few people in Formula One who are 100% honest. I don't think anybody has any right to sort of sit on the hill of moral indignation and have a picnic, and that goes for pretty much right through the whole sport. If you go back you can pretty much find somewhere along the way the transgressions that everybody has had. You have to face up to the fact it's a sport where people are wheeling and dealing and ducking and diving and cutting corners and coming up and smiling and saying "yes of course well I would never do such a beastly thing like that" and all this sort of rubbish that goes on, and the fact is that it's a street fighting sport and some are worse than others, but I call it naive on his part more than anything else. I don't think that's a bad thing necessarily, it's delightful to find someone who is honest enough to say "well I got it wrong" but unfortunately by saying he got it wrong he got all the punishment and that wasn't really deserved. It's an interesting parallel to the Hamilton story, where not telling the whole truth or telling the whole truth you get punished both ways.

**Me:** You do, I hadn't thought of it like that, that's a good point. Just changing the subject slightly, KERS made its debut last week, any pro or anti KERS as a result of seeing what you saw in Australia?

**Joe:** I think I'm always going to be pro KERS because Formula One has to at least pretend to be environmentally friendly and anything that helps the sport with that image is good. We have to be a socially acceptable, we can't just go around with gas guzzling monsters with flames coming out the exhaust pipe and tree felling devices on the front, we have to actually fit in with the thinking of the modern world and the thinking of the modern world its lets save the planet.

**Me:** Do you think it improved the racing though from a spectator's point of view or a driver's point of view?

**Joe:** Improving the racing is one of these things, that once the world of ground effect arrived and Pandora's Box was opened, you can't put it back, you've got to live with what you've got. Formula One used to be all about technology and who's got the latest tweak and who can find the thing that does this or that whatever, any which way of going forward. The point at which it stopped and it started going backwards because you had to stop them going so fast that the circuits couldn't control them, you know, we have this sort of technological development but it has to be technological development within restrictions, that is inevitability because we can't race. If you free up the whole thing they'd be wearing G-suits and they'd be racing around the desert and there wouldn't be any people watching because one, they'd be too fast, and two, you couldn't have any people within half a mile of them because when they had an accident you might wipe out a grandstand. You can't have this sort of free kind of technology just because you'd be building space ships flying along the ground.



**Christine:** Another new thing we saw this weekend was fuel loads announced after qualifying, and opinion was very split on the blog whether this was a good thing or a bad thing. What do you reckon?

**Joe:** I think it's great because then you have some vague understanding of what on earth is going on. Particularly from a journalistic point of view, in the old pre weight days you had to write an article on a Saturday night which often didn't appear until the Tuesday, at which point everyone has found out what is going to happen so you're writing what may happen tomorrow, which is history by the time it all appears, it's completely mad. I think it's great, it's a bit odd because one of them was very definitely wrong on the original list because Kazuki Nakajima weighed 12 kilos. I know he's a little bloke but he's not that little. The idea of it is terrific because then you at least have a clue as to what the strategies are, and in fact in Melbourne they weren't that different. Pretty much the whole field had the same sort of strategy to a lesser or greater extent, and it will be much more useful when you have clearly defined different strategies in some races, although we may not because these things are all scientific now a days they put them all in the computer and number crunch and number crunch and then they come up with what the best race is but you have to allow for traffic and things and sometimes people take risks and all the rest of it. I think it's good to have some idea of real speed and I think that's what it showed in Australia, it showed that the Brawns are very very solid and that they can take a decent amount of fuel on board.

**Me:** And a couple of knocks.

**Joe:** Clearly they're well built aren't they, they're built a bit like Ross you know. He's known as Beefy in the Formula One world.

**Me:** I didn't know that.

**Joe:** So the cars, well it's a little known fact, and the cars are beefy too because as Rubens proved you can be hit by some lunatic Finn.

**Me:** We were wrong though, we were wrong about the delicateness of the front wings, we expected them all to go flying and for everybody to come in on lap one and replace them all. Never happened.

**Joe:** We had four cars come in at the end of the first lap if I recall, and several of them were missing bits, it was the usual cast of criminals, the sort of blokes you'd expect coming in looking for front wings.

**Me:** The kind of guy who might, I don't know, miss his pit stop, that guy.

**Joe:** Hopeless. Sat nav is the only answer. Some teams just seem to be living in cloud cuckoo land in relation to drivers, if you're going to spend all this money on the car put someone in it who's at least interested enough to know where to park.

**Me:** Mentioning no names.

**Christine:** Clearly not expecting great things from that team, so before we let you go who are you expecting great things from this weekend?

**Joe:** Here I haven't got a clue. The the nice thing about this season is that there's a sort of element of haven't got a clue. Melbourne was absolutely haven't got a clue, apart from the fact it was fairly clear the Brawn was going to do well and all that was was really confirmation of what we expected. I was surprised by how fast the Red Bulls went in Australia, they probably could've had a better result than they did, the tyre management was fascinating. Kubica was



going on about how he thought he could've won the race, I think that was wildly optimistic. Certainly the way they used their tyres was an interesting way of doing it. Some of the teams took the pain first because the softer tyre was rubbish basically. I actually don't really understand why we have one tyre company and why when we go to a race one of the tyres is rubbish and the other one is alright, it doesn't really make a lot of sense to me I know these things are sort of suck it and see.

**Me:** But we've done that for a couple of years and it didn't improve anything. Surely they must have seen by now?

**Joe:** Obviously the tyre things have all changed, but it seems to me having two sensible tyres or two tyres that behave slightly differently but not rubbish falling apart kind of Ferrari tyre eating contest. I don't really understand that. I guess that's a few years of practice and they'll get it right, but I think that the Brawn is a terrific package, it doesn't use a lot of tyres. The others have all got little sort of flaws here and there some of them are just rubbish machines that are never going to win anything, but I do think it's quite interesting, I think the BMs will do well, I think the Toyota's will be fine if they cannot start from the back and do silly things like that. I think there's probably four or five teams that can win races this year, maybe more. Obviously it's going to depend on rates of development all the rest of it and the interesting thing for the first four races is development is pretty much restricted because the cars are fundamentally in Asia and the Middle East for five weeks so they're not being flown home to have total revamps, bits and pieces are being sent out hand luggage and you go to the airports you bump into engineers who've got massive numbers of boxes, god knows how much excess baggage they have to pay. I bumped into one of the McLaren blokes the other day and he had half a factory on his trolley, it was extraordinary. Then of course you go to the first corner and most of it gets broken there. We'll see the same pattern in the first four races I think, I don't think we'll see a huge difference there. I think we'll see differences based on temperatures and tyres, the way tyres behave with different chassis, but I think on the whole Brawn is going to be the dominant force until we hit Europe and I think when we get to the first European race we're going to have a period of time when the new teams, I say the new teams, the diffusers, if they're allowed which I think they will be, the diffusers have to be sort of played in and they're to work out how they, understand how they work and Kazuki can't do the testing anymore, it should be a lengthier process, I would think probably it'll be sort of Monaco time before we start seeing some of these sort of new diffusers really coming on strong. The other thing to bear in mind is that the Brawns finished one-two in Australia it was all a bit Fred Karno's Army, it was Keystone Cops, because you've got Barrichello hitting Finns and you've got Jenson having five seconds extra in his pit stop which people didn't really notice that, it wasn't the sort of perfect slick 100% efficient race, they got a one-two despite themselves if you like, which shows that they've got a lot of potential there yet to be exploited and I think that's true of several teams. I think that's why, that's one of the joys of it, I think it's exciting because we do have the potential for lots of different winners and I'd much prefer that situation than have a straight, a straight McLaren Ferrari fight is fine but it's nice to have four or five teams in it and I think that helps the numbers of people who watch just because who knows who's going to win this weekend, must watch to find out if it's that strange schoolboy again or whatever. People like new winners, people like different winners.

**Me:** It's Friday where you are.

**Joe:** I have no idea, I have no idea what day of the week it is. It must be Friday because cars are making noises.

**Me:** We're planning to stay up and follow Free Practice one and two. What does the rest of your day have in store?

**Joe:** Well I'm going to have breakfast and then I shall head off to the race track and they'll do their practising, it'll be a normal Friday I think, we'll see what happens, I hope that all the political shenanigans will be over and we can get on with what we do, which is motor racing. There is an argument that controversy is good because it gets more space in the papers, it gets on the news and all these things and therefore people watch it more. There's a certain element of truth in that, but at the same time you have to keep the credibility of the sport because if you have too



many outrages and scandals and revamps five days after the event and all this sort of stuff, it gives the sport a very shonky image. I think the best race for Formula One was Brazil last year where it was just down to sportsmanship and a bit of luck and a bit of weather and just terrific drivers going up against each other, you know, chariot racing, it was Ben Hur without the horses you know, and that's what we want, that's what we should aspire to and not all the sort of rubbish that comes with it. But that's just part of the show really I suppose. We try to manage it in a better fashion, it would be good.

**Christine:** Well that sounds like a very good place to leave it, enjoy your day today, we're very jealous that you're out there.

**Me:** We are thank you for spending your morning with us Joe, very much appreciated. Will we see you again before, where are we next, China?

**Joe:** I have no idea, oh China that's right! My next exciting adventure is the Chinese embassy in Paris to get my visa sorted out and then yes I shall be off to Shanghai whenever that is, two weeks time I think.

**Me:** Yep.

**Joe:** I have a vague suspicion time zones allowing we'll probably be able to chat again.

**Me:** You're a legend, thank you very much. Cheers Joe.

**Joe:** OK, bye.

**Me:** Bye bye.

*Transcript by Amy.*