



## Episode 12 – Australia Aftermath

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[Intro: Rich Reich, Keeping Up With the Race]

**Chris:** Hello and welcome to Sidepodcast, Episode 12 – Australia Aftermath. A week's gone by, have you recovered yet?

**Me:** Just about.

**Chris:** Just about. Have you been keeping up with the news?

**Me:** There's a bit of news. There's a bit of post-race gossip actually, mostly involving Ferrari and BMW.

**Chris:** They almost got into a bit of trouble, didn't they?

**Me:** Some people are questioning what's going on with their floors.

**Chris:** What is going on with their floors?

**Me:** Well, it's complicated and probably nothing is the answer. Potentially, a couple of teams think that a couple of other teams might have moveable aerodynamic devices on their undertray.

**Chris:** Would that help them?

**Me:** In a straight line, it should give them a bit more speed. In corners it gives them a bit more stability. Basically, it moves intolerance within the car, and it's not supposed to.

**Chris:** So that's one of those moveable bits that they're not allowed.

**Me:** Supposedly, although it's only open to question in the sporting regulations. No one's actually saying that's illegal and you must change it. Kind of like last year's flexible wings, just some teams are asking for the FIA clarification.

**Chris:** So what happened, did some people come round and look at their cars and go, that's not right.

**Me:** Well, each race, teams employ photographers to take photographs of other teams new bits, and I guess some of the photographers picked up a complicated Ferrari floor and potentially a complicated BMW floor.

**Chris:** BMW and Ferrari, at the same time? That sounds familiar.

**Me:** Didn't that happen last year?

**Chris:** I'm pretty sure that it was BMW and Ferrari last year.

**Me:** With the flexible wings, front and rear.

**Chris:** What's that about?



**Me:** I don't know, although if I was in Ferrari right now, I'd be asking questions, assuming that they're the ones in front. It may be the other way round, but it seems a bit of a coincidence that two teams could come up with the same rule infringing technologies two years in a row.

**Chris:** Well, I suppose, either, BMW have more of those photographer people, more spies, or they and Ferrari are closer than we thought.

**Me:** You're going down a dangerous path with that suggestion.

**Chris:** I'm just saying, it could be, speculation.

**Me:** The other thing that was interesting on Ferrari's car, is apparently, during the race, you know they run those full bin lids on the back wheels?

**Chris:** Wheelie bins.

**Me:** Yea, apparently they changed the aerodynamic properties of those bins during the second stops, so effectively they added more cooling during the race.

**Chris:** They changed the bin and it was different.

**Me:** I'm not sure if that comes under the same kind of concept as adjusting the front wing or adding a bit of tyre pressure. Whether changing the aerodynamic properties of your wheel rims is entirely legal, but it's another thing that could potentially be open to question, post Australia.

**Chris:** But they're quite a new thing, the wheelie bins. I haven't seen many people do it.

**Me:** They raced them last year, didn't they? Certainly Renault are trying them this year, and I think Toyota had them last year and also have them this year. But that doesn't make them any more legal or illegal just because they're new.

**Chris:** No, but if they're changing them midway through, it could raise questions.

**Me:** Yes, well, it has raised questions, it demands answers.

[Sweeper]

**Chris:** Most of the teams appears to have gone to Malaysia or thereabouts, but Alonso has come back to England. Not sure why.

**Me:** I think he was due to test in Malaysia in the upcoming test this week.

**Chris:** He's not going to do very well from here.

**Me:** He's been replaced by Pedro de la Rosa, and apparently he's come back to the McLaren factory.

**Chris:** Why would he do that?



**Me:** That's a difficult one. Rumour has it that it might be to spend some time in the simulator, McLaren have quite an advanced simulator in their factory.

**Chris:** Well, he doesn't need the practice, surely. He did quite well.

**Me:** You'd think he'd do better at Malaysia, really, in a car.

**Chris:** On a track.

**Me:** So you might want to discount that one. It's open to a lot of speculation. Most drivers opted to stay in the South Pacific time zone to prevent jet lag and that kind of thing, but Alonso's come all the way back.

**Chris:** He could be having a holiday.

**Me:** In Britain. In winter. Some holiday.

**Chris:** Maybe not then.

**Me:** I don't know. The only thing that springs to mind, and I haven't heard this anywhere else, but you know how slow he was off the start, in Australia, and you know how quick he's used to the Renault's flying off the start. Maybe he's come back to talk to the technicians to work on something they can't do on the racetrack, and they need to do back at the factory. Some new starter technique, potentially.

**Chris:** So he would have known what Renault did to be so quick, and he's trying to pass it along.

**Me:** He may not know what they did but he may have some idea, or at least he knows how it felt. It seems to be a bit late in the day to tackle that.

**Chris:** You'd think they would have done that ages ago, months ago.

**Me:** I guess maybe it just never occurred to them how slow it would be, but certainly to get beaten by two BMWs and his own team mate.

**Chris:** If his own team mate managed it, you have to question whether it was Alonso.

**Me:** Well, his own team mate was still beaten by BMW which isn't good, and no doubt if the Renaults were right behind them, they would have got beaten by them too.

**Chris:** All we know is that it's something that requires him to be in the factory.

**Me:** Something that requires him to be in England is all we know. It's all rumour and speculation.

[Sweeper]

**Chris:** Like I said, most of the teams have gone to Malaysia to prepare and to test and everything. And there's an interesting quote about their arrival from Formula1.com. It says: "Close support from the Customs department at the Kuala Lumpur International Airport ensured the Formula 1 cargo received swift clearance and Customs officials were even posted at the circuit to monitor offloading."



**Me:** Did it say why?

**Chris:** No.

**Me:** That seems highly suspicious behaviour.

**Chris:** Why would there be customs people at the circuit?

**Me:** I'm interested why they decided to write that on Formula1.com, being the official website of Bernie. But I guess the only thing I can think is, I heard rumours in the past...

**Chris:** Oh, I know, a friend of a friend of somebody you knew that somebody worked with.

**Me:** Who used to might have maybe worked at a tobacco sponsored team once said...

**Chris:** Tobacco sponsored turned eco-friendly.

**Me:** Not mentioning any names. In the past there was a delay, you know when they first brought in the Chinese Grand Prix, and there was a lot of...

**Chris:** Will they, won't they.

**Me:** Absolutely. It took a while for it to be signed and sealed, and apparently one of the big delays was in order to get the teams to agree to go to this extra race in China, Bernie had to guarantee from the Chinese officials some kind of free pass through Customs, on the pretext that all the trucks contained lots of sensitive intellectual property.

**Chris:** They didn't want anyone seeing and selling their secrets.

**Me:** Absolutely, and they said, look, you can't go through all our stuff, you might break stuff and you might see stuff you're not supposed to see, and there's tons of trucks, it'll take you forever, you don't want to be doing all that kind of stuff. The Chinese were adamant that they did.

**Chris:** Because they're like that.

**Me:** And it turns out that in the end they came to some kind of agreement, and in the end Formula 1 was given a free pass into China. The reason that was important, it may or may not be possible to load a certain number of cigarettes into those big trucks, maybe hidden at the back.

**Chris:** Stacked around the car.

**Me:** Behind a secret, hidden compartment, and sneak an awful lot of illegal cigarettes into a country. So it's interesting now that tobacco sponsorship has mostly been removed.

**Chris:** Except for one team.

**Me:** Except for one team, that the Formula 1 administration might be promoting how good they are with customs officials this year.



**Chris:** Suddenly, they're all like, oh we can move into this country, and this country, and this country, because they've got no barriers now.

**Me:** Absolutely, and you'll see a lot more Grand Prix appearing in far flung countries and I guess why Formula 1 is now promoting how great they are with the customs officials this year.

**Chris:** Allegedly, we don't want to get sued.

**Me:** We didn't say that. You didn't hear that from us.

[Sweeper]

**Chris:** Ted Kravitz is your new best friend, isn't he?

**Me:** He is, I've got something good to say about ITV. I wish he could be a commentator, he could do a much better job than James Allen.

**Chris:** Well that could be said of anyone, to be fair.

**Me:** I really like him, he had some good things to say on the website.

**Chris:** He did, he said about Ferrari and their victory, he said: "His predecessor, Michael Schumacher, called Jean Todt on the way to the podium. Those of your with a literary bent, might liken Michael's involvement to the Spectre at the Feast."

**Me:** Spot on.

**Chris:** Talking about aerodynamic devices on the Renault, he said: "They might help the car go faster but they have the amusing side effect of making it almost impossible for the drivers to actually get in the car. Fisichella and Kovalainen now have to step into the seat from just in front of the sidepods, face the back of the car, then turn round and sit down."

**Me:** You can picture it now, can't you?

**Chris:** Bit like a dance.

**Me:** Like some kind of dog, finding its place.

[Sweeper]

**Chris:** I think the most important news of the week is that Spyker are officially stepping up their issue with Super Aguri and the customer cars.

**Me:** Yea, they've gone to arbitration this week, haven't they? They tried to protest.

**Chris:** What with placards and stuff?

**Me:** Not that kind of protest.



**Chris:** What do we want?

**Me:** Not that kind of protest.

**Chris:** When do we want it?

**Me:** Nope. Just probably a piece of paper. They raised a protest at the Australian Grand Prix with the steward, but they didn't lodge it early enough, so it was rejected. This week they've gone to arbitration.

**Chris:** No placards involved.

**Me:** No placards necessary.

**Chris:** We've been doing our research on what the problem actually is, I say we've been doing it. You've had a look at the regulations, haven't you?

**Me:** Yea, can I quote something?

**Chris:** Yea, go on.

**Me:** The bit they're arguing about, basically, the bit that people have so many issues with is Article 6.3 from the FIA sporting regulations and it states this: "The constructor of an engine or a rolling chassis is the person, including any corporate or unincorporated body, which owns the intellectual property rights to such engine or chassis." Still with me?

**Chris:** Yes, how do you define intellectual property rights though? Is that where the issue is?

**Me:** Basically, the issue is, last year, Toro Rosso got around the rules by stating the car they ran was built by a third party, Red Bull Technology.

**Chris:** They didn't buy it from another team, they bought it from someone completely different.

**Me:** Essentially, so they could both run the same kind of technology between the Red Bull team and the Toro Rosso team, and this year, Super Aguri cottoned on to the same idea.

**Chris:** It's not only Spyker that have a problem with this, Williams have a serious problem with the Toro Rosso and with the Super Aguri, well, Williams really have a problem with everyone, don't they? But Mr Frank Williams was quoted as saying: "I am adamantly opposed to chassis sharing, and we at Williams do not believe it is legal under the current rules. We are what you might call a traditionalist racing team who believes that we are out there competing for two world championships. One for the best driver in the world, and one for the constructor who builds the best car in the world."

**Me:** You've got to agree to a point, that guy is correct.

**Chris:** Yep, fair point. Spyker spokesman Colin Kolles has the same view on the subject: "A customer car is a customer car. It is not a constructor car, so it is very simple, and we have a constructors championship, so they are not entitled to get constructors points."

**Me:** Again, fair point.



**Chris:** On the other side we have Franz Tost of Toro Rosso saying: “We think we are within the regulations so it is not necessary to make any compromise. We have our own car which is in many aspects totally different to the Red Bull car and the design of the car is being made by Red Bull Technology together with Adrian Newey.” Super Aguri are keeping their heads down and not commenting on such things, but it’s worth noting that in Australia, Jenson was asked if he was surprised about the pace of Super Aguri, and he said he wasn’t surprised because he qualified that car on pole last year. He’s now in big trouble with Honda. What do you think?

**Me:** A different way of looking at it is looking at it from the fans perspective, and it has to be said, it was a better race due to the fact that Super Aguri were doing better than it was expected they would be, and Toro Rosso were doing better than they expected to be, so I think it’s better to have more cars nearer the sharp end of the grid, than someone like Minardi going round four laps behind the leaders.

**Chris:** I think that Williams really don’t have much to complain about because if you’re using last year’s car, you’re a year behind.

**Me:** It should technically be slower, discounting Honda this year.

**Chris:** Obviously.

**Me:** Yea, you’re right, with development and enhances in technology, each car should get quicker and quicker.

**Chris:** If your last year’s car is faster than this year’s car, then that’s quite embarrassing, like Honda.

**Me:** You’ve got a lot of explaining to do. It does seem to improve racing, but he does have a point about the constructors. Should they get constructors points if they’re not building a car?

**Chris:** Well, Ernie Bernie...

**Me:** That’s Mr Ecclestone to you.

**Chris:** He’s come up with the idea that customer teams should be allowed to run for two seasons whilst trying to build up the funds and backing to start constructing their own designs. This idea has obviously gained favour with Williams and Spyker.

**Me:** Expected.

**Chris:** Because the teams wouldn’t be allowed to gain constructors points, although the drivers would, which is a plus. There’s no comment from Super Aguri or Toro Rosso but that’s probably because it’s a rubbish idea. It doesn’t do anything for them.

**Me:** It doesn’t encourage, I can’t see how it’s going to encourage development.

**Chris:** It’s not really a compromise, is it? It’s just favouring Williams.

**Me:** They’re not going to get any TV monies, so how are they going to build up their team?

**Chris:** It says they’re allowed to run whilst trying to build up the funds, but they don’t get any prize money, they’re not gonna do very well, so no one’s going to sponsor them. How are they supposed to get any better?



**Me:** No, not sure about that one. I guess at least he's trying.

**Chris:** So what happens next?

**Me:** It's gone to court now, so that means it's going to be a long drawn out process, that's probably gonna last the whole of this season.

**Chris:** What do you think the outcome will be?

**Me:** I think what will happen is if they can draw the process long enough, the 2008 regulations should come into effect which allow customer cars and hopefully the whole issue should get brushed under the carpet. However, it is a fundamental issue to Formula 1, so expect lots of headlines in the meantime.

[Sweeper]

[Audio Clip: Orchestra]

**Chris:** What was that?

**Me:** That was some orchestral sounds.

**Chris:** Why do you have orchestral sounds on a Formula 1 podcast?

**Me:** Well, it's like this, right. This week, as a bit of an experiment, Sidepodcast started twittering.

**Chris:** We've been twittering for 12 episodes now.

**Me:** No, no, we actually started twittering with Twitter, on [twitter.com/sidepodcast](https://twitter.com/sidepodcast). What basically, the concept is, lots and lots of people type lots and lots of nonsense, and then you all hook into your friends and see what nonsense they're typing.

**Chris:** It's just the ideal tool for stalkers because the question is: "What are you doing?"

**Me:** One of the people, I think it was the guys from Rocketboom: "What are you doing?" and they answered: "Just trying out Garageband's new orchestral loops, and this is what I've created." And I took a listen to it, and it was quite good, so we went and bought some.

**Chris:** You went out and bought some. I'm not that easily influenced.

**Me:** No, now I'm trying to fit them in to a Formula 1 podcast. Do you want another one?

**Chris:** No. Oh, go on then.

[Audio Clip: Violins]

**Me:** If you like the idea of twittering, and you like the idea of finding out what we're doing...

**Chris:** Every second of every day.



**Me:** Absolutely, check us out [Twitter.com/sidepodcast](https://twitter.com/sidepodcast). Don't forget to add us as a friend.

**Chris:** Moving on to more grown up issues, we've got a game, haven't we, that we started playing.

**Me:** How grown up is that? [Batracer.com](https://www.batracer.com). We're not very good at it though.

**Chris:** We're rubbish.

**Me:** Qualified 18<sup>th</sup>, finished 15<sup>th</sup>.

**Chris:** We're almost as bad as a Honda. It's from [Formula1.net](https://www.formula1.net), isn't it?

**Me:** Yea, the guys there have set up a mini-game, which is like, ten entrants at the moment.

**Chris:** It's like fantasy Formula 1.

**Me:** Yea, you go along, set up your car, set up your race strategy, pick your tyres, run some qualifying runs, do a few practice laps, qualify 18<sup>th</sup>, race to 15<sup>th</sup>.

**Chris:** Brilliant.

**Me:** We're flying the flag.

**Chris:** What do people do if they want to come and beat us like everyone else is.

**Me:** If you want to show us up, check out the forum, check out the thread called [Batracer.com](https://www.batracer.com), and there's a guy on there who set up the game, and I'm sure if you just leave a message on there, he'll let you come join, and kick our ass.

[Sweeper]

**Chris:** We're not the only ones who've been busy though.

**Me:** No, Jez, he's been busy for us.

**Chris:** Yes, a very nice man in Australia, he's on Myspace.

**Me:** What's his URL?

**Chris:** That would be [Myspace.com/formula1oz](https://www.myspace.com/formula1oz). That's O-Z.

**Me:** What's he done for us?

**Chris:** He's sent us some pictures.

**Me:** He did, and if you're listening to the enhanced podcast...

**Chris:** If you've got an iPod.



**Me:** Yep, you should be able to see them either in your iTunes or on your screen now.

**Chris:** You should have an iPod.

**Me:** Yes, you should have an iPod, but we don't insist on having an iPod to listen to the show. But if you are listening to enhanced show, they should be coming up now. First up we've got a...

**Chris:** We've got some Ferrari fans.

**Me:** There they are.

**Chris:** Yes, they had something to celebrate. We've got scrutineering. What's that?

**Me:** That is at the end of the race, where they make sure all the cars are legal, no flexible moving floor parts.

**Chris:** Webber on a big TV screen. That's a big Webber. A Ferrari going round a corner, fabulous. And a Renault moving fast for a change.

**Me:** That photo belies the truth that Renault has speed in it.

**Chris:** We loved seeing these, so if you've got any pictures of F1 stuff you wanna send in, you'd pretty much make our day. And we'll put them on the show.

**Me:** Absolutely, we can't go to every single Grand Prix this year.

**Chris:** I wish we could.

**Me:** So, if you're going to any of the ones we're not, or even if you are going to the ones we are going to, and can take better photographs than we do.

**Chris:** We're only going to one.

**Me:** Even if you're going to that one and you can take better pictures than us, send them in, and we'll try and put them on the relative show.

**Chris:** So for the poor people that couldn't see the pictures.

**Me:** The poor people with the mp3 feed? We've now got two feeds for the show, one is the one we've always had which is the enhanced podcast for people with iPods, it's on iTunes, and it shows pictures and links and stuff. And then we've also got this other one which is for everybody else who have Sony Walkman thingies, and those kind of players.

**Chris:** It's taken us 12 episodes to get an mp3 feed, cos we thought everybody had iPods. Who doesn't?

**Me:** You can get that, that's on the feed section of our site if you want it. It's not on iTunes obviously, because you wouldn't be using iTunes. If there's anywhere else we can promote it or anywhere else you'd like to see it, do let us know, and we'll make sure everyone's aware of it.



**Chris:** Or just buy an iPod.

[Sweeper]

**Chris:** So next week's going to be all about the testing, with a little Malaysia preview as well.

**Me:** Okay, looking forward to it.

**Chris:** I'm not. I don't like testing.

**Me:** Same time next week then.

[Out: *Rich Reich, Keeping Up With The Race*]

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