



Episode 42 – Is It Over Yet?

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

Chris: Welcome to Sidepodcast, Episode 42 – Is It Over Yet? We're back!

Me: We are. It seems like ages ago.

Chris: It has been ages, and there's been loads of news.

Me: Who would have thought there would be so much news in November?

Chris: Well, this year there has been, so we'd better get started. It's news from a long time ago, but McLaren and Alonso finally announced that they will be splitting for next year. McLaren said they respected the man but that it was better for everyone if they ended the contract a little bit early. And Alonso said he was happy he had driven for them, it had been a childhood dream and he didn't regret it for one minute.

Me: Not one minute?

Chris: That's what he said.

Me: Right, not even for 60 seconds.

Chris: McLaren have said they're not in any rush to announce who Hamilton's partner will be, and speculation is rife about Alonso's next move.

Me: It is, isn't it? Where's he gonna go?

Chris: Well, that was like, three weeks ago, and we still don't know.

Me: None the wiser. He's not in any rush. A lot of teams would be glad of his services and I guess he's just going to wait for the best offer.

Chris: Obviously Renault jumped into action and offered him a place with them, but he's unlikely to want to take it whilst the FIA investigation is pending. Don't tell me, we haven't talked about that, have we?

Me: Oh no, that's happened in the last two weeks, too. Do remind me.

Chris: Part of the McLaren punishment for the espionage thing was to have their 2008 car investigated by the FIA to ensure there's no Ferrari intellectual property being used on it. The investigation started with the FIA going into the McLaren garages and having a good old nosy round.

Me: When you say garages, you mean factory. Ron would be mortified if you called his state of the art building a garage.

Chris: Garage, factory, it's all the same to me.



Me: Not to Ron.

Chris: If they find McLaren are using stolen info, then it will most likely lead to docked points for the next season. We haven't heard anything about it, no conclusions or anything. It looks like McLaren have been told not to say anything, and there are rumours that the FIA have taken some materials away for a closer look.

Me: That is a bit odd, because Max made an awful lot of fuss, making sure everybody knew they were going to go in and investigate and they're going to be paying particular attention to anything that looked anything like Ferrari data, and now it's all gone quiet. So can we assume that maybe they didn't find the smoking gun they were looking for?

Chris: Well, coincidentally, on the same week, Renault were summoned by the FIA for a hearing in December investigating them of having McLaren information within the Renault team. Apparently in September, McLaren became aware that Renault had some of their data and had done so for about a year.

Me: Right.

Chris: McLaren told the FIA, but they weren't interested because it had no relevance on the Ferrari espionage at the time. You can't very well complain about someone stealing from you, if you're being investigated for stealing from someone else.

Me: Okay, that is true.

Chris: So, now Renault have been summoned, you would assume McLaren have made a complaint, does that lead us to believe that their 2008 car has been cleared?

Me: That would make sense, wouldn't it? The FIA haven't found the information they want, so they've gone all a bit quiet. McLaren don't want to bring any more attention on their case, so they don't want to go yea, we're cleared, we're fine, our car's good. Unless anyone specifically asks them about it because why would they want to bring more headlines upon themselves? So, everyone's just gonna go quiet upon the whole subject, and it'll probably never get mentioned again.

Chris: Going back to Renault, they've been charged with having unauthorised possession of information belonging to McLaren. That is in breach of Article 151C.

Me: Ah, that old chestnut. We've heard that one before. Is that Roman numerals for 2007?

Chris: The statement from Renault is very interesting, but long, so a basic summary goes like this. One of their engineers Phil Mackareth joined the team in September 06 and a year later, they discovered he had brought information with him from his previous employers McLaren.

Me: Hold on a second, it took them a year to realise he'd brought the data? That seems an awful long time. They must have known about it before then.

Chris: Well, the information was on floppy disks. Now, in this day and age, you would notice some floppy disks.

Me: Floppy disks? That means they've had the data for at least twenty years. Twelve months is rubbish. Since 1987.



Chris: It contained spreadsheets and drawings with technical information about fuel tanks, gear clusters, mass damper systems and lots more. As soon as Renault found the information, they returned the disks to McLaren, told the FIA and cleared their computer systems of any of the info. Mackareth was suspended.

Me: So he was just sitting on it for twelve months? It was just in their computer systems, just lost, maybe, in a folder somewhere. They just misplaced it.

Chris: They say that some of their engineers were definitely shown the information but none of it was used in making design decisions on the car.

Me: And where have we heard that before?

Chris: In fact, the mass damper thing was pretty useless because it was made illegal by the FIA rule changes.

Me: That is ironic because it was McLaren who brought the mass damper information to the FIA and got it banned in the first place.

Chris: Renault claim to have been completely transparent with the FIA and intend to continue doing so until they get a judgement, one they believe will reflect the proactive manner they approached the problem. This all sounds very familiar.

Me: It's not that familiar, actually, because the difference between this case and the McLaren case is the text messages between one member of a certain team and another member of a different team giving a continual flow of information throughout the course of the championship season. In this case, it's just the sharing of technical documents, so you'd assume the penalty would be lighter but there must still be some penalty to be applied.

Chris: Carlos Ghosn, CEO of Renault...

Me: That's the manufacturer, rather than the F1 team.

Chris: He's repeatedly said that the team will only remain in Formula 1 whilst it's make commercial sense. Winning two world championships hasn't significantly increased sales of his cars, being accused of spying and having to pay an \$100 million fine isn't going to increase them either.

Me: It's not, is it? The FIA have set a really high precedent with their \$100 million fine. They have to do something in keeping with that and that may see Carlos pull Renault out of the Formula 1 programme which would be a major shame... for me. Cos I like them. But it looks like this could be the beginning of the end of the team.

Chris: But having said that, when have the FIA ever been consistent? Okay, anyway, according to the Daily Telegraph, Ernie Bernie held a crisis meeting at his London HQ with all the teams represented except Ferrari, McLaren and Renault.

Me: Nobody is saying what this was about but presumably, he wanted to talk about the spying scandal and make sure there were no other skeletons in other teams closets that might come up and bite F1 with more bad news and more scandal.

Chris: And if there were, they should just keep quiet about it.



Me: Well, you could imply that, I suppose. Presumably, he said, should you know anything that I don't want you to know, please keep quiet about it.

Chris: The hearing is on December 6th. If they are found guilty, the FIA may want to look at their 2008 car as well. It took them two months to get to the McLaren garage.

Me: It's not a garage, it's a technology centre.

Chris: Okay, sorry, so, if it takes them two months to get to Renault and anything is found that may need changing, it's gonna seriously hinder their progress, isn't it?

Me: Yea, because if they've been found guilty, it's not like they can start with this year's car because presumably that's illegal too. So what are they going to start with? The R25?

Chris: Going back some years worked for Super Aguri.

Me: It did, didn't it? Yea. There must be a spare Arrows chassis somewhere. They'll be alright, don't worry about it.

Chris: It seems unlikely Alonso will want to head back there then. He won't be going to Williams because they have confirmed Rosberg and Nakajima for 2008. He probably won't be going to Honda because they've now got Ross Brawn on board and everybody is happy.

Me: Even Jenson.

Chris: Jenson was officially moaning to anyone that would listen that he was not happy, that Honda would have to pull their finger out and start helping him win otherwise he'd be out the door. He let that information stew over a weekend and then on the Monday morning, Honda announced that Ross Brawn will be joining as team principal.

Me: Yay.

Chris: It's a nice step up for him because he was technical director at Ferrari for ten years so this is a promotion.

Me: Of sorts.

Chris: Well, it gives him overall responsibility for design, manufacture and engineering of the car, which is good news for Honda, and I'm glad he's back because we like him.

Me: We missed him.

Chris: Do you think he'll like it at Honda?

Me: I think he's going to be slightly embarrassed by the facilities they've got at Honda compared to what he had at Maranello. And I don't think there's going to be a Honda Open Day next year.

Chris: Oh really? I'm disappointed.

Me: They might open the car park, but I can't see them opening the factories anymore, especially not with him in charge, and when they start beefing up all their technology departments.



Chris: To be fair, it's not like you could get in the factory on the Open Day anyway.

Me: Well you could queue, if you were really, really bored.

Chris: It seems like he's more in touch with fans than other people might be, because earlier in the year he was complaining about the TV coverage, wasn't he?

Me: He was, yea, and Honda have their own TV channel so maybe he might have some improvements to suggest there. It does make the Honda team a bit of a hot property in terms of luring other engineers and I suspect some people who have left this season are probably beginning to regret that decision.

Chris: He's got Barrichello in the team, so he'll feel right at home.

Me: Yea, I was thinking about that. I wonder how long this move has been in the offing really. Do you think that maybe Ross suggested that Barrichello go there, or maybe suggested to Nick that he wanted Barrichello in the team? Do you think we could go all the way back two years or more?

Chris: I don't know about two years but there were definitely rumours at the beginning of this year about him moving there, so...

Me: So you don't think he's been sat on a boat dangling his rod all season then?

Chris: I hope not. Okay, so not Renault, not Williams, not Honda...

Me: Who's this, what Alonso?

Chris: Yes. And we know it probably won't be Toyota either. Timo Glock was the third driver for BMW and they offered him the same role again for 2008, but he preferred of the potential race drive at Toyota.

Me: Supposedly he's going to be announced at the Fuji event next week. Toyota have this things every year where they go round the racetrack and have a whole promotional day just for the team and for the fans of the team. I think it's going to be a whole big announcement during that event that he's going to be the driver for 2008.

Chris: His case had to go to the contract recognition board and they decided he was free to join whoever he wants next year. Mario Theissen said: "Timo Glock will no longer be driving for the BMW Sauber F1 team next year."

Me: Now that is important. That is a very significant statement, don't you think?

Chris: No.

Me: No it really is, say it again. Say it again slowly and listen to what the guy said.

Chris: "Timo Glock will no longer be driving for the BMW Sauber F1 team next year."

Me: Next year. But maybe he might be coming back.

Chris: Firstly, it doesn't say that and secondly, who cares?



Me: It's just important, you know when they put out press releases, teams think about it a lot and they choose their words carefully and I think that is a very carefully chosen selection of words. He won't be driving for us next year.

Chris: Glock has already competed in four Grand Prix when he drove for Jordan and he scored two points on his debut in Canada.

Me: And I saw him at Silverstone testing.

Chris: Okay.

Me: That's not really significant, I just wanted to say it. I saw him, he went round.

Chris: That's not the best anecdote ever.

Me: He was driving for BMW at the time anyway.

Chris: But I am annoyed.

Me: Again? What about this time?

Chris: Franck.

Me: Again? What about this time?

Chris: Well, he finished up testing this week for Toyota, and all the team said goodbye to him and everything. They were all very complementary but some of the things he said were much more interesting.

Me: What did he say?

Chris: Obviously with Ralf leaving, there was a spare seat and Franck said: [*French Accent*] "Zer were a lot of rumours but..." What? It's French. Come on, French Accent.

Me: Could you not?

Chris: Fine. "There were a lot of rumours but it's a big team with lots of nationalities so taking a decision takes ages. The whole year the team told me I could go racing, all the engineers told me to get ready because I would jump in the car, but I'm still a test driver." And he said, you know, he is happy being able to drive an F1 car but it's human nature to want the next step, the race drive, the win, the championship. So, basically, Toyota screwed him out of a race seat and I'm annoyed at them. They are in my bad books.

Me: That's understandable, that is very mean and they shouldn't be promising a race drive to a test driver when they have no intention and no ability to deliver it. There is a bit of a chance with BMW, he could swap with Timo, he could be BMW's test driver for 2008.

Chris: He doesn't want to be a test driver anymore, he's better than that.

Me: Well, maybe BMW will treat him better than that.



Chris: BMW have announced their main drivers now, so Franck won't be getting a seat and neither will Alonso. We're running out of teams for him to join now, although Ferrari have had a change of personnel.

Me: Yea, Jean Todt has been moved aside. Who's he been replaced by?

Chris: You're just saying that so I have to say the name, that's cheeky.

Me: Stefano Domenenicali...

Chris: Stefano Domenicali.

Me: That's him, yea.

Chris: This is part of Luca's plan to make the team more Italian, isn't it?

Me: I think that's his long term goal, although there aren't that many decent Italian drivers around, are there?

Chris: Trulli.

Me: Right, keep going.

Chris: Fisichella.

Me: Again, keep going.

Chris: Liuzzi.

Me: Ooh.

Chris: Liuzzi's available.

Me: Ah. Yes. Actually, you could be onto something there. Liuzzi at Ferrari. Maybe as a test driver, do you think?

Chris: I can't imagine him going straight into a Ferrari race seat.

Me: No, but long term future that could be a good choice for Liuzzi. Also, with Todt sort of out of the way but not really, there's a slim chance Alonso could be slotted in next to Raikkonen. That could be another of Luca's plans to move the team around a bit and get Todt out of the way and get Alonso in there.

Chris: So, we've been through lots of teams, it looks like Alonso's running out of options.

Me: Nah, I mean, Honda's a long shot. They're not going to be a winning team next year, but in the future, they're certainly someone to keep an eye on. And also Red Bull, not out of the question, still a slim chance he could fit in there.

Chris: Catching up with this week's news there was testing in Barcelona, but we'll talk about that after these words from our sponsor.



[Jingle: Hello everybody, I'm Christine and this is your F1 minute from Sidepodcast. A new weekday show capturing the top headlines in the F1 world, and bundling them up in a nice 60 second package. You don't need to trawl through pages and pages of news sites, just tune in to F1 minute to hear everything you need to know. Expect important stories, driver quotes, all the latest rumours, and of course, championship updates. I'm not a fool, I know that there isn't F1 news every single day, especially not in the off season, which is rapidly heading towards us. I won't let you down though, on slow news days, you'll find me bringing you bite size snippets of history, Formula1 statistics and figures, and maybe even driver birthday specials. Anything is possible - the F1 world is our oyster. For more details on this podcast, go to f1minute.com, where you'll find information about the show, transcripts for each episode and links to the stories we're talking about. The first episode is tomorrow, join me then.]

Me: I find our sponsor sounds an awful lot like you.

Chris: We're raking it in from them.

Me: Have you been moonlighting?

Chris: Absolutely. So, on to testing in Barcelona, a familiar face came back to haunt us. A Mr M Schumacher returned to the cockpit of the Ferrari to give the car a spin without the help of traction control.

Me: Did you write that?

Chris: It's a joke.

Me: Did you actually sit down and write that joke?

Chris: Yea.

Me: How did he do?

Chris: He was super duper fast as you would expect. It only took him a couple of laps to get up to speed, almost as if he had never been out of the car. He was fastest for two of the three days with Massa in the Ferrari fastest on the third, so it was a good test for them.

Me: Good stuff, and to be honest with you, there's no chance he would have been anything other than top of the timesheets because it would have just looked silly.

Chris: Force India arrived with some new colours. I thought they would be a bit more green.

Me: Ah, they're only temporary colours. I don't think it's the final livery, although the logo should be the final one which had the Indian flag merged into an F. It was quite good, but I don't think the red and the white is gonna be the final 2008 colours.

Chris: They had Giedo van der Garde, Roldan Rodriguez, Christian Klien, Adrian Sutil and Tonio Liuzzi. Who would have thought they'd be quite so popular?

Me: In actual fact, they're just evaluating drivers for 2008, so they'll trial them all up and compare them.

Chris: Liuzzi was slowest on the second day but he made up for it on the third day. Overall, I think Klien was fastest over the three days, but his turn was on the Thursday, so the car may have been set up.



Me: Yea, the track was more rubbered in and I'm sure the team have taken that into account.

Chris: It's always difficult to tell anything from testing really.

Me: Yes, as not being there, and all timing is unofficial.

Chris: Andy Zuber made his debut for Honda alongside James Rossiter. He's been in GP2 for two years. They also had Mike Conway and Luca Filippi as part of their Young Driver Programme. They've both been in GP2 as well.

Me: Didn't we meet Mike Conway? Or we saw him somewhere. Was it Goodwood? I know that name from somewhere. We must have a photograph of him.

Chris: I believe we did.

Me: Yea, Goodwood this summer.

Chris: Another newbie was Karun Chandhok.

Me: Karun?

Chris: Yes.

Me: A girl?

Chris: No.

Me: Oh, don't tell me, GP2.

Chris: Yes. He was with Red Bull. It's amazing how many new people there were. A busy old week. They had good weather and mostly people were testing out the new ECU during the week. Bob Bell from Renault spoke out about the ECU. When asked if the transition had gone well, he said: "Not really. We ran into some major problems at the start of the programme, we had a lot of discussion with MES to overcome them and today most of them had been solved, but it's a difficult birth." He added: "In relation to what we've been using until now, it has lower performance, capacity, complexions and functions are not at the same level. For a team like ours, it's a backwards step."

Me: Ouch. So Renault don't like McLaren's ECU.

Chris: Finally, when asked what teams will have an advantage in 2007, he simply said: "It's obvious."

Me: Yes. It does, again, make a bit of a mockery, if what he's saying is true and it is a backward step, of the FIA choosing MES over Pi Research. Because Renault and Ferrari use the Pi Research ECU and according to Bob, it's much more advanced than the McLaren one. I wonder if the FIA actually took that into account, and that's why they brought it forward. Something more simple for them to analyse.

Chris: Pi Research?

Me: Yea, I think that's what they're called.



Chris: As in research into pies?

Me: No, no, that's Mr Kipling.

Chris: Mm, pies.

Me: No, not that sort of Pi. It's like maths and stuff.

Chris: Oh. The last bit of news getting us up to date finally is the result of the McLaren versus Williams/BMW appeal. Quick recap of the facts: Raikkonen won the championship with Hamilton and Alonso behind him. Hamilton was behind both Williams and BMW drivers in the finishing order at Brazil. An FIA technical delegate lodged a complaint that fuel temperatures of the two teams was outside the regulations. The stewards judged it to be acceptable but McLaren launched an appeal against their decision. We have had to wait this long to find out the results of that appeal and therefore the final championship order. The hearing was on Thursday in London. This whole time McLaren have been claiming that they just wanted clarification of the rules and no effect of the championship, but their lawyer Ian Mill QC was arguing that the judges should consider it as if it was any race in the season, not specifically the championship decider. In court he said: "It cannot make a difference that this was the last race of the season and that it will decide the championship. Invariably, whenever there has been a disqualification, there has been a reclassification." That definitely sounds like someone arguing for points to me.

Me: You think? Yea. I think this high and mighty we don't want the championship in the court business, that's an awful lot of rubbish, isn't it? It sounds like they want the championship in court.

Chris: For some reason, Ferrari were present in court at the hearing, and Nigel Tozzi QC, wait, they had a lawyer there?

Me: Yea. I can't quite fathom that. I think it's because everyone had a right in an appeal to have their side heard? I'm not entirely sure.

Chris: A quote from him: "It could be said that McLaren are shameless hypocrites, devoid of any integrity. Or maybe what their representatives have said should be taken at face value. If what they want is clarity, then by all means let them have that but do not allow them to have the title this way."

Me: Again, what's he doing in court? I don't know. On the other hand, I kind of agree with what he's saying too. McLaren do really want it both ways. They want the love from the fans saying you don't want it that way, you don't want to win the championship in the court, you want to win it on the track. And they want the points and they want to win it in the court. So, yes, shameless hypocrites, potentially, why are Ferrari having their say like this? Not sure.

Chris: After much deliberation, they came to the conclusion late on Friday night, after all the news bulletins had finished and everyone had gone to the pub. It took them 24 hours to come to the agreement that the case was inadmissible.

Me: Right. You could have decided that before the case came to appeal.

Chris: Later on in the day, Sam Michael from Williams did an interview on ITV's website and said that the instruments used to measure the temperature are completely useless, and it would most likely be impossible to judge the case. There's more info about that on our blog, cos you wrote a nice entry about that. The most important thing he said was the fuel rig sensors aren't dependable, some of them haven't been calibrated for seven years.



Me: That is shocking. This sport is supposed to be, or used to be, the absolute pinnacle of technology, and they can't even calibrate their own equipment? The amount of millions they spend on this sport every single year, nobody could be bothered to recalibrate a fuel rig sensor? That's outrageous.

Chris: Grandprix.com finally managed to prise the details out of the FIA and have posted it on their website, explaining why the case was inadmissible. McLaren didn't follow the correct procedures, they should have protested the results of the race, instead they appealed the stewards decision. That sounds like the same thing to me.

Me: Well, it's a technical difference, and they are absolutely within their rights to not let McLaren appeal. I do not know why they couldn't have just decided that weeks ago. In fact, on the Sunday night, they should have said this is what you should have done. You had thirty minutes to appeal the results of the race and you didn't do that, you decided to appeal the stewards decision, that was wrong. End of story, we can all go home, and celebrate Kimi's championship in Brazil. Why wait so long, take it to court, spend a day in court, a day deliberating about it, announce the information and say it was inadmissible for some technical irregularity.

Chris: McLaren just wanted clarification of the rules, apparently, and they didn't even get that, so what a waste of time.

Me: There is a technical Working Group for discussing these kind of things and there's one coming up next month, where this matter will now probably be discussed and resolved. McLaren should have waited until then. Given that they didn't follow the correct procedures, given that not one single person that we've spoken to, or heard from, or read since the Brazil result was appealed thought they had any chance of winning this case, could they not be accused of bringing the sport into disrepute? It looks to me that McLaren have deliberately tried to embarrass the FIA with some nonsensical rule and further tarnish a World Championship that they've failed to achieve anything in and so have now decided to tarnish it.

Chris: So, what's the technical Working Group?

Me: Oh, for goodness sake. You're missing my point, but a technical working group is where the technical people from each team get together and discuss rules and regulations and make amendments to things that need changing. But the fact of the matter is, this shouldn't have got as far as it did, and it should have been kept within the confines of that technical working group where nobody, not least of all the FIA would need to be put in the position they've been put in.

Chris: Well, this might cheer you up, we can celebrate for Kimi Raikkonen now.

[Audio FX: Can opening and pouring.]

Me: Ah.

Chris: The driver's title is official but really, we're still not gonna know until the Renault thing is decided as well.

Me: Absolutely, we won't know the final constructors standings until at least December 6th at the earliest.

Chris: Will the 2007 championship be finished before 2008, that's what I want to know.

Me: The way it's going, no.

[Sweeper]



Chris: Following on from the last podcast where we had a great story sent in from the Blue & Orange Lion, he's now sent in some Franck pictures for me. Yay.

Me: Oh Lord.

Chris: These are actually from the first time he went to the World Series by Renault, but you know what, I'll read it to you. If you're listening to the enhanced show, you'll see the pictures as we go. Just like Jackanory. "It was late 2005 with Alonso bagging the title, I heard there was this thing called World Series by Renault going on in Estoril, and they were doing an F1 demo for the fans. Not to mention that Polish guy named Kubica who was turning the tables in the racing world, and everybody was buzzing about him. Obviously, I decided to go and check it out for myself. I made it to Estoril on time, missing the first F1 run by Montagny, but I still managed to see the WSR and Megane Cup races. To say the house was full is to say nothing really, because you couldn't park the car anywhere near the circuit. I was hanging around a bar facing the S section at the back that was added recently to slow the cars down a bit. A good position to take pics. By the time Franck was about to burn the rubber again in the afternoon, I decided to move on to the main grandstand about half a mile away. It took me some time because human traffic and chaotically parked cars were blocking everything, you can see it on the picture. The crowds enthusiasm was enormous and I think everybody went home deaf and satisfied. One of the best days of my life."

Me: That's a very nice story, and if you want a guaranteed entry onto this podcast, just send in pictures and stories about Franck Montagny.

Chris: That's not true, we talk about everyone. Any stories we like.

Me: Especially those that involve Franck.

Chris: Ones with Franck may get priority.

Me: That's a good story, I enjoyed that.

Chris: Talking about sending us stuff, you may have noticed we put a donation button on the blog. You may not have noticed because it's right down the bottom.

Me: Wonderful.

Chris: A very kind soul wanted to pay us some money for what we've done this year, which is very nice.

Me: Very, very nice.

Chris: The easiest solution was to put a donate button which meant that they and anyone else who is so inclined can send us money. We're not asking for money, but just pointing out that the button is there if you want it.

Me: The thing I like about it, and I'd never thought of donating any money to podcasters before, but I think I'm gonna take the pay-it-forward attitude and go and find other podcasts that I listen to and go and donate something to them.

Chris: That's a stupid idea, if you go out and pay money, then we haven't gained anything. Money in, money out. That's ridiculous.

Me: Oh, okay. You do want an autocue.



Chris: Yea, I do, I need one.

Me: Okay. Much appreciated, it really, really cheered up our day. We were very, very, very happy. It was a very nice thing to do, completely unexpected and thank you very much.

Chris: It's been nice to do a regular show again.

Me: The F1 People series was well received, we got lots of comments and compliments about it and suggestions of people we may have missed off the list. So that series is definitely going to be coming back later this year or early next year.

Chris: It's very difficult to fit in all the people we want to talk about in seven shows.

Me: Yes, a lot of people have influenced Formula 1, would you believe, in the last fifty years, and we chose seven.

Chris: So look out for more F1 People in the future, but we'll be back next week with our regularly scheduled programming.

Me: And I'm off to dig out some old floppy disks to find out how much technical data I can stuff on them.

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

