



## Feet Up Friday – I would settle for twelve

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Christine: We're about to start a show and it is raining quite heavily outside so, you never know, we might have to postpone and do the rest of it tomorrow.

Mr C: Awwwww, burn. By any chance, are you still smarting about the delayed qualifying last weekend? Is that what's going on? Is that what I'm hearing from you?

Christine: I mean it wasn't that bad in the end, the timings sort of did work out because we were staying up to watch Crashed Ice anyway and, you know, it all worked out fine in the end but it was just ... what a rubbish start.

Mr C: I tell you what if I wasn't so positive about the new Formula 1 season I may have let it get to me. As it was the first race we may give them a free pass for this one.

Christine: In previous seasons I can absolutely hear the rant that we would come out with now, but at the moment we are so zen we're just going with it.

Mr C: It's fine, we like cars, we like Formula 1, we will watch anything and not only will we get up at 6 o'clock in the morning two days in a row but we will stay up until 1 o'clock when events don't go as planned. We can do that, we are that committed this year.

Christine: Yeah, you can't control the weather, that's what they always say. And in the end it was a good race. It was worth all the build-up and all the delays and getting to the grid and getting to the race. It was good, it was a good weekend.

Mr C: You think Formula 1, it can hold its head high and say this is a season to be proud of, we've got something in store, this is, Formula 1 fans have got something to look forward to here. Is that what you're thinking?

Christine: Uhh, it was a good start, I'll just go with that for now.

Mr C: [Laughter].

Christine: Umm, some interesting things that we learned from the weekend. Red Bull, they looked like they were going to be dominant. After qualifying, locking out the front row we were quite miserable, but then they weren't. In the race it didn't go their way. Webber had all the bad luck in the whole world.

Mr C: At the start again, as Mark Webber always seems to have. But thank goodness for Kimi Räikkönen, oh yeah. He made a race of it, this is what we like to see. Sebastian Vettel, we don't want to see ... You know, Sebastian Vettel is a nice guy but we don't want to see him running away with another championship. I couldn't stand that.

Christine: He's a nice guy and a fast driver, but he's had his turn.

Mr C: Oh yes! Now it's someone else's turn and it look likes that someone is Kimi Räikkönen.

Christine: Well I don't know, it's quite early to say that but he's certainly got the job done. He does seem to be... there's more of this later when we talk about free-practice so far, but it seems like he's not putting in or not getting as much time in the car as he'd like and he's still just totally on it, all the time, fast.



Mr C: It's a good car. The Lotus is looking like they've got a nice package, at least for one of their drivers.

Christine: McLaren, meanwhile, were very poor, very poor all round. I thought it was quite funny because Webber had a bad start and Christian Horner, he placed the blame squarely at McLaren's door, although he didn't actually say it, he was nice and childish and said – oh it was the ECU that was broken and we all know who makes that don't we?

Mr C: He's nice and childish? I wouldn't say he was nice. I would say he was very vindictive in that interview.

Christine: Yeah.

Mr C: He didn't have all the facts to hand, he squarely blamed McLaren for Mark Webber's poor start. Firstly Mark Webber he's not a man who you would, maybe, want to back in a fight over, you know, who made a mistake at the start.

Christine: It wasn't a surprise to see him not moving off the line, let's be honest.

Mr C: Yeah, it was situation normal for Mark Webber but Christian Horner was quick to blame McLaren and their brand new ECU device. They've been the sole supplier of Formula 1 ECUs for a couple of years but this year it's been redesigned in anticipation for changes coming to the sport next year so it's a whole new package and there have been some teething troubles so Christian naturally jumped to conclusions, put the blame on McLaren or McLaren Electronic Systems I guess, rather than McLaren race team. That was who he was blaming, and it turns out it was a software issue under McLaren's control but it wasn't the ECU, so technically I think McLaren do deserve an apology from Horner for tarnishing their good name in this situation.

Christine: McLaren don't necessarily deserve an apology because, well they did apologise to Red Bull because there was an issue with it and they did have to restart the box, whatever happened, you know, switch off – switch on again. And it probably did delay Webber a bit. But there was no need for Horner to be like he did. And also, because he didn't specifically say it was McLaren Electronic Systems who make it, he said – oh we all know who does that. It just immediately makes you think yeah that's McLaren their biggest rivals, but it's not them really, it's got nothing to do with Jenson Button or Martin Whitmarsh, nothing to do with them.

Mr C: And it let's... let us follow Christian's initial train of thought and assume that it was, let's believe for a second that it was McLaren who scuppered Mark Webbers start, exactly how did it benefit them?

Christine: Yeah. They've got enough troubles of their own.

Mr C: Right now. If you want to delay any of the Red Bull drivers surely you would pick Sebastian Vettel and I don't think right now the McLaren is even anywhere near Red Bull's pace. It was a very bizarre and unnecessary slight from Christian Horner.

Christine: You know the worst thing about the McLaren situation is that they're all just so accepting of it, they're like, yes we are not where we need to be, there is a lot of work to do. And they all just sound so defeated already, it's really quite depressing.

Mr C: We have to cut McLaren some slack this season because they are one of the only teams who have gone out and developed their own new car this season. Most teams have taken the easy option and they have just continued to develop last year's chassis. McLaren went all out and they said we're going to put a lot into this design even



though there's only, we're only going to be able to make the most of it for one season. It doesn't look like that gamble has paid off but I still think they deserve some credit for making that gamble. It was a brave move, there's still plenty of time to fix the troubles that they've got, that they find themselves with. And, you know, the season is 19 races, we've got 18 remaining and they probably won't make any great strides this weekend but there are far more races and far more chances to make up the time that they've lost or they're currently losing and, you know, you may see them come back yet.

Christine: Well they are known as the team that develop quickly and tend to overcome bad starts quickly in the season but, then again we've seen that Button has had issues in this season and not even been able to figure out what it is, let alone develop around it, so I'm just starting to wonder if that reputation is not being lived up to quite so much. But you know who will be feeling pretty smug right now.

Mr C: Who?

Christine: Lewis Hamilton! Smug face.

Mr C: [Laughter]. He made the right move at the right time. At least as things stand now, but I will pose this question, I read a great question earlier today, I forget where I saw it but the question was if you could drive a McLaren or a Mercedes for the rest of this season but you had to choose today and stick with that decision, which car would you choose? Which car do you think is going to finish higher up the order by the time we get to Brazil? Make that choice today, what would you go with?

Christine: What, me?

Mr C: Mmmm.

Christine: Right now?

Mr C: Yeah.

Christine: Oh god.

Mr C: Because you've got Mercedes who seem to have some pace now but are notorious for under-developing a car throughout the season. However it's all change at Mercedes so maybe you can't look back at their previous track record. Whereas in the opposite corner you have McLaren who are great at continually developing a car and continually pushing, but conversely you've got these regulation changes at the end of the year and teams focussing on 2014 so maybe McLaren won't be able to push as hard as they'd like to. So right now right here which car do you think is going to finish higher up the championship order at the end of the season?

Christine: Well based on what I just said and how I don't trust McLaren's ability to develop quickly I'd have to say Mercedes I guess. And also your original question was which one would you want to drive for the rest of the year and I do think if you're in the Mercedes you're getting a good... you're getting comfortable in the car and a good head start for next year if you're Lewis Hamilton for example, where it's supposed to favour Mercedes. So I think, yeah, I think I'd stick with Mercedes.

Mr C: In that case Lewis Hamilton is correct and is smug. We will see how it plays out. I'm not writing McLaren off yet.



Christine: Two interesting snippets from the comments because we are broadcasting this live on a Friday night and people are listening – the crazy people! Steven said I thought Horner and Whitmarsh were meant to be big buddies, not any more. Although it's about time we had another big rivalry.

Mr C: Yeah!

Christine: That's good, I quite agree with that really. And Noelinho said it's all very well cutting McLaren slack for developing a new car but it was a stupid decision given the rule changes for 2014 and their speed at the end of last year.

Mr C: Yes, well, ok, but if you're taking the long-term view what they've done is, the biggest problem they're trying to overcome is the change in suspension design. And if they are able to carry that suspension design forward into next year the things they are discovering and learning and coming to terms with this season may offer some carry-over – perhaps. But yeah, you're right it probably was a... in hindsight it was a really stupid decision but at the time I was quite excited.

*[Sweeper]*

Christine: Let's stick with the drivers that are having bad times of it at the moment and probably the worst was for Nico Hülkenberg who couldn't even race in Australia and a fact I read, I can't remember where I saw it, but he's tried to race in Australia three times and he's failed at every opportunity, he's not made it past the first lap.

Mr C: Ever in Formula 1?

Christine: No. He's ...

Mr C: Nico Hülkenberg has never finished a lap in a Formula 1 car in Australia.

Christine: He's been in the sport for four years, one of those was as a test driver so that doesn't count. In a Williams I think he got booted out by someone else. Last year I can't remember what happened, and this year, well we all saw – he didn't even get to the grid.

Mr C: Last year... hold on a second, you have casually brushed over the fact that Romain Grosjean smashed into him.

Christine: What? I don't know what you mean.

Mr C: I can't believe that's a coincidence. And previously it might have... he may have tangled with Buemi, and somebody else.

Christine: So those first corners at Albert Park not good.

Mr C: That's an unfortunate record to hold. Do you think he will ever complete a racing lap in Melbourne?

Christine: Once you get to like, oh god I've been to Australia three times and not done it, surely that is a massive chip on your shoulder or, you know, that's your bogey circuit.

Mr C: Yeah, goodness me, that is the epitome of a bogey circuit. Wow, not one single racing lap from Hülkenberg I didn't know that. What a stat.

Christine: In better news Adrian Sutil, he did quite well I suppose.

Mr C: You're not a fan I'm detecting of Adrian Sutil.



Christine: Really?

Mr C: You have to tip your hat to the guy, he did incredibly well in Australia. I thought it was a commanding drive considering how long he's been out the sport I thought he'd be rusty, I thought it would take him a couple of races to get a handle of the tyres. The strategy likely flattered his drive, I mean it certainly worked in his favour and when he finally put on the soft tyres he certainly fell down the order with a rapid abandon. So perhaps it wasn't quite the ultimate drive that it looked like it could have been early on in the race.

Christine: Yeah, I did think it was very good and obviously he was on a different strategy to everyone around him which is difficult to do when it's your first race back after a year out and you're just doing something completely different to everyone else, you've got to have confidence in what you're doing, your leading the race, you probably know you're not going to end up there but you're going to do really well. And I think, I do think he did very well even if I may not approve of him 100 per cent. What I did think was not fair was that they kept Paul di Resta behind him. At the end of the race he fell backwards and his teammate Paul di Resta was stuck behind him and team orders kept Sutil ahead, which just doesn't seem fair.

Mr C: I can understand why they made that decision. If Paul di Resta had... Paul di Resta was essentially a wing-man who was a buffer to ensure that the guy didn't drop back any farther and it was sensible given how poor the tyres were handling and how much pace he was losing to have a buffer to make sure that nobody else could lose those points. If the two cars had swapped di Resta had sailed off into the distance and Sutil had fallen into the clutches of whoever was behind then the team would overall lose more points so it was a decent strategy call I think.

Christine: Yeah. Bob Fernley, you know, thank god for Bob, he said "Paul was on the opposite strategy and finished just a fraction behind Adrian in the end. He probably could have passed Adrian in the closing laps but he held station to ensure we brought home the strong team result". Which does make sense but I just, if you're Paul di Resta, I mean like we were talking about last time he's already in a mood and that's not going to help is it.

Mr C: The worst possible scenario for Paul di Resta would be for Adrian Sutil to waltz back into that team and blow his doors off. And that is exactly what's happened. Am I right in saying that that must be the first time Adrian Sutil has ever led a Grand Prix? So, you know, that is the ultimate comeback. We have in the past credited Kimi Räikkönen taking time out from the sport and coming back and, you know, showing that he hadn't lost any of his pace. But goodness me Adrian Sutil he found pace during his season off. Maybe this is the new way to reinvigorate Formula 1 drivers, have a year out and then come back, you know, maybe this time next year Heikki Kovalainen, Timo Glock they could come back and they could lead a race - maybe!

Christine: Maybe. Aside from the bits and pieces we've mentioned though it was a really clean race. There were no incidents, no crashes, the first corner was fine, there were no penalties. All the rookies did really, really very well. The only like penalties, reprimands I saw were for the Force India boys. I think di Resta was speeding in the pit-lane and then Sutil went unnecessarily slowly, and Pic didn't qualify of course but he was allowed because of the mixed conditions on Saturday.

Mr C: It was rough conditions for your first Grand Prix, for qualifying.

Christine: But Pic – wasn't Pic's first Grand Prix.

Mr C: It wasn't.

Christine: No!



Mr C: Oh no, he was there last year but invisible. All credit to the rookies it was challenging conditions especially in qualifying with the rain. We did see... there was Giedo van der Garde lost his front wing in qualifying and he had a... he tangled with somebody else in the race.

Christine: The Caterham's lost two front wings in the first session and Gutiérrez also had a bit of a spin on Saturday I think, so yeah, there were some little incidents here and there but no big crashes. No first corner massive crash knocking everyone out like we have seen for previous years, like Hülkenberg has seen a lot.

Mr C: Yes, I mean Hülkenberg wasn't taken out, the poor guy couldn't start.

Christine: Maybe it's because he wasn't there no one bothered to crash.

Mr C: No, I don't think you can blame Hülkenberg for the two previous incidents that came out of the Grand Prix. I blame Grosjean and whoever it was that the person... I can see the incident in my head, can't remember who to blame.

Christine: The only other notable thing I think, which is always worth mentioning was Maldonado. He had a bit of a spin as well, just thought I'd throw that in there.

Mr C: He was the only guy to take himself out.

Christine: There's a question in the comments from Noelinho, was Williams' lack of pace really as surprising as people made out? He thinks they were over-hyped compared to their testing pace. I guess testing was rubbish but you never can tell in testing, that's always the proviso – take it with a pinch of salt. And they were doing so much better last year I think people really hoped that they could continue that upward trend, but it's not, it's gone backwards.

Mr C: I am stunned that one team can lose so much pace in such a short period of time. Last year's car was a fine piece of machinery but to go, to manage to get the situation so completely wrong. They had some pace at the beginning of testing and I guess the team will have to go back to that specification of chassis. We know that Barcelona's a good circuit for testing out aero performance so if the car was fast back then, then it should have some pace within to unlock, but I do not know how they could fall so far backwards. I mean we're talking about McLaren going back and rethinking what they did last year but, you know, maybe Williams need to go back and look at their old car.

Christine: Yeah, well I think they do. Especially we were all in the pre-season we were saying ok so in first qualifying we're going to lose six cars that's going to be Marussia, Caterham and Toro Rosso but actually Toro Rosso they were doing pretty well, in the race they were setting fastest laps at one point. Obviously it was a bit of a mixed up race but still, good for Toro Rosso, bad for Williams, they were the ones down there instead.

Mr C: Toro Rosso are a team to keep an eye on because they have acquired the services of Mr James Key from Sauber. We know last year's Sauber was a good car, we know he's a safe pair of hands and the Toro Rosso could be useful, it could be a car to watch out for this year.

*[Sweeper]*

Christine: So it rained in Australia last weekend, it's raining right now and it's going to rain this weekend.



Mr C: Almost certainly. It's Malaysia, it rains every single day and the beauty of Bernie Ecclestone's timings means that the race is guaranteed to run within the zone whereby it rains therefore you can, you could put money on a race affected race this Sunday.

Christine: Well you know, Bernie will not be told what to do by the weather even if it is the only weather that you can actually predict to the minute it's going to start. He's not going to be swayed by that.

Mr C: This is the guy who wants to bring a sprinkler system into Formula 1, so you know, this is his own private sprinkler system from the sky.

Christine: Yes, so far we've had two Free Practice sessions. It's very confusing, these early morning sessions confuse me a lot because they sort of take place Thursday night and then all of Friday is left free.

Mr C: I absolutely was not prepared for Free Practice to be sprung on me last night. I was busy minding my own business and up on Sidepodcast pops this thread saying Free Practice is go. What?!

Christine: It's all a day early!

Mr C: No, no, no, no, no I'm not ready for Free Practice it must be tomorrow but no, it was there and then it was for Thursday evening/Friday morning. Free practice, I watched the whole of Free Practice 1 but missed the entire of Free Practice 2.

Christine: That is bad for you because there wasn't much action from Free Practice 1. But the things we learned from Free Practice so far, McLaren still look slow, Sauber still look troubled and Kimi sat out a heap of Free Practice 1 and then jumped up to second fastest behind Webber and then he went on to lead the afternoon session as well so yeah, he doesn't need to do any homework, he's just is always fast.

Mr C: What a guy, what a star, and where is his teammate?

Christine: Well, you know, I have noticed that, or well you've told me that it's not fair because Romain Grosjean is being a proper number 2 driver and having all the updates taken away from him and given to his teammate.

Mr C: Yeah. I'm surprised more fuss hasn't been made of this, it has echoes of Red Bull from a few years ago. They can only make a certain amount of new parts and Kimi Räikkönen is getting the lion's share of them. The team aren't denying this, there is not any doubt that Kimi Räikkönen has the faster Lotus.

Christine: Yeah, James Allison, he said "in Melbourne on Friday Romain was running a step behind Kimi in terms of his aero package and then he had the upgrade for Saturday morning, but then Saturday was disturbed by the weather. Here once again we only have one set of new kit and we've chosen to run that with Kimi and Romain is disadvantaged for that." Those are his actual words.

Mr C: They're not even attempting to cover that up, and this... if you go back throughout Lotus's and previous to that Renault's history this is a team that cannot set up two cars. It's always been one car is the fast car and then there's this other car that trundles around behind it.

Christine: It's like always Alonso and then, oh yeah there's Fisichella.

Mr C: Alonso-Fisichella, Alonso-Piquet, Heikki-Piquet, you can probably go back even further.



Christine: Trulli was in there at some point.

Mr C: Alonso-Trulli. All the way back, who was it, it was Button had the faster car and Trulli didn't have? Whatever, the people at Enstone can only set up one car and you can go back through Sidepodcast history and we've talked about this in the past. I don't know what it is about them but they only have the mental capacity or maybe the manpower to create one really good car and then there's that other one.

Christine: So where Ferrari wants three car teams, Lotus just want one. Maybe they could donate the other one to Ferrari and everyone would be happy!

Mr C: Well there is controversy, there is controversy on the tyre front because Lotus kindly donated their chassis, there three year old chassis to Pirelli when Pirelli were stuck for a tyre testing car and it was Lotus... I recall Paul Hembery pretty much begging publicly for any Formula 1 chassis from any Formula 1 team.

Christine: Yea, he did.

Mr C: They really just didn't have a car when the old Toyota they were using reached the end of its useful testing capacity. They needed some other means of testing and they publically begged for a new car and it was Lotus who stepped up to the plate and not entirely coincidentally it is now Lotus who are seeing, or are making the most of this year's tyres. Now I can see why other teams might be a bit miffed that there's some kind of perceived advantage from having the old chassis and their new chassis as effectively sharing the same DNA and doing really well on its tyres, but every other team had that opportunity to step up and share a chassis with Pirelli and as far as I'm aware nobody else did so, credit to Lotus and now they are reaping the benefits of that.

Christine: Everyone in the comments is saying now – whoa, we can see why Kimi's getting all the updates because Romain crashes into everyone. Well yeah that's true but he hasn't yet.

Mr C: This year, you mean?

Christine: Yeah.

Mr C: That's true. Credit to Romain, he had no first lap dramas.

Christine: If Sutil gets to wipe the slate clean maybe they all should. Maybe I should give a Maldonado a fair shot. Maybe we should all let Grosjean prove himself.

Mr C: Well Maldonado managed to prove himself last weekend, nothing has changed on that front. But In Romain's case you are correct he didn't do, he didn't make any mistakes in Australia but Kimi was still faster.

*[Sweeper]*

Christine: For the second race in a row we have Sidepodlisteners/readers on the ground at the track. This weekend we have Bassano and Pamela there. I think this is Pamela's second race in a row. Because she was in Australia. That's a good start to the year that is. And Amy was there last year with some excellent updates throughout the weekend. The trouble is, people that are going to the track and it's raining and they're not getting the action they deserve. We've covered this many times. But also, even if it's dry particularly we saw this in Free Practice 1 today there's no action in the first session for ages. All the drivers just want to wait for someone else to clear up the track. They don't want to waste their tyres.





Mr C: This is the worst thing about Formula 1 right now, is that fans paying to watch the track action on Friday aren't getting value for money. Because... essentially because of the tyre situation because there aren't enough tyres.

Christine: Why don't they just give them more tyres?

Mr C: Well there was a great suggestion I heard today from Ross Brawn who brought up the concept of, what was the word he used, like a sacrificial set of tyres. So each team, don't laugh, this is a sensible and is actually a really good, maybe a bad name but a great concept, and that is every team will get one set of tyres, or every driver in fact, they will get one set of tyres which they must use within the first half an hour of the first session because what we saw in Australia and what I witnessed in Malaysia last night was that everybody goes out for their installation lap, they tour round the circuit, come back into the garage and then twiddle their thumbs for the best part of thirty minutes. And for no good reason, the sun is out, the sky is blue, the track is empty, there are miles to be put on the clock and nobody is willing to waste there valuable sets of rubber.

Christine: Well they do it to an extent anyway don't they, because after each session they have to give some tyres back. They have so many to start the weekend with and after practice they have to give some back and after qualifying they have to give some back. So I don't know, maybe they just need more that they can then give back.

Mr C: Pirelli are very keen and very proactive in ensuring there is a show for fans to watch and I think it's up to them, it's going to fall to them to make some changes. Basically it's going to be, they're going to have to turn up with more tyres, I think that's what the solution... that seems to be the most sensible solution. Because F1 cannot continue like this, I mean we've seen fans in Silverstone last year queuing for nine hours to watch Formula 1 and then with a bit of rain nobody goes out and then with a bit of sunshine nobody goes out. And then you saw in FP2 today the teams were queuing at the end of the pit lane to try and get out ahead of the rain in Free Practice 2. So on a dry track in Free Practice 1 they all decided to sit in the garage and do nothing and then once they heard the rain was coming which was inevitable they all queued to get out and get out there first and try and bang in some laps. It's ridiculous, there's no common sense at all in the way they are approaching their Free Practice sessions.

Christine: It's a bit like they just have their priorities wrong and they're worrying a bit too much about the tyres and not enough about the people watching. But then its practice and we have said before maybe just don't watch practice. It's not fair for the people on the ground but you people sitting here at home saying – oh god Free Practice has appeared on my Sidepodcast thread and I've got to watch it. Maybe just don't!

Mr C: That's, yeah, that's great, that's fine for me and I probably won't until they at least resolve the situation. It's not a great spectacle as a person sitting at home but people are turning up, people are... paying fans are buying a weekend ticket which gives them access to watch Formula 1 cars on Friday and in all weathers and in all conditions they're seeing nothing and you can't blame the weather. It's the teams, it's solely down to the teams who are sitting around going well I'm not going to be the first car to go out there and clean this track, this track is not representative of what I'm going to see on Sunday, so someone else can do it.

Christine: Yeah, and I would say that the people going there need to vote with there tickets as well and then just not go on Friday, but then it's cheaper to get a 3-day ticket and then so you don't... your vote still counts.

Mr C: Well, if you're travelling all the way from UK to Malaysia you'd be crazy to just to go on the Saturday and the Sunday.

Christine: That's also true.

Mr C: You might as well pack in as much Formula 1 as you can so, you know, you're stuffed whatever you do.



Christine: As much Formula 1 as the teams will let you have.

Mr C: Indeed. And you know, the people who turned up on Saturday in Australia they got stuffed out of, what, two sessions they missed. So that wasn't great value for the fans either. I genuinely find the worst thing about Formula 1 right now is they don't care about fans at all. And somebody has to put their hand up and go actually I care about fans and I'm going to fix it. I suspect Pirelli are ultimately the only people who are capable of doing that right now.

*[Sweeper]*

Christine: If you recall on the last show I talked about the non-problem of when cars run out of fuel during testing in purpose and it ruins other drivers' long-runs or whatever. It's mean, it brings out the red flags at inopportune moments. Well we had... we asked for suggestions to fix this. Andy sent a message saying "Hi guys, it is to my understanding that the teams can do as many straight line tests as they want. If that's the case this is a great opportunity to test pit-stops and running out of fuel. I'm sure they can do many other aero tests as well. That's just an idea."

Mr C: That's a great idea.

Christine: Why not do it all by yourself?

Mr C: That... I tell you what the only thing, the only reason, the only flaw in that plan is that there isn't a recovery truck usually on stand-by during a straight-line test and therefore the mechanics would have to run up the runway or whatever is being used for the test, and recover the car by pushing it all the way back.

Christine: That's quite a long way.

Mr C: So you could see the mechanics may be less keen then sending a car out and having to meet some unfortunate marshal who will put it on the back of the truck for you and have it delivered to your door. That's far more appealing despite the disruption that it might cause. But that's a good idea, I've got no technical reason why that couldn't work. Teams have a limited amount of straight-line tests and usually you'd want to save those for a period when your car is finished and other testing isn't going on. So you'd have to get some straight line testing after testing finished before the first race. So it probably wouldn't work schedule-wise, you know, you couldn't fit one in amongst the other testing so that would be an issue. Because you definitely need to test it when you've got a new car so you've brought a new chassis to a test and you need to find out what the fuel pickup is like and if you've got any issues in that area.

Christine: I think there was also a suggestion in the comments, which may not have been serious last time. It may have been from Steven, it may not, but they should have a little overflow fuel so they run out of fuel and then the little overflow kicks in. But can you imagine how they would abuse that power?

Mr C: Not only that, can you imagine they'd have to test that too, so first they'd have to run out of fuel normally, then they'd have to run out of fuel with the overflow fuel and make sure that didn't run dry.

Christine: Well no, they wouldn't have to do that because that just had to be enough to get them back into the pits during the testing and they'd have to take that out for the races 'cause you're not allowed to have that.

Mr C: I've just thought of a perfectly good plan actually, I'll tell you what the answer to this is and that is one massive conveyor belt running alongside the track and the minute you run out of fuel you just, you just pitch your car onto



the conveyor belt and then it, you know, it moves you around the track and it brings you back whilst the other cars are circulating. That is the true, true answer to this problem.

Christine: Also...

Mr C: One massive travelator around Barcelona.

Christine: If you could extend that it would be really good for fans to not have to walk around the whole track.

Mr C: [Laughter]

Christine: That would be quite useful.

Mr C: So when the track is closed fans could use it to move from grandstand to grandstand.

Christine: Yeah.

Mr C: I like that idea.

Christine: Yeah.

Mr C: No, patent this, this is the answer, we've stumbled on a brilliant solution here. Massive car-width outdoor travelators. I can see no flaw on this plan, tell me I'm wrong.

Christine: I think we've solved it. Umm, also we had more feedback this week. As requested feedback on NBC sports, 'cause they have new coverage of Formula 1 in the states and we asked for any thoughts on it and this is from Mark. He said "The crew is there but Diffy is no Varsha" I don't know what that means, I assume that they are people?

Mr C: Diffy is Lee Diffy and Varsha is Bob Varsha.

Christine: Aha. "I'll miss Bob's personality. Weird choice of wearing suit and tie for a motorsport broadcast in the US, plus the all British crew it doesn't feel very American. Oh well. The former is about the same but loads of TV commercials, you'd go mad without a DVR. The picture in picture commercials are rubbish, I tried to mute but there was too much distraction to follow the race. All-in-all, better than no coverage." Which isn't really a selling point, is it?

Mr C: [Laughter]

Christine: Thank you for that Mark.

Mr C: Umm, yeah. I heard some complaints that the picture in picture, the thumbnail that you get is so miniscule it may as well not be there. I mean it would pass like the legal test that it is a picture within a picture, but it's a postage stamp size image and you couldn't actually make anything out of that. So yeah, it's within the letter of the law but hardly the spirit.

Christine: Do keep the feedback coming in. You can call 0121 28 87225 to leave a voicemail, you can email mp3s to Christine at Sidepodcast dot com. And I do accept words there as well. While we were talking about coverage we had as you mentioned earlier, we had Sky this weekend and we will have it again this weekend, past and future.

Mr C: Ok, Yes.



Christine: Umm, and, yeah it was alright. Let's not go into massive details about our complex set-up but we tried one way and it works and we can get it on the big screen and that's good. And then Sky, I think we discussed before their £9.99 a day think for Sky Sports and that's rubbish. That's my summary!

Mr C: That's insightful! Fan's in the UK are absolutely spoiled for choice as of this race weekend and the cynic inside of me, the tiny little cynical voice in the back of my head says it's not a massive coincidence that the choice is available this weekend and not last weekend when most of the Formula 1 fans would have made their decision and signed up for their year long contract. However, if we brush over the fact that it came out exactly three days after the first race of the season Sky in the UK have brought out a load of new options which is essentially pay-as-you-go Formula 1 coverage where you pay £9.99 for the ability to watch Formula 1 for a day, so that's £9.99 twice if you want to watch qualifying. You can watch on any number of tablet devices, mobile phone devices, you can watch it if you've got an Xbox, Formula 1 on your Xbox is quite cool. I think if you've got a, what's that little box called, Roku, if you've got a little Roku box. I think that's the cheapest means actually. If you're in the UK and you haven't signed up for a year-long Sky contract, if you've got fifty pounds burning a hole in your pocket buy yourself a little Roku. Sign up to the £9.99 Sunday coverage and watch Formula 1 on your television. It's pretty good quality, not high-definition quality but a sensible quality picture and that's the all new fantastic way to watch Formula 1. That's... I'm very excited by the options that we have available to us now. We no longer need to sign up to this long commitment and an engineer's going to come round and drill a dish onto your wall and those complicated things we've been trying to avoid.

Christine: They were our main issues with Sky. Lots of people have moral issues with them. Ours were mostly like...

Mr C: Practical.

Christine: ... destroying our house and, yeah, the long-term contract situation. We have that sorted and we have options and that's good. It is still far too complicated.

Mr C: This Now TV solution is the thing we were holding out for, at the beginning of last year I heard it was coming in last summer, it finally came in three days after the first race of this season, so it's very much a delayed solution but I'm quite excited I'm going to give it a try. Right now actually we are running a more convoluted setup which is, we have a subscription, a monthly subscription running through a machine which is then connected to a television and it's ridiculous.

Christine: Blah, blah, blah, blah!

Mr C: This solution is much better...

Christine: Cables everywhere.

Mr C: It's insane, you would be nuts to even attempt to do what we were doing, but it worked for the first race. And now we have plenty more options available to us so we'll be giving them a decent try this weekend and I'm trying to convince you to buy an X-box for me in the name of science.

Christine: Of course, not in the name of F1 Race Stars at all.

Mr C: No! Science, we're doing a public service, we are testing Formula 1 coverage so that you don't have to.

Christine: Right, that is we're doing.



Mr C: Absolutely. I'm putting my neck on the line for people, for listeners and getting you to buy me an X-box.

Christine: This past week and this past two weeks we also had, it's not feedback from the amazing Robyn, she wanted get involved, she didn't want to write a guest post, she didn't really want a feature, so what she did which is amazing, I've said that already, but it really is. She's sent us two transcripts, she did last week's Feet Up Friday episode and the last Joe Show as well. Transcripts of all this stuff we're saying.

Mr C: What a star. I mean that so much from the bottom of my heart. What a star, I love Robyn, can I give Robyn a big virtual hug because I genuinely appreciate that work so much. We know, I mean you know more than anybody how hard it is to sit and transcribe shows, and the effort is very, very much appreciated and we have a new system this year where we can make more use of the transcripts, so we can parse them and we can...

Christine: As previously discussed, the F1 Encyclopedia does make use of any transcripts and really I wanted to highlight it not only because it's brilliant and lovely that Robyn did this but also that, you know, you can contribute to Sidepodcast in many different ways it doesn't have to be voicemails, it doesn't have to be a post, if you want to get involved let us know and we'll find you a job, there's always something that needs doing!

*[Sweeper]*

Christine: I just want to talk about two new things on the site, well actually one of them is not new. I failed to mention it last week on the last show for whatever reason, Christine's Rankings is back this year. We are going great-guns, I think we're in Week 5 now and taking suggestions and a certain Giedo van der Garde is leading at the moment, although he's tied on points with Lewis Hamilton, who'd have thought he'd still be tweeting after all his experiences last year.

Mr C: I actually would tip Lewis Hamilton for the win, the overall win for this year's Christine's Rankings because his shackles have been... he's been unchained from the shackles of McLaren. He's free tweet what he likes, he's free to be the person he wants to be.

Christine: I thought he was free to tweet what he liked last year!

Mr C: So did he, but McLaren had other ideas.

Christine: Oh yeah.

Mr C: So this year I expect very good things from the guy and therefore there's a... I mean he came second last year didn't he, so he was close.

Christine: He was up there.

Mr C: He was definitely at the top. But Giedo van der Garde a bolt from the blue, I wasn't expecting that.

Christine: He tweets and engages with the fans and he's always posting funny pictures of inspirational messages which just make me chuckle. Also doing well Daniel Ricciardo, a bit of a surprise there. I think maybe that's 'cause they were just in Australia though, it may tail off a bit now 'cause it's not his home race, but the proof will be in the next few weeks. And also Felipe Massa doing quite well and we've had a few pictures of him with his son doing, you know, cute things like putting him in the car and in helmets and things like that. So if you have suggestions for the rankings, if you see anything that the drivers are doing that isn't on track stuff, so whether it's them wearing dodgy



outfits or posting pictures or doing nice charity things then let me know because I need to know about it so I can hand out the required points or take points away, I do that as well. You can email me Christine at Sidepodcast dot com, check out the page Sidepodcast dot com slash rankings or you can follow all the updates, well some of the updates, on Twitter [@f1rankings]. The other thing, which is new this week, is the cartoons from Chain Bear, they have returned and they are a feature now.

Mr C: We have two new features. Did we mention Will's Tech-Spec feature in the last show? Did we already cover that?

Christine: Possibly not. It was a long time ago.

Mr C: If we haven't we have two new features and we are looking for more, we are always looking for more. Sidepodcast's long form extended content.

Christine: We definitely did talk about features last time because I said I was going to write the post about if you wanted to have a feature how you could go about that, and I still haven't done that yet.

Mr C: Right, ok, ok. But if you haven't seen it already do be sure to check out, on the homepage, you can't miss it, it's a cartoon. It looks like no other post we do 'cause Chain Bear is unique amongst the Sidepodcast contributors. And it is fantastic, it is hilarious, I think he was maybe slightly nervous about submitting these because he hadn't done any for a while but I think they are fantastic. They are must-see material.

Christine: Yeah, the wing mirror one is my favourite.

Mr C: Be sure to check it out if you don't know what we're talking about. We can't describe it, it doesn't work in audio at all, it's a visual thing, you have to see it, you have to read it. Make sure that you do.

Christine: There will be a link in the show notes.

Mr C: I don't know when we're going to be back with another Feet Up Friday, I hope it's soon.

Christine: Last time I promised we would do one next week and we didn't so I'm not going to say anything this time.

Mr C: There has been so much, there's been... we are spoiling people with our podcasts. There is one today, there's another one coming tomorrow. There's plenty of podcast action on Sidepodcast. But we will return when we return, and we have a bit of a break before the next race but I'm very much looking forward to this one. What are you most looking forward to seeing on Sunday?

Christine: Any one of my four French drivers doing well, I don't mind if Giedo does well too. Also I'm really intrigued to see if the Lotus thing was just a one off because Australia was crazy or if that is a trend that we're going to be seeing, and whether Red Bull are dominant or if they're only half-dominant or what is actually going on there.

Mr C: I cannot argue with any of that. I would love to see another winner, a different race winner, maybe somebody who we haven't seen win a race for a while.

Christine: You want seven different winners in seven races.

Mr C: I want more! I want even more than that.



Christine: 18?

Mr C: Maybe. I mean I would settle for 12, 12 winners - 12 races, that's what I want from Formula 1 this year. We will be hear, we will be covering every single race, the Factbyte Factbox will be live for qualifying, it will be live for the race this weekend. I am loving Formula 1 this year, I cannot wait for more racing action.

*[Transcript by Robyn]*

