



Sidepodpanel – The First

Intro

Christine: Welcome to the first ever Sidepodpanel, it seems like we're coming up with all our ideas for new podcasts towards the end of the season.

Me: That's not good, is it?

Christine: No.

Me: We could do a better job of planning, I think.

Christine: Well, I don't think for this one it really matters, though.

Me: What have we got lined up then?

Christine: Well, this idea came about when we had five brilliant callers last week and in the live comments they said that they'd be good on a panel show.

Me: They would be.

Christine: On an F1 themed panel show.

Me: And we agreed.

Christine: And we thought 'oh yeah, they would be good' so, let's make one.

Me: And this is what we have.

Christine: Yes.

Me: This is Sidepodpanel, episode 1.

The Panel

Christine: We're making it up as we go along, obviously, that's what we do, but the basic idea is to have a guest host, who picks the subjects and basically chairs the panel.

Me: And that's my job this week.

Christine: You're taking that job on this week, because obviously it's brand new.

Me: OK, but it will vary.

Christine: Yeah.

Me: From episode to episode.



Christine: We'll have two teams of callers battling against each other. Points will be awarded for winning an argument, and extra points will be awarded for humour.

Me: Right, so we've got to be funny.

Christine: Yes.

Me: That's the important thing.

Christine: Yes.

Me: And bonus points, apparently, you're going to give if the answers appear to you.

Christine: Well I'm in charge of the points giving, you see...

Me: OK.

Christine: So, if someone happens to mention Franck...

Me: Montagny,

Christine: Yes.

Me: Or...

Christine: Bourdais.

Me: Sebasiten Bourdais.

Christine: Yes, or anyone that I might like then you may get extra points, I mean, I'm not biased of anything like that, you know.

Me: Nothing like it.

Christine: It's going to be completely fair.

Me: Never let it be said. OK, who have we got on the show this week, then?

Christine: We have two teams of three this week, first up Team Andrea Moda, with Steven Roy.

Steven Roy: Hello.

Christine: Alex Andronov.

Alex Andronov: Hello.

Christine: And Flibster.



Flibster: Evening.

Christine: And the other team is Super Aguri with Scott Woodwiss.

Scott Woodwiss: What's up?

Christine: Gavin Brown.

Gavin Brown: G'after von Denmark.

Christine: And Andy Taylor.

Andy Taylor: Hi.

Me: Can we just give a quick sample, we've been through all the noises so pinger is [ping] good and bad is [bong], there you go, right so that's all you basically need to know. Christine has now taken her position by her desk as chief scorer.

--[music]--

Me: So the first round of discussion I'm going to throw to, I'm going to go in order I think to start with, and then we'll mix it up a little bit, so the first round of discussion is going to go to Mr Steven Roy, and the first topic of discussion is *engine standardization or homologation from the FIA; good or bad? Discuss.*

Steven Roy: Definitely a bad idea, there are obviously advantages to it, if you think back to the days when we had the Cosworth engines and it meant instead of teams having huge budgets, anyone could turn up, buy a Cosworth engine, buy fuel and a gear box, stick it in their own designed chassis and then go race relatively competitively, but that's 20-odd years ago and things have evolved since then and you have to imagine, what's going to happen if they standardize engines is all the suppliers are just going to pull out and we're going to be left with three or four taking the championship. [ping].

Me: Christine liked that one. That's very good, I think we just lost the end of you there Steven, but again, same question then, over to Scott, see if you can beat that one point Steven just picked up there.

Scott Woodwiss: I think it's bad as well because all you're going to do is you're going to drive manufacturers away, the FOTA have said it, Martin Whitmarsh has said it that you're probably going to see manufacturers walking away from the sport because we're standardizing engines. I put the idea forward that to maybe make it individual to the teams is maybe to give them a base unit then say to them 'OK we'll give you a set budget', I have no idea how they're going to moderate that, but anyway, and then with that set budget they're free to do whatever development they want, but obviously if they use all that budget in the beginning of the season or they spread it over the middle of that's up to them. [ping] [ping] [ping]

Me: likes that one, Christine's a fan of that one. Alex, throwing back to you Andrea Moda, what do you think and *How do you think engine standardization may help an independent team like Williams?*

Alex Andronov: Well, Williams had the Cosworth engine before, and now they've moved to Toyota and it's sort of made very little difference to them it would seem, they've basically languished in the back, that's kind of a sign, in a way, unless you have one of the top fantastic engines, aerodynamics is still a big, important part of Formula 1, and I think while engine homologation or keeping everybody with the same engine is a bad idea and it doesn't make



Formula 1 interesting, as interesting as it is now, I think there is still a lot of stuff that could be interesting about Formula 1 even without, even with a standard engine.

Me: OK, no ping from Christine there, though. She didn't like that one, that's just charming. I guess you didn't mention Franck Montagny. OK, throwing another question then over to Super Aguri, *looking at the race we've just witnessed, what did you make of Ferrari's use of team orders today, in China?* And I'm going to put that question to Gavin in the Super Aguri team.

Gavin Brown: Team orders are a funny question, because, although it's supposed to be outlawed, everybody knows that they're done, McLaren did it in Germany, Ferrari have done it today, and really, when you're looking in terms of the championship you've got to think that it would be crazy for Massa to finish third when he could have finished second, and make the championship less close than it is, [ping] yes, that's worth a point, obviously, but really I mean why sacrifice your own championship when your team mate, who has got no chance of winning the championship can just, sort of, move out the way and let you get the extra points, because last year it came down to one point, so one point is one point, so it gives a guy a point by letting him the way through.

Me: Nice one, OK and same question then to Flibster in Andrea Moda.

Flibster: Team orders; it's always happened, everyone knows it's always happened, it's just an event a few years ago made it blatantly obvious, and then Schumacher decided to move over right at the line to give him the race back later on. That wasn't a team order, that was just him realized what a complete arse they'd made of it, really but it's always... [cry]

Me: I think Christine's crying there, was that a cry for the word of the use 'arse'.

Christine: I don't know.

Me: She's just crying now, I'm not sure you got a point for that one there, Flibster.

Christine: No, no, he does [ping]

Me: He does get a point for that, oh, he got a point as well, but it was a point and a cry.

GB: Ah.

Me: And finally, just to get Andy's point in the Team Super Aguri, on the same subject, *Team Orders, a good thing or a bad thing and did you think it was warranted in today's race?*

AT: Well, it is supposedly a team sport at the end of the day, [ping] but, it ain't that obvious, it does kind of make you think whether you really want to see racing or not and the thing that gets me about it most is the fact that Ferrari are always going to make sure they maximize the number of points they're going to get, and they're always going to make sure that their leading driver is going to get as many points as possible, so I think it's always going to happen even though it's outlawed.

Me: Gotcha, OK.

Gavin Brown: You forgot McLaren there, though.

Me: Ooh.



Gavin Brown: McLaren did it very obviously in Germany.

Me: They did, and there was no come back form that at all, was there?

Gavin Brown: No, I mean, let's be fair here, I don't want this to turn into 'lets bash one or the other', because they both do it, everyone would do it.

Me: And what did you think of BMW doing the same thing, they did a similar thing in Canada, I'm right in saying that, didn't they, when Kubica was behind Heidfeld.

Gavin Brown: Because Kubica's the future of the team, Heidfeld's basically there to be the steady rock, and Kubica's just the fast guy, he's the one that's gonna win the races for BMW, not Heidfeld. Heidfeld's nowhere.

Me: I think that's a point there, Christine? [giggle] Oh no, that was a giggle. Christine likes that [ping]. Alrighty. Moving on, then. We're now going to the last race of the season. We're going to Brazil with two guys fighting for the championship. Let's throw this question to Scott. *How do you think it's going to go, and what do you make of the season thus far?*

Scott Woodwiss: First of all, Hamilton all the way. I think that while some people might say he doesn't deserve it, then at the end of the day, a champion's a champion but one point I would like to make is that, while people say he's arrogant, and some people might say that his driving might kill someone, at the end of the day he's a British driver, I mean when was the last time we had a British champion? 1996. 12 years ago, I mean come on! Apart from, I don't want to slate Button off too much, but I mean in the last couple of years the closest he's to the championship was 2004, and he's only won one race. This time we've got a British driver who can win regularly, with the chance of winning the championship, I mean if you weren't British, it should be like a ?? supporter. I know some people don't, but fair enough.

Me: OK, and nothing, silence from Christine there, I thought that might have garnered you a point. Throwing the same question over to Alex then, and I might come back to Scott to get his opinions of the season thus far in a minute, but Alex, you're thoughts on Brail.

Alex Andronov: Well, I'm really looking forward to it, it should be a, obviously it's the most exciting race now that we have left, and I am trying to think how anybody other than Lewis can do it now, I think it's going to be, it really is only going to be, it's Lewis to lose it [ping] and I think he just has to keep that mind management together. He's been doing well all season, he's been ahead of his teammate and he's been ahead of the Ferraris I guess, at this point, and it puts me back in mind back to 1998, Formula Three when Franck Montagny outpaced Sebastien Bourdais all season, ten wins [ping] [ping] That sort of consistency is the kind of thing you need to be a world champion.

Gavin Brown: Did he beat a panda on the way as well?

Me: Nice on, I like it, alrighty. I've totally lost my thread and who was, that was Alex before he got, jumped, OK.. Excellent.

Christine: Nice work.

Me: I love it. I didn't get back to Scott about results so I'd like to, just quickly, throw back to Scott, opinions of the season thus far, in as few words as possible.



Scott Woodwiss: OK, [tic-tock starts], I think it's been a much better season without traction control, it's been brilliant [tic-tock ends]. Why have you put the timer on me?

Christine: just kidding, just kidding.

Scott Woodwiss: I'll start again. This season's been great without the traction control and it's been a fantastic season, lots of close racing, in fact I'd probably say this even has beaten Franck Montagny's campaign in the (American?) Le Mans Series [ping] [ping].

Me: This is ridiculous; this is crazy. You know she likes Bourdais as well, don't you, that's gonna garner some awards.

Scott Woodwiss: Yeah, but she likes Montagny more.

Me: That's true.

Gavin Brown: Two references? Come on!

Me: Flibster, your opinion on the season thus far for Andrea Moda.

Flibster: Um...

Christine: Not the season for Andrea Moda, because it probably wasn't very good for them.

Me: No. That was diabolical, sorry. For Team Andrea Moda, what was your opinion of the season we've experienced thus far?

Flibster: Well, there's two sides of it, there's the FIA side, which has frankly been a shambles from the start [ping] And then you've had the driving side, which in places has also been a complete shambles, with Hamilton driving in to the back of someone in the pit lane, although then being driven into the back of himself, which probably made it up slightly, but then not that much, and then you've got Massa with his events at Silverstone where he couldn't actually keep it on the track, [cry] 7 spins so far this year?

Me: OK, and then, just moving on then. There were no points for Flibtser there, I noticed, you didn't like his stuff?

Christine: No, there was one.

Me: There was one?

Christine: For the FIA thing.

Me: OK, good stuff. Right, let's move on, back to Super Aguri, and let's pick, who haven't we had? Let's try Andy for this question; *Force India Drivers have been re-signed this weekend. Are they worth it, and could Force India have done a better job?*

Andy Taylor: Well, I'm still sad that Sutil's points finish in Monaco turned out to be a Did Not Finish [ping] but I think that they deserve to get those points, because that would make a big difference financially, whether they deserve the drivers they've got, I think probably they do. They've done a reasonable job, it's not been their fault that the car's broken underneath them on many occasions, so yeah, I think they do deserve it.



Me: Do you not think they can do better, is there someone else in the field they can pick, maybe pick up Bourdais if he's exiting Toro Rosso?

Christine: You don't get any points.

Andy Taylor: Yeah, but would Christine still like him if he was driving for Force India?

Me: I'm not sure it's the car [bong], I'm really not sure it's the car, Andy. OK, same question to Steven Roy then, Force India; have they made the right decision keeping their two drivers?

Steven Roy: Well, I don't see much point in keeping Fisichella, the guy's consistent [ping] [ping] but he's never gonna be a world beater, Sutil may be something special, but he needs someone in there to push him, to get some serious performance out of him. He needs a faster driver beside him, and, not because I'm gonna get points, for it, but he'd be better off with Franck beside him [ping] [ping] than Fisichella, [giggle]. Obviously, I'd love to see Paul diResta in the car, but it looks like he's going to GP2 this season, or next season, but I'm sure they'd be better off with Barrichello than Fisichella, because at least we know what Barrichello's pace is. Fisichella's too inconsistent to actually understand what he's capable of [ping] [ping], or how consistently he delivers it.

Me: Blimey, a lot of points for that score there. Christine almost surprised herself with the number of points she gave you.

Christine: There were some double points I wasn't quite expecting, but I'll go with that.

Me: OK, talking of drivers and their future then, Gavin for Super Aguri, *what do you make of Alonso's future, where do you see him going and what do you think his season's going to hold next year*

Gavin Brown: What a fantastic question to ask me, I have two Spanish colleagues who absolutely adore Alonso, and think Lewis Hamilton is the devil, it's funny seeing the other side of the media by the way, because they think exactly the opposite of the English media, that one is the devil and the other is the saint. There has to be a good guy and a bad guy in Formula 1. Anyway, my question, Alonso should be in a Ferrari. Alonso should be in Ferrari, and the simple reason is Alonso is the sort of driver that has to be the number 1 and he has to have a subservient number two, and the only teams that's out there that's going to do that is Ferrari, a la Michael Schumacher and Rubens Barrichello [bomb]

Me: Ooh, Christine's not liking the number one driver, there. Ooh dear.

Gavin Brown: Oh come on, why not? Why not he's the ultimate one guy team. He got rid of Kovalienen on his team, he vetoed him just because he knew he would be too good.

Me: That's true, to a point although Kovalienen has not proved himself to be very good at all. I mean, he probably would be better than Piquet

Gavin Brown: But he changed him for Nelson Piquet, who is absolutely rubbish.

Me: He did, that was a wise move. Who would you have in Ferrari if you had Alonso there, and who would be the subservient number two?

Gavin Brown: That's a very good question.



Steven Roy: Don't say Franck.

Gavin Brown: Franck or Sebastien Bourdais, perhaps. [bong]

Me: No!

Gavin Brown: Come on Christine, give us a point, give us a point.

Me: Subservient, you see.

Christine: Shouldn't be number two!

Gavin Brown: So a driver that has to be a number two? Probably Jenson Button, he's done nothing for years and years [bong] just driving around on the track.

Me: You're losing points.

Gavin Brown: Come on, you're just saying that because you're British. Come on, Jenson Button's rubbish, he's driven around for years doing nothing. [bong].

Scott Woodwiss: You're losing us points Gavin, No!

Gavin Brown: Alright, I'll shut up now, I can't win this one.

Me: I like it, I like it. Alex, for team Andrea Moda, please argue the same point if you could.

Alex Andronov: Sorry

Christine: He was giggling. [giggle]

Alex Andronov: What was the question?

Me: Well, the original question, actually no, let's go with the second question, which was *who would you have if you had Alonso as the number one at Ferrari, who would your subservient second driver be?*

Alex Andronov: Well you know what, I think they've done quite well with Nelson Piquet Jr this year, I think he's actually not done as badly as he seemed to have been doing at the beginning of the season. He's just about recovered, and I always wonder why there are some really good test drivers who don't become the second drivers, they know that they are never going to win, you could get them in on a deal and get them to be our second driver, that sounds like a reasonable thing, but I don't know who to suggest, because I don't want to suggest anybody that Christine might.

Me: You don't want to hemorrhage points.

Alex Andronov: No.

Me: OK [ping] Right, then.

Christine: Don't be scared of me.



Me: Moving swiftly on.

Alex Andronov: Just a little but.

Me: Moving swiftly on, but continuing on the subject of drivers, let's put this one to Scott, in team Super Aguri. *Kovalienen: how's he done this year? Discuss.*

Scott Woodwiss: Well, if I had to sum it up in three words, I'd say 'could do better'. [ping] I think at the start of the season he was OK, I mean, he made that small glitch when he hit the pit lane speed limiter button by accident, when he passed Alonso [ping] at the start of the season, but apart from that, it's sort of been a mix of ups and down, mostly down. He had the share of all the bad luck at McLaren, the only luck he got was when Massa was robbed of victory through that action in Hungary, and even we knew then that was absurd. [ping]

Me: Ooh, Scott's getting some points back for team Super Aguri there.

Scott Woodwiss: But I think that if I was Ron looking now I would probably think 'if we sign Kovalienen for next year, would it be a good idea?' Because, looking at his performance over the recent, last couple of races, I would have thought it is time to get someone else to partner Lewis. On the other and I would think 'who else is there to partner Lewis?', because you don't know anyone who would really be good enough, how could really take that kind of pressure against Lewis, and to take the seemingly biased emphasis in the team.

Me: Okey dokey, and moving on, one more driver to discuss today. Flibster, for Andrea Moda, DC. *His career's coming to an end in one race's time. What do you make of him, and what do you make of the latter part of his career, notably this year, but also what happened last year. Basically, what do you make of the guy, and what he's contributed to Formula 1?*

Flibster: Well, I like the guy. Since he's gone to Red Bull he's been a lot more honest. [ping] especially when talking to Lou it seems, there may be something going on there but who knows? [giggle] He's the highest scoring British driver in history, he's got more points than any other British driver [ping], well into the 500s. He's won 13 races, he's driven alongside some of the best drivers in the world, he's raced against them as well he was learning from Senna during his brief time at Williams, but over the last couple of years it's definitely been time for him to retire from races [ping]. Maybe not from testing though, because he does have all that knowledge from working with the other teams so I think he's part of the reason the Red Bull have come forward.

Me: OK, same question then, who did we have last time? I'll put this one to Andy, because we spoke to Gavin recently. Andy: DC: his career, do you rate it?

Andy Taylor: Well, he's always kind of been a nearly guy, hasn't he, he's been number 2 to Hakinen, and a very supportive driver in those years, and then he got put out to pasture a bit, and although he's never really made a major impact, I think he's certainly got a good record of working with teams and helping them [ping]. If you look at where Red Bull are now, and where they were when he joined them, it's made a big difference, I think. So, I'll be sad to see him go, but maybe there will be less accidents. [ping] [ping] [giggle] [giggle]

Me: Yes, like that one! OK, alrighty then. Moving on from drivers then, who have we got left, I'm going in a random order here, for discussion we have remaining *FOTA: worthwhile or a complete and utter waste of time? Discuss*, Steven Roy.



Steven Roy: Oh, good. I imagine its going to be a complete and utter waste of time. As far as I can see the only difference between FOTA and FOCA is Ferrari are in FOTA, and Bernie isn't. Since Ferrari look like having the next president of the FIA, and they're running FOTA, what's going to be achieved by it? I think it's a complete and utter waste of time [ping].

Me: Nice one, OK, let's have Gavin from Super Aguri on the same question.

Gavin Brown: On FOTA? Well, we've had this before, we've had FOCA, we've had FISA, we've had God knows what else, all they're trying to do is going against the president of the FIA and in this case it's Max Mosely, we all know what Max Mosely's like, he's pushing his own agenda, he's making rules the he wants [ping] and we're already having disagreements and splits in the factions of the FOTA and it's going to come to nothing. Yet again, we're going to get a set of rules where the teams are going to be in disagreement, they're not going to like it, and the fans are going to be peed off about it. [ping]. So, waste of time.

Me: Do you not think that Max might be slightly scared, Max and Bernie might be slightly scared by this arrangement, because rumour has it they've now asked FOTA to renamed themselves due to the fact that Bernie owns the trademark to Formula 1? And therefore do you not think, maybe, that their backs are against the wall, and that they have some fears.

Gavin Brown: Do you mean another threatened Grand Prix brake off championship, is that what you're referring to?

Me: No, what I'm saying is FOTA may have put the wind up Max and Bernie due to the fact that they've now, rumour has it they've filed some sort of writ against them for sealing the name 'Formula 1'.

Gavin Brown: Well, we wouldn't want to wind up Max Mosely too much, he might enjoy it. [giggle] But, I don't know, Max Mosely's a funny character, because he has done a lot of good and a lot of bad for the sport. I read an article on a website about Ferrari, Renault and McLaren working together on the new aerodynamic rules, and they've figured out that the changes they've made in the last ten years have actually been detrimental to the sport in terms of overtaking, and that may have been Max Mosely pushing through these rules [ping], so FOTA's got a good basis, but they're not going to come to anything because at the end of the day, Max Mosely's just going to veto it, and say 'this is what I want, this is what I think will be good for the sport, all my cronies vote for me, I have all the power'. So, I don't think it's going to work out, it's just gonna be another paper tiger.

Me: OK, paper tiger? I don't know that phrase, what's a paper tiger?

Gavin Brown: Growls off the page, but has no teeth, I think.

Me: Ooh, I like that. [ping] There must be a point in there for that one. Alrighty, that's pretty much it, I have one more question and we're going to do something slightly different, we'll go through each and every one of you, I've got one question, basically this is a chance to make up all the points you've lost thus far, and try and get yourself a number of bonus points. We're going to go in the order that I've got written down, but what I've got is, *Sebastien Bourdais; reasons he should stay in Formula 1 for one more year*, starting with Steven Roy.

Steven Roy: Oh, I get to go first, again?

Me: Yes

Steven Roy: I think he's done a reasonable job, it depends on how good people think Vettel is, if he's the real deal then you have to say, well he des look pretty good against him [ping] I think, obviously he's got loads of experience,



he'll be good for developing and car, especially at this stage with Toro Rosso, they're going to get the Red Bull chassis late, they're going to have to incorporate the Ferrari engine into it, they're going to do development then, and by the sounds of it Ferrari aren't going to have their KERS system ready until the start of the season, so they need people who can get in there and develop it. Obviously, DC will be there to do some of that, but you need a driver and a team who's able to do that. You also want to, if they're looking at raising sponsorship then there's a lot of potential sponsors in France that they could attract, who really have had very little service in the past few years [ping] you look at the number of French drivers they used to be, I was reading this thing in the **Sporting Gazette**, at one point in the early eighties, a quarter of the grid was French, [tic-toc starts] and you had people like Elf putting money in there, who no longer do that.

Me: I think the timer's ticking down there Steven, I think you might have been beaten by the clock in that one. [tic-toc ends] Was that two points he got for that?

Christine: Yes.

Steven Roy: Yes.

Me: Very nice.

Christine: Two very good points.

Me: Same question then to Mr Scott Woodwiss.

Scott Woodwiss: I think that he's given Vettel as good as he's gotten on his day [ping] I think he's had some terrible bad luck [ping] he could have scored a fourth place in Australia, and that was taken away, he was on the second row at Monza, and then that was probably taken away because he had gear box fault. He was greatly successful in Champ car, I don't see why he couldn't carry on with that success into Formula 1, given a good car, and also on the right day he could still get some points, be on the podium. And I think one thing, that I quite enjoy, is that he's the only guy on the grid who wears glasses [ping].

Me: He's got another point with that one, OK, Alex Andronov, same question to you.

Alex Andronov: I'm really annoyed about the glasses thing, because I was about to say that, [ping] He's the only driver that any American sports fan knows, and considering there is no North American races now, maybe that's a good thing [ping] that he's still in the sport. What else? He is very charming [ping] and has nice hair [ping].

Me: Oh for goodness sake, same question to Gavin.

Gavin Brown: OK, simple answer, Franck Montagny's happy in the ALMS, so...

Alex Andronov: His glasses has different colours on the side.

Gavin Brown: Hey, shut up I'm talking. Sorry Alex, I'm just kidding, I'll start again. Franck Montagny's happy in ALMS, so Sebastien Bourdais has to stay in Formula 1 so Christine can keep te crush going [ping].

Me: Nice one, good answer sir.

Gavin Brown: But, seriously, Sebastien Bourdais has had the worst luck all year, he's had the typical curse of he's come over from American, therefore he has to prove himself. He's a good driver, he won three ears in a row in



Champ Car against good drivers, he's not in one of the best teams in the world, he's in a team where it has to have the right conditions to win a race, he was unlucky in Monza, he should have got second place there, but he stalled on the grid, he's got potential, he's young, he should be given another year, because the current GP2 championship drivers, apart from Bruno Senna and perhaps Lucas DiGrassi aren't that brilliant [theme music] so, he's good. [ping]

Christine: Oops.

Me: Christine got so excited there by the mention of Lucas DiGrassi that she pressed the wrong button. We'd forgotten about him, Gavin you've just got yourself a grand score of points for that one [ping] [ping] [ping]. Lucas DiGrassi! Flibster, same question and I can't see how you're gonna beat that one, go on.

Flibster: Oh, I've got no chance really. He's a four time Champ Car champion, first year in Formula 1, traditionally guys who have come over from America don't do well. He has, until he has the reliability of the car [ping] in the early races, and just the fact that everyone seems to take an attraction to hitting him [ping] Which is a bit of a shame. I think even Coulthard had a go at him at one point, actually [giggle] which is no real surprise, really. He's had two points finishes this year, sadly both very low down, but really he should be much higher up, with Monaco and Monza, I think were two where he really should have scored some big points, but sadly the car just wouldn't. [ping].

Me: Nice one. Andy, same question to you, you've got the hardest job because you're last but I have noted that there are people helping out in the comments, so if you can read the comments you made find some answers in there, so Andy, on your marks. Go!

Andy Taylor: Damn, I've not been reading the comments.

Me: Kathi's been producing some great arguments, which I'm sure are going to score you some points. Give it a shot anyway.

Andy Taylor: What I was going to say was, obviously there's the Christine thing going on there, but I'm not sure whether that's going to lose me more points, rather than gain them. The glasses are a good reason, people who wear glasses are important too. But really, it's just a reminder for us all that even racing drivers need to cry sometimes. [ping] [ping] [ping] [ping] [ping]

Me: That's unbeatable. Thank you Andy, that's great alrighty [cry]

Gavin Brown: We all shed a man tear, when we saw him cry after Spa, didn't we? [cry]

Me: I did, it's true. Alrighty, I am out of questions. Christine, do you have a score?

Christine: OK, I'm...

Me: Do you want to tot the scores up?

Gavin Brown: Why didn't you ask me the engine question, I had a brilliant answer for the engine question.

Me: Oh, please go ahead, what have you got for the engine question?

Gavin Brown: Well, can you read the question again, just 'cause I couldn't remember the whole question.



Me: I haven't written this down, but it was something along the lines of the engine freeze.

Christine: Standard engines.

Me: Standard engines in Formula 1.

Gavin Brown: Well, the answer simply is the BRMH16, the Ferrari box engine, the Renault turbo engine all these engines wouldn't have existed if they had a standard engine design, so if we have a standard engine design for the future we're going to take away all the innovation, like pneumatic valves, turbos, the whole lot, so, I'm all for innovation. Formula 1 is the pinnacle of motorsport so no to standard engines. [ping]

Me: There you go, nice one, can't say any more than that.

Gavin Brown: Thank you.

Me: Ok, Christine's just going to work out the scores.

Christine: I'm going to do some maths.

Me: Did you enjoy that, did everyone enjoy that?

Scott Woodwiss: Yes.

Gavin Brown: That was fantastic, I want to come on again.

Steven Roy: Yes. I like Kathi's comment earlier.

Alex Andronov: I don't care about the score or anything, but just on the FOTA question...

Steven Roy: I like Kathi's comment that Bourdais has a lovely wife, who looks like Christine.

Me: Yes, I tried to tell Andy it was there, I pointed him in the right direction, but he didn't know it was there.

Christine: Was Alex going to say something?

Me: Sorry, Alex, carry on Alex.

Alex Andronov: I was going to say about FOTA, I remembered, it think it was about three months ago, or when it first started up, I think somebody on sidepodcast, one of the two of you said that the only think that they would ever do would be to print their headed notepaper. And I love that fact that they may only just have printed the headed notepaper, and then got the letter saying 'sorry'

Christine: You have to change.

Me: All those out of the window.

Christine: I have the final scores:

Me: OK, go on.



Christine: With 26 points Andrea Moda, and Super Aguri have 34.

Me: Ooh.

Team Super Aguri: Yes!

Christine: It's a whitewash.

Me: Even after Gavin lost all of those points.

Christine: They made them all back up again.

Steven Roy: Can't be.

Gavin Brown: I gained them all back on the Sebastien Bourdais question.

Me: Ah, I love it. Alrighty, thank you guys. I think we are completely out, but thank you very much for coming on the panel. Next time we do this we'd like to have someone else to host the panel and make up the questions so if anyone would volunteer to be the person who gets to do what I do.

Christine: Do I still get to judge?

Me: Yeah, you still get to judge the score, you get to pres the buttons because you are judge and the adjudicator and you can also add it all up.

Christine: I can do maths.

Me: I may want to be on the panel myself, if someone else would mind hosting it so if anyone's up for hosting it next week, are we going to do it next week or are we going to do it after brazil? We'll look into when we're going to do it next. If someone's up to hosting it, then do let us know in the comments, and thank you very much for joining us, because that was awesome and thank you for your patients in setting it up, and for all your answers.

Christine: It was worth waiting for.

Me: We loved every answer we had, thank you.

Transcript by Rachel.