



F1 People – Series 1 Omnibus

This is Sidepodcast, and an omnibus edition of the F1 People mini series. The following seven short shows were released separately over seven consecutive days, but we've now brought them together in this omnibus so you can enjoy them all at once. Let's get started.

Bernie Ecclestone

Welcome to F1 People, a Sidepodcast series giving you an insight into the names that have shaped Formula 1. This is by no means a definitive list. In this first series, we'll feature seven significant figures, starting with Bernard Charles Ecclestone.

Bernie Ecclestone was born on October 28th 1930, in a small village in Suffolk, and brought up in Bexleyheath, Kent. He left school at 16 to work in the local gasworks as an assistant, so he could pursue his passion of motorcycles. After the end of World War II, Ecclestone began to trade motorcycle parts, and formed a dealership with Fred Compton.

He had a go at racing, taking part in the Formula 3 500cc series, but a couple of accidents made him rethink his plans, and he returned to the business world. He bought out Compton, and turned the motorcycle business into a growing emporium, including auctions, loans and property deals.

In 1957, Ecclestone became the manager of Stuart Lewis-Evans, a racing driver from Wales. Ecclestone bought the F1 team Connaught to give Lewis-Evans a drive, along with a couple of other promising drivers. He even had a go himself at the 1958 Monaco Grand Prix but did not get past qualifying. Bernie left the sport again, but returned in 1968 and 69 to manage Jochen Rindt in the Lotus. In 1972, he bought the Brabham team and put all his efforts into making it a winning constructor. The team cost him £100,000.

He gradually made Brabham more and more competitive through the 1970s and well into the 1980s, but by then, other concerns were taking up his attention. Ecclestone founded the FOCA, the Formula One Constructors Association in 1974, which he became chief executive of in 1978. His right hand man and legal advisor, was Max Mosley. The FOCA's main purpose was to negotiate better terms for the teams than the FISA (the then motorsport division of the FIA) were offering. After furious battles were fought throughout the decade, for a different entry system, TV rights, and prize money, Ecclestone eventually won and gained control with the first Concorde Agreement. TV revenue would be split three ways, 47% to the teams, 30% to the FIA and 23% to FOPA – being Formula One Promotions and Administration, another invention of Bernie's.

When the new Concorde Agreement came into force in 1997, Ecclestone had shuffled his companies around to create Formula One Management, FOM, and had secured a deal with the FIA to gather all commercial rights to the sport, and then dish out the prizes. The teams were initially upset at this, losing out on their rights, and some refused to sign the Agreement. McLaren, Williams and Tyrrell held out and eventually the deal was shortened to only ten years rather than 15.

In 1999, Bernie underwent heart surgery, but continued to do business, buying and selling shares in his companies, and he was soon fit again.

He is married to Slavica Ecclestone, and they have two daughters Tamara and Petra. Tamara Ecclestone has made inroads into a media career, working for an F1 magazine, and presenting the Red Bull Air Race for Channel 4. Despite living in a house full of women, Bernie stirred up controversy in 2005 by making disparaging comments about



women in the sport, specifically Champ Car's Danica Patrick, intimating their place should be in the kitchen. This was only days before the US Grand Prix spectacle of that year, and was thus a particularly low moment for both Bernie and the sport.

Ecclestone's interests don't lie purely in motorsport though. In September this year, it was announced that he had teamed with Flavio Briatore to purchase football team Queens Park Rangers. We have yet to see whether they will be able to turn the team's fortunes around.

Bernie is 77 years old now, worth £2,250 million, in charge of one of the richest and most global sports today and nothing seems to be slowing him down.

Our first biography is complete. Join me tomorrow when we'll look at our next significant individual.

F1 People – Max Mosley

Welcome to F1 People. This is the second in a Sidepodcast series giving you an insight into the names that have shaped Formula 1. Yesterday we took a closer look at Mr Ecclestone, and today we will be introducing his partner in crime, Max Mosley.

Max Mosley was born in 1940 to Sir Oswald Mosley and Diana Mitford. Oswald Mosley was a former leader of the British Union of Fascists, and Adolf Hitler was a guest at his wedding to Diana Mitford.

Mosley spent the majority of his childhood in Ireland and was sent to school in France, then Germany and then Oxford. By 1961, he had graduated from a college in Oxford with a degree in physics. He qualified as a solicitor after studying in London.

Visiting Silverstone in the early 60s convinced Mosley to join in the fun, and he raced in a few club events, before moving on to Formula 2, where he founded his own London Racing Team. He retired from racing in 1969, but stuck around in motorsport to become one of the founders of the March team. During the 60s, Mosley was an election agent for his father's Union Movement Party. He ran as a candidate for a constituency in London but withdrew before the 1964 elections.

March was modestly successful within Formula 1, with three wins under their belt, most notably Jackie Stewart in 1970. The company was more successful as a production company for the Formula 2 series, and March cars won many championships below the top Formula.

Max Mosley joined Bernie Ecclestone within the Formula One Constructors Association, as legal advisor, and became very involved in the battle between the FOCA and the FISA. He was instrumental in the creation of the Concorde Agreement. After the agreement was signed and sorted, Mosley decided to take three years out of the sport but he returned as President of the Manufacturer's Commission for the FIA in 1986. In 1991, he was elected President of the FISA – the motorsport subsidiary of the FIA – taking over from Jean-Marie Balestre. Mosley decided to resign after a year, but was re-elected for a four year term. He continued to be re-elected, and reigns to this day.

Most recently, Max Mosley has begun to lose favour within the sport, for many reasons. The relationship between Bernie Ecclestone, who gave him a break within the sport, seems to be falling apart slowly. The pair's views and actions appear to be drifting gradually apart.

Max is not shy about making enemies. His previous success with Jackie Stewart in the March team is easily forgotten, and this year the pair have had a slanging match which includes lawyers. Stewart has called for Mosley's resignation but he is not prepared to step down for anything he has said. Some think he has begun to say things that are



completely unnecessary, and some of the things he says and opinions he shares are not really becoming to the President of the governing body.

Mosley's current term expires in 2009, and he has announced that he will consider the options next year, but it is widely speculated that he will withdraw from the position. He has mentioned the absurdity of governing drivers who are young enough to be his grandchildren. But, at age 67, he is still going strong.

Thank you for listening to F1 People. Tomorrow we'll have a look at our third important name in Formula 1.

F1 People – Enzo Ferrari

Welcome to the third episode of F1 People, a short series from Sidepodcast chronicling the lives of important figures in Formula 1. Today, we look at Enzo Ferrari.

Enzo Ferrari was born on February 20th 1898, in Italy. At the age of ten, he attended his first motor race with his father and brother, and after a few more visits to the racetrack, he decided he wanted to be a racing driver as well. His formal education was not particularly strong, and he joined the army. In 1916, his father and brother died, and two years later, Ferrari was struck down with a flu bad enough to cause his discharge from the army. Returning home, he found the family business – a metal fabrication firm – in ruins, and started applying for jobs at car companies. After being turned down by Fiat, he found work at a small firm turning used trucks into cars. He joined the company's racing team CMN in 1919 but was not very successful.

He moved on to work and race at Alfa Romeo, having slightly more success, and at one race in 1923, he picked up the Prancing Horse badge. The badge came from the wreckage of the fuselage of Francesco Barracca's plane, being a primary figure in Italy during World War 1. Ferrari was presented the badge by the pilot's family, in recognition of his courage and audacity. After several more wins and successes, Alfa Romeo offered Ferrari a chance to enter higher competitions, but he refused, racing only a couple of times more before giving up the wheel.

He continued to work for the company and in 1929, he founded the Scuderia Ferrari as the racing team for Alfa Romeo. He managed the development of the cars and built up a team of over 50 drivers, but although they had some success, other racing manufacturers dominated the period. Alfa Romeo were forced to withdraw their financial support. When they decided to return, they wanted to reduce Ferrari's role, so he left, but was under contract not to race or design anything for four years. To pass the time, he built up a company to supply parts to other racing teams. During World War II, the company was involved in war production and relocated to Maranello. After that, Ferrari decided the time had come to race cars bearing his name.

Ferrari have participated in the Formula 1 World Championship since it's very beginning in the 1950s, winning their first race in 1951, and the championship for the next two years. To finance the racing side of things, Ferrari sold sports cars, and made enough to participate in the endurance events such as Le Mans, as well. Many of the cars sold were previous years cars, and if he couldn't sell them on the market, Ferrari would recycle or sell them as scrap.

In the late 1960s, Ferrari suffered financial difficulties, and Fiat invested – a small share to start with and then 50% in 1969.

Enzo Ferrari continued to manage the firm until 1971, and even when he stepped out of the managing director role, he still had a place within the team. The Fiat run company had success in 1975 with Niki Lauda winning the championship, but then struggled through some difficult years, culminating with Gilles Villeneuve's death, and Didier Pironi's accident in 1982.



Enzo Ferrari died in 1988 at the age of 90. The Ferrari team won only one race that year, and it was a fitting tribute to finish 1-2 at the Italian Grand Prix.

In 1993, Jean Todt was drafted in to turn the team's fortunes around and 1996 saw the beginning of the Michael Schumacher dominance, with 97 seeing Ross Brawn join. As we all know, major success for the Prancing Horse has followed.

Enzo Ferrari did marry and have a son, Alfredo Ferrari, known as Dino, but the boy died at a young age, and as a tribute, Ferrari apparently wore sunglasses every single day.

Thank you for listening to F1 People, and be sure to join me tomorrow for our 4th VIP.

F1 People – Michael Schumacher

Hello, and welcome to the fourth instalment of F1 People, a series from Sidepodcast bringing you a biography of the important names in Formula 1. Today, it's Michael Schumacher's turn.

Michael Schumacher was born January 3rd 1969 in Germany. At an early age, his father modified a pedal kart to include an engine, and at the age of six he had won his first karting club championship, despite being the youngest member.

His parents took on extra jobs at the karting circuit to be able to afford their son's hobby, but when the expenses got to much, Schumacher found investment from several businesses. In Germany, you have to be 14 to get a karting licence, so a 12 year old Schumacher obtained his from Luxemburg instead. A few years later he was legal in Germany, and winning karting championships easily.

He left school in 1987 to work as a mechanic, and graduated to single seater racing the next year. Of course he was brilliant at it, and spotted by Willi Weber's Formula 3 team. Weber financed him for a couple of years, and was rewarded when Schumacher won in 1990. His next move would usually have been to progress to Formula 3000, but Schumacher decided to join the junior Mercedes team in the World Sportscar Championship. He did take part in one Formula 3000 race, in 1991 and won it. He won several races in the Sportscar Championship. People were beginning to sit up and take notice.

Schumacher's Formula 1 debut came with the Jordan-Ford team in 1991, as a one off replacement driver. Mercedes paid Eddie Jordan to let Schumacher drive, and Jordan immediately signed him up, because he showed promise. He qualified brilliantly, but retired from the race. Despite the potential deal, and subsequent court injunctions by Jordan, Schumacher was snatched up by Benetton for the rest of the season.

His first podium came in 1992, at the Mexican Grand Prix, and his first victory was the same year in Belgium.

1994 was Schumacher's year and despite the death of Ayrton Senna at Imola, Schumacher proved himself to be a worthy, if controversial, rival. He won six out of the first seven races, but endured a three race ban for ignoring a black flag, and completed the title race by pushing Damon Hill off the road. He retained his title the next year, and then switched allegiance to the Ferrari team. He continued to fight to clear up his damaged reputation, only to lose it again with a similar "run off the road" incident with Villeneuve.

A heavy accident early on in 1999, resulted in a broken leg for Schumacher that sidelined him for much of the season, but he returned to championship winning form in 2000. Thus began the Ferrari dominance, and the record breaking that continued until 2004. Most driver titles. Longest reign as champion. Most wins. Most pole positions. Most podiums. The list is endless.

In 2005, the pairing of Fernando Alonso and Renault brought Schumacher and Ferrari's winning streak to an end. Schumacher's only win that year came at the tarnished US GP, when only six of the twenty cars took part. 2006 was better, but Alonso took the championship again. The controversial moments were back, with a parking incident at Monaco and some conveniently placed penalties for other teams.

Schumacher confirmed his retirement at the Italian Grand Prix post-race press conference. There had been much speculation and continued to be so for his next move, but Ferrari retained his services as an advisor on the pit wall for some races in the 2007 season.

Schumacher has received many awards for his achievements, most notably the Laureus World Sportsman of the Year. He has won twice, and been nominated four times – another record he holds.

Michael lives in Switzerland with his wife Corinna and children Gina-Maria and Mick. His younger brother Ralf is also a racing driver, although much less successful in Formula 1. That is hardly surprising though, when the fans and the statistics proclaim Schumacher to be the greatest driver in the world.

Thank you for listening to F1 People, and don't forget to join me tomorrow for another famous face.

F1 People – Jackie Stewart

Welcome to F1 People, a short series from Sidepodcast presenting a biography of the names you need to know. In this fifth episode, we're looking at Jackie Stewart.

John Young Stewart, better known as Jackie, was born on June 11th 1939 in Dumbartonshire, Scotland. He was immersed into the world of cars and motorsport from the very beginning. The family business was a Jaguar dealership, where Jackie apprenticed as a mechanic. His father had raced motorcycles in his spare time, and his brother Jimmy was becoming a renowned local racing driver. After an accident at Le Mans saw Jimmy injured, their parents discouraged any interest in the sport. Jackie took up shooting, instead, and just missed out on a place in the 1960 Olympics.

Despite the disapproval from his parents, Jackie accepted an offer from a customer of the garage to test cars at Oulton Park. He entered many races and won a lot of them but the most important win was probably at Goodwood. He impressed everyone present and Ken Tyrell, then running the Formula Junior team for Cooper, heard of this new rising talent and made some calls. Jackie tested a new Formula 3 car against Bruce McLaren, and outshone him, resulting in an offer from Tyrell right there and then.

He made his debut for Tyrell in Formula Three in 1964. His debut race saw him gain a lead of over 20 seconds after just two laps, extended to over 40 seconds by the end of the race. On the strength of this, he was offered a Formula 1 driver with Cooper, but he chose to remain at Tyrell and get some experience. He lost just two races and became the F3 champion.

The next year he impressed Colin Chapman at a Formula 1 test for Lotus, but again declined the drive and chose Formula Two instead.

1965 saw his first full season as an F1 driver for BRM, and he continued his impressive form. Through his career he drove for Tyrell, for March, and Matra, winning 27 races and three world championships. He is one of the few drivers to choose to leave the sport at the top rather than see his performance drop off. He retired in 1973.

During the 1966 Belgian Grand Prix, it rained considerably and there were many crashes. Jackie Stewart found himself upside down, trapped in his car by the steering wheel, with fuel pouring around him, for 25 minutes. Two other drivers had to free him using tools from a spectator. Thankfully, he emerged relatively unscathed, but the incident wakened Stewart's senses to the need for improved safety considerations. There were no crews to extricate drivers from damaged cars, and there were no medical facilities on track. His wait for an ambulance was unpleasant and long. Racing conditions were dangerous and unnecessarily so. During a period of ten years, Stewart knew over 50 friends and colleagues that died during races – the chances of a fatal accident during that time were two out of three.

Stewart teamed up with his BRM boss Louis Stanley to campaign for better safety provisions at races. Safety barriers were a rarity until Jackie called attention to it. He hired a private doctor to attend races, until the medical situation could be improved. Seat belts, helmets, fireproof clothes, all of these are down to Stewart's unwillingness to give in. He rallied track owners to sort out their facilities, and he called on the drivers to boycott races if they were not up to scratch.

After his retirement from Formula 1, Stewart became a consultant for Ford, and a commentator for NASCAR, and even returned to the sport with his own Stewart Grand Prix racing team. He set up the team with his son Paul, and they worked on it together until 2000, when Jackie retired. The team had then become Jaguar Racing. Both his son Paul, one of two, along with Mark, and Jackie's wife Helen were diagnosed with cancer, and in 2002, Stewart himself had an operation to remove a tumour from his cheek. He continues to be an active spokesman for safety, and is currently having an argument through the media (and through lawyers) with FIA President Max Mosley. His autobiography has just been released.

But his most important post-racing activities were the amazing safety improvements he almost single-handedly brought about. Of course, he upset many people along the way, but in his eyes, safety is more important than popularity, and in 2001, the knighthood that made him Sir Jackie Stewart, proves just that.

That's all for this episode. Tomorrow we will be looking at another important person from Formula 1, so please, join me then.

F1 People – Frank Williams

Hello and welcome to the fourth episode of F1 People. This short series from Sidepodcast offers a biography of some important figures in Formula 1. This episode is about Frank Williams.

Francis Owen Garbatt Williams was born April 16, 1942. His father was an RAF officer and his mother a teacher, and headmistress. Their marriage broke down, however, and Frank was brought up by an aunt, and sent off to boarding school in Scotland.

After school, he worked as a travelling grocery salesman to fund his racing activities – a passion grown from rides in a friend's Jaguar. In 1961, he began racing his own Austin car, and met Jonathan Williams, another racing driver. They moved to London and shared a flat, together with another young driver Piers Courage. Frank could not afford to keep his racing career alive, so he became Jonathan's mechanic instead. Together they took part in Formula Junior events and moved on to Formula 3. Frank tried to revive his driving career within Formula 3, but by the end of 1966 he had retired with the idea of starting his own business.

Frank Williams Racing Cars was born. In 1967, he purchased an old Brabham chassis and entered a race at Brands Hatch as a team owner. He entered Formula 2 and F3 with moderate success, and he used the same tactics to move into Formula 1. He gave a race drive to his old friend Piers Courage, Piers died in 1970 at the Dutch Grand Prix. In

1972, Williams expanded his F1 team to running two cars, for Henri Pescarolo and Carlos Pace. In July, the team introduced their first constructor car, but Pescarolo crashed it on its very first appearance.

Frank struggled for sponsorship and money for the next few years, and was forced to take backing from Walter Wolf in 1976. The oil tycoon began to rule over the team, so Frank took his best engineer Patrick Head and left. They formed Williams Grand Prix Engineering.

Again, they purchased a March chassis while building up the car, and by 1979, Williams was running two FW cars. Clay Regazzoni took the FW07 that year and won their first victory at Silverstone. More wins followed, despite driver squabbles, and in 1980, Alan Jones brought Williams their first World Championship. They won just the constructors title next year, and just the drivers title the year after.

In March, 1986, Frank and colleague Peter Windsor were travelling from the Paul Ricard circuit in France to the airport, and they were involved in a car accident. Windsor escaped with minor injuries, but Williams, who was driving, was paralysed and has been in a wheelchair ever since.

The team gained engine support from Honda, and the Williams-Honda cars were strong in both 1986 and 1987, featuring Nelson Piquet and Nigel Mansell as their drivers. In 1988 Honda left them for McLaren, and after a year with an inferior engine, they returned as Williams-Renault for 1989. This partnership saw a couple of World Championships in the early 90s, but the success was marred by the death of Ayrton Senna. Frank's desk is adorned by a black and white photo of Piers Courage and one of Ayrton Senna – the only two drivers to have died in Williams cars.

Williams continued to win championships, and be competitive, and many put this down to Frank's hard-working but humble nature. He asks everyone within the team to call him by his first name, and he invokes a kind of loyalty in his staff that has seen some of them work for him for 30 years or more. After the Ferrari domination began in the late 90s, Williams slipped down the grid somewhat. These days, they are a high profile team, but continue to struggle for pace, loitering in the mid-section of the grid.

Frank was awarded a CBE in 1987, and became a Sir in 1999. He is also one of the few non-French people to win the prestigious Legion D'Honneur for his success with the Renault team. Frank is very proud of the fact he owns the only truly independent team left – a team who exist solely to race in Formula 1.

That's everything you need to know about Frank Williams. Don't forget to tune in tomorrow for the last episode of F1 People.

F1 People – Ayrton Senna

This is F1 People, the Sidepodcast series taking you behind the scenes of the lives of some of the important names in the sport. Our last show features Ayrton Senna.

Ayrton Senna da Silva was born on March 21st 1960 in Sao Paulo, Brazil. He was a creative child at school, doing well in gymnastics, art and chemistry, but struggling with maths and English. His father was a wealthy landowner and businessman and started Senna off with a small kart at a young age. Senna excelled inside the kart, it brought him out of himself and really made him happy. When he turned 13 and was legally allowed to, he entered and won the South American Championship. He went on to be a runner up in the World Championships a couple of times. He adopted his mother's maiden name Senna as a way to distinguish himself from the many da Silvas in Brazil.

In 1981, he entered the Formula Ford competition in Europe, and won it that year, and the next. In 1983, he moved to the British F3 championship, and won it. His natural ability meant four Formula 1 teams wanted him for a test –



Williams, McLaren, Brabham and Toleman. He joined the latter in 1984. The Monaco Grand Prix of that debut year brought Senna the attention he deserved. He qualified a slow and difficult car in 13th and on a wet day, he passed everyone except the leader before the race was stopped because of the weather.

Senna broke his contract with Toleman to join Lotus in 1985, and he achieved his first pole position at the opening round in Brazil. He retired from that race, but the rest of the season was more successful, with two wins, four other podium finishes and fourth place in the championship.

A few more years of success but no world championships, led Senna to McLaren in 1988, where he partnered with double-world champion Alain Prost. A fierce rivalry emerged between the pair, and after McLaren won 15 out of 16 races that year, Senna finally got his first world championship. Even when they were not team mates in following years, the battle continued. The championships yo-yoed between the pair, and the controversial incidents began to stack up. At one point Senna's superlicence was suspended briefly for his conduct on track. However, he ended up with three world championships to his name, so it wasn't all bad.

The early 90s saw a drop off in performance for McLaren, and although Senna still kept winning, his championship prospects were suffering and he started to look around for alternatives to his current team. His discontent led him to Williams in 1994. He had tried to join the team in 93, but they had Alain Prost who had a clause in his contract to keep his rival away from the team. When Senna joined in 94, Prost retired.

His early 1994 performance was good, and he took pole position at Imola – the third race of the season. He was rattled by other accidents and a death that weekend, but decided to race. On the 7th lap, the car flew off track and hit a concrete wall. It took the medical team a long time to arrive at the scene, Senna was taken by helicopter to hospital and pronounced dead.

The Brazilian government declared three days of national mourning, and he was given a state funeral. It was discovered after his death that Senna had been donating millions of dollars of his own money to children's charities – something he had kept secret while he was alive. The gentler side of him was only just beginning to emerge from the ruthless and talented, competitive driver that the world had seen. But no matter how many controversial incidents he was involved in, his popularity never wavered.

Ayrton Senna was the last driver to be killed during a Formula 1 race and his death continues to haunt the sport even after more than a decade.

That's all for this episode, and this series of F1 People. Seven shows is not enough to do justice to everyone who deserves a biography, so look out for another series of F1 People in the future. Thanks for listening.