



Races to Remember – Series 1 Omnibus

Welcome to the omnibus of the Sidepodcast mini series Races to Remember. These seven shows were originally released over consecutive evenings, but are gathered together now for easy listening. Let's get started.

Races to Remember – Brazil 2003

Hello, and welcome to a new miniseries from Sidepodcast – Races to Remember. The premise is simple, we run through what happened at notable Grand Prix weekends. They don't have to be groundbreaking races, but ones that were enjoyable, and should be remembered. We're starting with the first race I ever watched – which, ironically, I can't remember – Brazil 2003.

The weekend of the Brazilian Grand Prix in April 2003 was wet. We're talking serious torrential rain that saw the drivers petition for Friday qualifying to be cancelled. Back then, a single low-fuel lap was completed on Friday to determine the running order for Saturday. The same single-lap run would take place on Saturday, only with race fuel in the car, and the fastest laps made up the grid. The 2003 regulations also meant that teams could only have one wet weather tyre option, and both Michelin and Bridgestone had only brought the intermediates rather than full wets.

The petition didn't get round all the drivers, and qualifying went ahead on both Friday and Saturday, by which time the weather had cleared up slightly. Barrichello took pole position in the Ferrari, happy to be leading the pack at his home race. Coulthard was behind him in the McLaren, with Webber's Jaguar placed in third.

Sunday dawned with more wet weather, and the FIA decided teams had to be allowed to change their car setups to meet the conditions. Even with this allowance, the race had to start behind the safety car. When the action got going, it wasn't long before the retirements started.

Seven drivers ended up in the wall at the same corner – Turn 3. Even when the track began to dry, drainage issues meant that corner was still hazardous and many drivers were victims – including Montoya, Button and Schumacher. Barrichello lost his pole position at the start, although made up some good places during the first few laps. Unfortunately for him, the Ferrari developed a fuel problem, and he was out of the race. Altogether ten drivers were classified as retired, with the worst crash handed to Alonso.

Webber had managed to smash up his Jaguar, and as Alonso, in the Renault, was passing under waved yellows, he hit one of the Jaguar's errant wheels. Alonso was later transferred to hospital and kept in overnight, although was ultimately unhurt. The carnage was such that the race was red flagged – after 54 of the scheduled 71 laps. That's where the trouble started. The regulations state that if 75% or more of the distance has been completed – which it had – then the race finishes when the leading car crossed the line two laps before the red flag was shown. At the time, the stewards believed Fisichella, who was leading in the Jordan thanks to a change in strategy, had just started his 55th lap, which in turn meant lap 53's leader was the winner. That was Kimi Raikkonen. Fisichella came second, and Alonso third, despite his crash. The Jordan was in the pit lane, at the time, and as the confusion reigned, the yellow car overheated and burst into flames.

Just three short days later, the FIA looked at the data a bit closer, and discovered they might have made a mistake. The case went to the World Motorsport Council and they looked at all the evidence. It turns out that Fisi had been on his 56th lap, thus the results were wrong. In fact, no one who had stood on the podium had been in the right place. Fisichella and Jordan were declared winners, and before the next race began, at Imola, Kimi Raikkonen and Ron Dennis had to make a show of handing the trophies they had picked up in Brazil over to their rivals.



The official timekeepers Tag-Heuer admitted they were surprised by the FIA's findings, although the governing body said they had evidence the timings were inaccurate. The company later made a quiet exit from the sport at the end of the season.

That's all for this first episode. If you remember this race, unlike me, and have any thoughts or feedback, please feel free to leave a note in the comments on Sidepodcast.com, or email me christine@sidepodcast.com. I will be back tomorrow with another Race to Remember.

Races to Remember – Belgium 1998

Welcome to the second episode of Races to Remember, a miniseries from Sidepodcast that chronicles those races that shouldn't be forgotten. Yesterday we were looking at the recent history of 2003, but today we travel just a few years back to the Belgian Grand Prix in 1998.

The Belgian Grand Prix in '98 was held in August and the weekend was unseasonably wet, although Spa is notable for its downpours. We barely got through qualifying safely, with both Jacques Villeneuve and Mika Salo crashing their Williams and Arrows respectively. Meanwhile, having better luck, Hakkinen and Coulthard locked out the front of the grid with McLarens, over a second faster than best of the rest Damon Hill.

The rain didn't let up at all on Sunday, but the race got underway as scheduled, no safety car intervening. However, things didn't go to plan. Hakkinen got away cleanly at the front, with Villeneuve, Schumacher and Fisichella all getting through safely as well. Coulthard, though, emerged from the spray sideways, and hit the wall. Debris and wheels flew everywhere, and that plus the lack of visibility, meant that pretty much everyone else trying to get off the grid became caught up in the accident. In just a few seconds, Irvine, Wurz, Barrichello, Herbert, Panis, Trulli, Salo, Diniz, Takagi, Rosset and Nakano were all tangled up with each other. Both Jordan drivers got through safely, whilst Verstappen made it back to the pits, albeit heavily damaged.

Clearly, the race couldn't continue, and a red flag was shown to allow the debris to be cleared. The teams hurriedly worked to get themselves back in order. Barrichello couldn't continue due to minor injuries, and three teams had both their cars written off. With just one spare T car for each, that meant three drivers sitting out the race.

It took almost an hour for the carnage to be sorted, and the race was restarted. Damon Hill took the lead almost instantly, whilst Hakkinen had to take evasive action to avoid Michael Schumacher around the first corner and spun into a Sauber. Moments later, Coulthard and Wurz made contact, with only DC able to continue, at the back of the field. At the front, Schumacher overtook Hill for the lead, and scampered into the distance. As the afternoon drew on, he came up to lap Coulthard.

Schumi was frustrated when David didn't move over straight away, and when the McLaren did slow to let the Ferrari past, it was on the racing line. Michael crashed straight into the back of DC. Both cars returned to the pitlane but neither could return to the action. Schumacher was so incensed, he marched straight into the McLaren garage to shout at DC, so much so that he had to be held back by racing officials. Once Michael was done with McLaren, he went for a word with the stewards. They found it to be a racing incident, and let the accident pass.

Afterwards, and I'm talking five years later, Coulthard admitted that he probably hadn't acted correctly, and if he could do it all again, he would never brake so heavily on the racing line in such conditions. It was a pretty dangerous racing incident.

However, let's rewind five years again, and the race was continuing. Coulthard did eventually rejoin the racing, although he had lost an awful lot of time. Damon Hill was in the lead once more, and after just one more incident



and safety car period, there were only six cars left. Finally, the chequered flag was waved, and Damon Hill took the top step of the podium to team mate Ralf Schumacher, making it a Jordan 1-2. Jean Alesi was in third. It was later revealed that Ralf had been constrained by team orders and felt that he could have easily won the race himself.

That's it for this episode of Races to Remember. Don't forget to leave your feedback on sidepodcast.com, about this Grand Prix in particular, or if you have a suggestion for a future episode. I will return to tomorrow with another race to remember.

Races to Remember – Italy 1967

Hello and welcome to the Races to Remember mini series, brought to you by Sidepodcast. So far, we've checked out some controversy in 2003, and some chaos at Spa in 1998, now it's time for a close race in Italy, 1967 .

Back in 1967, the circuit at Monza was very similar to its current condition, although there was a distinct lack of chicanes. Most of the corners were flat out, and there was a worrying lack of runoff area. The F1 circus came from Canada to Italy, with Honda nice and refreshed – having missed out on the North American race, in favour of getting their new chassis completed. Jim Clark was a double world champion, and had won just two races so far in the season. There were only three Grand Prix remaining, and he needed to start winning.

There was no qualifying in those days, and the grid was determined on the Free Practice times. Clark put his Lotus on pole, with Jack Brabham behind. Brabham was also on a tally of two wins for the season, and the pair were ready to battle it out. When the race got underway, Brabham took the lead but he soon lost it as a stream of cars passed him. By the third lap, Clark had re-taken the lead and was pulling out a nice gap.

On the 14th lap, Clark was comfortably in front but suffered a puncture and had to pit. The stop took much longer than he would have hoped, and he rejoined more than a lap down and just three places from the back of the field. Meanwhile at the front, the lead changed hands on almost every lap, with a total of 12 race leaders by the time the chequered flag was waved.

Whilst the front runners were busy battling each other, Jim Clark was working hard making his way through the field. Some of his progression was due to the unreliability of others, and the many retirees during the afternoon. In fact, there were only seven classified drivers when the race finished. However, Clark's progress was also a mix of skill, slipstreaming, and pushing his Lotus to the limit. Before long, he was back on the lead lap. Even more impressively, it was just a few more minutes before he was back in front, and heading for a victory.

On the final lap, though, the Lotus ran out of fuel. The Ford Cosworth engine struggled to keep going, and in the end, Clark was left coasting for the finish line, helpless and merely a passenger. All his hard work had come to nothing, and what could have been one of the greatest comebacks had been thwarted.

The excitement wasn't over though, as in second place, Jack Brabham was doing his best to defend from third place John Surtees, who was in the Honda. On the last corner, Surtees used the momentum and slipstream to pull out next to the pit wall, and in a blink, the pair crossed the finish line, and the race was over. Surtees had managed to win the race by just two tenths of a second. Brabham had to settle for second, and Jim Clark's Lotus drifted across the line over twenty seconds later for third.

The result was Honda's second win as a constructor in Formula 1, and was the last before the 39 year drought led them to the 2006 Hungarian GP victory.



That's it for this episode of Races to Remember. Please let me know your feedback on this race, this show, or Honda's lack of wins. Email me Christine@sidepodcast.com, or leave a comment on the site. I will see you again tomorrow for another look at a Grand Prix from history.

Races to Remember – France 1979

Hello and welcome to the fourth episode in the Races to Remember mini series. Last time we looked at an amazingly close race in the sixties, and today we're travelling forward more than a decade, but the competition is just as fierce.

On the 1st July 1979, the French Grand Prix was held at Dijon. The track has only ever hosted six F1 races, between '74 and '84. After it's debut on the calendar, it was obvious some changes had to be made as the lap time was under a minute and traffic was a serious problem. By the time our chosen Grand Prix was due, though, that had been sorted, and Dijon was notable instead for it's fast, sweeping corners.

There was a five week break between the Monaco Grand Prix and the French race, and most of the teams did a lot of testing miles during that time. Renault were into their third year as a constructor, and so far, their reputation was one of unreliability, and very little in the way of results. However, the drivers – Jean-Pierre Jabouille and Rene Arnoux – were given a new car, the RS10 to try and impress at their home race. They got off to a good start by locking out the front row in qualifying - Jabouille first - with Gilles Villeneuve behind them in the Ferrari.

As the pack got away, Gilles made a great start to get ahead of both the yellow cars, with Arnoux falling back to ninth. He spent the first few laps gaining back his positions, but the ease with which he returned to fourth place showed how good the Renault cars really were. For once, the naturally fragile turbos were running well and the cool summer conditions were not putting undue pressure on them.

Arnoux managed to get past one Ferrari to slip into third, whilst his team mate was hustling the other Ferrari for first place. Villeneuve's lead was falling constantly, and by lap 45, Jabouille had his Renault tucked up nicely behind the red car. Of course, catching your opponent is vastly different to overtaking, and it wasn't until the pair came across back markers that Jabouille could make his move. As soon as the Renault was in front, the crowd went wild, even more so as Villeneuve's tyres gave out and he began to fall into the clutches of Arnoux.

When the second Renault caught the Ferrari, on lap 78, it didn't take long for him to overtake, giving the crowd something else to cheer about. A right kink at the end of a long straight allowed the overtaking manoeuvre. However, at the same place on the next lap, Villeneuve scorched his tyres under braking and shot past the Renault, holding on to take the lead. For one corner. The Renault slipped past again, and then they were side by side, tyres touching, each spending some time on the grass, hustling for the position. As they rounded the last corner, Arnoux slid wide, and Villeneuve got a good run on the finish line. They crossed the line just two tenths apart, with Villeneuve ahead.

Just under 15 seconds before that, though, Jabouille had secured Renault's first Grand Prix win since 1906. It was also a notable victory as the French Grand Prix was won by a French constructor and engine, running French tyres, with French fuel and driven by a French driver. If that's not enough, it was the first win for a turbocharged car. That was all completely overshadowed, though, by the spectacular battle for second place in the closing laps. The competition was tough but what made it special was that for once, it was a fair fight. Afterwards Arnoux said: "You can only race like that with someone you trust completely. He beat me, but it didn't worry me. I knew I'd been beaten by the best driver in the world."

That's it for this episode of Races to Remember. As ever, please send me your feedback on this show, this race, or any suggestions you have for future subjects. You can email me christine@sidepodcast.com, or leave a comment on sidepodcast.com. See you tomorrow.



Races to Remember – Europe 1993

Welcome to Races to Remember, a mini series brought to you by Sidepodcast. We're travelling back in time to look at some of the best races, those that shouldn't be forgotten. Already, we've gone back as far as 1967, and been as recent as 2003, but now we're settling on 1993.

Donington Park played host to the European Grand Prix in April 1993. It was the third race on the calendar, with Alain Prost and Ayrton Senna both having won a grand prix each. Prost was ready to fight for his fourth championship, and in what was considered the best car on the grid – the Williams. Senna was in the McLaren, and the battle was on. Traction control was in full force, not yet banned, and actually was a big factor in the race that was about to unfold.

The weekend was wet, as a lot of British GPs seem to be, but qualifying had seen a brief respite in the weather. Prost qualified on pole, with Damon Hill in second, Senna and Schumacher lining up on the next row. The track was soaking on Sunday morning, although the rain had eased when the pack got going. Senna dropped back a place at the start, but whilst everyone else was treading carefully around the first few corners, he put his aggressive hat on and bolted past them. Using every corner, running two abreast where possible, and taking the inside line a few times, he made amazing progress. By the end of the first lap, he was in front, having passed Wendlinger, Hill, Schumacher and Prost to take the lead. He didn't settle for that though, and Senna increased the gap gradually over the next few laps.

The weather conditions were constantly changing, and in the early stages of the race, the sun came out. Senna was flying up front, whilst Prost and Hill were battling for second place, until the first round of pit stops mixed things up. The front runners switched to slick tyres, and continued on their way. 20 laps in, though, as Senna was starting to confront the backmarkers, the rain returned.

Prost was one of the first to dive back into the pit lane for wet tyres, whilst Schumacher, Blundell and Senna fought their cars to remain on track. Despite the conditions, Ayrton still maintained his lead and when he finally took his pit stop to change tyres, he emerged in first. Prost was soon up in second place, but still over ten seconds behind his rival. As the rain eased and the track dried, Prost returned to the pit lane for slick tyres, and after a quick stop by the Williams team, and a slow one by McLaren, Senna found himself behind Prost. Meanwhile, Barrichello had quietly made his way into third place, at the wheel of the Jordan.

With things settling somewhat, it was about time to throw in some more rain, and once again, Prost was the first to jump into the pit lane and change tyres. The cautious actions from Prost over the course of the race were to be a key factor in the end, as Senna was more interested in pushing each set of tyres to their limit. He only changed when it was absolutely necessary, and on the 37th lap, whilst the others were hurrying to fit wets, Senna set the fastest lap of the race so far on slicks. In fact, he kept the same set long enough for the rain to disappear once more. Prost returned to the pits *again*, but this time it was not a smooth stop with the Williams stalling on the way out. When he rejoined the race, it wasn't long before Senna lapped him – meaning there was only one car other than the Brazilian still left on the lead lap.

After a few more rain scares, Senna led Hill, whilst Prost slipped into third, having overtaken Barrichello. With just 10 laps to go, wet tyres were the name of the game, and Senna bolted into the pit lane. Prost pitted, which allowed Barrichello into third, and at that time, he was due to be the youngest podium finisher ever. However, his Jordan slowed and a fuel problem ended that dream. In the last few minutes of the race, Hill managed to unlap himself, but it made no dent on Senna's lead. The Brazilian crossed the finish line in first place – 1 minute and 23 seconds ahead of the Briton. Prost was a further 35 seconds behind.



That sums up an incredibly eventful race in just a few short minutes. If you have any thoughts about this Grand Prix that you'd like to add, please visit sidepodcast.com to leave your comments. Don't forget to join me again tomorrow for another Race to Remember.

Races to Remember – San Marino 2005

Hello and welcome to Races to Remember, a mini series taking a look back at some of those great Grands Prix that shouldn't be forgotten. Last time we looked at the European Grand Prix in 1993, but today we're travelling just a few years forward to 2005.

On April 24th, the San Marino Grand Prix was held for the penultimate time. It was the fourth race on the calendar, and defending champion Michael Schumacher had yet to win a race. The Renault was dominating with Fisichella winning the first round, and Alonso racking up two victories of his own.

Raikkonen put his McLaren on pole, ahead of Alonso and Button. He made a good start and pulled out a lead, but after only nine laps, Kimi was struggling. His car had developed a driveshaft problem and he had to retire from the race. Schumacher had a very poor qualifying and started in 13th, but as you would expect, began to make his way through the pack. Unfortunately, he got stuck behind the Trulli train, and couldn't get past. Being stocked full of fuel, Michael wanted to make as much use of his long first stint as possible, but could only make a further leap forward once the Toyota came in for its pit stop. When the Ferrari was called in on lap 27, it was from third and he rejoined in the same position.

The next target on Schumacher's list was second-place Button. He was 20 seconds behind and had a lot of work to do, but it took him just 13 laps to catch up, and in a blink he was past. He set off after Alonso, and soon saw the rear wing of the Renault directly in his path.

Schumacher wanted a home win, needed a victory for his championship campaign, and above all, hated being in second. He tried every legal trick in the book to try and get past the Renault roadblock, but Alonso was playing a smart game. He had the skills in defensive driving to keep the seven times world champion behind him. He slowed wherever possible to not only keep Schumacher from gaining any advantage, but also to stop the pair of them catching up to any traffic. 10 excruciating laps of edge-of-the-seat action, until finally, the last lap was upon us. Schumacher tried at every corner, and there was a heart-stopping moment when Alonso ran wide, but it was not to be. The Renault took its fourth victory in a row, and Schumacher had to settle for second. They were just two tenths apart as they crossed the finish line, with Button's BAR-Honda ten seconds behind.

Of course, if you were watching in the UK, you would have missed half the action. The ITV coverage cut away from the race on the penultimate lap. Completely inexcusable, and a simple way of making this a race to remember for all the wrong reasons.

However, ITV weren't the only culprits on this point. After the race, the BAR-Honda of Jenson Button was found to be underweight once all the fuel was drained. A secondary fuel tank was discovered and the team argued that this was completely within the rules. The race stewards let the matter go, but the FIA overruled the decision and the matter went to court. After reviewing the evidence, the team were found guilty, and both cars were disqualified from the San Marino results, despite the fact only Button's car had been found underweight. The FIA wanted to go even further and ban the team from the entire championship that year, but in the end, they settled for a two race ban. The entire affair overshadowed what was a fascinating race.

The on track battle really was something to behold, as modern F1 is constantly hailed as a miserable time in the sport. Little overtaking, no proper rivalries, that's often the subject of complaints. But we saw an amazing duel



between two competitive and closely matched cars, and two extremely competent drivers. What more could you ask for?

That's it for this episode of Races to Remember. We just have one more episode to go now, so don't forget to leave your feedback in the comments, or email me christine@sidepodcast.com, and join me tomorrow for the last Race to Remember of this series.

Races to Remember – Britain 1950

Here we are then, the final episode in this series of Races to Remember. We've covered a wide spectrum of races from enormously close battles to wet races, to chaos, to a mixture of all three. Now we're travelling back to the very beginnings of the championship – Britain 1950.

The very first race of the newly created Formula One World Championship was held at Silverstone on May 13, 1950. The airfield had hosted the first British Grand Prix just two years earlier, and that race was only ever supposed to be a one off. It was so successful though, that the Grand Prix returned the next year, and when the time came, the official F1 Championship couldn't ask for a better place to begin. Although the race at Silverstone was the first to count towards the championship, it was actually the fifth Grand Prix of the season. Fangio had dominated at a couple of the previous races, and was expected to do well. It wasn't a particularly sunny day, but even the royal family – King George VI and Queen Elizabeth - turned out to see what the cars were capable of. 100,000 spectators lined the track, eager for the 70 laps to get underway.

Alfa Romeo brought four cars to the circuit, for Fangio, Giuseppe Farina, and Luigi Fagioli. The fourth was for a local driver and guest to the team, Reg Parnell. Ferrari were not in attendance, but Maserati had six cars. In total, there were 21 entrants, so those two teams had half the field locked out already. The previous two years had seen Maserati dominate at Silverstone, but in 1950, the Alfa, in the hands of Fangio, was definitely the car to beat. Farina managed to take pole position, ahead of Fagioli and Fangio. In fact, the entire front row of the grid, which in those days featured four cars in front of three, in front of four, etc, was full of the Alfa Romeos.

As the race got underway, Fagioli got past Farina to lead, but couldn't hold the position and gradually dropped back to third. There was some talk that the team were simply playing, the drivers changing positions simply to keep the crowd amused. There may be something to this, as Farina headed up the first nine laps, then possibly handed over to Fagioli for five, until Fangio jumped at the chance for one lap. Farina quickly took his lead back again. Fangio barely got a taste of the glory, and his afternoon was to get even worse when his engine blew up on lap 63. Fagioli had been sat behind his teammate until then, but moved through into second place. The remaining few laps were uneventful, there were no more changes for the lead. Parnell was third, although he was almost a minute behind, with reports suggesting he may have collided with a hare partway through the race.

Only 12 cars finished the Grand Prix, with the winning time just over 2 hours and 13 minutes. One driver, Joe Kelly, wasn't classified though, as he finished 13 laps down, and fell out of the minimum completed distance. Farina's victory saw him become the first driver to score the hat trick of Pole position, fastest lap and the victory. His good form, and the competitiveness of the Alfa Romeo saw Farina go on to win the championship in that first year as well.

That's it for this episode, and this series of Races to Remember. I hope you've enjoyed looking back at some of the more eventful Grand Prix. If you've got any feedback or suggestions, I'd love to hear it, you can comment on sidepodcast.com or email me christine@sidepodcast.com. Thanks for listening.