

## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

Hello everyone, welcome to this week's episode where we're going to try something a little bit different because I've managed to persuade Damon to allow me into his taxi on the way to Heathrow, on the way to Imola.

Yes, it wouldn't take much persuading from that.

I mean, you know, I had to get there anyway, but it's just the car is full of cameras.

It is.

And we're going to have a nice chat.

Yes.

Which is actually a break from the norm because normally my head is in my phone and I just disappear into emails and goodness knows what, and then arrive at Terminal 5.

You really enjoy the serene peacefulness of the journey to these races, right?

You don't want someone pestering you for questions.

No, quite the opposite actually.

It's really nice because quite often you're travelling and you're on your own and you kind of have to go into a zone, don't you?

Otherwise, it's tedium waiting to arrive.

So there's always something to do, listen to podcasts quite often, with my headphones on and sometimes talk to the driver, some interesting people, drive cars to the airport.

Well, here we are.

And I thought we'd use this opportunity as well actually to ask what sort of traveller you are.

Because obviously you've been on the road for your whole career and also with Sky Sports F1 as well.

So I mean, you use someone who loves to arrive at the airport super early, get there in two hours to spend.

I used to.

Yeah.

Unbelievable.

I used to cut everything to the bone.

Really?

And there was one occasion where I was in line to get judged to see whether I would qualify to be a driver for Williams, so I was going to have to get to Esterel in time for a test.

So I was staying at some friend's house in South London and it only takes 40 minutes.

In those days, you could literally park in the car park next door to the, you know, it didn't cost that much.

Yeah.

You know, everything was much simpler, travelling-wise.

And so I left it till, you know, I thought plenty of time, jumped in the car on Wandsworth and I got stuck in, I mean, it was a Sunday and there had been a football match at Chelsea in Fulham or something like that.

And Fulham was jammed and I was sat in the car and I was thinking, this test is going to decide my future and I'm going to miss the flight.

So stressful.

## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

So stressful.

Can you imagine turning up late, then Frank Williams and the whole crew are sitting there with all the engines running and think, where's the driver?

I left a bit too late to get the flight.

Anyway, I made it.

Oh, dear.

And the rest is his stress.

So I don't do stress anymore.

Yeah.

I'm not doing that.

Leave yourself hours and hours.

No, that was stress max.

Right.

Here's a little bit of the plan, then, before we're going to talk about.

I want to talk about what you're up to this week in Imola, because you're doing something very exciting tomorrow.

Then I want to talk a little bit about your history with Imola, because there's been some great moments, but also some moments of sadness and tragedy.

Then also thoughts on Ferrari returning to Italy this week, first time back in Europe after, well, first time back in Italy this season.

And then also at the end, we've got a few people who've asked some questions from home.

But tomorrow, let's start with what you're doing tomorrow.

You're flying out on a Tuesday.

Normally, you'd fly out on a Wednesday, but flying out on a Tuesday because you're going to Enzo Ferrari's house to film a piece for the race this weekend.

Yes.

Enzo Ferrari's house at Maranello, which is the track.

And there was Enzo's house also in Modena, which is where he was from, I believe, and where the factory used to be to build cars and stuff.

And then there's the farmhouse, which is where I'm going, which is right next door to the track.

Well, I mean, pretty, pretty cool opportunity to go and see that.

And I guess what I, because, you know, Enzo Ferrari, he's the man, the myth, the legend, isn't he?

I mean, we're still, you know, I mean, how much do you know about him and how much do you think maybe going to this place tomorrow will actually allow you perhaps to build even more of a kind of character of what he was like?

I think he's, like I said, he's a legend.

I mean, his career started before the war and then extended through the war and then in post war, he obviously became the legendary name of producer of race winning cars and also beautiful sports cars that he is today.

So, you know, one of the, one of the most famous brands in the world, the Ferrari is known everywhere.

## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

And it all took place in this little part of Italy.

And so I've done a little bit of learning, but I mean, there's, there's reams and reams of books about Enzo and the things that he got up to.

And I'm also going to meet Piero Ferrari as well, who is, is sending you to see his dad was, was Enzo.

So he'll hopefully tell me some more interesting stories.

Yeah.

So is it true that Enzo invited you to Maranello after your father died?

Yeah.

So my dad died in 1975 and about some time early 1976, my mum tells us we've had a message from Enzo.

Wow.

And he's offered for you to go to Maranello, to Modena, to meet him and I was thinking, why?

I think I was 16, I was thinking I was 15 and I was thinking, why does Enzo Ferrari want to see me?

You know, I had a freak out and I didn't want to go and I said to my mum, can you say no please?

So I missed the opportunity of meeting Enzo.

I don't know why I was so, so concerned about it.

Or do you think he wanted to meet you?

Why do you think he wanted to meet you?

He wanted simply to offer his condolences and also make me cheer me up a bit and show me something interesting.

What would have happened if I'd gone?

Wow.

I mean, it would have all been different past, I don't know.

But there you go, I was a little bit in a difficult place at that time so I was a little bit anxious about going to see strange men in Italy.

That's fair enough.

Not that Enzo is strange, can I just clear that up?

To me at the time he appeared to be a little bit too much.

I guess perhaps it showed a softer side of him.

We obviously know him as this kind of fairly brutal kind of leader and very cutthroat and obviously that story there does kind of show a slightly softer side of him.

Yes, I think, I mean, also the more you learn about him the more you realise he was an extraordinary individual.

His wartime exploits and he definitely was someone who was thoughtful and I believe he looked after his workforce very well.

So there's lots of anecdotes that paint a different picture of the kind of ruthless individual who's only interested in winning that I think some people thought he was.

Okay, so that's what you're doing tomorrow then obviously you're going to come to Imola and for the whole race weekend.

## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

Obviously we had the tragic events of 94 where we lost Ayrton Senna and Roland Ratzenberger in the same weekend but for you you've obviously had some good memories there from when you won both in 95 and 96 as well so how does it feel going back to somewhere like Imola? I think you've just summed it up, I mean it's kind of, it's filled with all sorts of memories and experiences, the highs and the lows.

You can't get too more extreme experiences and we've had at Imola but also it was the first time I went to do a test at a racetrack with the regular Williams drivers, Nigel Mansell and Riccardo Petrazzi and so it was a real eye opener because I was there in the spring before the season has started and there was just us, a few other teams, it was all very kind of a lazy day and it was people opposite the garages, Ferrari fans and they'd also bring their picnics and it was all very very low key, not like today, if you ever turn up with a Formula 1 car today then everything goes mad but in those days it was like something that people did in the town of Imola, they came out, are you going to go and have a bit of cheese and bread and watch the Ferrari's and they'd literally sit there with their picnic and the Ferrari would come out and they'd all put up a big cheer every time the Ferrari came out and that was Gerhard Berger and John Lacey at the time so some really extraordinary memories of Formula 1 in that place as well.

We made a piece a couple of years ago actually about what it was like when you returned in 95 after the tragic events of 94 and it was really really interesting, you spoke really well about just even like the white marble on the tarmac, it really evokes memories but in 1995 that was a really important weekend for the Williams team, you obviously were able to win and what did that do for the team going forward?

I think it sort of, I think it into some small degree it sort of laid to rest some sort of ghost I think, some sort of stigma perhaps that was attached to that place and those events and I think we all after that event we raced very much with Ayrton in mind and also Roland in mind that this is what they love doing and we're going to also not forget that and do it to our best potential so an emotional experience going back and winning. You were flanked on the podium in 95 by two Ferrari drivers Gerhard Berger and John Lacey, how did the tifosi take to you being on the top step and two Ferrari drivers either side of you?

Do you know what I'm saying, in Italy if you're a Formula 1 driver they love you. Really?

Yeah, it's just, there's no partisanship, obviously they love Ferrari, they want Ferrari to win but they're so enthusiastic for the sport that you get, they say grande, grande hill, you know, so they're so up about anybody racing in Formula 1 but I don't think they take it too unkindly, I mean if you've upset them in a particular way then they will boo you.

Really?

So a few times but generally it's all good nature it's done.

Is that, is it one of the best places to go racing in Italy for that reason?

Yeah I think so, I think it has, I mean there's been more races in Italy I think, Grand Prix in Italy than anywhere else so it does have a longer history than perhaps Great Britain does but the great thing about all these experiences is they're different, they have a slightly

## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

different texture and flavour to them so if you go to Britain you'll get the British experience and if you go to Italy you get the Italian one and it's just, you know, it is a stunningly beautiful country when it's not raining.

Yes, which I think it might be raining a little bit this week, just a bit.

What sort of makes Imola special and stand out, say for Monza, is there anything kind of unique the Imola about, Imola if that makes sense?

Well you get the Milanese crowd, you know, the AC Milan kind of supporters who come out in Monza but in Imola it's much more rural, I get the feeling it's more rural and also you have these corners like the Ravazza I think it is, where you have people's houses they back onto the track and you see people setting up in the houses themselves, they got a great view of the circuit and then you've also got these lovely meadows, so it's kind of, it's right on the edge of a beautiful city and a town I think it is Imola and the vibe is great and I love the fact it's got undulations so you've got the big drops out of corners and then climbs coming out of Tosa and stuff that does make it an exciting place to drive.

Yeah, definitely. I've got a question here from F1Table at home, you said you won twice at Imola, Monza, Hungary and Buenos Aires along with three times at Spa, was there something about classic tracks that you really liked as a driver?

I think there are some circuits we don't inspire, I mean there are some circuits where I won't mention their names, but to drive them you're kind of going where is the thing you can get your teeth into and so maybe it is the more difficult ones, I mean when I first went to Suzuka I was terrified, I literally went round and I thought this is going to bite, if you go off here it's going to be a whopper and I think maybe I had to focus harder, you know it was a little bit more intense about what I was doing. So circuits, the anodyne ones, typically the newer ones I found less interesting, I liked the ones that had bumps and ripples and little things you could find out for yourself. I liked Hockenheim as well, but Hockenheim was obviously the same designer as Anvor, and Suzuka. So you know there are things about bumpy old tracks which I found more stimulating I think. Yeah, and also things, particularly when we look at the newer tracks we've got in F1 today, we've got like Tamarillo, Piratella, Rivazza, these names are corners and at the moment you know it's turn 1, turn 2, turn 10 isn't it, in those modern tracks it doesn't have the same...

You can call them una due tre, if you like, or you could call them rigatoni, spaghetti, ravioli, which is what, I think Mario Walkie is calling that, no he didn't know. But what can you say about, I mean Tamarillo is obviously famous because it was tragic, you know it had a change, but it was a great corner, I mean I do think we've lost something, I think the cars are a lot safer, I think you know it's a shame to have lost that run down to Tosa, when we used to come out of Tamarillo you'd flat from the chicane, round this big curve and then a slight kink and then you'd break into Tosa over 200 miles an hour and the car would really stop into that corner from a great speed and it was a great overtaking place and you got a great hillside with all the fans on the side there, it was, you know some Nigel Mansel's exploits down there, you know you've got Nigel Mansel trying to overtake Gerhard's doing a 360 on the grass and then carrying on and then overtaking

## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

him later, I mean, fantastic stuff.

Dan on Twitter would like snow, well he said, I don't know if he's going this week, he said what's the local area like, any nice shops or restaurants?

Well this is a little bit of my week spot because when I was racing I used to spend most of my time, I did go out to some restaurants, I went to a fantastic little one and I don't know the name of it but it was literally a kitchen in someone's house and the family would be in the kitchen and there'd be a few chairs and tables and it was down on the back streets and you just walk in, there's a side door, not no fanfare at all and you go in but the food was fantastic.

There are shops, you'd have to ask my wife, she used to go there so I spent most of my time at the circuit.

When you were driving, did you go out for dinner much of a race weekend?

Was that something that was part of your schedule or now I'm thinking that the weekends are so long in terms of those days for drivers now, I can't imagine Lewis going to dinner every night?

Yes, we used to go out for dinner, absolutely, we used to look forward to it but the schedule is tight so if you're preparing for your race weekend, sometimes you're just too tired, you haven't got to find somewhere, go there but yeah, it was part of the routine a little bit but I think now it's just that, I think the organisation, for someone like Lewis, to go to a restaurant, you have to book it out.

Okay, very interesting, I want to get into now what this week's going to be like for Ferrari.

Ferrari have had, let's call it a disappointing start to the season so there are 146 points behind Red Bull, the championship, fourth in the constructors.

We know that in Italy Ferrari is kind of religion, the Tifosi kind of follow them like a football team, it's a really strong feeling.

What do you expect the fans and the media are going to be like this week when Ferrari come home?

When you're talking about Enzo, it is called the Autodromo Enzo Edino Ferrari, it's their track and I believe on the very first race that happened there, an early race, there was one by an Alfa Romeo and Enzo was in a deep thick fog after that, a little shouting and screaming that went on after that so they do want to win Ferrari, our home that's their showcase place, so close to the factory and the birth of Ferrari.

I think in some senses the storm has blown over, I mean there will be a massive attention but in some senses people have already been forewarned about the problems they've got and they understand that changes are afoot, I don't think anybody is expecting or demanding that Ferrari start winning and they can see how strong the Red Bull is, there's a chance they could be good at MLO, it's not got the 180 degree corners which are more difficult for them, they seem to be quite good out of some of the slow corners, similar in some ways to Melbourne I suppose, so we don't know, they could be a bit better this weekend, weather dependent of course.

Yeah, we definitely could get a wet race this weekend.

Christian Horn has said that he feels that others have perhaps under delivered compared



## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

to where they were last year, do you agree, do you think actually when you look at Ferrari and Mercedes they've just not come to the party in the same way that Red Bull has this year?

We'll never want to knowingly, she's more words careful, but Christian's someone who likes to rub salt in the wounds, he doesn't intend to say things about knowing the consequences of the impact of his words, so are they saying that everyone else is under performed, he's right, the Red Bull and that team have produced an absolute beach of a car, they've exploited whatever loopholes around regulations, so it's a legal car but it's beautifully put together and I was watching Max in Miami drive that thing and I just think that car can do anything once that car is so beautifully balanced and so yeah, everyone else has under performed, he's right.

Yeah, and what about Charles Leclerc, he's come out this week and said how much he wants to say with Ferrari, do you think that his eyes are going to start being turned and obviously we don't know what the Lewis contract situation will be in the coming months, can you see his head being turned over this sort of course of this season?

I think he's rather stuck at Ferrari for a bit, I don't know, I mean I would say he's never really been in an extended campaign for the championship, it's always been moments and it's been good and then they faded and he's also had these blots on his copybook with the qualifying, you know, the Banzai lap that goes wrong and stuff, so when you look around at the top teams, who they have in their teams, they're probably content with what they've got at the moment, I'm not sure there's anywhere else to go, Red Bull, I doubt it, Mercedes, I think we're sure that Toto will be sticking with Lewis until Lewis decides he's not going to race anymore and I think Charles is a perfect fit for Ferrari so I think he's there for the long term until they give him a car that he can go for a championship with, I mean Aston Martin are a coming team possibly, if it all goes, if it continues to be dire at Ferrari then maybe he'll look elsewhere but I think he's better off where he is.

Yeah, what about the start that Fred Fouser has made as team principal, it's a big week for him obviously coming back to Italy, being in charge of Ferrari, how do you think he'll be feeling?

It's a bit like someone threw a grenade at him when he arrived, he's trying to put the pin back in but everything's been real, it's been a real batchism of fire for him I think but I think he's got the, what's the expression, it's his demeanor and his character is such that I think he can see the funny side, actually he seems to be quite philosophical about it and he knows that it's an impossible job and it's ridiculous to expect someone to arrive in a team and then instantly produce results, he's going to take time and he's still settling in and no doubt he'll make his effect known gradually over time and I think he's starting to show that so I don't think he's got anything to be concerned about, I think he's, they've got to give him good couple of seasons to be able to have any effect in a team, things cannot happen immediately, there's some things you can do such as procedures, race procedures which he's got so much experience of being on the pit wall, here's someone who can have an effect and say to the team well why do you do this that way, but they do fantastic pit stops for Ferrari so they've got some of their strategy and stuff, he's quite good

## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

so they're not too weak in their department, obviously the Monaco experience was lamentable and a few races, Silverstone I'm thinking as well with Ferrari and Charles DeClercq you know who felt like he was hard done by by strategy moves but he can calm the ship on that department very quickly I think, but you know producing, changing methodologies, methodologies, what's the word? Methodologies, methods, changing the way the practice is in the factory and producing bits and bobs, that's harder to do and it won't see the benefit of that for another year I wouldn't think, yeah okay very interesting, all right let's move it on to a few questions from people at home and the first one's actually an interesting one because this was actually off the back of a tweet that you put out during the Miami Grand Prix so I'll go with Duncan's tweet first, he said the Miami Grand Prix divided fans and pundits alike over if the race was exciting or not, do you think this week's Grand Prix will please most people with the upgrades coming and I think he's obviously spoken about the upgrades there but I also think this weekend we're going back to a very traditional Formula One race weekend, no sprints, no glitzy glamour of Miami, this is just a kind of old school Formula One race in a traditional weekend, people say there's no glitzy glamour, we're going to Italy and there's Ferrari and there's the fans and you don't you don't get a more spectacular show than that I don't think in the sport, I mean it is the thing that is attracted everyone else to Formula One is the traditional events are what people have seen around the world and go we want that in our country as well so you've got a different kind of audience perhaps in America who very recently have been turned on to the sport, I mean let's be honest the interest in Formula One has grown massively in America but a lot of the fans are new to the sport and they they don't necessarily know the depth of the sport which you get when you come to Europe so and the European fans so I think that's the good thing about our sport it doesn't take place in the same venue all the time it changes venue every Grand Prix and it changes country and changes culture so it's you know it's got that mixture of experiences which I really like about it and you know so and the fans some fans who are perhaps new to the sport because of Netflix let's say and they're younger and maybe they turned on about Abu Dhabi time yeah you know which was the most thrilling if it turned out wrong for some people it turned out right for others but it was an incredibly exciting season and to expect that every time we've kind of set ourselves up a little bit for a fall because how do you deliver that intensity every time and this is more typical Formula One you know where you have a team that's got an advantage and you're waiting for them to slip up and for someone else to slip in and you know take the glory there will be races there'll be exciting races between now and the end of season and things will not always go to plan you just got to stick with it it's you know like a Neil Nill draw sometimes in in football you get that Miami who could have predicted no yellow flags no red flags no breakdowns that was everyone finishing that was a freak race that was literally a freak race yeah and you and you because the tweet you put out you know during the race during Miami you know it was said some people are not enjoying this race which tells me they don't understand Formula One this is two guys fighting it out to become world champion and that was that was brewing for the whole race wasn't it yeah well the perism just happened yeah I mean it deep down in my heart I kind of knew



**[Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!**

that Max had him yeah and we all did but um but you could see him coming but something could have happened yeah something could have happened you know safety car could have happened yeah so and that was what we were watching these the guys who in contention for the world title Perez was Sergio was he was on the back foot a little bit but how can he be on the back foot when he's on the on the front row um and you know Max's work his way through the field on paper it shouldn't have happened that way but um you know you could argue that Max got a little bit lucky that the medium was was suffering as bad as it did yeah a tweet here from Wooden Sand Nasty which is a very interesting twitter twitter handle um likelihood of Danny Rick replacing Nick Defresa alpha towering this story sort of brewed yeah the big end of last week over the weekend yeah what do you what do you make of that well there was had a seat fit I think at alpha towering and so that's set chins wagging um and uh realistically what has Danny Ricciardo got to gain by going up against uh either Nick or Yuki Zenoda in an alpha tower he's been there he's done that he's not after that I don't think he'll I think there's not there's nothing more to this than if there is a need for a reserve driver situation then he might he might jump in but yeah um I can't see him he's already said that he's not interested in doing a um a middling team he only wants to to be in a car that can win what have you made of Nick Defresa starts the season because it I mean it hasn't been I think you know particularly if you look at Miami went straight into the back of Lando Norris didn't it didn't he at the start but I guess we've only had five racers and he's getting used to driving this car is it is there a you know can you make a sort of excuse but can you understand the perhaps slowest start that he's had yeah I can I can understand that he's had a lot to deal with it's it's quite different to being asked to jump in a car in Monza uh at very short notice nobody's expecting anything you know you're free to to cope with whatever you've got with and he did a fantastic job and that's why he got his second chance in f in f1 first chance in f1 um and uh I think some of the races he's been to some of the circuits we've been to but not all of them it hasn't been to Miami and the cars there were tricky conditions it's very competitive now this spread is is tiny in qualifying he's under a lot of pressure and I think you don't know what someone's I might when I started in f1 I looked a bit shaky as well when I first got my you know chance with all of us in any walk of life when you start doing a new thing you know it's just we some of us don't have the eyes of the whole sport and it just doesn't stop it doesn't give you a chance to catch your breath you know so um now I've that said the ones who can cope with that and arrive in the sport and suddenly do something mind-blowing like Max Verstappen's like the micro shoemakers and and the Lewis's and stuff they they somehow stand out and perhaps you know the fact that Nick is is struggling a bit is normal you know he doesn't mean he can't he won't be a very good racing driver but he might not be the the Etton Senna um category yeah okay question from me actually now and I saw this was on your instagram over the coronation weekend do you put up a picture of Prince Charles and your father yeah Instagram or Prince Charles as he was back then yeah because your your dad

## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

took

him for a spin around Thruxton yeah and you put up this picture I just wondered if you could recount any of that story I did mention that the security security people were slightly anxious about all you know the future king of England is going to be taken around by this this ray fish looking you know dick daftly type who my dad was um but um yeah he was in safe hands he loved the experience

as far as I can recall I was very young at the time but um uh yeah he um he got his experience he didn't take out motor racing though after that I noticed yeah yeah did your father do that with a lot of did you have any other royal family or celebrities I imagine he would have done yes one one or two but you know um yeah I don't think he made a habit of it I think but um I mean I've been around that I've been with him in round Thruxton in a mini I think it was it might have been it might have been the same time I can't I'm afraid I can't remember precisely but um but yeah I mean they you know people would love to have had a go around um the racetrack with Graham Hill and uh

I bet yeah he probably you see he did get up to a lot of stuff that I'm just finding out about now so so I think it's it's a brilliant photo and it's it's a really amazing photo right how long have we got oh we've got a few more minutes we can squeeze in a few more questions uh question here from Ewan on Instagram out of the current grid who would you most like as a teammate I think Fernando Alonso yeah well particularly after the last couple of weekends where he's been coaching yeah well you I think it's meant to coach me but I think he would be hysterically funny because I know he's gonna he's gonna be he'll be cheeky you know so you'd have to have your wits about you I think if you were going to be Fernando's teammate but um okay let me think of another one who would I most like to be a teammate I don't know I just think I he amuses me I think he is he's cunning and smart and funny and probably wouldn't be quite so funny if you're beating him but no I feel like so I mean Martin did a great interview them last last week or last weekend and he looks like he's in a really good place doesn't he I think this would be the ultimate Fernando time to be with Fernando as a teammate yeah I think he can go out on a hike on he you know if he doesn't win another title I think he can go out and say listen uh that was my potential everyone knows what my potential was and it wasn't realized it wasn't fulfilled and that and I think he's admitted in the past as much that it's he accepts that was the way he went about things was to do with that or had an influence on it um but you know she'd never you know we've done this before you you sort of talk about him as if he's about to retire he might keep going till he's yeah way over 45 you don't know yeah yeah yeah uh final final question from dullwood on instagram which driver did you race against that truly blew you away in terms of natural skill um Senna obviously yeah I'd say Senna would be the one I you know he did some lap times so I mean I didn't I wasn't with him for long enough to know but I just saw blind I saw a couple of you know a couple of um sessions we were whipped together when I said how am I gonna find a second

that was quite a lot um so yeah that was that was a bit of an eye opener um I would say people that we haven't necessarily seen enough of it was obviously I wasn't teammates with Johnny Herbert but Johnny was obviously one of the superstars but I was teammates with Martin Donnelly and Martin Donnelly was incredibly um talented and fast and he would have been a very good former one driver if it wasn't for his accident yeah so I mean I mustn't I'm not suggesting that

## [Transcript] Sky Sports F1 Podcast / Historic Imola, Leclerc's contract doubts and Ricciardo rumours | Taxi for Damon!

the other people I was teammates with weren't good I mean but um they're all they've got to be good to get to that level yeah yeah um but you know we've had Nigel Mansell Allen-Prost and David Coulthard, Jack Vilneuve you know his teammates and uh it's quite a list it's quite a list yeah um we'll go with Senna it feels fitting on the weekend that we're that we're going to Imola well Damon thank you very much for letting me jump in taxiway we are almost at Heathrow I thought uh I'll send you off with the name of this weekend's Formula One race I don't know if you've been across that I have well well yeah I'm trying to remember it well would you want to try go on you tell me what it is okay the Formula One Qatar Airways Gran Premio Del Made in Italy Adele in Mount Emilia-Romagna 2023 yes and apparently that isn't the longest name for a Grand Prix really the longest name was the British Grand the one of the first races which the British Grand Prix right and it had an even longer name I feel like if we've got another half an hour I'd be able to find it on my phone but um but yeah apparently that is the only the second longest name given to a Formula One race that's fascinating it just trips off the tongue doesn't it it just does you know for all of our team on air this weekend I do slightly sympathise with them I think if we just say Imola Imola people know people know what it is but yeah have a good weekend enjoy Enzo's house tomorrow yeah I will and yeah look forward to seeing that in the show thank you Matt cheers good chat thank you