

# Racing Line

027

May 2000

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LEWIS HAMILTON

# Champion of the future

A weekend in the life of  
McLaren Mercedes karting  
star Lewis Hamilton



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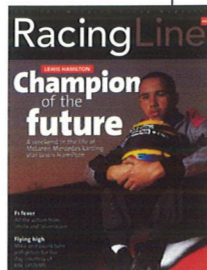


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Win a copy of 'Teamwork' signed by Mika Hakkinen  
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Team McLaren



**Champion of the future**  
Lewis Hamilton is only 15-years old yet seems to have his motorsport future carefully mapped out. Following the youngster for the weekend at a Senior Formula A kart race in Italy we found out how



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## Youth policy



Who will be the next Mika Hakkinen or David Coulthard? It's a question often asked amongst those with more than just a fleeting interest in F1. No-one is more aware of finding an

answer than McLaren and Mercedes. Together, they have done more than anyone to unearth latent racing talent. The evidence is there to see: Mercedes has groomed future stars since the 1930s and David Coulthard himself was the first recipient of the now highly-respected McLaren Autosport BRDC Award, back in 1989.

More recently, karting star Lewis Hamilton has flown the McLaren-Mercedes Driver Support Programme flag. The fifteen-year old is now racing in the most competitive karting series there is – Senior Formula A. Ron Dennis has pledged his support for Lewis almost from day one. So much so, in fact, that he and 1982 World Champion and former McLaren driver Keke Rosberg are the prime movers behind teammbm.com, the new outfit for which Lewis and Rosberg's son Nico are racing. Read our cover feature, starting on page 18 and you'll see why.

At a more senior level, McLaren's defence of its Formula 3000 title, won with Nick Heidfeld last year, has started. This year, with Stéphane Sarrazin, Tomas Enge and new Title Partner, mySAP.com, the junior team will be trying to do the double. Look out for a new section in *Racing Line* during the season, starting this month on page 16, that focuses on the team's performance. You can rest assured that Stéphane and Tomas, and indeed Lewis, have already thought about the possibility of life as a West McLaren Mercedes driver.

Henry Hope-Frost, Editor



# Racing On-Line



gets you closer to the action



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## McLaren's Roll of Honour

### Eight Constructors' Championships

- 1974 – M23-Ford, 73 points
- 1984 – MP4/2-TAG Porsche, 143.5 points
- 1985 – MP4/2B-TAG Porsche, 90 points
- 1988 – MP4/4-Honda, 199 points
- 1989 – MP4/5-Honda, 141 points
- 1990 – MP4/5B-Honda, 121 points
- 1991 – MP4/6-Honda, 139 points
- 1998 – MP4-13-Mercedes, 156 points

### Eleven Drivers' Championships

- 1974 – Emerson Fittipaldi – M23-Ford, 55 points
- 1976 – James Hunt – M23-Ford, 69 points
- 1984 – Niki Lauda – MP4/2-TAG Porsche, 72 points
- 1985 – Alain Prost – MP4/2B-TAG Porsche, 73 points
- 1986 – Alain Prost – MP4/2C-TAG Porsche, 72 points
- 1988 – Ayrton Senna – MP4/4-Honda, 90 points
- 1989 – Alain Prost – MP4/5-Honda, 76 points
- 1990 – Ayrton Senna – MP4/5B-Honda, 78 points
- 1991 – Ayrton Senna – MP4/6-Honda, 96 points
- 1998 – Mika Hakkinen – MP4-13-Mercedes, 100 points
- 1999 – Mika Hakkinen – MP4-14-Mercedes, 76 points

## 2000 West McLaren Mercedes and McLaren Formula 3000 Motorsport Calendar

6 May	Spain (Barcelona)	F3000
7 May	Spanish GP (Barcelona)	F1
20 May	Europe (Nürburgring)	F3000
21 May	European GP (Nürburgring)	F1
3 Jun	Monaco (Monte Carlo)	F3000
4 Jun	Monaco GP (Monte Carlo)	F1
18 Jun	Canadian GP (Montreal)	F1
1 Jul	France (Magny-Cours)	F3000
2 Jul	French GP (Magny-Cours)	F1
15 Jul	Austria (A1-Ring)	F3000
16 Jul	Austrian GP (A1-Ring)	F1
29 Jul	Germany (Hockenheim)	F3000
30 Jul	German GP (Hockenheim)	F1
12 Aug	Hungary (Hungaroring)	F3000
13 Aug	Hungarian GP (Hungaroring)	F1
26 Aug	Belgium (Spa-Francorchamps)	F3000
27 Aug	Belgian GP (Spa-Francorchamps)	F1
10 Sep	Italian GP (Monza)	F1
24 Sep	United States GP (Indianapolis)	F1
8 Oct	Japanese GP (Suzuka)	F1
22 Oct	Malaysian GP (Sepang)	F1

## 2000 Race Results

Australian GP: Mika Hakkinen DNF; David Coulthard DNF  
Brazilian GP: Mika Hakkinen DNF; David Coulthard 2nd/DSQ  
San Marino GP: Mika Hakkinen 2nd; David Coulthard 3rd  
British GP: Mika Hakkinen 2nd; David Coulthard 1st

Imola F3000: Stéphane Sarrazin 7th; Tomas Enge 5th  
Silverstone F3000: Stéphane Sarrazin 19th; Tomas Enge 13th

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# InsideLine

I would not like the team's supporters to conclude that anybody at West McLaren Mercedes was anything less than gratified at the outcome of the British Grand Prix where David and Mika delivered our first one-two of the new season.

Yet it is perhaps inevitable that disciplined emotions are central to such circumstances. The last time I touched on this subject in these pages was as the team was coming to terms with the disappointment of David's disqualification in Brazil. After Silverstone, the priority was to manage the understandably upbeat reaction triggered by our success in a correspondingly mature and balanced fashion.

In some ways the challenge now facing West McLaren Mercedes over the balance of the year reminds me of that old joke: "how do you eat an elephant?" Answer? "One mouthful at a time." That is precisely the approach we now have to adopt to the psychology of eroding Michael Schumacher's present points advantage.

The British Grand Prix was a great success for us. Yet, objectively, it was only a single race. We cannot yet judge whether it alone will decisively influence the outcome of the championship.

It is all too easy to become embroiled in and preoccupied with the mathematics of the overall scenario. Yet in a contest such as the FIA Formula 1 World Championship, which has the longevity of 17 races over 32 weeks, it is necessary to adopt an approach which effectively insulates and isolates each grand prix from any other. That is the approach we have always been committed to.

It is, of course, particularly gratifying for the team to come away from each race feeling that it has performed to the very best of its ability and potential. Ironically, if you consistently strive for high standards, it is sometimes possible to return from a grand prix having achieved a good result, yet privately know you have not performed to your absolute optimum.

At Silverstone, we were satisfied with our achievements in a difficult situation, stemming from both the obvious weather conditions and less obvious logistical factors which might not have been apparent to the casual observer. These ranged from Mika's lack of time on the circuit during the warm-up to other issues which could have impacted on the race.

The most satisfying aspect of the weekend was the execution by our engineering staff of a flexible, but decisive, race strategy which undoubtedly was a major contributing factor in the result.

The readers of *Racing Line* should not misunderstand the perspective I am trying to place on a very successful weekend. But after the well-deserved break on Easter Monday, the race team and the rest of the company was back hard at work.

Ron Dennis





## Woking gets the full Monty

While promoting National Golf Week, Colin Montgomerie sampled a different sort of driving

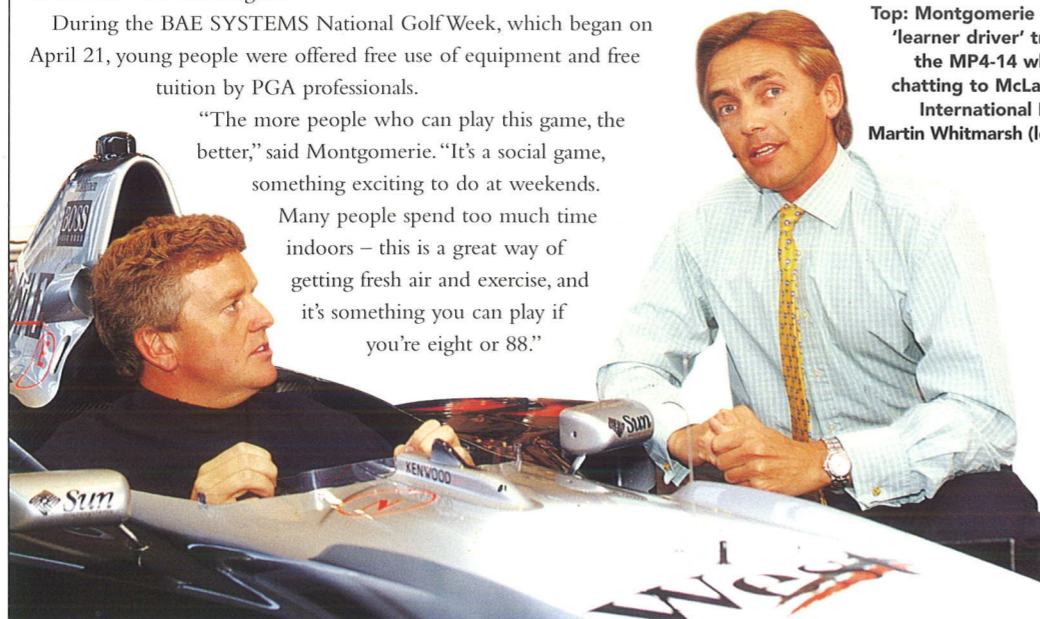
Top international golfer Colin Montgomerie visited the West McLaren Mercedes headquarters in mid-April and was treated to a tour of the factory by McLaren International Managing Director Martin Whitmarsh. The Scottish star was promoting National Golf Week, an initiative supported by West McLaren Mercedes Technology Partner BAE SYSTEMS to encourage young people to take up golf.

"My 'driving' is very amateurish compared to this," punned Montgomerie as he eased himself into the West McLaren Mercedes MP4-14 that Mika Hakkinen drove to win the 1999 Japanese GP and World title. "I'm impressed by the focussed nature of this team – their game is based on success, as is mine. If I don't win, I come back doubly determined to take victory at my next game. And when I do win, it doesn't diminish my motivation to succeed again."

During the BAE SYSTEMS National Golf Week, which began on April 21, young people were offered free use of equipment and free tuition by PGA professionals.

"The more people who can play this game, the better," said Montgomerie. "It's a social game, something exciting to do at weekends.

Many people spend too much time indoors – this is a great way of getting fresh air and exercise, and it's something you can play if you're eight or 88."



Top: Montgomerie the 'learner driver' tries the MP4-14 while chatting to McLaren International MD Martin Whitmarsh (left)

Mika threads the West McLaren Mercedes MP4-98T two-seater through the snow with wife Erja sitting right behind him...



## No business like snow business

The Finns are famous for their ability to drive in low-grip situations, but Mika Hakkinen's first experience behind the wheel of the West McLaren Mercedes MP4-98T two-seater F1 car promised to test even his legendary talents to the limit. Not only was he to drive the car on the snowy lanes of Lapland – he was going to do so with wife Erja in the passenger seat.

"It's like sitting in the bath," joked Mika as Erja climbed in. "And no team orders from you in the back!"

The West McLaren Mercedes MP4-98T required only minor modifications to run on snow and ice; engineers raised the ride height, then removed the wooden 'plank' from under the car to gain

even more ground clearance. Bridgestone supplied a set of specially-cut wet-compound tyres for the occasion – spiked tyres would have been ideal, but F1 tyres proved too soft to hold the spikes!

**"It's a great insight for me into Mika's life in the cockpit"**

Mika guided the MP4-98T down the snowy, high-banked forest lanes with balletic ease, the bark of the Mercedes-Benz V10 engine echoing through the forest. It was the first time an F1 car had taken to the road in such conditions, but car, driver and passenger came to no harm.

"This is exciting," said Erja. "It's a great insight for me into what Mika's life is like in the cockpit."

Fortunately for West McLaren Mercedes fans, Mika has no intention of leaving F1 for a career in ice racing...





JUST ROOMS



**“The Mercedes CLK DTM car is fantastic to drive – great fun and very driveable”**

## Turner tests DTM

Former McLaren Autosport BRDC Award winner Darren Turner was ecstatic after having his first taste of the new Mercedes CLK DTM car at Oschersleben in Germany.

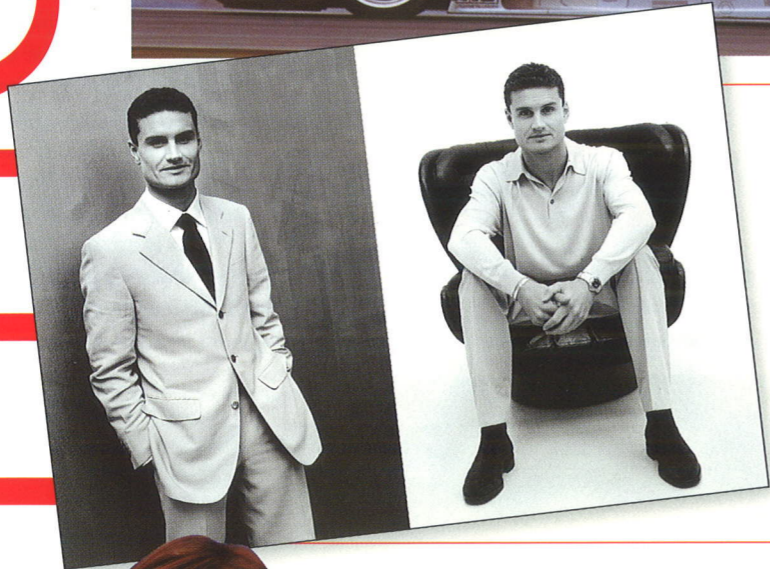
“The car is fantastic to drive – great fun,” enthused the man who more recently starred at the wheel of the West McLaren Mercedes MP4-98T two-seater F1 car.

Many other drivers were also getting familiar with their new cars in

preparation for the DTM opener at Hockenheim on May 28. With cars powered by 5-litre, V8 engines, the reborn DTM promises greater performance and spectacle than the 2-litre Super Touring formula which is currently popular on the European scene. Turner believes the tractability of his Mercedes will be a great asset: “It’s one of the most driveable cars I’ve ever driven,” he said.

There will be one more test, at Hockenheim, before the season starts.

Darren Turner (above, left) and Peter Dumbreck (above, right) will drive the Mercedes CLK DTM



## David shows GQ who’s the Boss

West McLaren Mercedes star David Coulthard recently modelled the new collection of clothes from TAG McLaren Corporate Partner Hugo Boss in a photo shoot for the German edition of GQ magazine. All three brands – Hugo, Boss and Baldessarini – were on show

## Lewis Hamilton puts it in Top Gear

Kart racer Lewis Hamilton starred in the BBC’s motoring programme *Top Gear* on April 20. The McLaren-Mercedes-sponsored teenager gave an interview before racing – and beating – presenter Vicki Butler-Henderson at the Buckmore Park circuit in Kent. Buckmore Park will host the final round of the McLaren-Mercedes Champions of the Future series on September 23/24th.



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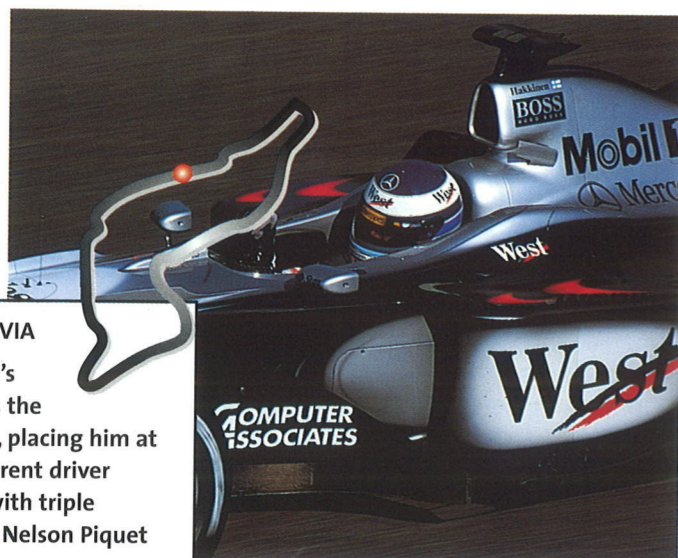




David Coulthard took the final podium position at Imola to give West McLaren Mercedes second in the constructors' world championship battle

San Marino GP

## Points to prove



Mika Hakkinen (above and below) took second in the San Marino GP, sponsored by West McLaren Mercedes Corporate Partner Warsteiner



**IMOLA TRACK TRIVIA**

- Mika Hakkinen's pole position was the 24th of his career, placing him at the top of the current driver rankings – level with triple world champions Nelson Piquet and Niki Lauda
- McLaren has started the San Marino GP from pole position seven times – more often than any other team.
- The Imola circuit has hosted the San Marino GP twenty times since 1981, but also hosted the 1980 Italian GP – the only time it hasn't been run at Monza

West McLaren Mercedes

A double podium finish at Imola meant that Mika Hakkinen, David Coulthard and West McLaren Mercedes finally got their world championship campaigns off to a healthy start

The West McLaren Mercedes team left the San Marino Grand Prix in a decidedly better state of mind than when they arrived. The reason – a double podium finish for drivers Mika Hakkinen and David Coulthard that put the first points of the year on the scoreboard.

Mika led the early portion of the race from the Ferrari of Michael Schumacher, but lost out to his title rival after a damaged undertray and electrical problem cost him vital seconds in the middle stint and allowed Schumacher to slip by at the final pitstop.

"I'm happy to score points," Mika admitted after the race. "But I should have won the race. The engine just stopped when I was flat-out in seventh gear. It was only three or four seconds, but it was enough.

"It went dead and I thought the game was

over, but it kicked into life again.

"Before that, I hit some debris on the track which destroyed the front of the floor and the car was difficult to drive for most of the race. The positive point was that I finished."

David, meanwhile, was lucky even to get to the first corner after Schumacher cut across him

**'The crew did a fantastic job to get me past'**

at the start. The move left him stuck behind the second Ferrari of Rubens Barrichello for much of the race, but a superior stop by the West McLaren Mercedes pitcrew helped him past the Brazilian to take the final podium position.

"I fluffed the start, but I'm mystified why Barrichello was so slow," explained the Scot. "He cost me about a second a lap, but he was still difficult to pass. I opted not to take a risk, and wait and see if our strategy was right.

"I got stuck in gear at the first pitstop, but soon caught Barrichello again. At the second stop, the crew did a fantastic job to get me past. If I hadn't been held up by Barrichello, I could have given Mika and Michael a hard time."

Although the entire ethic of the West McLaren Mercedes team is to win every race it enters, this was one occasion on which the team could at least smile at the weekend's result.

As TAG McLaren Group Chairman and CEO Ron Dennis put it: "This wasn't the result that we wanted, but there are 14 more grands prix and it's clear we still have the potential to win. We're certainly looking forward to Silverstone."



**● CLOSE SHAVE**

Saturday's qualifying for the San Marino Grand Prix was an hour of thrills that saw reigning double world champion Mika Hakkinen snatch pole position in the dying seconds of the hour-long session.

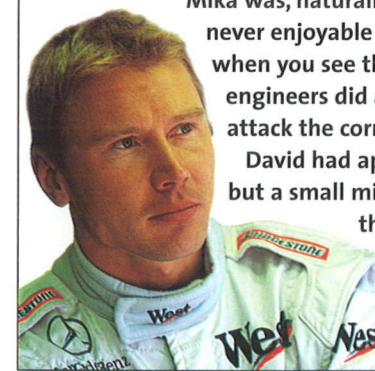
The Finn edged out team mate David Coulthard from provisional pole halfway through the session, but a late run from Ferrari's Michael Schumacher pipped Mika for the spot for just a few brief seconds.

Mika, though, still had one lap and just enough time left to complete an extra run. The banzai effort had the crowd – and the team – on their feet with excitement. He crossed the line with a time of 1m24.714s – just 0.091s ahead of the rival Ferrari.

Mika was, naturally, delighted. "Qualifying is always demanding and never enjoyable while you are doing it," he said. "It is only afterwards, when you see the results, that you can say we did a good job. The engineers did a very good job to give us a car with which we could attack the corners."

David had appeared to hold the advantage early in the session, but a small mistake at Rivazza on his fastest lap demoted him to the second row of the grid, between the two Ferraris.

"It was always going to be close," the Scot said. "I had potential to be quicker, but I made a mistake, ran wide and lost acceleration all the way down the straight."





David Coulthard drove fantastically to score his second consecutive British Grand Prix success (right). The Scot celebrates on the podium (below)



British GP



Mika Hakkinen followed his team mate home, wrapping up a famous one-two at home for West McLaren Mercedes

## David doubles up

West McLaren Mercedes scored a fabulous one-two in the British Grand Prix to put its world championship attack right back on course

### SILVERSTONE TRACK TRIVIA

- McLaren has finished in the points in all 33 British Grands Prix since the team was formed in 1966. 21 of those were podium finishes.
- McLaren has notched up eleven wins in the British GP, one more than both Williams and Ferrari.
- McLaren's victory in the 2000 British GP was the 100th under the leadership of Ron Dennis. Interestingly, John Watson's success at the same venue in 1981 coincided with the first win with Dennis at the helm.



David shows off the silverware after his home triumph (above) and makes the crucial pitstop that helped him maintain good track position



The West McLaren Mercedes team put its 2000 World title campaign right back on track in the British Grand Prix at Silverstone with a dominant one-two finish. Last year's winner David Coulthard repeated his success and was followed home by team mate and double world champion Mika Hakkinen.

Although the pair were beaten to the front row of the grid in qualifying (see right), they pressurised pole-sitter Rubens Barrichello in the Ferrari for the first half of the race, and took control after the mid-race pitstops.

At the start, David made another good getaway to take third into the first corner, but Mika was fortunate to stay in fourth spot after a poor start almost allowed Michael Schumacher's Ferrari to get ahead into the first corner.

"Initially the start went really well," Mika explained. "But then I suddenly lost the grip. Heading towards the first corner, I found Michael on my left side. I had two choices – either continue flat-out or lift. I decided to continue, which was a bit unfortunate for Michael."

Barrichello continued to lead for the first portion of the race ahead of Heinz-Harald

Frenzen's Jordan, David and Mika.

When Frenzen pitted on lap 24, the West McLaren Mercedes cars closed onto the tail of Barrichello, and, six laps later, David scythed past the Brazilian around the outside of the daunting Stowe corner.

The Scot immediately pulled away from the Ferrari allowing him to gain an advantage before the mid-race pitstops. Barrichello spun out of the race a few laps later.

The one-two was an important result for the West McLaren Mercedes team in its quest to close the gap to the title leader.

Barely had David got out of the car, when a mobile phone call came in to the team from DaimlerChrysler board member Dr Jürgen

Hubbert – such was the team and its Partners' pleasure at the result.

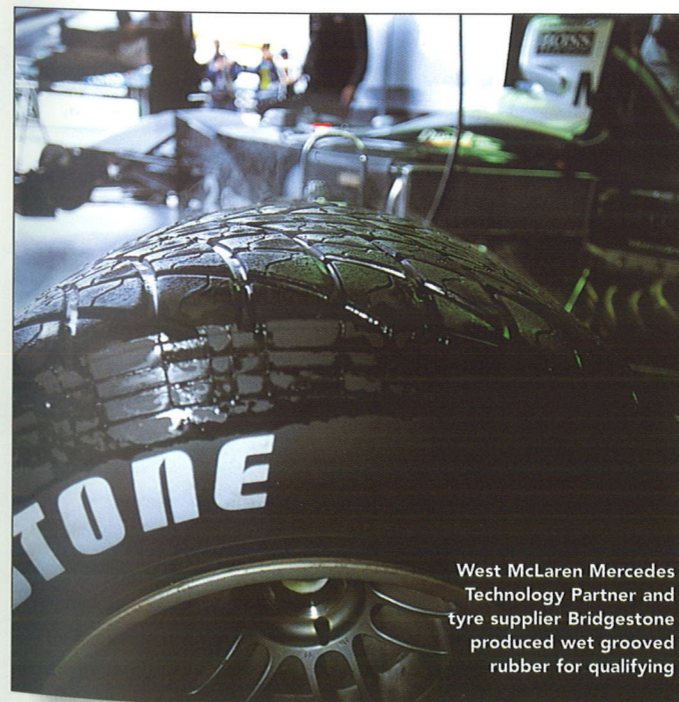
"I had such a long time in the lead to think about things," admitted David. "When I developed a small gearbox problem about 15 laps from the end I was ready to cry because I didn't need that."

"I thought I was going to be stuck behind Rubens until the fuel stop, but then he made a small mistake coming out of Becketts, which allowed me a run on him. Remembering Nigel Mansell's move on Nelson Piquet at the same corner in 1987 I gave it a try. It held together and that gave me an advantage when we came in for the pitstops."

Mika had suffered from poor balance with

his car early in the race – a symptom of problems in the morning warm-up – and had been held up by traffic in the mid-race pitstop period, but was pleased with second place. "With more rubber on the track, it got better all the time," he said. "The engineers made a small change during the pitstop that made everything look different. It's fantastic to have finished today, but there's still a lot of work to do."

With Barcelona next on the calendar, one of the strongest circuits for the West McLaren Mercedes team (and traditionally a bogey circuit for Ferrari), the large clouds that descended over Silverstone as the F1 circus packed up had a distinct silver lining.



West McLaren Mercedes Technology Partner and tyre supplier Bridgestone produced wet grooved rubber for qualifying

### ● Mika and David bag the second row

The Silverstone circuit was soaked at the start of Saturday qualifying after almost incessant rain. Conditions, though, looked likely to improve through the hour-long session, and the scene was set for an exciting battle for the front row of the grid.

It turned out to be an absolute thriller – although things certainly didn't go entirely to plan for the West McLaren Mercedes team. Both Mika Hakkinen and David Coulthard briefly took pole during the session, but as the track dried in the last 10 minutes a flurry of drivers moved into the top spot.

In the end, after traffic and yellow flag interruptions, Mika and David were content with third and fourth, behind Frenzen's Jordan and Barrichello's pole-sitting Ferrari.

"It was impossible to guess what the traffic would be like," admitted David. "Considering that, on my last run, I was held up by a Jordan and then a Williams, fourth place isn't so bad."

Hakkinen had suffered with the balance of his car. "It had a tendency to understeer," he explained. "But, without the yellow flags for Jarno Trulli's spin, I could have got pole. The team did a fantastic job to send me out at just the right moment."





Stéphane Sarrazin claimed fastest lap in his first race for the mySAP.com team

Round 1, San Marino

# Promising start

The mySAP.com team underlined its potential on its debut at Imola, with points for Tomas Enge and fastest lap for Stéphane Sarrazin



The first round of the FIA Formula 3000 International Championship took place at Imola on the Saturday before the San Marino Grand Prix.

While West McLaren Mercedes prepared to net its first points of the year in Sunday's main event, for the mySAP.com team – McLaren's 1999 championship-winning F3000 team renamed – it was a case of 'new season, new drivers.'

Frenchman Stéphane Sarrazin and Czech Republic driver Tomas Enge were unfazed by their arrival in the team that took Nick Heidfeld to title glory last year.

Tomas put in a good run to fifth, while Stéphane charged through from 18th on the grid to seventh after problems in qualifying. He proved his potential with fastest lap of the race.

Fellow Frenchman Nicolas Minassian won the race for three-time champion team Super Nova. Minassian led all the way from Brazilian Bruno Junqueira, the man pipped by former McLaren/Autosport BRDC Award winner Jenson Button to a Williams F1 seat earlier this year.

A storming performance from Australian Mark Webber gave him third in his first single-seater race since contesting the British F3 series in 1997.

Mark has raced for McLaren Engine Partner Mercedes in the FIA GT Championship.

Tomas Enge (left) and Stéphane Sarrazin were unfazed by their arrival in the 1999 championship-winning team



Round 2, Britain

Stéphane Sarrazin once again claimed fastest lap, but a spin at Becketts put him down to 19th place



# Learning curve

For its second race in Formula 3000, the mySAP.com team got both cars to the finish and secured another fastest lap

The mySAP.com squad endured a difficult weekend in round two of the Formula 3000 Championship on home ground at Silverstone.

There was some consolation, however, as Stéphane Sarrazin again underlined the team's potential by recording the fastest lap of the race, as he had at Imola a fortnight before. In the race, though, he finished in 19th place, having qualified in the same position due to set-up problems brought about by the wet/dry track conditions. The Frenchman was making up places in the wet race before spinning and ultimately finishing a lap down.

"My car was good in the race although it was impossible to see through the spray for the first couple of laps. I spun at Becketts but kept the engine running and was able to continue."

Czech team-mate Tomas Enge finished ahead of him in 13th – not a bad result considering that he had crashed into the pit wall in the atrocious qualifying conditions and secured only 21st on the grid.

**'We feel we had the correct set-up but were unable to exploit it'**

Team manager David Brown summed up the optimism in the team, despite the difficulties in its home race:

"The team worked extremely well over the weekend and we feel we had the correct set-up for the conditions but were unable to exploit it."

Australian former Mercedes sportscar star Mark Webber won the race for the European Arrows team after a wheel-banging battle with Briton Darren Manning. Fellow Brit Justin Wilson completed the podium.

Webber's win promotes him into the championship lead. The mySAP.com team will be in action again in Barcelona, supporting the Spanish Grand Prix on May 6.

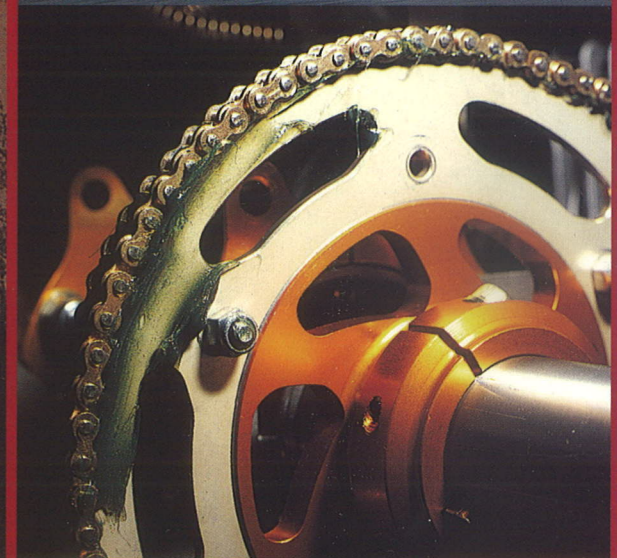
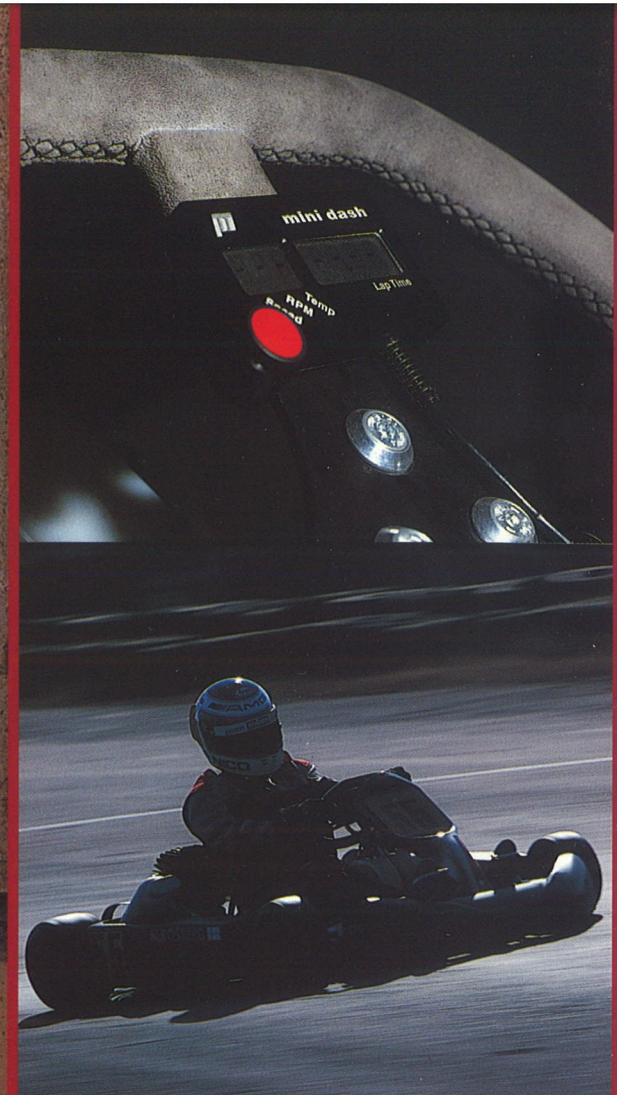
Tomas Enge started from 21st on the grid after crashing into the pit wall during the in-clement qualifying, but battled up to 13th place in the race



# Young men in a hurry

For 2000, McLaren-Mercedes protégé Lewis Hamilton is racing for a new team in the most competitive karting arena in the World. And he has the son of a former F1 champion for a team mate. So far, it hasn't fazed him, as *Racing Line* found out.

WORDS STUART CODLING PHOTOGRAPHY LAURENCE BAKER, CHRIS DIXON





## Young men in a hurry

Clockwise from right: the karts do not have electric starters, so Lewis has to push; the teammbm.com tent has a professional ambience; Keke Rosberg comes to watch his son in action; engines are sealed with plug and lockwire to prevent tampering; Lewis's father Anthony likes to get involved in the job

**L**ewis Hamilton has just turned 15; Nico Rosberg will reach that age in June. To put that into context the teammbm.com drivers are among the youngest in Senior Formula A, a division where the big stars are twice their age and, therefore, more experienced. And at this event, the non-championship Andrea Margutti trophy at the Kartdromo Parma, there is no Super A category – so many of the more established, Super A drivers have ‘stepped down’ into the senior karts for the weekend.

Welcome to the ionosphere of karting; financially and professionally it has nothing in common with the kind of arrive-and-drive demolition derby in which you and a bunch of friends might pay £60-odd to dodge around a few stacks of tyres on a glorified lawnmower. The paddock has an American feel to it – no garages, just clean, neat, logo-ed motorhomes flanked by awnings in which uniformed mechanics work cleanly and quickly. No-one pitches up with their race chariot on the back of a trailer, although the majority of the entrants have their families in tow. Lewis has his mother, brother and father. Nico's 1982 Formula 1 World Champion father is also present. Where there are motorsport lads, the fathers are never far away.

“Fathers,” jokes Keke Rosberg, “are the biggest problem. Fathers have ruined more motorsport careers than anything else. Fathers get hot; mechanics never get hot. That's why I try to stay out of this. It's Nico's hobby, not mine. When I'm here, I'm just dad.”

Senior Formula A is not simply a means to an end – another rung on the ladder up to F1 – it's also an end in itself. For every young hopeful who breaks in, eager to proceed to the next level, there's a gaggle of career karters mindful of the threat of the likes of Lewis and Nico – motorsport's ‘champions of the future’.

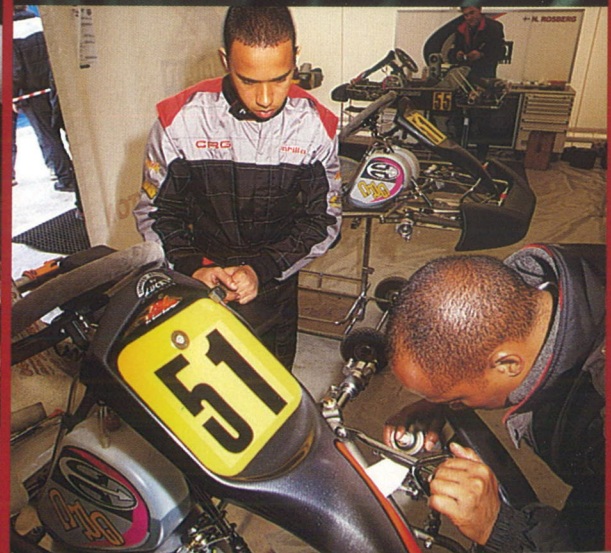
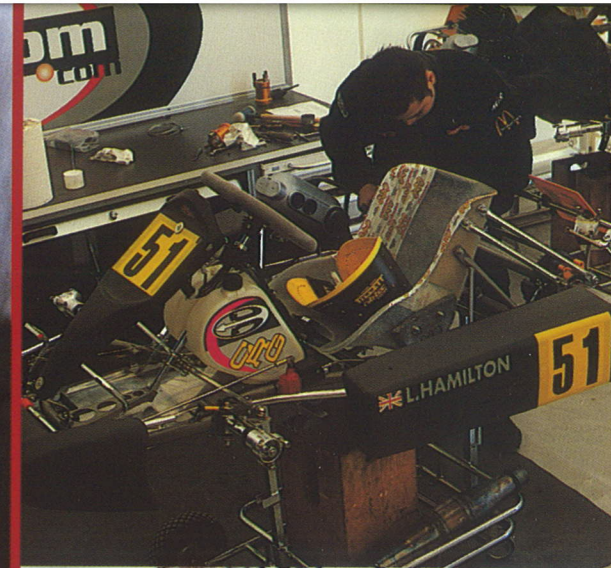
Likewise, the karts are serious racing tools. Almost square in layout, the tube frame chassis looks to have marginal torsional rigidity. The engine, behind and to the right of the driver, is a 100cc two-stroke in a peaky state of tune – around 30bhp – which drives the fixed back axle directly (no gearbox) through a chain. Nothing happens before 7000rpm, at which point those horses arrive at an unruly gallop, and most of the skill in driving these karts lies in keeping the engine on song.

As qualifying begins – a sighting lap, then two hot laps and that's your lot – the karts move slowly out of the scrutineering compound one at a time, building up to maximum speed along the main straight. Then, as each one broaches its powerband, the engine screams, the kart bucks, spits and weaves, the driver bumps about in the seat and the kart twangs forward in a cloud of hyperactive hydrocarbons.

Lewis qualifies third. Nico is only fractions of a second behind. In the teammbm.com tent, Nico gives his mechanics the universal sign of lack of grip: a furrowed countenance and white-knuckled hands seesawing an imaginary steering wheel into opposite lock. No need for the interpreter yet, though – he speaks Italian. They settle down to a Saturday afternoon of tweaks and head-scratching while team manager Dino peruses the telemetry data.

Buoyed by his practice times, Lewis expresses a fondness for the Kartdromo Parma. Overlook the ragged surface changes and it's got everything a racer wants: flat-out straights, fast bends, tricky chicanes and plenty of overtaking opportunities. Run-off areas are minimal, the tyre barriers small; some medics stand within the first corner complex – a kind of semi-hairpin right that snaps left just as it begins to go back on itself – this is not a place for amateurs.

So, has the balance of this highly-specialised discipline tipped irrevocably towards the professional? Is it no longer just for fun? The answer is yes – most of the time. Like the pros, Lewis and Nico are competitive and don't like to be beaten. Once installed in the kart they stop being 15 year-olds and start





Clockwise, from right: Lewis gets used to posing for the camera; the fixed back axle carries just one brake disc; Lewis fights for position on track; the team is experimenting with a twin-caliper brake system that allows them to use a smaller disc, reducing reciprocating weight; *Racing Line* keeps Nico amused by persuading him to imitate a guitar legend

**“The engines are peaky. Nothing happens before 7000rpm, at which point those 30 horses arrive at an unruly gallop”**

being – well, something else. The same goes for the other competitors; out on the circuit the racing is clean and disciplined, with a minimum of yellow flag illiteracy.

We adjourn from racing for an hour on Saturday afternoon for photographs. Lewis and Nico have yet to develop a distaste for media types and talk freely while snapper Baker erects the tripod and arranges the lights. They grow restless during the interminable process of gauging and polaroiding.

“How long’s this going to take?” Nico asks, already itching to return to the rigours of technical debriefs. It is at least four hours until his next race. To liven up the proceedings, I suggest he plays air guitar for the camera. Baker, who has photographed acts such as Ozzy Osbourne and Iron Maiden, encourages him to mimic the windmilling motion of The Who’s Pete Townshend. Bemused, the young Finn obeys. Lewis tells us about the time Nico had an embarrassing dietary upset at one of these races and they both break out in a fit of scatological mirth.

Saturday ends with a round of heats to eliminate the slowest drivers from the competition. Lewis has simply to hold position or, failing that, finish in the top ten. He’s second, but it’s obvious by his frown that he feels he could

have won. Nico barges into the vital top ten after a physical race in which he forced one opponent up the kerb and onto two wheels – he finishes eighth.

Baker reports he’s having difficulties getting the karts in the frame because they dart and jiggle so violently in both the horizontal and vertical axes. As a spectator you have to program your eyes to track the flow of the race rather than flick from kart to kart, or you just get a headache trying to absorb the chaotic frenzy. The pervasive whiff of two-stroke combustion might have something to do with it as well.

During the heats on Sunday it’s interesting to watch both driving style and father style. Lewis is laid back in the seat, arms outstretched like Stirling Moss at the wheel of the Mercedes W196. Nico sits forward in the seat, elbows out in an aggressive stance. Anthony, Lewis’

dad, bounces on his calves during the race, hands clenched, mouth uttering miscellaneous advice: ‘get off the mixture... go on, go on... yes! yes! no! no!’ Keke Rosberg sits impassively on the back row of the grandstand, puffing on a cigar.

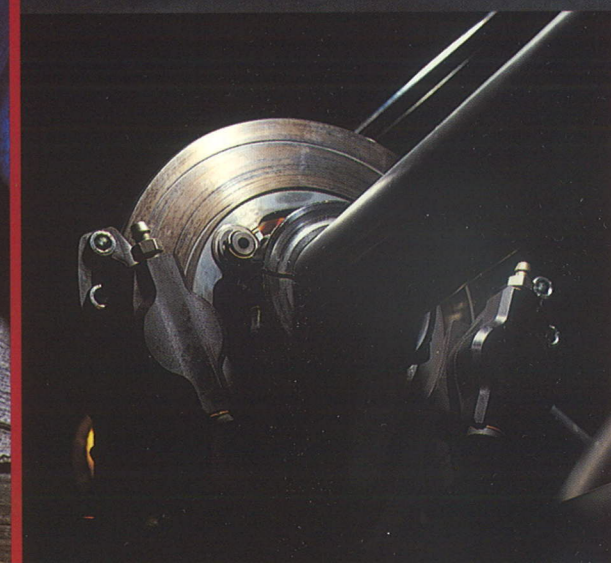
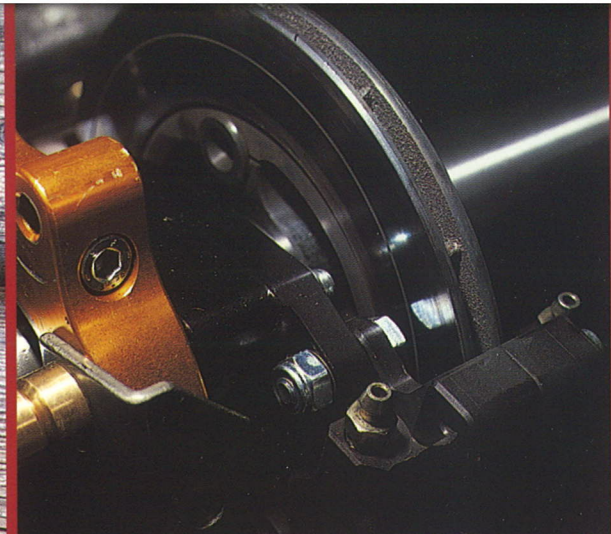
With the heats over and the slowest drivers sent home, the final takes place on Sunday afternoon. Lewis overcooked his tyres battling for the lead in the pre-final and they’re unlikely to last the race; they don’t. He starts promisingly, is third at the first corner, then second, then first. And then almost as quickly his moment of glory passes as his tyres give out, and he slides back down to eighth. Nico, consigned to the latter half of the field by the same grip problem, moves from 23rd to 19th after spending much of the race rapping on the rear bumper of the mobile chicane in 21st. After the race they both gain a position when the fifth-placed driver is disqualified.

If Nico is displeased, he doesn’t show it. But Lewis has all four wheels on the grass.

“I could have won that race, I know I could,” he says disconsolately.

Anthony, unlike the majority of motorsport dads, is working overtime with encouraging words: ‘you led, you got respect, today was a Dunlop day but the Vega tyres will have theirs...’

It’s not quite enough, and as Lewis jumps into the hire car with his family for the trip up to Milan and the short haul on the plane to Stanstead, ready for school in the morning, he has a profound sense of Mission Not Accomplished. Look at our cover picture, with the spring Italian sun fading into dusk in the background, and you might sense Lewis is somewhat miffed. He is. This is a guy in a serious hurry to win. ■





# The sky's the limit

West McLaren Mercedes  
Technology Partner BAE  
SYSTEMS manufactures the  
World's most advanced jet  
aircraft, the Eurofighter  
Typhoon. Test pilots for the  
day, Mika Hakkinen and David  
Coulthard, tried it for size...

WORDS MIKE DOODSON PHOTOGRAPHY TED HUMBLE-SMITH



**BAE SYSTEMS**

**BAE**



# The sky's the limit

**T**he defence of the realm, we regret to report, is far from safe in the hands of David Coulthard. Although he's got his Eurofighter Typhoon safely off the runway, the hand/eye coordination which has served our Scottish ace so well at places like Melbourne and Monza just won't come together at 4000 feet over the Fylde. He won't like this to be revealed but the nation must be told: he's actually having a bit of difficulty flying the £50 million warbird the right way up.

Fortunately for the taxpayers of Britain, and especially those who have houses in this windswept bit of Lancashire, David's shortcomings as an aviator are being revealed without leaving the ground. Ensnared in the front seat of a Eurofighter flight simulator, it's his first ever sortie and he's finding the controls a wee bit sensitive. Mika Hakkinen's in similar difficulties. He's discovered how manoeuvrable the aircraft is, but he seems to be developing a penchant for high altitude hooliganism.

The opportunity to reach for the sky without the risk of making holes in the ground came to Mika and David when they were invited to visit the Warton site of BAE SYSTEMS, the global systems, defence and aerospace company. The company used to be known as British Aerospace, but last year's merger with Marconi Electronic Systems has created a new group which employs 112,000 people and turns over annual sales of £12.3 billion. Now it's one of the leading aerospace companies in the World.

BAE SYSTEMS has been a friend of McLaren since 1994. That was when TAG McLaren Group Chairman and CEO Ron

*Clockwise, from above; the view from the hot seat; David tries the pilot's chair out for size; Mika plots his approach to the flight - barrel roll, flat out; David takes notes; test pilot Paul Hopkins shows our intrepid pilots how it all works*

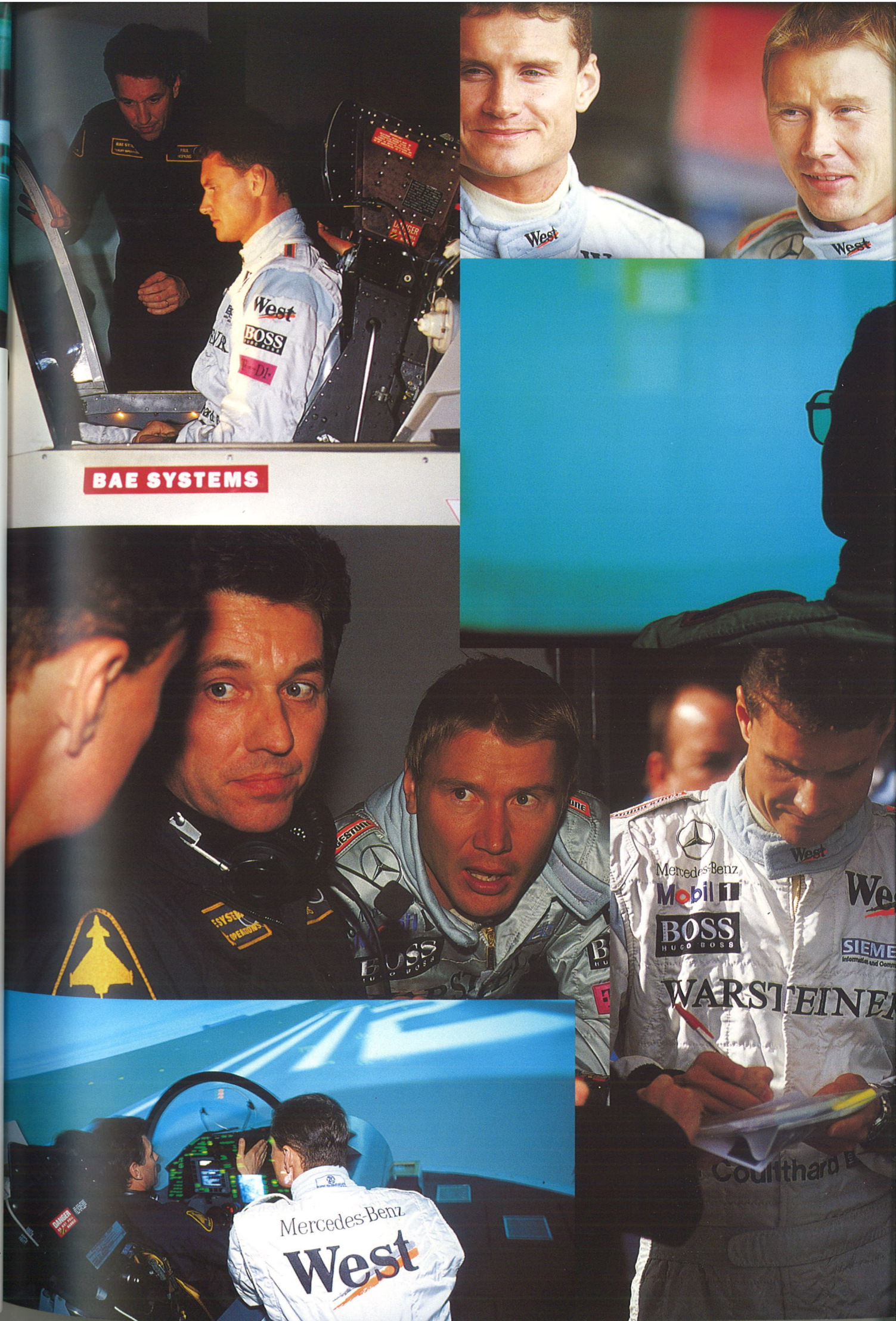
Dennis asked the company for some technical advice on a project that was being studied by Woking at the time. The collaboration has continued between McLaren and BAE SYSTEMS, with various shared research programs still in the course of development.

The enthusiasm at BAE SYSTEMS for Formula 1 took both Mika and David by surprise during their visit. Their day in Lancashire had been something for the workforce to look forward to, and there was a big welcome when the drivers - toggled out in their West McLaren Mercedes racing suits as they tried the cockpits of various fighting aircraft - dropped in on different departments at the sprawling Warton facility. By the time they were ready to go home they'd not only used the simulators but had also been shown the cockpits of the Eurofighter and Hawk military aircraft. They visited engineering departments, learned about BAE SYSTEMS' contribution to civilian projects including Airbus Industrie - and shook hands everywhere.

The drivers' host for the day was Professor Dave Gardner, Group Engineering Director. A self-confessed F1 enthusiast (and keen reader of *Racing Line*), Professor Gardner discovered that his two guests had as many questions for him as he did for them. David Coulthard was barely past the security controls before he was asking about the intercom systems used by military pilots. Ten days earlier, in Sao Paulo, he had experienced a radio breakdown during the Brazilian GP. Such difficulties are quite common at Interlagos which, due to the topography of the land and other factors, has always been a difficult track for short wave radio reception. But Professor Gardner was soon making notes. "If you have got a communications problem, we have the experts and the facilities to be able to take a close look at it," he said.

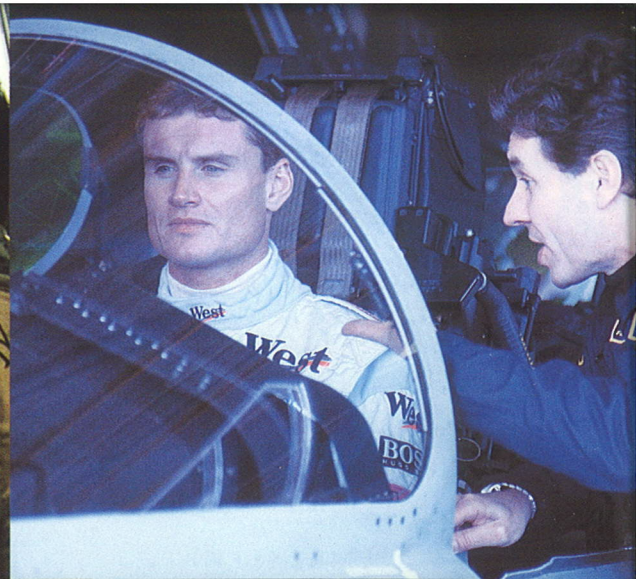
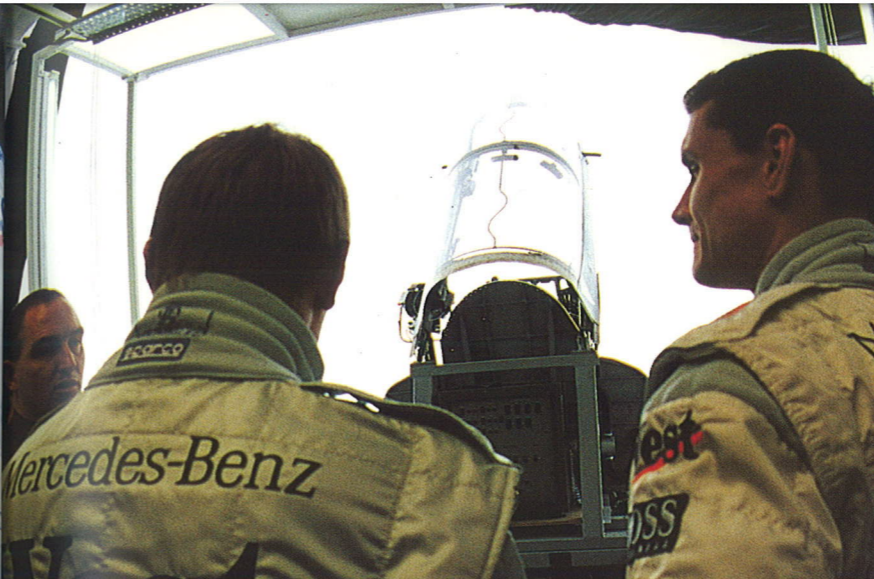
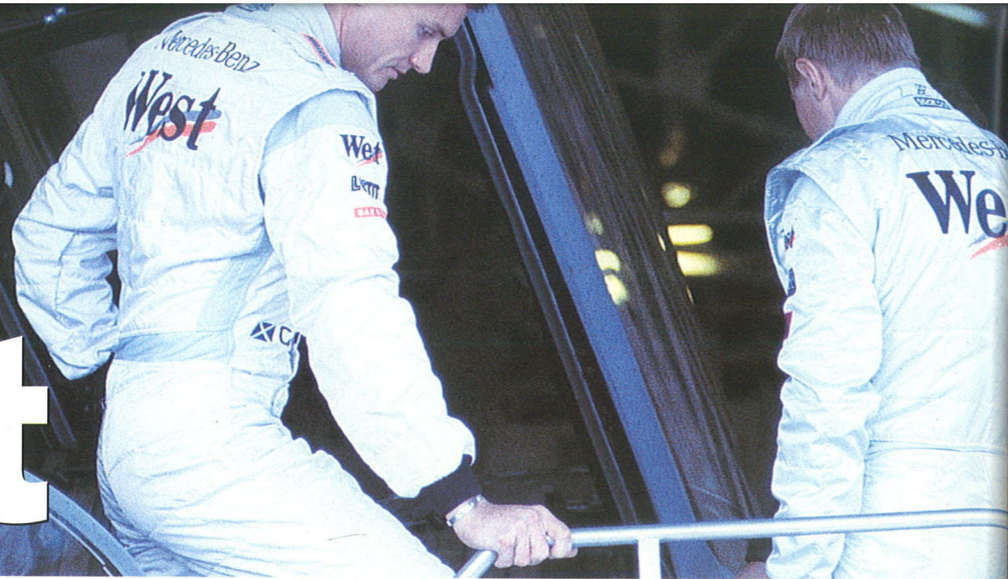
Just as Professor Gardner had anticipated, Mika and David were fascinated to see the environment in which the modern military pilot works. Formula 1 hasn't got as far as pressurised g-force resisting suits yet, but it could be moving towards the 'head up' visual display and voice-operated controls which will be a feature of the Eurofighter when it goes into production.

"In the aerospace world, the pilot's workload is so heavy that we do not want him to be bothered with the comparatively trivial items of 'housekeeping' that are constantly going on around the aeroplane," explained Professor Gardner. "The Eurofighter is completely computerised and looks after itself: it only bothers to tell the pilot when something has gone wrong and needs his attention. That's the first thing that may be of interest to McLaren. The second is that every time a pilot has to look in





# The sky's the limit



the cockpit to do something, he is in danger of not seeing something outside that might be vital in a critical fighting situation.

"As far as possible, therefore, we arrange for him to fly the aeroplane head-up and looking out. There are two sides to this. One involves the operation of certain functions using voice recognition, so he's allowed to speak to the aeroplane instead of having to look down at keys and displays. The second thing is to put as much information as we can on his helmet, so that whichever direction he turns his head, he's still got the information in front of him.

"It struck me that if that technology were to be transferred to McLaren, the driver could even do things like change gear by speaking to the car. All the information he might need in the cockpit – from dials and indicators which are currently located on the dashboard or on the steering wheel – could be put on his helmet. That way he would always have his hands on the wheel, always be looking out, and he would never be distracted by having to look down into the car.

"Of course the environments are different, so there is some work-up to the technology that would need to be done. In the aeroplane there is even more g-force, so we could cope with it in an F1 car. But in other respects the racing driver's working conditions are even tougher than a pilot's. For example, the vibrations coming through the structure from the engine and the road would be critical, particularly to the display.

"But the potential is there. When you think of Mika and David being able to give the car commands by voice, and to see every bit of information they need to see without looking down, I think that would be a significant advantage during a race."

Perhaps not surprisingly, McLaren and BAE

**Clockwise, from above; Mika and David debate who's going to go first; "And that button works the ejector seat..."; Professor Dave Gardner, Group Engineering Director, was the host for the day**

SYSTEMS are not alone in investigating aerospace technology in general and head-up displays in particular. These days, however, a vigilant governing body doesn't always look kindly on technology that eases the driver's burden. Professor Gardner reluctantly accepts that control systems from military aircraft may not meet with the FIA's approval.

"You will always have the problem of the governing body wanting to stamp on it immediately," he says. "Sometimes when McLaren gets ahead on technology it makes me feel genuinely sorry for the engineers because so often they are reined in by new rules from the FIA. We would like to see our systems at least given a chance to be used in F1."

Meanwhile, there are some aspects of current aviation technology which don't appeal at all to a racing driver. As Mika and David learned from test pilot Paul Hopkins, aeroplanes – unlike their West McLaren Mercedes MP4-15s – are essentially unstable devices.

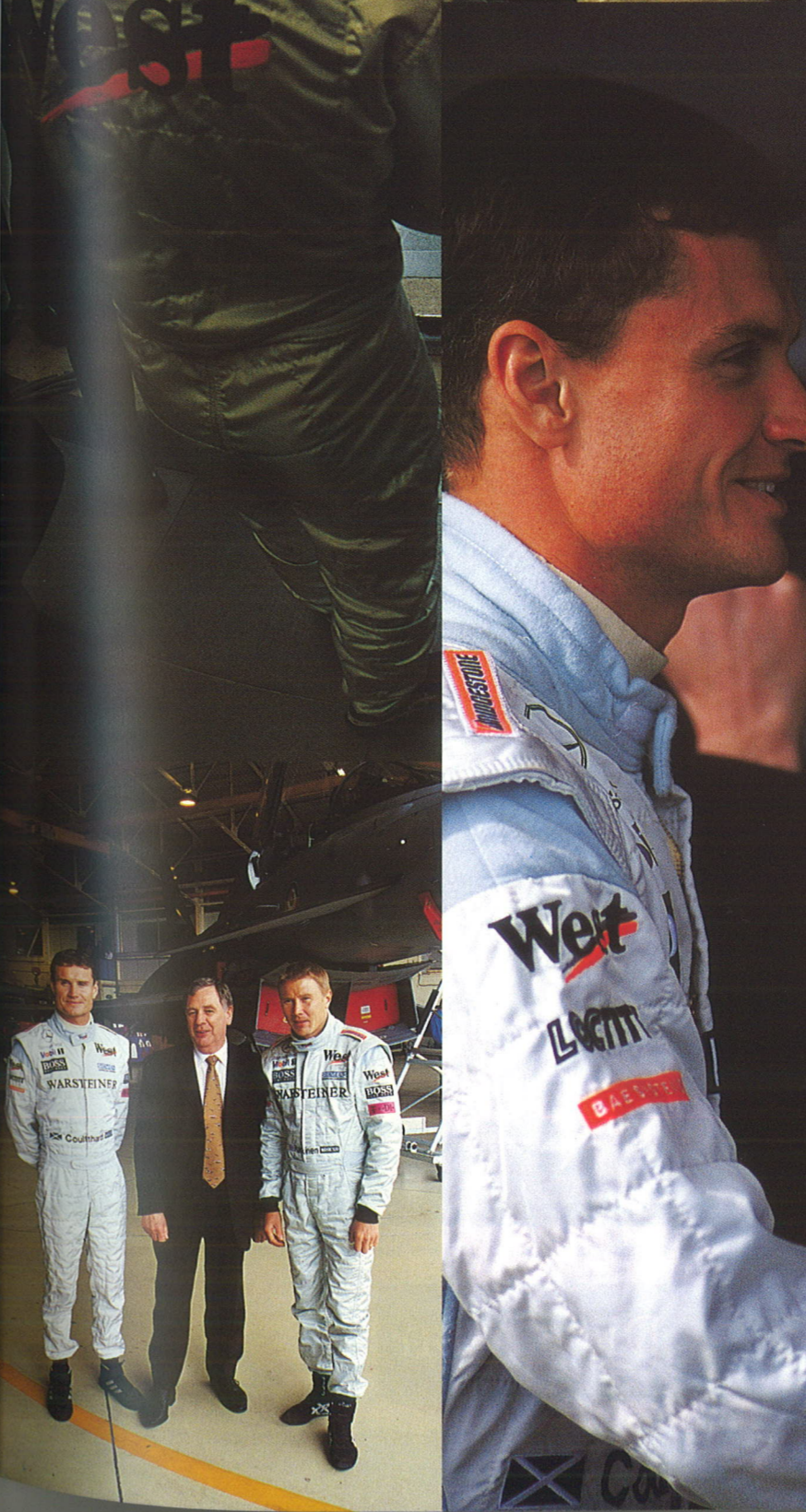
"Think of trying to throw a dart backwards," says Hopkins: "that's the basic behaviour which the control systems have to cope with. But, thanks to the electronics, the Eurofighter is a very easy aircraft to fly."

The Eurofighter has been designed and built by a consortium of European aerospace contractors and more than 600 aircraft will eventually be assembled in Britain, Germany, Italy and Spain. The development of the technology has been shared between the four countries and much of it is still classified. Asking the price raises eyebrows and generates polite laughter. Our estimate of £50 million is probably wildly optimistic.

In fact, buying the Eurofighter involves a complete package of training, maintenance, weapons and spare parts in addition to the individual aircraft. Needless to say, don't bother to ask for the price list unless you're the government of a friendly and wealthy country.

What BAE SYSTEMS and Paul Hopkins are happy to say is that the Eurofighter is the best military aircraft of its type available. With a maximum speed of Mach 2 (twice the speed of sound) and a wide variety of weapons systems, it can fill roles varying from air superiority to ground attack. "It's state of the art in avionics, performance of the airframe and weapons systems," says Hopkins. "The only close match is the American F22, a joint venture between Boeing and Lockheed, which is still in the development phase and will probably have a price tag two or three times greater than our aircraft."

Mika and David don't care about the price of these things, of course. They're looking forward to a ride in the back seat of a production Eurofighter, to see how the real thing compares with virtual reality. But that's something that they'll just have to wait for a little longer. ■



## Working Partnership

The link between BAE SYSTEMS and the West McLaren Mercedes team is much more than a matter of livery and sponsorship. In many ways, it typifies the synergies that link the racing team with so many of its high-tech partners. But how exactly can a huge aerospace company like BAE SYSTEMS help a super-specialised engineering company like McLaren?

In one now-celebrated case, McLaren's engineers suspected they had a problem with the front end of the 1995 car. Yet their own sophisticated technical resources could not supply the answer to a dilemma which baffled them and made life on the limit very uncomfortable for the drivers. Enter British Aerospace (as it then was), which had recently joined forces with McLaren on various engineering projects.

Using a full-size front suspension and wing assembly in a wind tunnel in Lancashire it was discovered that the problem was aerodynamic. "The cause of it was that the air flow was separating, aerodynamically, from the front wing surface," explains Professor Gardner. "When the airflow separates, the centre of pressure on the wing also moves.

"When that happens the car does not behave as the driver expects. That is why the McLaren engineers at first suspected a mechanical problem, whereas in fact it was aerodynamic. We isolated it here at Warton, mostly in the wind tunnel."

It was the start of something important to McLaren's technical progress.

"All we could do in the first season was to fix it rather crudely," says Professor Gardner. "In the second year we optimised it – which is how our logo came to appear on a West McLaren Mercedes."

In addition to collaboration with McLaren in areas as diverse as Computational Fluid Dynamics and circuit simulation, BAE SYSTEMS continues to provide the team with facilities for aerodynamic research.





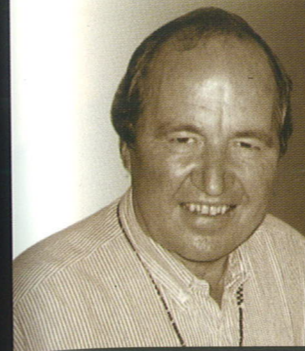
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BY EOIN YOUNG

# Master of Monaco

**I** started working for Bruce McLaren as his secretary as soon as we returned from the Tasman Series in the winter of 1962. It was a dream job whichever way I looked at it.

For the 1962 Monaco Grand Prix, the Cooper team, for whom Bruce was driving, booked into the Principality's Hotel d'Europe and each evening the drivers and their wives or girlfriends met for dinner at Cesar's, a typically Monegasque restaurant. Monaco was always the same: historic streets with unforgiving kerbs, the race lasting 100 laps with 30 gearshifts per lap and a 180-degree hairpin a stone's throw from the starting grid.

That Sunday in May, 38 years ago, Bruce wore lightweight cotton Dunlop blues, an

## There was only room for one winner that afternoon...

open-face helmet and no gloves. Fire-proof clothing and seat belts were fully six years away.

Bruce qualified third behind Jim Clark's Lotus 25 and Graham Hill's new BRM. The start of the race was met with immediate chaos. Belgian Ferrari driver 'Wild Willy' Mairesse had muscled his way up from the second row between Clark and Hill, putting them off guard into the first corner. Behind was even more mayhem. The throttle jammed open on Richie Ginther's BRM and he lost control in the middle of the pack...

A photograph of that first corner shows Mairesse leading, tight against the wall and off line, with Bruce sweeping around the outside and about to accelerate into the lead. Hill and Dan Gurney's Porsche followed, with chaos ensuing behind – including the tragic death of a marshal, hit by Ginther's errant wheel.

Bruce led the opening laps but Hill was on a charge on this, the circuit that would see the gritty Brit scoop an amazing five victories. He passed Bruce after seven laps. "Monaco was a long race and if he had been able to make ground that quickly, I was better off letting

him set the pace," Bruce said later in the magazine columns that I penned with him. Clark's Lotus had left the line with a misfire that eventually cleared allowing him to pass Bruce, breaking the lap record as he did. He set off after Hill, but gearbox problems put an end to his afternoon's work.

Hill's lead eventually stretched to a minute but then diminished dramatically as he slowed with engine problems. Behind Bruce, Phil Hill had been signalled to push harder in the Ferrari, so Bruce found himself sandwiched between the two Hills.

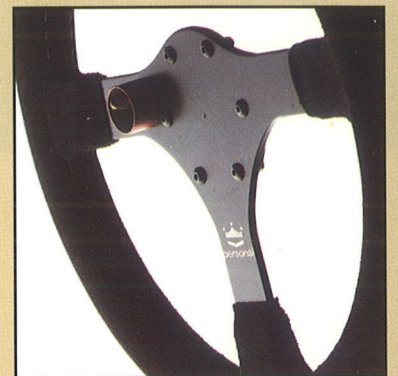
John Cooper was timing the difference as the leading pair passed the front of the pits, shouting the gap to Bruce's mechanic, Mike Barney. It had been two years since a Cooper had won a grand prix and John was out on the track at the back of the pits, pointing excitedly to the signal board.

Graham's BRM dropped down the order, leaving Bruce out front – with Phil closing to within five seconds. "I didn't think he could pick that up in two laps," Bruce said later, "and by holding my pace I was sure he would be a couple of seconds away at the finish. Even if he had been on my tail, there was nowhere to pass on that last half-lap. Especially since I didn't want him to!"

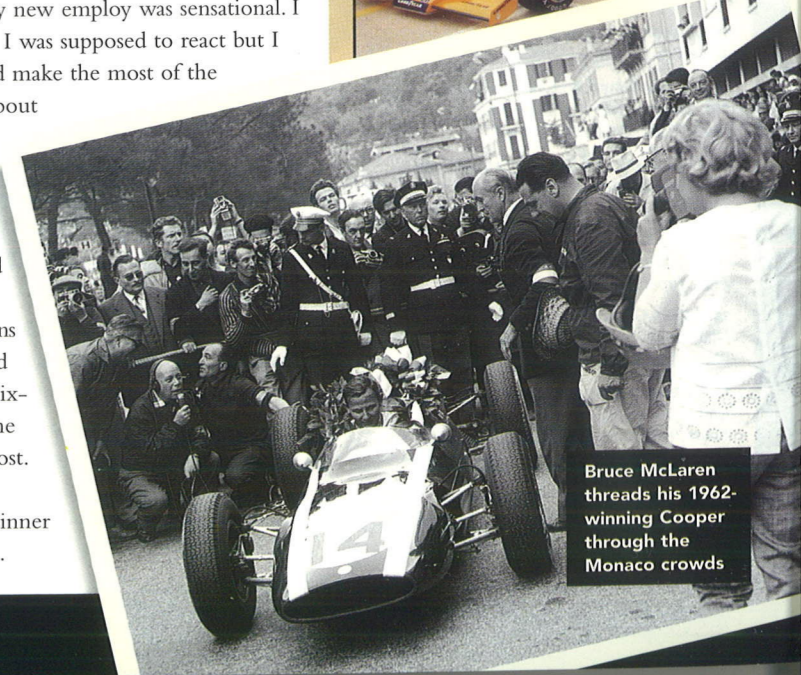
My driver winning a grand prix in the first few weeks of my new employ was sensational. I wasn't sure how I was supposed to react but I thought I should make the most of the situation. I set about chatting up an American girl at the bar in the hotel but, having tried to impress her with proclamations of how I worked for the grand prix-winning hero, she told me to get lost. There was only room for one winner that afternoon...

**1962**  
P.31 Eoin Young remembers the 1962 Monaco GP – his first race as Bruce McLaren's press secretary. It turned out to be a thoroughly successful weekend all round...

**1984**  
P.32 Niki Lauda and Alain Prost dominated the 1984 season for McLaren. Henry Hope-Frost recalls a twelve out of sixteen tally for the TAG Porsche-powered MP4/2s



**1974**  
P.34 McLaren's second of three wins in the famous Indianapolis 500 came in 1974. Adam Cooper asks Johnny Rutherford to remember his special day at the Brickyard



Bruce McLaren threads his 1962-winning Cooper through the Monaco crowds



# 1984

McLaren duo Niki Lauda and Alain Prost won 12 of the 16 GPs in 1984. Just half a point separated them in the final world title standings

WORDS HENRY HOPE-FROST

PHOTOGRAPHY CHARLES BEST

## Season at a glance

- 1. Brazilian Grand Prix, Rio de Janeiro**  
Niki Lauda: Grid: 6th; Race: retired (electrics)  
Alain Prost: Grid: 4th; Race: 1st
- 2. South African Grand Prix, Kyalami**  
Niki Lauda: Grid: 8th; Race: 1st  
Alain Prost: Grid: 5th; Race: 2nd
- 3. Belgian Grand Prix, Zolder**  
Niki Lauda: Grid: 14th; Race: retired (water pump)  
Alain Prost: Grid: 8th; Race: retired (distributor)
- 4. San Marino Grand Prix, Imola**  
Niki Lauda: Grid: 5th; Race: retired (engine)  
Alain Prost: Grid: 2nd; Race: 1st
- 5. French Grand Prix, Dijon-Prenois**  
Niki Lauda: Grid: 9th; Race: 1st  
Alain Prost: Grid: 5th; Race: 7th
- 6. Monaco Grand Prix, Monte Carlo**  
Niki Lauda: Grid: 8th; Race: retired (spun off)  
Alain Prost: Grid: 1st; Race: 1st
- 7. Canadian Grand Prix, Montreal**  
Niki Lauda: Grid: 8th; Race: 2nd  
Alain Prost: Grid: 2nd; Race: 3rd
- 8. Detroit Grand Prix, Detroit**  
Niki Lauda: Grid: 10th; Race: retired (electrics)  
Alain Prost: Grid: 2nd; Race: 4th
- 9. Dallas Grand Prix, Dallas**  
Niki Lauda: Grid: 5th; Race: 9th/retired (accident)  
Alain Prost: Grid: 7th; Race: retired (accident)
- 10. British Grand Prix, Brands Hatch**  
Niki Lauda: Grid: 3rd; Race: 1st  
Alain Prost: Grid: 2nd; Race: retired (gearbox)
- 11. German Grand Prix, Hockenheim**  
Niki Lauda: Grid: 7th; Race: 2nd  
Alain Prost: Grid: 1st; Race: 1st
- 12. Austrian Grand Prix, Österreichring**  
Niki Lauda: Grid: 4th; Race: 1st  
Alain Prost: Grid: 2nd; Race: retired (spun off)
- 13. Dutch Grand Prix, Zandvoort**  
Niki Lauda: Grid: 6th; Race: 2nd  
Alain Prost: Grid: 1st; Race: 1st
- 14. Italian Grand Prix, Monza**  
Niki Lauda: Grid: 4th; Race: 1st  
Alain Prost: Grid: 2nd; Race: retired (engine)
- 15. European Grand Prix, Nürburgring**  
Niki Lauda: Grid: 15th; Race: 4th  
Alain Prost: Grid: 2nd; Race: 1st
- 16. Portuguese Grand Prix, Estoril**  
Niki Lauda: Grid: 11th; Race: 2nd  
Alain Prost: Grid: 2nd; Race: 1st

**D**ouble world champion Niki Lauda crossed the finish line at Estoril, the last round of the 1984 World Championship, in second place. His team mate, the young Frenchman Alain Prost had already done so, some 15 seconds before him.

For Lauda, though, it was not merely the culmination of a fantastic afternoon's work in the TAG Porsche-powered McLaren MP4/2 – he had qualified only 11th – but a reminder to everybody that the wily Austrian had very much deserved his third world crown. He had driven consistently quickly against Prost who had returned to McLaren for a second stint after three years with Renault.

Prost got the jump on Lauda in Brazil, the first race of the year, before Lauda avenged the defeat at Kyalami in South Africa. Two retirements for Lauda in Belgium and San Marino, where Prost won, meant that Prost eeked out an advantage. The canny Lauda, never behind for long, retaliated with victory on Prost's home turf at Dijon to close the gap.

The next race, at Monaco, would prove crucial, although neither driver would know it at the time. In atrocious conditions Prost mastered the unforgiving streets to take one of his best wins to date, holding off future McLaren star Ayrton Senna. Lauda made an uncharacteristic error and spun off. Since the race was stopped early only half points were awarded, Prost claiming four and a half for victory instead of the usual nine. Bear in mind that the title was won with a half point cushion and Prost might have been forgiven for ruing Monte Carlo's bad weather that day in May.

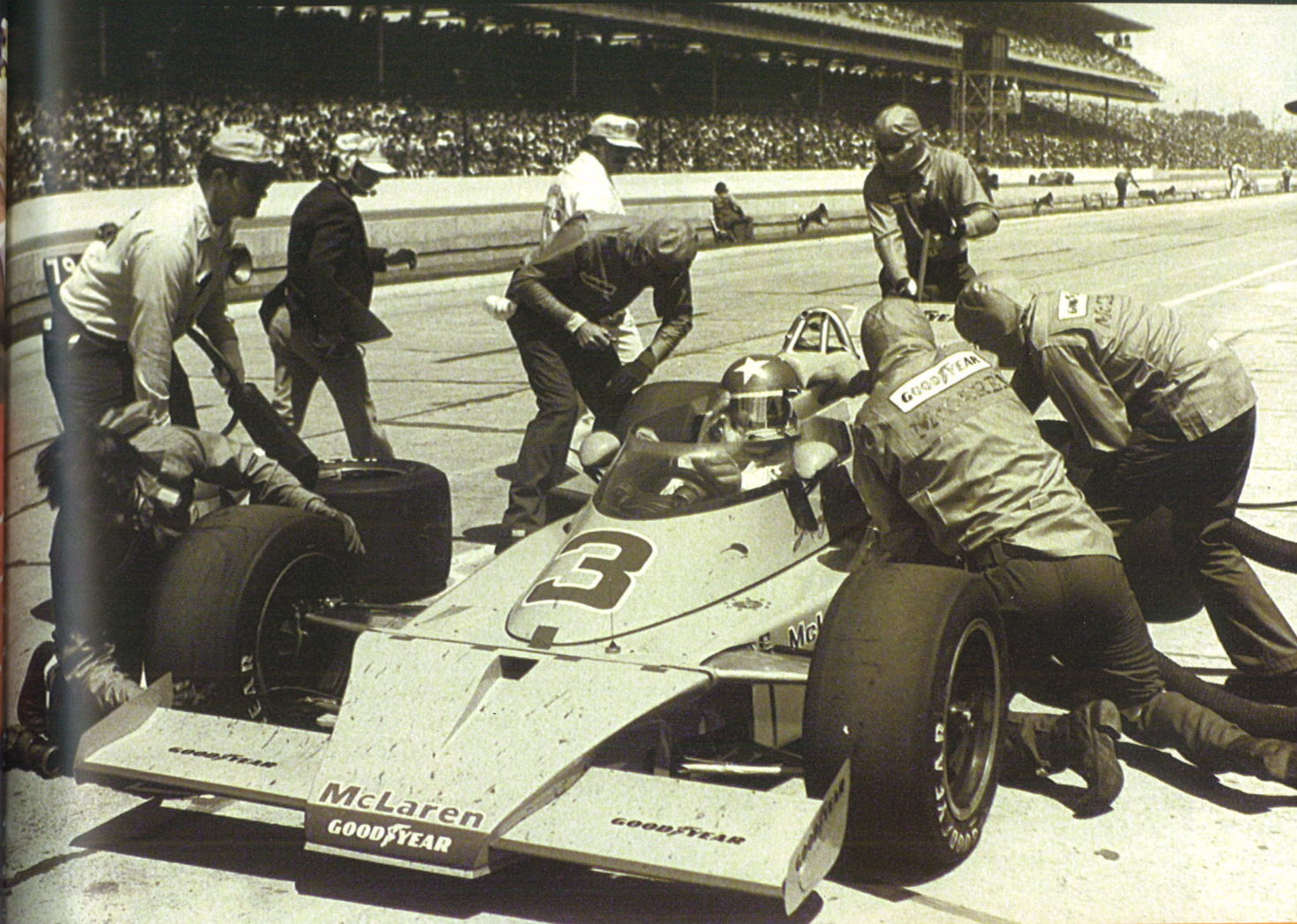
The consistent McLaren team and its drivers continued to dominate the season. Only a hiccup in the three North American races, in which Brabham and Williams took the honours, prevented Lauda and Prost winning the remaining seven events. Lauda gave his team a home win at Brands Hatch and topped it up with victory on his home turf in Austria and in Italy. He must have thought the title was his as Prost recorded retirements in all three of Lauda's victory races. The 'Professor', as Prost became universally referred to, bounced back at the European GP to leave a Portuguese showdown. A fourth one-two of the year bought the team its second constructors' title – the first for a decade – and the drivers the top two slots for the first time.

Prost needn't have worried about Monaco – he would win the title convincingly in both 1985 and 1986. ■



The suede-covered steering wheel from Niki Lauda's MP4/2 as used to win his home race in Austria 1984. The victory helped Lauda to his third title





# Brickyard

**N**ot long after he started building Formula 1 cars Bruce McLaren turned his attention to the Indy 500. The decision was partly in response to the wishes of tyre supplier Goodyear, but there was also the sheer challenge of taking on the greatest event in motorsport. Cooper, Lotus, Brabham and Lola had all been part of the British invasion, and it just seemed logical that McLaren should join in too.

The prototype M15 was first tested at the end of 1969, but the team's first shot at the 500 in May 1970 was traumatic; Chris Amon didn't like the place and opted out, and then Denny Hulme was badly burned in practice. Bruce, who didn't actually drive at Indy, was killed days later at Goodwood.

But the American programme carried on, and McLaren soon began supplying customers, including Roger Penske. In 1971 Mark Donohue took his Penske-run M16B to victory at Pocono and Michigan, and then in 1972 won at the Brickyard in only the marque's third attempt at the 500. Although that win earned McLaren a lot of prestige, a victory for a works car would have been much sweeter.

In 1973 the team signed up a man who was also looking for his maiden 500 win. Born in Texas in 1938, Johnny Rutherford had been a frontrunner for several years, but never had much luck at the 500, where something always seemed to go wrong. Indeed, his only race win of any kind had come at Atlanta way back in 1965. However, he soon formed a strong

partnership with McLaren, and nearly broke his Indy jinx first time out.

"In '73 we set a new track record and started on the pole," Johnny recalls. "But again we had some problems that kept us from winning. That was the year of the rain, three false starts, and the bad accidents. By the time we ran the race everybody was ready to get it over with."

Some consolation was provided by wins in that year's two other big superspeedway events at Ontario and Michigan, and when the teams returned to Indianapolis in May 1974, Rutherford was one of the clear favourites. But an organisational snafu cost him pole position.

"It's so good when you have a good car and everything happens right. However, that year the energy crunch hit the United

# break

States, and people were saving fuel. As a compromise they condensed the two weekends of qualifying into one.

"Unfortunately we blew an engine in final practice on the Saturday morning, right before qualifying. The guys went back to the garage to change the engine. Usually that would not have been a problem. Harlan Fengler, the chief steward, always said that as long as you were there when your turn came up to go through tech inspection and go out and qualify, it was OK.

"However, that year a new chief steward, Tom Binford, replaced Harlan. His interpretation was that when practice was over, you got in line for qualifying right then at 11am, or you lost your place and went to the back.

"Well, we didn't know that. After we changed the engine we duly put the car in line. Because of Tom's ruling, we wound up at the end of the line for qualifying. We didn't even get a shot at pole."

Instead poor Rutherford found himself well back in the field.

"We got really upset about that, because AJ Foyt and I were effectively racing for the pole. I eventually did the second quickest time in the whole field, but we could only start 25th! We didn't even try hard. Our effort was just to make it into the race; if we had hopped it up and done the usual things to extend it a little bit, we could have been quicker than AJ."

Instead, the team focused on race preparations. Johnny knew that patience would pay, and that it wouldn't take him

25 years ago, McLaren won the Indy 500 for the second time. The man behind the wheel that day, Johnny Rutherford, recalls a change in fortunes at the legendary Brickyard.

WORDS ADAM COOPER  
PHOTOGRAPHY IMS ARCHIVE

Above left: Johnny Rutherford salutes the crowds in Victory Lane after winning the 1974 Indy 500 for McLaren. The Texan started at the back of the grid and scythed through the field to an historic win. The famous Borg Warner trophy stands behind him. Above right: Rutherford's pit crew perform essential maintenance in the pits



1974

Below: Rutherford, standing in McLaren M16 number 3, poses during the traditional pre-race PR photoshoot. Every car and driver combination are pictured on the Indianapolis circuit's famous main straightaway

long to get his M16C/D to the front of the field.

"On race day the car was just so good, and very quick through the turns. They dropped the green and I just

started passing cars, moving up through the field to third by lap 12. It was just a matter of passing them when I came to them. I raced everybody all day, and didn't have any one to challenge until AJ."

It was all about Foyt and Rutherford, and more accurately their Ford and Offenhauser engines, which had different characteristics.

"We raced hard in the middle stages of the race, both taking turns in the lead. He had the Ford V8 overhead cam, and his car was a little faster down the straightaways than mine. But I was all over him through the turns. He could be half way through the turn when I was just entering it, but then I'd be on his tail going across the short chute that followed.

"It was frustrating when a car like that has just enough torque or strength to get down the straightaway a little quicker than you, but I knew if I kept the pressure on him I would either run him out of right rear tyre, or engine. I stayed right there and tried to pass, then I'd drop back and wait a little bit, and try again.

"Finally his engine started leaking, and it just covered my car with oil. I had to back off about 50 yards or so to get out of the oil spray, and I was watching the track just to make sure I didn't hit any solid

oil that would make me spin. Eventually they black-flagged him, and when he pitted I went into the lead. He came out and ran a couple of laps, but it was still smoking. He came in again and turned left into Gasoline Alley, and that was it."

Johnny completed the remaining laps without problem, although it was not a relaxing time.

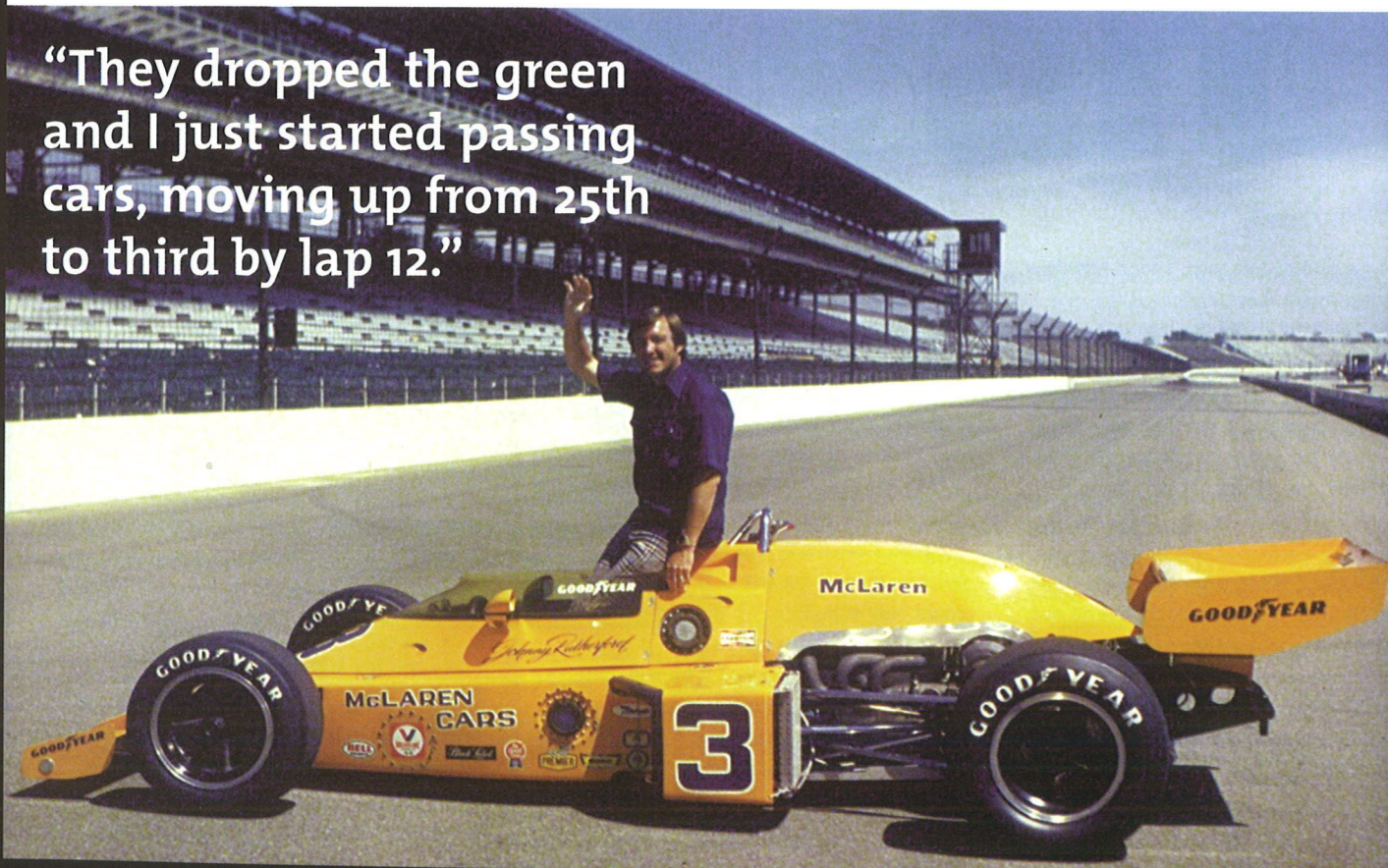
"You never know you've won until you've crossed the finish line, but I knew that we pretty much had it unless the car broke. You hear stories about hearing noises, noticing things you haven't noticed before, and looking for problems. Well, you do! You look at the gauges and think, 'Is that a little higher than it was a while ago?' You just try to keep it straight, keep out of trouble, and watch for oil on the track.

"The finish was great. It doesn't sink in right away because you're still busy in the car with your duties. Coming into the pitlane you're shifting gears and slowing down while waving to the crowd, because they're going crazy. But you've also got to look for Victory Lane if you haven't been there before. It was right in front of the scoring tower, and you had to turn left, up the ramps and onto the platform, which had a black and white chequered carpet.

"When the celebrations finished, they moved my car. Because AJ had sprayed all that oil onto it, a perfect outline of my McLaren had formed on the smart carpet – the wing, the nose, everything!"

Rutherford would win the 500 again in 1976. When West McLaren Mercedes descends upon the famous Brickyard in September for the first United States GP in nine years, Mika Hakkinen and David Coulthard will be looking to add to the silverware nearly 25 years since Johnny's big day. ■

"They dropped the green and I just started passing cars, moving up from 25th to third by lap 12."

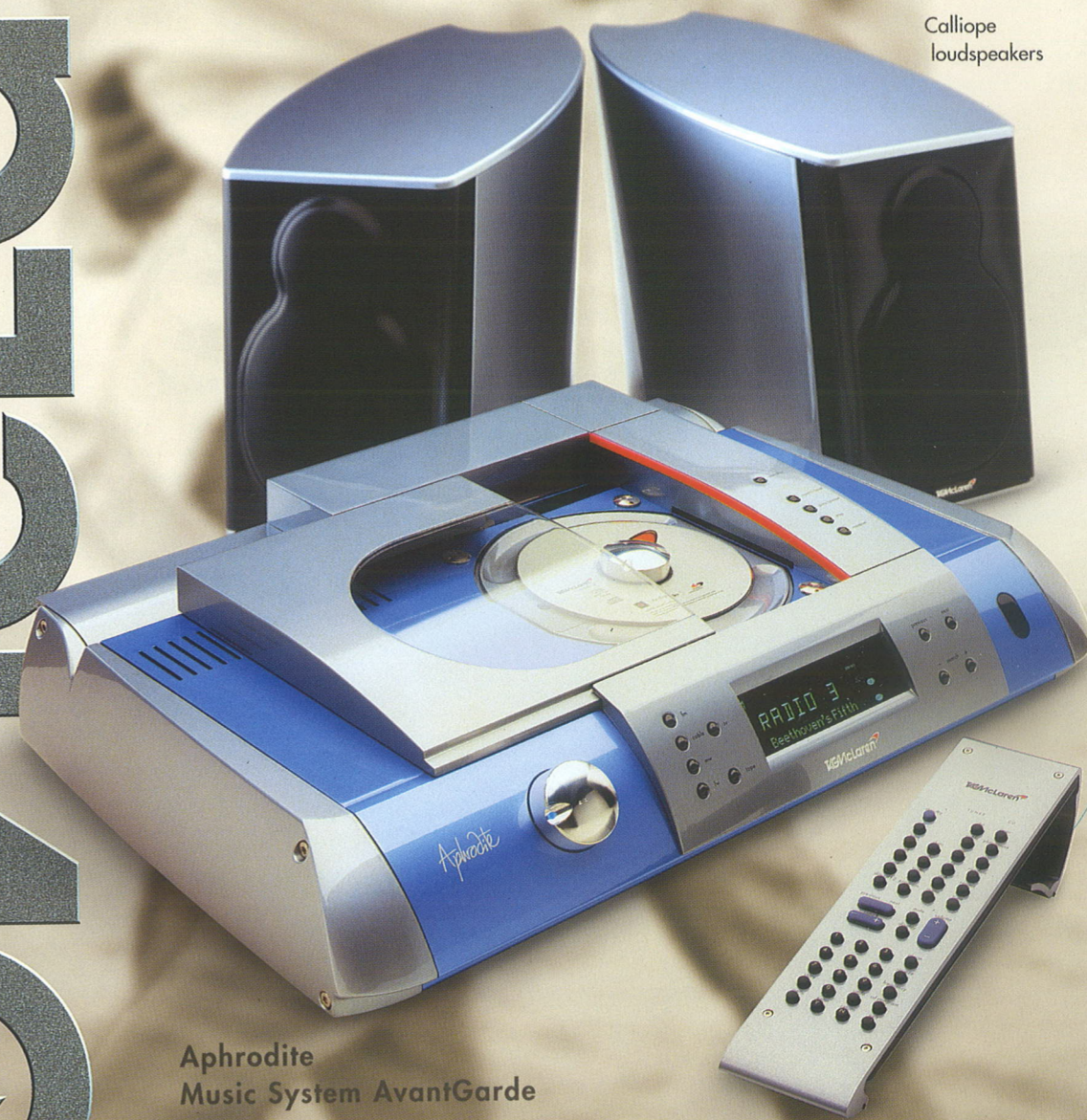


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# heat of the momentum

After a dominant Formula 3000 season in 1999, McLaren's junior team is aiming to repeat that success with new drivers and a new name. Team boss David Brown explains how

WORDS SIMON ARRON PHOTOGRAPHY LAT



# heat of the momentum

**S**aturday, August 14 1999. A hot afternoon in Budapest. On the pit lane wall, a group of men in smartly-pressed grey shirts look to their left and hold their breath. A blue car emerges from the last corner, followed by a flash of silvery graphite-grey. Euphoria. In the hottest, most physically demanding race of the year, their man Nick Heidfeld has paced himself to perfection to wrap up the ultra-competitive FIA Formula 3000 Championship title.

In only its second year of existence, McLaren's junior team has secured a prize to which many have never come close, despite years of honest endeavour. Even more importantly, the result helps smooth Heidfeld's passage into grand prix racing – the ultimate objective of the McLaren-Mercedes Driver Support Programme to which he belongs.

Now backed by business-to-business software provider mySAP.com, McLaren's F3000 operation is run by ex-Formula 1 engineer David Brown, who remembers every detail of that afternoon in Hungary.

"My first emotion was relief," he says, "but I think that's natural. There was a big build-up and the longer the race went on you couldn't help wondering if something might go wrong.

"Nick was driving within himself, making sure he got the points he needed, but it's only when you see the car coming out of the final corner, see that it's still going, that it hasn't run out of fuel, lost a wheel or something like that, that you feel liberated. There was a great sense of elation and real pride about what everyone in the team had achieved, but it's quite hard to put your feelings in those circumstances into words. It was the reward for a real team effort."

Six months later, battle recommences and the mySAP.com team sports numbers 1 and 2 – the privilege afforded to defending champions. The men who hope to follow the trail blazed by Heidfeld are 26-year-old

Frenchman Stéphane Sarrazin, twice an F3000 race winner in the past, and the Czech Republic's Tomas Enge, 23, who was runner-up to Heidfeld in last year's French GP support event at Magny-Cours. Enge is in his second full year of F3000 and hopes to become his country's first-ever grand prix driver.

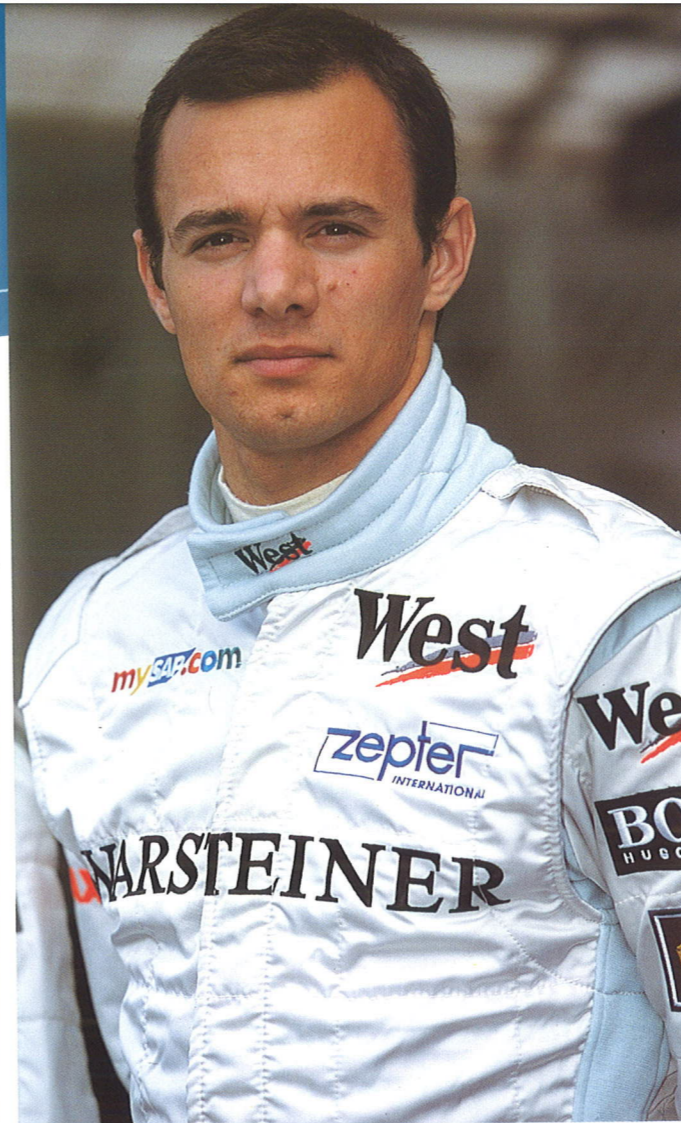
Brown has high hopes of both. He says: "We're all in this formula to groom the Mika Hakkinens and David Coulthards of the future, but there are only a limited number of places in F1 and it's brilliant that we have been able to promote a driver within our first two years. If we were able to maintain that strike rate it would be fantastic, but we have to combine ambition with realism.

"Stéphane and Tomas have done very well so far. They are different in their approach, but both are effective and they like the environment here. They fit in well and, although it's very early in the season, I think they'll thrive with us. I'm anticipating great things and have every confidence that they'll deliver."

He knows, however, that it will be no easy task. In the opening race, at Imola, Italy, the 26 men who qualified for the F3000 race were covered by just 1.2 seconds after qualifying.

"Because every team has the same chassis, tyres and engines it is a fantastically close series," Brown says, "and we have to look at every last detail during our preparations. I'm not just talking about the car, but everything that goes into the whole operation. If we spot something that might be beneficial, no matter how slightly, then we have to do it. The drivers are supposed to be finely-tuned athletes and we have to make it our job to be just as sharp as a ▶

**"We're all in this formula to groom the Mika Hakkinens and David Coulthards of the future, but there's only a limited number of places in F1"**



**Stéphane Sarrazin**

**Nationality**  
French  
**Date of Birth**  
11th February 1974  
**Place of Birth**  
Barjac, France



**Competition History**  
**1988-1991**  
Karting, two times French Champion  
**1992**  
Winner of the ELF 'ACO' series  
**1993**  
French Formula Renault Championship, 5th in championship: 2 podium finishes, 1 pole position  
**1994**  
1994 French Formula Renault Champion 5 wins, 11 podium finishes, 3 pole positions  
**1995-1997**  
French F3 Championship, Runner-up: 3 wins, 2 poles  
**1998**  
FIA F3000 Championship, 6th: 1 win, 1 pole  
Prost Grand Prix Test driver  
**1999**  
FIA F3000 Championship, 4th: 1 win, 2 podiums, 1 pole  
Brazilian Grand Prix (Minardi) Prost Test Driver



**Tomas Enge**

**Nationality**  
Czech  
**Date of Birth**  
11th September 1976  
**Place of Birth**  
Liberec, Czech Republic



**Competition History**  
**1992-1994**  
Ford Fiesta Cup  
**1995**  
Formula Ford Zetec Cup, 3rd in championship: 4 wins, 7 podium finishes  
**1996**  
Formula Ford Zetec Cup Champion, 4 wins, 8 podium finishes  
1997 German Formula 3 Championship, 12th in championship  
**1998**  
German Formula 3 Championship. Moved to F3000 mid-way through the season to contest five races  
**1999**  
FIA Formula 3000 Championship: 11th in championship: 1 podium finish



# heat of the momentum

working unit. You have to apply yourself because you know that if you are just a couple of tenths of a second away from a perfect lap, then you are going to be halfway down the grid."

While Enge drove a solid race to finish fifth on his first drive for mySAP.com, Sarrazin was swiftly alerted to the perils of F3000, 2000-style. Unable to string together that perfect qualifying lap, the Frenchman was only half a second away from a place in the top five – but that equated to 18th on the grid. In the race, he staged a spectacular recovery and set fastest lap of the afternoon on his way to seventh place.

"Winning any F3000 title is incredibly hard," Brown says, "so to do it twice on the trot isn't going to be the work of a moment – but we believe it's feasible. We set ourselves high standards and have embarked upon this season with a will to win the new championship for teams as well as that for drivers. I think we'll have a very good go. Stéphane and Tomas have great potential to win races – and if you can do that the title is achievable. That said, there are only 10 events and probably twice that many drivers with race-winning potential. If you win two or three times, you are going to be very close. Scoring points consistently is going to be a real fight."

The pressure might be intense – but Brown believes that is a good thing at this stage for a developing driver. "If anything, F3000 is even tougher this year," he says, "but we expected that because teams have all been working with the current Lola chassis for more than a season and have a good base set-up for almost every track. But drivers need to be challenged at this level because their career isn't going to get any easier when they get to F1. The fact it's so tight is great in one respect because you have to learn to race without making any mistakes. Because it's critical to find small bits of time here and there, drivers have to be very sensitive to how the car reacts and have to learn to understand and appreciate small changes and to explain the differences coherently to their engineer."

"It's a slightly weird situation because drivers tend to be so closely matched that they find it hard to overtake each other in a racing situation, but the series helps them develop great mental toughness and an ability to cope with real pressure – both of which will serve them well in future."

And it's not just the drivers who feel the heat, either. "There is pressure on us," Brown says, "but I don't think there's any extra just because we are part of a successful organisation like McLaren or because we won last year. Any racing team that doesn't set out to win is not doing its job and any pressure we feel is that we put on ourselves – the pressure that comes from our determination to succeed."

While you read this, Brown and the mySAP.com crew – largely unchanged from that which steered Heidfeld to his title – will be poring over data, seeking vital fractions of a second that might add an extra splash of champagne to their season.

"There is a great atmosphere within the team," Brown says. "We all love what we do. Between the beginning of April and the end of August we basically have a race per fortnight and we look forward to every one. We are 100 per cent committed, as always."

Shouldn't that be 110 per cent, given the cut-throat nature of this business?

"No," he says with a laugh. "In my view 100 per cent is just fine. I'm an engineer – not a public relations man." ■



**"Stéphane and Tomas have done very well so far. They are different in their approach, but both are effective and they like the environment here"**



# Happy Hour.

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# Jack

## *of all trades*

If you need a lift, West McLaren Mercedes has an elegantly engineered solution to a long-standing problem

WORDS STUART CODLING PHOTOGRAPHY TED HUMBLE-SMITH

**W**hen West McLaren Mercedes engineers or mechanics want to work on one of the MP4-15 cars, how do they lift the front to a workable height? With a jack, of course. But, until recently, the only way of hoisting one up to the desired height (as opposed to propping it up a few centimetres to change wheels in a pitstop) was to corral a group of mechanics to do it by hand. That's where this device, looking rather like a baby Dalek, comes in.

The air jack was designed and built in-house by West McLaren Mercedes' test team. With the car's nose removed, a special frame - nicknamed the 'zimmer' - bolts onto the front suspension mountings. Then you wheel in the jack, attach it to the 100psi air line and flick the switch on the back. With a muted hiss the aluminium column rises, hooking the zimmer and lifting the car to waist height. Lock a solid stand into the zimmer and it's ready to work on.

"We've always had a jack for the back of the car, but we had to lift the front manually," says Ian Dyer, Chief Mechanic on the test team. "With this one you don't have to gather four or five people to lift it up and it saves peoples' backs. Our work can involve lifting heavy items, so you have to be careful not to damage your back."

There are another three air jacks in varying states of completion in a corner of the workshop, all lovingly fabricated in aluminium and stainless steel. The attention to detail is typically in keeping with the West McLaren Mercedes philosophy: they're already working on an evolution model with a longer wheelbase for greater stability. ■

The air jack was designed and manufactured in-house by the West McLaren Mercedes test team. The aluminium column houses a pneumatic ram which feeds off a 100psi air supply. Most other external components are fabricated from stainless steel



“The attention to detail is typical: an evolution model with a longer wheelbase is already in progress”

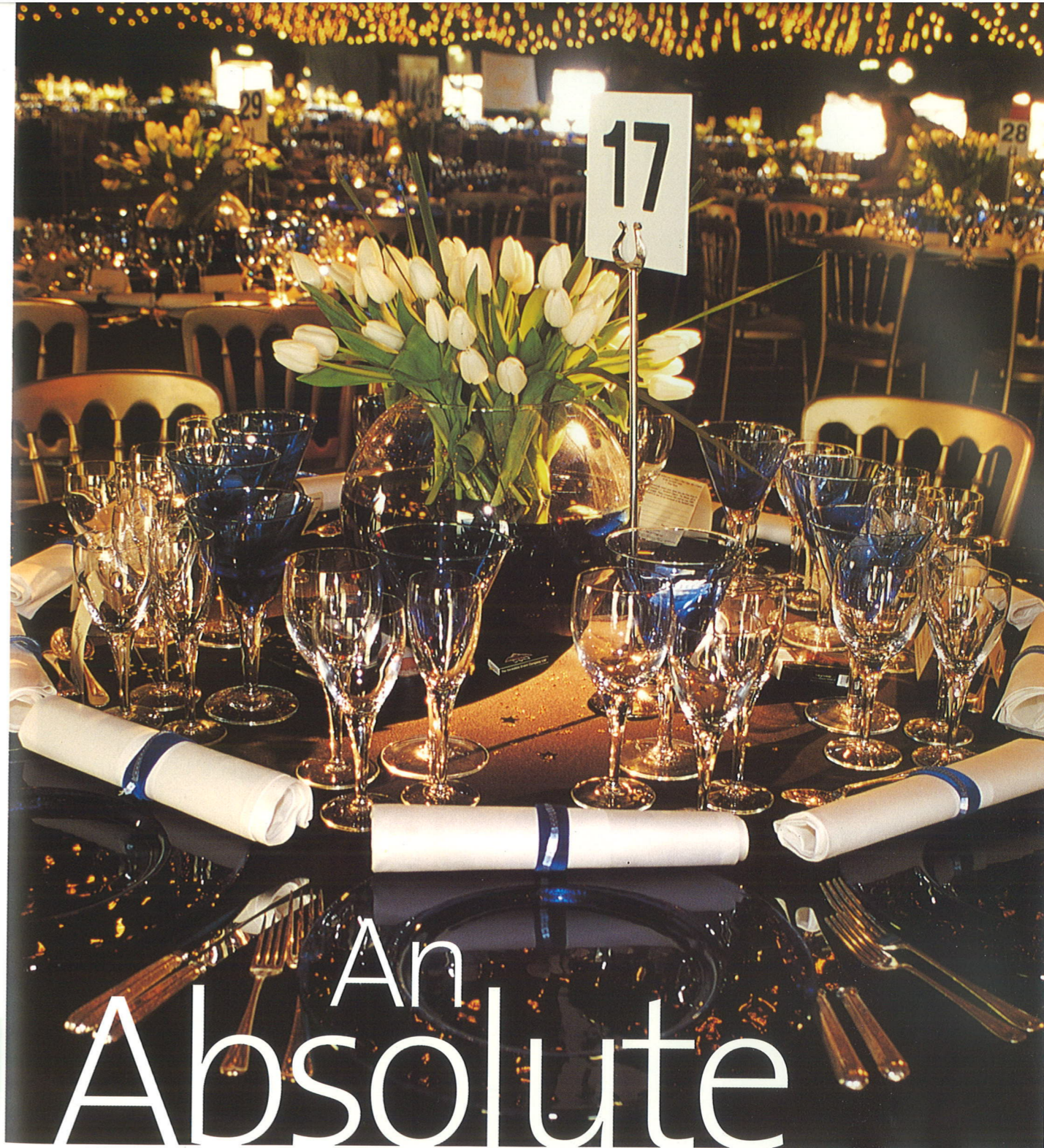
With the front wing removed, the 'zimmer' bolts into place. The air jack hooks the crossbar, lifts it to waist height, and then a solid stand is placed underneath

**Jack**  
*of all trades*





Clockwise from above: Finlandia laid on a bar full of its finest wares; David Coulthard waits for the belles of the Ball; Absolute Taste see to it that every table is lavishly presented, with playful touches such as blue water in the flower bowls and gold star confetti in the hand-rolled napkins; the guests tuck in



# An Absolute

# Ball!

Racing Line joined TAG McLaren Group caterers Absolute Taste behind the scenes in the kitchen at the Finlandia Ball on the eve of the British Grand Prix

WORDS STUART CODLING  
PHOTOGRAPHY LAT





Above: Codling dons surgical gloves to serve the roast salmon. Right: Absolute Taste Managing Director Lyndy Redding (left) was in constant radio contact with the chefs and front-of-house managers in order to co-ordinate the service



**N**

ine hundred and fifty four guests. Four courses. Four thousand seven hundred and seventy plates. Five thousand seven hundred and twenty four items of cutlery. Two thousand six hundred and sixteen glasses. A hundred and ten waiting staff. 16

chefs. Nine kitchen porters and... me.

"We are NOT 'knocking out' nine hundred meals," announced Head Chef Mike Hetherston in his 6pm briefing. "I want this to be perfect." Having witnessed the preparations since 10am that morning, I'd got that idea already.

You'll recognise *Absolute Taste* as caterers to the West McLaren Mercedes grand prix VIPs, and therefore you'd expect nothing less than excellence. Who better, then, to keep the VIPs fed and watered at the Finlandia Ball, held at Stowe Boys' School on the Friday preceeding the British Grand Prix?

They say time flies when you're having fun. It also shifts a bit when you're helping other people have fun; by the time we'd moved, foiled and uncorked 1000 bottles of wine, transferred 960 plates of roasted vegetable stacks to the walk-in fridges, checked that every single place-setting had its full complement of correctly-aligned cutlery and glassware, stuffed 960 brioches with wild mushrooms and set about the pavlovas, it was approaching 7 o'clock.

Ah, pavlovas! Having spent seven pre-journalistic years in the catering industry, it was like meeting an old adversary. Few desserts are so convenient to serve at large functions yet so perilous to prepare. You have to coax a generous and attractive array of ripe, juicy summer fruits onto the small bud of vanilla cream in the centre of the meringue without overloading, squashing, slopping – or, as you transport it to the fridge, dropping it. Now repeat several hundred times. The *Absolute Taste* crew had the job licked inside half an hour.

Just before the guests arrived, we arranged the roasted mediterranean vegetable stacks on the tables (stack aligned precisely at 120 degrees right) and uncorked the champagne. Stepping out behind the marquee for some fresh air before the rush, I found Kid Creole tiptoeing delicately along the temporary metal flooring, trying to keep his red and white patent leather shoes clear of the muddy earth as he made his way to the dressing room.

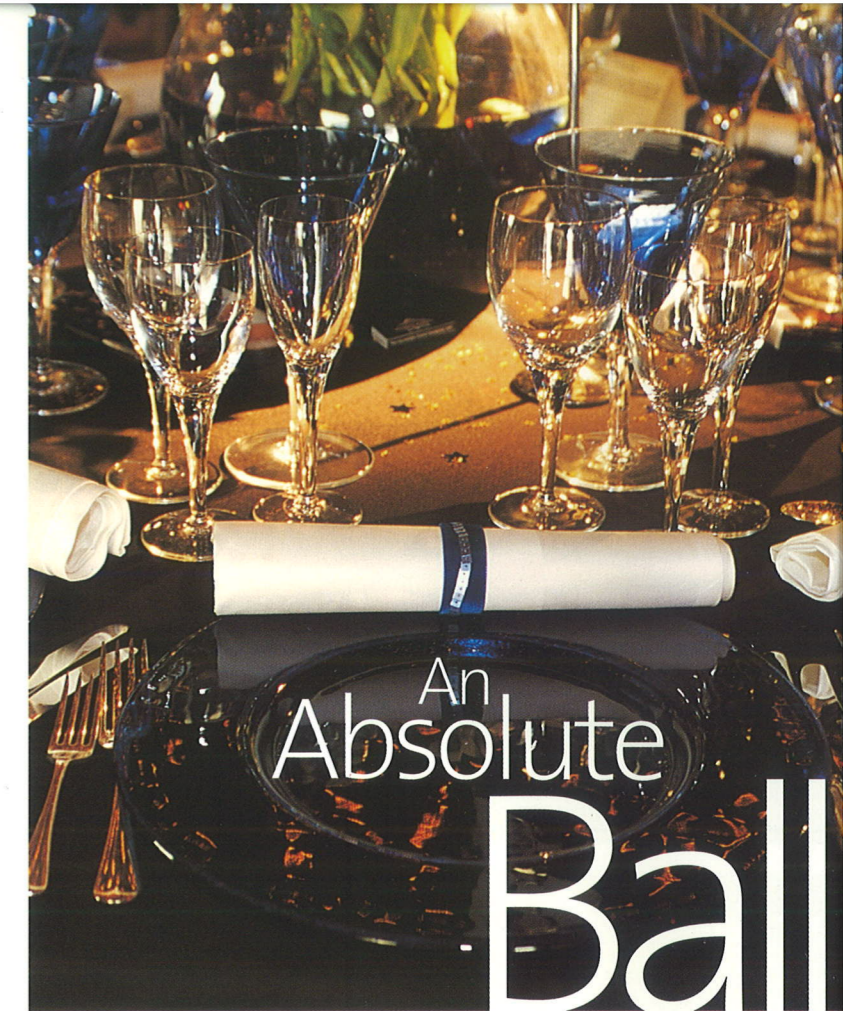
As the first course cleared, an operation of almost military precision swung into action to ensure the second went out piping hot. Six front-of-house managers directed operations by radio from the main marquee. The kitchen was divided into three service areas, each one having to serve just over 300 hot main courses in just over ten minutes. We formed three little assembly lines; kitchen porters laying out lines of hot plates and fetching trays from the hot cupboard, and chefs moving down the line spooning food swiftly but precisely onto the plates.

My task in the third service area was to balance a wedge of roasted salmon on each plate. No time to mess about, it had to land square on first time – to my right, three chefs were laying down the sunblush tomato mash, panfried spinach and leeks, while another two were jostling at my left elbow to place the veal jus and pancetta. Behind, the kitchen porters cued up steaming hot trays for us to take when ours were exhausted.

For Finlandia's guests, the meal ended with coffee, biscotti, truffles and chocolate-dipped strawberries. It was time for the party to begin in earnest and a queue promptly formed at the bar for a selection of Finlandia's premium grain product. The drivers, though, were already in bed.

As T-Rex and Kid Creole & The Coconut rattled through their blistering live sets (the latter whipping the audience into a frenzy with their classic Annie, I'm Not Your Daddy), we were sorting all the plates, glasses and cutlery into crates to go back to their respective hire companies. I'd taken my watch off hours earlier and had no idea of the time, only that my feet were numb.

Next door, the last revellers were swaying to the sounds of The Commodores' Three Times A Lady, yet the empty glasses still kept coming. It was like that old story about how the sea became salt, but with Finlandia-branded glassware. Finally, the ballroom fell silent. We cleared the last glasses, folded up the tables, swept the floor and went outside. It was 5am. I think I'll try to get on the guest list next year... ■



**"As the first course cleared, an operation of almost military precision swung into action. Six front-of-house managers directed operations by radio from the main marquee"**



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**W**hat's been the highlight of your long career so far?

I suppose winning the 1998 Monaco race with Nick Heidfeld in the West Competition Formula 3000 team. In my 15 years of going there as a Formula 1 engineer, my drivers had never won that race, so to win it as a team manager was a very exciting experience. His family and manager were going bananas on the pit wall about three laps from the end – I had to grab hold of his manager at one point to make him calm down!

**Have you had any frightening moments?**

I got run over by my own car at the 1988 Mexican Grand Prix. The mechanics were checking the oil pressure, so the ignition wasn't switched on, but they were turning it over. I was standing in front of it looking through all my bits of paper when it jumped into gear and lurched forward, throwing me over the wing and onto the sidepod. It wasn't a bad accident, but it was enough to make me think what would have happened if the ignition had been switched on – it would have shot out of the garage and into the pit wall with me on the front!

**How much more complex has the race engineer's job become?**

The cars are technically more complex than before, so engineering is more of a group activity than when I was doing it. One of the most satisfying aspects of race engineering was that you were on top of everything. You were expected to understand the intricacies of the car and make decisions based on that knowledge. Now you really need to have specialists working on the different facets.

**Have you ever done anything embarrassing?**

I've had a thousand embarrassing moments, but one that sticks in my mind was in the early 1990s, when I was working for the Williams team. We didn't have speakers built into the drivers' earplugs – they were in the helmet lining, so if you were close you could hear this tinny voice coming out when someone was speaking. A man turned up on the grid at the British Grand Prix with a



load of minders and made his way over to Nigel Mansell, who was sitting in the cockpit of the car. I turned to one of my mechanics and, forgetting the effects of the intercom, asked "Who's that twit?" This guy must have heard, because he stood up, looked round, frowned, then walked off. Nigel said, "That, David, was Colin Moynihan – the Minister for Sport."

**What do you wish you'd achieved but weren't able to?**

I was Senna's race engineer when he was killed at Imola. He was an outstanding driver and I felt sure we could have won the championship that year.

To lose a driver is a huge blow, especially when he was so remarkable to work with.

## Well engineered

Gerhard Berger and Ayrton Senna were

known for their practical jokes. Were you ever on the receiving end?

The worst one I ever came across was Nelson Piquet, who was very cruel in his humour. He had an on-going retaliation game with one of the truckies who had put grease in his race boots. The truckie had his shoes superglued to the outside of the truck.

**Ever been tempted to play one yourself?**

Steve Hallam and I played a practical joke on our aerodynamicist, Henri Durand, while we were out in Argentina once. We'd been having a difference of opinion over a saw-toothed piece of plastic called a 'transition strip' which we ran on the front wing. I made a large-scale transition strip and stuck it on the front of our hire car when we picked him up from the hotel. He didn't notice it at first, but Steve drove in a manner that suggested the car was incredibly heavy at the front and had lots of downforce – too much in fact. We pulled up to a toll booth and I jumped out, tore off the strip and put it on the dashboard, saying, "That should cure it!" Steve then drove off complaining that he now didn't have enough grip at the front, and at one point he managed to drive off the road. We said "It must be because we took off the transition strip," but Henri didn't appreciate the joke and remained stony-faced throughout! ■

David Brown has engineered many of the F1 greats. Here, the McLaren F3000 boss recalls the time he was run over by an F1 car and insulted an eminent politician...

ILLUSTRATION: DAN WILLIAMS

IF I'M HONEST



Olivier Panis (right) and David Coulthard (below) entertain the many Team McLaren guests during Silverstone's rain-lashed test days



# testing times

Team McLaren member Edward Darroch describes his day at the pre-British Grand Prix test session

PHOTOGRAPHY LAT



Spending a day in torrential rain in Northamptonshire is not usually an appealing prospect. Unless, of course, you're one of the privileged few to attend the three-day pre-British Grand Prix test session. It's usually closed to the public, but Team McLaren allowed 150 members each day into Silverstone to watch the proceedings from the Autosport tower.

The briefing sheet supplied with the tickets warned about the weather – and the elements certainly lived up to their billing! So hostile were the conditions that the test was extended to four days, enabling Team McLaren to offer even more members a chance to attend.

Then it was back to our seats in the stand to witness the phenomenal speed and deafening noise a grand prix car produces. When you're in such proximity to the action you appreciate the sheer skill involved in driving a Formula 1 car – whatever the weather.

After a two-course lunch it was over to the Team McLaren helicopter for a flying lap over the circuit. Many people had never been in a helicopter before, let alone over a grand prix circuit. It was a thrilling experience for member Pauline Ffoulkes from North London.

"That has really made my day," she said. "It was fantastic! The view of the circuit is incredible."

It was back to hospitality again for more coffee and

Coffee and biscuits at registration in the Autosport tower was the first order of the day. The grandstand seats were directly across from the pitlane giving a great view of the action. After receiving the day's itinerary, the first task was to sign up for the morning or afternoon garage visits. We also had to decide which lunch sitting to attend and, for a reasonable charge, it was possible to sign up for a helicopter trip.

Next, it was off to the pitlane and paddock walkabout. As we came up to the West McLaren Mercedes area Olivier Panis was heading out of the motorhome into the garage. Helicopter flights being suspended temporarily, we made our way back to the pitlane for the garage visit. The test team were preparing the car but, due to the appalling rain, no cars were going out on the track. One group who visited later had the good fortune to see Olivier pull out of the garage for his first lap of the day right in front of them. How much closer to the action can you get?

to hear a highly enjoyable talk from two members of West McLaren Mercedes staff, Bob McMurray and Peter Burns. Both the talk and the question and answer session that followed were transmitted to the stand, allowing us to watch the practice laps while listening to the talk.

"I enjoyed that. I would say it was the bit I liked the best," was the verdict of Nathan Suppiah, a team member from Basildon. "But the helicopter ride was great as well."

The talk ended with an entertaining video demonstrating just how powerful a West McLaren Mercedes Formula 1 car really is. It was pitted against an A-Class and an E-Class Mercedes road car. Naturally, David Coulthard, at the wheel of the McLaren, won! We also saw some Mercedes adverts featuring Mika Hakkinen and Boris Becker.

As the day wound down we took the opportunity to watch some more drivers at work on the circuit, perhaps testing new components or extending the resiliency of old ones. And then it was time to make our way home with some truly unique memories of a day with Team McLaren. ■

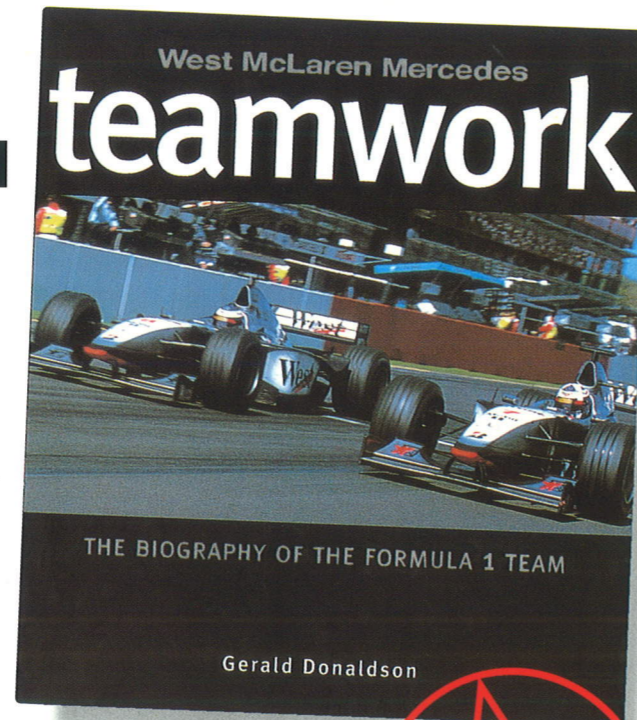


## Win a copy of 'Teamwork' signed by Mika Hakkinen

Team McLaren has a unique copy of the book 'Teamwork' signed by double world champion Mika Hakkinen to give away.

The insightful book, written by celebrated Canadian author Gerald Donaldson, goes deep under cover of the famous West McLaren Mercedes team, examining how the operation is so successfully run. Many of the unsung heroes who contribute to the team's success are also introduced in the book.

To win, simply answer the question below and send your answer to the usual address no later than 31 May 2000.



**Up to and including the end of 1999, how many grand prix victories has Mika Hakkinen scored for McLaren?**



### Competition winners

Susannah Goodwin from Shirland in Derbyshire was the winner of the competition that appeared in the March issue. We asked: 'which driver won the 1999 British Grand Prix?' Susannah correctly answered David Coulthard and, as a result, won herself a pair of tickets to the pre-British Grand Prix test at Silverstone where she was able to watch Mika Hakkinen (right), David and Olivier Panis in action. Well done!



We asked you to choose your favourite image, from eight, that appeared in 'Picture Perfect' between December and March. The overwhelming favourite was Darren Heath's pitstop image (left) from the January issue. Darren has won a TAG Heuer watch and Caroline Butler from Co. Meath in Ireland has won a signed print of the picture. She correctly identified the other photographers who contributed.

### Remember!

The address for all competition entries listed above is as follows:

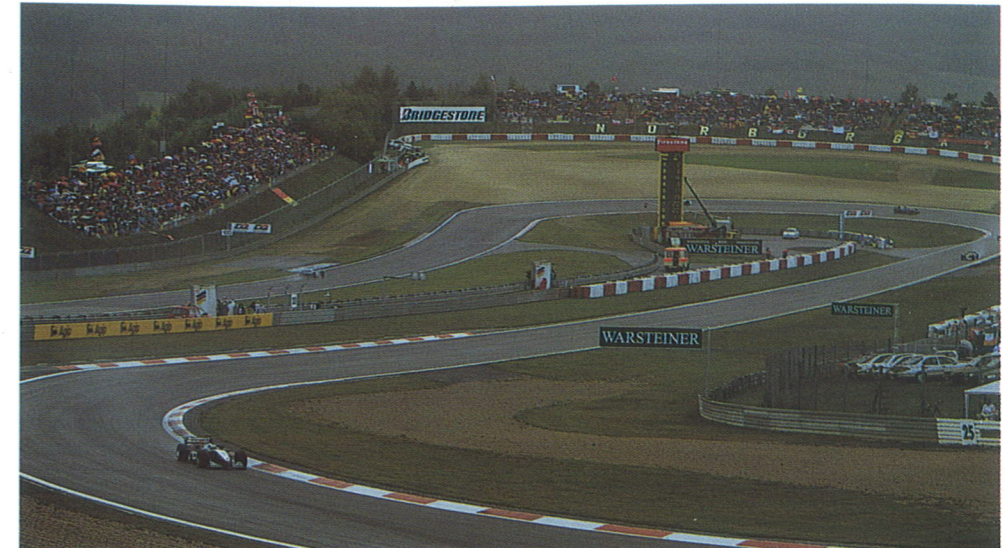
**Team McLaren,  
Admail 622,  
Woking,  
Surrey, GU21 1WH**

## TRAVEL TIPS European GP

Set in the Eifel mountains – on the other side of the border from the Spa Francorchamps circuit in Belgium – the Nürburgring is fairly isolated and prone to bouts of inclement weather. But it is steeped in motorsport tradition, having been the home of the German GP until 1976.

The original Nürburgring Nordschleife was over 14 miles long. The modern circuit, based around the southern loop of the old, is a more manageable length and boasts up-to-date safety and spectator facilities. The old circuit still exists and, for a fee, you can drive your own car or bike around it. But it is not always open to the public – and, if you do get in, you should beware of over-enthusiastic drivers and riders approaching from the rear!

Bonn is the nearest major city to the Nürburgring, offering restaurants, hotels and several tourist attractions, including Beethoven's house.



## TRAVEL TIPS Monaco GP



Top: The new Nürburgring is based on the southern loop of the infamous Nordschleife. Above and left: Monaco is the most glamorous of grand prix venues, with breathtaking views from the surrounding hilltops

Watching the Monaco Grand Prix on television isn't good enough. Only when you watch in person can you appreciate the narrowness of the streets and the awesome bravery of the drivers. There's no margin for error at this most historic of venues.

Many local residents hire out their apartments as viewing points for the weekend but there really is nothing like getting down near the track. As the only street circuit on the Formula 1 calendar, Monaco gives you a great opportunity to get close to the action and hear the scream of V10 engines reverberating around the harbour.

The Principality of Monaco is an expensive place to visit, but it's an experience you won't forget. Even if the casino's not your thing, there are a plethora of excellent bars, restaurants and clubs to visit – and plenty of millionaires and celebrities to spot.



STAR LETTER



**Level headed**

I was heartened by Ron Dennis' words in the latest issue (*Inside Line*, April 2000).

It was all too easy, as a huge fan of the entire West McLaren Mercedes team, to feel despondent after the frustrations in Australia and Brazil. But Ron's level-headed and philosophical

approach to the difficult start to the season were a calming influence and a great comfort.

His statement that everyone in the team must strive to detach themselves from the emotional turmoil that surrounds such problems is absolutely correct. The old adage 'when the going gets tough, the tough get going' couldn't be more apt, and the result at Imola proved the theory correct.

I look forward to more great results during the 2000 season.

MARIE WALLER,  
IPSWICH



PHOTOGRAPH: WHITE BACKGROUNDS

The best letter we receive each month wins its writer a special 1:43 scale model of 1998's double championship-winning MP4-13. What better incentive could there be to put pen to paper?

**Australian encounter**

I feel compelled to mention a bizarre rendez-vous at the Australian GP in March. While strolling through the support race paddock, studying the fabulous CanAm McLaren M8s, my wife and I were spotted by some fellow Team McLaren members.

The lady turned out to be Jan McLaren-Storr, sister of the late Bruce McLaren. She and her husband John were charming and had my personal copy of 'Driving Ambition - the inside story of the McLaren F1' signed by Ron Dennis, Mika Hakkinen and David Coulthard.

It was a chance encounter I will never forget that sums up everything I like about McLaren.

TERRY GREEN, MULGRAVE, AUSTRALIA

**Stateside support**

I am writing this as a fairly new addition to the ranks of Team McLaren members. I used to support the 'red cars' from Italy but am delighted to say I have switched my allegiance to Woking. Everything the team does personifies quality, attention to detail and, above all else, teamwork.

I will be attending the inaugural United States GP at Indianapolis in September and hope that other Team McLaren members making the trip, either from over here in the States or anywhere in the World, might want to get together. Get in touch if you're going - it would be good to get a group together to cheer West McLaren Mercedes on during its first visit Stateside.



TIM RENFROE, GEORGIA, USA

Tim, why not log onto [www.mclaren.net](http://www.mclaren.net) and chat with other Team McLaren members in the Forum section of the site. You're sure to get a favourable response that way, too!

**Anyone on the inside track?**

I was wondering if any fellow Team McLaren members might be able to help. I missed 'Inside Track', the ITV television documentary about McLaren last month and, as a huge fan of the team and a collector of McLaren memorabilia, am desperate to see and retain a copy for my collection.

If anyone can unearth a copy please call me on 029 2084 3466 or e-mail me at: [kts.chriskolmar@tinyonline.co.uk](mailto:kts.chriskolmar@tinyonline.co.uk). There's a limited edition Mika Hakkinen stamp similar to the one below for anyone who comes up with the goods, plus the cost of the tape and postage, of course!

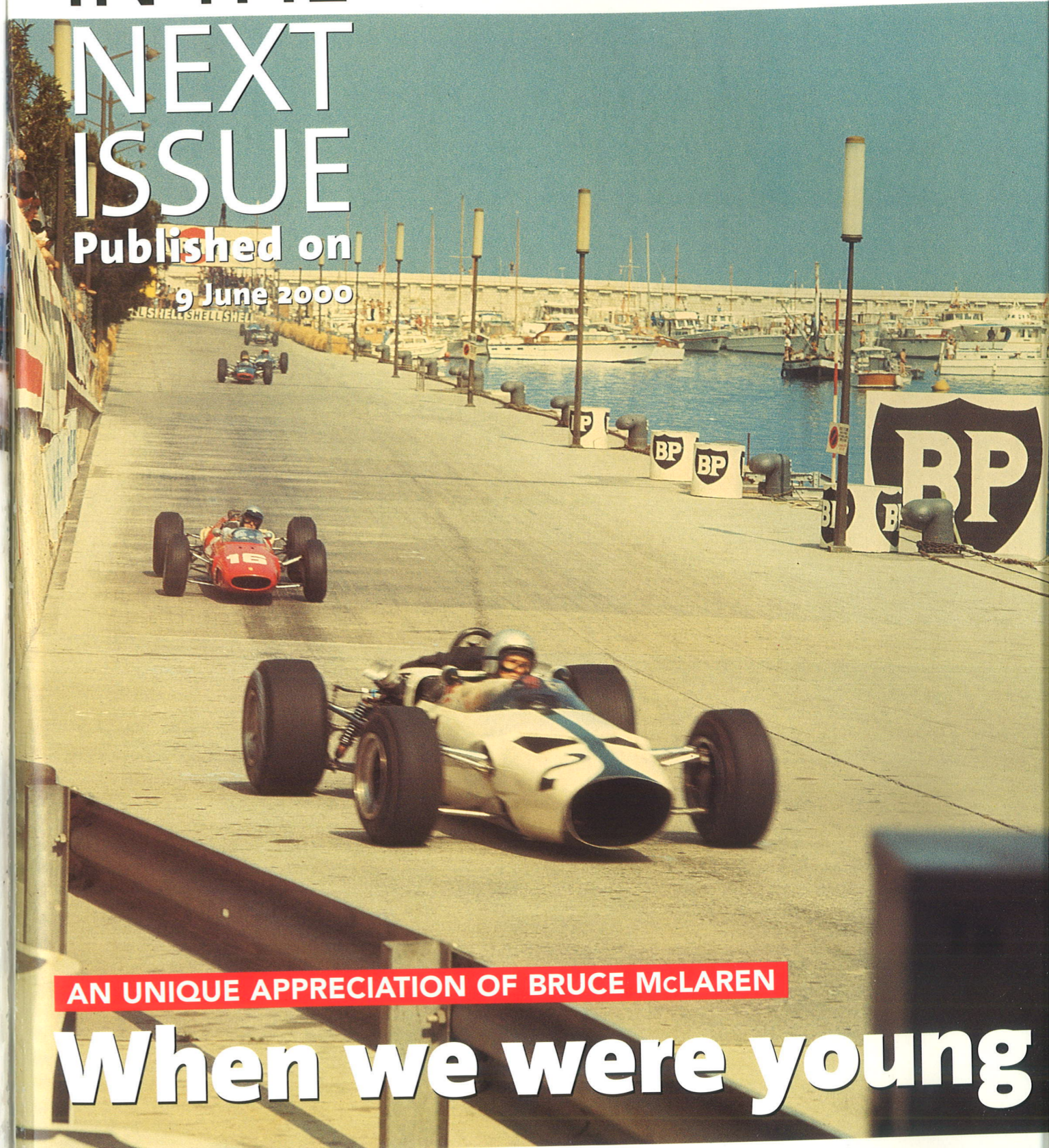
CHRIS KOLMAR, CARDIFF



Please send your letters to:  
Team McLaren, Admail 622,  
Woking, Surrey GU21 1WH

IN THE  
NEXT  
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AN UNIQUE APPRECIATION OF BRUCE McLAREN

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PLUS

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