

A SPECIAL SUPPLEMENT FROM AUTOSPORT 2 JULY 1998



AUTOSPORT



BRITISH GRAND PRIX

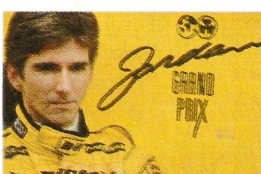
YOUR DEFINITIVE GUIDE TO THE BIG RACE

IN ASSOCIATION WITH



- WE DRIVE A GP! ● BRUNDLE EXCLUSIVE
- DAVID COULTHARD: BEHIND THE HYPE





Win or not, Silverstone's the highlight of my year

Whether you experience the British Grand Prix from the armchair, from the grandstand, or from the cockpit of a Formula 1 car, this weekend is a special one.

I think I've gone through the whole range of emotions at this race over the years, from coming to it as a fan, to making my GP debut and eventually receiving the winner's trophy. I'm not sure if I'll make it to the very top step of the podium during this season, but I believe that the Benson & Hedges Jordan team can still surprise a few people.

Whatever my fortunes, the amount of support never fails to shock and to thrill me. I know that for every flag I see waved around the circuit, thousands of you will also be tuning in at home. I hope you all enjoy the racing as much as I always have.

Although the attention inevitably surrounds the F1 drivers, particularly David, Johnny, Eddie and myself, Grand Prix weekend isn't just about the stars. For all the guys in the support races this is 'The Big One'. I still remember the buzz it gave me to race in front of the crowds when I was fighting my way up the ladder, and I hope those of you at Silverstone will have chance to put your hands together for the supporting cast.

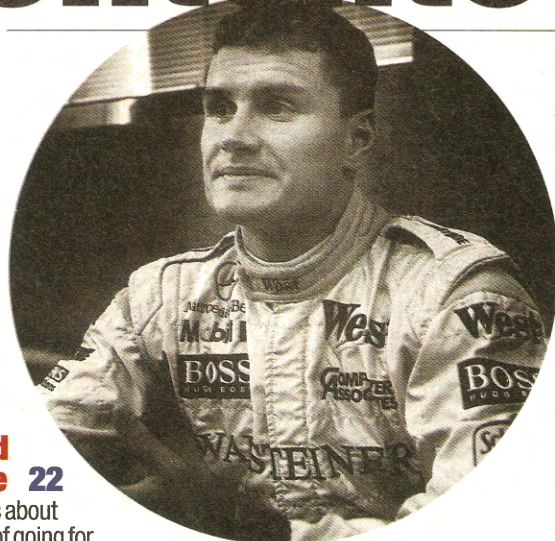
You never know, maybe one day your children will be asking for their autographs!

In spite of the nasty things they write about me(!), I have always thought of AUTOSPORT as the motorsport enthusiast's bible, and I hope you enjoy the magazine's British Grand Prix preview. AUTOSPORT has given you plenty to read; I'll be giving it my all to give you something to cheer about.

Damon Hill

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Cover photo: Coates/LAT. Photos: LAT, Tee/LAT, Sutton Images, Eford/LAT



A sight to behold

Lack of overtaking may be detracting from the thrill of F1, but it is still one of the world's greatest sporting spectacles, says Andrew Benson

Formula 1 entered a new era this season, but so far it has not proved to be the golden age for which many had hoped. New rules for which the hidden agenda, as McLaren boss Ron Dennis describes it, was to improve the quality of racing seem to have had the opposite effect, at least in the short term.

To those in motorsport this has hardly come as a surprise. 'If you want close racing,' Dennis says, 'then the way to achieve it is to keep the rules stable. That way, the small teams have the chance to catch up with the big teams. If the rules change, then the big teams will always do a better job because they have more resources.'

Dennis is one person who has no problem with the introduction of narrower cars and grooved tyres. His team has accommodated the restrictions they impose so well that insiders are saying this year's McLaren design may be more aerodynamically efficient than the 1997 car.

The patent superiority of the MP4-13 and its Mercedes engine underlines the fact that his is probably the only team to have achieved that. While



Can Schumacher stop the McLaren steamroller?

the new rules were widely greeted as the most swingeing changes to the sport for a decade and a half, F1 designers last year played down their extent, saying that while grooved tyres and narrower cars would definitely make a difference, the fundamental characteristics of the machinery would remain the same.

They were right in one sense. The cars are slower - by an average of around two seconds a lap - and have less grip, but, while they slide

around more than before, they are not far removed from being last year's cars, but with less grip from the tyres.

That has made overtaking even harder, which has meant the sport as a spectacle is going through something of a poor patch at the moment. Only the occasional brilliant but bullying drive from Michael Schumacher is enlivening what is otherwise a series of high-speed processions, which are lent a false sense of tension by the fact that cars have to stop in the pits at least once to refuel.

While that might sound hypercritical, the evidence for it is that the lack of genuine racing - as distinct from long trains of cars circulating without any change of position - is one of the longest-running and hottest-debated issues of the moment. As a result, work is already under way to make sure that the next rule change is the right one made for the right reasons with the right, and desired effect.

Processional races or not, Grand Prix cars remain the dramatic sight they have always been, and the thrill of seeing one on the limit through one of Silverstone's superb fast corners - Copse, Becketts or Bridge - is as great this year as ever before. Watch out for the sheer, awesome performance of the McLaren, the indescribable skill of Michael Schumacher, or how hard some of the drivers in the more difficult

cars are having to work and you will understand that a GP is one of the world's great sporting events.

To add to the excitement this season is providing the classic ingredients of all great battles - the



Dennis says rules stability is the answer

best driver taking on the best car. Mika Hakkinen and David Coulthard are making excellent use of the McLaren, but Schumacher is pushing them all the way in a Ferrari F300 that gets better every race.

How the war will end no one knows, but the battle of Silverstone has added frisson. The fast swerves of Britain's GP track should favour the McLarens, so if Schumacher, in the dry, can run

them close, or even beat them, he should be a genuine contender for the rest of the year. If he cannot, the likelihood is that he will find it difficult to mount a significant challenge for his third World title. The great thing about the Ferrari number one, though, is that anything is possible. ■

"The great thing about the Ferrari number one is that anything is possible"



Grand Prix editor Andrew Benson believes Silverstone could provide a classic encounter

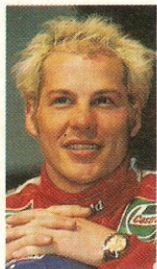


WILLIAMS - MECACHROME

The heavyweight team of the last decade has seen its championship crown slip this year after losing two key elements from its successful lineup – designer Adrian Newey and works Renault engines.

The FW20, while improving after the addition of a lengthened wheelbase and other new parts, is looking like a car Williams will probably want to forget. It is nervous at the rear, new parts took longer to arrive than the team wanted, and even now it cannot keep up with the fastest car on the same tyres – the Ferrari.

1 Jacques Villeneuve (CAN)



Age 27
Starts 41
Points 170
Wins 11
Best year 1st, '97
Best '98 finish 4th
C'ship pos 7th
Best Brit GP 1st, '96, '97

The World Champion is, Eddie Irvine says, 'getting a bit of a wake-up call this season'. Having driven a car at least equal with the best in every category since 1992, this season has come as a bit of a shock. Impressively, Villeneuve has responded by trying his heart out. On odd occasions, however, the red mist descends – most expensively in Canada, when had he not made a rash manoeuvre on Giancarlo Fisichella, he could have won.



Photos: LAT

Williams suggested that it was more worried about what Newey would take with him to McLaren than what he was taking away from his former team, but those words look like they are coming back to haunt it.

It's not all the team's fault, though – an almost complete lack of development on this year's customer Renault engine is also hurting its efforts.

IF IT WAS A WORLD CUP TEAM IT'D

BE GERMANY:

Efficient winning machine going through a bit of a lean patch



Chassis: Williams FW20 **Engine:** Mecachrome V10 **Starts:** 380 **Wins:** 103
Constructors' Titles: 9 **1997 position:** 1st **Best 1998 result:** 3rd (AUS)

2 Heinz-Harald Frentzen (D)

Age 31
Starts 66
Points 79
Wins 1
Best year 2nd, '97
Best '98 finish 3rd
C'ship pos 8th
Best Brit GP 6th, '95



This insouciant and likeable man remains something of an enigma. Frentzen is undoubtedly extremely quick, but there is an air of fatalism about him, and it has never quite happened for him at Williams. A match for Villeneuve in qualifying; in the races he usually falls behind. Frentzen is keen to be involved technically and the team likes him, but finds him frustrating – to the point that he is likely to be dropped at the end of the season.



FERRARI

Ferrari has it all to live up to this season. Having boldly pronounced in January that only the World Championship title would do, it must win.

After looking briefly like it might fail spectacularly, and collapse in a maelstrom of politics and backstabbing, things are now going rather well for the Italian team. This is thanks in no small part to the genius of Michael Schumacher who can make the F300 run with a McLaren when it is working well.

With Jean Todt's firm managerial hand and Ross Brawn's undoubted design talent, the team really has



no excuse if it does not win, despite Schumacher's bleating about tyre supplier Goodyear not providing rubber that suits his car.

That does not mean that it will. It would be foolish to underestimate anything with which the German former World Champion is involved, but Ferrari's form is now beginning to suggest that it will be a serious threat to McLaren's superiority for the rest of the year.

IF IT WAS A WORLD CUP TEAM IT'D

BE HOLLAND:

Plenty of flair, full of promise, but never quite fulfils its potential



3 Michael Schumacher (D)



Age 29
Starts 110
Points 484
Wins 30
Best year 1st '94, '95
Best '98 finish 3 wins
C'ship pos 2nd
Best Brit GP 2nd, '93

What can you say that has not already been said? Brilliant, unsurpassed talent. A man who can do things with a racing car that no one else can, and the sole reason why Ferrari is in with a chance this year. Unfortunately, the furore over his tactics in 1997 has done nothing to stop him behaving like he owns the track and has the right to elbow anyone out of his way. Eventually, he will pay the price for this, but so far it has only worked in his favour.



Chassis: Ferrari F300 **Engine:** Ferrari V10 **Starts:** 594 **Wins:** 116
Constructors' Titles: 8 **1997 position:** 2nd **Best 1998 results:** 1st (3 times)

4 Eddie Irvine (GB)

Age 32
Starts 73
Points 77
Wins 0
Best year 7th, '97
Best '98 finish 2nd
C'ship pos 4th
Best Brit GP Ret



Irvine has been excellent this year. Armed with a car he likes, this free spirit has run Schumacher close for most of the season. It is consistency that has really changed for Irvine in 1998. As a result, he holds an extremely competitive fourth place in the World Championship. Irvine gives the impression he could not care less about F1, but the truth is he loves it – he is often to be found chewing the fat in the paddock late into the evening.



BENETTON - PLAYLIFE

After two intensely disappointing seasons when the spirit was driven out of the team by the anticlimactic performance of Jean Alesi and Gerhard Berger, Benetton is full of buzz again this year. It may not be a genuine candidate for victory at most races, but the new 198 is nevertheless a surprisingly good car from a team that many expected to struggle. The calm, ordered management of new boss David Richards is winning good reviews, both within and outside the team. Also, the excitement of bringing on two drivers with apparently



great futures is evident in all the team's personnel.

If the car lacks tricks, it also seems to lack vices. This means that the team, which in 1996-7 gave the impression that it didn't really know what it was looking for, has finally found a direction.

Its consistent competitiveness proves that it is back on track, even if it may be flattered by a poor Williams year.

IF IT WAS A WORLD CUP TEAM IT'D BE CHILE:

Dark horses led from the front by two bright young stars



5 Giancarlo Fisichella (I)



Age 25
Starts 33
Points 33
Wins 0
Best year 8th, '97
Best '98 finish 2nd
C'ship pos 6th
Best Brit GP 7th, '97



Chassis: Benetton B198 **Engine:** Playlife V10 **Starts:** 259 **Wins:** 27
Constructors' Titles: 1 **1997 position:** 3rd **Best 1998 results:** 2nd (MON, CDN)

6 Alexander Wurz (A)

Age 24
Starts 11
Points 18
Wins 0
Best year 14th, '97
Best '98 finish 4th
C'ship pos 5th
Best Brit GP 3rd, '97



After a disappointing start, Giancarlo Fisichella has really got the bit between his teeth. The way he recovered from that early weak spell has erased questions about his mental toughness, for it would have been easy for him to fall apart. Instead, he has fought back, and could have won his first Grand Prix in Canada. He will get another chance, even if questions remain in the minds of some about his ability to give 100% throughout a race.



A man with a great future in F1, despite the fact that he did not have a great past on his way up through the sport. Wurz is intelligent and savvy, and is reputed to know exactly what his car needs to make it – and therefore him – quick. However, as anyone at Benetton will tell you, he is also quick in his own right. You can't question the size of his balls, either, after his huge Canada shunt and his subsequent race performance.



MCLAREN - MERCEDES

It has been a long, painful process, but McLaren has finally managed to drag itself back to the top of F1. It has had to use every ounce of determination and attention to detail that has marked the team out as one of the greats of the past 25 years.

Last year, McLaren was on the way up, but the addition of former Williams chief designer Adrian Newey to the team in August last year has provided the keystone.

His genius, which manifests itself in many ways beyond the aerodynamic excellence for which he is renowned, has galvanised



what was already one of the sport's best teams into a position where it has produced the best car of the season, powered by the best engine.

It helps that it's being driven by what are probably two of the four best drivers.

They are odds on favourites for the title, but reliability remains a question mark.

IF IT WAS A WORLD CUP TEAM IT'D BE BRAZIL:

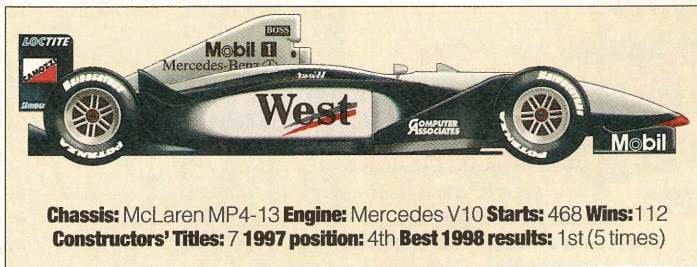
If Ronaldo was injured. The team with everything except the best player in the world



7 David Coulthard (GB)



Age 27
Starts 66
Points 147
Wins 4
Best year 3rd, '95, '97
Best '98 finish 1 win
C'ship pos 3rd
Best Brit GP 3rd, '95



Chassis: McLaren MP4-13 **Engine:** Mercedes V10 **Starts:** 468 **Wins:** 112
Constructors' Titles: 7 **1997 position:** 4th **Best 1998 results:** 1st (5 times)

8 Mika Hakkinen (SF)

Age 29
Starts 104
Points 168
Wins 5
Best year 4th, '94
Best '98 finish 4 wins
C'ship pos 1st
Best Brit GP 3rd, '96



David knows this is his big chance, and is driving better than ever, running Hakkinen closer than ever before and making much fewer mistakes. Unfortunately, it looks unlikely to be his year, for reasons which are largely not his fault. Had he ignored team orders in Melbourne, he would be eight points closer to Hakkinen than he is, and the title would not look such a lost cause. As it is, David faces an uphill battle, and one that, this year at least, he is likely to lose.



In a car, there is not much for which one can fault Mika Hakkinen. He has always been blindingly quick and very consistent, and if you put a talent like that in the best car, the obvious will happen. He has won four of the six races that he has finished. From results like that, championships come and it will take something special from Ferrari to unseat him. He is starting to come out of his shell out of the car as well.





JORDAN - MUGEN HONDA

This was supposed to be the year in which Jordan finally came of age. It was hoped that the team's biggest-ever budget, allied to Damon Hill's experience, would add up to the team's first win and, at last, an entry into the big league.

Instead, it has been a familiar Jordan story. The car is simply not good enough, the new Mugen engine lacks out-and-out power compared to many other motors in the sport and the team has its back to the wall, fighting a losing battle.

As a result, changes are on the



way. Designer Mike Gascoyne has been recruited from Tyrrell to add depth to the technical department. Meanwhile, technical director Gary Anderson, whose competitive spirit, strong abilities and deep background in the sport led him to do too much, according to some insiders, will step back a little and look at the bigger picture.

That win, though, is going to be some time coming.

IF IT WAS A WORLD CUP TEAM IT'D

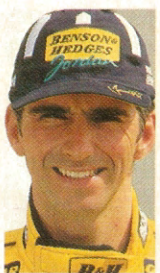
BE ENGLAND:

Always high hopes, occasionally qualify well, usually disappoint



9 Damon Hill

(GB)



Age 37
Starts 92
Points 333
Wins 21
Best year 1st, '96
Best '98 finish 8th
C'ship pos 15th=
Best Brit GP 1st, '94



Chassis: Jordan 198 Engine: Mugen Honda V10 Starts: 122 Wins: 0
Constructors' Titles: 0 1997 position: 5th Best 1998 result: 7th (SMR)

This cannot be an easy year for Hill. After the travails of Arrows, he was expecting a strong performance from Jordan, which he joined instead of taking a pay cut and going to McLaren. Hill continues to try hard in a situation in which he must be tempted not to bother. His great advantage over Ralf Schumacher is that he stays on the road and can get off the line. Otherwise, there is little to choose between them.



In the wake of the litany of fluffed starts and the innumerable accidents, it is sometimes difficult to remember that this is the same driver who started 1997 looking like he could be the most promising newcomer of the year. Then, he looked quick, aggressive and stylish. Now, he looks out of control. He has the talent—as he has proved with the occasional qualifying lap—but he seems to find staying calm and controlling it difficult.



10 Ralf Schumacher

(D)

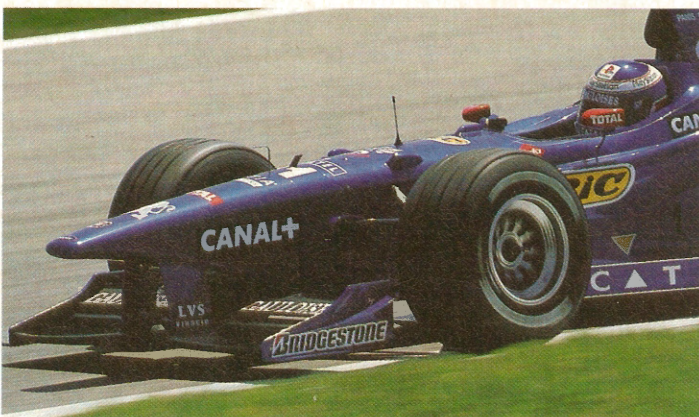
Age 23
Starts 25
Points 13
Wins 0
Best year 11th, '97
Best '98 finish 7th
C'ship pos 15th=
Best Brit GP 5th, '97



PROST - PEUGEOT

A la Probst's famous bitten nails are taking a real hammering this year as the four-time World Champion takes on a challenge he is finding far more difficult than driving.

Prost is having a nightmare year. A radical new gearbox did not work. The car is unstable and, until recently, has been pitifully unreliable. On top of that, most of the parts that have been designed to improve it have been shelved. Moving factories, while logical in the long term, has disrupted things further, and the team sometimes gives the impression of being in



something that can only be described as disarray.

With two good drivers, some very experienced people and one of the strongest engines in the field, Prost is seriously under-achieving this year. Peugeot's only consolation can be that Jordan, the team it left to make the French super-team, is faring only slightly better.

IF IT WAS A WORLD CUP TEAM IT'D

BE SOUTH AFRICA:

New, going through growing pains, disorganised. Does have long-term potential



11 Olivier Panis

(FRA)



Age 31
Starts 67
Points 54
Wins 1
Best year 8th, '95
Best '98 finish 9th
C'ship pos 15th=
Best Brit GP 4th, '95



Chassis: Prost AP01 Engine: Peugeot V10 Starts: 27 Wins: 0
Constructors' Titles: 0 1997 position: 6th Best 1998 results: 9th (AUS, ESP)

Panis started the season as the focus for a team which seemed, despite the protestations of its boss, to be seeking *la gloire de la patrie*. However, he has in recent races seemed to have had some kind of falling out with his team boss. He began the season strongly, but is beginning to be outpaced by team mate Jarno Trulli. Panis is a competitive, pacey driver, but one wonders if, when things do not go his way, he is as strong as when they do.



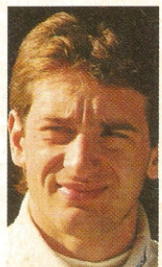
Trulli is a man of whom great things are expected, but he has faced an uphill struggle at Prost as an Italian in a very French team. Sometimes you watch Prost work and Trulli looks a little isolated, which makes his recent performances in beating Panis look all the better. Particularly impressive this year in Monaco in a dog of a car. Trulli is a deep-thinking, technically-aware driver, who would seem to show best only in a car he likes, which the Prost has not been.



12 Jarno Trulli

(I)

Age 23
Starts 22
Points 3
Wins 0
Best year 15th, '97
Best '98 finish 9th
C'ship pos 15th=
Best Brit GP 8th, '97





SAUBER-PETRONAS

As usual, Sauber looked very strong at the start of the year, and turned up at the first races with a car that was better sorted than that of most of its rivals.

Unusually, the Swiss team has managed to take the car forward so far this year, so that it has held on to its position knocking on the door of the top six at a time when it usu-



ally gets left behind. The 1998 Sauber still has what has become the team's traditional handicap of understeer, but this year has nonetheless been Sauber's most impressive for some time.

IF IT WAS A WORLD CUP TEAM IT'D BE NORWAY: Competent, solid, dependable, but going nowhere



14 Jean Alesi (F)



Age 34
Starts 143
Points 228
Wins 1
Best year 4th, '96/7
Best '98 finish 5th
C'ship pos 10th=
Best Brit GP 2nd, '97



Chassis: Sauber C17 Engine: Petronas V10 Starts: 89 Wins: 0
Constructors' Titles: 0 1997 position: 7th Best 1998 results: 5th (ARG, SMR)

The admirable consistency in races and occasional blistering pace in qualifying remain. However, there seem to have been less moments of blind madness and petulance this year. Alesi is, belying those who said he was just at Sauber to get his pension.

15 Johnny Herbert (GB)



Age 34
Starts 121
Points 83
Wins 2
Best year 4th, '95
Best '98 finish 6th
C'ship pos 12th=
Best Brit GP 1st, '95

After an impressive season blowing off his team mates, Herbert now faces Jean Alesi, who is his match for pace and consistency. It is a tense battle, and insiders say Herbert has lost some of his happy-go-lucky nature in times of stress. It shows how seriously Herbert takes his racing.

ARROWS

Another season of promise with little reward. Technical director John Barnard, ex of Ferrari, has produced a neat and effective little car for Arrows on very limited resources. Problem is it is hamstrung by the least powerful engine in the field, produced in-house at Arrows after the team fell out with Yamaha and could not get



anything else. As a result, only at Monaco did the team have the opportunity to shine, and it grabbed it with both hands. With a decent engine, Arrows might just be going places.

IF IT WAS A WORLD CUP TEAM IT'D BE BELGIUM: Been around for ages, but never in danger of winning anything



16 Pedro Diniz (BR)



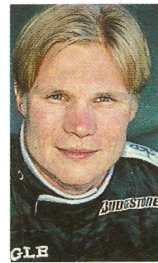
Age 28
Starts 58
Points 5
Wins 0
Best year 15th, '96
Best '98 finish 6th
C'ship pos 12th=
Best Brit GP Ret, '97



Chassis: Arrows A19 Engine: Arrows V10 Starts: 312 Wins: 0
Constructors' Titles: 0 1997 position: 8th Best 1998 result: 4th (MON)

Diniz looked good in comparison with Damon Hill at times last year, but this well-financed journeyman has faced a tougher battle with Mika Salo. In a perfect world, Diniz would not be in F1, but the team needs his money, and he often does a good job, occasionally embarrassing his more illustrious peers.

17 Mika Salo (SF)



Age 31
Starts 60
Points 15
Wins 0
Best year 13th, '96
Best '98 finish 4th
C'ship pos 10th=
Best Brit GP 7th, '96

One of F1's anomalies is how Salo, impressive from the minute he stepped into a Grand Prix car, has not been picked up by a top team. By and large, he is quick, consistent and a mistake-free zone. When he gets a chance to show how good he is, he usually does not disappoint - witness Monaco this year.

GP '98 CHART

DRIVER	AUS	BRA	ARG	SMR	SPA	MON	CAN	FRA	PTS	DRIVER	AUS	BRA	ARG	SMR	SPA	MON	CAN	FRA	PTS
M HAKKINEN	1/1	1/1	3/2	2/R	1/1	1/1	2/R	1/3	50	J HERBERT	5/6	14/R	12/R	11/R	7/7	9/7	12/R	13/8	1
M SCHUMACHER	3/R	4/3	2/1	3/2	3/3	4/10	3/1	2/1	44	P DINIZ	20/R	22/R	18/R	18/R	15/R	12/6	19/9	17/14	1
D COULTHARD	2/2	2/2	1/6	1/1	2/2	2/R	1/R	3/6	30	O PANIS	21/9	9/R	15/15	13/R	12/16	18/R	15/R	16/11	0
E IRVINE	8/4	6/8	4/3	4/3	6/R	7/3	8/3	4/2	25	S NAKANO	22/R	18/R	19/13	21/R	20/14	19/9	18/7	21/17	0
A WURZ	11/7	4/4	8/4	5/R	5/R	6/R	11/4	10/5	14	R ROSSET	19/R	21/R	21/14	22/R	DNQ	DNQ	22/8	18/R	0
G FISICHELLA	7/R	6/6	10/7	10/R	4/R	3/2	4/2	9/9	13	E TUERO	17/R	19/R	20/R	19/8	19/15	21/R	21/R	22/R	0
J VILLENEUVE	4/5	10/7	11/R	6/4	10/6	13/5	6/10	5/4	11	T TAKAGI	13/R	17/R	13/12	15/R	21/13	20/11	16/R	20/R	0
H-H FRENZTEN	6/3	3/5	6/9	8/5	13/8	5/R	7/R	8/R	8	J TRULLI	15/R	12/R	16/11	16/R	16/9	10/R	14/R	12/R	0
R BARRICHELLO	14/R	13/R	14/10	17/R	9/5	14/R	13/5	14/10	4	R SCHUMACHER	9/R	8/R	5/R	9/7	11/11	16/R	5/R	6/16	0
J ALESI	12/R	15/9	11/5	12/6	10/14	11/R	9/R	11/7	3	D HILL	10/8	11/Dsq	9/8	7/R	8/R	15/8	10/R	7/R	0
M SALO	16/R	20/R	17/R	14/9	17/R	8/4	17/R	19/13	3	J VERSTAPPEN	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	15/12	0

STEWART - FORD

After a distinctly shaky start to its second Grand Prix season, Stewart is at last beginning to show some consistent form.

Early-season reliability was atrocious, thanks to a radical new carbon-fibre gearbox. The car itself was little better. However, now that the SF-2 can keep going, it is showing a fair turn of speed. If



it continues its current form, and Jordan and Prost continue theirs, Stewart may even end up fulfilling its ambition of being in the top six teams this year.

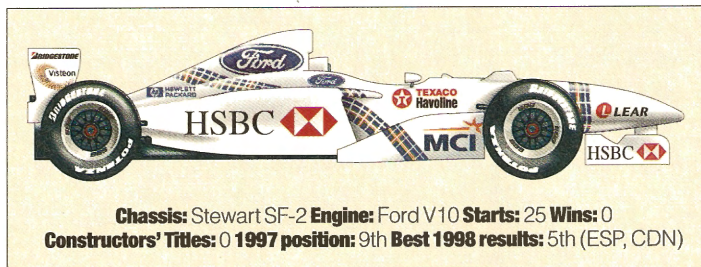
IF IT WAS A WORLD CUP TEAM IT'D BE USA:
Spring the occasional good result, but a long way to go before consistent success



18 Rubens Barrichello (BR)



Age 27
Starts 89
Points 56
Wins 0
Best year 6th '94
Best '98 finish 5th
C'ship pos 9th
Best Brit GP 4th, '96



Chassis: Stewart SF-2 **Engine:** Ford V10 **Starts:** 25 **Wins:** 0
Constructors' Titles: 0 **1997 position:** 9th **Best 1998 results:** 5th (ESP, CDN)

19 Jos Verstappen (NL)



Age 26
Starts 49
Points 11
Wins 0
Best year 10th, '94
Best '98 finish 12th
C'ship pos -
Best Brit GP 9th, '94

The vulnerable, nervy Barrichello of his last year at Jordan seems a lifetime ago. The Brazilian has flourished at Stewart and is driving better than ever. He is seriously quick, and he has been excellent, but some in the team wonder how he will respond if they find a team mate who can beat him.



Verstappen stepped into the team after it gave up on Jan Magnussen, so he has it all to do. It is not easy starting a season halfway through, even less so when your team mate is so settled. Although his speed is not in doubt Verstappen, who will want to ditch his reputation as a crasher, will do well to match the Brazilian.



TYRRELL - FORD

New boss Craig Pollock has great plans for Tyrrell, which will transform itself into British American Racing next year. This year is an uphill struggle, though. The 026 car seems to be basically pretty good, and the season started well, but it has gone downhill since. This is hardly a surprise - the team has limited financial resources, its



personnel are either leaving or disenchanted. It has inexperienced drivers, one a promising novice who can't speak English, the other until the French GP well off the pace.

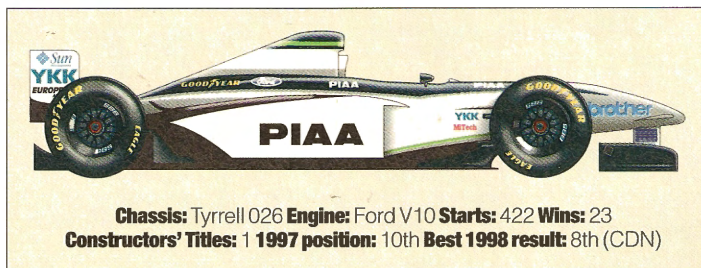
IF IT WAS A WORLD CUP TEAM IT'D BE URUGUAY:
Former winners, but now have trouble qualifying. In danger of dropping out of the elite



20 Ricardo Rosset (BR)



Age 29
Starts 22
Points 0
Wins 0
Best year 17th=, '96
Best '98 finish 8th
C'ship pos 15th=
Best Brit GP Dsq, '96



Chassis: Tyrrell 026 **Engine:** Ford V10 **Starts:** 422 **Wins:** 23
Constructors' Titles: 1 **1997 position:** 10th **Best 1998 result:** 8th (CDN)

21 Toranosuke Takagi (J)



Age 24
Starts 8
Points 0
Wins 0
Best year n/a
Best '98 finish 11th
C'ship pos 15th=
Best Brit GP n/a

Until the French GP, Rosset looked out of his depth in F1, which is a shame, for he is a lovely guy who showed no little talent on the way up. But in Magny-Cours he finally showed pretty well, outqualifying his team-mate for the first time this year. Silverstone should provide him with a good chance to do so again.



Takagi is the fastest driver to come out of Japan for a very long time. He has already proved that he can be blindingly quick. His lack of English is a major hindrance, and he flags over a race distance, either through inexperience or a lack of fitness. Nevertheless, there is a lot of potential here.



BRITISH GP FORM GUIDE

DRIVER	BRITISH GPs	BEST RESULT	DRIVER	BRITISH GPs	BEST RESULT
Jacques Villeneuve	Two (1996-7)	First (1996/1997)	Jarno Trulli	One (1997)	Eighth (1997)
Heinz-Harald Frentzen	Four (1994-97)	Sixth (1995)	Jean Alesi	Nine (1989-97)	Second (1994/1995)
Michael Schumacher	Six (1992-97)	Second (1993)	Johnny Herbert	Seven (1991-97)	First (1995)
Eddie Irvine	Four (1994-97)	Retired (1994-7)	Pedro Diniz	Three (1995-96)	Retired (1995-97)
Giancarlo Fisichella	Two (1996-97)	Seventh (1997)	Mika Salo	Three (1995-97)	Seventh (1996)
Alexander Wurz	One (1997)	Third (1997)	Rubens Barrichello	Five (1993-97)	Fourth (1994/1996)
David Coulthard	Four (1994-97)	Third (1995)	Jan Magnussen	One (1997)	Retired (1997)
Mika Hakkinen	Six (1991-92/1994-97)	Third (1994/1996)	Toranosuke Takagi	Zero	-
Damon Hill	Six (1992-97)	First (1994)	Ricardo Rosset	One (1996)	Retired (1996)
Ralf Schumacher	One (1997)	Fifth (1997)	Shinji Nakano	One (1997)	Eleventh (1997)
Olivier Panis	Four (1994-97)	Fourth (1995)	Esteban Tuero	Zero	-



MINARDI - FORD

If there were a World Championship for enthusiasm and taking pleasure in your work, Minardi would win it. Unfortunately, there isn't.

New boss Gabriele Rumi, who has come to Minardi via a number of other back-of-the-grid teams, is well aware of this and has instigated a restructuring programme to build on what already seems not a



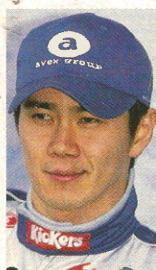
bad little car. He says it will show its first fruits next year.

In the meantime, though, someone has to finish last, although the Minardi boys usually manage to beat Rosset.

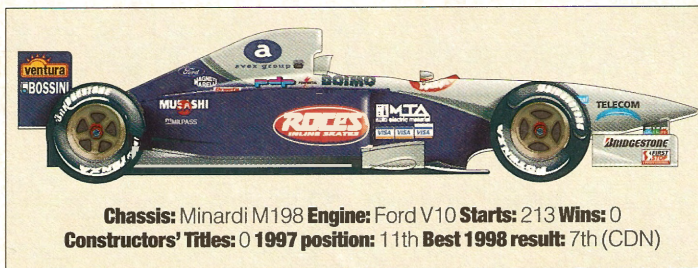
IF IT WAS A WORLD CUP TEAM IT'D BE JAPAN:
Enthusiastic, ambitious, but not got a chance in hell



22 Shinji Nakano (JPN)



Age 27
Starts 25
Points 2
Wins 0
Best year 16th=, '97
Best '98 finish 7th
C'ship pos 15th=
Best Brit GP 11th, '97



Chassis: Minardi M198 **Engine:** Ford V10 **Starts:** 213 **Wins:** 0
Constructors' Titles: 0 **1997 position:** 11th **Best 1998 result:** 7th (CDN)

23 Esteban Tuero (ARG)

Age 20
Starts 8
Points 0
Wins 0
Best year n/a
Best '98 finish 8th
C'ship pos 15th= **Best Brit GP** n/a



Nakano arrived at Minardi via Prost, where he showed flashes of promise. He has proved pretty evenly matched with his novice team mate this year. The Japanese is a pleasant man who is said to have a very good grasp of the technical side of motorsport. Unlikely to have a long future in racing, though.

Having showed little potential on the way up, this well-funded Argentinian has proved to be much better than expected. Certainly not out of his depth, Tuero has made a decent fist of his debut year in F1. It is, however, difficult to judge his true potential, for Nakano is certainly nothing particularly special.

Previously in F1...

The season has been dominated by McLaren's all-conquering MP4-13, but Schumacher hasn't lost yet. '97 revisited perhaps?



AUSTRALIA The other teams' pre-season testing fears came true when McLaren lapped the entire field. Main talking point was Coulthard honouring a pre-race agreement which gave Hakkinen the victory.

BRAZIL McLaren dominated again, but Michael Schumacher got his first points of the year in third - a full minute behind. Again, Hakkinen was on the top step, but it was purely on merit this time.



ARGENTINA Schumacher broke the silver stranglehold, but only after controversially elbowing Coulthard out of the way. Team mate Irvine drove well to take third spot. Williams and Jordan continued to struggle...

SAN MARINO Coulthard dominated and duly took the win, with Schumacher and Irvine behind. Villeneuve drove virtual qualifying laps for the whole race on his way to fourth. Jordan looked better, but still no points.



SPAIN It was always going to be a McLaren benefit. Hakkinen won, Coulthard second. Schumacher held on to their coat-tails in the title race with third spot. Barrichello got Stewart's first points of the year in fifth.

MONACO The Finn ruled the roost again, and was helped by Coulthard retiring. Schumacher had a nightmare. Benetton's Fisichella drove well to take second spot, but Wurz had a bad crash in the tunnel.



CANADA For the first time McLaren couldn't get a car to the finish. Schumacher capitalised in no uncertain manner, overcoming a stop-go penalty on the way to an emphatic win. Wurz took fourth in the spare car after a spectacular crash during the race's first start.

FRANCE Ferrari finally began to look realistic title challengers with a stunning one-two, its first for eight years. McLaren and Hakkinen could manage only third, with Coulthard hit by refuelling rig problems.



PREVIOUS WINNERS

1950	Silverstone	Giuseppe Farina (I)	Alfa Romeo
1951	Silverstone	Froilan Gonzalez (RA)	Ferrari
1952	Silverstone	Alberto Ascari (I)	Ferrari
1953	Silverstone	Alberto Ascari (I)	Ferrari
1954	Silverstone	Froilan Gonzalez (RA)	Ferrari
1955	Aintree	Stirling Moss (GB)	Mercedes
1956	Silverstone	Juan Manuel Fangio (RA)	Ferrari
1957	Aintree	Stirling Moss/Tony Brooks (GB)	Vanwall
1958	Silverstone	Peter Collins (GB)	Ferrari
1959	Aintree	Jack Brabham (AUS)	Cooper-Climax
1960	Silverstone	Jack Brabham (AUS)	Cooper-Climax
1961	Aintree	Wolfgang von Trips (D)	Ferrari
1962	Aintree	Jim Clark (GB)	Lotus-Climax
1963	Silverstone	Jim Clark (GB)	Lotus-Climax
1964	Brands Hatch	Jim Clark (GB)	Lotus-Climax
1965	Silverstone	Jim Clark (GB)	Lotus-Climax
1966	Brands Hatch	Jack Brabham (AUS)	Brabham-Repco
1967	Silverstone	Jim Clark (GB)	Lotus-Ford
1968	Brands Hatch	Jo Siffert (CH)	Lotus-Ford
1969	Silverstone	Jackie Stewart (GB)	Matra-Ford
1970	Brands Hatch	Jochen Rindt (A)	Lotus-Ford
1971	Silverstone	Jackie Stewart (GB)	Tyrrell-Ford
1972	Brands Hatch	Emerson Fittipaldi (BR)	Lotus-Ford
1973	Silverstone	Peter Revson (USA)	McLaren-Ford
1974	Brands Hatch	Jody Scheckter (ZA)	Tyrrell-Ford
1975	Silverstone	Emerson Fittipaldi (BR)	McLaren-Ford
1976	Brands Hatch	Niki Lauda (A)	Ferrari
1977	Silverstone	James Hunt (GB)	McLaren-Ford
1978	Brands Hatch	Carlos Reutemann (RA)	Ferrari
1979	Silverstone	Clay Regazzoni (CH)	Williams-Ford
1980	Brands Hatch	Alan Jones (AUS)	Williams-Ford
1981	Silverstone	John Watson (GB)	McLaren-Ford
1982	Brands Hatch	Niki Lauda (A)	McLaren-Ford
1983	Silverstone	Alain Prost (F)	Renault
1984	Brands Hatch	Niki Lauda (A)	McLaren-TAG Porsche
1985	Silverstone	Alain Prost (F)	McLaren-TAG Porsche
1986	Brands Hatch	Nigel Mansell (GB)	Williams-Honda
1987	Silverstone	Nigel Mansell (GB)	Williams-Honda
1988	Silverstone	Ayrton Senna (BR)	McLaren-Honda
1989	Silverstone	Alain Prost (F)	McLaren-Honda
1990	Silverstone	Alain Prost (F)	Ferrari
1991	Silverstone	Nigel Mansell (GB)	Williams-Renault
1992	Silverstone	Nigel Mansell (GB)	Williams-Renault
1993	Silverstone	Alain Prost (F)	Williams-Renault
1994	Silverstone	Damon Hill (GB)	Williams-Renault
1995	Silverstone	Johnny Herbert (GB)	Benetton-Renault
1996	Silverstone	Jacques Villeneuve (CDN)	Williams-Renault
1997	Silverstone	Jacques Villeneuve (CDN)	Williams-Renault



Past masters' half-term report

How do the British Formula 1 stars of yesteryear rate the boys doing the business on the world's racing circuits these days? Could they try harder or are they at the top of their form?

FORMER MERCEDES STAR STIRLING MOSS ON DAVID COULTHARD

David originally showed enormous talent. But then he went off the road more than once when going round to take up pole position - at Monza and at the Nurburgring in 1995 - and that was an extraordinary thing to happen for a man of so much potential talent. So that made me think, "That was an incredible thing to do!"

'He seems to me a bit like Mike Hawthorn. Sometimes he does an exceptionally good race, other times not so good.

'In Australia this year, I thought he was absolutely correct and very ethical. To me that was a bonus point, because he did the right thing. The fact that he was criticised for allowing Mika through to win the Grand Prix was quite wrong. Whether one agrees or not with the idea is irrelevant; he is a man of his word, and that is not a

common thing. I'm a fan of David's. He presents himself well, he dresses correctly.

'Talking about his ability to win races, he's going to have to be more assertive. I feel he does have the talent, but whether he has got the ability to change that talent into reality is what concerns me. There are quite a few drivers like that. Doing a fast qualifying lap obviously requires talent, but that doesn't necessarily win races. That requires another ingredient. I wonder as the season goes on whether he's got that one.

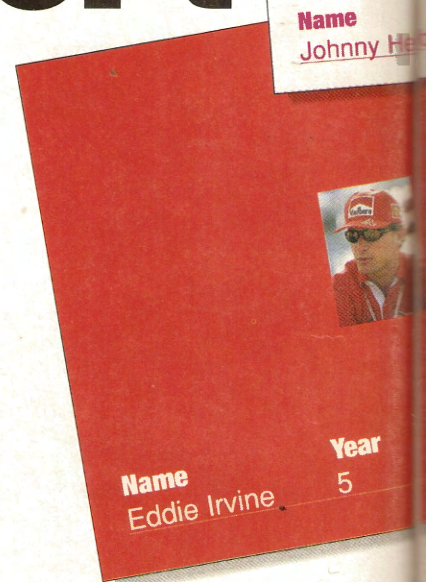
'Over the years, we've all seen quite a few drivers who are fast and people say, "We've got a winner here". In my era, there was Umberto Maglioli, and others. More recently, say, Jonathan Palmer. But when the chips are really down and it's a case of working out the tactics, the policy and the timing, sometimes the talent is there for the driving but not for the mental side for working all that out. Michael Schumacher is a brilliant driver, but his driving is enhanced by the fact that the decisions he makes are well thought-out and executed. His pit stop timing is brilliant. He has that extra sixth sense. I'm afraid David may lack that.

'He is a talented driver, but not necessarily a winning driver. I'm a great believer in history, and if you look back, being a nice guy doesn't prevent you being one of the finest - Jimmy Clark was Mr Nice Guy, and so was Fangio - but when the chips are down you've got make decisions quickly and accurately.

I've no doubt that David is quite

Moss is a fan of Coulthard's and believes he's an honourable man

Photos: LAT



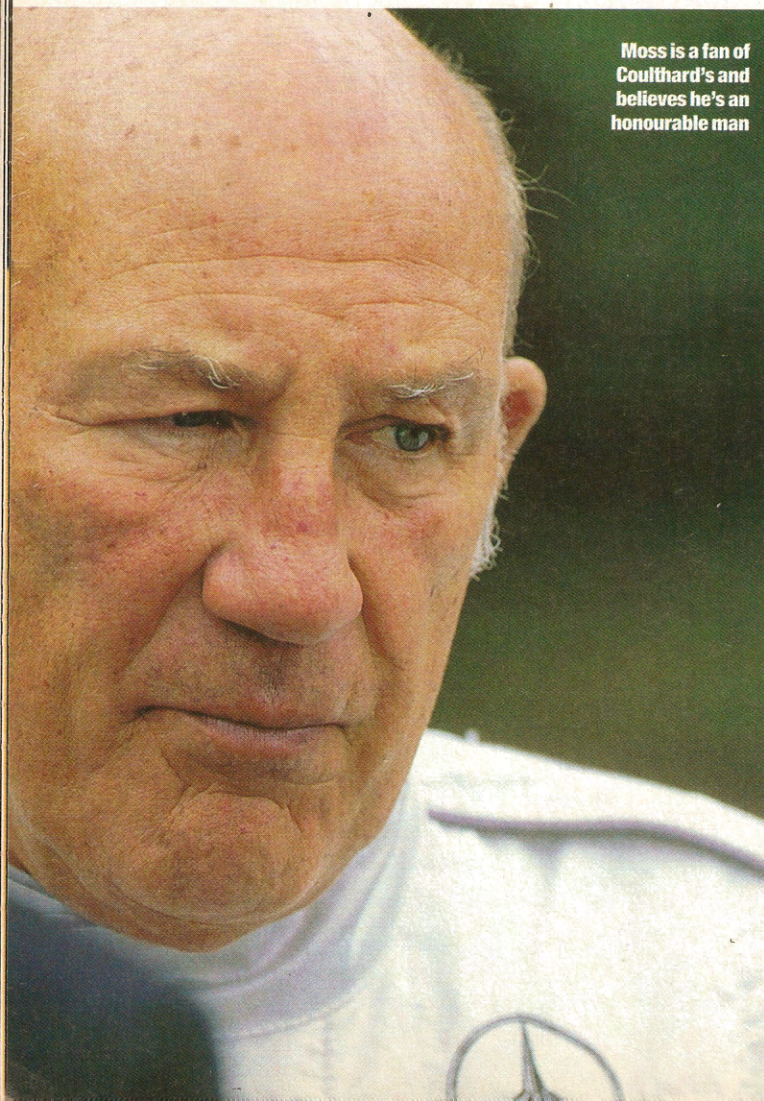
Coulthard has style, according to Moss

a fast driver, but there are others who have equal speed. Mika can turn it on faster and more frequently. David is pretty good technically, but I don't think he's perhaps got the fire to help him to get through difficult times.

'He obviously has to start one of the favourites at Silverstone. The McLaren is the best car. But I look upon him as someone who is still learning. He is a natural driver, but he doesn't strike me as a natural racer. I think he finds it difficult to get down and mix it with others of



Does the Scot have real fighting spirit?





R E P O R T

R E P O R T



Name

Damon Hill

Year

7

Tutor group
Jordan

Tutor

John Surtees

Year

ert 10

R E

Tutor
Moss

Scuderia Ferrari Marlboro

Derek Bell

Tutor group
Ferrari

his stature. At the moment, I'd tend to favour Mika.

Yes, David Coulthard is a very, very good racing driver, but I'm not yet sure that he's a good racer. And when the chips are down, the difference matters. It's what makes racers. He can lead a procession fairly well, but I don't think he is enough of a fighter to get himself up to the front if he's not leading to begin with.

BRITISH GRAND PRIX WINNER JOHN WATSON ON JOHNNY HERBERT

'This year, Johnny has been doing a good job for Sauber, but the inherent problem is that if a team isn't big enough, sufficiently well funded, or doesn't have a manufacturer's



Herbert seems to be happy at Sauber

engine, then it's very difficult to get up there with McLaren, Ferrari, Williams or Benetton. Having the right package is the biggest reflection of a driver's performance today.

Johnny and Jean Alesi are almost diametrically opposed characters, but both have something of the unfulfilled protege about them.

Johnny is a driver whose ability has never fully been realised. That all goes back to that Formula 3000 accident at Brands Hatch 10 years ago. The crucial effect of that was to sap that momentum that can carry a driver from each stage of his career to the next. After that he had to try and get back and re-establish himself, but to do that he had to be given the right opportunity. The one time he's really had that was with Benetton in 1995, when I think the mistake that he made was to believe that he had been brought in to be equal num-

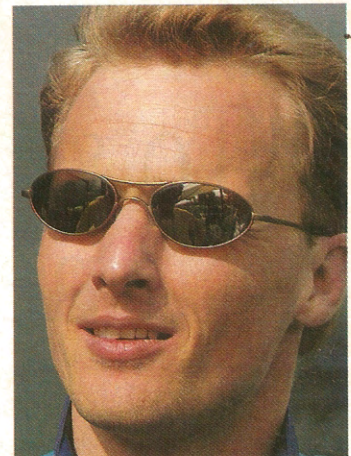
"Johnny hasn't really managed his career well. His ability has never been harnessed"

ber one with Michael. In fact he was intended to be Michael's longstop. Despite that he did a very good job and he won two races. But it's very difficult for a driver to come to terms with the dream and the reality when they differ. Benetton was Michael's team, closed shop. Johnny's input always tended to be overshadowed.

'He had some very good drives with Lotus, but he stayed there too long out of loyalty. He was very honourable to stick with it so long. He has a lot of skill - his natural talent is at least equal to and may be more than that of the other Brits - but he hasn't managed his career well and that ability has never been harnessed and exploited at the right time.

'The key in a racing driver's character is to be ambitious, ruthless and also single-minded. Johnny is a very nice, very good man. Too nice in many respects.

'People in F1 have short memories, and Brazil 1989 is a long time ago. A lot of new talent has come along since then. If he couldn't be ruthless himself, what Johnny needed was someone - perhaps Eddie Jordan - to tell him to be like Ayrton, who analysed Toleman's potential and quickly rationalised that better opportunities lay at Lotus. It's a cynical



Is Johnny Herbert an unfulfilled talent?

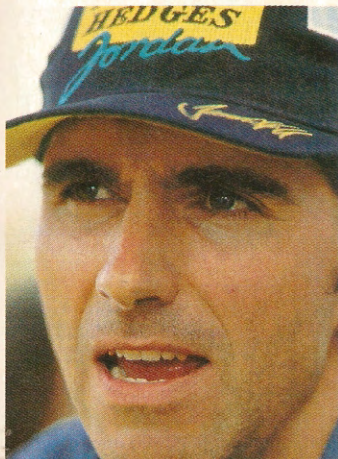
approach, but that's how teams react to drivers in today's Grand Prix world.

'What you are as a person is reflected in how you get on in life, and has nothing to do with raw ability. You need to create a situation where a team listens to you as a driver, where you grab control. Maybe Johnny has reached that situation with Sauber, but it may be too late.

'Never forget that F1 is all about the perception those in control have of the drivers. If Johnny suddenly won three races for Sauber, all the top teams would be looking at him, but the likelihood is remote. All he can do is a bloody good job and hope to scrape into the top six. I think he would have to be happy with that this weekend.' ▶

Watson: is it too late for Herbert?





Hill needs to find peace, says Surtees

1964 WORLD CHAMPION JOHN SURTEES ON DAMON HILL

'It's very difficult to see where Damon is going. Obviously, I've taken an interest in his career, because Graham Hill was very much of my time, and because he started in motorcycles.

'At Williams, everything came together and he had some excellent drives. His relationship with Frank and the other partners there brought the whole team and car together, and brought some spectacular results.

I was there when he won the title in Japan, and that was an excellent race without a doubt. Superb. He still shows that ability from time to time.

'However, it appears that for various reasons off the track, he has lost his way. I know from my own experience that at times you don't get into the right place at the right time. My problems were due to entirely different reasons, such as the surplus enthusiasm with which I took on all sorts of projects

"Damon must get more inner calmness. What he did in Canada was plain ridiculous"

because I wanted to be so much a part of it. Damon has made some mistakes and has obviously been motivated by financial considerations. Knowing Frank, I think that if they had sat down together, man to man, and he had said, "I believe in you and our destinies are linked together", Damon would still have been at Williams today. I wasn't privy to his management situation, but he could have taken a leaf from Gerhard Berger's book and handled his own affairs with somebody like Frank.

'Obviously, leaving Williams was a turning point in his career, and walking away from something like that is always a blow to your confidence. Since then, he has been struggling. Hungary last year sparked his career again.

'I was only party to what I read in the press, but if he had a chance to go to McLaren for 1998, he should have taken it on any terms. When you add everything up: the time Adrian Newey had to make his input to the new car while he was effectively on a free period, the investment McLaren and Mercedes were making, the way the cars were going, it was obvious they'd be right up front. I can understand Ron Dennis's logic in looking at

Damon and saying, "He can obviously drive well, but he's not driving consistently well, so we'll pay by results". Well, if Damon really did have that opportunity, he should have taken it.

'He asked me what I thought of the move to Jordan, and I said it looked a good potential bet if he looked to the slightly long-term. You can never underrate Honda, and it was the next best bet if you turned down McLaren and Mercedes. I'm sur-



The veteran is of the opinion that the Hill/Jordan partnership will work, long-term

prised it hasn't come together yet, but the last thing you can do is make panic changes. Damon can help both himself and the team. He has shown he can put a decent lap together, but the big thing he must achieve is more inner calmness. What he did on the straight in Canada was plain ridiculous. It was out of character, unnecessary and pointless. Frankly, it looked like an expression of total frustration.

'Silverstone may be the right sort of venue; it's Jordan's home territory and Damon will be warmly

received. That may allow him that inner calmness which is important in order to get the job done. At this stage, the whole team very much needs the steady-as-she-goes approach, and if Damon can bring all his experience and ability together, he should be able to put in a good performance. He has an awful lot to offer and obviously has the ability, but he needs to rise from his inner frustration to get the job done properly. I saw what he did in Canada as being the act of somebody who is not at peace with himself. ▶



A result on Jordan's home turf isn't impossible, if Damon can keep it together



Bell reckons Eddie Irvine is going from strength to strength at Ferrari



Strong maverick or one to toe the line?

EX-FERRARI DRIVER DEREK BELL ON EDDIE IRVINE

'Eddie is certainly one of the characters in F1. He can be very verbal in his opinion of other drivers and incidents - witness the clash with Fisichella in Barcelona - but he doesn't do what Jacques Villeneuve would do. When it comes to the politics, he tends not to stick to his guns.

'He's a very talented driver and he's persevered for a long time. He is a pragmatist and he's his own man and does most things on his own terms. His character is refreshing and exciting, and I always like reading what he's said, even if I don't agree with it. He calls a spade a spade. I love his maverick side. It's uplifting. I like people like

that. He's a bit like Mike Hailwood, he'll usually say what he thinks. And if Ferrari were to sack him, he'd just shrug and look for another job.

'Yet he really is a paradox, because despite being his own man, he went to Ferrari knowing what the score would be, playing second fiddle to Michael Schumacher.

'I know how he must feel driving for Ferrari. He'll walk into the workshop and there'll be a gleaming red car waiting for him. But I'm not sure if he (or Michael, come to that) really appreciates the history and the legend.

'He's a very lucky guy, but there's a lot of graft and work and it's telling that he is trusted to do a lot of the testing now for Michael. I'm not sure that any British driver has ever lasted as long as he has at Ferrari. He's done one hell of a good job.

'He had some good drives last year, and he's had some very good ones this season. He's settled down and he's been getting the results. He was a bit lucky with the safety car in Canada, but he drove very well there.

'Silverstone is the sort of race he could win. It's his home crowd, and the circuit could suit Ferrari. I think he'll go extremely well. It has to be upsetting that Michael is such

an outstanding talent. Every driver believes he is the best, but Eddie admits freely that Michael is, so he goes into a race knowing in himself that he isn't the best. It's good

that he is honest enough to admit it, and it doesn't seem to

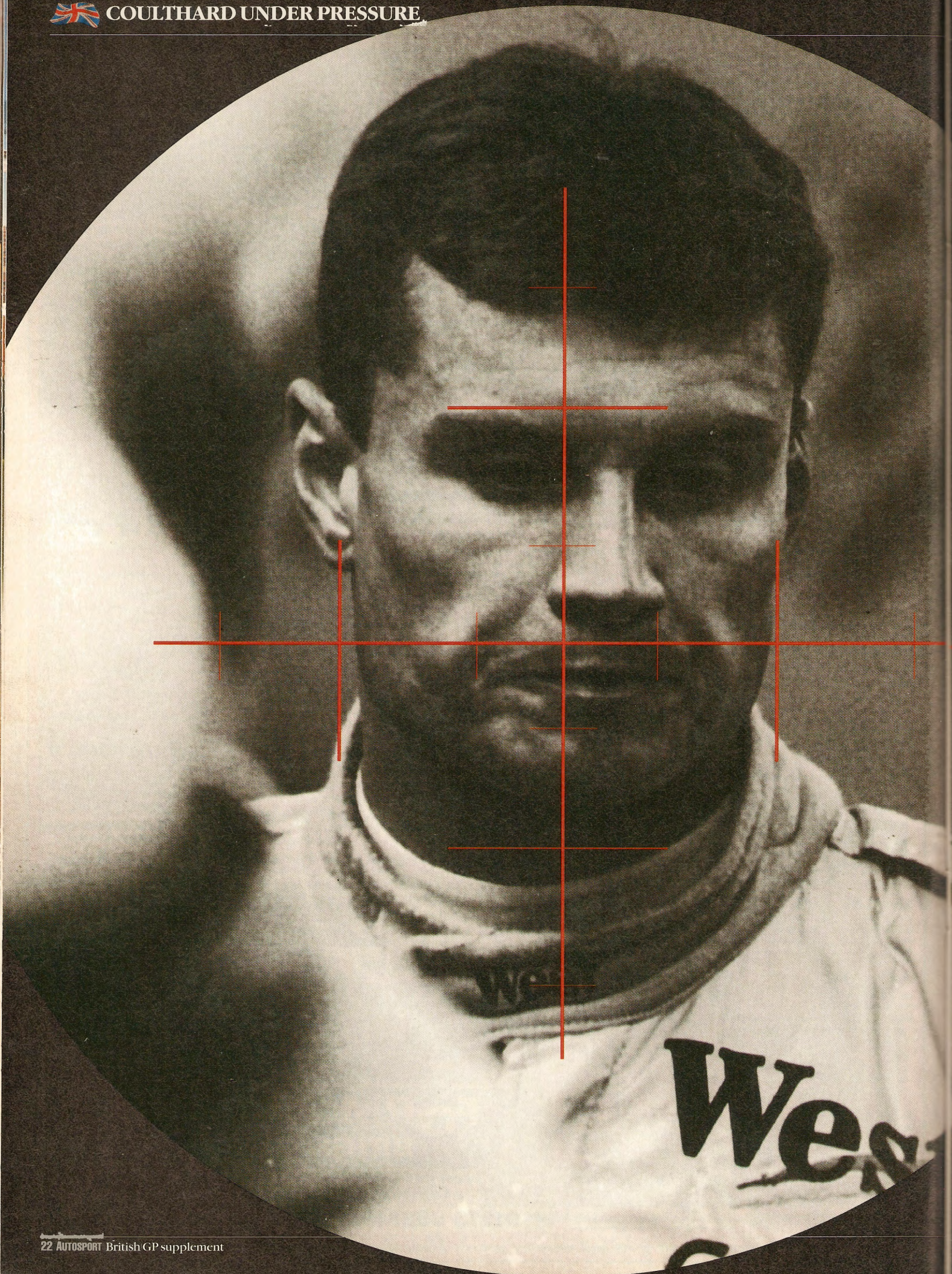
demoralise him. He'd go away on the biggest high if he ever managed to beat Michael!

'It would be very nice to see Eddie have a genuine win. First, he needs to put together the whole weekend, and he's been having trouble doing that. He needs to stop falling off in practice, and to qualify well. Then he might just have a chance. I could see it happening! ■



Bell rates Ferrari's No 2 man, and believes a win isn't entirely out of the question

 COULTHARD UNDER PRESSURE





Coulthard in the firing line

The Scot is in the best car this year and has a real shot at the title. Andrew Benson finds out how he's dealing with the resultant pressure

Whatever David Coulthard does, it seems that in the eyes of the public he just cannot win. He is one of the world's top four racing drivers, and is a man of unusual honesty and charm. Somehow, though, he never quite gets his dues.

Coulthard showed remarkable integrity at the Australian Grand Prix in going through with a pre-race team agreement that whichever McLaren led into the first corner should win. It was an agreement he could have ignored. He then faced criticism for being too soft, for not possessing the ruthless streak that top Formula 1 drivers are said to need.

In Argentina, he was rudely elbowed out of the way by Michael Schumacher, ruining his chances of victory. Afterwards, some suggested that he knew the Ferrari driver's reputation and should have moved over and given him room.

Some drivers might have developed something of a persecution complex. For the 27-year-old Scot

all this is what he might, in a more private moment, call 'a load of old bollocks'. It's an unnecessary distraction from getting on with the real business of winning Grands Prix and trying to close the gap in the World Championship to team mate Mika Hakkinen. There's also the small matter of fending off the challenge from Schumacher.

Coulthard says: 'I am very aware of the fact that I would be a better bet from a journalistic point of view if I was prepared to say things like: "That was the best lap of my life" or "That was the biggest shunt of my life" or "He's an idiot and I'm going to drive him off the track". But I'm not an actor, I'm a racing driver, and I don't see why I should be anything other than myself.'

It's like the insulting question you get asked quite often, which is: "How do you feel about the fact that there are no personalities in F1 today?" People ask you that without considering that they are

effectively saying: "How do you feel not having a personality?" It's tempting to say: "Thank you, the interview is over".

'Just because we're not smoking fags, getting in from nightclubs at two o'clock in the morning having shagged a few birds and then driving the foreigner off the track and coming through to win... To some people that is the definition of a personality. You can please some

but not others, but as long as I please myself and the team, then that's okay.'

Coulthard is so self-assured and phlegmatic that it comes as a surprise that he finds the aspects of F1 which do not

involve driving very uncomfortable. He recognises that 'it's better to be at the front and be of interest than in the middle of the grid', but he has a mistrust of all things false and manufactured. He could happily live without the hype that constantly whirls around the sport and its protagonists. ▶

"I want to do my best and be first, because that's where I think I should be"



◀ 'I still feel most at home when I'm in the car and left alone,' he says. 'And I still feel very uncomfortable when I'm out of the car.'

'For example, there are little things like when I got pole in Canada. You come in and see your team, which is a couple of minutes after you've actually achieved the pole, and you've had a drop-off in the feeling already. Then, though, you have to do your celebrating with cameras shoved under your nose, and people shouting: "Over here, Dave". I would like to have a quiet moment with the guys and then go and do the acting bit for the cameras. You don't have that luxury. It's just, wallop, straight in your face.'

Anthony Cullen, Teel/LAT

'There are no private moments. There is nowhere you can stand in the paddock, either one-on-one or with a group of people, and expect to just be in the fresh air quietly talking to people. If you want to be left alone to do that, you have to be in a garage or a motorhome. You're not locked in, but you're aware of the fact that if you go out, you've got to get there and back as quickly as possible or else you're going to get caught in something.'

'Even nipping out to the toilet can take you 15 or 20 minutes. It's quicker to just pee in a bottle and put it down the drain! I'm not there for the social, I'm there to do a job.'

On the track, Coulthard has done a very good job this year; his

championship disadvantage is more down to circumstances and bad luck than any lack of skill. He has, he admits, had two bad races - Spain and Brazil. Even so, he is the only driver to qualify on the front row in every race. At the time of writing, before the French GP, he has only one win, which he is not happy about. Perhaps this is why he is so determined not to let peripheral issues disturb him.

'Clearly it's not about doing my best and being happy finishing

third. I want to do my best and be first because that's where I think I should be when I do my best. I'm very focused on trying to do the

"The more you give stories, the more you are looked on to give stories. I'm not interested"

best that I can at each race and make the fewest mistakes possible. I'm not going to slit my wrists if the title doesn't come my way, because, as you see from Monaco and Canada, there are things that are

totally beyond my control. I would rather be sitting here leading the championship, but I'm not, and I'm not going to change that right now. What I've got to do is change the future.'

Coulthard has been in the middle of a title battle before, when he was at Williams in 1994-5. Then, he was a side issue to the main show between Damon Hill and Schumacher, but he witnessed Hill's sometimes painful attempts to justify himself publicly and the effect it had on his on-track performances. Coulthard is determined to make sure the same thing does not happen to him.

'I am very aware of that,' he says, 'and that's why I'm never going to be the journalists' favourite, like Nigel Mansell or Ferrari. The more you give stories, the more you are looked on to give stories. I'm really not very interested in that at all. I just want to do the minimum▶'

NO TIME FOR DREAMING

This Formula 1 season might be making more call on David Coulthard's time and nerves than any so far, but the chance to drive the best car in the field is a dream come true.

'It's wonderful to start all the races from the front row so far and have a real chance of victory,' he says.

'Perfect. That's what you dream of for your whole career - to have the opportunity to go for a win.'

Outsiders, he says, forget that just because he is at the front of the grid this year, does not mean he has changed as a driver.

'The outside world suddenly sees your name pop up every week and thinks: "Oh, where did he come from? He must be trying really hard". Before I got to F1, even I used to think it was an absolute representation of the best drivers winning the races. It wasn't until I got there that I realised it was a combination of driver and car.'

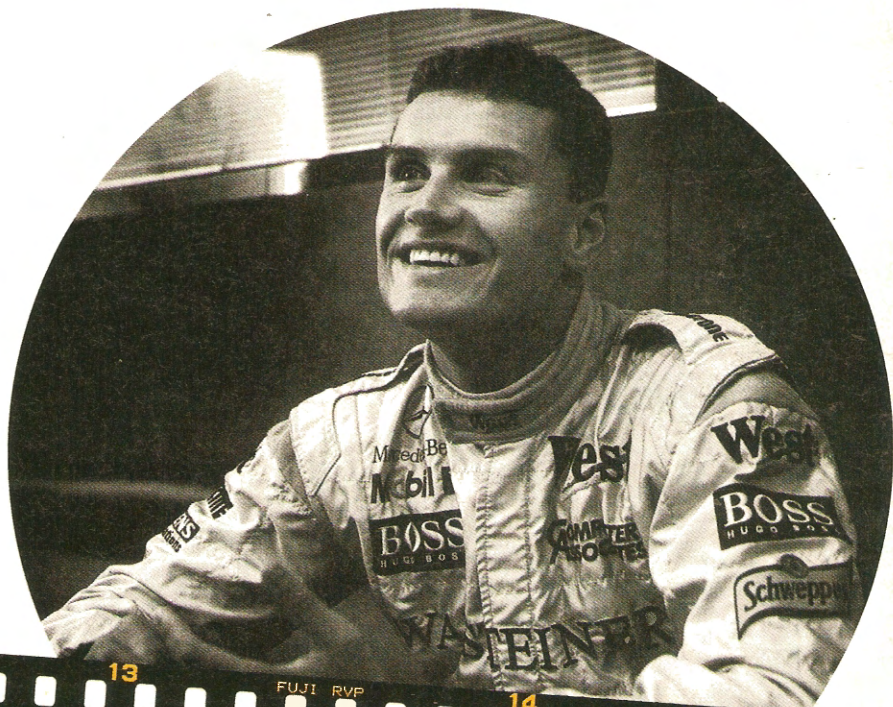
His boyhood love for the sport remains fully intact,

despite the fact that he could do without the extra attention success brings.

'I do recognise that it is pretty marvellous to be paid to do what started as a hobby, and to love what you do,' he says. 'I always wanted to compete at the highest level of motorsport, and that is F1.'

'The big motivation is running wheel-to-wheel with another car and trying to figure out what he's thinking and where you can get an advantage. If that ever drifted away, then it would be time to call it quits.'

'I love the sport and I'm very protective of it. Anyone who slags the sport off hurts me. I know that it's not wonderful all the time and that the racing isn't always exciting. Nonetheless, if you don't understand why that is, then you're not really a fan of the sport and you shouldn't really be following it. It's a great opportunity in life and you've got to make the most of it when you have it, because it doesn't last forever.'



◀(media work) that's required to satisfy the team and the maximum in the car.

'If there's a situation, like in Argentina with Michael, I'll say the minimum that's required, just to have said something. Anything else that needs to be done is either done face-to-face with Michael or with my team. I don't see why everything has to be done in public, because it just becomes like a tennis match.

I saw it with Damon a lot in '95, and even silly little things like at the end of '94 when he was turning up at the last race saying: "The team don't pay me enough". I think it's ridiculous to try to do all that publicly. If you do it privately, you've got a much better chance of judging the reaction of the person you're dealing with and, I think, a greater chance of success.'

This is not the only thing he has learned since 1995. That year was the last time he had a car that was good enough to win the championship, but he was occasionally criticised for not making the most

of it. It must be said the attacks were usually by people not prepared to accept the fact that he was debilitated by tonsillitis. Now, he says, he is much better equipped all round.

'People underestimate experience, but it is vital. What it means is to have a greater capacity to take in as much information as you can before the race to help you read what's happening in the race. It's one thing to rely on the team and those around you and have a great deal of confidence in them but it's also important to have a close visual yourself on what can happen during the race.

'I've learnt a hell of a lot about how I feel comfortable dealing with the pressures that come with the sport. Everyone deals with it in different ways. Whether somebody likes the way I do it or not doesn't matter, as long as it works for me. I've got a hell of a lot more experience now, and I feel that if I'm given the opportunity to go for wins, then I can take them. I wasn't

able to do that in the past because I had a lack of understanding of just how hard you have to push in F1. You have to push every lap. I've got to a level where I can do that.'

To many pressure would mean controlling and managing the desire to win the ultimate prize. Coulthard, however, sees the job he has to do nowadays on the track as exactly the same as when he wasn't fighting for the title. He can handle that, he feels, but then he always has been pretty cool in moments of high tension.

In Barcelona, in '94, Coulthard made his Grand Prix debut in the most high-pressure situation imaginable - as replacement for the late Ayrton Senna at Williams.

Before qualifying, technical director Patrick Head was on he radio, giving what team members have come to expect - advice to the driver, aimed at keeping him calm, that borders on the banal.

'Okay, David,' Head said. 'It's your first GP, the top 10 will be fine. Stay calm, warm the tyres on the first lap, try as hard as you can, avoid the kerbs, do your slowing down lap, and bring the car back to the pits. Okay? Any questions?'

'Just one,' Coulthard said. 'Fire away, David, anything.'

'When I leave the garage, do I turn left or right?'

Outside the team, one sees less smiles from Coulthard in 1998, less of him at all, in fact. That is his way of dealing with the most important year of his life so far.

'There are more demands on your time than there is time available,' he says. 'The guys running down the back of the grid probably think the day lasts a long time, a bit like a school day - sometimes it can feel like it lasts forever. My day just disappears like lightning.'

'When I know I have the chance to go for pole, and knowing how important that is, the last thing I want to do is sit around and chat about waffle. Instead, I could be influencing my car or the way the engineers look at the data.'

This self-protectiveness might sound to the outside world like an over-reaction to a situation of immense pressure. It is more clear-cut than that for Coulthard.

'If I win the title, of course I'll be happy. If I don't... well, there you go. But I am determined not to come out of this year thinking that I didn't have enough time to work with the team, or I wasn't focused to do the job, that I didn't give it everything I could.' ■



It's a jungle out there...

The British Grand Prix is a huge event. There's a lot to see and do, and what to do if there's a problem is a bit of a jungle.



ENTRANCE
M413



- i** INFORMATION
- P** PROGRAMME SALES
- ♂ ♀** TOILETS
- ♿** DISABLED TOILETS
- █** SPECTATOR BANKING
- ♿** DISABLED VIEWING
- ☕** CATERING
- +** FIRST AID
- 🛍** SILVERSTONE OFFICIAL MERCHANDISING SHOPS
- P** PARKING
- 🏕** CAMPING
- 9A** CAMP SITE NUMBER
- TV** TELEVISION SCREENS
- H** HELIPORT TERMINALS

Photos: LAT. Illustration: Jim Barber

WHAT'S ON

Just to bring those Formula 1 boys down a peg or two, their event has been listed as humble old race seven on Silverstone's eight-race festival of motorsport. You can get full details of the drivers to watch in the support races, and a timetable, elsewhere in this supplement.

That's not all. The Red Arrows, as much an annual event as a new Cliff Richard single at Christmas, will once more top the Grand Prix air display bill.

Then, if you don't manage to get a ride in the two-seater

McLaren F1 car, you could indulge in a coach trip around the circuit between 6.15 and 8.45 in the morning, video it and then play it back at 10 times the speed.



RADIO AND TV

Channel 34 is where you should tune in your portable TV sets to catch up with the latest on what's going on at Silverstone. Silverstone TV will also be broadcast on nine giant screens around the track.

For those who prefer the trustworthy, traditional radio, Silverstone FM goes out on 87.7 FM.



CAR PARKS AND FUEL

You can save some beer money here - all car parking is free. Don't forget, though, if you turn up on Saturday afternoon, you won't be able to gain entry until 23.00, because of all the traffic exiting after qualifying day. Another slight problem - there'll be 35,000 vehicles squeezing out on Sunday evening, so be prepared.

If you're running short of fuel, there is a number of different strategies available. You can stop on the A43 at Brackley (six miles away, BP, open 24 hours); A43 at Towcester (four miles, Mobil, 24 hours); A5 at Towcester (five miles, Esso, until 11pm, Saturday 9pm).

If you fancy letting public transport take the strain, special buses will be running from Northampton's Greyfriars bus depot, while the nearest railway stations are at Northampton and Milton Keynes.

DISABLED FACILITIES

Improvements at the track have increased the wheelchair parking and viewing facilities for disabled fans. Designated bays at Woodcote, Luffield and Cope corners, and along the Pit Straight, allow room for one disabled fan and a carer. ▶



FIRST AID

St John's Ambulance-manned first aid points are located behind the AUTOSPORT Tower at Woodcote, on the outside of Cops, inside of Becketts, outside of Stowe and the outside of Luffield. The closest hospital is Northampton General.



CRECHE

For those who are not quite old enough to race in Formula Vauxhall Junior yet, there are creche facilities at Woodcote and Becketts corners. These will be open all day on the Saturday and Sunday (Friday at Woodcote, too), and trained child carers are provided free. The maximum age for a child's entry is seven.

BANKING

Haven't got quite enough change left for that Minardi hat? The banks and Bureaux de Change are located in the trade area at Woodcote.

TICKETS

If you haven't got a ticket for Sunday now, you'll never have one, because they're all sold out. However, you can still get in for qualifying on the Saturday if you order in advance (£40, 01327 857273). You can pay on the gate for Friday practice (£25) and for Thursday's support race practice (£15).



Don't forget to get there early to avoid the queues.

WHERE TO EAT

Keep yourself going, either by sitting down in the Paddock Bar and Diner or by visiting one of the many stalls around the track. You can go for the simple choice of hot dog, burger or jacket potato, or even try exotic stir-fry or continental cuisine. Not like the old days!



LOST PROPERTY

Should you happen to mislay any of your belongings inside the circuit, contact Race Administration in the Paddock. If you think you may have

dropped something outside the circuit, try the Circuit Office adjacent to the main entrance.

CAMPING

There are no campsites operated by Silverstone, but plenty of neighbouring landowners are happy for you to pitch up - for a fee. These are your options:
 ● Luffield: Campsites 1 & 2 (Steve Tustian 01327 857955)
 ● Farm Straight: Campsites 3-7 (Phil Hinton 01327 857248)
 ● Stowe/Club: Campsite 8 (Steve Wheeler 01280 812686)
 ● Pit Straight: Campsite 10 & 11 (Cecil Webb 01327 857269)



COUCH POTATO'S GUIDE TO THE BRITISH GP WEEKEND

Couldn't get to the race to soak up the atmosphere? Never mind. Here is AUTOSPORT's complete couch potato's guide to a weekend to remember - at home.

Saturday, July 11

9.30 Get up, put on Union Jack shorts, wrap Union Jack (extra large) round midriff (extra large)

9.31 Paint face in red, white and blue (use waterproof paints)

10.30 Marinate chicken legs in British GP Barbecue Sauce (see below)

11.00 (or earlier if preferred) Open first tin of lager, and consume

11.01 Light barbecue

11.30 Place chicken legs on barbecue. Baste legs (chicken) with marinade. Baste legs (human) with sweat. Do not rub face or Union flag may

dissolve (or is that devolve?)

12.20 Switch on your TV for the official warm-up period

12.24 Take plate of half-cooked chicken, tins of cold lager (number to taste) and slouch on sofa - enjoy!

ITV (All TV times subject to change)

1225-1420 British GP qualifying
1630-1700 Murray & Martin Show
 Sit back and watch Martin scare Murray half to death in the McLaren twin-seater

1945-2200 World Cup third place play-off

2215-2245 Fantasy Football

EUROSPORT

1400-1500 FIA GT Championship qualifying from Dijon, France
2330-0000 Champ Car qualifying from Cleveland (USA)

Sunday, July 12

9.30 Repeat process from Saturday. For authenticity, keep on same underwear, shorts and flag

ITV

1250-1615 British Grand Prix
1845-2215 World Cup Final
2230-2330 Grand Prix Highlights

EUROSPORT

1200-1400 FIA GT Championship race from Dijon, LIVE
1730-1930 Champ Car race from Cleveland, LIVE
1930-2030 FIA GT Championship highlights from Dijon

BBC2 (Provisional)

If you feel you've seen enough motor racing try the films
1710-1835 When Dinosaurs Ruled the Earth
2220-0030 King Kong (1976 version)

RADIO FIVE

Live coverage
 909 or 693 MW

INTERNET

All the gossip, news, reports and results on the

hour every hour on our two sites
AUTOSPORT website
www.autosportmag.com
AUTOSPORT on-line
 Keyword AUTOSPORT

British Barbecue Sauce

- 2 x Tablespoons of any Tomato Ketchup (red)
- 1 x Bulb Garlic, chopped (white)
- Blueberries for garnish (blue)
- 9oz (250g) Marmalade
- 2 x Tbsp Clear Honey
- 2 x Tbsp Black Treacle
- 3 x Tbsp White Wine Vinegar
- 1 x Tsp Dijon Mustard
- 1 x Tsp Ground Cumin
- 1/2 Tsp Turmeric
- 1/2 Tsp Chilli Powder

Combine ingredients in a bowl, cover and refrigerate overnight. Before cooking, spread sauce over chicken and place on barbecue. Drink more lager while burning to taste. Scatter blueberries in vain attempt to recreate national flag's colours.



Sit back, drink up, and shout at Murray when he makes a mistake



● Campsite 12 (Mr King on 01327 857098).

Okay, you've got your camping stove out, you've melted the butter in the pan and you've cracked open a lager, but you've forgotten to actually bring anything to cook. Best option is to walk to the Silverstone village post office near the White Horse pub. You can get camping equipment there, too.

If it's getting a bit late, try the village butcher near the AUTOSPORT Royal Oak pub on the A43. He'll be open from 0700-2230 on Friday and Saturday, and 0700-1400 and 1600-1900 on Sunday.

WHERE TO WATCH

The terrace on the approach to Copse Corner is a good spot to see cars powering through one of Silverstone's fastest corners. Because the corner is so fast you won't see much overtaking there, but it's a good spot for qualifying - if you're tall.

Slightly further round, go to Becketts to get the sensation of a modern F1 car in full flight during qualifying. One of the most breathtaking spots on the GP calendar.

The infield at Vale can be good, too. You can get quite close to the track here and, under braking for Club, it's a possible overtaking spot in the race. Likewise on the inside at Abbey.

The outside of Club gives you a terrific view of the run down from Stowe, through Vale and Club and up to Abbey. If you want to see as much of the track as possible, stand here for the race.



The stadium section can allow you to see the cars through Bridge and then out of sight down to Copse. It's a little bit twisty through here, though, cars are relatively slow and there won't be much passing. You can see cars enter the pits, but it does get crowded.

WHAT TO DO ON THURSDAY

There is plenty of on-track action away from the main event, as the support races have their first practice and qualifying sessions. But Thursday is good for other reasons, namely being able to walk around without having to push and shove your way through a crowd.

If this is your first time at Silverstone, take the chance to get your bearings. If you are a seasoned fan and you have a centre pass, there is plenty going on in the

support paddocks and you might be able to pick up a few autographs - everyone from the latest Formula 3 hotshoe to an F1 name from the past having a crack at the Porsche Supercup.

USEFUL PHRASES

'What's the gap between the McLarens and the rest?'

'Why have the Stewarts retired this time?'

'Ralf Schumacher went off where did you say?'

'Do you think Damon Hill will score a point?' (You may remember this one from last year.)

'Is there any sign of the traffic dying down yet?'

PARTY ON DUDE

If you camp in sites 3-7, you'll get a disco thrown in for entertainment. On Sunday, you can fill in the time



Is this where some drivers practise their overtaking?

between the end of racing and the start of the World Cup at the Jordan Stadium Party. You might not get any Prodigy cover versions, but you could strike it lucky and catch Damon Hill rockin' along to Johnny B Goode.

LEAVING SILVERSTONE

It's all part of the Silverstone Grand Prix experience. Whatever happens, you are going to face a traffic queue on Sunday evening. To help the flow when traffic merges, give way to one car from the other lane to avoid road rage! The police will set out one-way systems, so if you get lucky, it might be better this year...

Bearing in mind that the World Cup Final is on TV, it would be ideal to put off leaving the circuit to miss the queues and stick around to watch it. Unfortunately, Silverstone has decided, for safety reasons, not to show the match on the big screens around the circuit, so make your way to the AUTOSPORT pub - it will be on there!

Finally, there are tens of thousands of people attending Silverstone. By the law of averages, some of them will not be completely honest. So lock your car, close the sunroof and keep valuables hidden. That way your day shouldn't be ruined. ■



THE PLACES TO BE SEEN

It's big, it's brash, it's the British Grand Prix. As always, AUTOSPORT will be there, but bigger and better than ever. If you want to get in on the act, here's how.

RELAX WITH AN AUTOSPORT JAR

When the sun, dust and noise becomes just too much, there's nothing like a cool pint to put the world to rights. AUTOSPORT is taking over the Royal Oak pub in Silverstone village from Wednesday, July 8, to Sunday, July 12, so come down and join in.

There you can enjoy the excellent ales, pub food and beer garden. To keep you entertained there'll be loads of quizzes, competitions and giveaways, while you can also pick up the latest issue of your favourite magazine and chat to the AUTOSPORT staff to catch up with the hottest news. By the way, there's a television to keep you in touch with the World Cup.

GETTING BEHIND OUR BOYS

Whoever your favourite driver is, we've all got to get behind the Brits and give them a resounding cheer. Among the most prominent in action are three winners of the McLAREN AUTOSPORT BRDC Young Driver Award. David Coulthard, the first recipient back in 1989, has scaled the heights to Formula 1, and is Britain's best hope of a home victory in his McLaren-Mercedes.

However, also pay special attention to last year's winner, Andrew Kirkaldy, who is sure to star in the two Euroseries Formula



EJ knows a good photo opportunity

Opel races. Another former winner, Oliver Gavin, is driving the guest car in the Porsche Supercup, while AUTOSPORT-backed Johnny Mowlem is Britain's sole regular representative in this highly-competitive series.

The AUTOSPORT British Formula 3 Championship is a great chance to see stars of the future. The British GP support race carries great kudos and all will be going for broke, so watch the action and be assured of a few fireworks.

THE BEST VIEW IN THE HOUSE

For a great view of all the action there's the AUTOSPORT Tower, situated at Woodcote corner, opposite the pits. Ticket packages for Saturday are still available, so call 0181 943 5076 for details.

AN AUTOSPORT ROUND

If you're getting itchy fingers for your nine iron, try out the AUTOSPORT golf course at Whittlebury Golf Club, just down the road near Towcester. The club also has excellent camping and caravan facilities on the east side of the circuit, with good access to Becketts, so give it a call on 01327 858092.



You'll be able to see the best of all the day's action from the AUTOSPORT Tower



Snap decisions



So you've got your camera and you'd like a memento of the GP Anthony Peacock finds out how to get the best shots

Charles Coates and his colleagues at our picture agency, LAT Photographic, have all been producing top-quality images from Silverstone for more years than they care to remember. Here are some of the secrets and techniques they use to capture that all-important shot.

There is a lot you can do armed with a camera at the British Grand Prix. The professionals are closer to the action, but there is much they can't see. Go for the unusual atmosphere shot, a moment, person, or thing that encapsulates the Silverstone experience.

'The important thing is to have the imagination to spot a photo

opportunity, whatever type your camera is,' says Coates.

When taking pictures of the cars, look for the slowest parts of the circuit, where spectators are allowed closer.

'Silverstone is one of the more difficult places to get a good shot, because it's very fast with large run-off areas,' says Coates. 'We use long 500mm lenses, which allow us a close view of the cars.'

Don't let that dissuade you. 'If you've got a little photographic experience, try a panning shot,'

advises Coates. 'You focus on the car and follow it with your lens, taking the picture while the camera is moving. The effect is a sharp car and blurred background, giving a good impression of speed.' You can increase the blur effect by lowering the camera's shutter speed. To produce dramatic action shots Coates goes as low as 1/10th of a second.

If you're not trying a panning shot, then it's best to be up high. You'll be able to take some good group shots from the grandstand,

using a normal camera. If yours has Autofocus, it's best to switch it off and focus manually on the area of the track the cars are running through. When the cars move into the frame, press the shutter. The result should be a good one. It also helps to have a zoom lens.

The best sort of film to use is a quality 200 ASA brand, which should be adequate for most weather conditions. You'll get the most atmospheric shots if there is rain followed by sunshine, as colours show up really brightly.

'Colours and contrasts are the main things to look for,' confirms Coates. 'Just look for those, and you'll come away with some excellent mementoes.' ■



Get up high to take good group shots



AT COPSE, Coates is using a Nikon with an ordinary 80-200mm zoom lens to take a picture of Michael Schumacher as he exits the corner at about 140mph. Here you really need a zoom lens, but it's a good place to try a panning shot



Making good use of a powerful 500mm lens for a shot at **BECKETTS**, which shows Olivier Panis's Prost leaving the fourth-gear complex. If you can get a clear view of the track, it's an excellent place to take a picture, even without using a long lens

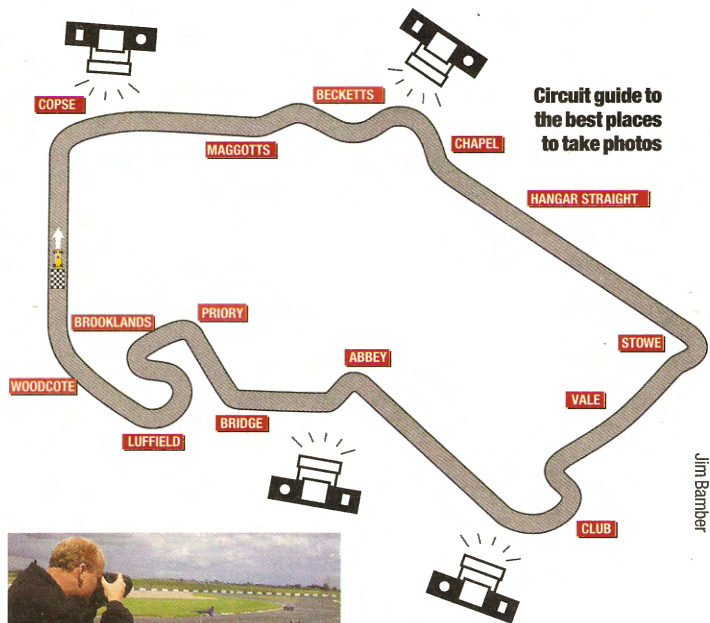
FIVE TOP TIPS

- Take your pictures at the slowest points on the track.
- Don't be afraid to experiment. Try as many different techniques and angles as you can – one might make a memorable photo.
- Keep your eyes open. Look for the unusual and unique, and use your imagination. Just as much happens off the track as on it.
- Make sure that your viewfinder has an uncluttered view. Also study the background carefully – it could be unsuitable for what you are planning.
- Obey the rules. Never stray into a prohibited area for a better shot.



ABBEY is a third gear, 80mph corner, and it's easy to see the strength of a 500mm lens, which the pros use. However, this corner is one of the slower areas where spectators are allowed closer to the track

All photos: Charles Coates, Steven Teer/LAT



Circuit guide to the best places to take photos

Jim Barber

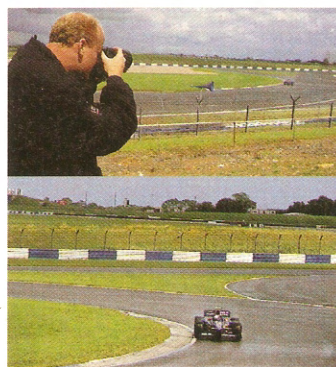
WIN A WEEKEND AT THE BTCC

Send in your favourite photo from the British Grand Prix and win a day as a professional photographer at the British Touring Car Championship

Entries can be of Formula 1 cars on the track, drivers, atmosphere shots or simply pictures that you think sum up the British Grand Prix experience.

The winner will spend BTCC qualifying taking photos with AUTOSPORT snapper Jeff Bloxham at Thruxton on August 1. Accommodation at a local hotel and two VIP tickets for race day will be provided.

Competition rules: 1 You must be aged 18 or over. 2 No entries will be accepted from employees of Haymarket Publications or their families. 3 The editor's decision is final and no correspondence will be entered into. 4 No responsibility will be accepted for entries lost, damaged, or delayed in transit. 5 Photos will not be returned. 6 By entering, competitors will be deemed to have accepted and agreed to be bound by the rules. 7 Prize details correct at time of going to press. Send entries to: British GP Photos, AUTOSPORT, 38-42 Hampton Road, Teddington, Middlesex. TW11 1QE. Competition closes on Monday, July 20



CLUB CORNER is one of the very best places to take pictures, as the cars slow all the way down to 50mph, making it Silverstone's slowest bend. Here Coates uses the 80-200mm zoom again to capture Panis as he clips the apex of the corner

Hits...



Associated Press



ADRIAN NEWAY

Former Williams designer Adrian Newey has jumped off one moving train on to another, and has speeded up the progress of McLaren and Williams, but in opposite directions.

McLaren's momentum was building, but Newey has cemented that and made it happen faster.

After his late-'80s Marches, the ultimate aerodynamic cars that the drivers could not get in to, I wondered if Adrian would always need a Patrick Head around him to make his brilliant ideas workable. Not any more. He has moved on to be able to see the whole picture.

He's incredibly enthusiastic and excited about every aspect of the car. Add that to a huge amount of

experience and mental capacity to go with it, and you see the results.



Alisport

THE '98 REGULATIONS AND GROOVED TYRES

The new regulations have achieved nothing that they weren't introduced to do, other than slowing the cars down, and they have singularly failed to improve

Formula 1.

In terms of enhancing overtaking opportunities and providing spectacle, that just hasn't happened. The regulations have done the opposite. The field has been split up all the way through, although part of that is down to the superiority of the McLarens.

The cars move around more, but only in practice and qualifying, and, worse still, it seems as if the drivers have got no confidence to have a go, and if they do have a go, the chances are they'll fly off the road, or hit the driver in front.



Sutton Images

Grooved tyres have failed to improve F1



ALEXANDER WURZ

When Wurz came into F1, I didn't know anything about him at all. I asked around a bit and almost everybody rubbished him, including some very famous people from his home country. They said that he had no form and was unlikely to shine.

Now, though, I am told that he understands how to set the car up very well. He thinks long and hard

Newey's departure from Williams to McLaren has had a huge impact on both teams



LAT



and Misses

Martin Brundle looks at who has found the net in Formula 1 this year, and who has put it over the bar

PA News

about the task in hand and then goes out and does it.

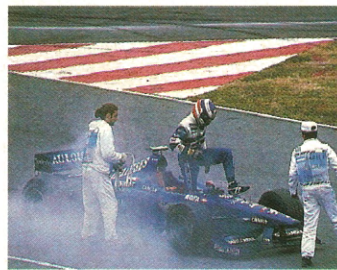
Alex also seems to be the one guy this year who can put moves on senior drivers and make them stick without running into them too much. Overall, he's got huge potential. He looks like he's got exactly what Ralf Schumacher hasn't shown, and that's the where-withal to look, listen, learn and move forward.



PROST-PEUGEOT

Alain Prost looks 10 years older than he did just two years ago, and you can see why. His team, which has all the pressures of being regarded as France's national effort heaped upon it, has failed to deliver the goods in any way.

The car is not fast enough and



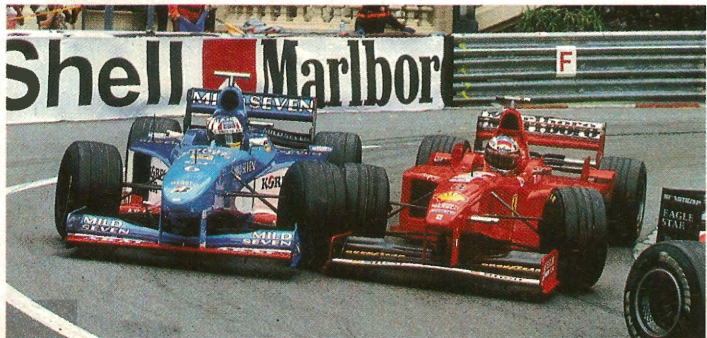
Stratton Images

Reliability problems have hit Prost hard



DAVID RICHARDS

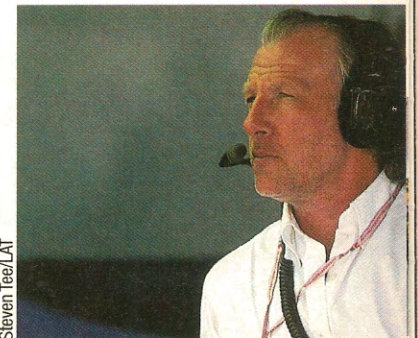
The new Benetton boss has been very smart. He came into F1 with a name for being slightly fearsome and political, a reputation acquired in his rallying days. However, he's kept his head down and his mouth shut, although I'm sure he moves around and about behind the scenes. ▶



Wurz's Monaco move on Schumacher showed he is not overawed by F1's top stars

the team has lost the legendary reliability it had in its previous incarnation as Ligier. As for Peugeot, I fear that, from the top of the company down, it has never really committed to F1. Amazingly, its best year remains its debut season with McLaren in 1994.

There is a group of very clever people working at Prost. In addition, there are two potentially excellent drivers. The skill and the money appear to be there, it's just that there are no signs of them in the results.



Steven Tee/JAT

Richards has shown support for drivers



◀ He's gone to some lengths to be courteous to the press, and he has handled his drivers brilliantly. He says they are young chargers, he wants them to charge and he doesn't mind if they crash.

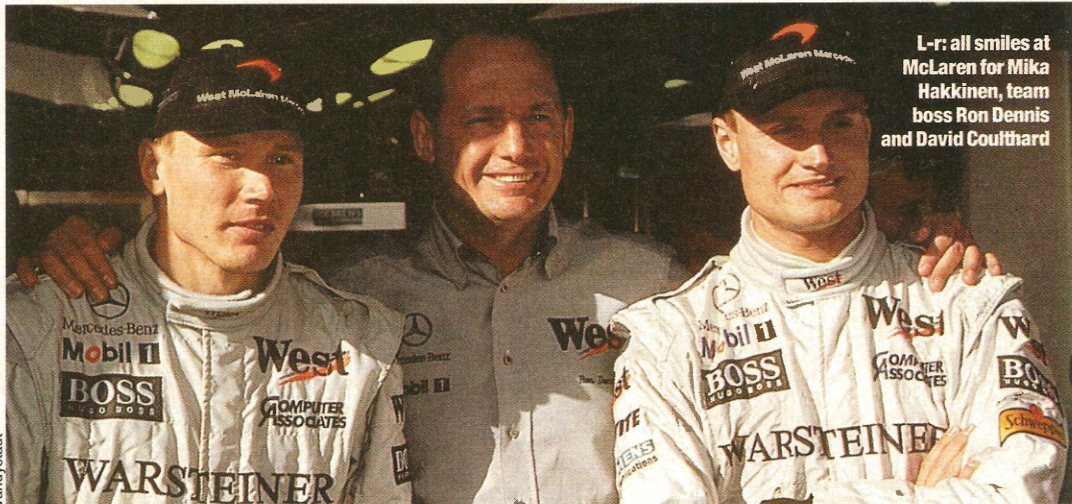
In F1, it's almost as if support is for wimps, but I'm sure there are a few other drivers who would like the backing of their team boss like that. I admire Richards, and the whole way he has managed Benetton so far this year.

JORDAN



No points, and a car that just isn't working constitutes a big step down from last year for Jordan. Losing both race engineers has played a major part in the team's apparent lack of direction, but I suspect a larger contributing factor is that the management style and strategy has returned to its old ways a bit.

On top of that, Jordan has a new



L-r: all smiles at McLaren for Mika Hakkinen, team boss Ron Dennis and David Coulthard

Vandystadt



McLAREN AND ITS TWO DRIVERS

You can't have a list of hits without McLaren. It has a brilliant car this year and its drivers have been equally impressive.

Mika Hakkinen is a changed man. Partly since his accident in 1995, partly thanks to his new wife, the real Mika has come forward. He has a new warmth. You'd hardly call him extrovert, but it's much easier to understand where he is coming from, and to enjoy success with him.

His on-track performances have been super-consistent and super-fast. David Coulthard, too, has upped his game, been more consistent and more than a match for Hakkinen on several occasions.

HEINZ-HARALD FRENTZEN



In a year where he is under pressure for his seat from guys within F1 and outside it, Frentzen needs to be delivering something extra. However, I don't see where he's going



Sutton Images

HHF: no sign of going that extra mile

the extra mile to make the difference. He has been quicker than Jacques Villeneuve on occasion in qualifying, but he has had some pretty dismal races. The pressure always seems to take away from Heinz's performance rather than adding to it.

In the past two years, while Johnny Herbert has gone to Frentzen's old team, Sauber, and taken it forward, Frentzen has gone to Williams and it is going backwards. It's not all his fault, but he's got to take some of the responsibility for the car zooming off the wrong way down the field.



MIKA SALO

This was a close call to make between Mika Salo and Toranosuke Takagi, but the Finn gets the nod in the end.

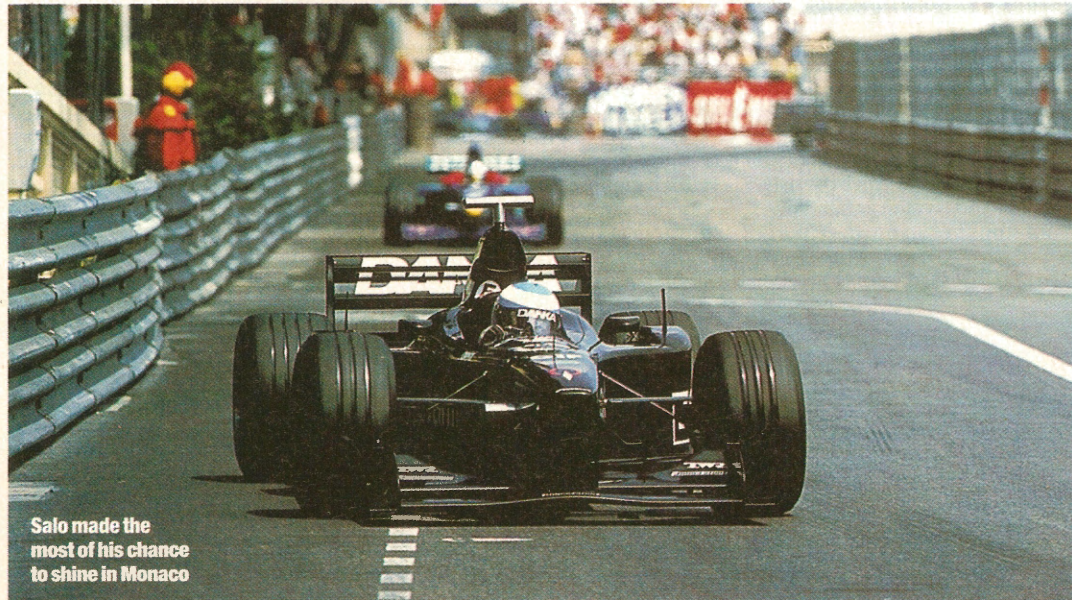


Sutton Images

Has Hill jumped from frying pan to fire?

engine supplier, and making that work always takes time.

Damon Hill and Eddie Jordan are doing a good job of supporting each other through difficult times. However, in the short term, they just have to keep their heads down, and make the best of what they've got. It will come eventually, but I doubt there is much they can do in a big hurry.



Salo made the most of his chance to shine in Monaco

Sutton Images



RALF SCHUMACHER

On two out of every three laps of the track, Ralf Schumacher looks like his brother, Michael - flamboyant, quick, committed, fit and ready to go. The problem is that third lap, when he looks like anything other than his brother - he misses the apex, he's out of control and over the top. At the moment, Ralf is not looking like he's able to take a step back, think about it and go forward again.

He's a bright lad, but there is an invisible fence around him, and sometimes I wonder if he's actually enjoying his F1 experience, or whether he's doing it because he feels he ought to. The ability is in there somewhere; it's a question of whether he can make it come out and if is he interested enough in making it do so. ■



Sutton Images

Is Schumacher Jr really enjoying F1?



THE ULTIMATE GA

A team can have by far the best car on the grid, but if it gets its race strategy wrong it can mean defeat. David Tremayne looks at the options

To those of us who are not intimately privy to individual team strategies before the start of a Grand Prix, races can be harder to figure out than a Raymond Chandler plot. In this age, though, where most overtaking occurs in

the pit lane, strategy is everything. Judgement of the optimum configuration in which to race a car, and the timing of pit stops for tyre changes and refuelling, is every bit as important as the work the driver puts in - and is often as fallible.

Pit stops are an intrinsic part of

Formula 1's spectacle. After a lapse since the '50s, they were reintroduced in 1982 by Gordon Murray. The designer of the Ecclestone-era Brabhams calculated a car running with a low fuel load and soft compound tyres could build sufficient advantage to enable it to stop for more fuel without losing position. Refuelling was temporarily banned on safety grounds in the mid-'80s, but was brought back for 1994.

Pit stops immediately turned races into flat-out sprints and brought the need for different race strategies. These frequently need to be fluid to cater for circumstantial change. In times past, success or failure depended ultimately on the driver and the reliability of his machinery. Nowadays, the whole team remains an active element on a Sunday afternoon.

Planning strategy is a critical part of a complex equation, the other part of which is physical efficiency during the pit stop. If the latter puts the mechanics on their mettle, planning is the part that tests the engineers and managers to the maximum. No question, poor or ineptly implemented strategy can lose races.

The planning of a strategy is the easier of the two parts. There's no immediate pressure and it's relatively straightforward to calculate how much time a driver is going to lose on the entry to the pit lane, and on the exit. At Monaco, for example, the entry is winding and slow; in Canada and Hungary, it's a quick sweep. With the automatic speed-limiting devices, it's also relatively easy to calculate the time it takes to travel the pit lane. Such

Mika Hakkinen checks out data with his race engineers to work out pit stop plans



LAT



Photos: Sutton Images, Sandrine Haas, Allsport, Bernard Asset, Egmond/Sutton, Mick Walker

TIME OF STRATEGY

factors, together with tyre wear, or the number of fresh tyres left in a team's allocation after qualifying, help determine the number of stops. One? Two? Even three? Then there's fuel consumption to consider, together with decisions on how much weight of fuel to start a race with. The lower the weight, the faster the car will go but, obviously, the shorter the distance before refuelling.

A case in point is the Circuit Gilles Villeneuve, which is notoriously hard on fuel consumption. In 1995, Ferrari knew its planned one-stop strategy would be marginal. You can't refuel two cars at once because of lack of space in the pits, so it was decided that Jean Alesi would refuel after 34 laps, and thus have another 35 to complete with his second load. Gerhard Berger, however, would stop after 35 laps, and consequently have only 34 to

complete. Unfortunately for the Austrian, the pace was quicker in the first half than in the second. The Ferraris were right on their fuel capacity limit, and he ran out of fuel halfway round his 35th lap and had to coast to the pits. Alesi didn't have to push so hard in the second half of the race, and went on to score the sole victory, thus far, of his career. He ran out of fuel on the slowing down lap...

It gets harder when you have to think on your feet and adjust to changing situations in a race. In Montreal recently, for example, Jean Todt and Ross Brawn were quick off the mark by bringing Michael Schumacher in for his first stop when the safety car was out, minimising the time lost as the field circulated at reduced speed.

McLaren's Ron Dennis relishes team strategies. 'The strategy you adopt in a race is very interesting

and the team contributes a great deal more. It adds another dimension,' he says.

'It is,' admits Greg Field, formerly of Benetton, 'a nerve-wracking time. But instead of just sending your driver out for the afternoon, giving him the odd pit signal and waiting for him to do the job, you are very closely involved in the rac-

ing. The stop is the time with the greatest potential for something to go wrong. The team has to perform just as well as he does, without mistakes. When he wins, you know you have really played a part in that success. It's a true team effort.'

What's the toughest part of defining strategy? Frank Dernie was a whiz back in his days with ▶

Ross Brawn, Jean Todt and Michael Schumacher make a formidable strategy team



LAT

Benetton and Ligier, and delights in spelling it out to the less enlightened. 'The basic stuff is all pretty calculable,' he says blithely, 'so long as you get good practice. If you manage to get all the information about tyres going off; the difference in lap times between old tyres and new ones; how they degrade; what the difference in lap times is between full and empty tanks; then you can calculate what the result would be of various strategies. So you can start figuring out when you are likely to catch up with the first of those slow people that you won't be able to overtake easily, and planning your pit stop to coincide with that point.'

But...
'Where it begins to get difficult is when you're not on the first two rows of the grid. Those calculations can come unstuck because the performance of various people in the midfield becomes less predictable. If you've assumed you are going to catch somebody by lap 18 and you get stuck behind a slow car for six laps and don't catch the other guy until lap 25, that throws the whole thing into the air.'

Another nightmare scenario is when conditions are variable. For example, if a race starts wet, dries out, then maybe is wet again.

'In those circumstances you just need to be a bit of a racer, really,' Dernie beams. 'You just have to think it through and keep an eye on what's going on. That's when



Stewart Grand Prix's bank of computers records and analyses every scrap of data from the team's two cars

Steven Tee

success depends on how experienced people are, and how clever, I guess. Plus whether they've got good systems so they can call the driver in immediately.'

Retaining composure under the pressure of a Grand Prix defines the best pit lane brains. It's true that most team personnel only really have to pay attention to two cars, rather than trying to monitor an entire field, but even that isn't easy.

A major weapon is the times screen from the FIA, which enables teams to monitor each section of the track. They can thus tell instantly over a short part of a lap whether their driver is losing or gaining time. Or whether somebody who, for example, has gambled on slicks on a still damp track, has made the right decision. It's no longer necessary to wait a whole lap, the information is there almost immediately and radio communication can enable the team to call its driver in at very short notice. Strategies are a close-held secret,

and this often means early stages of an event are not necessarily an accurate reflection of true form. Nothing epitomised this more than the 1996 San Marino Grand Prix, where David Coulthard and

both coming into and out of the pits.

Conversely, McLaren may have lost the 1996 Monaco Grand Prix because it brought Mika Hakkinen in ahead of David Coulthard, who at that time lay third. The Scot rejoined in fifth after his stop, behind the Prost of eventual winner Olivier Panis, whom he could

"The stop is the time with the greatest potential for something to go wrong"

Michael Schumacher appeared to run away from Damon Hill in the early stages. Hill, however, had a significantly greater fuel load.

'Before the start, I sat down with Adrian Newey and asked if he was really sure that starting with a lot of fuel and then making two quick top-up stops was the right way to go,' Hill admits. History relates that Newey's strategy was perfect.

Benetton has an enviable reputation for getting it right, especially in the Schumacher era. Time and again, it gained more than any other from pit work. Besides getting its drill down to a fine art, it benefited from Schumacher's extraordinary ability to win time,

not overhaul.

However, as an indication of the pitfalls of judging strategies without access to the full facts, there were valid reasons for this apparent misjudgement. Coulthard was originally going to run non-stop, but as the track dried the telemetry warned that his car was using more fuel than Hakkinen's. McLaren decided Coulthard would need a top-up, and thus had to bring Hakkinen in first and leave the Scot out as long as it dared, so it could be sure of getting sufficient extra fuel aboard to see him home.

A little bit of knowledge can be a dangerous thing. On the sidelines, not enough can be even worse. ■



Steven Tee

Tyre wear and degradation are both essential in calculating race strategy

ANATOMY OF A PIT STOP

A good pit stop occupies little more than 10 seconds, and if it doesn't run absolutely perfectly, all the strategy in the world becomes academic.

The 'Lollipop Man' controls a stop, holding the disc on an extended pole that shows the driver just where to stop, reminds him to keep the brakes on to prevent the wheels free-wheeling, and signals when everyone else has completed their jobs and he can rejoin the race.

Two mechanics raise and lower the car on quick-lift jacks. There are three more per wheel. One undoes the locking nut, then, while a second removes the old wheel and tyre, and the third fits the new one, the first reverses the direction of his pneumatic wrench ready to secure the locking nut. He'll raise a hand to indicate when he's finished to the Lollipop Man.

Meanwhile, the refueller has connected the apparatus to the fuel tank. The large diameter co-axial hose is heavy enough to require an

assistant. Another mechanic steadies the car against the pressure applied by the refueller, and is also available to help lift the front of the car if any damage makes it difficult for the front jack man to raise it, or to clear any debris in the radiator ducts. Throughout, there is always somebody ready with a fire extinguisher.

The best teams begin their season with a day's



It may look chaotic, but it's actually highly organised

pit stop refresher course, where anything up to 150 'dry' runs may be made to ensure that everybody – new and experienced alike – is totally familiar with the car's systems and equipment. There may be anything up to 20 practice runs on the Thursday at each Grand Prix meeting. By the time the first spectators begin to troop into the circuit on race day the mechanics will usually have performed another 20.

The real thing is a massive adrenaline rush, with every man desperate not to be the weak link in a chain that might, at best, lose his driver vital seconds or, at worst, trigger a catastrophe. There is enough nervous energy to run a power station. The driver can do his part, too. Michael Schumacher's ability to keep racing until the last second before observing the pit lane speed limit has passed into legend. David Coulthard, meanwhile, is hoping people have forgotten him throwing away the 1995 Australian GP by crashing into the barrier as he entered the pits...



Making the most of it

Damon Hill gives you a driver's-eye-view of the home of British motorsport, as well as hints on the best places to watch the race from

Silverstone is one of the top four or five Grand Prix circuits in the world,' says Damon Hill, for whom this weekend is the most important race of the year.

The old airfield track might not be quite the challenge it was in its glory days of the 1970s and early '80s, but after the changes made

for last year's event, much of its high-speed character has returned. And with it has returned the sheer enjoyment that all the drivers want to get out of the tracks on which they race.

Part of the reason for those changes in 1997 was to make it easier to overtake, but in this way at least the modifications were only quite successful, according to Hill.

'They've tried to make it possible to overtake,' says the 1996 World Champion, who is now trying to help Jordan move up the grid. 'However, even the slow corners are relatively quite fast, so it's difficult to get close enough to someone to pass. It's difficult to race someone, but it's enjoyable anyway because it's fast, with some good, challenging corners

like Copse, Becketts and Stowe.'

However, for Britain's favourite Formula 1 driver, there is another reason to look forward to this weekend's race - the unique atmosphere. 'For that,' Hill says, 'it gets maximum points.'

Here, Hill gives AUTOSPORT his exclusive guide on to how to get the best out of Silverstone as driver and spectator.

COPSE

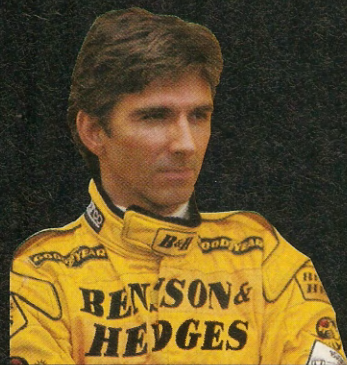
COPSE - RATING 6

DRIVING: 'Although Copse is very fast, it's not much of a corner, it's more like a quick kink, which is why it only rates a six. The difficulty is judging the turn-in.

Because it is so quick - we enter it at around 190mph and the mid-corner speed is around 140mph - you don't have much time to get it right or wrong.

'You're committed to doing whatever you do the moment you turn in. I drop down a gear, but I'm sure some people will try it in top gear.'

WATCHING: 'We don't spend a lot of time in the corner, but it is very impressive to see the speed you can take it. You won't see much in terms of the car moving around - they tend to look like they are on rails because it is so fast.'



THE STARTLINE

'It depends what you want as a spectator, but the start-finish line, while not a place where you can appreciate a Grand Prix car's astonishing cornering capabilities, can be a good place to watch. You see the start - possibly the single most exciting part of a Grand Prix - and the pit stops.'



Damon rates Luffield as the complex's most interesting corner

THE COMPLEX

PRIORY (FIRST CORNER) - RATING 5

'It's a kink, which they've made slightly faster since I took Michael Schumacher off there in 1995. It's okay, but all this area is generally pretty slow, so that it's not so demanding.'

BROOKLANDS - RATING 5

'Okay, there's a chance to overtake here, because you have to go right on the exit of Priory and then go back left, so it's possible that people can stick their car up the inside.'

LUFFIELD - RATING 6

DRIVING: 'Luffield is probably the most interesting corner of the complex, because it is long and looping, almost a hairpin. It's crucial to come out of it as fast as possible, because if you pick up a couple of miles per hour here, you carry it all the way down to Copse.'

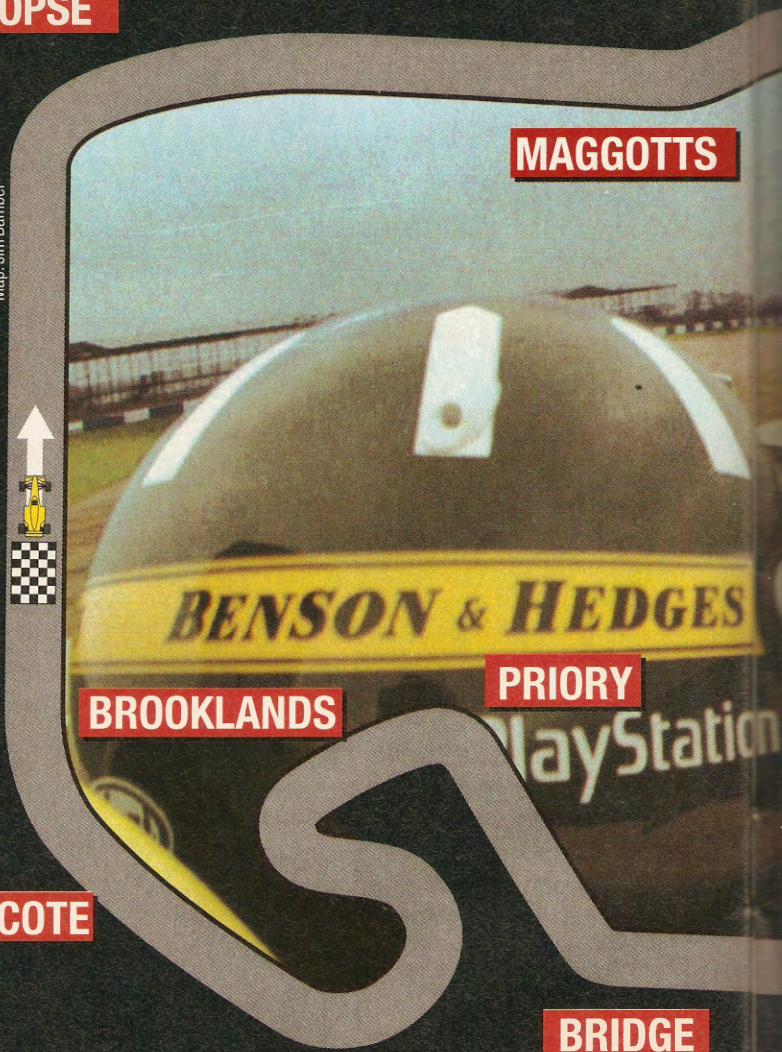
WATCHING: 'If you spectate on the exit, you can see the cars starting out on their qualifying laps. People often run wide here, as they're trying very hard to put the power down early, and they have to use all the road.'

BRIDGE - RATING 8

DRIVING: 'It used to be a mega corner, but they've slowed up the entry, so it's not so good now. However, it is still a flat-out bend, and there's quite a lot of load on the car because it is in a compression.'

WATCHING: 'It's still quite exciting to watch the cars here, although it's quite difficult to see properly.'

Map: Jim Bamber





BECKETTS – RATING 9

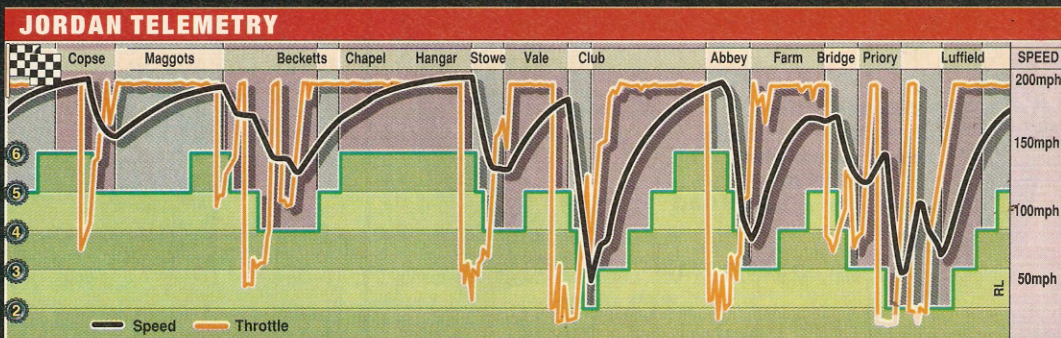
DRIVING: The best corner, or set of corners, at Silverstone. There's a very fast entry, the sequence is quite tricky, and the exit speed is very important for a quick lap time, because it leads on to the long

Hangar Straight. The temptation is to go in too fast and try to bury the car into the corner, but you have to give something up somewhere. The first left and the first right are both almost flat – you're just lifting off for the right – and then you're slowing the car

down through the sequence of bends. Don't slow down too much, though, so you can carry some speed out on to the straight.'

WATCHING: 'If you stand at the first left-hander or at the last left, then you

should be able to see the cars either directly from behind or from in front, and you'll see how they cope with the change of direction. It's the best place to appreciate how much roadholding and grip these cars have got.



BECKETTS

CHAPEL

HANGAR STRAIGHT

STOWE – RATING 7

DRIVING: 'It's considered an overtaking place, but only if you are brave, because you are braking into the corner. It would be difficult, but there is a straight before it, so if you get a tow, it is possible to get your car inside the other guy. It's a long corner, and you are in it long enough to have to play with the car.'

WATCHING: 'Quite good. The approach to Stowe must be impressive if you're sitting in the grandstand – you get a good view of the cars coming down the straight, especially on the first lap.'

ABBEY

STOWE

VALE

ABBEY – RATING 4

DRIVING: 'Probably the worst corner on the whole track. It's just a 90-degree left with a kink on the exit, so you never feel like you've really had a nice experience through it. You just stop, turn and go. You can't overtake, either, because the straight just isn't long enough and the layout of the corner is not really very helpful.'

WATCHING: 'Not very good at all.'

CLUB – RATING 5

DRIVING: 'Not particularly enjoyable, because it's quite slow. The right-hand section is good because you're trying to build up speed all the way around the exit, so there is a lot of work to do to try to balance the car. There is a lot of time to be gained, but it's also easy to lose time there.'

WATCHING: 'You can get close to the cars, and see quite a lot – probably the exit of Stowe and all the way up to Abbey, and maybe a bit of Hangar Straight. It will also be good there if it is wet.'

CLUB

Your specialist subject?

You've got the anorak, T-shirt and bobble hat. But this British GP quiz will sort the really dedicated fans from the mere enthusiasts

1 Who made his Formula 1 debut at the 1992 British GP?

- a) Michael Schumacher
- b) David Coulthard
- c) Damon Hill
- d) Tony Blair

2 What is the exact length of the Silverstone GP circuit?

- a) 3.256 miles
- b) 5621 yards
- c) 3.194 km
- d) 3250 meters

3 Ferrari has won more British GPs at Silverstone than any other marque. How many?

- a) 8
- b) 10
- c) 12
- d) 16

4 The British GP at Silverstone has been won by over a lap on four occasions, which ones?

- a) Ascari ('52), Fangio ('56), Stewart ('69), Prost ('85)
- b) Gonzalez ('51), Brabham ('60), Stewart ('71), Mansell ('87)
- c) Moss ('55), Clarke ('65), Fittipaldi ('75), Senna ('88)
- d) Collins ('58), Clark ('63), Revson ('73), Mansell ('91)

5 Only two drivers have ever won races by two clear laps. Who?

- a) Juan Fangio & Ayrton Senna
- b) Alberto Ascari & Nigel Mansell
- c) Jackie Stewart & Damon Hill
- d) Graham Hill & Alain Prost

6 Which nation has the most GP wins?

- a) Brazil
- b) Britain
- c) Italy
- d) France

7 Which two teams scored points on their F1 debuts?

- a) Ferrari & McLaren
- b) Stewart & Minardi
- c) Ferrari & Sauber
- d) Life & Andrea Moda

8 Who won the Formula 3 race at last year's British GP meeting?

- a) Darren Manning
- b) Enrique Bernoldi
- c) John Cleland
- d) Mario Haberfeld

9 Which two drivers on this year's British GP grid have won the F3 support race at the GP meeting?

- a) Mika Hakkinen & Damon Hill
- b) Hakkinen & Rubens Barrichello
- c) Mika Salo & Damon Hill

- d) Johnny Herbert & Barrichello

- d) Pierluigi Martini & Luis Sala

10 Who won the Formula Renault race at the 1996 British GP meeting?

- a) Jarno Trulli
- b) Mario Haberfeld
- c) Enrique Bernoldi
- d) Guy Smith

11 Which F1 ace won the 1990 Euroseries Formula Opel race at the British GP meeting?

- a) Rubens Barrichello
- b) Mika Hakkinen
- c) Shinji Nakano
- d) David Coulthard

12 The 1977 British GP at Silverstone was the first F1 race ever to feature pre-qualifying. Who was quickest?

- a) James Hunt
- b) Gilles Villeneuve
- c) Derek Bell
- d) Rupert Keegan

13 Which former Abba drummer scored his only World Championship point at Silverstone in 1981?

- a) Stefan Johansson
- b) Ronnie Peterson
- c) Reine Wisell
- d) Slim Borgudd

14 Which two drivers gave Minardi its only double top-six F1 finish in the 1989 British GP?

- a) Adrian Campos & Alessandro Nannini
- b) Gabriele Tarquini & Nicola Larini
- c) Ayrton Senna & Nigel Mansell

15 Before Jacques Villeneuve triumphed last year, who had been the last British GP winner to go on to take the World title?

- a) Jacques Villeneuve in 1996
- b) Damon Hill in 1994
- c) Alain Prost in 1993
- d) Nigel Mansell in 1992

16 Williams scored its first F1 win at Silverstone. Who drove and in which year?

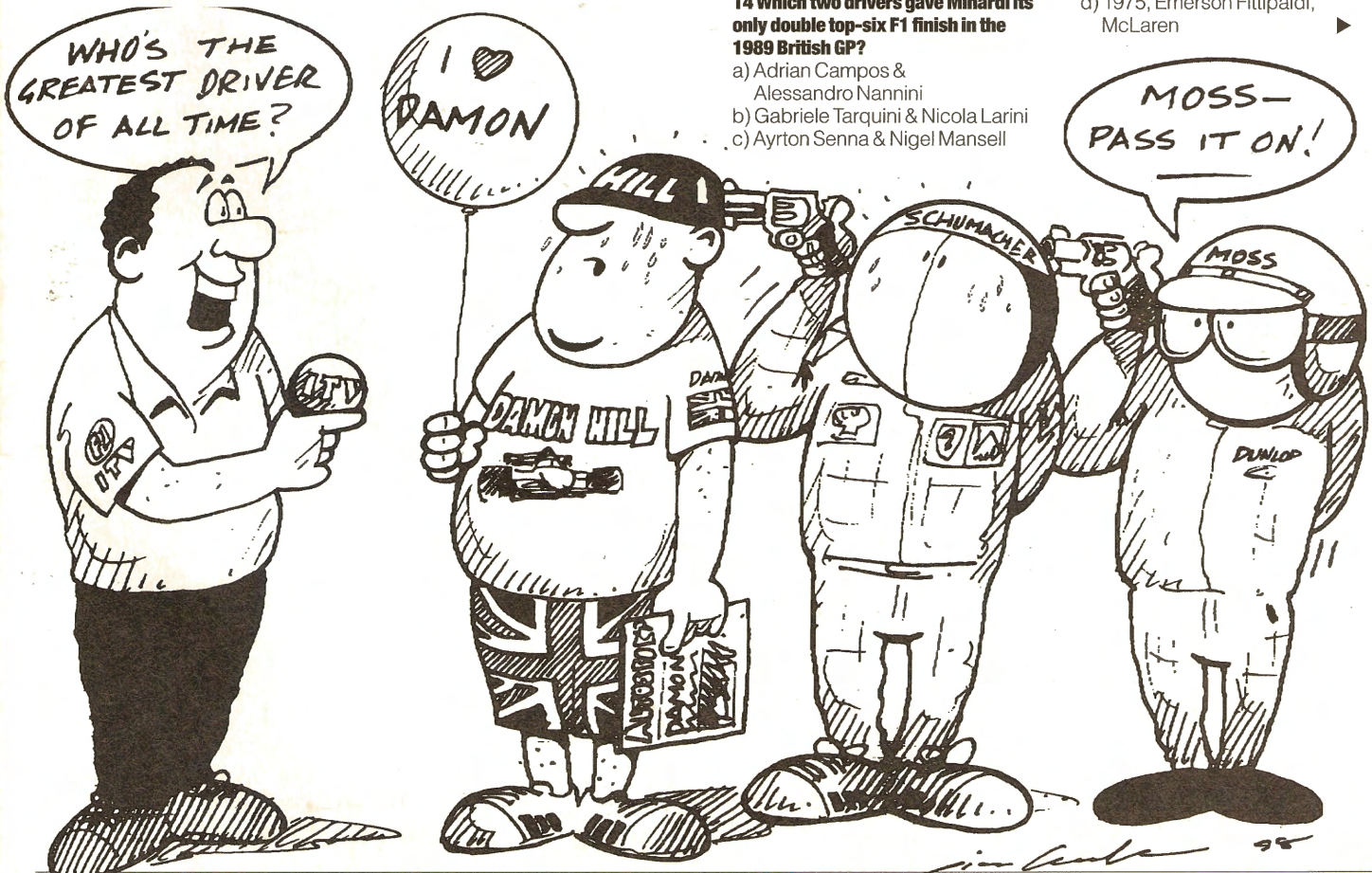
- a) Alan Jones in 1979
- b) Clay Regazzoni in 1979
- c) Alan Jones in 1981
- d) Carlos Reutemann in 1981

17 Which motor racing commentator won the 1981 British GP for McLaren?

- a) James Hunt
- b) Raymond Baxter
- c) John Watson
- d) Martin Brundle

18 In which year did a flood wipe out much of the F1 field at Silverstone? Who won the race and in what?

- a) 1985, Alain Prost, McLaren
- b) 1958, Peter Collins, Ferrari
- c) 1949, Baron Emmanuel de Graffenried, Alfa Romeo
- d) 1975, Emerson Fittipaldi, McLaren





19 When did a Welshman qualify on pole position for the British GP, and who was it?

- a) 1975, Tom Pryce
- b) 1958, Stuart Lewis-Evans
- c) 1979, Alan Jones
- d) 1977, Guy Edwards

20 Who was the first man to win a British GP at Silverstone in a McLaren?

- a) James Hunt
- b) Bruce McLaren
- c) Peter Revson
- d) Alain Prost

21 Who won the first ever World Championship British GP held at Silverstone?

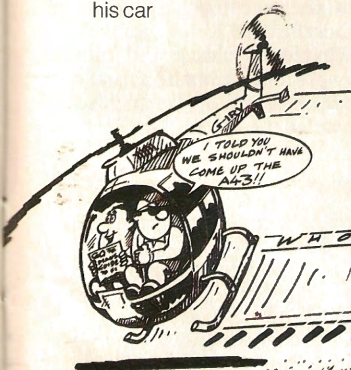
- a) Giuseppe Farina
- b) Juan Manuel Fangio
- c) Alberto Ascari
- d) Froilan Gonzalez

22 Keke Rosberg completed the first-ever 160mph qualifying lap in F1 racing at Silverstone, what was the year?

- a) 1985
- b) 1986
- c) 1987
- d) 1988

23 What did Stirling Moss do at the 1961 British GP that made him unique.

- a) He drove two different makes of car in the race
- b) He stopped during the race to change his overalls
- c) He crossed the line going backwards at the flag
- d) He raced with a live chicken in his car



24 Which six British GP winners have also won Indycar races?

- a) Mario Andretti, Emerson Fittipaldi, Nigel Mansell, Jim Clark, Ayrton Senna, Jacques Villeneuve
- b) Andretti, Clark, Graham Hill, Mansell, Dan Gurney, Villeneuve
- c) E. Fittipaldi, Michael Andretti, Peter Revson, Villeneuve, Mario Andretti, Clark
- d) Fittipaldi, Clark, Mansell, Hill, Revson, Villeneuve

25 Apart from Silverstone, which other two circuits have played host to the British GP?

- a) Snetterton and Oulton Park

- b) Brands Hatch and Donington Park
- c) Brands Hatch and Aintree
- d) Oulton Park and Donington Park



26 Which year was the British GP stopped a lap early in error?

- a) 1957
- b) 1991
- c) 1977
- d) 1985

27 How many times has the British GP started without a World Champion on the grid?

- a) 3
- b) 0
- c) 1
- d) 6

28 Who finished second in the 1975 British GP, yet was classified as a retirement?

- a) Ronnie Peterson
- b) Jacques Laffite
- c) Mark Donohue
- d) Carlos Pace

29 Which three British drivers crossed the line in the top three places at the British GP over a period of three successive years?

- a) John Surtees, Jackie Stewart, Graham Hill
- b) Graham Hill, Jim Clark, Jackie Stewart
- c) Damon Hill, Johnny Herbert, David Coulthard
- d) Jim Clark, Graham Hill, John Surtees

30 Lella Lombardi failed to qualify for the 1974 British GP in a Brabham. What was her car number?

- a) 0
- b) 208
- c) 150
- d) 13

A QUIZ - ABOUT YOURSELF

Where are you going to be when the Grand Prix starts?

- a) Club Corner, like each year since '77, except when the GP was at Brands
- b) Right in front of someone who's been saving their space since 6am
- c) In the hospitality suites
- d) Sitting in my car

How did you find getting into the circuit?

- a) Easy. I've been camping since Wednesday
- b) Terrible. The roads were jammed
- c) Easy. I came in by helicopter
- d) Easier than it has been, especially than when I got arrested in 1991

What were you doing at 7am?

- a) Sitting on the spectator bank at Club Corner, reading AUTOSPORT
- b) Throwing the alarm clock across the bedroom
- c) Still sleeping. The helicopter didn't leave until 11
- d) Waking up

What do you enjoy about motorsport?

- a) Close competition, fast cars and drivers giving their all
- b) Crashes and a Brit winning
- c) Posing - being seen is more important than seeing
- d) Everything - at the moment

Who's the greatest driver of all time?

- a) Jim Clark, Ayrton Senna or Gilles Villeneuve
- b) Nigel Mansell
- c) Whichever driver's team's hospitality we're enjoying today
- d) Keke Rosberg

Who do you want to win the British GP?

- a) I don't care as long as it's a good race, but it would be nice to see a Brit win
- b) Anyone except Michael Schumacher
- c) I don't care, I've got to leave 20 minutes before the end for a round of golf
- d) Anyone except Schumacher or David Coulthard

Where would you be today if you weren't at Silverstone?

- a) A clubbie at Lydden
- b) Getting a few pints in before the World Cup Final
- c) In one of the most expensive seats at the World Cup Final
- d) At home in Monaco

What are you wearing?

- a) Teamwear that I've bought behind the Woodcote grandstands
- b) Union Jack shorts
- c) A suit
- d) A suit, but different from answer c

What do you think of the support races?

- a) I think they're great, and I enjoy the Red Arrows, too
- b) They're okay as long as there are a few crashes
- c) Support races? I didn't realise there was any motorsport outside of F1
- d) Don't get chance to watch them, but the Porsche Supercup race at Monaco in 1993 was a corker

You see a girl you fancy at Silverstone - what do you do?

- a) Invite her back to your tent to look at your anorak collection
- b) Shout lewd comments at her
- c) Offer her a three-year post as your personal assistant
- d) A difficult question - I'm only just married

When was GP racing best?

- a) The 1970s, when the whole grid was covered by less than two seconds
- b) The late-'80s to early '90s, when we invaded the track
- c) Now, because there's more champagne in the hospitality suites
- d) Now

Was Michael Schumacher's move on Villeneuve in Jerez last year wrong?

- a) Yes - but it was a consequence of unrealistically high expectations
- b) Yes - he's German
- c) No - it's not good to have a grungy-looking lad with an untucked shirt winning the World Championship
- d) Not sure what I thought at the time, but an hour later I was pretty impressed

When and where did you first see David Coulthard race?

- a) At Thruxton in 1989 in a junior Formula Ford round
- b) On telly in F1
- c) When we had a pleasant day with the Williams team at Silverstone in 1994
- d) Can't remember, but he was very impressive in Melbourne this year

Which other motorsporting event do you look forward to attending each year?

- a) The Formula Ford World Cup - but I preferred it when it was the Festival
- b) The Le Mans 24 Hours - is Jaguar coming back next year?
- c) The Monaco GP - if I can find somewhere to park the yacht
- d) Monza? Nurburgring? Suzuka? Wait and see

IF YOU ANSWERED:

- Mostly a)** You are a die-hard racing fan who hasn't missed a British Grand Prix for 20 years. You could be a marshal
- Mostly b)** An occasional spectator. See you in 1999
- Mostly c)** A serial hospitality guest. See you at Henley
- Mostly d)** You are Mika Hakkinen

Answers on page 70

Murray's 10 best British GPs

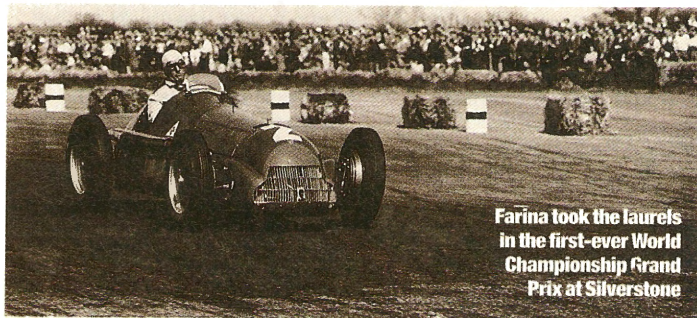


Murray Walker was at the first-ever Grand Prix and has witnessed some titanic battles down the years, both at home and abroad. Here is his shortlist of Britain's classic encounters

10 1950 – Silverstone FARINA SETS THE BALL ROLLING Winner: Giuseppe Farina Alfa Romeo 158

'This race, the first-ever World Championship Grand Prix, was special in that it was a fantastic occasion. King George VI was there, and to get works cars from the continent over here, four Alfa Romeo 158s, was virtually unprecedented since the pre-war Silver Arrows.

'The race was a high-speed procession with contrived passing between the Alfas of Juan Manuel Fangio, Giuseppe Farina and Luigi Fagioli, as they made a token attempt to convince us they were racing. Fangio went out when he spun, and Farina went on in his effortless way and won, but the whole crowd got very excited, 'dampened only by the massive traffic jams.'



Farina took the laurels in the first-ever World Championship Grand Prix at Silverstone

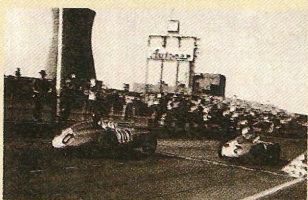
AP photos: LAT

9 1955 – Aintree MOSS BEATS THE MAESTRO Winner: Stirling Moss Mercedes-Benz W196

'My opinion is that Fangio probably did let Moss get past, but who can tell? Even Stirling professes not to know, but if Fangio was letting him take precedence, he was giving him a very hard time and making Stirling justify himself.

'Stirling was a national character, in much the same way as Nigel Mansell was and Damon Hill is. He had 150,000 people there cheering their heads off for him. Whether he'd been allowed to win never crossed their minds, they just saw an excellent race.

'The works Mercedes had a massive impact. They were extremely hi-tech for their age and were impressive cars.'



Did Fangio let Moss through to win?



Watson: unexpected, but popular victory

8 1981 – Silverstone AN UNEXPECTED HOME WIN Winner: John Watson McLaren-Ford MP4

'As always at Silverstone, this was a gigantically emotional occasion, and it was an exciting race. John Watson was well off the pace in qualifying and didn't expect to win, similarly to Johnny Herbert in 1995.

'At the beginning, everyone was flying off in clouds of dust, and John drove an absolutely cracking race. A lot of people retired, but he actually caught and passed Arnoux's leading Renault on merit. It was an "our British boy's won" moment and the crowd invaded the track.'

7 1973 – Silverstone SCHECKTER DESTROYS THE FIELD Winner: Peter Revson McLaren-Ford M23

'I was in the commentary box for this race, and it was just as though World War III had broken out when virtually the whole field crashed into the spinning Jody Scheckter at Woodcote – there were cars flying off and bits of debris everywhere.

Your immediate reaction in the aftermath of all this was that half the field had been killed, although only de Adamich suffered any serious injury.

'Afterwards the young Scheckter was taken away and hidden by the McLaren manager.

'Not many people remember that Peter Revson actually won the race, although he drove superbly to head a brilliant four-way battle with James Hunt, Denny Hulme and Ronnie Peterson.'

6 1994 – Silverstone DAMON DOES IT Winner: Damon Hill Williams FW16

'For Damon Hill to win the race his father, Graham, never could meant a hell of a lot to me. I'd known both Graham and Damon, and commented on their races, so it was a matter of great emotion and great satisfaction when Damon won.

'It was a hell of an exciting

weekend, because Damon and Michael Schumacher's struggle for pole was great, and then there was their fight for the race lead. It was made even more dramatic by the business with Schumacher's black flag (for overtaking on the parade lap), and why he refused to come in. Damon won, and the race modelled what was going to become one of the greatest World Championship showdowns in Adelaide.'



Hill name goes on the trophy at last



Brabham may have won, but Graham Hill received the standing ovation at the end

5 1960 – Silverstone
GRAHAM HILL JUST MISSES OUT
Winner: Jack Brabham
Cooper T53

'Graham Hill's drive is made all the more amazing when you consider the outstanding quality of the field that day. Graham stalled on the grid, and then drove an absolutely inspired race, where he charged through the whole field before catching and passing the leading Cooper of Jack Brabham.

'But he couldn't pull away from Brabham, who found something in reserve and hung on, and pressurised Hill so much that he spun out at Copse with a few laps to go. Black Jack won the race.

Graham had the British public by the throat and was such a charismatic character that, despite not winning, he still received a standing ovation from the enormous Silverstone crowd.'

4 1969 – Silverstone
A CLASSIC DUEL
Winner: Jackie Stewart
Matra-Ford MS80

'This race isn't often talked about, but it was a blinder. Jochen Rindt went into the race in a red mist, having had a colossal row with Colin Chapman about racing the four-wheel-drive Lotus 63. Jochen, strong-minded at the best of times, eventually made Chapman let him use a spare old 49.

'When the race got going Jochen and Jackie Stewart were literally nose-to-tail, wheel-to-wheel, passing and re-passing for nearly 80 minutes - the sort of thing we haven't seen for a long time. It was totally unpredictable and tremendously exciting until Rindt had to pit when his rear wing broke. Jackie just kept going, lapped everybody and won.'

3 1976 – Brands Hatch
RIOTS RULE AS HUNT FEVER
HITS BRANDS
Winner: James Hunt
McLaren M23

'This restarted race was part of the most dramatic championship saga in Grand Prix history. It was very exciting in the first half because you had the British hero, James Hunt, fighting against the great Niki Lauda.

'What happened beforehand was equally absorbing. A first-corner crash stopped the original race. Hunt's McLaren was damaged and he didn't complete the lap.

'The crowd rioted, throwing bottles and cans on to the track because they thought their man, Hunt, was not going to be allowed to take the restart. At one time, it looked as though they were going to invade the infield and beat up race officials. After these unprecedented scenes, Hunt's win, later stripped from him by a successful Ferrari appeal, was amazing.'



A controversial win for Britain's most controversial World Champion, James Hunt

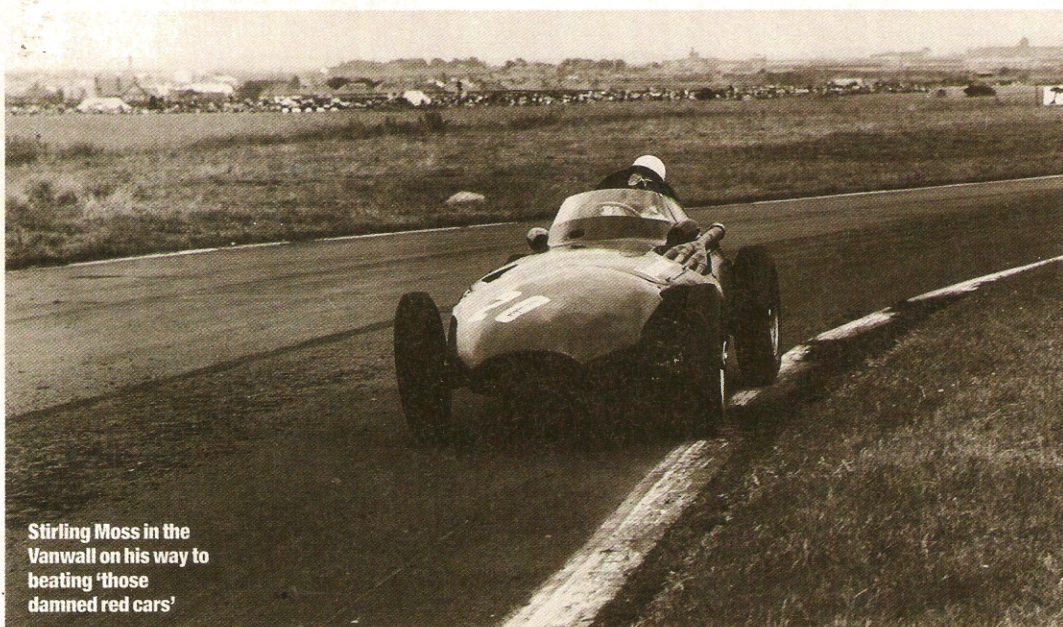
2 1957 – Aintree
VANWALL BREAKS INTO BIG TIME
Winner: Stirling Moss
Vanwall 4

'Tony Vandervell had started Vanwall to beat "those damned red cars". That the brilliant Stirling Moss drove a British car to win a World Championship Grand Prix, never mind the British GP, was an unprecedented event.

'It was so special because I grew up in an era when British drivers were basically wealthy amateurs. The hotshots and the works cars - Mercedes, Maserati and Ferrari - were all from the continent.

'Everyone's heart had gone into their boots when Moss retired from the race, but he took over Tony Brooks's sister car and fought back through the field to win.

'Vandervell's achievement broke down this wall and today's British domination of racing can be directly attributed to his efforts.'



Stirling Moss in the Vanwall on his way to beating 'those damned red cars'



1 **1987 - Silverstone**
MANSELLMANIA COMES TO TOWN
Winner: Nigel Mansell
Williams-Honda FW11B

'This race is my number one choice because it had everything. You had this unprecedented combination of one of the most amazing chases ever, as Nigel Mansell tracked down Nelson Piquet, followed by one of the best overtaking manoeuvres in history, all by the man the massive crowd wanted to win. It was the sort of theatre only Mansell could produce.'

'One of the reasons it was so special was the atmosphere. By 1987 you had a situation where the British public were thoroughly tuned into motor racing, which was a high-impact, much-followed television sport. Mansell had nearly won the World Championship the year before, but was denied when his tyre blew in Adelaide. Everyone wanted him to redress the situation.'

'Nigel had also won the British Grand Prix at Brands Hatch in '86,

and was probably above even Stirling Moss and Damon Hill in terms of fame - he seemed to hold the public's adoration, and so you had this enormous hero with a gigantic following turning up at Silverstone to see him win. That the race eventually went the way it did was great for everyone involved.'

'There was also the added spice that Mansell and his team mate Piquet hated each other. The Brazilian regarded himself as the team's number one, and couldn't stand



Mansellmania breaks out around Silverstone as 'Our Nige' wins an emotional British GP



Mansell reeled in Piquet over the final 29 laps, taking 28s out of the Brazilian's lead



the fact that Mansell got an equal shout in terms of equipment and support. He was very much the emotional, jealous and highly-strung South American, and thought himself as hard done by Mansell before the race had even begun. He would have been conscious of the fact that he'd been shown the way to go by Nigel in similar circumstances at Brands Hatch the previous year, too.

'What made the race such a classic, of course, was the ebb and flow of emotions. First they were on a high when the two Williamses went off into the distance, with

Mansell right on Piquet's tail. But then, of course, it all seemed to have fallen to pieces when the Brit pitted on lap 13 when a lost wheel-balance weight caused a big vibration. He emerged 28 seconds down with 29 laps remaining and it seemed all over. From then on, though, as it dawned on everyone just how hard Nigel was charging, it was edge-of-the-seat stuff.

He was closing the gap lap by lap, and I was going berserk in the commentary box. It was a moot point whether he'd catch Piquet, let alone pass him. Such sustained excitement was incredible, and to

cap the chase with his amazing overtaking move at Stowe was just an unbelievable moment.

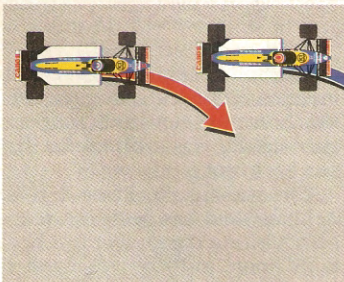
It was so much Mansell to have such an amazing script, and it was typically him that he would think of going round on the slow-down lap (having run out of fuel) on the back of the police bike, and then stop and kiss the ground at Stowe. The euphoria of the moment matched anything else - Senna winning in Brazil, Schumacher winning in Germany.

To quantify such a performance is difficult; you can only say that some people can dig deeper and reach down further than others. Nigel is one of them. ■



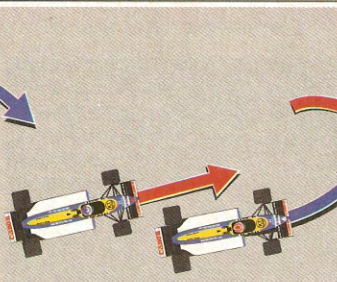
Mansell knows how to 'milk' a crowd

MANSELL'S MAGIC PASS



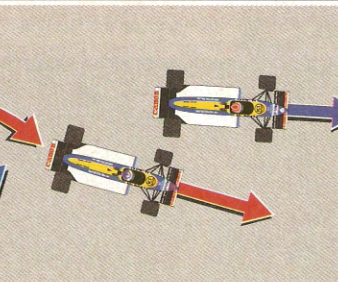
Nigel Mansell, in the Williams-Honda FW11B (red arrow), catches Nelson Piquet's identical car (blue arrow) on the Hangar Straight and moves to the inside line for Stowe corner

HANGAR STRAIGHT

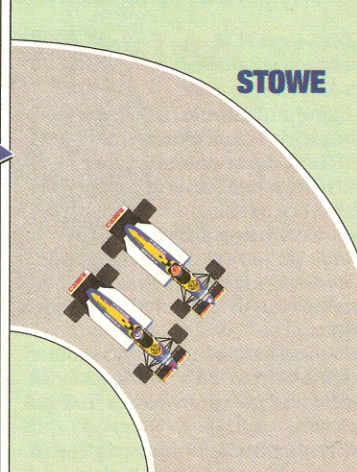


As Piquet covers the inside, Mansell dummies back to the outside, forcing the Brazilian to move over to block the Briton. As Piquet makes his manoeuvre, Nigel dives inside...

STOWE



...and commits himself to overtaking his team mate on the inside. The pair go through Stowe side-by-side, with Mansell emerging in front of a demoralised Piquet to win the race





A RACE APART

Peugeot Sport's test bed technicians lap Monza more often than the average Grand Prix driver without ever visiting Italy. Tony Dodgins decided to try his hand on one of the world's most expensive PlayStations

He's a better starter than Olivier Panis, a more patient racer than Alain Prost, and nigh-on unbeatable around the sweeps of Monza, but you won't know him. He is 31-year-old Rui de Castro, Peugeot Sport test bed technician.

Forget all about balmy Cote D'Azur sunshine or the romanticism of Monza park, de Castro's working environment is the dark, dingy bowels of Peugeot Sport's Velizy base. At the start of the year, he and two other testers were scheduled to drive 50 Grand Prix simulations at Monza. If only the AP01's all-new gearbox had been more obliging...

It's always Monza because, other than Hockenheim, the Italian circuit provides more full throttle running than anywhere else on the schedule. The pedal is to the metal for around 60% of the lap compared with 35% at somewhere twisty, like Monaco. A second reason is that when the test bed was built for Peugeot's sportscar onslaught, Monza was on the calendar and Hockenheim was not.

If any development component is prone to unreliability, de Castro should find out. The only things he cannot simulate are the lateral and longitudinal forces which often cause lubrication problems.

The test module might not bear too much resemblance to an AP01 cockpit, but everything is there. 'Even the rear light!' he laughs. 'There's throttle, brake, the identical steering wheel, hand clutch and dash board, complete with rpm readouts, gear indicator and temperature figures for the water and oil.' The pit lane speed limiter is there, too, and de Castro can alter

flicks up and down the 'box. His timing comes via a screen to the right of the driving seat. Four parameters are permanently displayed: the simulated speed, the speed he needs, the time needed to reach the speed and the gear he should be in. An illuminated panel flashes when he needs to brake. Three different-coloured steering wheel lights assist with gearchanging, just like the real thing, coming on when he is 300, 200 and 100rpm away from maximum revs respectively.

Amid this hi-tech machinery you might wonder why de Castro,

responsiveness, too. The engine goes up through the revs quickly. If you get on the throttle and suddenly it's not quite the same, you know very quickly there is a problem.'

He claims to be unbeatable at Monza on a PlayStation, but denies the job is boring. 'Our performance doesn't vary that much and it mustn't. The reference point is the fastest lap our drivers did at Monza the previous year. As well as being tough on the engines, we are tough on ourselves. We have to be within a second of the times, and within an average of 300rpm and



A battery of screens feeds the 'driver' the information he requires

formerly an engine mechanic, is needed at all. Surely, if all the parameters can be measured by telemetry, then a computer could generate his inputs, too? Not so, apparently. You will be heartened to learn that there are still things men do better than machines.

'The actual engine noise is very important for us,' he explains. 'You can detect a tiny change when something has happened, usually before it shows on the telemetry. You can sense a change in the



The wheel is identical to the Prost's

At least Dodgins managed to ease the Peugeot out of the pit lane without stalling, which is more than can be said for Prost's driver Olivier Panis

All photos: Jeff Bloxham

"Your favourite engine is always the latest development, and that's the EV4"

engine and throttle maps, as well as the gearbox and clutch strategies.

There is, of course, no need to turn the wheel, no seat of the pants feel, no flashing scenery. That's why real racing drivers don't like it. Panis stalled when he let out the clutch and felt no movement and even Prost himself admitted to not liking it. De Castro smiles, 'They are used to driving with an engine kicking them in the backside, not seeing it through a window in front of them.'

Throughout his 'race', de Castro constantly accelerates, brakes, and



three drivers changing every 40 minutes, eating and catnapping on site. Arm movement from the constant shifting was so brutal that the seat back broke!

This season, the Prost AP01's Achilles Heel has been the gearbox. Visiting the engine test bed rams home just how dramatic a knock-on effect any problem in such a fundamental area can have. The 'box was completely new, inside and out. De Castro says, 'We had no time between its completion and the first race. To test an engine we need a gearbox. Then

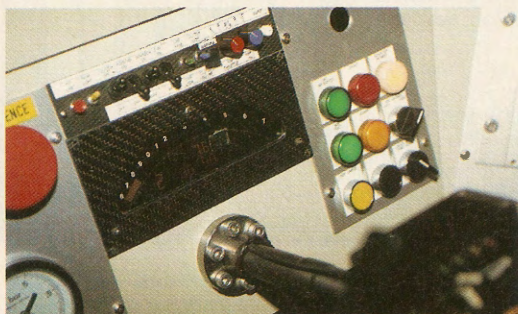
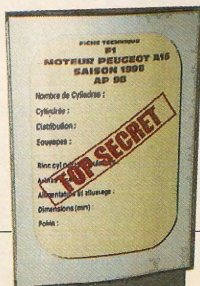


we have to stop as soon as there is a problem. It's a conceptual part of the car, completely different from the 'box Prost used last year. Maybe they were too optimistic with one so small and compact, and with components right on the limit, but I don't know, I'm not a specialist.'

Ask how many simulations have been brought to a premature end by gearbox failure and you get a grin, but the lips stay sealed.

The day AUTOSPORT visited was an important one for de Castro. Peugeot's development EV4 is a major step and Prost was planning to use it for the first time at the French Grand Prix. It had already completed a successful simulation of Saturday morning untimed practice and GP qualifying, but today it had to do a race. Although he drives many different engines, there are no favourites, no special numbers to keep an eye on.

Details of the Peugeot engines were still being kept on a need to know basis



A battery of illuminated panels and different-coloured lights lets the test bed technicians know when to brake and change gear



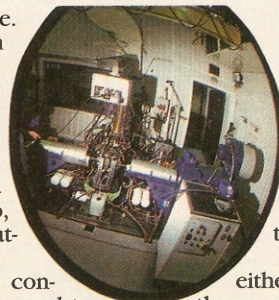
'With experience, and provided you are using the same ratios and simulated aerodynamic loadings, you can feel differences and maybe see that the maximum speed in sixth might be a tiny bit higher on one particular engine, but there is no special one,' explains de Castro. 'We had one which was really good, but it never became a race engine because the blocks are new for each race. Your favourite engine is always the latest development, and that's the EV4.'

You know, or at least you pray, that electronic rev controls won't let you damage it, but there's still a feeling of trepidation as de Castro sits you down and runs through the

starting procedure. 'Bravo!' he shouts in stunned surprise as I lurch away without stalling. He's impressed, too, that I change up without lifting off. Up and down the 'box I go, braking and accelerating at his beckoning.

'Pretty good,' he concedes, as I bring it around to form up on the grid. 'But I don't think you're going to be quick enough. I'd better have it back for the race.'

Resting on the next two hours are the Prost-Peugeot hopes for a



The engine itself, festooned in complex telemetry equipment

stronger showing in their home Grand Prix. Then it's on to Silverstone and into the second half of the season.

De Castro won't be at either race. In fact, such is the workload that he hasn't been to one this year. He has actually seen the real Monza, and one day he'd like to think they might let him loose in a straight line at Magny-Cours. Right now, there's too much to think about. ■

The AUTOSPORT British Formula 3 Championship will thrill the crowds on Saturday. But with Formula 1 cars to keep you occupied, you might decide to give it a miss. If you do, you will miss some classic racing that you would still be talking about when these drivers reach F1. If that isn't reason enough to watch, here're 10 more.

1 OR THE OTHER

Not since Ayrton Senna won the Grand Prix support race in 1983 has the winner then gone on to become British F3 Champion in the same year (Andy Wallace's 1986 win at Brands Hatch was a non-championship race). So the odds are stacked against current title leader and Promatecme team leader Enrique Bernoldi. It seems you can choose to take the title or that important win in front of the F1 team managers. Tough choice. Over to you Enrique...

3 CONSECUTIVE GP-DAY WINS

Paul Stewart Racing's Mario Haberfeld is going for his third victory at the British GP. In fact, the Brazilian is undefeated at the meeting, having claimed the Formula Renault race in 1986 and the Formula 3 race last year. Can the 22-year-old make it a hat trick?



Sutton Images

Haberfeld is unbeaten at the GP meeting

4 BRAZILIANS

This season, the British F3 series is the home of four of Brazil's brightest stars. The form of Enrique Bernoldi at the start of the season was awesome, as he swept to five victories from the first seven races. Two retirements in the last two meetings, though, have reined in his once massive 39-point lead to just 18. His performances have also dropped back as a result of the Renault-backed Promatecme team suffering engine problems with the 97-spec units.



Sutton Images

Brazilian rivals Bernoldi (left) and Burti

Right behind Bernoldi is Haberfeld. Also in his second season in British F3 and having erased the slightly wild streak that he was prone to last year, Mario has taken two wins in 1998 and looks the most likely man to topple his countryman's title hopes.

Lawrence/LAT



The late, great Ayrton Senna: '83 winner

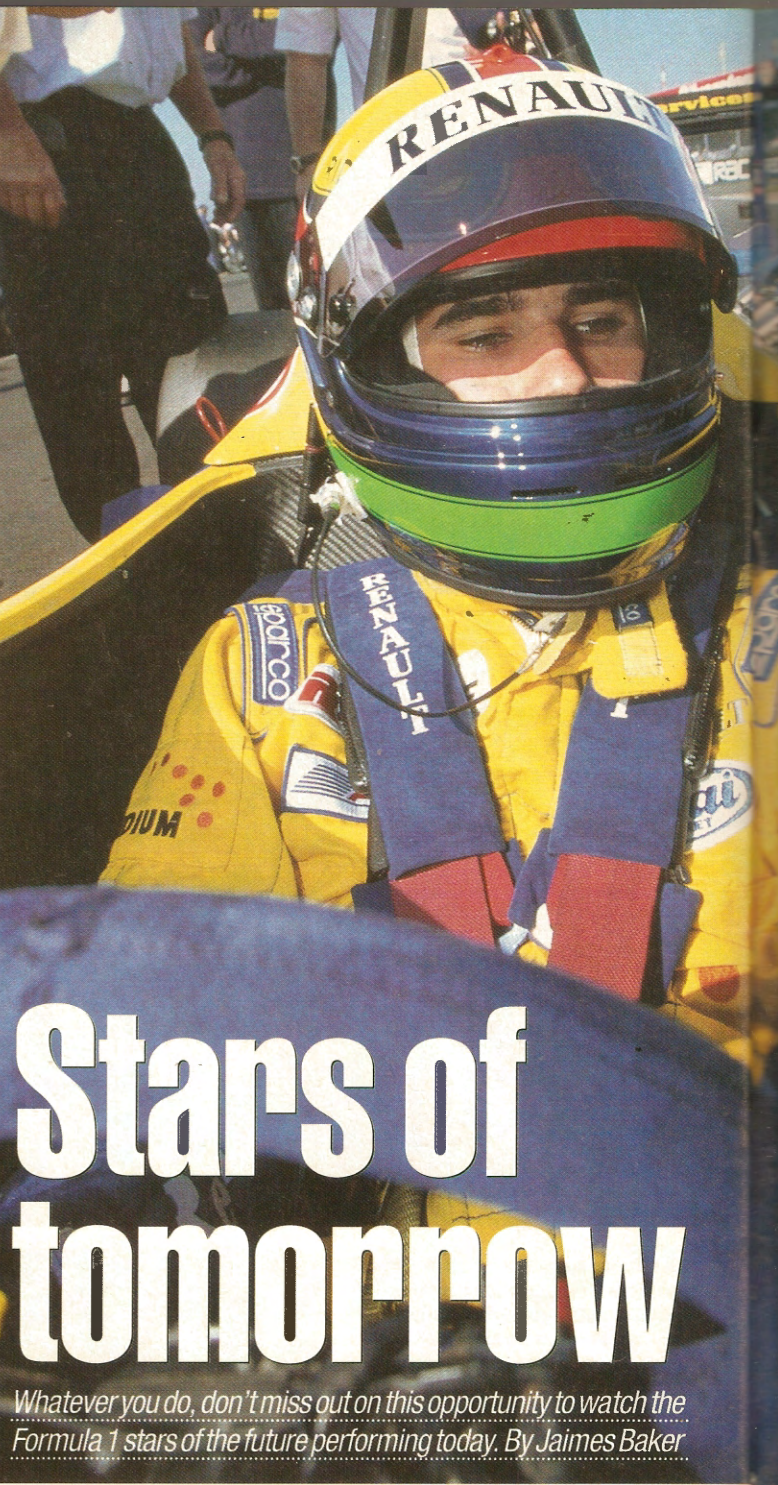
2 WINS HAS NEVER BEEN DONE

No one has ever won the GP supporter twice. But this year we've got three drivers who have already sampled glory at Silverstone in July. So, are Warren Hughes, Darren Manning or Mario Haberfeld going to be able to rewrite the motorsport history books?



Bellanca/LAT

Can Darren Manning rewrite the history books?



Stars of tomorrow

Whatever you do, don't miss out on this opportunity to watch the Formula 1 stars of the future performing today. By Jaimes Baker

F3 ENTRY LIST

NO	DRIVER	TEAM	CAR/ENGINE
1	Luciano Burti (BR)	Paul Stewart Racing	Dallara-Mugen Honda F397/8
2	Mario Haberfeld (BR)	Paul Stewart Racing	Dallara-Mugen Honda F397/8
3	Andrej Pavicevic (AUS)	Fortec Motorsport	Dallara-Mugen Honda F397/8
4	Kristian Kolby (DK)	Fortec Motorsport	Dallara-Mugen Honda F397/8
5	Enrique Bernoldi (BR)	Promatecme UK	Dallara-Renault F397/8
6	Marc Hynes (GB)	Promatecme UK	Dallara-Renault F397/8
7	Ricardo Mauricio (BR)	Alan Docking Racing	Dallara-Mugen Honda F397/8
8	Yudai Igarashi (J)	Alan Docking Racing	Dallara-Mugen Honda F397/8
9	Michael Bentwood (GB)	Speedsport	Dallara-Mugen Honda F397/8
10	Darren Manning (GB)	Speedsport	Dallara-Mugen Honda F397/8
14	Jamie Spence (GB)	Martin Donnelly Racing	Dallara-Renault F397/8
16	Martin O'Connell (GB)	TOM'S GB	Dallara-TOM'S Toyota F398
19	Paula Cook (GB)	DC Cook Motorsport	Dallara-Spiess Opel F397/8
20	Tim Spouge (GB)	SS Sport	Dallara-Mugen Honda F398
21	Warren Hughes (GB)	Portman Racing	Dallara-Renault F397/8
22	Alex Yoong (MAL)	Portman Racing	Dallara-Renault F397/8
27	Ben Collins (GB)	Intersport	Dallara-Spiess Opel F398
42	Adam Wilcox (GB)	TOM'S GB	Dallara-TOM'S Toyota F398
NATIONAL CLASS			
51	Warren Carway (IRL)	Rowan Racing	Dallara-TOM'S Toyota F396
52	Phillip Scifleet (GB)	Rowan Racing	Dallara-TOM'S Toyota F396
53	Steve Hayr (NZ)	Tarry Falcon Racing	Dallara-Mugen Honda F395/6
77	Mike Kirkham (GB)	Speedsport	Dallara-HKS Mitsubishi F395/6

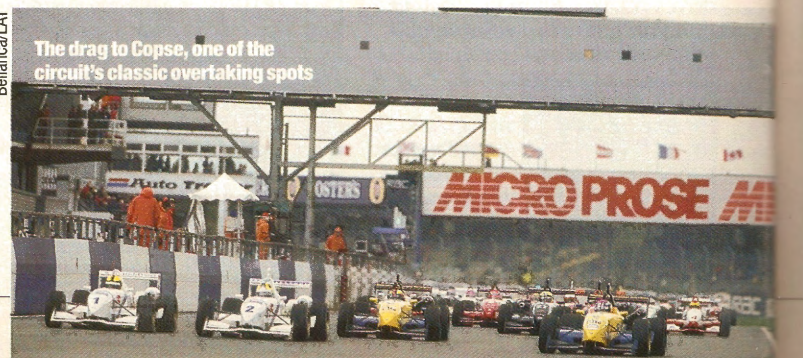
Luciano Burti rode into the F3 series having become only the second driver to win the Formula Vauxhall crown at his first attempt (the first was Jonny Kane). His reputation is that of a hard racer and he has learned quickly, taking a victory at Oulton Park.

Ricardo Mauricio was a little disappointing at the start of this season with Alan Docking Racing.

However, the little 19-year-old has worked hard on his game and looks a possible podium finisher.

5 PASSING PLACES

Silverstone has perhaps more passing places than any other track. There are opportunities to overtake into the first corner at Copse; on the drag from Copse to Becketts; under braking into



The drag to Copse, one of the circuit's classic overtaking spots

Bellanca/LAT



winner in the series with Speedsport last time out at Snetterton and looks the most likely home winner.

However, Martin O'Connell has five second places to his name and could spring a surprise, although his TOM'S team seems to struggle at Silverstone.

Warren Hughes will be pushing his Arrows-black-liveried Dallara to go one better than his second place at Brands Hatch in April and Jamie Spence is still pushing for that breakthrough despite some appalling luck of late.

Ben Collins started the season brightly in testing, but some disastrous starts left him trailing. He's back on the up and could prove a hero on the day, as could Marc Hynes. The Formula Renault champion was on pole at Silverstone earlier in the year but needs to up his game after a recent dip.

7 YEARS AGO COULTHARD AND BARRICHELLO WERE RACING

That day, David got the kind of brilliant start that he became famed for, but ultimately a problem saw him trail in seventh. Although Rubens eventually won the title, he had to give best to Indycar racer Gil de Ferran that day.

So, in a few years time, you could be relating the story of how you saw Bernoldi and Haberfeld when they were in F3.

8 NATIONAL CLASS WINS FOR SCIFLEET

The National Class for one-year-old cars has seen 22-year-old Aussie Phillip Scifleet shine this year. He's taken eight wins already and goes for his ninth to take him to within two races of the title.



Bellanca/LAT

Scifleet is closing on the National title

9 F1 DRIVERS RACED IN BRITISH F3

An incredible nine of the drivers who will line up on the grid for Sunday's British GP raced in the British F3 Championship.

David Coulthard, Rubens Barrichello, Damon Hill, Eddie Irvine, Johnny Herbert, Mika Hakkinen, Mika Salo, Pedro Diniz and Ricardo Rosset all had seasons in the series, while Giancarlo Fisichella and Alex Wurz raced in the British GP support race as a one-off. If that doesn't tell you something about how good the F3 guys are, then nothing will.



LAT

Coulthard leads De Ferran and Barrichello in '91. They went on to F1 and Indycar fame



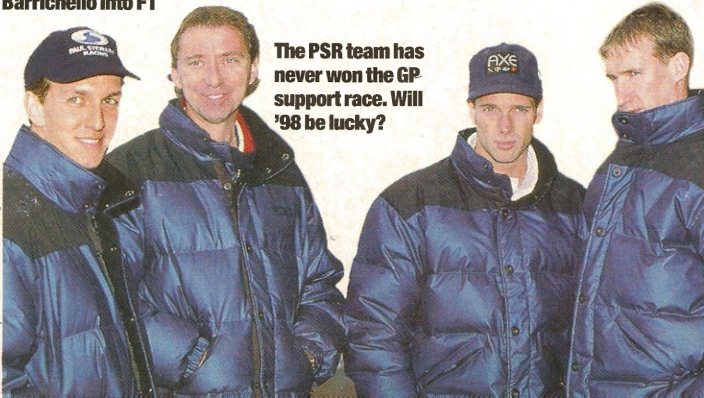
Bellanca/LAT

Haberfeld (left) would like to follow Barrichello into F1

10th TIME LUCKY FOR PSR?

Incredible as it may seem, given that it has won the British F3 Championship crown five times out of the last six seasons, Paul Stewart Racing has never won the GP support race.

With its driver Mario Haberfeld having never lost at the GP meeting, something has to give.



The PSR team has never won the GP support race. Will '98 be lucky?

Stowe, if you get a good tow down Hangar Straight; another tow up to the Abbey Chicane; and, probably the best of all, diving for the inside into Priory.

6 BRITS TO CHEER

Get your Union Jacks out, because the British contingent is out for glory. Yorkshireman Darren Manning became the first home



Mick Walker

O'Connell has scored five second places

WHAT IS F3?

Formula 3 is an essential step on the ladder to Grand Prix stardom. It is also a formula almost all the world's top racing drivers have been through.

Whether they are Super Touring drivers or sportscar stalwarts, the 2-litre, 220bhp machines have often been a crucial part of their education. F3 is usually the first time that drivers get to work closely with the engineers on aerodynamic and suspension settings to create a set-up for each track.

The chassis, which will reach up to 150mph on the Hangar Straight, are built of Formula 1-style carbon-kevlar compounds. Although F3 is not a single-make formula, all the cars on the grid in the AUTOSPORT-backed British Championship this year are built by the Italian Dallara company which has dominated the category for the last four years.

The British Championship is arguably the most closely-fought in the world, with top Brazilians mixing it with up-and-coming British and European racers.

PREVIOUS WINNERS

- 1997 - Mario Haberfeld
- 1996 - Darren Manning
- 1995 - Ralph Firman
- 1994 - Vincent Radermecker
- 1993 - Oliver Gavin
- 1992 - Warren Hughes
- 1991 - Gil de Ferran
- 1990 - Mika Salo
- 1989 - Allan McNish
- 1988 - Damon Hill
- 1987 - Bertrand Gachot
- 1986 - Andy Wallace
- 1985 - Gerrit van Kouwen
- 1984 - no race
- 1983 - Ayrton Senna
- 1982 - Tommy Byrne
- 1981 - Roberto Moreno
- 1980 - Kenny Acheson
- 1979 - Mike Thackwell

1998 POINTS TABLE

1	Enrique Bernoldi	119
2	Mario Haberfeld	101
3	Martin O'Connell	95
4	Luciano Burti	81
5	Warren Hughes	75
6	Ricardo Mauricio	42
7	Jamie Spence	36
8	Marc Hynes	32
9	Kristian Kolby	29
	Ben Collins	29
	Darren Manning	29
12	Alex Yoong	21
13	David Cook	10
	Adam Wilcox	10
15	Paula Cook	7
	Yudai Igarashi	7
17	Andrej Pavicevic	5
18	Narain Karthikeyan	4
19	Tim Spouge	3
20	Miku Santavirta	1



**EUROSERIES
FORMULA
OPEL**

Euro boys on tour

If you're trying to spot the Grand Prix stars of the future, you needn't look further than Euroseries Formula Opel.

The category is now in its 11th year and has produced drivers who feature in all the top echelons of motorsport today - including the dominant McLaren-Mercedes Formula 1 duo of David Coulthard and Mika Hakkinen.

These single-seaters give close racing that's full of overtaking, and are powered by 180bhp 2-litre Opel engines. Crossply tyres allow the cars to slide, unlike many single-seaters, and the formula rewards true driving talent for this reason - it looks good, too!

This year's pan-European series boasts as competitive a field than anyone can remember. At least seven drivers have a real chance of taking the title, so you are guaranteed some frenetic action.

Jeff Bloxham



MAN TO WATCH

ANDREW KIRKALDY By winning last year's MCLAREN AUTOSPORT-BRDC Young Driver award, the 22-year-old Scot has marked himself out as one of Britain's best talents.

His strong form in his first year of Euroseries Formula Opel, including a win at the A1-Ring in Austria, has justified the judges' decision.

For his first year in the pan-European series he's linked up with the crack Paul Stewart Racing team, the junior arm of Stewart Grand Prix. Triple World Champion Jackie Stewart has established his staircase of talent through

Jeff Bloxham



his son Paul's junior teams for the likes of Kirkaldy, so he could make it to the top.

Points 1 Etienne van der Linde 111; 2 Andrea Piccini 88; 3 **Andrew Kirkaldy** 82; 4 Toby Scheckter 69; 5 Wagner Ebrahim 63; 6 Fernando Pantani 55.

DON'T MISS IT

What exactly is so special about Euroseries Formula Opel this year?

● There are two Euroseries FOpel races this weekend, so you've got no excuses for not checking out the action. The first is on Saturday at 1430, after F1 qualifying. The second is on Sunday morning at 1145 before the Grand Prix itself. What better way to warm up for the big race?

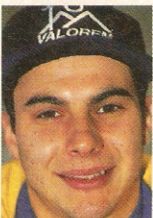
● David Coulthard, Mika Hakkinen, Rubens Barrichello and Heinz-Harald Frentzen, all raced in this series on their way to F1. Quite simply, these two races could give you a glimpse of the 2010 F1 World Champion.

● Unlike many single-seaters these days, FOpels slide around and there's loads of overtaking. The series is competitive, and the drivers are ambitious chargers who are willing to have a go.

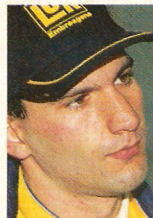
● There are loads of Brits. Other than Kirkaldy, watch Darren Malkin, Charles Hall, Stuart Saggars, Tom Guinchar and Michael Graham.



ETIENNE VAN DER LINDE: After winning the first two races at Zolder, he has become a strong favourite for the title. The South African is a big talent with excellent racecraft.



WAGNER EBRAHIM: Unlucky so far, but won a race at the A1-Ring. Another quick Brazilian who knows Silverstone well after racing in Britain last season.



FERNANDO PANTANI: Double race winner at Spa, and topped the official Silverstone test in April. The Brazilian is rapid and a firm favourite for spoils this weekend.

'If you want to see Grand Prix stars of the future, look no further than FOpel'

GT PULLING POWER

What is it about the Privilege Insurance GT race that would make me want to stick around?

● The race will run right after the Grand Prix. Let's face it, you can either sit in the inevitable traffic jams or you can stay on for the 50-minute race and watch the best national sportscar series in the world. Is there really a choice?

● If you saw last year's race, don't be put off. The GTs were pretty disappointing on their British Grand Prix debut, but the series has changed beyond belief this year with a great GT1 entry. Go on, give it another chance.

● Here is a great opportunity to see the top sportscars from the last couple of years. Some of the cars, like the McLaren and the Porsche 911 GT1s are capable of doing 200mph, given a straight like the Mulsanne at Le Mans. Of course, it's not exactly like the classic race, but if you love La Sarthe, you'll get a kick from this.

NATIONAL GT CHAMPIONSHIP

National GT velvet

Take a national GT championship, nurture it for a couple of years, then watch it blossom. The BRDC's Privilege Insurance GT Championship has grown from a club series into something spectacular.

This season has thrown up an exotic grid of cars: McLaren is taking on Porsche; Lister has brought ex-Formula 1 star Julian Bailey to the series; and TVR has finally given its striking Speed Twelve a world debut.

Four winners from four races this year highlights the unpredictable nature of the series, as G-Force's and Millennium Motorsport's Porsche 911 GT1s, EMKA's McLaren and Lister's Storm have all made the headlines. So who will win the most prestigious race of the year? Don't expect to see a prediction here...

MAN TO WATCH

STEVE O'ROURKE O'Rourke does not pretend to be the quickest pilot in Britain's national GT series. He is what is known as a 'gentleman' driver.

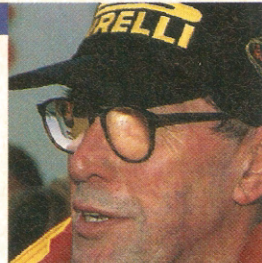
In basic terms, this means that he is the sort of man who can afford to buy expensive cars, like his McLaren F1 GTR, to go racing, and should be thanked for the world-class grids that the series is now attracting.

O'Rourke is manager of rock behemoths Pink Floyd, hence the sponsorship from music industry giant EMI. Teamed up with former touring car racer Tim Sugden, the EMKA McLaren throws up a partnership which keeps to the spirit of the series. You could call it a pro-am line-up.

Despite the compromise in speed, O'Rourke and Sugden should not be underestimated. They have one race win to their name this year, from Oulton Park, and it should not be forgotten they are the reigning champions, having won the title in a Porsche GT2. They also have an incredible fourth place at Le Mans behind them.

Points 1 = Richard Dean & Kurt Luby 75; 3 = **Steve O'Rourke**/Tim Sugden 62; 5 = John Morrison/Geoff Lister 52.

Jeff Bloxham



Richard Styles





PORSCHE SUPERCUP

Supermodel magic

The Porsche Supercup is a regular and popular support race for the British Grand Prix. It follows the GP circus around the European circuit, providing a bit of variety for the crowds that flock to watch Formula 1.

What makes this one-make series interesting is that it attracts some great drivers. Allan McNish is one example. The Scot drove for Porsche for the first time in a one-off Supercup race - and it proved worth doing. He got on well with the marque and it led to a works drive in the Porsche 911 GT1-98, in the FIA GT Championship. Now, of course, McNish has won the Le Mans 24 Hours, so the Supercup served him well.

The series has seen a major revision this year, with Porsche's new model becoming the basis of the Supercup car. The 911 GT3 looks fantastic and the large grid of cars has not been diminished. They only make a single visit to Britain in a season, so if you are a fan of the Stuttgart marque, you don't want to miss the show.



Lawrence/LAT

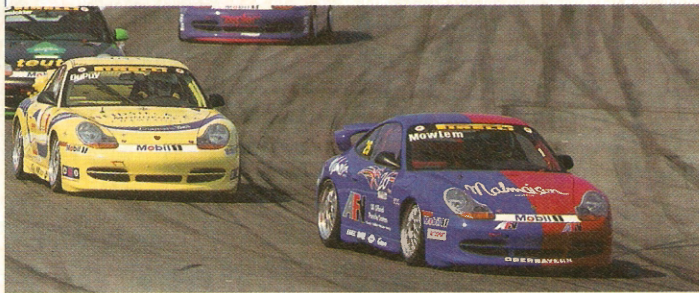
MAN TO WATCH

JOHNNY MOWLEM A few years ago, AUTOSPORT-backed Johnny Mowlem was a single-seater hopeful who realised he wasn't going anywhere. Even a drive with Paul Stewart Racing in the Formula Vauxhall Championship wasn't enough to help him move on, and he found himself slipping off the single-seater ladder.

Mowlem's career has been saved by the Porsche racing series. He joined AFN to compete in the Pirelli Porsche Cup, Britain's scaled-down version of the Supercup, and he achieved something a little bit special last year.

Mowlem won every race he started, taking 17 wins out of 17 races. It was an incredibly impressive showing and Porsche sat up and took notice. Now he has moved up to the Supercup and he's looking for a home win.

Points 1 Patrick Huisman 36; 2 Jurgen von Gartzen 24; 3 Frank Schmickler 21



Coates/LAT

STUTTART SPECIALS

What is this Porsche Supercup all about then, and why will I like it?

● What makes this championship is that there are some very famous names from the past who come out to play in the Supercup. French Grand Prix stars Jacques Laffite and Jean-Pierre Jarier still race competitively. They take on some excellent young guns who are making their mark now. Stephane Ortelli is one, the Frenchman still fresh from his Le Mans 24 Hours victory with Allan McNish and Laurent Aiello. The blend of drivers is fascinating and proves this is more than a 'gentleman driver' championship.

● Our man Mowlem, who is backed by AUTOSPORT, will need your support to spur him on to what would be a very special victory. The race is on Sunday morning, so if you are going to be at Silverstone for the Grand Prix, it is more than likely you will be at the circuit in time for the Supercup. Take your place trackside and enjoy!

'Our man Mowlem needs your support for what would be a very special Supercup win'

MGF CUP

Frantic MGF fun

MG has always had an important presence in British motorsport, and this year the firm has returned to the fore with the new MGF Cup.

The 'F' on the end of MGF is significant as it stands for fun, and in this, the series' inaugural year, it has proved to be a suitable term for the one-make sportscars.

Following on from Rover's successful Tomcat Turbo series, the MGFs are living up to expectations with close racing and well-presented grids. Even the long Silverstone Grand Prix circuit will not split up these racers. You can count on plenty of slipstreaming.



MAN TO WATCH

MATT KELLY Two pilots have emerged as the likely champions in the MGF Cup.

In the first half of the season, James Rhodes has been stopped from taking a clean sweep by Matt Kelly.

Kelly knows all about sportscars, having raced TVR Tuscans, and he's made full use of his experience, scoring three wins so far this season.

There are others who have done well, but don't bet against Kelly and Rhodes at Silverstone.

Points 1 James Rhodes 153; 2 Alastair Lyall 148; 3 Matt Kelly 101; 4 Suzi Hart-Banks 93; 5 Dave Loudon 91; 6 Nigel Rueben 69.



Bellanca/LAT

NATIONAL SALOON CUP

Tin-top time

MAN TO WATCH

ANDY MIDDLEHURST

From a mighty Nissan Skyline to the more humble Primera, Andy Middlehurst has had strong links with the Japanese manufacturer. The national saloon car category has been a happy hunting ground for him and he is the reigning champion.

But this year he has not had everything his own way. Honda's Integra R is proving a popular choice for Group N-type racing, and Lester Stacey has won a couple of races. It looks like Middlehurst has got a fight on his hands this season.

Points 1 Andy Middlehurst 115; 2 Lester Stacey 74; 3 Ian Griswold 65; 4 Gareth Burnett 55; 5 Toni Ruokonen 51; 6 Rick Kraemer 46.



The National Saloon Cup has appeared in different guises over the years. Traditionally, it stuck to the multi-class format, but when grids fell, action was taken.

Last year, the BRDC introduced a new formula which had one class and was very similar to the burgeoning Super Group N category in Europe. Into its second year, grids are growing and the series has been rewarded with a slot on the British Grand Prix support package.

The BRDC is pitching the series as a little brother to the British Touring Car Championship. It is proving to be a worthy relation.



Elford/LAT

DOOR-TO-DOOR THRILLS

Will this MGF Cup offer me enough excitement to keep me entertained?

● There is an argument that Saturday is the best day of the British Grand Prix meeting. Along with F1 qualifying, there are four races, one of which is the MGF

Cup. The closest action could well come from the MGFs. For door-to-door racing, stay on until 1700.

● Some of the drivers in the series are up-and-coming racers with touring car ambitions. Fancy spotting those who could make it?

TIN-TOP-TASTIC

Why should I hang around for the National Saloon Cup on Saturday?

● This race is attracting interest from the popular Dutch series. So we have a case of England versus Holland - in fact, it could almost be a rematch of Euro '96...

● BTCC AUTOSPORT Cup racer Roger Moen made his mark in this series last year, and the likes of Toni Ruokonen look set to follow suit. As a feeder to touring cars, national saloons is well established. Can you spot the next James Thompson?



SILVERSTONE TIMETABLE



THURSDAY, JULY 9 (Gates open 0730)

- 1000** Silverstone Radio live on air (87.7FM)
- 1000-1100** Pit Road Walkabout
- 1140-1200** RAC Event Opening Lap
- 1215** Westland Sea King Mk5 Flypast
- 1230-1300** British F3 championship – first qualifying practice
- 1320-1350** British GT Championship – first qualifying practice
- 1510-1540** Euroseries Formula Opel – first qualifying practice
- 1600-1630** MGF Cup – qualifying practice
- 1650-1720** National Saloon Cup – qualifying practice



Crowds will no doubt gather for first practice on the Friday morning

Boxham/LAT

Friday, July 10 (Gates open 0600)

- 0600** Silverstone Radio live on air (87.7FM)
- 0730-0830** Pit Road Walkabout
- 0830** Silverstone TV live on air (channel 34)
- 0830-0850** Track displays – RAC and Silverstone Driving Centre
- 0900-0940** Porsche Supercup – Free practice
- 0950-1035** Pit Road Walkabout
- 1030** Circuit Inspection Lap
- 1100-1200** **Formula 1 – first practice**
- 1210** Cougar On-track Show
- 1220** RAC Track Display
- 1230** Circuit Inspection Lap
- 1235-1245** Harrier GR7 Solo Aerobatic Display
- 1250** Westland Sea King Mk5 Flypast
- 1300-1400** **Formula 1 – second practice**
- 1430-1500** Porsche Supercup – first qualifying practice
- 1520-1550** Euroseries Formula Opel – second qualifying practice
- 1610-1640** Formula 3 – second qualifying practice
- 1700-1730** British GT Championship – second qualifying practice



The Red Arrows are a traditional part of race day

Hardwick/LAT

SATURDAY, JULY 11 (Gates open 0600)

- 0600** Silverstone Radio live on air (87.7FM)
- 0645-0800** Public coach rides around GP circuit
- 0715-0815** Pit Road Walkabout
- 0800** Silverstone TV live on air (channel 34)
- 0800-0820** Track displays – RAC and Silverstone Driving Centre
- 0830** Circuit Inspection Lap
- 0900-0945** **Formula 1 – third practice**
- 1015-1100** **Formula 1 – fourth practice**
- 1110** Cougar On-track Show
- 1120-1130** Mercedes Silver Arrows – Track Display
- 1115-1200** Pit Road Walkabout
- 1130-1145** RAC Track Display
- 1145-1245** Grand Prix air display featuring: the RAF Falcons Parachute Team & Hercules Display, Westland Sea King Mk5 Flypast, The Blue Eagles Army Helicopter Team, Harrier GR7 Solo Aerobatic Display, Circuit Inspection Lap
- 1230** Circuit Inspection Lap
- 1300-1400** **Formula 1 qualifying**
- 1430** Euroseries Formula Opel race 1 (12 laps)
- 1530** Formula 3 race (15 laps)
- 1700** MGF Cup Race (10 laps)
- 1750** National Saloon Cup (10 laps)



The Drivers' Parade is a good chance to catch a glimpse of your hero

Hardwick/LAT

GRAND PRIX TV TIMES

- ITV**
Sat Jul 11
 1225-1420 British Grand Prix qualifying
 1630-1700 Murray & Martin Show
- Sun Jul 12**
 1250-1615 British Grand Prix
 2230-2330 Grand Prix Highlights
- Radio 5 Live** (606 & 909MW)
 Live coverage



The Jordan girls tend to draw a crowd

Flord/LAT

QUIZ ANSWERS

- 1. c; 2. d; 3. b; 4. a; 5. c; 6. b;
- 7. c; 8. d; 9. c; 10. b; 11. a;
- 12. b; 13. d; 14. d; 15. c; 16. b;
- 17. c; 18. d; 19. a; 20. c; 21. a;
- 22. a; 23. a; 24. d; 25. c; 26. d;
- 27. a; 28. d; 29. d; 30. b



As does the Jordan party after the race

Coates/LAT

SUNDAY, JULY 12 (Gates open 0500)

- 0500** Silverstone Radio live on air (87.7FM)
- 0615-0845** Public coach rides around GP circuit
- 0700** Silverstone TV live on air (channel 34)
- 0830-0850** Track Displays with the RAC and Silverstone Driving Centre
- 0900** Circuit Inspection Lap
- 0930-1000** **Formula 1 – warm up**
- 1015** Porsche Supercup race (15 laps)
- 1050-1135** Pit Road Walkabout
- 1050** Official Car – Inspection Laps
- 1110-1130** Formula 1 Drivers' Parade
- 1145** Euroseries Formula Opel race 2 (12 laps)
- 1215** Cougar On-track Show
- 1225-1240** RAC Track Display
- 1240-1250** Mercedes Silver Arrows – Track Display
- 1250-1400** Formula 1 start line ceremony featuring: the Red Devils Parachute Display Team, Circuit Inspection Lap (1300), Parade of Flags, Band of the Scots Guards, RAF Red Arrows (1312), Blue Eagles Army Helicopter Display Team, Combined Forces Helicopter Salute, National Anthem
- 1400** **British Grand Prix (60 laps)**
- 1615** British GT race (50 mins)
- 1800-1930** 'The Jordan Party in the Stadium'
- 1930** Ends

(all information subject to change 11/6/98)

The Race Leaders

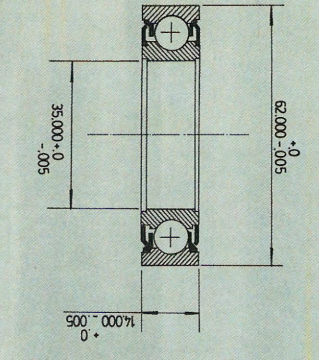
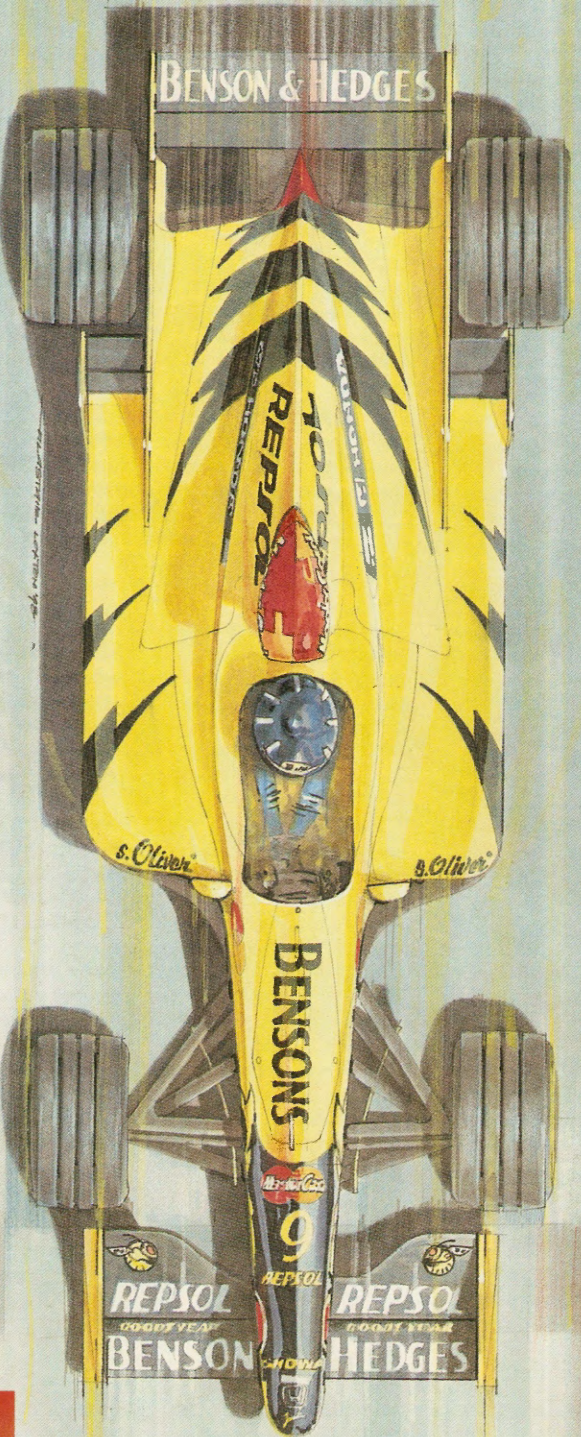
Goldline Bearings Ltd



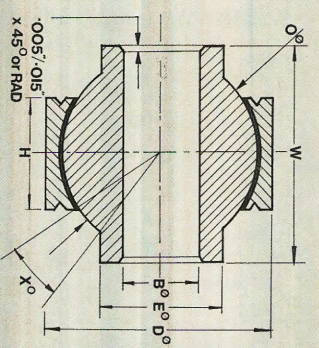
The suppliers of high quality bearings for high performance cars



The Goldline F1 generation of self-lubricating plain bearings have been developed in conjunction with Formula 1 designers to keep friction to a minimum value. The bearings incorporate the AMPEP XL * liner/counterface system, which exceeds the MIL-B-81820 performance requirements, with the added value of low breakout torque. By the use of exotic bearing materials, designers can reduce weight by up to 45% over a conventional joint plus increase the life by a factor of up to x8 for .004" backlash value over a normal X1 bearing.



The Goldline F1 C107FFTV5 clutch bearing has an aerospace pedigree and is manufactured in the UK by the Barden Corporation. It incorporates P4S running accuracy with 11 ceramic balls and a phenolic high strength riveted cage. The bearing will tolerate speeds in excess of 19,000 rpm and a temperature range in excess of 170 degrees centigrade.



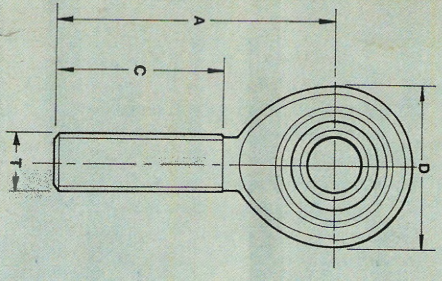
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