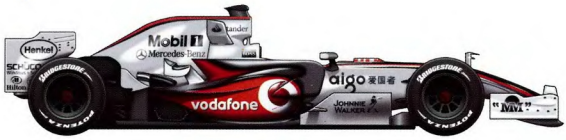
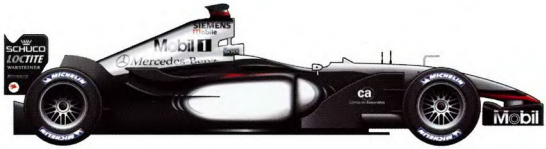
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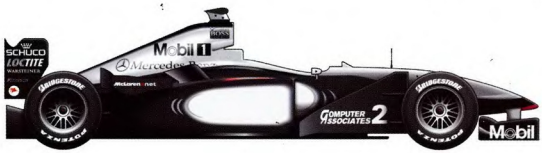
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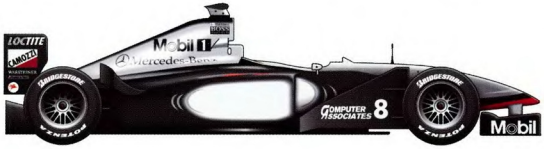
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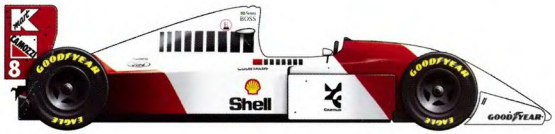
















MONACO WINNERS

CELEBRATING THE RACING CARS THAT EARNED McLAREN MORE VICTORIES ON THE STREETS OF MONTE CARLO THAN ANY OTHER MARQUE

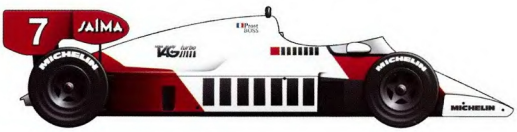










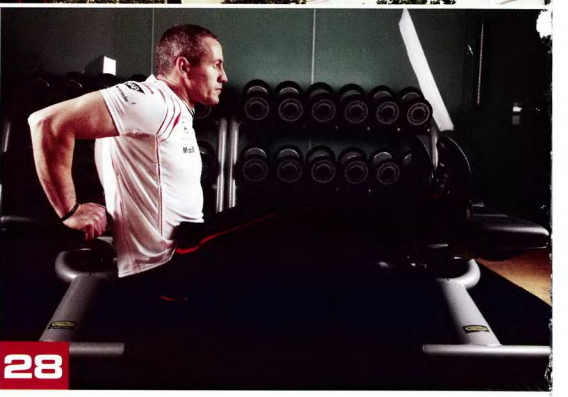


PLUS THE GT EXPERIENCE ■ LEWIS & HEIKKI'S TOP 10s ■ SINGAPORE DEMO RUN ■ 10 MOVES TO GET RACE FIT

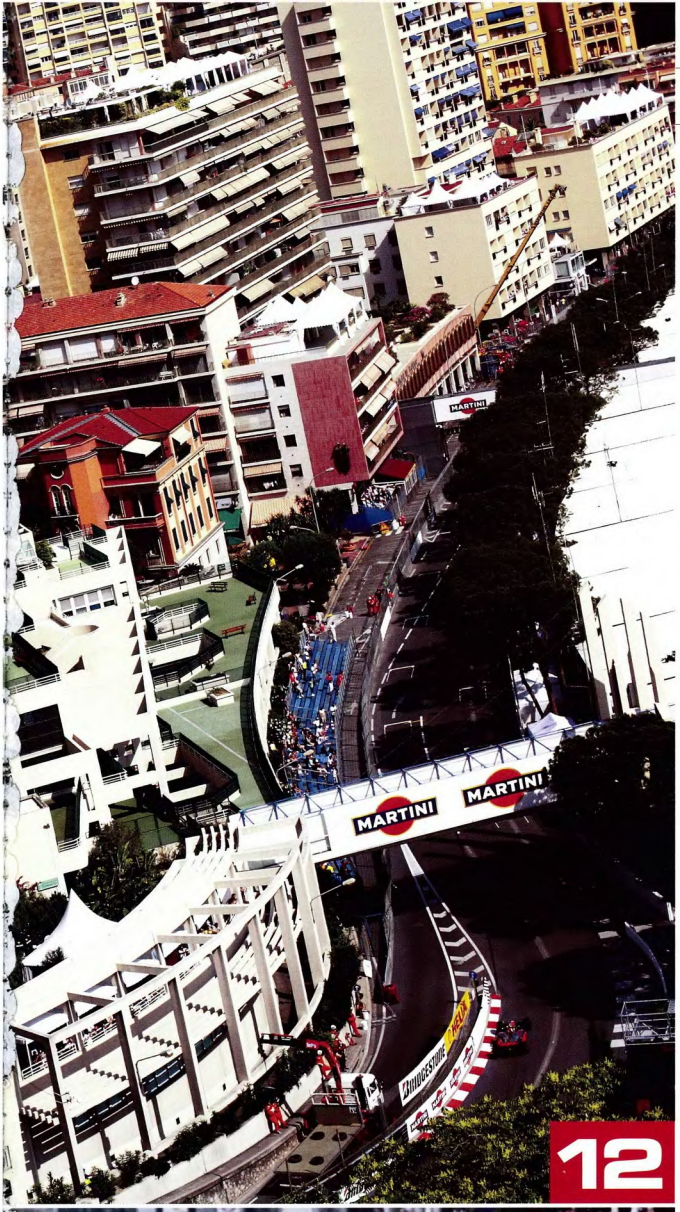




22



28





CONTENTS

May 2008, Issue 123

07 WELCOME
McLaren Group chairman and CEO Ron Dennis on the team's latest results and the challenge ahead

08 INSIDE TRACK
The latest news, events and promotions from the the McLaren Group, its Partners and associates

12 14 MONACO WINNERS
Racing Line celebrates the cars that earned McLaren more Monaco Grand Prix victories than any other Formula 1 team

20 TOP 10 TUNES
Lewis and Heikki reveal the songs that make them tick and their fingers click

22 THE GT EXPERIENCE
We get to grips with the awesome track-specific Mercedes-Benz SLR McLaren 722 GT

28 DRIVER WORKOUT
Get fit for Formula 1 (or at least get started) with Technogym and team trainer Gerry Convy

32 BITS & PIECES
SPARCO RACING BOOT
As a driver-car contact point, it's a critical item in the armoury of Vodafone McLaren Mercedes

34 ACTION PACT
Wheel spins and burnouts in Singapore as Johnnie Walker and Mika Häkkinen ask you to *Join The Pact*

38 HOW TO BE A...
CATERING HOSPITALITY MANAGER
Absolute Taste's Robert Simpson reveals what it takes to forge a career in top-level hospitality

40 MEMBERS CLUB
All the latest news, information and competitions for members of Team Vodafone McLaren Mercedes

42 REWIND
Alain Prost scores the team's first Monaco victory

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recycle



Nowadays, the level of research, development and commitment required to compete at the sharp end of Formula 1 demands constant, consistent effort. There is no off-season; the winter months are merely a time when we do not race – at least not on track, because the race for performance continues day and night.

Yet now, four grands prix in, the designers, engineers and aerodynamicists at the McLaren Technology Centre and Mercedes-Benz HighPerformanceEngines are busier than ever. They have redoubled their efforts, the level of productivity has intensified, and they are working flat-out.

Why? For the simple reason that although we are racing at the sharp end of the grid, we are currently not at its pinpoint. Even if we were, we would be working with absolute determination to maintain that advantage.

We left Bahrain with valuable points, thanks to a solid fifth place from Heikki. Lewis, meanwhile, had a tough weekend with his crash during practice and an unfortunate error on the startline. Nevertheless, it was refreshing to see how many positives he took away from Sakhir.

The test team then headed to Spain, where it successfully evaluated 11 distinct aerodynamic developments. Many of those upgrades were implemented at the Spanish Grand Prix. Our performance there, however, revealed that although we may have closed the gap to our main competitor, our other rivals have also made good progress. That's good for the sport, but I would be lying if I said that I'd prefer anything other than for Vodafone McLaren Mercedes to win every race.

Lewis's third place at Barcelona, making up two places, was a good result in the circumstances and proof of his determination to bounce back. Yet when I consider the race, my thoughts are understandably dominated by Heikki's crash. People have said to me that it was a miracle that he wasn't more badly hurt, but while he was undoubtedly fortunate to escape with a concussion and some bruising – for which we are all extremely thankful – it is in truth more a testament to good design and engineering and the continuing efforts of the FIA's safety programmes. We will of course thoroughly investigate the cause of the crash, but the main thing is that Heikki is okay and in good spirits.

As we look forward to Turkey, Monaco and beyond, we must stay focused for there is much work to do. There always is in Formula 1 because to stand still in terms of development is to stroll swiftly to the back of the grid. But we never stand still at McLaren. The season is still young, and there are many races still to be run.



Ron Dennis CBE
McLaren Group chairman and CEO

>CORPORATE PARTNER

LEWIS PUTS IN A MODEL PERFORMANCE FOR ABBEY

Creating a television commercial that is engaging and original is never easy, but Vodafone McLaren Mercedes' Partners have consistently dreamt up innovative ideas. The latest advert from Santander for UK subsidiary Abbey is no exception. Airing in the build-up to the Santander British Grand Prix, the advert features Lewis as part of a model kit and focuses on the theme that great things happen when all the right pieces come together. Currently in post production in London, the film blends live action with advanced computer graphics. Look out for the behind-the-scenes story in the July issue.



Lewis concentrates as he's filmed for the new Abbey advert

GIBSON/LAT



Olympus UK employees on the Boulevard

OLYMPUS EMPLOYEES ENJOY DAY AT WOKING

New Official Supplier Olympus is already making the most of its partnership with Vodafone McLaren Merecedes by using the McLaren Technology Centre as the venue for its half-year report. All 160 Olympus UK employees attended the event, and they were able to spend time having a look around the facility before watching presentations from senior management, including UK managing director Graeme Chapman. Lunch was served on the Boulevard, where several stunning images of the team taken by Olympus photographer Jon Nicholson were also put on display.



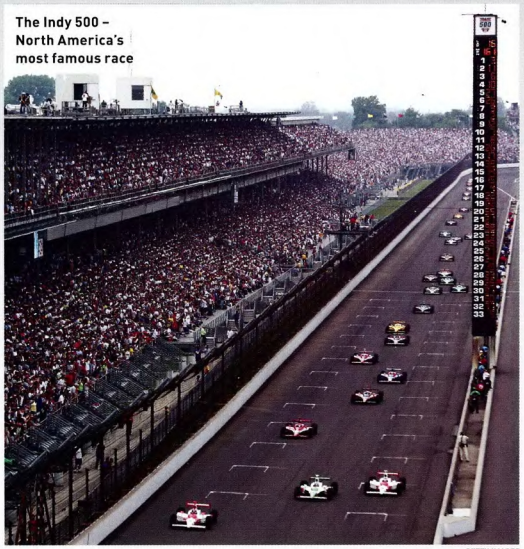
Heikki at speed, aided by Mobil 1 technology (main); two of the adverts produced (inset)

EXXONMOBIL MAXIMISES ITS TEAM PARTNERSHIP

Having submitted more than 160 pieces of marketing material using images and reference to Vodafone McLaren Mercedes and its drivers in the first three months of the Formula 1 season, ExxonMobil is demonstrating the value and effectiveness of its technology partnership with the team. The images are for a variety of marketing and PR initiatives, such as TV and print adverts, promotions and point of sale, and intended for use all over the world. This high level of activity, across diverse markets, supports the company's dynamic approach to the partnership, as well as the global recognition of Vodafone McLaren Mercedes.

HOCH ZWEI

McLAREN ELECTRONIC SYSTEMS HELPS POWER GLOBAL RACING



The Indy 500 – North America's most famous race

GETTY IMAGES

Three months in and the 2008 Formula 1 season is already shaping up to be a thrilling battle. The removal of driver aids has played its part, and so has the smooth transition to the new standardised software and ECU from McLaren Electronic Systems and Microsoft. Meanwhile, on the other side of the Atlantic, the unified Indy Racing League and ChampCar series will be powered for a second season by electronics supplied by McLaren Electronic Systems. With the Monaco Grand Prix and Indy 500 taking place on the same weekend (May 24/25), the company's products will this month therefore play a part in two of racing's most prestigious events.

IN BRIEF

- For an insightful view on each grand prix, make sure you catch up with Martin's race debriefs, found at McLaren.com. There's always plenty to discuss after every race, but Martin's assessment of the team's performance comes straight from the pitwall.



- TV and print journalists recently visited the McLaren Technology Centre for a Technogym media day. To discover how Lewis and Heikki prepare themselves for Formula 1, team trainer Gerry Convy put them through their paces in the Fitness and Wellbeing Centre. Look out for Convy's workout on page 28.

- Following a visit to the McLaren Technology Centre last year as a guest of Hilton, British radio DJ Chris Evans waxed lyrical about how much he liked the facility. Recently, when he was less than impressed by his new desk at BBC Radio 2, he interviewed Martin about the philosophy behind the facility and why it is kept so clean.

>CORPORATE PARTNER



Responsible-drinking ambassador Mika Häkkinen asks fans to *Join The Pact*

GRAYLING GLOBAL

TEAM BRINGS F1 TO SINGAPORE EARLY

As part of its ongoing commitment to promote responsible drinking, Johnnie Walker teamed up with Vodafone McLaren Mercedes to launch its new *Join The Pact* campaign with a Formula 1 demo run in downtown Singapore. The campaign invites people to sign a pledge at jointhepact.com to never drink and drive, and emphasises the importance of always staying in total control when behind the wheel of a car. Read the full story on page 34.

SIGN THE PLEDGE AT jointhepact.com

TEAM TESTS SLICK TYRES TO PREPARE FOR 2009

The first day of its Barcelona test in mid-April gave Vodafone McLaren Mercedes the opportunity to evaluate prototypes of the 2009-specification Bridgestone Potenza slick tyres. The MP4-23 was set up to be as aerodynamically close to next year's regulations as possible with much reduced downforce – a result of the banning of many of the aerodynamic devices seen on today's cars. Pedro completed 479km, giving the team a useful understanding of the slick tyres, which were last used in Formula 1 during the 1997 season.



Pedro gets to grips with the 2009-spec Bridgestone Potenza tyres

DUNBAR/LAT

BAHRAIN GRAND PRIX NEWS

RON SETS OUT HIS VISION FOR FORMULA 1

During the lead-up to the Bahrain Grand Prix, Ron gave a keynote speech at the inaugural Motor Sport Business Forum Middle East. It was the first time the forum had been held outside of Monaco. With the region experiencing rapid growth in both public support and commercial investment in motor racing, it was fitting that Ron's speech focused on the future of Formula 1. In it, he identifies Formula 1's ingenuity, entrepreneurialism, relevance to a changing world, and relentless pursuit of perfection as factors by which "Formula 1's future could be every bit as glorious as we want it to be." If you'd like to learn more, you can read his full speech at McLaren.com.





DRIVERS STAR AT YEAR'S FIRST SIGNING SESSION

Bahrain International Circuit's iconic dhow played host to the first official driver autograph session of the 2008 season. Pedro was one of the first to greet fans, climbing aboard the ancient sea-faring vessel on Thursday. Heikki then received a warm welcome following qualifying, while Lewis greeted his fans during the pre-race build-up.

RACE 03 »» BAHRAIN GRAND PRIX DATA

- **DATE:** 06/04/08
- **CIRCUIT:** Bahrain International
- **LAP LENGTH:** 5.412km
- **NO OF LAPS:** 57
- **DISTANCE:** 308.238km

Qualifying

Q1	Lewis	1:32.750	(4th)
	Heikki	1:33.057	(12th)
Q2	Lewis	1:31.922	(5th)
	Heikki	1:31.718	(2nd)
Q3	Lewis	1:33.292	(3rd)
	Heikki	1:33.488	(5th)

Race result

1	Massa	1:31:06.970	
2	Räikkönen	+3.339	
3	Kubica	+4.998	
4	Heidfeld	+8.409	
5	**Heikki**	**+26.789**	
6	Trulli	+41.314	
7	Webber	+45.473	
8	Rosberg	+55.889	

Drivers' Championship

Lewis	3rd	14pts
Heikki	5th	14pts

Constructors' Championship

VMM	3rd	28pts



>TECHNOLOGY PARTNER

MAN AND MACHINE IN HARMONY



Not a usual gym scenario – Lewis trains for camera

GIBSON/LAT

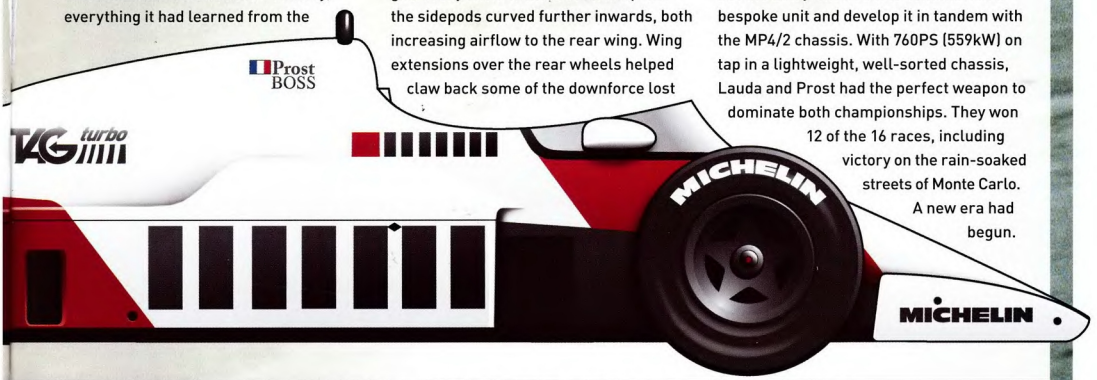
It's no surprise to see Lewis in the gym working on his physical and mental preparation, but he took on an extra session recently as part of Mobil 1's *Man And Machine* promotional film. The project illustrates the shared level of preparation and that Lewis and his MP4-23 go through before each race. Using state-of-the-art film techniques combining live footage with computer-generated imagery, the film likens the flow of Mobil 1 oil through the MP4-23's 2.4-litre Mercedes-Benz engine to the blood flowing through Lewis's veins as he trains.



By May 1984 and the Monaco Grand Prix, McLaren's plans to achieve consistent wins were beginning to bear fruit. It had taken victory in four of the five opening races and had one of the strongest driver line-ups in Niki Lauda and Alain Prost. Crucially, everything it had learned from the five iterations of its revolutionary MP4/1 had been incorporated into the MP4/2.

The new car was more aerodynamic and better packaged, especially to the rear of the cockpit. The engine cowling now flowed gracefully down from the roll hoop and the sidepods curved further inwards, both increasing airflow to the rear wing. Wing extensions over the rear wheels helped claw back some of the downforce lost to the 1983 rule changes that had virtually outlawed ground-effect aerodynamics.

The MP4/2's real advantage, however, was its 1.5-litre TAG Turbo V6. McLaren was late in adopting a turbocharged engine, but the delay allowed it to commission a bespoke unit and develop it in tandem with the MP4/2 chassis. With 760PS (559kW) on tap in a lightweight, well-sorted chassis, Lauda and Prost had the perfect weapon to dominate both championships. They won 12 of the 16 races, including victory on the rain-soaked streets of Monte Carlo. A new era had begun.



■ **Engine:** V6 turbo ■ **Capacity:** 1496cc ■ **Gears:** 5 ■ **Power:** 760PS (559kW) ■ **Wins:** 12 ■ **Poles:** 3 ■ **Fastest laps:** 8





- **Race date:** 15/05/1988
- **Winning driver:** A Prost
- **Grid position:** 2nd
- **Qualifying lap:** 1:25.425
- **Race time:** 1:51:17.077
- **Fastest lap:** 1:26.714 (2nd)
- **Lap length:** 3.328km
- **No. of laps:** 78
- **Distance:** 259.584km

McLaren scored a double coup in the run-up to the 1988 season. First, it tempted rising star Ayrton Senna away from Lotus. Second, it recruited Honda as its engine partner. The company had produced some of the sport's most powerful engines, and the V6 it supplied for the MP4/4 proved no less potent, despite the rules' new fuel capacity and turbo boost limits.

The engine was mounted very low in the chassis, which reaped two major benefits: it lowered the car's centre of gravity, benefiting handling, and it allowed the designers to reduce the overall frontal area, cutting drag by around 10 per cent. The squat stance also meant the drivers were seated almost horizontally – now the norm, but at the time quite unusual.

Prost and Senna used the MP4/4 to devastating effect, winning all but one of the year's 16 races. It was Prost who collected the silverware at Monaco, but only after Senna crashed out while leading by almost a minute. Needless to say, McLaren easily won both championships, with Senna taking the drivers' title. Incredibly, the team finished the year just two points shy of the combined total of every other team on the grid.

Engine: V6 turbo ■ **Capacity:** 1494cc ■ **Gears:** 6 ■ **Power:** 912PS (671kW) ■ **Wins:** 15 ■ **Poles:** 15 ■ **Fastest laps:** 10



1988 MP4/4

1985 MP4/2B





- **Race date:** 19/05/1985
- **Winning driver:** A Prost
- **Grid position:** 5th
- **Qualifying lap:** 1:20.885
- **Race time:** 1:51:58.034
- **Fastest lap:** 1:23.898 (2nd)
- **Lap length:** 3.312km
- **No. of laps:** 78
- **Distance:** 258.336km

The MP4/2B looked similar to its predecessor, but there were several significant changes. New KKK turbos sat closer to the engine, so their impeller blades avoided being hit by debris, the suspension was heavily revised, and an innovative on-board computer display allowed the drivers to better manage their fuel. Key visual tweaks included Goodyear tyres and, due to rule changes, a smaller rear wing.

This year, it was Prost alone who dominated to secure both titles for the team, with Lauda suffering ill fortune in his final Formula 1 season.



■ **Engine:** V6 turbo ■ **Capacity:** 1496cc ■ **Gears:** 5 ■ **Power:** 760PS (559kW) ■ **Wins:** 6 ■ **Poles:** 2 ■ **Fastest laps:** 6

1986 MP4/2C

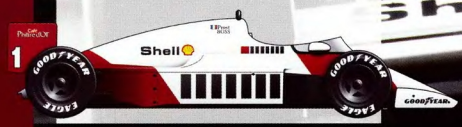


- **Race date:** 11/05/1986
- **Winning driver:** A Prost
- **Grid position:** 1st
- **Qualifying lap:** 1:22.627
- **Race time:** 1:55:41.060
- **Fastest lap:** 1:26.607 (1st)
- **Lap length:** 3.328km
- **No. of laps:** 78
- **Distance:** 259.584km

More rule changes meant the MP4/2's fuel tank was reduced to 195 litres from 220 for the C-spec car, putting extra emphasis on efficiency. However, the team managed to squeeze another 51PS (38kW) out of the TAG V6, thanks in part to a new engine control unit from Bosch. The gearbox also gained a sixth ratio.

Prost scored all four of the team's wins, including a fantastic victory at Monaco, where he won by more than 25 seconds. Seven other podiums gave him just enough points to secure the drivers' title ahead of Nigel Mansell in a dramatic final race in Adelaide.





■ **Engine:** V6 turbo ■ **Capacity:** 1496cc ■ **Gears:** 6 ■ **Power:** 811PS (597kW) ■ **Wins:** 4 ■ **Poles:** 2 ■ **Fastest laps:** 2

1989 MP4/5



- **Race date:** 15/05/1989
- **Winning driver:** A Senna
- **Grid position:** 1st
- **Qualifying lap:** 1:23.998
- **Race time:** 1:51:17.077
- **Fastest lap:** 1:26.321 (1st)
- **Lap length:** 3.328km
- **No. of laps:** 78
- **Distance:** 259.584km

Formula 1 adopted normally aspirated 3.5-litre engines for 1989, with the team's engine partner Honda choosing a V10 configuration. Outwardly, the MP4/5 looked similar to the MP4/4, but with a high-level air intake above the driver's head. However, there were numerous subtle changes to the car's aerodynamic package, plus new suspension (with pullrods at the front and pushrods at the rear), new Brembo brakes in time for Monaco, and, from mid-season, a new transverse gearbox.

The team won 10 races, sealing another Constructors' Championship, with Prost taking the drivers' title, despite Senna winning two more races, including Monaco.



■ **Engine:** V10 ■ **Capacity:** 3490cc ■ **Gears:** 6 ■ **Power:** 695PS (511kW) ■ **Wins:** 10 ■ **Poles:** 15 ■ **Fastest laps:** 8

1990 MP4/5B





- **Race date:** 27/05/1990
- **Winning driver:** A Senna
- **Grid position:** 1st
- **Qualifying lap:** 1:21.314
- **Race time:** 1:52:46.982
- **Fastest lap:** 1:24.468 (1st)
- **Lap length:** 3.328km
- **No. of laps:** 78
- **Distance:** 259.584km

The MP4/5B had a slightly stronger, stiffer monocoque, benefiting handling, and aerodynamic tweaks that included a new windscreen, underbody diffuser and bodywork. The suspension geometry was also altered and gearbox revised. Small changes, but enough to claim six wins and 12 further podiums, earning McLaren a hat-trick of Drivers' and Constructors' Championships.



■ **Engine:** V10 ■ **Capacity:** 3490cc ■ **Gears:** 6 ■ **Power:** 700PS (515kW) ■ **Wins:** 6 ■ **Poles:** 12 ■ **Fastest laps:** 5

14 MONACO WINNERS

Vodafone McLaren Mercedes has won the Monaco Grand Prix more times than any other Formula 1 team, most recently in 2007. These are the 14 race-winning cars that brought home the silverware

WORDS NIC SHAW PHOTOS LAT; GETTY IMAGES; DPPI; SUTTON IMAGES; HOCH ZWEI ILLUSTRATIONS ALAN ELDRIDGE



1984 MP4/2





- **Race date:** 03/06/1984
- **Winning driver:** A Prost
- **Grid position:** 1st
- **Qualifying lap:** 1:22.661
- **Race time:** 1:01:07.740
- **Fastest lap:** 1:55.596 (6th)
- **Lap length:** 3.312km
- **No. of laps:** 31
- **Distance:** 102.672km



1991 MP4/6



- **Race date:** 12/05/1991
- **Winning driver:** A Senna
- **Grid position:** 1st
- **Qualifying lap:** 1:20.334
- **Race time:** 1:53:02.334
- **Fastest lap:** 1:25.250 (5th)
- **Lap length:** 3.328km
- **No. of laps:** 78
- **Distance:** 259.584km

The MP4/6 featured several major changes from its predecessor, most notably new pushrod-operated front suspension and a V12 Honda engine. This was more powerful, but also larger, heavier and thirstier. Fortunately it was paired to an improved six-speed gearbox, and mounted in another great chassis with substantially upgraded aerodynamics. McLaren won the first four races in a row, including Monaco, and again took both titles.



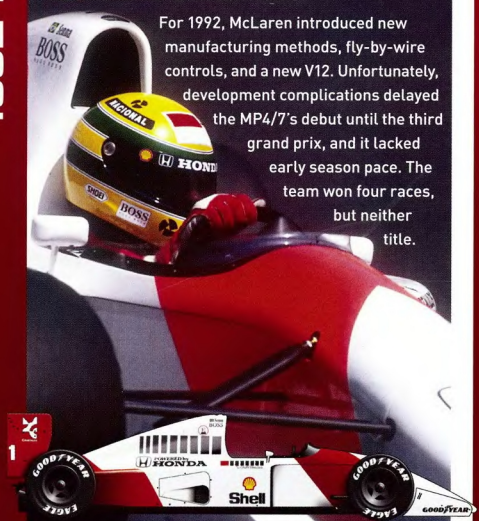
■ **Engine:** V12 ■ **Capacity:** 3493cc ■ **Gears:** 6 ■ **Power:** 730PS (537kW) ■ **Wins:** 8 ■ **Poles:** 10 ■ **Fastest laps:** 4

1992 MP4/7



- **Race date:** 31/05/1992
- **Winning driver:** A Senna
- **Grid position:** 3rd
- **Qualifying lap:** 1:20.608
- **Race time:** 1:50:59.372
- **Fastest lap:** 1:23.470 (3rd)
- **Lap length:** 3.328km
- **No. of laps:** 78
- **Distance:** 259.584km

For 1992, McLaren introduced new manufacturing methods, fly-by-wire controls, and a new V12. Unfortunately, development complications delayed the MP4/7's debut until the third grand prix, and it lacked early season pace. The team won four races, but neither title.



■ **Engine:** V12 ■ **Capacity:** 3493cc ■ **Gears:** 6
■ **Power:** 750PS (552kW) ■ **Wins:** 5 ■ **Poles:** 1 ■ **Fastest laps:** 2

1993 MP4/8



- **Race date:** 23/05/1993
- **Winning driver:** A Senna
- **Grid position:** 3rd
- **Qualifying lap:** 1:21.552
- **Race time:** 1:52:10.947
- **Fastest lap:** 1:23.737 (3rd)
- **Lap length:** 3.328km
- **No. of laps:** 78
- **Distance:** 259.584km

With electronically controlled active suspension, car-to-pit telemetry, and novel barge boards, the MP4/8 was a technological gem. The departure of Honda, however, meant the team had to rely on a customer-spec Cosworth V8. Nevertheless, Senna was still at the height of his powers and scored five wins, including the last of his six Monaco victories, earning McLaren second place in both championships.



■ **Engine:** V8 ■ **Capacity:** 3494cc ■ **Gears:** 6
■ **Power:** 649PS (477kW) ■ **Wins:** 10 ■ **Poles:** 1 ■ **Fastest laps:** 1

1998 MP4-13



- **Race date:** 24/05/1998
- **Winning driver:** M Häkkinen
- **Grid position:** 1st
- **Qualifying lap:** 1:19.798
- **Race time:** 1:51:23.595
- **Fastest lap:** 1:22.948 (1st)
- **Lap length:** 3.367km
- **No. of laps:** 78
- **Distance:** 262.626km

In an effort to encourage overtaking and reduce speeds, radical rule changes demanded the 1998 MP4-13 run with narrower grooved tyres, and have an overall width of less than 1.8m (instead of 2m), reducing downforce. A mammoth effort from McLaren's design team and engine partner Mercedes-Benz paid off, with Mika Häkkinen and David Coulthard scoring nine wins, including Häkkinen's only Monaco victory, earning the team both titles.

■ **Engine:** V10 ■ **Capacity:** 2997cc ■ **Gears:** 6 ■ **Power:** 771PS (566kW) ■ **Wins:** 9 ■ **Poles:** 12 ■ **Fastest laps:** 9

2000 MP4-15





- **Race date:** 04/06/2000
- **Winning driver:** D Coulthard
- **Grid position:** 3rd
- **Qualifying lap:** 1:19.888
- **Race time:** 1:49:28.213
- **Fastest lap:** 1:21.787 (2nd)
- **Lap length:** 3.370km
- **No. of laps:** 78
- **Distance:** 262.860km

The MP4-15 was an evolution of the radical MP4-14, and it solved many of that car's gremlins, helped by rigorous testing by Olivier Panis. New power steering and novel 'chimney' radiator outlets were the main technical highlights, but aero updates arrived on a race-by-race basis. Seven victories was a respectable tally, but not quite enough to win either championship.



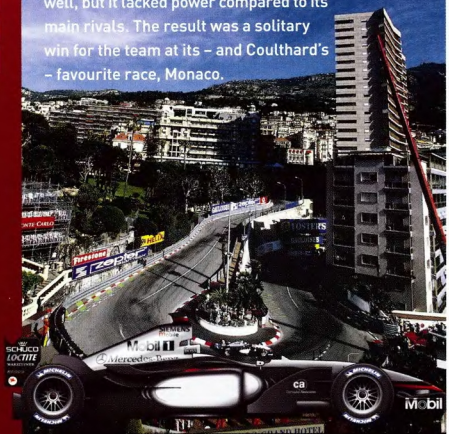
■ **Engine:** V10 ■ **Capacity:** 2997cc ■ **Gears:** 7
■ **Power:** 806PS (593kW) ■ **Wins:** 7 ■ **Poles:** 7 ■ **Fastest laps:** 12

2002 MP4-17



- **Race date:** 26/05/2002
- **Winning driver:** D Coulthard
- **Grid position:** 2nd
- **Qualifying lap:** 1:17.068
- **Race time:** 1:45:39.055
- **Fastest lap:** 1:19.360 (4th)
- **Lap length:** 3.370km
- **No. of laps:** 78
- **Distance:** 262.860km

The MP4-17 was the first car to benefit from the new wind tunnel at the still-under-construction McLaren Technology Centre. Aerodynamically the car worked well, but it lacked power compared to its main rivals. The result was a solitary win for the team at its – and Coulthard's – favourite race, Monaco.



■ **Engine:** V10 ■ **Capacity:** 2997cc ■ **Gears:** 7
■ **Power:** 836PS (615kW) ■ **Wins:** 1 ■ **Poles:** n/a ■ **Fastest laps:** 2

2005 MP4-20



- **Race date:** 22/05/2005
- **Winning driver:** K Räikkönen
- **Grid position:** 1st
- **Qualifying time:** 2:30.323
- **Race time:** 1:45:15.556
- **Fastest lap:** 1:15.921 (2nd)
- **Lap length:** 3.340km
- **No. of laps:** 78
- **Distance:** 260.520km

The MP4-20's overall design owed much to the MP4-18 and 19, but it looked very different thanks to the 2005 season's rule changes. The front wing was raised 50mm, the rear wing was moved forward, and diffuser height was limited – all in an effort to cut downforce and limit speeds.

After a slow start, the victories began to flow, first in Spain and then Monaco. By the season's end, the MP4-20 had collected an outstanding 10 wins, but reliability woes and a series of DNFs robbed the team of either title.

■ **Engine:** V10 ■ **Capacity:** 2997cc ■ **Gears:** 7 ■ **Power:** 933PS (686kW) ■ **Wins:** 10 ■ **Poles:** 7 ■ **Fastest laps:** 12

2007 MP4-22



- **Race date:** 27/05/2007
- **Winning driver:** F Alonso
- **Grid position:** 1st
- **Qualifying time:** 1:15.726
- **Race time:** 1:40:29.329
- **Fastest lap:** 1:15.284 (1st)
- **Lap length:** 3.340km
- **No. of laps:** 78
- **Distance:** 260.520km

With work starting on the MP4-22 in 2005, it was a long time in the making, but it was worth the wait. More than 11,000 parts were reviewed, resulting in myriad changes, most obviously a narrower airbox, smaller chimneys, a pylon-mounted rear wing and a novel bridge wing at the front.

The MP4-22 scored eight victories, including a memorable one-two at Monaco, the team's 150th win. Both titles looked a possibility, but in the event the team narrowly missed out. It was scant reward for a superb car.

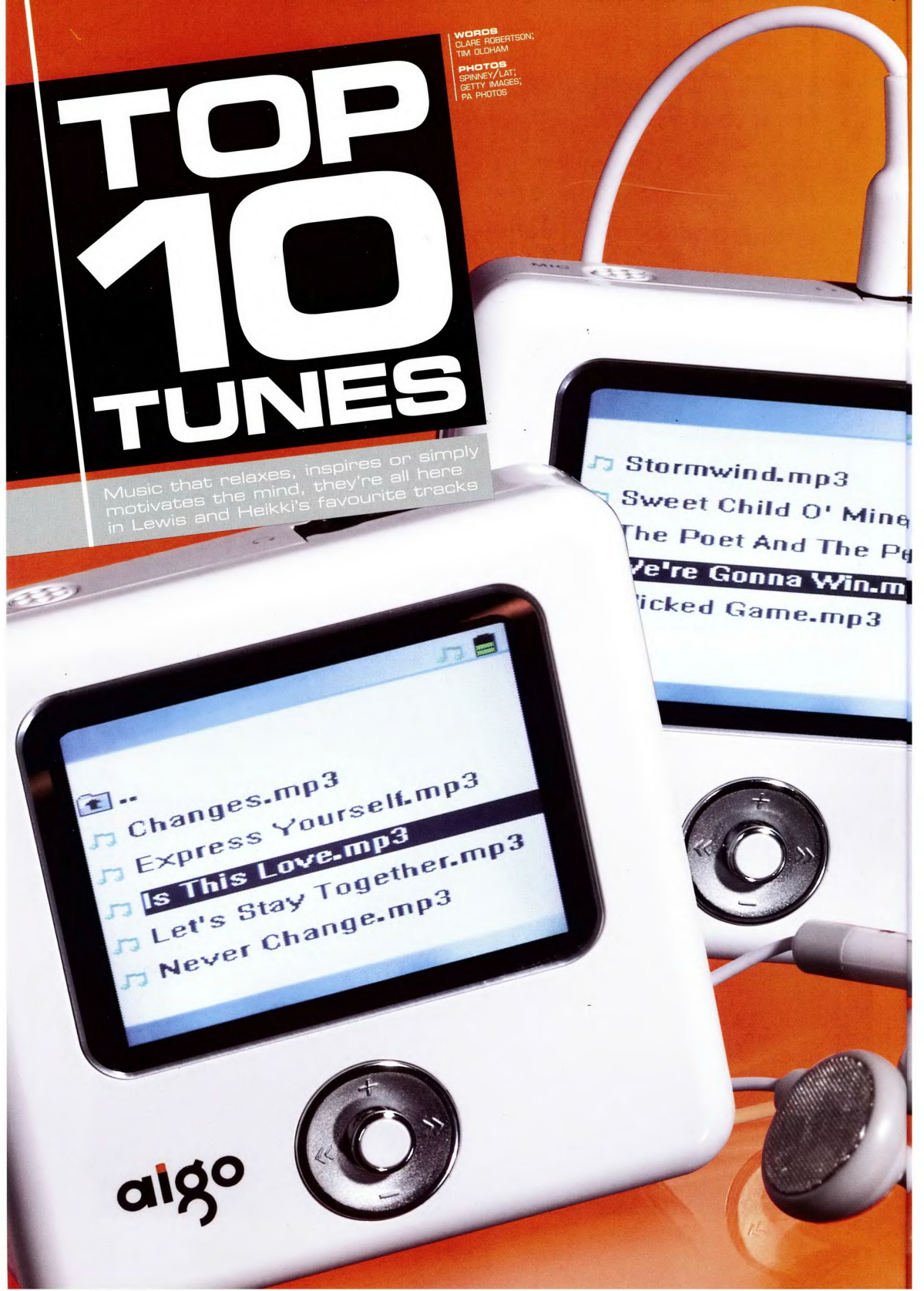
■ **Engine:** V8 ■ **Capacity:** 2398cc ■ **Gears:** 7 ■ **Power:** 776PS (570kW) ■ **Wins:** 8 ■ **Poles:** 8 ■ **Fastest laps:** 5

WORDS
CLARE ROBERTSON;
TIM OLDHAM

PHOTOS
SPINNEY/LAT;
GETTY IMAGES;
PA PHOTOS

TOP 10 TUNES

Music that relaxes, inspires or simply motivates the mind, they're all here in Lewis and Heikki's favourite tracks



...FROM LEWIS



1 *Set Adrift on Memory Bliss*
PM Dawn

"I grew up on this song and started listening to it again recently – especially over the Australian Grand Prix weekend. I won that race, so this song's got good memories for me."

2 *Express Yourself*
Charles Wright

"A song to refresh your day. If you're on a low, it's telling you to express yourself in any way you want – jump up, be happy, enjoy the moment."



3 *Underground Kingz*
UGK

"This a top driving song at the moment: a nice intro to get out my garage, the song kicks in as the door closes, then the beat comes in. It's cool."

4 *Never Change*
Jay-Z

"This is quite an old tune, from the *Blueprint* album, but right now I'm in a part of my life where this song means a lot."

5 *Wanna be Startin' Somethin' 2008*
Michael Jackson

"Michael Jackson is one of the most talented musicians ever. I like the original of this song a lot, but this new remix version with Akon is really good."

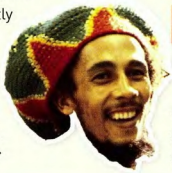
6 *What's Going On*
Marvin Gaye



"This is an all-time favourite. We're living our lives and enjoying life, but this song is a good reminder that there are lots of people who are less fortunate than us."

7 *Purple Rain*
Prince

"What a tune. It's almost before my time, but my dad listened to Prince when I was growing up so I know his songs pretty well. I play the guitar and recently learned *Purple Rain*. It's a really great song. Very cool."



8 *Changes*
Tupac



"Along with Biggie Smalls, Tupac was the best rappers of all time. He saw no change in the world and everything he says in this song is just as relevant today."

9 *Let's Stay Together*
Al Green

"This is an absolute classic tune. I've got a couple of the Rev's albums. This song is one of his absolute best."

10 *Is This Love*
Bob Marley

"You couldn't have a list without Mr Marley. It's another tune I listen to before going out for a race. It's a happy one that gets you dancing."

...FROM HEIKKI

1 *Bye Bye Beautiful*
Nightwish

"My favourite song is from a band I've loved for ages. I saw them play in a small arena in Finland and they were simply incredible."

2 *The Poet and the Pendulum*
Nightwish



"Nightwish again, but this one's over 13 minutes long with different tempos, melodies, great lyrics; a bit of everything. It's totally my type of music."

3 *Let Me Entertain You*
Robbie Williams



"I'm not sure about his lycra outfit in the video, but I love this song. I've yet to see him play live but I'm certain he'd be fantastic."

4 *Message in a Bottle*
The Police

"I went to see The Police play at Madison Square Gardens last year after I ran the New York marathon and they were really fantastic – better than on the CD. After Nightwish, I'd say they're the best live band I've seen."

5 *Sweet Child O' Mine*
Guns N' Roses

"A great song, mainly because of the guitar solos. I don't play guitar myself, but I did play the drums for a band while I was at school."



6 *Wicked Game*
HIM

"This a cover version of Chris Isaak's hit song. HIM are a Finnish rock band and, for me, the lead singer Ville Valo has an even better voice than Isaak."

7 *We're Gonna Win*
Bryan Adams

"I'm an ice hockey fan and this song is played a lot at matches. The lyrics are really motivating, great for psyching yourself up and making you want to get out there and go for it."

8 *Stormwind*
Ari Koivunen

"This guy won the Finnish Idol contest in 2007. He's a heavy rocker and this track is the best song off his album *Fuel For The Fire*. The lyrics are very good, too."



9 *Bat Out of Hell*
Meatloaf



"*I Would Do Anything For Love (But I Won't Do That)* is a great karaoke tune, but of all Meatloaf's songs my favourite is *Bat out of Hell*. It's got fantastic instrumental styles and is just great music."

10 *For Whom the Bell Tolls*
Metallica

"We used to play Metallica's songs when I was in a band and this is a real classic. They've been around for a long time, but they're total legends."



Racing Line journalist Colin Goodwin takes some final advice before driving the 722 GT



WORDS
COLIN GOODWIN

PHOTOS
MERCEDES-BENZ

MERCEDES-BENZ SLR McLAREN 722 GT

The SLR Club aims to cater to its members' every wish, resulting in the awesome 722 GT. *Racing Line* drove it



The 722 GT gains numerous track-specific aerodynamic tweaks

They say that the Mistral was blowing at up to 110km/h yesterday, but today the south of France is how it should be on a spring day. Warm, sunny and relaxing. Not quiet though. At least not at Le Castellet racing circuit. The last time I was here, a dozen years ago, the place was run down and needed a lick of paint, but today the track and facilities better known to racing fans as Paul Ricard are immaculate. The venue last hosted a grand prix in 1990, but it is still used by several teams for testing.

The circuit is also home to the SLR Club. We are sitting on the clubhouse's terrace sipping tea and watching Mercedes-Benz SLR McLarens circulating around the track, the sound of their supercharged V8 engines bouncing off the surrounding hills. The clubhouse, known officially as the SLR Club Homebase, has only been open for three days and will be formally opened over the weekend of the Monaco Grand Prix. I very much doubt the Club has an equal anywhere in the world. If you buy an SLR you automatically become a member and if you sell it then you lose your membership. And from what we have seen here already that would be a very bad thing indeed.

The Homebase's facilities are absolutely first class, from the immaculate changing rooms and shower facilities to the rows of racing overalls and racks of crash helmets. But it is much more than a successful example of interior design and attention to detail. It's what the Club offers that makes it unique.

An owner, if he or she gives a minimum of 48 hours' notice, can fly to Marseille or Nice (or straight to the private airfield adjacent to the track) and spend a few days driving their SLR around Le Castellet. SLR Club driving instructors are available and Mercedes-Benz will have flown back-up technicians out to the circuit to make sure the car performs perfectly. Almost anything can be organised. To save its owner driving the car to Le Castellet it can be delivered or even safely stored in secure parking at SLR Club Homebase.

"I VERY MUCH DOUBT THE CLUB HAS AN EQUAL ANYWHERE IN THE WORLD"

Typically SLR Club members are very successful individuals who have great demands placed on their time. Ideally, time spent playing with toys needs to be combined with being with the family, so the SLR Club Homebase has been specifically designed to satisfy the need to provide an environment perfect for all the family. There's a karting circuit with a fleet of junior karts in which kids can show mum and dad how to really drive, plus a team of immaculately prepared racing karts for the adults that provide as big an adrenaline rush as any racing car.

Founded in 2006, the SLR Club now has 1500 members. Numerous Club events are organised throughout the year, such as trips to follow the historic Mille Miglia road race. Over the years, members have formed friendships and business associations and, of course, have become even more attached to their SLRs, especially those who've been through the Safety and Speed Academy driver training programme. A group of SLR Club members started to talk about a more »»



Goodwin is shown around Le Castellet by Safety and Speed Academy instructor Klaus Ludwig



All the controls a driver might need during a race are mounted on the steering wheel

focused version of the SLR – even more so than the 722 Edition – that they could use for racing or track driving. Mercedes-Benz listened and, with McLaren Automotive and RML, came up with the SLR 722 GT.

The company has not just come up with a racing car. It has also designed a bespoke championship for the limited run of 21 722 GTs to compete in. But more of that shortly, first I'm rather keen to find out what an SLR shorn of 262kg and with an extra 30PS (22kW) on top of the road-going 722 Edition's 650PS (478kW) feels like to drive.

Getting into the 722 GT requires a bit of gymnastics. The famous scissoring doors open the same way as on a normal SLR, but in your way is a substantial side-impact bar that forms part of a full roll cage. Combined with the enormously strong carbon-fibre chassis, this makes the 722 GT one of the safest competition cars around.

Sitting inside, it feels very special indeed. In front of me, instead of the standard dashboard, is a simple carbon-fibre facia with an LCD display and numerous toggle switches. The removable steering wheel is more akin to those used in Lewis and Heikki's MP4-23s, with a further display, gear-change LEDs, and an array of buttons that govern the car's traction control system, the car-to-pit radio and the pitlane speed limiter. On the centre console is a simple gearlever controlling the standard Mercedes-Benz SLR McLaren 722 Edition semi-automatic gearbox. It is used only for selecting drive – all further gear changing is done using the wheel-mounted paddles.

I'm briefed by McLaren Automotive chief test driver Chris Goodwin. We share surname, birthplace and an accountant, but sadly not driving talent. Goodwin is not only a very successful racing driver, but also a hugely experienced test and development driver. The two abilities are not often to be found is such prodigious quantities in one person.

> "AS WITH ALL SLR CLUB EVENTS, THE EMPHASIS IS ON HAVING A GREAT TIME"

"The goal with the 722 GT," explains Goodwin, "was to build a car that was the perfect starting point for its driver. In its standard setting it is fast, has neutral handling and is quite straightforward to drive. As the driver learns the car and gets quicker then he can work with his engineer to adjust the car to perhaps make it more aggressive, quicker but more challenging to drive. This ability to improve and change the car will make the experience fascinating for the owners."

Goodwin is right. The 722 GT is extremely fast yet not hard to manage, especially for a full-on racing car. He was also right to recommend earplugs. This car sounds absolutely fantastic, but boy is it loud.

Ahead of me in an SLR coupé showing me the way around is professional racer Klaus Ludwig. Ludwig is a member of the Safety and Speed Academy teaching staff. So too is Goodwin and also a Scot called David Coulthard. Where in the world could you be coached by such a line-up of driving talent?

The SLR 722 GT Trophy starts off with a weekend at Le Castellet, and then moves to Monza, Spa, the Nürburgring, and the Salzburgring, before returning again to Le Castellet for the finale. The GT Trophy is not a support race to an existing competition or race meeting. Each event is an exclusive SLR Club weekend starting at Friday lunchtime with a track walk, then practice on Saturday, a drivers' dinner in the evening and then qualifying and two races on the Sunday. As with all SLR Club events, the emphasis will be on families, socialising and having a great time with like-minded enthusiasts.

Racing isn't for everybody, even if it is with friends, but relaxing at a luxurious hotel after a day of karting, driver tuition and driving SLRs along the stunning roads surrounding Le Castellet sounds like a pretty good way to spend a few days. Better still if there's no Mistral blowing and the temperature is in the 70s. ■



Socialising with like-minded enthusiasts is all part of the Club's attraction



Each driver has their own pristine garage – just like Vodafone McLaren Mercedes

The engineers and mechanics that maintain the 722 GTs have all worked for championship-winning teams





SLR 722 EDITION

POWER: 650PS (478kW)
MAXIMUM TORQUE: 820Nm
WEIGHT: 1649kg
0-100KM/H: 3.6 seconds
TOP SPEED: 337km/h

SLR 722 GT

POWER: approx. 680PS (500kW)
MAXIMUM TORQUE: more than 820Nm
WEIGHT: 1387kg
0-100KM/H: 3.3 seconds
TOP SPEED: 315km/h

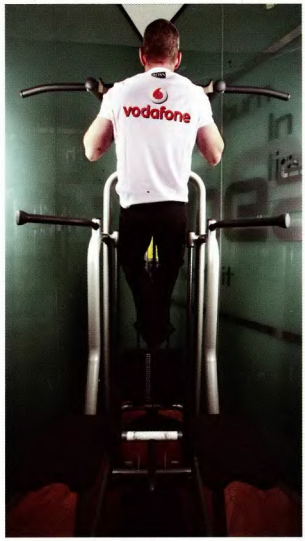
"THIS CAR SOUNDS ABSOLUTELY FANTASTIC, BUT BOY IS IT LOUD"

F1 WORKO

1. HAMMER PULL-UPS

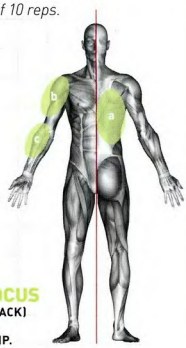
This is a tough start as it's a more advanced exercise. Pull-ups are like squats for the upper body and require a lot of strength, so you would do this as a separate exercise before one of the circuits.





1 *Start with arms extended, gripping the bar palms inward.*

2 *Pull yourself up until your chin is higher than your hands. Slowly lower yourself to the start position. You should try to do three sets of as many as you can. Alternatively, the exercise can be weight-assisted. In this case, aim for three sets of 10 reps.*

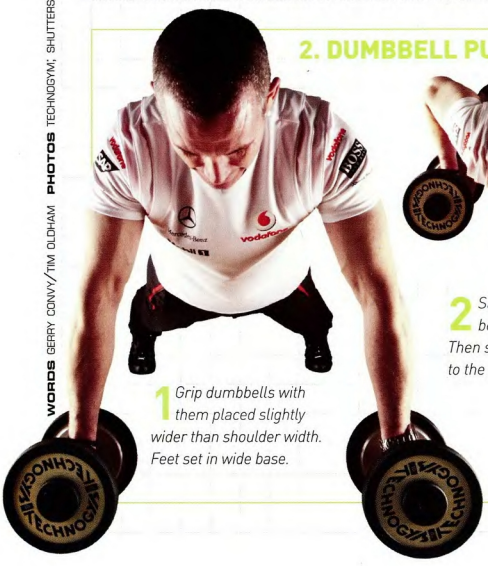


MUSCLE FOCUS
a) LATS (OUTER BACK)
b) BICEPS
c) FOREARMS/GRIP.

STRENGTH AND CONDITIONING CIRCUIT

The series of exercises from 2 to 7 provide a good workout for the upper body, legs and core. Aim to do 10-12 reps on each exercise and then move on to the next without resting. Once you've completed exercise 7, rest for two minutes before repeating the circuit another two times. With minimum rest between exercises, this circuit is good for fat burning as well as strength and cardiovascular fitness.

2. DUMBBELL PUSH-UPS TO ROWS



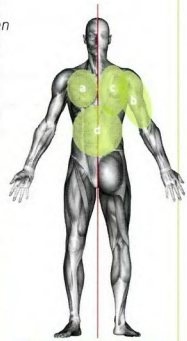
1 *Grip dumbbells with them placed slightly wider than shoulder width. Feet set in wide base.*



2 *Slowly lower your chest between the dumbbells. Then slowly push back up to the starting position.*



3 *Stabilise your body, then raise one dumbbell up to your shoulder. Lower under control and repeat other side – this is one rep.*



MUSCLE FOCUS
a) PECTORALS (CHEST)
b) TRICEPS
c) UPPER BACK
d) CORE

WORDS GERRY CONVY/TIM OLDHAM **PHOTOS** TECHNOGYM; SHUTTERSTOCK

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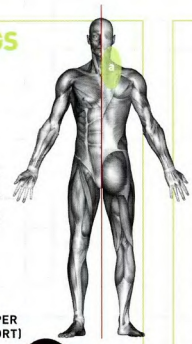
A Formula 1 car is precision prepared. So is the driver. Here, Vodafone McLaren Mercedes trainer Gerry Convy demonstrates exercises typical of those created for Lewis and Heikki. Give it a go, but remember this is a taster. Drivers train longer, harder and more intensely

3. DUMBBELL SHRUGS



1 *Stand in a neutral position. Hold the dumbbells at either side with your arms extended and a firm grip.*

2 *Tip your chin down slightly. Raise your shoulders with straight arms. Lower your shoulders and repeat.*



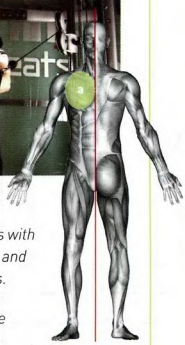
MUSCLE FOCUS
a) **TRAPEZIUS (TOP OF UPPER BACK, GIVING NECK SUPPORT)**



5. RADIANT PRESS







1 *Place one leg forward for stability. Grip handles with wrists aligned to forearms and your elbows at right angles.*

2 *Press forward until the handles almost touch. Return to start position under control. Keep your core strong throughout the movement.*

MUSCLE FOCUS
a) **PECTORALS (CHEST)**

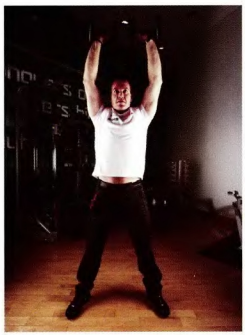
4. DUMBBELL SQUATS TO PUSH-PRESS



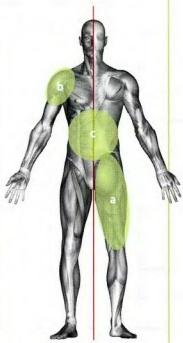
1 *Feet set slightly wider than shoulder width. Dumbbells held in front of your shoulders.*



2 *Bend the knees until your thighs are parallel to the ground. Knees should be over toes.*



3 *Push-up through your feet and knees. Push dumbbells overhead as you rise.*



MUSCLE FOCUS
a) **LEGS, GLUTES (BUTT)**
b) **DELTOIDS (SHOULDERS)**
c) **CORE**

6. BENCH DIPS



1 *Support your weight with your hands on one bench (or chair) and your feet on another. Lower yourself until your elbows are at a 90-degree angle.*

2 *Keeping your back close to the bench, extend your arms and repeat in a controlled movement.*

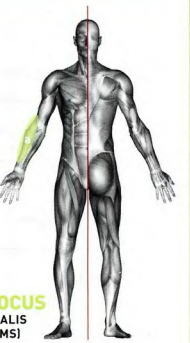
MUSCLE FOCUS
a) TRICEPS (BACK OF UPPER ARMS)

7. HAMMER CURLS



1 *Stand in a neutral position. Dumbbells held to side with arms extended and a firm grip.*

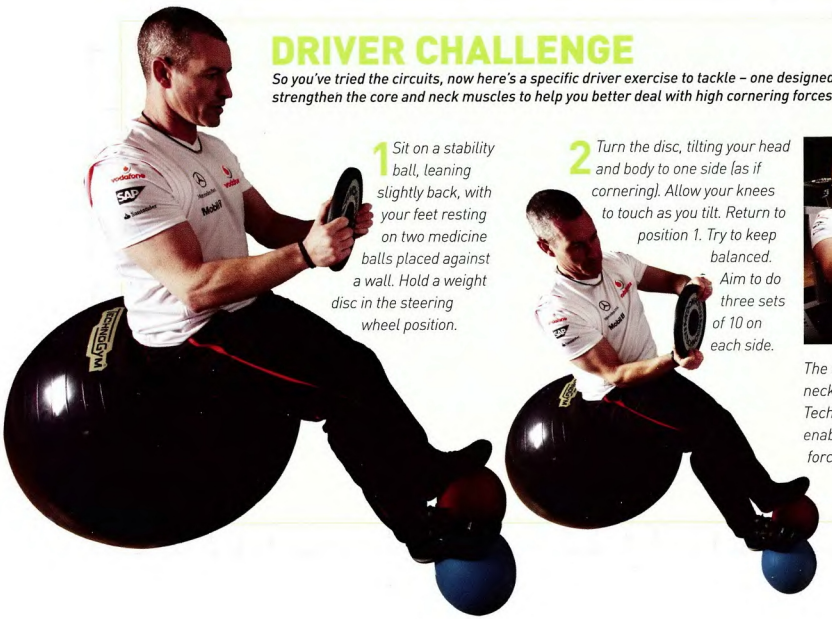
2 *Raise both of the dumbbells (or alternate) until the weights are just in front of each shoulder. Lower under control and repeat. Elbows should remain close to sides throughout the exercise.*



MUSCLE FOCUS
a) BRACHIORADIALIS (OUTER FOREARMS)

DRIVER CHALLENGE

So you've tried the circuits, now here's a specific driver exercise to tackle – one designed to strengthen the core and neck muscles to help you better deal with high cornering forces.



1 *Sit on a stability ball, leaning slightly back, with your feet resting on two medicine balls placed against a wall. Hold a weight disc in the steering wheel position.*

2 *Turn the disc, tilting your head and body to one side (as if cornering). Allow your knees to touch as you tilt. Return to position 1. Try to keep balanced. Aim to do three sets of 10 on each side.*



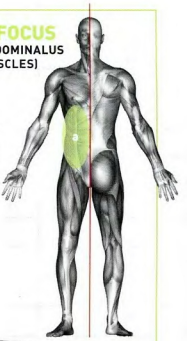
The team's drivers also strengthen their necks and bodies using a custom-made Technogym machine (above), which enables them to simulate many of the forces they'd experience in the cockpit.

CORE CIRCUIT

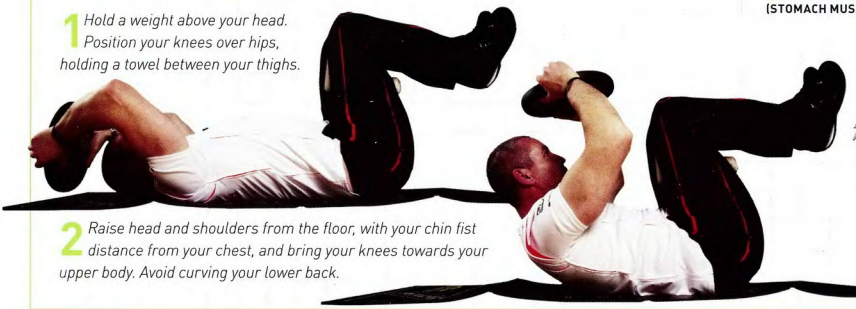
This set of three exercises (8 to 10) concentrates on core conditioning. As with the cardio circuit, aim to do 10-12 reps per exercise before moving straight on to the next. At the end of each circuit, give yourself two minutes rest before repeating twice more.

8. WEIGHT DISC CRUNCH

MUSCLE FOCUS
a) RECTUS ABDOMINALUS (STOMACH MUSCLES)



1 *Hold a weight above your head. Position your knees over hips, holding a towel between your thighs.*



2 *Raise head and shoulders from the floor, with your chin fist distance from your chest, and bring your knees towards your upper body. Avoid curving your lower back.*

9. WRESTLERS TWIST TO PLANK



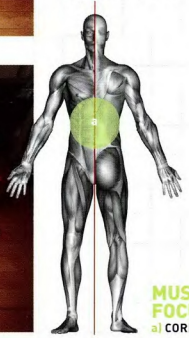




1 *Support yourself on your side, hips off the floor and resting on your elbow/forearm, with your lower leg and foot behind the other. Hold a light weight in your other hand, with that elbow locked to the side.*

2 *Rotate your body, ending with body in a parallel position. Return under control to position 1.*

3 *After 10 repetitions, move to the plank position – where the body is supported by toes and forearms, core in neutral. Hold for 30 seconds. Repeat other side.*



MUSCLE FOCUS
a) CORE

10. MEDICINE BALL THROWS TO ROTATE

1 *Lie back with a medicine ball held over your head.*

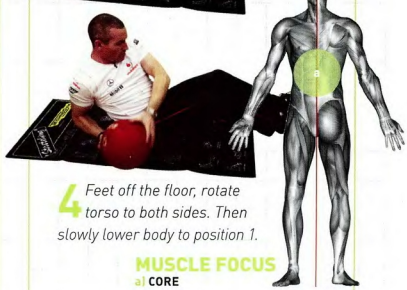


2 *Quickly rise up, throwing the ball to a partner or against a wall.*





3 *Catch the ball in an upright sitting position.*



4 *Feet off the floor, rotate torso to both sides. Then slowly lower body to position 1.*

MUSCLE FOCUS
a) CORE

WORDS
MARK SKEWIS
PHOTOS
GRIFFITHS/LAT



DRIVER'S SPARCO RA

KEEPING EMPLOYEES COMFORTABLE at work is a top priority when your office travels at 320km/h. That's why a driver's boots are a vital weapon in his armoury. It's also why racers at the highest level often like to keep the exact specification of their boots a closely guarded secret. Footwear may not generate more power or downforce, but it can nevertheless offer a real performance advantage.

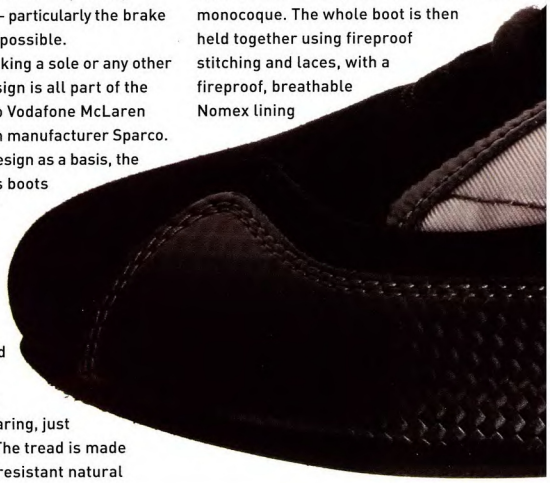
"The boots are what we call a critical item, because they are a point of contact between the driver and the car," explains Bobby Barratt, clothing manager for Vodafone McLaren Mercedes. "Think about racing at Monaco in the rain. It's a tricky circuit on the best of days, but imagine trying to wrestle a Formula 1 car around there with a boot that is a bit too wide, or a sole that is slightly too thick. The boot must give good sensitivity to the driver so that the throttle response and braking pressures can be controlled by feel."

Foot-to-pedal sensitivity is especially pertinent in 2008 because drivers must modulate the throttle themselves, rather than relying on traction control. A thin sole offers more feel, but less cushioning can reduce comfort when repeatedly pushing the pedals – particularly the brake pedal – as hard as possible.

Fortunately, tweaking a sole or any other part of a boot's design is all part of the service provided to Vodafone McLaren Mercedes by Italian manufacturer Sparco. Using an existing design as a basis, the company tailors its boots to suit the drivers' preferences.

As well as varying the sole's thickness, Sparco can tune its composition and tread pattern to offer more grip or make it harder wearing, just like a racing tyre. The tread is made from fire- and oil-resistant natural rubber, and is attached to a layer of fire-resistant polyurethane cushioning.

Fire-resistant suede and leather are used for the boot's upper, which is sleek and narrow to suit the cockpit's slender footwell. Synthetic reinforcement on the side offers added protection for when a driver's foot rubs against the inside of the monocoque. The whole boot is then held together using fireproof stitching and laces, with a fireproof, breathable Nomex lining



TECHNICAL SPEC.

MATERIALS: Leather, suede (upper); rubber (sole)
DRIVER'S SIZES: Lewis 43/UK9; Heikki 41/UK7; Pedro 42/UK8; Gary 45/UK11

providing a final layer of fire protection. Advances in fabric technology now allow this lining to be thinner than used to be necessary, aiding breathability. Nomex is also used for the large white side panels, which again help to keep the wearer's feet cool. This is crucial because drivers can experience temperatures of 50C with 90 per cent humidity inside the cockpit and hot feet quickly become sweaty, swollen and prone to blisters.

"The drivers operate at such an extreme level that extra comfort can translate into extra performance," explains David Paveley, Sparco's global director for motorsport. "If a driver can be a little bit cooler or more comfortable, that margin is magnified a hundredfold during the marathon of a grand prix."

Each pair of boots takes a day to produce at Sparco's Turin facility, combining hand-craftsmanship and modern techniques. The attention to detail involved is most graphically demonstrated by the intricate Johnnie Walker 'Walking Man' logo on the heel, which is embroidered onto the suede before the boot is assembled.

At any one time a driver will have three pairs for use with the race team, a further two with the test team, and a few pairs in reserve back at the team's Woking base.

How long will a pair last? That, says Barratt, often depends on race results. "Some drivers wear new boots every race, others retain a pair for an entire season. Some have 'lucky' boots that they will wear until we finally call time on their appearance!" ■



ACING BOOT

WORDS
SIMON GUIRAO

PHOTOS
GRAYLING GLOBAL;
SHUTTERSTOCK

Action Pact

To launch the latest development in their global responsible-drinking campaign, Johnnie Walker and the team brought Formula 1 to Singapore six months early



Being a professional racer may not be a very normal line of work, but Formula 1 drivers make pretty good role models: they're fit, focused, talented, and at the top of their game. Emulating their behaviour is no bad thing – and in the case of two-times Formula 1 World Champion Mika Häkkinen, that remains the case even when they're no longer racing.

Why? Häkkinen is Johnnie Walker's global responsible-drinking ambassador. When he dons his distinctive blue and white helmet and slips into a Vodafone McLaren Mercedes Formula 1 car nowadays, it's to promote safer driving. Most recently, he helped to launch the latest development in Johnnie Walker's ongoing responsible-drinking campaign with a tyre-smoking demo run in Singapore's Padang district – the same historical area where the city's first grand prix will be held this September.

But how is doing wheel spins setting a good example? It's about staying in control, specifically in control of your car – a subject about which Häkkinen knows a great deal. His new Johnnie Walker mission is to ask people to Join The Pact by signing a pledge to never drive after drinking alcohol. Lewis, Heikki and Pedro have already added their names to the pledge, along with several thousand other people who visited www.jointhepact.com. This interactive website gives signees the chance to win tickets to the Singapore Grand Prix and meet Lewis at an exclusive Johnnie Walker event.

Before Häkkinen's demo run, which took place on a bright Sunday evening, he had two other important local engagements. The first took place on the Friday, when he visited the Singapore offices of Johnnie Walker's parent company Diageo, where he collected signatures for the Pact from almost 100 employees. Then, on Saturday, Häkkinen took part in a crucial seat fitting with Vodafone McLaren Mercedes, so that it could be moulded to his body and he could drive the team's car in safety and comfort. The fitting took place in the team's temporary pit garage – a simple marquee erected on the Padang playing field next to Singapore's Saint Andrew's Road, on which the demo run was to take place. It was the first fitting the team had worked on away from its Woking base.

Sunday afternoon brought clear blue skies, bright sunshine and temperatures in the high 20s: ideal conditions to stage an outdoor event. The demo run's organisers were rewarded by strong crowds forming by the 16:00 start time.

"Today will be an interesting day," said Häkkinen. "We're going to put on a great show. We'll run the grand prix car, meet a lot of people, and ask them to *Join The Pact* and make a commitment to never drink and drive. I'm looking forward to it."

After a Q&A session with members of the media, Häkkinen checked out the 500m-long course in an open-topped Mercedes-Benz SLK 55 AMG. He then took to the stage with local celebrity Jaime Yeo to speak to the crowd about responsible drinking and the importance of staying in control while driving. Häkkinen was also joined by Ho Peng Lee, Singapore's senior minister of state and law and home affairs associate, and also John Pollaers, Diageo's president for the Asia-Pacific region, who both added their signatures to the pledge.

"Our partnership with the team gives us a powerful platform to communicate the *Never Drink and Drive* message," said Pollaers. "We're excited to be launching >>>

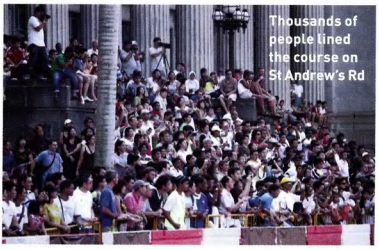
"LEWIS, HEIKKI AND PEDRO HAVE ALREADY ADDED THEIR NAMES TO THE PLEDGE"



Spectators packed the stands at the Padang



Häkkinen is interviewed about the new campaign



Thousands of people lined the course on St Andrew's Rd



Overlooked by Singapore's skyscrapers, the team gets ready to do another run

"HE FIRED THE MP4-22 UP AND DOWN ST ANDREW'S ROAD AS FAST AS HE DARED"


Spectators capture the moment


Häkkinen urges people to *Join The Pact* – with Diageo's John Pollaers standing to his left

the *Join the Pact* campaign in Singapore. It's one of our biggest-ever events."

Häkkinen kicked the action off by roaring up and down the course in front of the City Hall in a sleek black Mercedes-Benz C 55 AMG. Each run was punctuated by tyre-smoking burnouts and handbrake turns, but he soon returned to the pits to prepare for his run in the Formula 1 car. Meanwhile, the crowd enjoyed the rather more sedate sounds of a brass band.

After a short delay, the team wheeled the gleaming MP4-22 out of the garage and onto Saint Andrew's Road. Häkkinen carefully stepped in and, after strapping him tight, the team fired up the car's 2.4-litre Mercedes-Benz V8, cracking the still early evening air with its fast idle.

Run one was relatively steady, with the Finn completing a series of short blasts up and down the course. Nevertheless, this was most people's first close-up experience of Formula 1, and when Häkkinen shut off the engine, its sound was soon replaced with enthusiastic clapping and cheers.

Now that he'd got a feel for the available grip, Häkkinen showed the importance of staying in control by doing an emergency stop in the MP4-22 from 80km/h – not fast, but quick enough to clearly illustrate its braking advantage over a road car.

After another short break, during which the spectators were entertained by ESPN Star Sports TV presenters Paula Malai Ali and Steve Dawson, it was time for Häkkinen to head back out. He smoked the MP4-22's tyres with fishtailing starts, did wheel-spinning doughnuts, and fired the car up and down Saint Andrew's Road as fast as he dared. The crowd, of course, loved it – and showed their appreciation with more cheers and clapping once he shut off the engine. Minutes later, he and the MP4-22 were back for more action and tyre abuse, the acrid smoke of burnt rubber drifting slowly across the Padang.

All too soon, however, it was time for the action to end. Häkkinen climbed out and headed to the stage once more, where he thanked everyone for coming and again urged the audience to *Join The Pact*.

"This was a great event," said Häkkinen, afterwards. "We made a lot of tyre smoke and noise, and I think the people enjoyed it. I enjoyed it too – it's fun to drive the car without traction control. Most importantly, I think everyone here understood the message to *Never Drink and Drive*."

More than 3000 people have already pledged their support to the campaign, so if you want to imitate a Formula 1 driver, you know what to do. ■


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CATERING HOSPITALITY MANAGER

WORDS
SIMON GUIRAO
PHOTOS
HUGO DIXON

It's all about attention to detail when you're working in high-level catering hospitality, as Absolute Taste's Robert Simpson reveals

Catering hospitality manager Robert Simpson is part of the Absolute Taste team that ensures VIP visitors to the McLaren Technology Centre enjoy their visit to the full. Here, he explains what his role entails.

The job

"I'm based at the McLaren Technology Centre, where, with my colleagues from Absolute Taste, I look after any catering involving VIP guests of the McLaren Group and its Partners, plus any requests from the executive management team. I'm also responsible for choosing menus appropriate for the level of meeting, selecting fine wines to complement the food, and making sure the event runs smoothly. Our Partners include a mix of nationalities, so I work with the Absolute Taste chefs to develop new menus that suit a wide variety of tastes."

What qualifications do I need?

"I obtained a diploma in hotel management through the American Hotel School in South Africa. I was fortunate to be selected as an in-house student at one of the most prominent and exclusive hotels in South Africa. The course lasted three years, and during my time there I went from working in a fast-paced restaurant kitchen peeling potatoes, through to running a section of the kitchen, before going on to run one of the restaurants. Towards the end of the three years there, I had progressed to a more senior management role."

What qualities are useful?

"The most important abilities and attributes vary a great deal depending on which part of the catering hospitality industry you're trying to get in to – particularly between front-of-house positions, such as mine, or behind-the-scenes roles in the kitchens.

"For my role, having good organisational and communication skills is vital, as is being able to lead a team. Being courteous and polite is important but you also need to be sensitive to your guests' needs. Some of the meetings are highly confidential, for example, so a more discreet presence is often required."

What advice would you give to aspiring catering hospitality managers?

"My advice would be to get your general school qualifications first, and learn as much as you can about food and wine. If you want to work at the highest level of catering hospitality, it's important to get into a good school of hotel or hospitality management. Once you've got your qualifications, then try to work with top-end hotels and conference venues.

"It's useful to have a long-term plan because you won't get there straight away. But if you're good, you've got a plan and you work hard, there are no limits to where you could end up working because it's a very international industry. Being able to speak several languages is also useful, particularly if you're keen to work abroad.

"Lastly, the attitude you have towards your work and towards running a team is important – especially at McLaren where presentation and attention to detail are paramount, and there's a strong emphasis on working as part of a team."

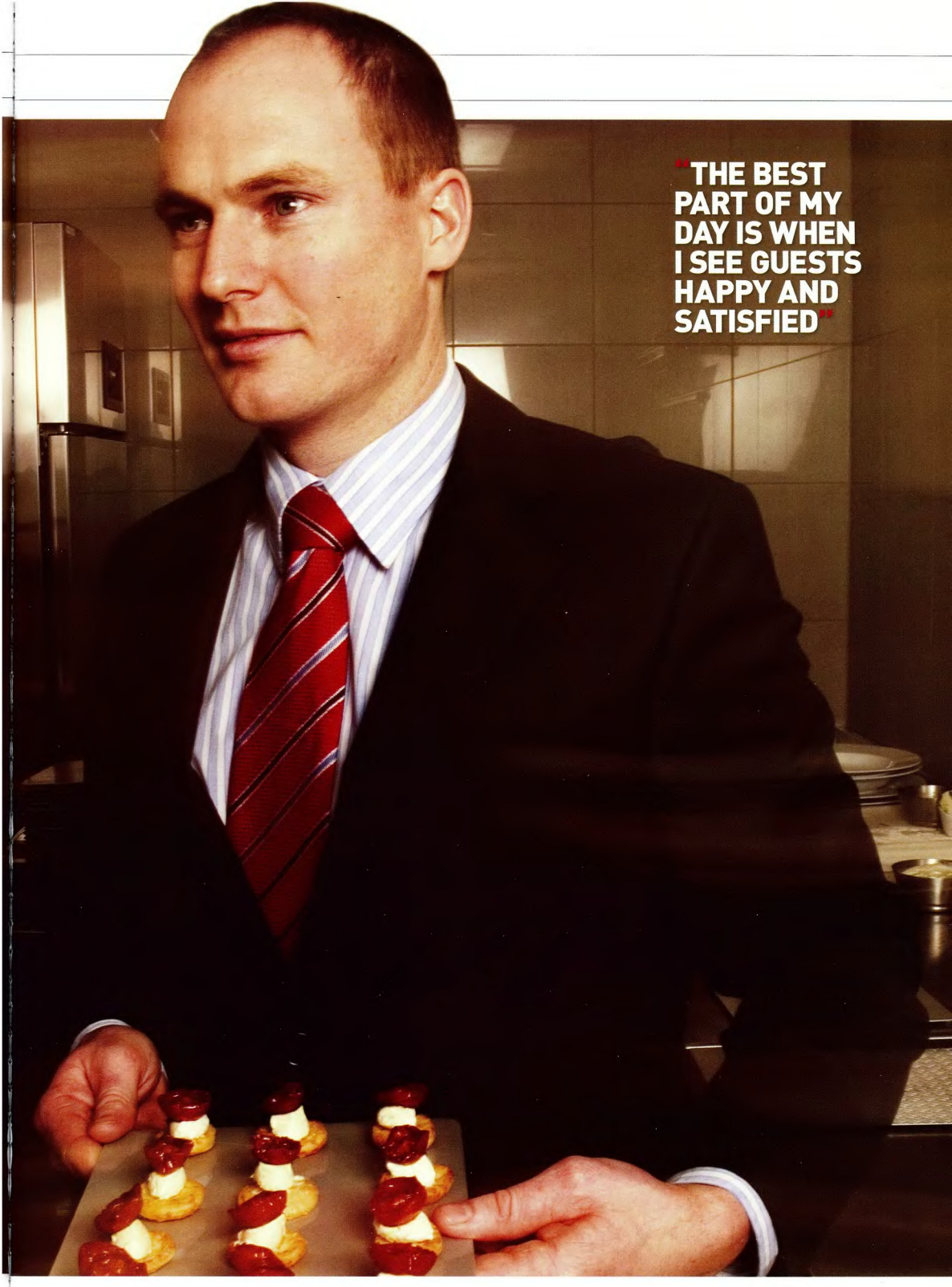
What's the best part of the job?

"The best part of my day is when I see guests leave happy and satisfied. If the level of service and commitment we give helps make their visit or event go smoothly, it reflects well on McLaren. Quite often we're the first people guests meet, so the service we deliver needs to be of the same high standard as everything else McLaren does. It comes down to attention to detail, and I strive to ensure every visit is as perfect as I can make it. That's where I draw satisfaction from." ■



Looking after McLaren's guests is a key part of the role

Great presentation is vital in catering hospitality – that goes for the food as well as the employees


"THE BEST PART OF MY DAY IS WHEN I SEE GUESTS HAPPY AND SATISFIED"

MEMBERS WIN MORE GREAT PRIZES

Congratulations to **Matthew Pendlebury**, **Ian Fox**, **Jaime Augusto Lopez Herrera**, **Terry Green** and **Anestis Arabatzis** who are the cosmopolitan winners of the April issue's member competition. They each win a Lifestyle Collection cap and Team Collection lanyard.

Remarkably, **Matthew Pendlebury** tells us that this drawing of Heikki climbing out of his MP4-23 was the first time he attempted such a style. It's a very impressive debut effort and we look forward to seeing more.

Keeping Lewis centre frame when he's at speed is a skill that takes practice, but **Ian Fox**'s neat shutter work is well worthy of a prize.

Your first grand prix is a pretty special occasion and so it proved for five-year-old **Jaime Augusto Lopez Herrera** from Manila, Philippines. Kitted out in full team clothing, he braved the 40C Melbourne heat and cheered every time Lewis passed his grandstand seat. According to dad William: "Jaime stood on the chair, raised his fists in jubilation as Lewis strode onto the podium. He even wanted to rush down to the track and climb the barriers to celebrate."

New Zealander **Terry Green** also felt the heat at the Australian Grand Prix, but it didn't stop the Melbourne resident from organising daytime get-togethers and evening entertainment for visiting Team Vodafone McLaren Mercedes members. His local knowledge and proactive approach ensured members enjoyed some of the city's nicest restaurants, with great atmosphere and food, and a cool sea breeze – very welcome when the temperature was still 30C at 19:00.

Finally, here's **Anestis Arabatzis** from Xanthi, Greece, at the 2007 Hungarian Grand Prix, where he also watched Lewis win.

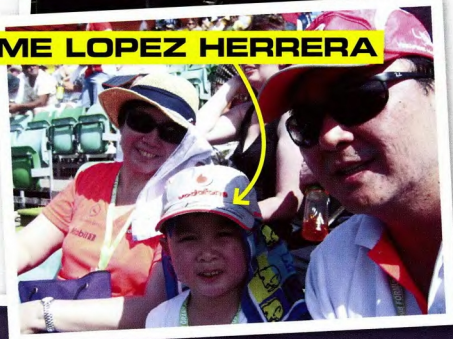
MATTHEW PENDLEBURY



ANESTIS ARABATZIS



JAIME LOPEZ HERRERA



TERRY GREEN





IAN FOX

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THIS MONTH'S COMPETITION FOR CLUB MEMBERS



FOR HER:
- Lifestyle jacket (white)
- Lifestyle t-shirt (white)
- Lifestyle cap (black)

FOR HIM:
- Lifestyle jacket (black)
- Lifestyle t-shirt (black)
- Lifestyle cap (black)

WIN! COMPLETE LIFESTYLE COLLECTION OUTFITS

Over the past few issues you've sent in great stories, photos and illustrations, plus tip-offs about internet video clips and even details of a Vodafone McLaren Mercedes cake. All are very much appreciated and they never fail to put a smile on our faces, so please keep sending them in. This month, we've got just the one prize to give away, but it's a pretty good one: the lucky winner will receive a Lifestyle Collection jacket, polo shirt and cap. So get thinking – the only criteria are that your entry has a connection with the team, and that we are allowed to print it (so you have to own the pictures you send us, and by sending them you give us permission to reprint it). Please email us at **racingline@mclaren.com**, but don't forget that this is a members only competition, so please don't forget to include your membership number.

HAPPY BIRTHDAY!

Congratulations and best birthday wishes to the following club members:

- **Jean & Peter Callaway**, Sutton, UK
- **Alisha Jane Curtis**, Neath, UK
- **Greg Nel**, Ash, UK
- **Mike Redfern-Jones**, Denby, UK
- **Nuno Miguel Trindade**, Evora, Portugal
- **Robert Conquest**, Huntingdon, UK
- **Mick Ellershaw**, Bradford, UK
- **Chris Price**, Wareham, UK
- **Carolyn Roxburg**, Soham, UK
- **Erik Wikstrom**, San Pedro Alcantara, Spain

Please continue to send your birthday requests to: **racingline@mclaren.com** – but please do so well before the special month!

To purchase items from the **2008 Collections** go to www.mclarenshop.com or call +44 (0)1274 771833

THE START OF SOMETHING SPECIAL

WHO: ALAIN PROST **WHEN:** 03/06/84 **WHERE:** MONTE CARLO

They never mention it in the holiday brochures, but it's plainly self-forecastable: sea, mountains, a city in between... When it rains in Monaco it *really* rains. In 1984, the Principality's grand prix was akin to whitewater rafting.

The day before was dry but overcast, and Alain Prost had shone during qualifying. After taking pole, he described his lap as "nearly perfect". Predictions that his McLaren MP4/2 would be too wide for Monte Carlo's narrow streets proved wide of the mark. The pundits had perhaps paid too much heed to the team's Monaco record. Scene of its Formula 1 debut in 1966, it had yet to win the sport's most famous race. In '83, just six weeks after a one-two finish from the back of the grid in Long Beach, it had even failed to qualify.

But times were changing. With the help of state-of-the-art TAG turbo engines, Prost and his teammate Niki Lauda had already won four of 1984's first five grands prix. After several lean years, McLaren was again scoring consistent wins. On this occasion, however, rain made the race a lottery.

Prost drove beautifully, though, leading initially and refusing to panic when Nigel Mansell pushed past on lap 11. Six laps later, Prost was back in the lead after Mansell's black Lotus got out of shape on a white line and he clipped a barrier.

Prost's future, however, was closing fast. Up from 13th on the grid, Ayrton Senna was on a charge. In his first Formula 1 season, he was already riding the wave of talent, commitment and self-belief that would bring him legendary status.

But then, after just 31 laps, the race was halted. It was a controversial but sensible decision by Clerk of the Course Jacky Ickx, one of the greatest wet-weather drivers of all.

Prost crossed the line and pulled up immediately, relieved that his battle with the awful conditions and vibrating front brakes was over. Senna blasted past – and blasted the decision. His disappointment was understandable. But his time would come. Prost knew it. And McLaren knew it.

Nine years later Senna would score his sixth Monaco victory, and McLaren's ninth. Now that's consistency. ■

