

F1 RACING

# F1

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RACING

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# Move over, Mika

How Coulthard can humble Hakkinen

West

**PLUS**

**EDDIE IRVINE**

Why he'd be better off playing croquet

**EDDIE JORDAN**

A pint of Guinness with F1's Mr Fix-it

**JEAN Alesi**

Life in the old chien yet?

# Ayrton Senna

What you didn't know about 1st May 1994



PHOTO: GARY SHAW



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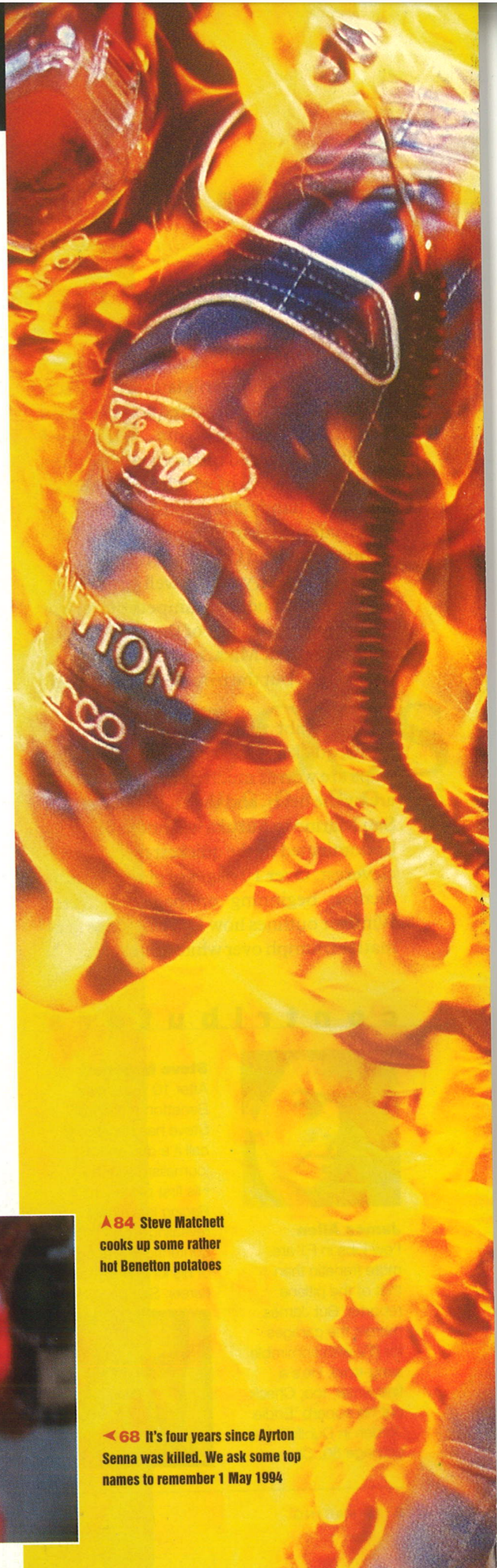
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## F1 RACING

Cover photographs: Darren Heath, LAT.  
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## When 'mates' are no help

ARGENTINA WAS all about Goodyear's new front tyre, Ferrari's latest comeback, Mika Hakkinen's measured accumulation of half a dozen more points ... and David Coulthard's ragged run from pole position to sixth place. All of which leaves Hakkinen with a handy championship lead as the F1 circus moves to Europe, with Michael Schumacher and Coulthard next up.

Strange, then, you may well be thinking, that our cover boldly trumpets the championship chances not of the metronomically consistent Mika, or the ever-brilliant Michael ... but the troubled and traumatised David.

Few doubt that Mika is, in ultimate terms, quicker than David. But championships are won as much by the head as they are by the heart, and the 13-race slog from San Marino to Suzuka will not necessarily be dominated by the quickest man, but the cleverest. Over 10 pages of glorious technicolor, beginning on page 38, Peter Windsor outlines how DC can make grey matter triumph over white knuckles.

He won't be hamstrung by team orders or the like, Melbourne notwithstanding. If he can overhaul his team-mate's points total, Ron Dennis tells us that no-one at McLaren will intervene to prevent him.

Which, let's hope, will lead to a titanic struggle for the title ... which is the good news. The bad news is that it's a pretty rum way of organising things. Bluntly, championships are won by number-one drivers, ably supported by number-two drivers; if Ron truly wants to rebut the challenge of a newly confident Ferrari team - led by the best driver in the world, ably supported by the most dutiful - he should, in truth, put all his efforts behind Mika. The fact that McLaren isn't run like that is what gives David his chance.

Most efficient of all, of course, would be to dispense with the second car altogether. In 1977, Wolf ran only Jody Scheckter, and nearly won the championship first time out. Had Jody been 'assisted' by a team-mate, he wouldn't have got close.

**Matt Bishop**

## contributors



### Steve Matchett

After 10 years as a Benetton mechanic, Steve has decided to call it a day and try journalism instead. His first piece for *F1 Racing* is a highly revealing - and rather contentious - account of his long Benetton career. See page 84.



### James Allen

Few jobs in F1 are more frenetic than that of the pitlane reporter. But James patrols the garages for ITV with admirable sang-froid. He's a fine writer, too. Check out his superb 'Eddie Jordan in Dublin' story on page 50. Cheers!



### Bernard Asset

Bernard has been taking pictures of F1 for a generation - and is still one of the best 'paddock paparazzi'. A big mate of fellow Frenchman Jean Alesi, he was just the man for our profile of the Sauber star at home. See page 60.

### Steven Tee

Managing director of LAT, the world's leading motorsport photo agency, Steven is an expert lensman himself. His action pics are an *F1 Racing* mainstay, but he can shoot people too. His Trevor Taylor portrait (page 94) is superb.



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### Good ... but not quite good enough

David Coulthard knew exactly what he had to do. There it was, on his monitor, with his team-mate's name next to it: 1:17.092. Mika Hakkinen had taken Interlagos qualifying by storm – and as David set out on his final run, his best lap was a daunting 0.75 seconds slower than Mika's. This one would have to count.

The lap started well. Perfect through the Senna 'S', then neat through the Curvo do Sol. Onto the brakes later than late for the Descida do Lago – no (brake) smoke, plenty of fire – then nice and tidy through the infield. Hard on it at the Cotovelo exit – feel that neck-wilting *g* on the long, fast, anti-clockwise run to the flag. Perfect. Must be quick. Flat-out over the line, and ... *I can't believe it! Seven tenths slower than Mika. Aaagh!*

**Photograph by Steven Tee/LAT, Canon EOS 1n, 200mm lens, Fuji Velvia film, 1/60 at F11**





**What goes up ... must come down**

Brazil was not a good weekend for Jacques Villeneuve. His Williams was visibly struggling over the Interlagos bumps – a twitch here, a jump there, every lap a white-knuckle tour de force. On Saturday morning came the inevitable off. Jacques would have to qualify the T-car. Predictably, it was a disaster, and he ended up 10th – the worst grid position of his F1 career.

*Photograph by Darren Heath, Canon EOS 1n, 14mm lens, Fuji Velvia film, 1/250 at F10*

### **Bad boys from Brazil...**

Not surprisingly, Interlagos is special for Rubens Barrichello. As Brazil's best F1 driver – with respect to Pedro Diniz and Ricardo Rosset – Rubens is under enormous pressure at home. Fans who have come and worshipped at the feet of Emerson Fittipaldi, Nelson Piquet and Ayrton Senna have high expectations.

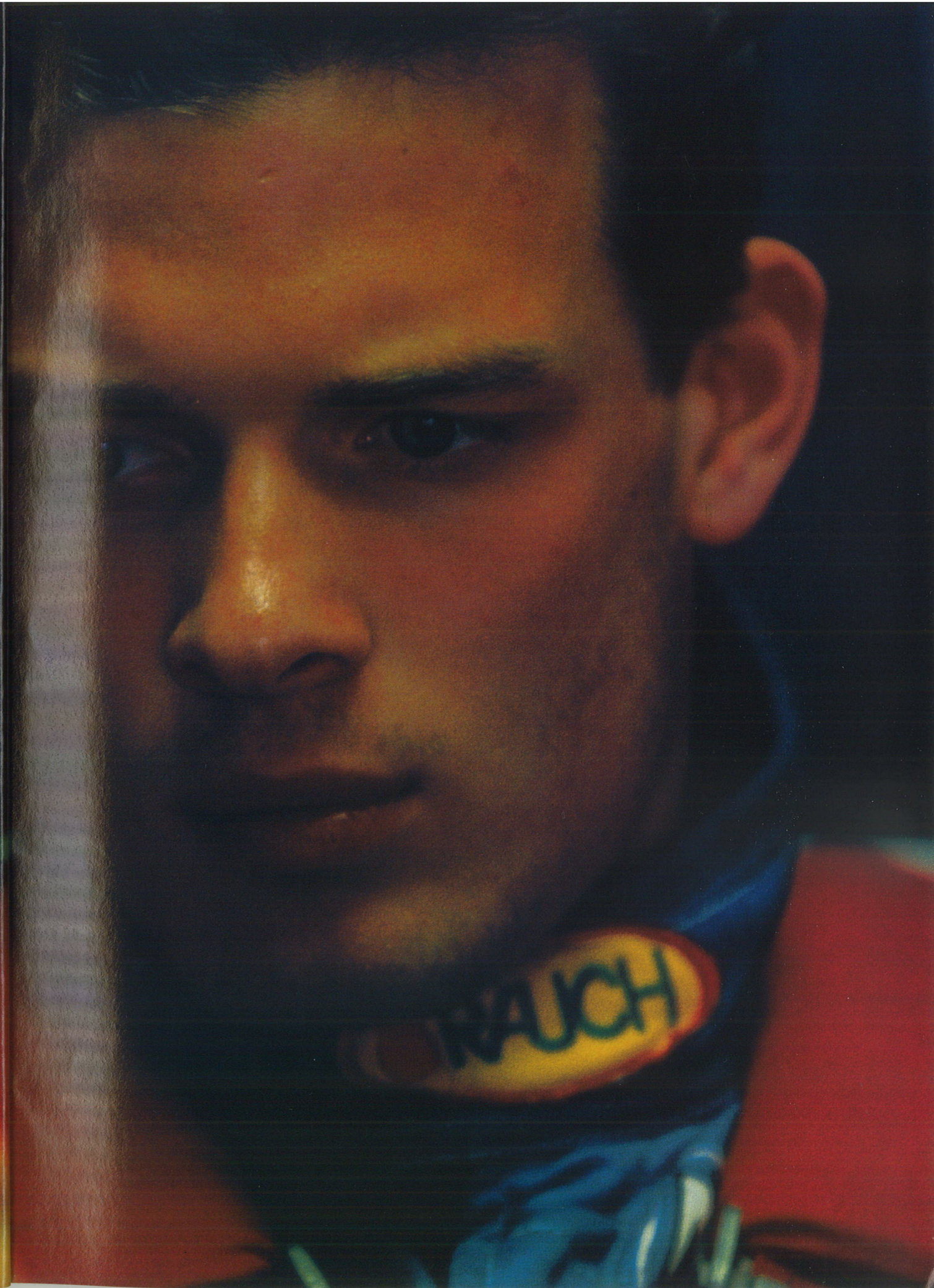
So did he deliver? Er, no. A disappointing 13th in qualifying, he scaled the dizzy heights of ninth place in the race – until an overheating gearbox ended his run. So the fans went home disappointed. Again. Maybe next year...

**Photograph by Paul Henri Cahier, Canon EOS 1RS, 135mm F2 lens with 1.4 converter, Kodachrome 64 film, 1/8 at F32**

**Wurz gets better – fast!**

After the disappointment of Australia – where he was blown off by his team-mate – Alex Wurz's showing in Brazil came as something of a surprise. Quick in practice – he qualified fifth – his drive to fourth place on Sunday was one of the highlights of the weekend. Especially *that* overtaking manoeuvre: at the end of the pit-straight, on lap 54, he jinked out of Heinz-Harald Frentzen's slipstream, waited, waited some more, then dived for the apex, front discs aglow.

**Photograph by Charles Coates/LAT, Canon EOS 1n, 200mm lens, Fuji Velvia film, 1/125 at F16**



**Fast – even when he's standing still**

No-one, but no-one, is quicker in the pitlane than Michael Schumacher – and at Interlagos he was dynamite. Each time he dived into the pits, he'd be on the ragged edge, hurling his Ferrari between pitwall and armco, standing on the brakes for the entry right-hander, then hard on the gas for an instant, then lock up all four for the speed-trap – no need to save the tyres now – then in. Wait. Lollipop up, then out. Full throttle, light up the rears, catch the slide, and away. Magnificent.

*Photograph by Paul Henri Cahier, Canon EOS 1n, 600mm lens, Kodachrome 64 film, 1/500 at F5.6*





## johnny herbert

If Argentina was a pain in the butt, then Brazil was a pain in the neck. Literally. A case of insult *and* injury

**HURTING YOURSELF** IN a racing car tends to grab your attention. In practice for the Brazilian GP, I strained my neck after crashing when the throttle stuck open – and that was my first injury since Brands Hatch in August 1988, when I shattered my ankles. I guess you could say I've been lucky, though that wasn't my primary feeling as I soldiered on at Interlagos until the struggle to hold my head up during the race simply became too much. I just wanted the torture to end.

Compared with Brands it was a minor injury. Back then I remember lying in intensive care while all the doctors were debating what to do with me. What I didn't know was that they were all convinced of one thing: my driving career was over. Initially it was a question of which bits they might cut off. Then when they realised what I did for a living, it was more a case of how they would try to fix the mess, and whether I'd ever walk again. I was ignorant of all this, but my parents and Becky, my wife, had to bear all of it.

I got a lot of press because of the accident, and a lot of people thought my career was over. But when it's you lying there you can't afford to think that way. You daren't. I just got into a recuperation programme as soon as I could and worked as hard as I could. If I got back into racing then it was going to be worth all the effort and the pain.

Like I said, I was lucky. Peter Collins at Benetton fought to keep a seat for me in the team despite opposition, so that gave me something to

aim for. It gave me the impetus to get out of bed, and if not to walk then at least to start flopping across the floor! But truthfully my real aim was just to get myself back up again. You might not be in a condition always to think positively in such circumstances, but above all you must avoid thinking negatively.

I finished fourth at Rio in 1989, and that made it all worthwhile. People still remember that race, so it was worth all the effort. If I'd gone away and taken a year or two to recover, my career would have been over. Mind you, for years afterwards bits and pieces of grass or rubber would work their way out of my feet. I think the last bits appeared in 1991! You can bounce back physically but psychologically it can be a different matter. But as far as I was concerned there was just no point worrying that it might happen again. You just try your best and hope it all works out. Recovery is an interesting exercise. You learn a lot about yourself in those situations; you can't rely on what other people tell you. Doctors are pessimistic. If I'd listened to them, I'd have been in bed for a year. As it was, I crashed at the end of August and I was driving a Benetton in December. If you work hard enough at something, you can overcome all sorts of problems.

The dynamics of the accident at Interlagos were also interesting. My crash at Monaco last year was a heavier impact, but because my head hit the steering wheel I was okay. In Brazil my head went between my chest and the wheel, which is why I sustained whiplash. I felt okay during qualifying on Saturday afternoon, but my neck muscles suffered overnight and the race was purgatory. A reminder, I suppose, that we can be vulnerable. You don't have to miss too many races in this game to become stale news. There's always someone waiting to take your place.

You need to be fit not only to drive an F1 car – but also because it helps you to withstand accidents, and bounce back. I needed 10 days of therapy with Josef Leberer after the Brazilian GP, but in this game such things are merely an occupational hazard. Why delve into them and worry? They happen, and you just have to bounce back and forget.

I won't remember my Argentine GP fondly, but at least I could keep my head up, figuratively *and* literally. Roll on Imola. ①

**The doctors were debating what to do. Initially it was a case of which bits to cut off**

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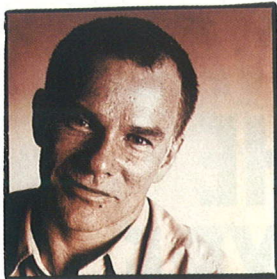
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## Peter Windsor

Instead of singing Michael Schumacher's praises all the time, why doesn't Eddie Irvine just get on with it?

EDDIE IRVINE, it says here, believes that Jacques Villeneuve and David Coulthard are nothing special – “here” being the British Press and “special” presumably being some sort of Irvine-speak emanating from a benchmark upon which Eddie sits, kicking butt.

Except that he never kicks butt. Instead, he goes on and on about how brilliant is his team-mate and how happy he is to finish behind him, to learn from him and to give him – and I quote – all the support he needs. What's wrong with this guy? Is he a racing driver (make that Ferrari driver) or is he a wimp? If he's the latter he has no business criticising guys like Villeneuve and Coulthard; if he's the former he should keep his mouth shut and go motor racing.

When Nelson Piquet, twice world champion, joined the Williams team, did Nigel Mansell go to bed at night with the goal simply of being a good Number Two? (I ask this because Nelson, and most of the motor racing world, certainly presumed that this was the role Nigel was going to play.) It's one thing to respect your team-mate, and to mirror his every move, as Stirling Moss mirrored Juan Fangio's; it's quite another to convince yourself that you're never going to be able to beat him. Which is what Eddie Irvine seems to have done with Michael Schumacher. He seems genuinely convinced that he will never, ever be able to beat him in equal equipment. If that is the case, he should retire now.

Mika Salo has it right. He is clearly convinced that, given equipment equal to his rivals, he is the fastest driver in Formula 1. Ask him about other drivers, what's more, and he'll talk about their sense of humour, or their manners, but he'll never attempt to judge them. For one thing, he doesn't care, because it's not his business to judge his peers; for another, every driver is unique and has a story to tell. By what standards

Maybe Eddie would be better off playing croquet...

does Irvine criticise Villeneuve and Coulthard?

Formula 3, it seems. Irvine says that, because Jacques achieved very little in Formula 3, his results later on merely reflect his subsequently having had a race-winning car. Never mind the corollary of that – that Jacques maybe didn't win in Formula 3 because he *didn't* have a race-winning car. Again, I don't remember Nigel Mansell re-writing the Formula 3 record-book – and nor do I remember Eddie Irvine winning in Formula 3000 the way Jacques won in America. An outside observer could say that Jacques brakes later or earlier than someone else, or turns-in a different way; indeed, Eddie Irvine could say this from his vantage point in the Ferrari.

To describe Villeneuve as “nothing special”, however, is downright stupid. For one thing, the guy made it to Formula 1 from Formula Atlantic and IndyCar. That makes him very special. His Jerez pass on Schumacher – Schumacher, mind you – will also stand as one of the great pressure moves in history.

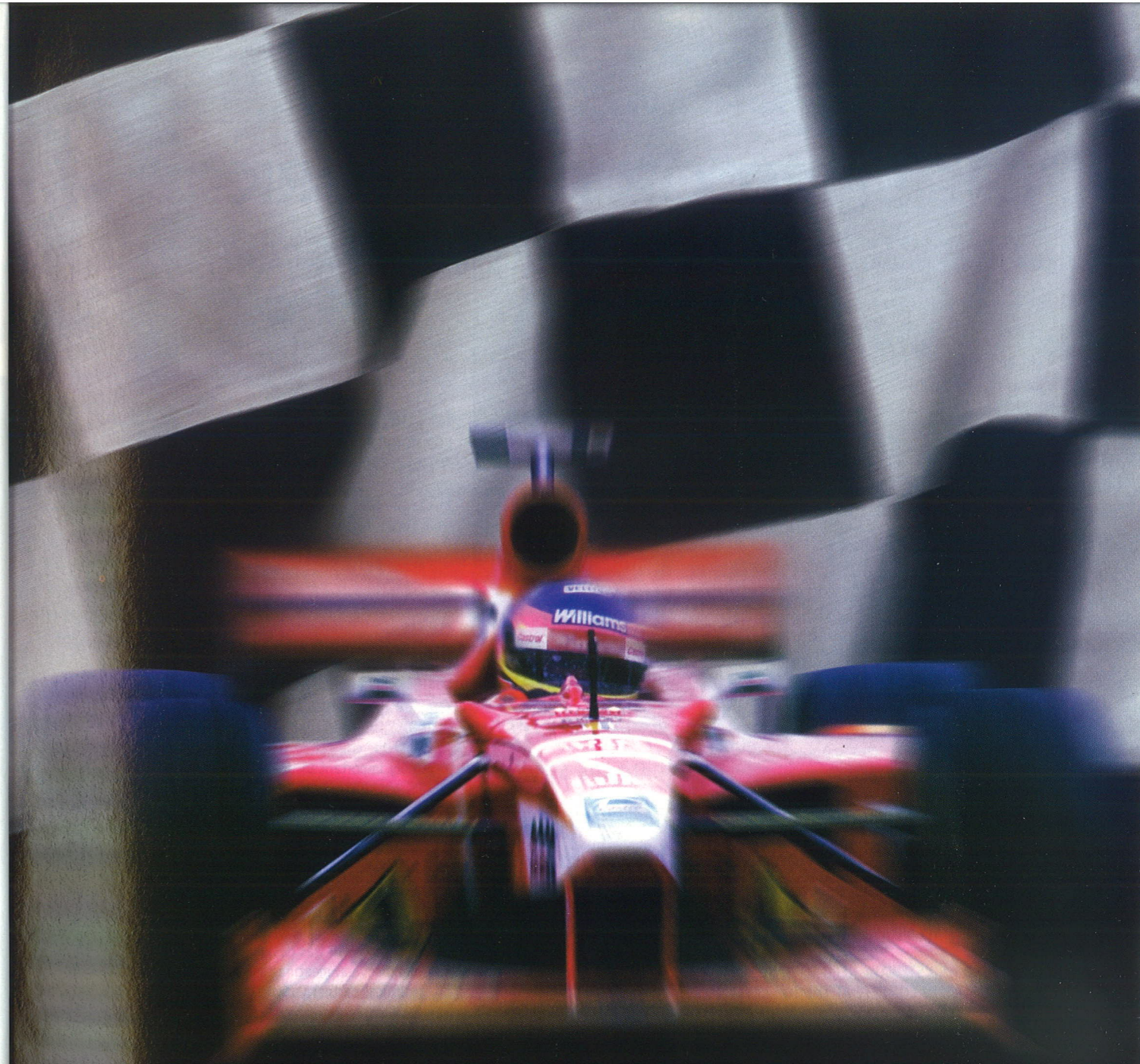
Then there's Coulthard, for whom Irvine condescendingly prescribes a ‘learn from Hakkinen’ course. When it comes to turning-in on the brakes, about the only person who couldn't learn from Coulthard is Michael Schumacher. If anything, Irvine should learn from *his* team-mate. It wouldn't cross Michael's mind ever to dream that there was someone out there who could do the job better than he – and Irvine could do with some of that self-belief. He is talented and occasionally he is quick – we saw that in Japan, 1997 – and, when the balance is right, he, too, is capable of a very tidy turn-in. Yet he has this spaniel-like approach to his team-mate that makes you think he would be better off playing croquet. To some extent that is his choice, and he shouldn't really be knocked for that. From his position on the croquet lawn, however, he certainly shouldn't criticise those guys out there who are actually racing in Formula 1.

Frank Williams once asked Carlos Reutemann what he thought of his (potential) new team-mate, Keke Rosberg. “Nice briefcase, nice watch and big moustache,” was Carlos' reply. Translation: “Don't ask me to judge other drivers; it is something we don't do.”

James Hunt was another who exuded a natural air of superiority. There was a brief moment, lasting probably only half a day, when Jochen Mass considered himself to be an equal number one alongside James. Then Jochen went the same way as Eddie Irvine and belied his early-career promise.

Curiously, James Hunt the TV man played an influential role in Eddie Irvine's early career. One can imagine James talking about Irvine now, in that Wellington College way of his:

“Less of the talking and a bit more of the driving, Eddie, thank you very much.”



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## THE SPIRIT OF TEAMWORK

### Q WHAT IS YOUR ROLE WITHIN THE STEWART-FORD TEAM?

**A** I am Ford's technical manager for European motorsport and my primary task is to work with Stewart Grand Prix - Ford's official partner in Formula 1. My job is to help the team to use Ford Motor Company's resources on projects that both partners have worked on, and identify new needs that the team might have. At the same time, I'm always looking for ideas and technologies used by the F1 team that can be fed back into the mainstream automotive industry.

### Q FORD AND STEWART ARE TECHNICAL PARTNERS IN F1, BUT THEIR RELATIONSHIP STRETCHES FAR FURTHER THAN AN ENGINE SUPPLY, DOESN'T IT?

**A** Yes, it's a two-pronged initiative. We would like to use the resources and engineering centres that Ford operates around the world to give Stewart access to technologies they might not otherwise be able to use.

At the same time, we are able to push our resources to the limit in ways they never have been pushed before, so we can develop our own tools to a higher level.

### Q DO FORD AND STEWART NEED TO HAVE SUCH A CLOSE RELATIONSHIP TO COMPETE AT THE TOP LEVEL IN F1?

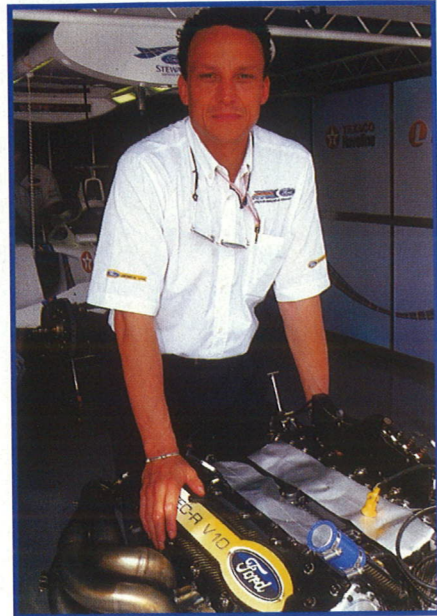
**A** Grand Prix cars are incredibly complicated pieces of machinery. In the last 10 years there has been a technology explosion in F1. Stewart is a relatively new team and, although it previously had experience of Formula 3000, it has to access new technology quickly, which would normally take a number of years to achieve.

Ford is a leading automotive manufacturer and, knowing how competitive this business is, it has access to these technologies because it uses them for production cars.

But, more importantly, to help Stewart-Ford to design its car quicker and to the high level demanded by F1, our close relationship makes it possible to design items together - and therefore optimise our potential.

### Q EXACTLY HOW MUCH FURTHER HAS FORD GONE INTO THE DEVELOPMENT OF THE STEWART SF2, BEYOND MANUFACTURING THE FORD ZETEC R-V10?

**A** We were involved in a range of new developments on the SF2. The rear suspension on the car was a design based on analysis done by Paul Fickers, one of our Vehicle Dynamics Analysis team engineers, who works with the Stewart team full-time. We also used some of our analysis equipment to bring the SF2 up to the new more stringent crash test and



*Tyrone Johnson oversees Ford's involvement with the Stewart team in F1. He explains the relationship between the pair, and what it means to Ford*

side impact requirements.

The car's revolutionary carbon fibre transmission also received a lot of input from us. We made a study of the internal loads of the transmission that allowed the team to go ahead with the project with more confidence.

### Q IS THIS KIND OF RELATIONSHIP COMMONPLACE IN F1?

**A** I don't think this level of co-operation is achieved by anyone else in F1. The team draws on expertise from Ford's engineering centres at Dunton, Cologne and in the US.

I'm sure other manufacturers use specific skills that may be drawn from the parent company, but not across the board in the way that we do it.

### Q HOW MUCH DID THE DESIGN OF THE FORD ZETEC R-V10 AFFECT THE OUTCOME OF THE SF2?

**A** One of the things that is incredibly important in the design of F1 cars today is to ensure that all the systems work together properly. It's no longer the case that an engine supplier designs an engine, then delivers it to the team. You would end up with a package that would be driveable, but it would be a long way from being the best.

The Zetec R-V10 was designed together with Stewart GP. We had several meetings a week, and Ford, Stewart, plus our technical partner Cosworth, worked together and built it as a package, taking into account how the engine would fit into the car, its weight, size and where we would place the auxiliary components.

### Q DOES FORD SEE F1 AS A TRAINING GROUND FOR ITS TECHNICAL ENGINEERS?

**A** It's a great training ground for Ford's personnel. They are placed in a very high-pressure environment where results rather than effort are rewarded - they have to perform.

When these people return to the mainstream industry they find it easier to achieve results at a high standard.

### Q WHAT DOES THE FORD MOTOR COMPANY GAIN FROM BEING INVOLVED IN A PROJECT SUCH AS F1?

**A** The processes we use to help Stewart-Ford are the same that we use for production car development. When you apply them to F1, where the conditions are much more extreme, the pressures, the temperatures and the loads are much greater, so these processes are pushed to the maximum, which allows us to improve and make them more accurate.

Other than that, of course, we are here to win, and that is why we are putting so much effort and resources into Stewart and F1.



**Above:** Rubens Barrichello guides his Ford powered and developed Stewart SF2 out of the Interlagos pit. **Right:** Tyrone Johnson travels around the world with Stewart managing Ford's role within the team

PICTURES: LAT



## BE PART OF STEWART-FORD FOR THE DAY...

Look out for full details on this fantastic opportunity to see inside the world of the Stewart-Ford team in next month's issue of F1 Racing





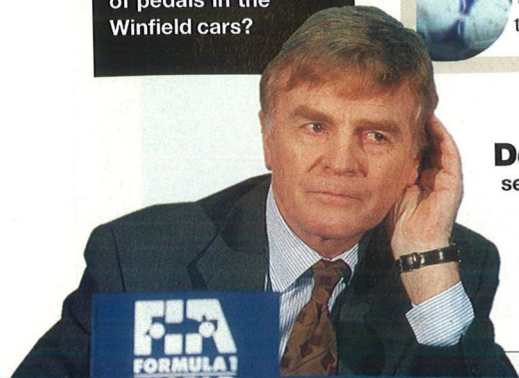
Emma Noble: still keeping ahead of things at Jordan

**Emma gets on EJ's tits**

BRITISH BABE Emma Noble raised blood pressures all over the Buenos Aires pitlane while she posed in a skin-tight Benson and Hedges outfit in the Jordan pit.

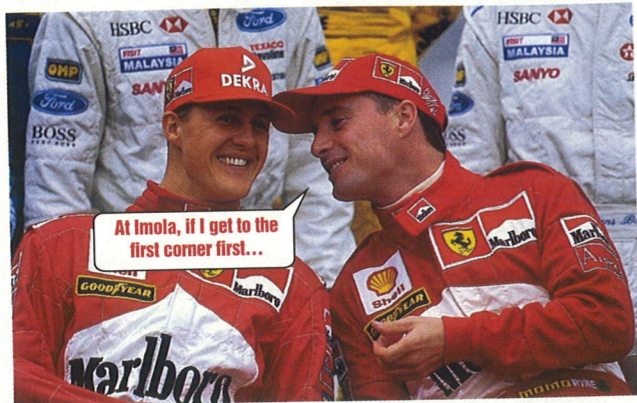
Team boss Eddie Jordan enjoyed having the blonde bomber in his pit, but his blood pressure was raised for the wrong reasons when she sauntered off to visit a friend at Williams, and had her picture taken in one of Frank Williams' cars.

A lack of loyalty – or had she been sent on a fact-finding mission to count the number of pedals in the Winfield cars?



FORMULA 1 WORLD CHAMPIONSHIP

**FERRARI ON A ROLL...**



At Imola, if I get to the first corner first...

**Prancing Horse ready to bolt?**

IN THE WAKE of Michael Schumacher's unexpected victory in Argentina, Ferrari technical director Ross Brawn has warned against assuming the Prancing Horse will now be a match for McLaren everywhere.

"We should be okay at Imola and Monaco," he said, "but Barcelona might be tough. The advantage McLaren have with their car might show itself there."

McLaren boss Ron Dennis reckons Ferrari's form to be more of a flash in the pan than a genuine performance gain. He said the debut of Goodyear's new 13-inch front tyre (believed to be worth 0.5 seconds), combined with the twisty and slippery nature of the Buenos Aires

track, allowed Ferrari to shine in adversity and prevented the McLaren from showing its class.

But Ferrari have a tweak coming for Imola: instead of their exhaust pipes exiting through the rear diffuser, which caused problems with overheating rear suspension parts, reshaped tail pipes will exit through the top of the bodywork.

"This will make the car more stable and less reactive to the throttle, making it significantly easier to set up," said Brawn.

**Dogged by back pains**

Michael Schumacher had a kickabout with representatives of both the Boca Juniors and the Argentine National football teams prior to the Argentine Grand Prix.

The double world champion admitted to feeling much more athletic than in Brazil, where he was nursing a painful shoulder and back, even figuring at one stage that he might not race in Buenos Aires.

The problem? "I fell over one of my dogs while I was on a training run," he explained. He's better on wheels than on legs, perhaps...

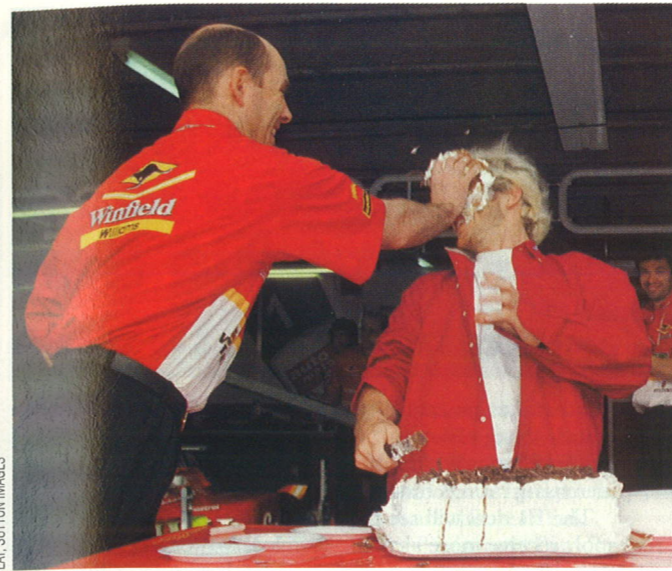


Poetry in motion, or a great athlete looking like a bit of a plonker? You decide...

**Do we hear tell of an FIA U-turn?** Just three races into the season, it seems Max Mosley could be about to ditch the new narrow-track regs. The aim of the grooved-tyre/narrow-track rules was enhanced safety, but they were also expected to increase instances of overtaking. It hasn't happened: drivers say that it's harder than ever to run close to the car in front, and the FIA will now ask the Advisory Experts Body, of which Harvey Postlethwaite is a member, to suggest improvements. Expect bigger, wider-wheeled chassis and a ban on downforce-inducing rear diffusers.



JOHNNY HERBERT had a difficult time in South America, retiring from both the Argentine and Brazilian Grands prix. The Englishman suffered a sore neck in Brazil, and was then taken out in Buenos Aires by Damon Hill. "The only thing that can still go wrong is for the plane to crash on the way home," he told ITV viewers. Steady on! SEE JOHNNY HERBERT, PAGE 18 >



**THE ICING ON THE CAKE** The Thursday before the Argentine GP marked the 27th birthday of world champion Jacques Villeneuve. Williams gave him a birthday cake, but celebrations quickly went pear-shaped thanks to Jacques' race engineer Jock Clear. In response, Jacques threw the cake at Jock ... and his car at David Coulthard. Hardly a cakewalk.

**McLaren to share Mercs?**

McLaren and Mercedes have extended their F1 partnership by three years, to the end of 2002. The deal was agreed between McLaren boss Ron Dennis and Mercedes-Benz bigwigs on the eve of the Argentine Grand Prix.

The new agreement provides scope for the three-pointed star to supply engines to another team, but Merc

Motorsport boss Norbert Haug claimed that McLaren would still have the final say.

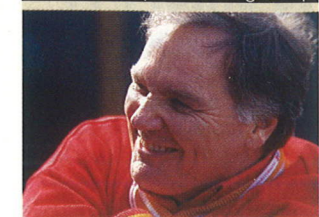
"Exclusivity is the plan," Haug said. "We can't logically be part of two teams but, should an 'A and B engine supply' situation arise, where it would be beneficial for the sake of F1, there might be a chance." Has Norbert been getting lessons in Ronspeak?

Conferencing feedback suggests continuing mutual interfacing

Exclusivity suspension will ease feasibility of Benetton interaction



**fact**  
The latest paddock gossip



**Head to get rich?**

Patrick Head (above) is at the centre of a rumour which suggests he might be willing to sell his 30 per cent stake in the Williams team to their next engine supplier, BMW.

Estimates vary as to how much wonga might wing Head's way, but £50m isn't too far off...



Hakkinen on a wing – but Schuey was on a prayer



**Takagi to Honda?**

Following his superb early-season showings for Tyrrell, Toranosuke 'Tiger' Takagi (above) is thought to have already been approached by Honda to drive for them when they re-enter F1 in 2000. One-time golden boy Shinji Nakano may now be yesterday's man.

**Miracle on Easter Day**

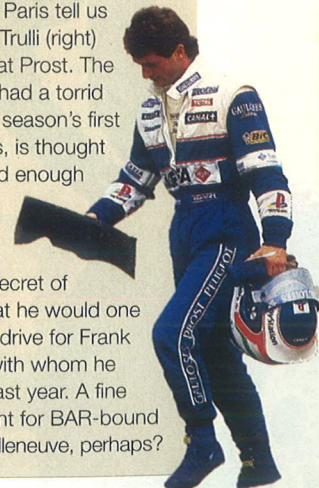
Mika Hakkinen was left with egg on his face after the Argentine GP, having committed the ultimate *faux pas* before travelling to Argentina.

"The other teams will need a miracle to catch us," he said, only for Michael Schumacher to win the race.

"Well, it looks like we've got the miracle," grinned Schuey after a comprehensive victory.

**Trulli to Williams?**

Sources in Paris tell us that Jarno Trulli (right) is restless at Prost. The Italian has had a torrid time in the season's first three races, is thought to have had enough of French politics, and has made no secret of the fact that he would one day like to drive for Frank Williams, with whom he had talks last year. A fine replacement for BAR-bound Jacques Villeneuve, perhaps?



## Toyota next to enter F1?

TOYOTA COULD STEP up to Formula 1 if they win the Le Mans 24-Hours this year.

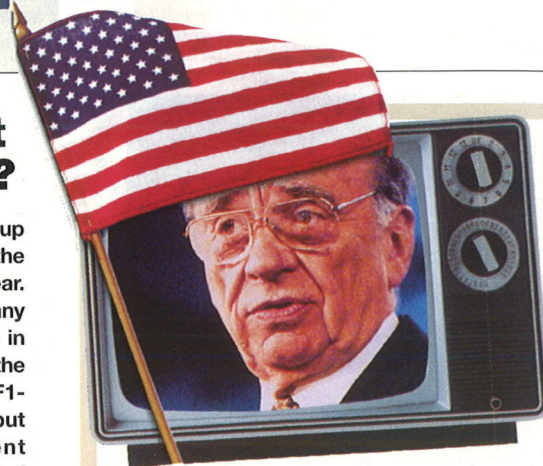
The Japanese company harboured F1 ambitions in the early '90s, leading to the construction of an F1-scale factory (left), but



Toyota's F1-style factory in Norfolk – F1-bound at last?

management indecision led to the project being canned at the very last minute. But a recent change in policy by the company's president, Hiroshi Okuda, could lead to an F1 assault by 2000.

The Le Mans cars have been designed by Andre de Cortanze, of Sauber and Ligier fame, and few people doubt that he has been asked to do a feasibility study on F1.



### F1 RATINGS TO SOAR?

## Two cunning old foxes to save F1 in the United States

FOX TELEVISION'S recent purchase of the broadcasting rights for Formula 1 in America – usurping ESPN2 in the process – could have huge implications for the sport.

Fox is media magnate Rupert Murdoch's (above) least successful TV network (after Star TV in Asia and BSKyB in Europe), and he is pushing for it to become more of a sports network to suit the US market. Already it has exclusive rights to the National

Football League, and Murdoch sees F1 as an unorthodox means of increasing ratings further.

The F1 deal will see the sport receive more airtime than of late – with the objective of F1 hitting a chord with the American people, helping to facilitate Bernie's wish to stage the first US GP since 1991.

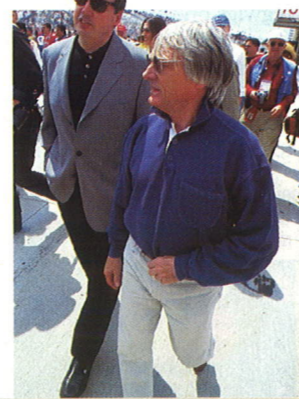
But beyond a race, there is also Fox's sister company, 20th Century Fox, to consider. At the Italian GP last year, Ecclestone signed

a deal with Sylvester Stallone to make an F1 film and, through Fox, Bernie might just have found a production company to underwrite the project.

Ecclestone and Murdoch are the same age – both are 66 – and Bernie visited the Aussie tycoon in his LA mansion before Argentina. One can only ponder the long-term prospects of F1 on terrestrial TV in Britain, following the expiry of ITV's contract in 2001. Is the Sky the limit?

## F1 to return to Long Beach?

Bernie Ecclestone's appearance at the Long Beach ChampCar race at the beginning of April has led to speculation that F1 could be about to return to the Californian track for the first time since 1983. F1's commercial boss, along with San Francisco mayor Willie Brown, was a guest of promoter Chris Pook and ChampCar boss Andrew Craig (right). Rumours suggest that Brown and Ecclestone are pushing for a race near San Francisco's Golden Gate, and were in California to learn how best to Americanise F1. But Bernie still claimed that F1 will only go to the States for the right money. And if Pook has the cash, why would Bernie show up in Long Beach if he didn't want a race there?



**A PROFILE** of the average F1 viewer has been compiled by Sports Marketing Surveys, after studies in Britain, France, Germany, Hungary and Japan. Compared with 1993, your average age has dropped from 45 to 40, and significantly more of you are women. Apparently, you drive a Volkswagen or a Ford...



## Damon is Jimmy Five Bellies!

DOES A SLIMMER Damon Hill make for a faster driver? The answer has to be no after his two appalling races in South America. The Jordan star arrived at Interlagos four kilos lighter than in Melbourne, implying that he was in better shape. But he was disqualified in Brazil and finished eighth, and lapped, in Argentina. Ah well...

## Time is running short for failures at Stewart

SUTTON IMAGES; ACTION IMAGES; LAT



Gearbox problems have plagued Stewart all year. Will Alan Jenkins (above) pay the ultimate price?

Following the poor performances of Stewart-Ford in the opening three races of the season, which netted a best of 10th in Argentina by Rubens Barrichello, the job of technical director Alan Jenkins may be under threat.

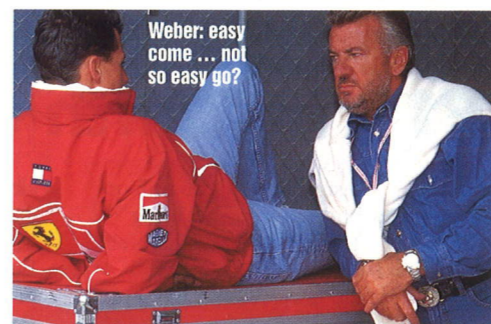
An analysis of this year's SF2 suggests that the aerodynamics – the work of Eghbal Hamidy – are

effective, but the mechanical parts – and in particular the groundbreaking carbonfibre gearbox, which was instigated by Jenkins – are the weak link.

Team boss Paul Stewart is quick to jump to Jenkins' defence: "Our programme needs the support of Alan and, in return, our support of him," he said. But for how long?



**JOS VERSTAPPEN** was behind the wheel of a Benetton at Silverstone recently – for the first time since 1994. The Dutchman was called upon to test for the team while regular drivers Giancarlo Fisichella and Alex Wurz were in South America. Another test looks likely soon.



Weber: easy come ... not so easy go?

## Weber: pounds lighter

WILLI WEBER looks to be in hot water with regard to his court battle against German television commentator Burkhard Nuppeney. Weber, who is Michael Schumacher's manager, is being sued for half his share of the double champ's earnings, following an alleged breach of contract when Schuey was in F3. Following the first hearing in Stuttgart, the judge has suggested that Weber settle the matter out of court...

## Pollock BARred from using Ford V10



Big, how could you lose the deal?

I only said the Mondeo's crap, Julian

Craig Pollock and business partner Julian Jakobi have been refused the use of Ford's V10 for their new British American Racing team in '99, because of the lousy performance of Ford's Reynard-built Mondeos in touring cars. For all Craig's smooth talking, not even he had an answer for his new partners.



THESE FLOWERS (right) are the decoration surrounding Ayrton Senna's grave in the Morumbi cemetery, São Paulo. The contrast to the extravagant funeral of four years ago is all too blatant. Now all there is to show for the Brazilian is this conspicuous headstone (left). WHERE WERE YOU, PAGE 68 >



## on the inside

## Serial shunter strikes again

No doubt I'll be in a minority of one, but I think that Michael Schumacher's move on David Coulthard in Argentina was way more suspect than anything he did to Jacques Villeneuve at Jerez last year.

But Buenos Aires wasn't a world title decider and there won't be anything like the same degree of nonsensical media hype, and the whole thing will doubtless be quietly forgotten.

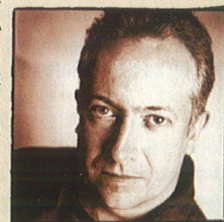
Well, after Monday morning, that is. As I pen this on Sunday evening after the race, I gather the Fleet Street boys are at work on their 'Furious Coulthard Blasts Schumacher' epics.

But Coulthard did not in fact 'blast' anybody. He was unhappy, yes, and told Schumacher about it, but the incident happened two hours before the press got to him. He couldn't affect the anger for us, and was his usual calm and rational self. These things happen; that was his tack.

Why was it worse than Jerez? Because it happened on the exit of a corner, under acceleration, where Schumacher had time to assess the situation. By contrast, at Jerez, Villeneuve came from miles back, in a heavy-handed, two-wheels-on-the-grass move that was bound to compromise the Ferrari if there hadn't been contact. Superbly opportunistic though it was, to emerge with the race and the title, and leave Schuey covered in manure was like robbing Fort Knox in broad daylight.

The problems all stem from the near impossibility of overtaking in modern-day F1. While there is no doubt that the Argentine GP was superb entertainment, don't let it distract you from the fact that Schumacher's 'overtaking' apart, there was precious little actual passing. And what there was came from mistakes on a slippery surface. But the FIA are about to address the situation (see page 25), even if it means a potentially embarrassing U-turn on the 1998 rules. The teams, no doubt, will bitch like hell, but they're better late than never.

**Worse than Jerez? Yes, because it was at the corner's exit, with time to assess the situation**



by TONY DODGINS

pitlane HERO



**TONY JARDINE**

ITV

Nationality: British

Age: 46

Company: ITV

Job title: Studio panelist

How did he get involved in F1?

After working as a political cartoonist and schoolteacher (hence his nickname 'Teach') he joined Goodyear Racing in 1976. The following year he joined Brabham and then worked for McLaren, prior to setting up his own PR agency in 1985.

How did he get a role in TV?

Close links with the BBC led to him becoming their pitlane reporter in 1996. When ITV got the contract for F1 at the start of last year, he was immediately offered a job as a panelist.

His best racing moment?

It has to be Alain Prost's sixth-placed finish on his F1 debut in Argentina, 1980. The McLaren M29B he was driving was mediocre at best, but after just one F1 drive everybody knew Alain was a star in the making.

Does he rate today's young aces?

He says that Mika Salo is one of the dark horses for the future, and only needs a decent car to shine. Jarno Trulli is another one he is keeping a close eye on.

Will he stay in F1 forever?

Although he loves his television work, he doubts it. One day he hopes his career will turn full circle and he will be able to go back to being a fully-fledged cartoonist once again, like he was in the '70s.



Graham Hill, in an Embassy Shadow, at Paul Ricard in 1973. Are the Embassy colours set to return to F1?

FAG BAN? WHAT FAG BAN?

New ciggie company to (re) enter F1 – but with whom?

IMPERIAL TOBACCO, famous in Formula 1 for sponsoring Graham Hill's F1 team in the early '70s, are considering a return to the sport.

"We will not be in F1 in any shape or form this year," said a company spokesperson. "But from 1999 onwards – who knows? It's not an impossibility."

The economic climate is now right for the company; they are becoming a major player on the world tobacco scene, having bought Rizla

last year for £186 million, and last month adding Douwe Egberts Van Nelle to their portfolio for £652m. Douwe Egberts supply one third of the world's hand-rolled baccy.

Imperial have almost 40 per cent of the UK tobacco market, with sales of £6 billion per year. In 1996 they made profits of more than £300 million, mainly through their Embassy and Regal brands.

Sports sponsorship is company policy; they are

already involved in world darts and snooker.

The arrival of arch rival Benson & Hedges in F1 in '96 with Jordan put big pressure on Imperial to respond on a global scale, and F1 is practically the last available option open to them.

The most likely recipient of Embassy cash is Arrows, the only team prepared to take 'fag lucre' who haven't yet got any. An Arrows-Marlboro deal for this year fell at the last hurdle.

Volkswagen to get the Formula 1 'love bug'?

The tug-of-war between VW, BMW and R-R could lead to VW entering F1...

Volkswagen might enter Formula 1 by accident. Desperate to get their hands on Rolls-Royce, the better to compete with BMW and Mercedes in the luxury car market, VW have tendered a last-minute bid for the British legend. And in an attempt to tempt R-R owners Vickers their way, VW have also bid for Cosworth (which Vickers are anxious to offload along with R-R). But BMW are still favourites to bag the Flying Lady.



Agreement 'Concs out'

THE WAR BETWEEN the teams and the FIA over the Concorde Agreement is dragging ever on, despite recent assurances from teams that a resolution was in sight.

The irony is that the two big teams which led the 'revolt' against the FIA back in 1996 – namely, McLaren and Williams – are happy with the new draft, which is to span a 10-year period, not five.

This latest difficulty represents quite a setback for Ron Dennis, the man who played a key role in evolving the new draft.



TONY BLAIR IS in trouble, and Bernie Ecclestone is at the centre of the storm again. Blair (seen being driven by Damon Hill, right) has been reprimanded by an all-party Commons committee for failing to register hospitality extended to him by Bernie at the '96 British GP. MPs are obliged to register any hospitality exceeding £215; his visit to Silverstone, with wife and two kids, equated to about £1200.



STAR IN SHEEP'S CLOTHING Giancarlo Fisichella shocked shoppers in Rome recently by taking a turn behind the till of a Benetton shop. The 25-year-old was less than slick as a salesman, and soon relegated himself to signing autographs. Being a resident of chilly Oxford, near Benetton's F1 base, Giancarlo did however take one souvenir with him as he left: a sweater...

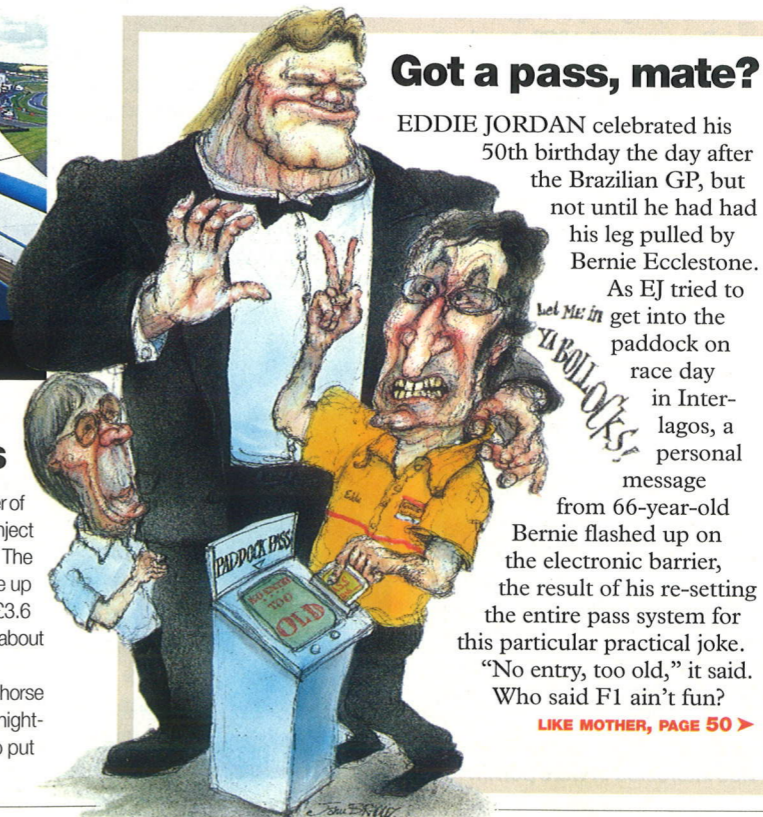


Foxy Foulston: wants to make motorsport sexier

Sex-drive for Brands

NICOLA FOULSTON, owner of Brands Hatch, wants to inject more sex into motorsport. The circuit's pre-tax profits were up 68 per cent last year to £3.6 million, allowing her to think about exploring other industries.

"I'm considering buying a horse racing course, ice rink or nightclub," she said. "It's time to put some sex into our industry."



Got a pass, mate?

EDDIE JORDAN celebrated his 50th birthday the day after the Brazilian GP, but not until he had had his leg pulled by Bernie Ecclestone.

As EJ tried to get into the paddock on race day in Interlagos, a personal message from 66-year-old Bernie flashed up on the electronic barrier, the result of his re-setting the entire pass system for this particular practical joke. "No entry, too old," it said. "Who said F1 ain't fun?"

LIKE MOTHER, PAGE 50 >



Paul Stewart gatecrashes the TWR-ARrows team photoshoot

Tom's house of Stewart

ARROWS USED THE wide Interlagos pitlane to stage their annual team photograph – and things were running smoothly until Stewart boss Paul Stewart got involved. In the absence of fellow Scot Tom Walkinshaw, who had returned to England because of illness, Paul – sporting his family tartan – took it upon himself to add a homely touch of Scotland to the party. Didn't help the TWR boys, though...

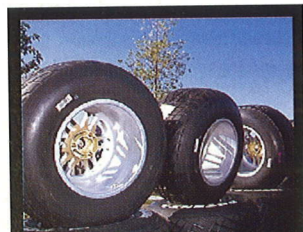


No more rickety grandstands...

## Hungary is go

THE FUTURE of the Hungaroring on the Formula 1 calendar looks to be assured, following the decision by the Hungarian Government to invest £1.3 million updating its facilities.

In recent years the track, which has been a regular fixture on the calendar since 1986, has had doubts hanging over it because of its primitive amenities. But Bernie Ecclestone has promised the tobacco-friendly country a long-term deal to stage the race if work can be carried out before this year's race on 16 August.



BRIDGESTONE suffered an embarrassing hiccup with the FIA in Brazil: all tyres passed for use in F1 have a bar-code stuck to them by the governing body as evidence of their legality, but the bar-code would not stick to the batch of Japanese tyres used in Interlagos due to a texture change to the outside of the tyre wall. Is there something we should be told?

## Ger-hard Berger to star in film?



GERHARD BERGER attended the opening ChampCar race of the year at Homestead, Florida, with Hollywood hard man Sylvester Stallone. The former Benetton star, who is to take part in no races at all this year, claimed to be on holiday before going to the Brazilian GP the following weekend. But when asked whether he was seeking a part in Stallone's forthcoming F1 movie, he said that the only films he was interested in were porn...

## FORD TURN UP THE HEAT ON STEWART



Jackie Stewart and Ford's Martin Whitaker: who's blaming who?

## Ford get itchy feet for 1999

FORD'S FUTURE in F1 is currently the source of speculation as rumours circulate that the Blue Oval are trying to ink a deal with Benetton for 1999.

The feeling is that Ford, who despite their huge investment in Stewart Grand Prix still don't have an F1 test team, want a bigger outfit to ensure more immediate results than they are currently achieving. Of the top teams (Williams, McLaren, Ferrari and Benetton), only Benetton – with whom Ford won the

title in '94 – are without a long-term commitment to an engine manufacturer.

"It's too early to say who the customer engines will be available to next year," said Ford's motorsport boss Martin Whitaker. "It's a great compliment to the development work done by Cosworth that people are interested in it." His use of the word 'customer' implies

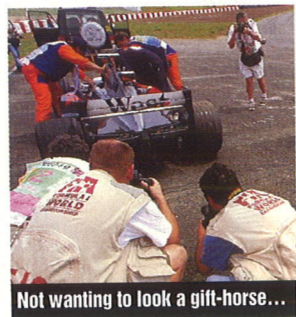


Benetton-Ford: double-act in '94

that, should Benetton get the nod, they would have to use less developed units, a fact Stewart bosses are quick to emphasise.

"We trust Ford implicitly," said Paul Stewart. "They can supply other teams on a customer basis, but they must be two stages behind the design specification available to us."

But it still seems that only a string of decent results will stop Ford looking elsewhere.



Not wanting to look a gift-horse...

## Spies like us...

DAVID COULTHARD survived the wrath of Ron Dennis in Brazil for deserting his car during practice.

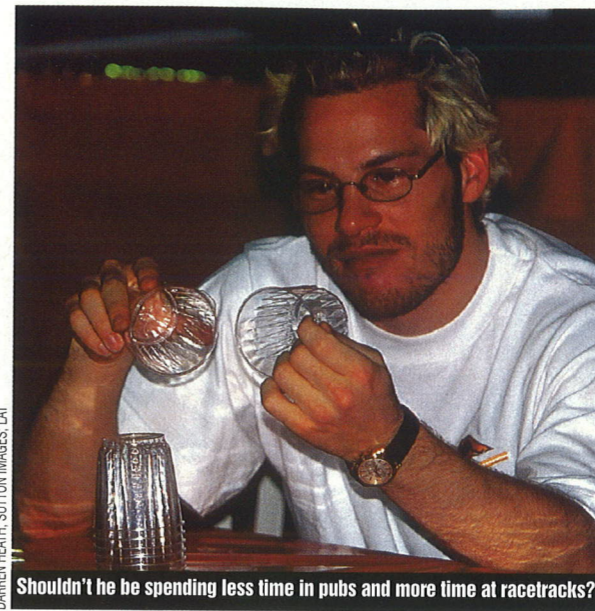
When he left his stricken car on the circuit, photographers were left a free-for-all, some selling their pics along the pitlane. Spying in F1 is common, but this was too blatant for Ron: "I'm annoyed," he said. "They have gone too far."

## Jacques the lad is pub king

JACQUES VILLENEUVE is proving to be a law unto himself this season. In Brazil the world champion was 20 minutes late for a press conference, claiming that he'd got lost *en route* to the track...

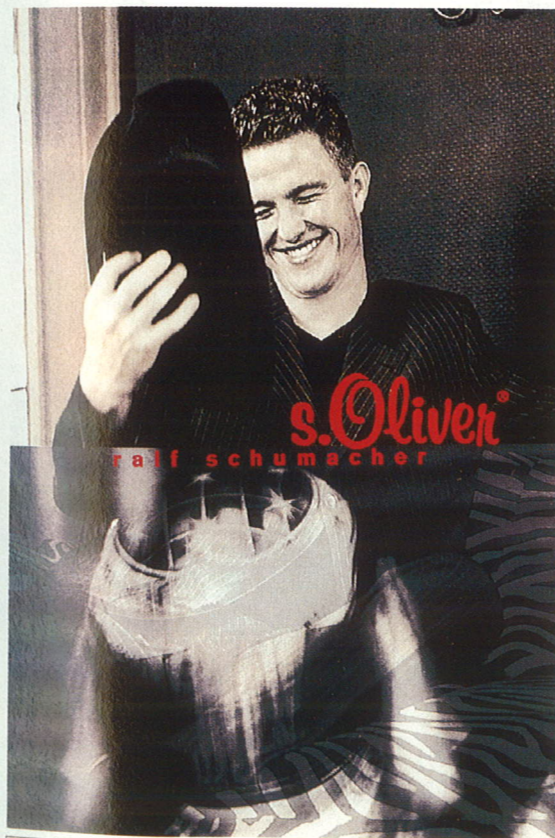
And in the two-week break before Argentina, the Williams star went straight from São Paulo to a small island off Brazil with his friend Mika Salo, leaving Heinz-Harald Frentzen to carry out development work of the FW20 at Barcelona.

Is Jacques less focused since he won the title – and is he man enough to stop the rot?



DARREN HEATH/SUTTON IMAGES/LAT

Shouldn't he be spending less time in pubs and more time at racetracks?



**NEW GERMAN SUPERMODEL DISCOVERED** This is the latest advert from German clothing company S Oliver, personal sponsors of Ralf Schumacher. Look carefully, and you'll see that he is scrutinising a stelson. He's also smiling. Are we to assume he might smile on a life in the Wild West? From kart to CART? Probably not, but who knows...?

## Designs on Salo's helmet

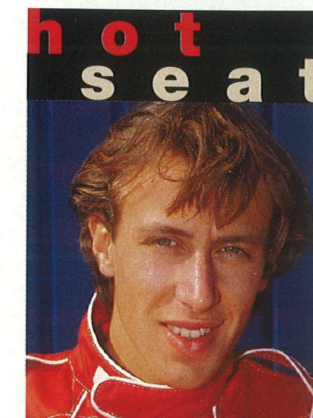
MIKA SALO HAS become a home-owner in his native Helsinki. The Arrows star, who already has a flat in London, has bought a plush house in the heart of the Finnish capital and is adding a personal touch: he's having a mosaic of his helmet built into the floor of his new indoor swimming pool.

To help keep in touch with the builders, he has a new deal with Nokia which should see their logos on the Arrows for the European F1 season.

I don't want Hakkinen's helmet in my pool, you idiots! I said SALO!



'WOODY WOODPECKER' featured on the noses of the two Williams in Brazil and Argentina. The cartoon is the second film which Universal Studios have promoted in Formula 1 this season, the first being 'Blues Brothers 2000' in Oz. Hence the buzz-phrase in the Williams team in South America: "Nice pecker, Jacques..."



LUCA BADOER  
FERRARI

**Do you believe in God?**

Yes, sure. I'm a Catholic.

**Who was your childhood hero?**

First Senna, now Schumacher.

**What is perfect happiness?**

Playing sports. I love sport.

**Who would you most like to date?**

Two years ago, Claudia Schiffer. Now, Carol Ilk. (Er, who? Ed)

**Are women good road drivers?**

I don't think so. Some are okay, but most aren't.

**What's your worst habit?**

I don't have any. I don't smoke or drink, and I don't have too much woman.

**Which traffic rules do you oppose?**

No rules, just traffic. I hate too much traffic in the cities.

**Do you support the death penalty?**

That's difficult to say.

**What will you be doing at 40?**

It's too far away. I'm focused on now, with Ferrari.

**Who's your ideal dinner guest?**

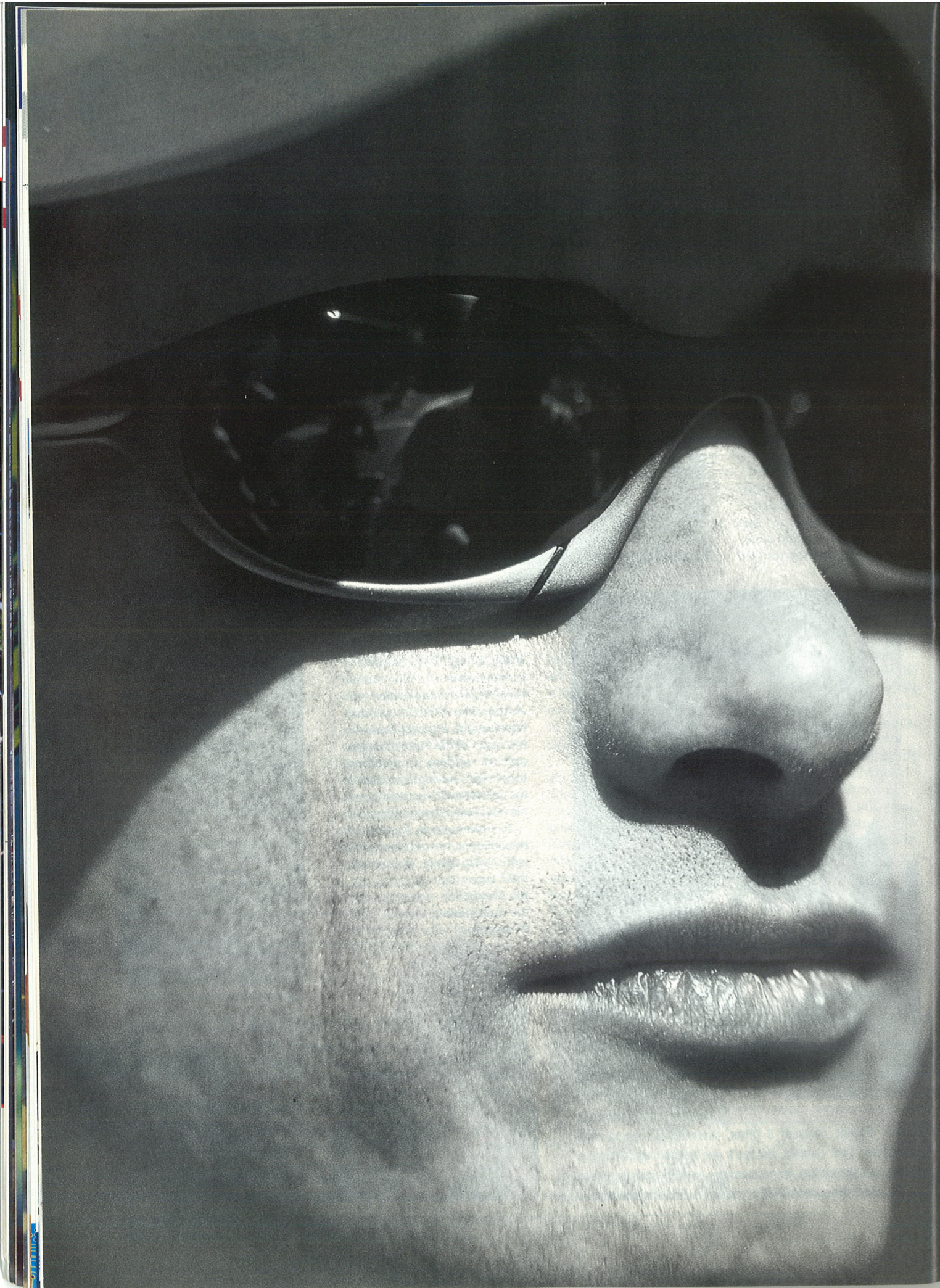
Gianni Agnelli.

**What's your favourite cocktail?**

Apricot juice – no alcohol.

**What's the most you've spent on a pair of shoes?**

I think \$250. But I still get all the clothes I need free from Replay.



**F1** to one

## Eddie Irvine

Being Schuey's number two is no job for the faint-hearted. But Irv is doing very nicely, thank you...

**You've been very critical of Murray Walker lately...**

Murray made a comment [in *F1 Racing*, March – about Irvine being money-oriented] which was totally unjustified. He didn't know the situation, has apologised and now agrees with me.

**So, just how important is money to you?**

I don't want to be paid one million dollars if everyone else in the pitlane is getting 10. But I wouldn't have done what Damon did, for instance. You've got to decide which team you want to drive for and do the deal with them. You don't run up and down pitlane seeing who's going to give you most money. But I can understand Damon doing that. He's won the title and so many races and probably knows in his heart that it's not going to happen again. He doesn't have the pressure you get at Ferrari, McLaren, or Williams. He looks like he's enjoying himself.

**Is the public's perception of driver abilities misplaced?**

They are getting educated now. There are world champions not doing very well and guys who aren't world champions winning. At the end of the day there is one real superstar in Formula 1, and that's Michael. Then you've got lots of very good guys jockeying for second position.

**Who would you choose as your top three drivers?**

If I had my own team, I would choose Michael, Hakkinen, and probably Fisichella. As test driver, anyway, to see how he came on.

**Why have you been closer to Michael so far this year?**

The F300 is a proper racing car. The '95 Ferrari was good to drive, the V12 engine was fantastic. The '96 car just wasn't a car. How Michael won three races in it, I'll never know. Last year's car was a big step forward but I'd forgotten what a real racing car was like until I drove the F300.

**It's not a McLaren, though. What's so good about it?**

We've got the basics right. The F300 is the best car I've driven in F1, even on shitty grooved tyres. It's balanced and well put together. If you change a spring by just 100lb it makes so much difference it's unbelievable. We've had to devise half-measure roll bar increments because it is so sensitive. It's tighter and reacts quicker. We need a bit more power and we're behind because of pre-season problems with exhausts and suspension. But we'll get there.

**Should David have moved over for Mika?**

If the agreement is there, that's fine, but I don't think it should be allowed. It stinks a bit. If people pay a lot of money to watch a race and you get guys moving over for other guys, it's not the way F1 wants to sell itself. I'd prefer to see two guys going off. I think the sponsors would get more out of that than from set-up races.

**But aren't you in the same position yourself?**

For sure, I'd have to do it. I can't win a race while Michael is second. But it's very seldom I'm in front of him. My situation is clear-cut because Michael is so damned good. But with the McLaren pair, Hakkinen maybe has the upper hand – but he hasn't really established that yet.

**Would you rather break your contract or upset the FIA?**

I really don't know. I guess I'd do whatever the team told me because my contract's with them, they know the rules and they tell me what to do. It's that simple.

**Are you satisfied with being number-two to Michael?**

Okay, in Brazil I had to lift off and let him through, which meant I didn't get out in front of Alesi. But what I've got to do is qualify close to him, then beat him away from the lights. That looks good. I'm doing a hell of a lot better than anyone else ever did beside him. He says that, too. And not because he wants to keep me here. He's not afraid of anyone.

**Are you worried that you don't get wider recognition?**

It would be nice but it's not important as long as Jean Todt, Luca Montezemolo and Ross Brawn say you've done a good job. They know the story. I'm up against the best guy in the world and he never has an off-day.

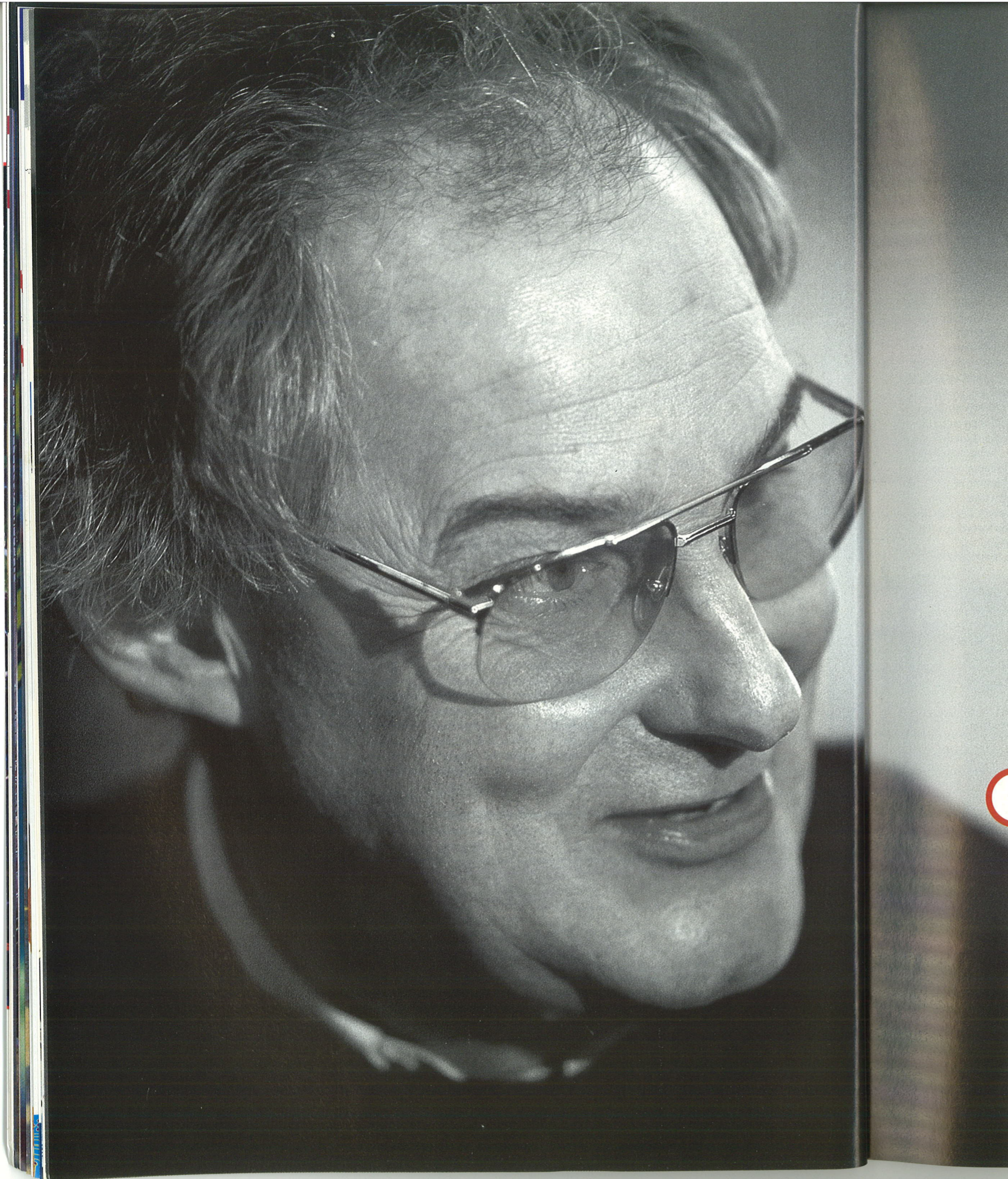
**So you want to stay at Ferrari?**

The positives easily outweigh the negatives. When they don't, you look what else is available.

**If Michael left, would you get a chance as number-one?**

I don't see who else there is. David Coulthard would probably come over. I'd have no problem with that. The two of us would be good. **1**

DARREN HEATH



**How has Ken Tyrrell's departure affected the team?**

In some ways it's had an effect but in others, very little. We are a professional team and we just get on. We have our budget, our cars, our drivers and a good engine deal. Ken's going is sad but I'm sure we will function satisfactorily.

**On a personal level though, do you keep in touch?**

Oh yeah. After Australia he had a tick-list of things he wanted to know, so we had a couple of hours in the pub over a ploughman's.

**Were you in favour of keeping Jos Verstappen?**

Absolutely. I felt he did a very good job last year in difficult circumstances. He would have made a great team-mate to Tiger [Takagi] in terms of set-up. Jos could be a little erratic but it was heart-rending to see a guy having a great race when it was for eighth place. This year's package is a lot stronger and it's a shame Jos isn't around. It would have helped us and kept his career alive. He deserves to be one of the 22 guys out there.

**How good is Jos technically?**

If a bloke can drive fast and knows what he wants, the technical side is part and parcel of the business. I'd say Jos is good technically. He always worked hard and well with his engineer.

**What do you think of Takagi?**

He has signs of being a very good driver and he's getting better. I like him. I sincerely believe he will be very good one day. When you talk to him, which is bloody difficult, little things come out which are absolutely on the button. He's very smooth, he'll do a quick sector here, a quick sector there and then suddenly he pushes and the time comes. Signs of a driver who's in command.

**Is communication much of a problem?**

Quite a big one. He's developing a grunt language with his race engineer, David Brown, but he doesn't speak good English and talks quietly.

**Can you see yourself with British American Racing?**

They have an ambitious programme and a clear idea of how they want to structure their team. I have a full-time job making sure that Tyrrell stays on the rails. I have to run the whole thing, not just the technical side. Instead of worrying about understeer and oversteer, I have to make sure we are looking after our staff and staying on budget. We have to handle the changeover as seamlessly as possible. Beyond that, whether we fit each other's ambitions, has yet to be decided.

**What are your impressions of Craig Pollock?**

Craig has an awful lot to do and the best favour I can do him is to ensure he doesn't have to worry about Tyrrell. We operate independently.

**Can a new team with a cheque book run at the front?**

The last team to come in and win a championship was Benetton, and it took them 10 years. BAR have an ambitious plan, have put together all the elements they think are necessary to guarantee success in the short term. They will be successful, of that there is absolutely no doubt. But I think the operation, when it is successful, may look a little different from how it looks next year.

**What are your thoughts on the brake-steer controversy?**

It's a nice idea but it doesn't add anything to auto technology. Better that we do away with it.

**Does the FIA's opinion carry less weight than a steward's?**

There is no yes-or-no answer, only shades of grey. Charlie Whiting was asked a technical question, but by the time the stewards got to handle it in Brazil it had been clouded by other baggage – including Ferrari's usual smokescreen. It had become a political rather than a technical issue. We need to stop the sport giving the impression that it doesn't know how to govern itself.

**Was it a case of Ferrari trying to buy some time?**

I think that Ferrari, whenever they've just had the sort of race they had in Australia, are renowned for lighting a bonfire somewhere else. It distracts attention from the real problem. ❶

**F1** to one

# Harvey Postlethwaite

Uncle Ken may have taken the Ovaltine-and-slippers option, but Tyrrell's technical boss is as keen as ever

DARREN HEATH

**Luca v David**

I agree with Darren Heath (*Backfire*, April) about Luca Badoer. The mystery, as I see it, is not that Ferrari have made Badoer their official test driver – but that he hasn't been snapped up by Williams or McLaren and given a proper drive. In Formula 3000, Luca thrashed everyone – including one David Coulthard, who *did* get snapped up by Williams and McLaren.

SHANNON WADE,  
HARROW, MIDDLESEX

**Ralf v Damon**

What are you talking about, Rachel Rix (*Backfire*, March)? No, Ralf Schumacher will not “wipe the floor with Damon Hill in 1998”. You've got it the wrong way round. Damon is going to beat the pants off that arrogant little idiot he has the misfortune of sharing the same team with.

Oh, and I forgot to mention that Ralf likes shoving people out of races – especially teammates (twice) – and preventing his brother from winning the championship (Nürburgring).

CHRISTOPHER SPATH,  
ALDBOURNE, WILTSHIRE

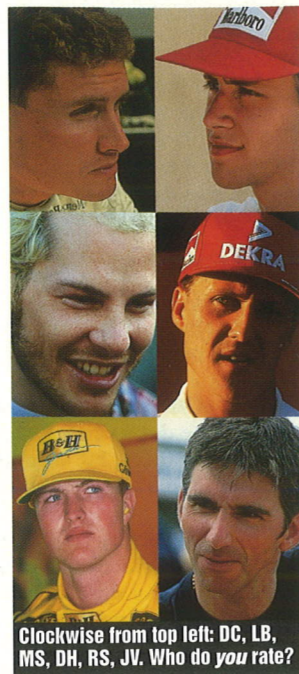
**Jos v the gravel**

I thought ‘Jos Verstappen’s world of gravel’ (*F1 Racing*, April) was brilliant. What about ‘Ralf Schumacher’s world of places I’ve written off my car’ – or ‘Michael Schumacher’s world of places I’ve written off someone else’s car, or tried to?’ Or, if you ever get *really* stuck for articles one month, there’s always ‘Ukyo Katayama’s world of races I never managed to finish’. On second thoughts, perhaps not: it'd be too long...

JOHN A LACEY,  
NORTHFLEET, KENT

**Schuey v Blondie 1**

In your March issue, your cover proclaimed that Jacques Villeneuve was “the cleverest



Clockwise from top left: DC, LB, MS, DH, RS, JV. Who do you rate?

driver of them all?”. What? The fact that in Jerez last year Michael Schumacher attempted the stupidest racing manoeuvre of the century doesn't make his arch rival cleverer than he. Isn't ‘luckier’ perhaps a better word?

JOSEPH DAUDISH,  
WESTCHESTER, USA

**Schuey v Blondie 2**

Will everyone please, please stop saying that Michael Schumacher is the world's fastest driver? The true holder of that title – fittingly – is the current world champion, Jacques Villeneuve.

Last year, Ferrari operated number-one status big time for Schumacher – whereas at Williams one often had the impression that Heinz-Harald Frentzen was Frank's true favourite. Credit, please, where it's due.

FIONA DAVIS,  
KILBURN, LONDON

**McLaren v the rest**

Thank you, Matt Bishop, for saying what no other journalist has had the balls to say. The Melbourne charade, and the one-sided races we've had thereafter, have been the result of other teams' ineptitude – not McLaren's wickedness. Well done, Ron, old chap.

MICHAEL JARVIS,  
FULHAM, LONDON

**Nigel v the world**

I was fascinated by Peter Windsor's expert two-part article on Nigel Mansell (*F1 Racing*, February and March).

However, while Nigel's spirit and will-to-win could never be questioned, he doesn't seem to know when enough is enough. Had he retired after his victory in Adelaide in 1994, he would have been remembered as the great winner he undoubtedly was. The McLaren episode in 1995 was a fiasco, and the Jordan test in early 1997 was nothing more than a publicity stunt. Then he went ice racing last winter ... and now, we hear, he's going to do the BTCC. Whatever next? Come on, Nigel, it's time to retire gracefully; every dog has his day, and you've had yours.

ANDREW SLEDGE,  
NORTHWICK, WORCESTERSHIRE



Message from you to Nige: relax, don't d

**Heinz v his dad**

When I was a kid, playing schoolboy football on a Saturday morning, I used to cringe with embarrassment at the sight of my dad – in wellies, anorak and bobble hat – yelling encouragement from the touchline. Even worse was when I did something half-decent. “That's my lad, that is,” I'd hear him mumbling again and again from beneath the bobble.

I'm 32 now, and I've got over all that (I think). But it all came flooding back to me when I read ‘Mad about the boy’ (*F1 Racing*, April). Poor, poor Heinz-Harald Frentzen...

GRAHAM MCKENZIE,  
RUGBY, WARWICKSHIRE



Jos practises his handbrake turns

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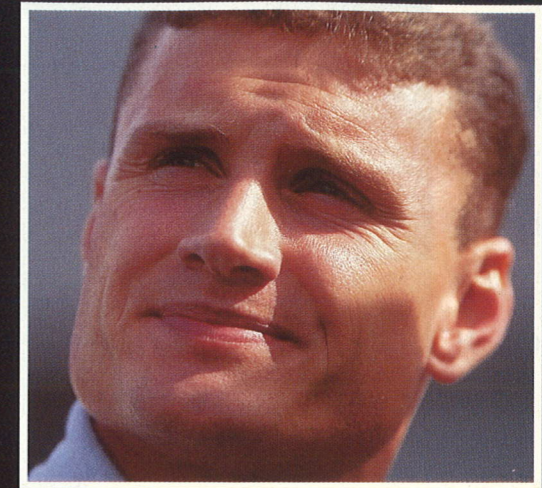
*Jordan*  
GRAND PRIX

# Britain's next?

Can David Coulthard win the world championship? Yes, as long as he plays to his strengths, rides his luck, and maximises the politics of McLaren. Pre-Argentina,

Peter Windsor assesses DC's chances

Photographs by Darren Heath





David won twice for McLaren in 1997 – at Melbourne and Monza (left). But this year has been mostly Mika

Okay, so what would you have done? Just gone for the win and thought about it later? Very macho, very smart. Of course, it would have worked if he had still been driving for Frank and Patrick. They could have told him to drive to team orders, he could have defied them to the letter and he could have crossed the line giving them a two-fingered salute. And then they would have turned to one another and said, "What a racer!" That's the thing about Frank and Patrick: they are racers at heart and team owners secondarily.

Ron, though, is an altogether different animal. His favourite colour is grey – make that anthracite – and his favourite driver is Mika Hakkinen. Nothing wrong with that. Mika is mega and anthracite is pure. Doesn't leave much room for mess, though, or for improvisation, or for the unexpected...

And David Coulthard does not need any of those things at this stage of his career. What DC needs is a good, clean run at the championship, backed by the best-managed team in Formula 1, one that is out-budgeted only by Ferrari and which supplies him with what happens to be the quickest car known to man. Given those things – and providing he keeps the keel even – DC cannot only win more grands prix; he can become world champion.

So criticise him not for letting the other driver win in Melbourne. That day he was as true a racing driver as you'll find in the pitlane – true to his own career, and the sinuous path it has taken, true to himself, and to the agreement he made with Mika, and true, it must be said, to the team that is running him. DC understands the team player bit because he is both intelligent and a real person. The hard thing, for people of his ilk, is still to remain a great racing driver. You don't have to be thick and egocentric to drive quickly in Formula 1, but certainly it helps.

After Jerez, when there was that strange business of trying to work out why Jacques Villeneuve was going

to let Mika Hakkinen, but not David Coulthard, win the race, DC did what very few drivers I have known would ever contemplate: he played the game. He sulked a bit on the podium, but that was to be expected. He had, after all, been told, late-race, to let the other driver win. After that: nothing. DC stayed quiet, planned his campaign and sweated blood on the rowing machine. Somehow he'd make Jerez work for him.

The alternatives were many. He could have talked to the press. He could have unofficially declared war. He could have insisted that it never happened again.

Instead, he hired Martin Brundle, Formula 1's new Mr Nice Guy, thanks to his ITV success. Who better to 'advise' DC on all matters of import, particularly those which directly related to a West-McLaren-Mercedes interface (as they say in Woking) than the man who had once driven for Ron and who has now won universal approval for his presence on TV?

Thus the year began, with the all-new Adrian Newey car switching (predictably) to Bridgestones. The package was complete.

DC's weekend in Melbourne began scrappily, fragmented by showers. He wanted, and needed, a good, confidence-inspiring couple of hours before stitching together his qualifying lap – and those hours never came. It was the same for everyone, of course, and DC wasn't complaining. It's just that he felt that he had not wrung the best from the car. And his style of driving, he knows, requires things to be more or less perfect.

Pre-race in Melbourne it was suggested that the reliability of the cars would be maximised if the two drivers did not race one another. Frank Williams would have approached the problem thus: "You both know that reliability is crucial and I want you both to lap within a median lap time. Beyond that, you're both over 21 and you're both racers. Enjoy yourselves – but don't risk the cars."

Ron's philosophy is different: "We are in a very strong position and reliability is critical. Don't race one another. Come to an agreement that prevents



DC understands the team player bit because he is intelligent and a real person. The hard thing, for people of his ilk, is to remain a great racing driver. You don't have to be thick to drive quickly in F1 – but it helps

you from racing one another."

Who is right? Neither is wrong. Ron suggests more control; Frank gives more freedom to his drivers.

Thus they made it: whoever was first into the first corner would win the race ... assuming they blitzed their opposition. Of winning the drag race, DC was strangely confident, despite qualifying second. He genuinely felt that he would not only make a better start than Mika but also that he would be ahead by the time they reached the first-corner apex.

He didn't and he acquiesced, as he was bound to do. Then, late in the race, but long before the second pitstops were due, Mika suddenly dived into the pits. DC's first reaction was to think that this was some sort of plot to give Mika a tactical advantage. He thought, briefly, of following Mika in, the better to neutralise the plan. Then he thought better of it. He had heard nor seen nothing. He had to continue to drive his race.

He cruised. He drove agonisingly off the pace. He had never driven so far off the pace at any stage of his career. It was an irony, after all the drama of Formula Ford, Formula 3, Formula 3000 and then finally Formula 1, that he should now easily be leading a Formula 1 race by driving so slowly that he was almost finding it painful. And still the signal came: 'cool brakes'. He backed off further. He would let Mika catch him.

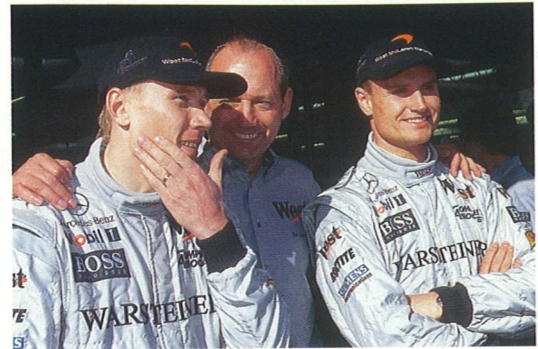
Then Dave Ryan's voice in DC's ear drums: "Mika's stop was a mistake." Translation: what about the agreement? DC thought about it for a couple of laps. He thought mainly of Jerez, and the atmosphere after the race. He thought also of the 1998 races ahead and the quality of this car. He thought of his new package at McLaren – of Brundle and the smoother times.

And he thought about the absence of any directive to win. Either Mika or the team had made a mistake (it turned out that, upon hearing a directive on the back of the circuit, where he was not expecting it, Mika had assumed the worse and checked in, just in case) but that was irrelevant at this moment. The point was, no-one was saying, "Mika made a mistake, all bets are off,"

In the weeks after Melbourne, David's preoccupation was just how slowly he'd driven the Australian Grand Prix! He just couldn't believe how far off his own pace he'd been operating



DC had done a very great thing in Melbourne, and it would not go unrewarded. But how would the favour be repaid?



Right: Ron Dennis and Mika Hakkinen go back a very long way – and it shows. Opposite: David gets hard on it in Brazil

CHARLES COATES/LAT

so win at the slowest possible speed.” Instead, an implication that it would be better for the team if he let Mika win.

And it wasn't as if there was much time to think about it! Mika was flying, the team obviously wanted them both to slow – and an agreement, shattered as it was, had nevertheless been made. Only later would the obvious become apparent: only later would it be clear that, in the deepest essence of the sport, Mika's mistaken stop was no different from a spin, a missed gear or a loose wheelnut. Whether it was his fault or not is irrelevant. No-one in the Formula 1 chain of events is blameless – or to be blamed. And in the event of any of those happening once the agreement has been exercised – and we're delving deep here, deep into the rawest elements of What It Takes to Win – agreements between team-mates are generally considered to be null and void.

That was not something that DC could think about in the closing stages of the Australian Grand Prix, however. Jerez had been a nightmare, so the smoothest thing was to minimise the damage. David cruised, let him past, and spoke truthfully and objectively to the post-race microphones.

He then disappeared to Bali, there to reflect not on whether or not he'd done the right thing, or even to avoid the media: his preoccupation in Indonesia was how slowly he'd driven the Australian Grand Prix! He just couldn't believe how far off his own pace he'd had to drive. It was almost as if he'd cheated both himself and the public ... such was the superiority of the MP4-13.

The following week, when they were in England for the Silverstone tests, they all met at Woking – Ron, Martin Whitmarsh, Adrian, Mika and David – and there he learned, unsolicited, that he was to be owed one by the team. He'd done a very great thing in Melbourne and it would not go unrewarded. The question was, how would the favour be repaid?

By now the FIA had become involved, fuelled by outrage in the British and Australian press. The bet-

ting industry was incensed. As Ron rightly said, however, Formula 1 is not horse racing. A team owner is free to control his drivers in any way he likes. He is attempting to win not only the drivers' championship but also the constructors' title – something that requires a team to maximise its variables (as they say in Woking) at every race. If Ron wanted systematically to place a £1 million bet at Ladbrokes on Mika Hakkinen winning the Australian Grand Prix – and then to exercise his control as team owner to ensure that Mika won – he was perfectly free to do so. In that case, Ron would actually be betting his £1m against mechanical failure – and not even he would be confident enough to do that (despite the brilliance of the boys at Woking).

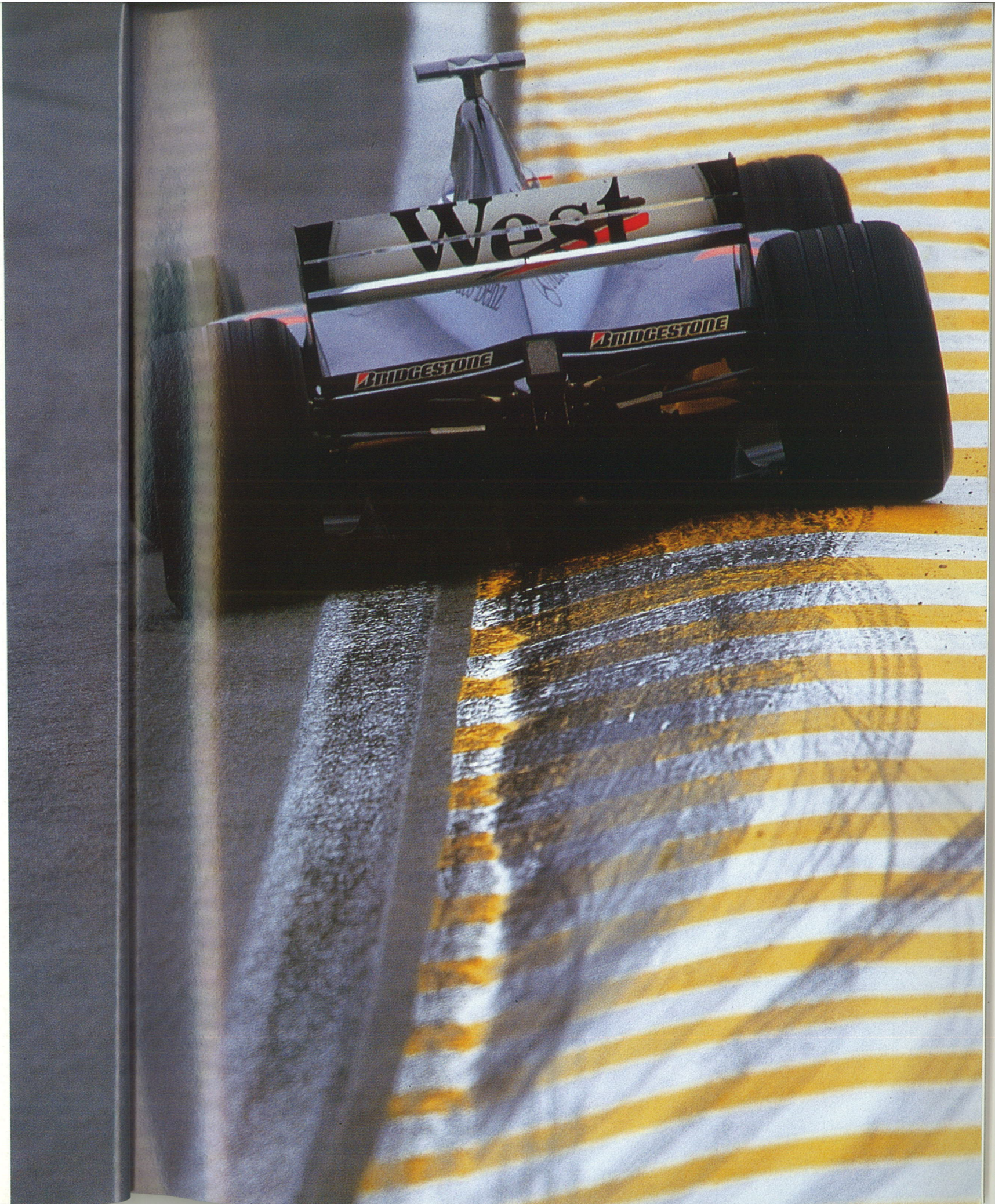
So, a clarification from the FIA: drivers should be free to race, regardless of their situation. What this actually meant was unclear, but then that was the intention of the screed. 'The ruling' was summed up beautifully by Jacques Villeneuve at a press conference in Brazil. Eager to know what the world champion thought of the recommendation, Bob Constanduros asked Jacques for some responsible input (world champions speaking as they do for the sport as a whole and racing drivers in particular).

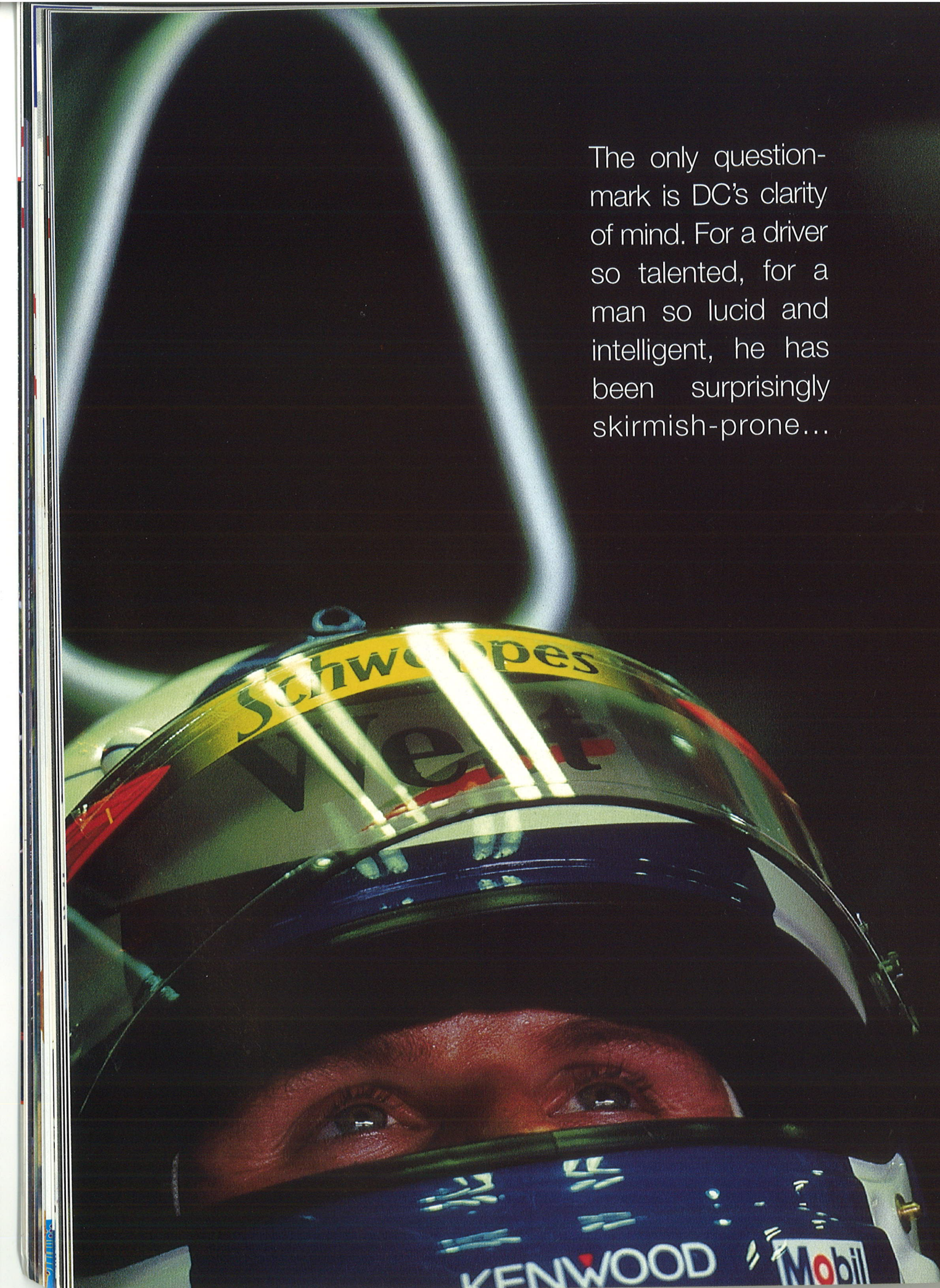
“What ruling?” said Jacques.

He went on to imply that anything the FIA may or may not have said would not directly affect him because of his particular situation at Williams. Not exactly the point – or was it? What Jacques was implying was that the situation of every driver and team is unique – so how can the sport produce any sort of legislation that makes sense to the pitlane as a whole?

It cannot. The problem at Woking, though, was that they were now standing frozen in the headlights of The World's Media. If the favour was to be returned, how now to do it?

DC spent the week prior to Brazil holidaying with Ron and Mansour Ojjeh, McLaren's co-owner. The mood was warm and calm, as befits the dawn of an era they know they are going to dominate. DC arrived at Interlagos tanned and fit. This was the race in ▶





The only question-mark is DC's clarity of mind. For a driver so talented, for a man so lucid and intelligent, he has been surprisingly skirmish-prone...

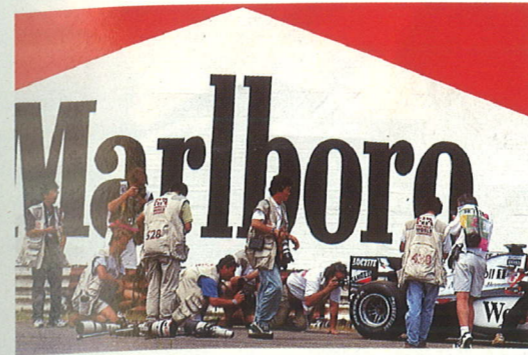


Photo-opportunity: when DC left his damaged car out on the circuit during Interlagos practice, Ron Dennis was not amused

which the balance would be redressed.

Again, though, he bobbled at the start of practice. Mika was quick and smooth out of the box. David, who drives completely differently and is very dependent on a front end he can plug under brakes to the apex, struggled with oversteer. He had not been consulted about Bridgestone's choice of rear construction for Brazil. The decision was made after the last Barcelona test and DC was clear in his own mind about the rear tyre he preferred. Long after qualifying was over, Bridgestone conceded that DC would have had a better balance had they brought the Melbourne rear. The oversteer of the softer-construction rear had conspired against the use of front downforce; and, without that, it was difficult to get into corners the way he wanted to. By most standards, he was quick. Next to Mika, however, he was making more mistakes and was undeniably a shade slower.

The subtleties of such differences in driving style can be confusing for the tyre company and the team. Mika alone made Interlagos look billiard-smooth. He jinked the McLaren from bump to bump, using the full extremity of the circuit but nothing more. He was never ragged and he made no mistakes. In this McLaren, now able to play with suspension movement rather than the skateboard-compliance of last year's cars, Mika Hakkinen was the epitome of the oversteer driver's art.

DC struggled. He went off a couple of times – and incurred the wrath of Ron on Saturday when he returned to the pits on foot. He had left out on the circuit a McLaren now swarming with Darren Heath clones, all searching for the elusive extra brake pedal. Why hadn't he stayed with the car? Good question.

Much more significantly, DC couldn't find the front-end feel he needed. To drive as he does, his entry speed has to be spectacularly quick, for he is naturally slower mid-corner than a driver like Hakkinen. When the car is right, however, DC more than makes up the deficit with his speed from turn-in to apex, partly because he uses less road and partly because he maximises the front tyres by inducing them simultaneously to work in two dimensions – braking and cornering.

Because of this, because his style is in the minority,

DC gives the appearance of never quite being satisfied, of needing to understand why, on this day, he is not as quick as Mika. On other days, you can be sure, he will not need to worry. We have seen them already: Spa, 1995; Estoril, 1995; Canada, 1997; Monza, 1997. On these days, with the balance perfect, you would have to have looked to a Schumacher or a Mansell to find someone better than DC. These days will reoccur in 1998 – and, balance permitting, he should fly on street circuits like Monaco.

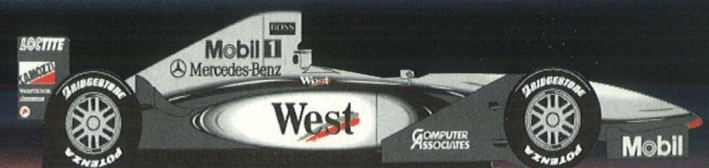
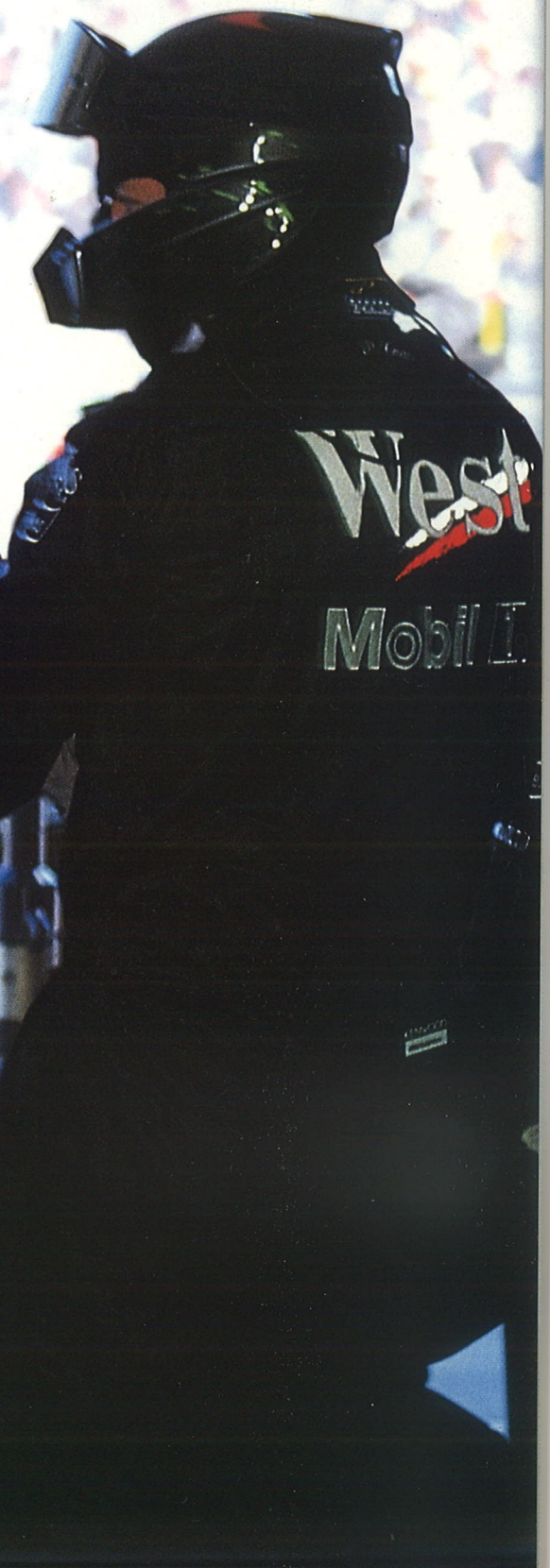
The only question-mark is his clarity of mind – and by that I mean the sort of clarity you need to out-race a Mika Hakkinen over a 16-race series. For a driver so talented, for a man so lucid and intelligent, he has been surprisingly skirmish-prone. There was the business of the Williams contract, the Swiss arbitration court and the switch to McLaren. There was the lawsuit against IMG, his management agency. There was Jerez. And now there is Melbourne. You'd think that DC would be the archetypal McLaren driver – neat, well-spoken, extremely professional. Yet he is almost on the outside of the team, looking in. The Brundle partnership and his Melbourne manners will greatly have improved his stock: he should not, however, count on a hand-out from McLaren – not with a championship at stake.

Thus nothing happened in Brazil. Mika was quicker all weekend, he drove an immaculate race and so McLaren were happy to see him win. David could rightfully have expected something – a fluffed Mika pitstop, for instance, or some other plausible drama – but Brazil was too near Australia for McLaren to try anything tricky.

The problem is that the opportunity to redress the balance may *never* materialise. There will be a moment when it will seem appropriate – but championships are championships and Mika is not going to let this one go. There will always be the next race. In the meantime, pending an unexpected Christmas present, David should write off Melbourne and instead go motor racing. At worst, Mika isn't going to take him out.

At best, he will on several occasions be quicker than the other driver; if he maximises these moments, he can win. ❶

They are never in the limelight, but it wouldn't shine without them.



West McLaren Mercedes

Like

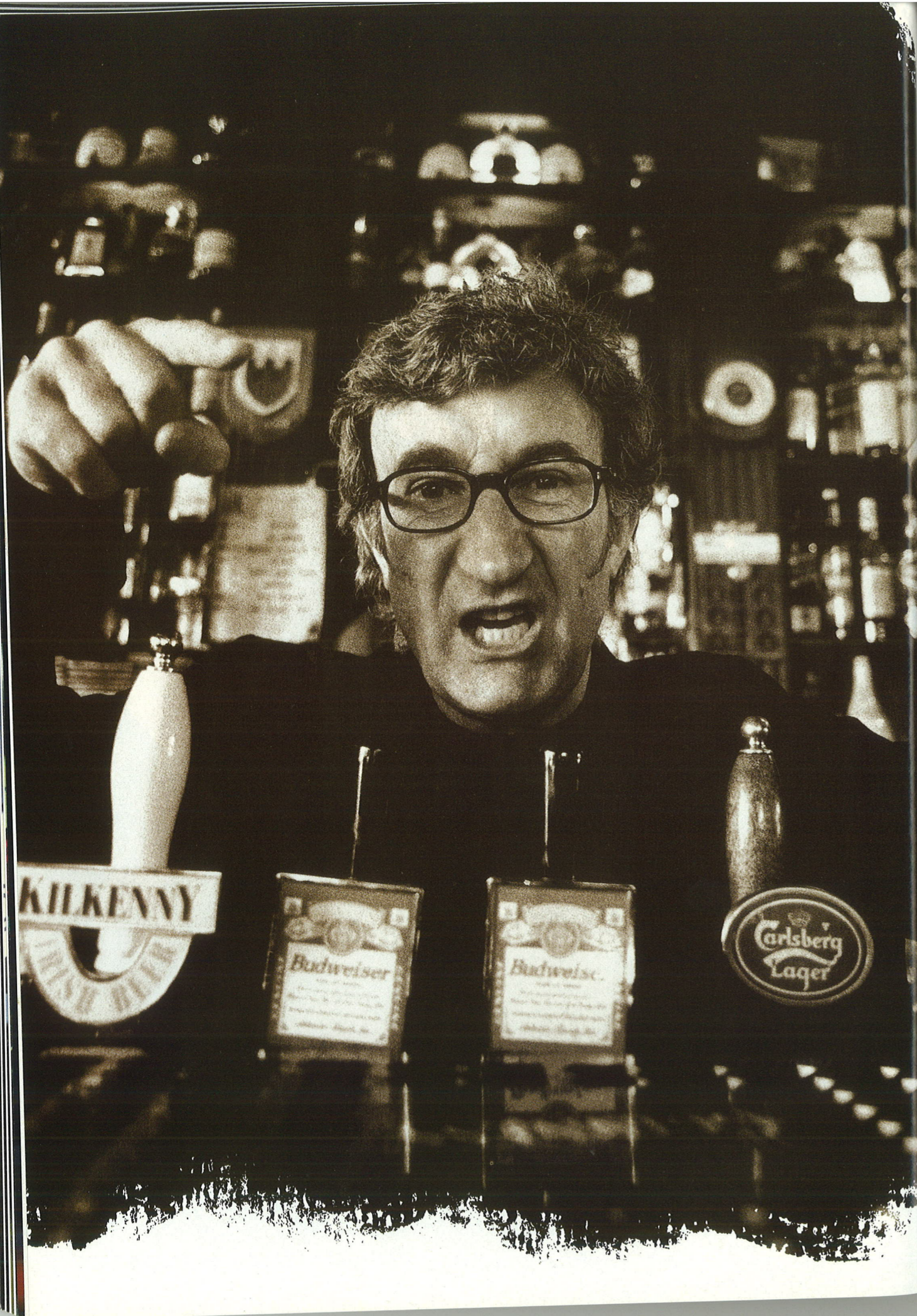
# Mother,

like son

On 30 March, Eddie Jordan turned 50. We took him back to Dublin to celebrate half a century of clean living. Or something like that...

Story by James Allen;  
photos by Pip Calvert





To

o understand Eddie Jordan you need to meet his mother, Eileen. Aged 82, she lives in a smart neighbourhood in Dublin, lives a busy life, wears skirts with the hemline above the knee and laughs like a 20-year-old girl.

Like her son, she has a ready smile and a dangerous twinkle in the eye, although hers seems more determined. She has a sing-songy voice that rises and falls in that fluid Irish way as she teases Eddie gently, always looking for an angle.

"That's a nice suit you're wearing, Eddie." "Yes, Ma. I got it in a second-hand market." "Of course you did, son." She's coming to Monaco this year for the race and has decided she wants to stay on a boat in the harbour. She will not need a helping hand to get on and off, thank you very much.

The 1950s and '60s, when Eddie was growing up, were difficult times in Ireland. There was very little money around, and both church and state kept a tight lid on things. An atmosphere of suppression reigned. The Jordans were a typical middle class family of the time, with limited resources, and Eileen went out to work until the 1970s. She was the driving force in the Jordan family, the whirlwind. Eileen cared about appearances. She had aspirations, wanted a better way of life for her family. Eddie's father Paddy was a very different character. An accountant with the Electricity Supply Board, he preferred sliding off to the pub for a quiet pint, didn't like a fuss. "He was a very soft man," Eddie recalls affectionately. "Always very stable and very quiet. I take after the mother."

It's overstating it to say that Eddie is a product of his mother's drive and vision – he has plenty of both himself – but there is no doubt she gave him a good kick up the backside and told him to go out and make something of himself. Coming out of school into the world to make his fortune, he hit the streets of Dublin running and hasn't stopped since.

Michael O'Carroll, now executive producer of sport on the Irish television station RTE, has known the Jordans for many years – but he also has first-hand experience of Eileen's motivational influence. "Back in 1979 I had a heart attack," he recalls. "I was in the local hospital where Eddie's mother was working at the time. She used to come and see me every day, and bring me the paper, and she would spend time telling me to put this experience behind me and get on with my life and so on – really motivating me

not to lie down under this setback. She is a very powerful woman. She adores Eddie and always watches the races and reads every article about him. She is a typical Irish mother. They're a bit like Italian mothers, always taking care of their boy, cooking the meals, making sure they look smart and giving them everything they need to get on well in life."

Eddie still rings his mother every morning at 7.45am – "To make sure I'm still alive," she giggles. "And if I'm not, he can take my house!" Eddie rolls his eyes. "If, for some reason, I don't call her, the next time I call she'll give me the old, 'Ah well, you're busy,' in that way that all Irish mothers have."

Together they are wonderful company. Sitting in the snug bar of Doheny and Nesbit in Baggot Street, Eddie and his mother start arguing about who is the better liar. Typically, when I ask Eddie a few hours later what quality in others he most dislikes, quick as a flash he answers, "Dishonesty." You can't help but love the pair of them.

After leaving school, Eddie went to work in the Bank of Ireland in Camden Street. Mention Eddie's name in there today and everyone starts talking at once. He is clearly a legend. Some of his money-making scams are the stuff of Dublin folklore. Innocent young girls used to come in to the bank looking for a loan to buy a car. Eddie would take down the details, then say, "Here's my number, give me a call tonight, I might have one of those cars." He would then ring a local dealer, get a deal on the car, get it delivered to his house, then sell it on to the girl! He also ran what he called Kerbside Autos: he would sell cars from the car park behind the bank, then run around the front and arrange the finance from there.

Another favourite money-making ruse was to buy smoked salmon that was just past its sell-by date, rub off the sell-by date and then sell it on to inebriated rugby fans on their way home from Lansdowne Road. It was seven-days-a-week graft. Every Sunday he became a carpet salesman.

"A pal of mine had a stall in the Dandelion Market," says Eddie proudly. "The market was full of tinkers and gypsies and all sorts of what we called 'knackers' – basically street-hawkers. I would go down there early in the morning and unload the remnant carpets and off-cuts I'd picked up from the Dublin Carpet Mills. Particularly coming up to Christmas, I'd do great business flogging car-



Eddie Jordan has always been keen on the folding stuff – and started his life handling wads of it as a Bank of Ireland cashier. Now he's got his own

"My father was a very soft man.

*Very stable and quiet.*

I take after the mother"



Although Eddie was a natural showman,

*a career in rock music never appealed to him...*

pets. I'd be shouting, 'Get your pure wool Youghal carpets here!'"

And suddenly he is transported back to those days. Standing in the middle of the pub with a pint of Guinness in his hand, his eyes twinkle as he relives those formative sales. "Now these were off-cuts, remember, and I knew nothing at all about carpets, but I'd be giving it the old spin: 'Now then, Ma'am, you see these aren't your cheap old rubber-backed carpets – these are the proper hesian. You see, if you rub it like this...' And so on. The old boy who owned the Carpet Mills was amused by what I was doing, so he used to give me these off-cuts for nothing – they were no use to him. Later on I got him to sponsor me in Formula Ford!"

We have been joined on our Dublin pub crawl by Eddie's brother-in-law, Des Large, who chimes in at this point: "Eddie is the king stroker. That's the word for him. If you shake hands with him, you have to count your fingers afterwards. He was always stroking people – 'Give me this for the racing car, let me have one of those' – you know the kind of thing."

Des should know. The story of how he came to be Eddie's brother-in-law is worth the telling. Eddie promised to introduce his old pal Des to Anna, who is the sister of Eddie's wife Marie. Both sisters were well known in Dublin – because, besides being extremely attractive, they both played basketball for Ireland. The deal was that Eddie would make the introduction; but if Des and

Anna eventually got married, Des would have to pay Eddie £300 commission! Sure enough, a few years later Des had to dig deep.

**Music has always been important to Eddie – he used to play drums in his own band. This set-up, shot outside a Dublin pub, caused quite a stir...**

Des played in various bands around Dublin, and Eddie used to hang out with him and other musicians – and even learned to play drums. Often he would arrive at gigs with a girl to whom he'd just sold a car, usually turning up in the car in question. Eddie liked the company of

musicians – as he does to this day – and with acts like Van Morrison, Thin Lizzy and even U2, the music poured out of the city like the Guinness. Yet although he was a natural showman, a career in music did not appeal to Eddie. He might have liked the adulation afforded to pop stars, but he had his eyes on a far greater prize.

"Eddie's Irishness is in his imagination and his ability to make money," says O'Carroll, "All that business selling the carpets and the salmon and so on, buying property in Dublin and renting it out. He's a good manager of money, which he learned in the bank. He also has the ability to shake your hand and at the same time tell you to fuck off, which is a typically Irish form of diplomacy and is immensely attractive to people from other cultures."

Des Large concurs: "Eddie's Irishness is completely non-conservative. He's outgoing and doesn't stand on ceremony too much. He's not afraid to walk in anywhere and present himself and his ideas to people. It doesn't matter who he's talking to, it works across all cultures; Americans, Japanese, South Africans. It's what I call his 'Irish neck', which never holds him back. What I love about him is that he's always in it for the *craic* [the Gaelic word for fun, pronounced 'crack']."

On the streets of Dublin, Eddie commands genuine respect. People wish him luck. The Jordan team carries the hopes of Ireland with it, like Ferrari in Italy. It's easy to believe that if he won a grand prix, all business would stop in Dublin for the day.

"He's very high-profile here," says O'Carroll. "Everybody ▶



Singing, "Cockles and mussels, alive, alive-oh!" EJ poses with fellow Irish icon Molly Malone

Like the guys of U2, EJ plays

*the Irish card well.*

He's professional Irish

knows everybody in Ireland, it's a small place. He's very popular and he plays the Irish card very well, always comes over for the international rugby and soccer games. He's genuine about his Irishness. We often have a short chat in Gaelic when we meet and he's always carried that with him. Like the guys from U2, he's one of the professional Irishmen."

Eddie has all the trappings he always craved; the private jet, several houses and boats, the ski chalet and the kids in English boarding schools. Like Eddie Jordan, the city of Dublin itself has become both international and prosperous in the past 10 years, with European Community money and foreign investment pouring in. Eddie may be the national hero now, but back in the 1970s as he swapped his banking career for the life of a racing driver, he reached the point, like many Dubliners before him, where he needed a bigger platform. So he came to England.

For many years Eileen found it hard to accept that her boy had moved to England. Her family's history reflects much of the pain of Irish 20th Century history. Her father was shot dead by the Black and Tans, a brutal regiment of the British army which was sent over to quell the uprisings in Ireland in the aftermath of World War One. The Republican movement – headed by, among oth-

ers, Sinn Fein leader Michael Collins – had begun to seek increasingly violent means of achieving Home Rule. I've heard tell in the past that Eddie has strong nationalist sympathies – and with a background like his it would seem understandable – but he's too smart to admit it if he does: "England has been good to me, as it has to a lot of foreigners. It gave me a chance, which I wouldn't have got in most countries. England is good to its immigrants, the banks want to help people get ahead. Can you imagine France giving someone like me the chance that England did?"

It was a brave move. The 1970s, with IRA activity on the mainland at its height, was a tricky time to be an Irishman in England. Eddie managed to keep true to his Irishness and didn't make enemies while the bombs were going off. He must have found it difficult and must have felt the heat at times, but he got over it, knowing that England would be the making of him.

He quickly realised he wouldn't make it as a driver, so he packed it in, formed Eddie Jordan Racing and built up his business through the 1980s. He rode his luck and built his success on the same formula of hard graft and persuasiveness he had mastered in Dublin. But he was also helped by a very loyal bunch of people.

"He has an innate knack of making people want to do things for him," says ITV's Louise Goodman, who was Jordan's press officer for four years. "There's a certain charisma about the man, a magnetism which draws people to him and makes them want to help. Later on they'll probably shake their heads and wonder, 'Why did I do that?' – but in an affectionate way. People find him exasperating, but compelling at the same time."

My favourite Eddie Jordan story concerns a recent incident when he and his wife Marie were called in to see their son Zak's headmaster. Some boys had been caught smoking. Eddie was horrified. "Mr Jordan," said the head, "Zak was not smoking. He was selling Benson and Hedges cigarettes to other children at £3.50 a packet. Do you know where he might be getting them from?" A chip off the old block! Eddie could hardly contain his joy.

What marks Eddie out is his Irishness and his sense of fun. Will the qualities that make him special also stop him taking the top prize? Time will tell. But as the hangover from his 50th birthday party wears off, he can reflect on his extraordinary journey... and on the 82-year-old in Dublin who is expecting a call at 7.45. **1**

# No contest

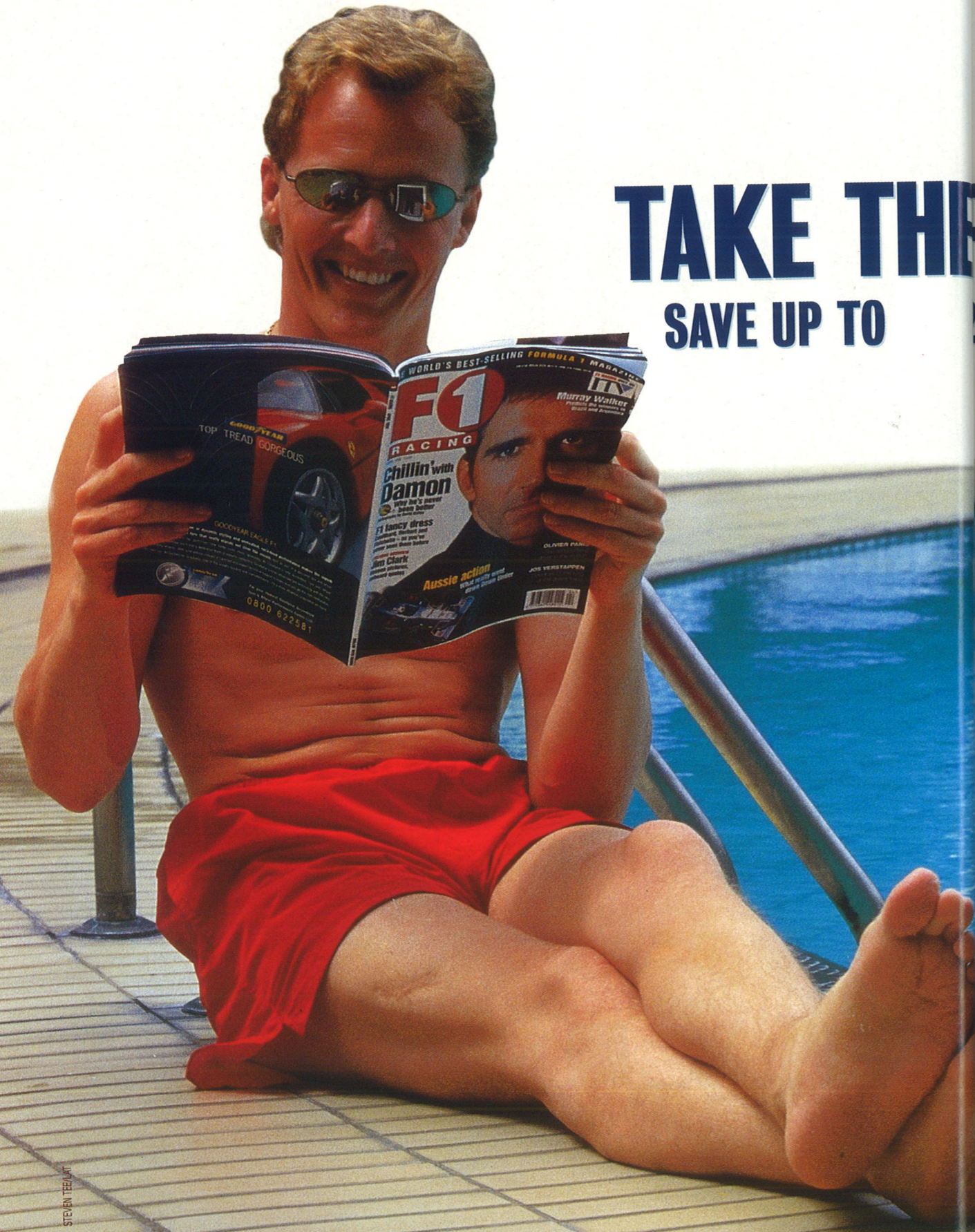
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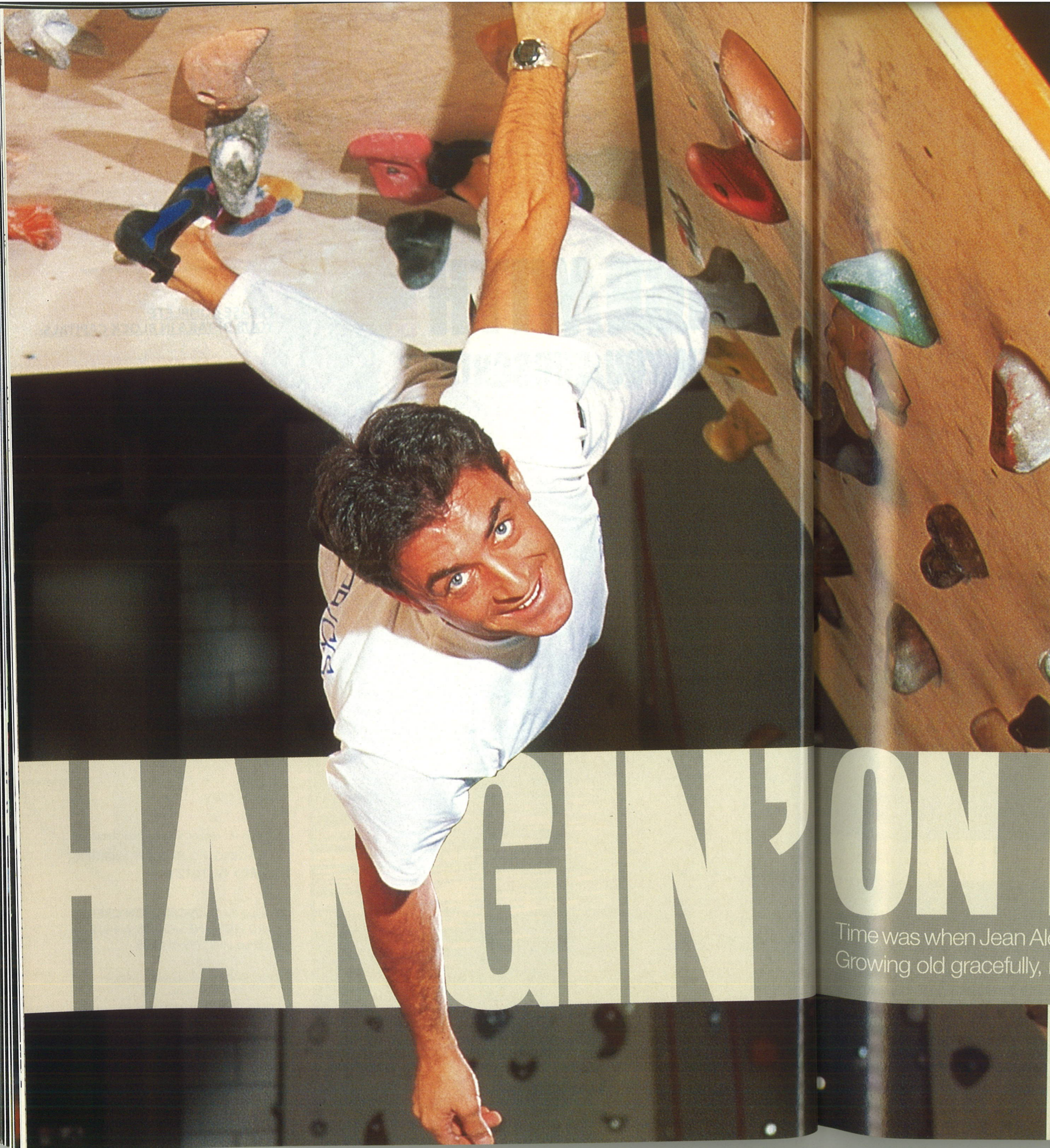
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# HANGING ON IN THERE

Time was when Jean Alesi was Formula 1's Angry Young Man. Not any more. Growing old gracefully, more like. Tony Dodgins talks to Sauber's new man

Photographs by Bernard Asset

**C**ertain things you never forget. Over the last weekend of May, in 1990, I thought I'd witnessed one of grand prix racing's defining moments. Sadly, the definition never crystallised.

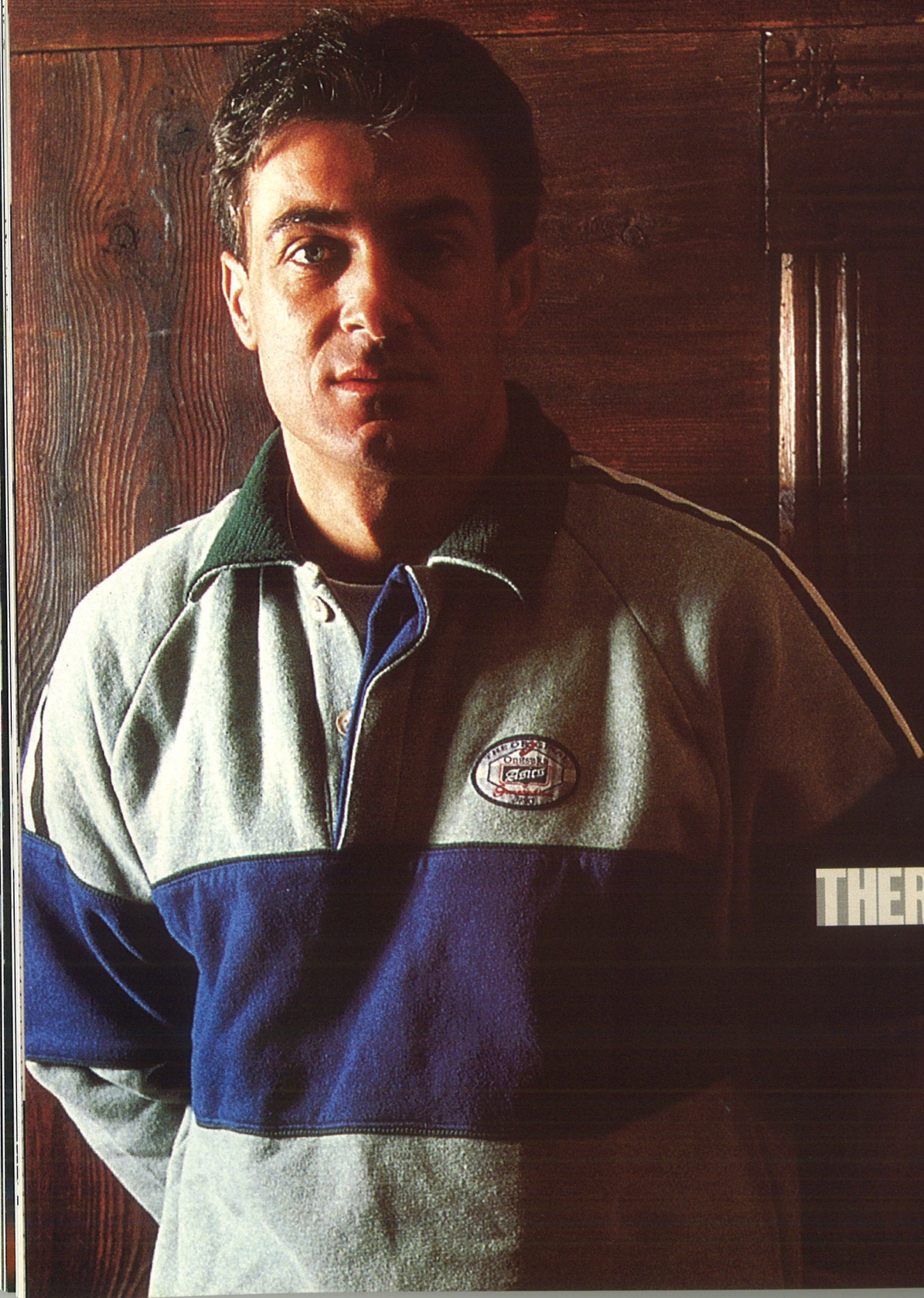
It was at Monaco. For the previous five or six years, the principality had meant one thing only: full manifestation of Ayrton Senna's stunning ability. But Jean Alesi stole the show. Yes, Ayrton took the pole and won at a canter, but such was to be expected. Thoroughly unexpected was Alesi, in only his 12th grand prix, qualifying a Tyrrell third. Okay, it was an 019, an especially fine Tyrrell, but it was a Tyrrell all the same. And DFR-powered at that. Horses might not be quite so vital in Monte Carlo, but they still matter.

To put it into perspective, Senna threw his McLaren-Honda around in 1 minute 21.31 seconds. Alesi looked set to join him on the front row with 1 minute 21.80 seconds – until Alain Prost's Ferrari pipped him by three hundredths. Berger, in the second McLaren, was almost a full second slower than Jean, as was Mansell in the second Ferrari. The man in the second Tyrrell was Satoru Nakajima. He managed 1 minute 24.37 seconds...

Alesi had the precocity to stick his nose down the inside of Prost on the first-lap run to Mirabeau. He got away with it too, until Berger tried to follow him through and crashed, bringing out the red flag. At the restart, Prost was wise to Alesi's opportunism and covered it. While Alain played himself in with the spare car, Senna romped away.

We never found out just how close Alesi might have run Ayrton that afternoon. As it was, Prost retired and Jean finished second, splitting the McLarens and prompting one of Uncle Ken's all-time toothiest grins. He still regards it as one of his team's greatest races.

Just as Senna thought his 1988 Monaco pole was an extraordinary lap – a surreal, even spiritual experience – so Alesi thinks it would have been impossible to drive that 1990 qualifying lap any quicker. Years later, Tyrrell still show factory visitors slow-motion footage of Jean's lap to illustrate the stresses and strains on an F1 car at the limit. ▶



## THERE IS THE ODD TANTRUM. THE TEMPERAMENT IS LATIN

By then we'd already seen Alesi wheel-to-wheel with Senna at Phoenix. Everyone wanted him. Legend has it that Jean had three signed contracts in his briefcase. Ferrari got him, which is why Frank Williams has a 640 among his Williams collection. It came by way of compensation. Perhaps Frank got the better deal.

Alesi must surely lose sleep when he contemplates what might have been if he'd joined Williams in 1991. But how does a man with Latin blood in his veins turn down a Ferrari drive?

Truth is, it has never really happened for one of F1's most mercurial talents. Depending, of course, on what you call 'it'.

If 'it' is winning race after race, the world championship, becoming a household name ... then, no, it hasn't happened. But if, for a Sicilian who would otherwise have been a mechanic, 'it' is five years at Ferrari, the security of being set for life, the knowledge that you can afford any luxury you desire and continued handsome payment for doing something you love, then, yes, 'it' has happened for Jean Alesi.

You can reasonably argue that in his seven years with Big Four teams – five at Ferrari and two at Benetton – Jean never had a true front-running car. Is it not inevitable that the 25-year-old who was wringing the maximum from that Tyrrell in a battle for personal advancement and recognition will slow down as he becomes a fêted, financially independent thirtysomething?

Comfort blunts ambition in all but the most single-minded. And there are those who think that his five consecutive seasons alongside an ageing Gerhard Berger failed to bring out the best in Alesi. Berger, at the same career stage, was understudy to Senna. Some argue that both Berger and Alesi were truly found out when Michael Schumacher arrived at Maranello. If not guilty of 'cruise and collect' perhaps, they'd been engaged in something approaching it.

Alesi is a paradox. The temperament is Latin, undeniably. There is the odd tantrum. And yet Jean is one of the most consistent race drivers in Formula 1. His reflex, reaction and control are top-drawer. There is an instinctive racing brain. Okay, there may be a touch of barging bravado at somewhere like Loews Hairpin, but when the chips are down and a coming-together is going to hurt, Jean is sane. If he wasn't, he and Nigel Mansell could not have put on the kind of display they managed at Suzuka in '94. And yet, every so often, Alesi

is guilty of spectacular rock-apery.

All in all, you can't help feeling that Alesi's time has come and gone. He's a family man now, and that side of things is clearly important to him. Racing is not now, perhaps, the complete be-all-and-end-all it once was.

And he's no longer in a top team. No disrespect to Sauber, but they must be seen as a regressive career step for Alesi. And the mellowing, laid-back character who sat surveying the Melbourne paddock, hand on girlfriend Kumiko's knee, must now realise it.

One of the local Melbourne papers, previewing the season ▶

opener, described him as "all heart and no brain". Then, predicting fireworks if things didn't go too well at Sauber, it added: "Alesi will spit the dummy so far that King Arthur will be collecting it..."

But there was the dummy-spitter quietly regaling French journalists with his tale of woe from the opening qualifying hour. He was nearly two seconds off Herbert's time, but there was nothing too demonstrative, no gesticulation, even the odd smile. Engrossed in the espionage allegations being aired by Ron Dennis chez McLaren, I'd missed the English media slot - but Alesi indicated that it wasn't a problem.

"No aero balance," he said. "Big understeer everywhere. And you know how much I like that..."

He was matter-of-fact, but the disposition remained surprisingly sunny.

"In the past, Sauber have always worked for one driver - now they have to get used to working for two again. At the moment it's Johnny's team. They have to work at getting the second car to the level of the first.

"What Johnny did to qualify fifth was very good, but I need to wait for the right moment to work well with the team and for them to understand how I set up the car. The good thing is that there were no engine or gearbox problems, just set-up."

But, I said, all this must be a little demoralising after seven years in established top teams?

"To be honest, Sauber are looking better than some so-called top teams. Look at what Johnny did. The truth is that I came to Melbourne with just 160 miles of testing - less than [Toranosuke] Takagi and [Esteban] Tuero. My biggest achievement was not crashing the car in qualifying. You need miles to work on set-up effectively.

"But I'm not unhappy. Johnny's performance means it looks like I made the right choice. If I look at the other teams available to me at the end of '97, they are all behind us, even with a limited engine."

A limited engine?

He leans forward, semi-conspiratorially. "Compared with Ferrari, the engine is a disaster. Well, not a disaster; but a big, big difference. I feel it, no question. It's another world, you know. I've worked with Ferrari and Renault. And



Main: Jean and girlfriend Kumiko at their local deli. Below left: driving through the Swiss Alps en route to Sauber's Hinwil base

**"IF I LOOK AT THE TEAMS AVAILABLE TO ME AT THE END OF '97, THEY'RE ALL BEHIND US"**



that," he says, pointing in the vague direction of his car, "is not a Ferrari..."

Whereas the Alesi of old might have fretted and fumed, Jean remained totally calm as he imparted the information. You can interpret it two ways. Some would call it growing maturity. Others would call it remote detachment, disinterest even, symptomatic of falling motivation.

Alesi denies that. "There is still pressure, and my motivation is high. And one of the reasons it's high is that there's a very good spirit in this team. I'm not just saying that. You know how I know?"

I didn't. "Because today I was watching people. Everything was looking good for Johnny, but they weren't that excited. Because they saw me in the deep shit. That makes you feel wanted. You feel some sort of relationship. It's good."

Sicilians, of course, have deep-rooted family bonding. It comes with the territory. In contrast to what he felt at Benetton for the past two seasons, Alesi thinks there is more

of a Tyrrell-style family atmosphere at Sauber.

"I enjoy this job enormously," he says. "And, for me, it has to be fun. Last year wasn't fun. People ask questions about me stopping, but I love driving. Okay, so this is my ninth full season in Formula 1, but I'm only 33 years old. You think I'm looking old? I don't think so.

"Honestly, I haven't given a thought to my life beyond racing. I have plenty of time to think about other things. I still love my job. Even when it's a disaster, like Melbourne qualifying, I still enjoy driving the car."

All the while, girlfriend Kumiko, a well-known Japanese TV star, looks on admiringly. They share the odd joke, smooth the odd touch, tip the odd wink.

"When I do stop, I think I will have a tough job with my daughter," Jean says, laughing, "repairing everything that she destroys. But not for a while yet, I hope. I'd miss Formula 1 too much."

Ken might have gone, but Jean is still here and, he hopes, with a trick or two still up his sleeve. ❶



## Snap Happy



The three readers who, in the opinion of our expert panel from F1 Racing, have captured the essence of grand prix racing, will then be invited to attend a Scuderia Ferrari Marlboro test session as an official photographer.

Photographs taken by the three winners at the test session will again be judged, by our expert panel, and these fabulous prizes awarded:

### WINNER

- Their picture WILL BE published in F1 Racing
- Trip to the picturesque 1999 MONACO GRAND PRIX
- A CANON EOS 50E camera to capture the memories of this amazing prize

Runners Up • Two runners-up will each win a CANON IXUS LI camera

Win tickets to the  
British Grand Prix  
and make the most  
of a  
perfect...

# Photo Opportunity

Last month we launched our 'Snap Happy' photographic competition, asking readers to send in their photographs capturing the atmosphere of grand prix racing.

Here's your chance to secure a seat at the British Grand Prix to take what could be one of the winning entries.

We have three pairs of tickets to this exciting event which takes place on Sunday 12 July, to give away to three lucky readers. Included in the prize are reserved seats on the Beckett's corner grandstand.

Answer these questions, complete the tie-breaker, and you could be on your way to the British Grand Prix.

Don't forget to take your camera

1. Which colour dominates the crown of Michael Schumacher's crash helmet?
2. Which famous F1 driver is the Argentinian Grand Prix circuit named after?
3. Which Scuderia Ferrari Marlboro driver had a podium finish in Brazil?

**Tie-breaker:** If I had the chance to do a photographic shoot with an F1 driver I would choose ...because ...(not more than 20 words).

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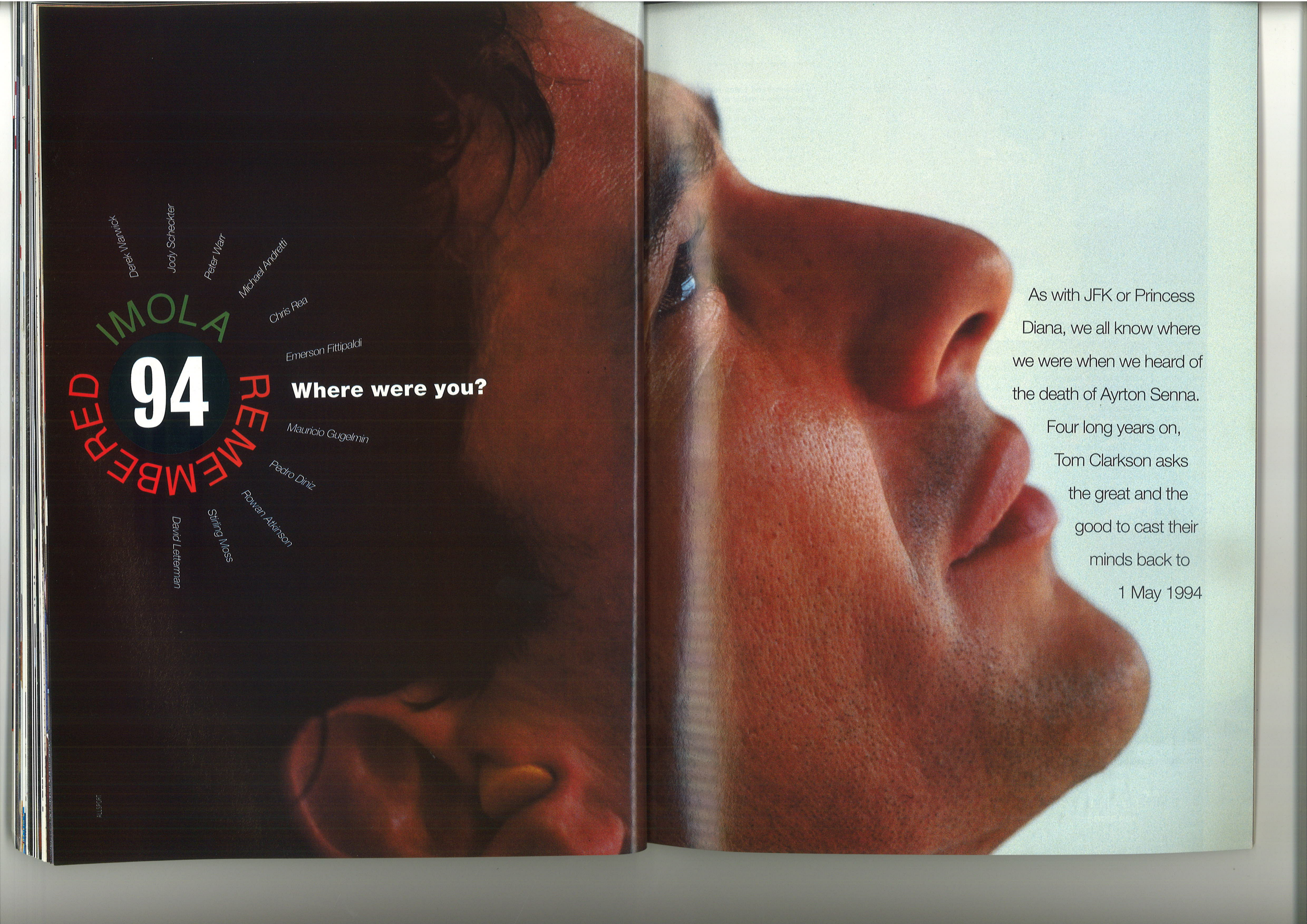
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The closing date for entries will be 31st July 1998.  
6-9. Rules as above

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3. The Editor's decision is final, and no correspondence will be entered into. In the event that the stated prize is unavailable, an alternative will be offered.
4. The closing date for entries will be 15 May 1998.
5. The winners will be notified as soon as possible after the closing date of the competition.
6. All winners will be responsible for their own transport.
7. All entrants may win only one prize. Irrespective of the number of entries submitted. No responsibility will be accepted for entries lost, damaged or delayed in transit. Illegible or altered entries will be disqualified.
8. By entering the competition, competitors will be deemed to have accepted and agreed to be bound by the rules and all entry instructions given are deemed to form part of the rules of the competition.
9. No telephone entries or enquiries will be accepted.
10. Prize details correct at time of going to print.



IMOLA  
94  
REMEMBERED

**Where were you?**

- Deek Warwick
- Jody Scheckter
- Peter Warr
- Michael Andretti
- Chris Rea
- Emerson Fittipaldi
- Mauricio Gugelmin
- Pedro Diniz
- Rowen Atkinson
- Stirling Moss
- David Letterman

As with JFK or Princess Diana, we all know where we were when we heard of the death of Ayrton Senna.

Four long years on, Tom Clarkson asks the great and the good to cast their minds back to

1 May 1994



Pedro Diniz



"I remember the weekend very clearly. We were racing at Silverstone in the first round of the Formula 3000 Championship. Ayrton's accident took place during first qualifying – because the 3000 race was on the Monday, not Sunday – and Guido Forti didn't tell me until the end of the session. He knew that it would affect my concentration.

"I just had to be alone when I found out, because I was really shocked.

The paddock of a racetrack isn't a good place to hear such news, but I'm not the kind of person to break down. In fact, my reaction was one of strength; I drove really well in the race the next day until I retired.

"It was only when I was flying home to Monaco after the race that the impact hit me. Reading the newspapers and seeing all the photos made me realise that if it could happen to him, it could happen to anyone."



Derek Warwick



"I was watching the race at home. I don't always watch them, but because of all the things that had already happened that weekend, with Barrichello's accident and Ratzemberger's death, I found myself having to watch it.

"Immediately after the crash, my initial reaction was that Ayrton was acting, that he'd made a mistake and was pretending he was hurt. But as soon as I saw the body language of the rescue crew, and especially that of Sid Watkins, my view changed. I knew then that he was bad.

"I still can't get over the number of people affected by his death. The day after the race I went round to visit a friend who was working on a building site. The guys he was working with – people who had never watched an F1 race in their lives – were stunned. I was amazed by that.

"I knew him well, and there was quite a lot of mutual respect between us. I went to his funeral, and it was there that I realised he wasn't just a racing driver, he was a god."

Emerson Fittipaldi

"That weekend I was testing the Penske IndyCar at Michigan. At the time of the Imola race I was doing a long run, and for the first time in my career a team manager called me in on the radio.

"He said, 'Emerson, come in.' 'Why?' I said. 'Just come in,' he answered. I was on the banking, doing more than 230mph, and I didn't know what to expect. I came in and stopped the car. He said: 'Your wife is on the phone.' I was shocked, really worried now. He held out the phone. I was thinking, you know, maybe something had happened to one of my kids. I was shaking.

"She said just two words: 'It's Ayrton.' I couldn't speak. I had no words; I was devastated. I had followed Ayrton since the late '70s, when I met him at Interlagos. He was testing karts and I was testing F1 cars. He would come and talk to me with his father. I remember those days so well, like yesterday.

"In 1992 he came to my house in Miami Beach. He was trying to do a deal with Frank [Williams] at the time. It took two more years to do it, and then came Imola. I still feel the pain today."

Chris Rea



"I will always remember that strange weekend in 1994. It was a beautiful day in England, and I was working on the orchestral arrangement for *La Passione*. The girls had all gone shopping and left me with some pasta and parmesan and my music sheets.

"I had heard that Ayrton had always liked *On The Beach* and remember distinctly a strange snowy day only weeks before at the Silverstone café. He was quietly and politely waiting in the one o'clock lunch queue.

"I saw out of the corner of my eye his body turn and felt him looking down at me. But I didn't dare look up.

"Around 5.30pm that Sunday, I walked out into a soft evening breeze, lit a cigarette and wished so badly ... that I had looked up and said 'hello'."

Above: the winter of '92 saw Senna try Emerson Fittipaldi's Penske IndyCar. They pair were family friends, with Emmo a big fan of his compatriot

"That Sunday, I walked out into a soft evening breeze, and wished so badly ... that I had looked up and said hello"

CHRIS REA

## Michael Andretti

"Ayrton Senna. Jeez. I was watching Imola on the TV at home. When I saw the shunt I initially thought he would be okay and walk away. I mean, it wasn't the force of the impact which did him in – it was a freak accident where a suspension arm went through his helmet. Even when he was airlifted to hospital we didn't know how bad he was, so I watched the restart thinking that he might be okay.

"When I found out later that he was dead, I was really shocked. I mean, what a great loss. He was definitely the best driver I've ever been

up against, and I also had a ton of respect for him as a person. He was a great guy, someone who knew exactly what he wanted.

"We got along pretty close as team-mates in 1993, and we were getting closer as the season progressed. When I was let go by McLaren he held a press conference to say how badly he thought I was treated.

"He even called me up after I won my first race back in IndyCars, at Surfers Paradise in '94, to say well done – he'd watched the race at 6.00am. I had a real lot of respect for him."



Left: Senna with McLaren team-mate Michael Andretti at Donington in '93 – and in the Williams the following year (below)

## Stirling Moss



"The awful thing is that I can't really remember exactly where I was that day, although I know I wasn't at Imola. I was watching the race on TV. My initial reaction when I heard the news was one of shock, because he was a great.

"I don't think he was a driver who made mistakes – so dying through no reason of his own is easier to accept."

## Mauricio Gugelmin



"I remember the day clearly; I will never forget it. I was watching the race with my wife, who was seven months pregnant, at home in Fort Lauderdale. It was on at 8.00am, so we were eating breakfast at the same time.

"The moment I saw the accident, I had this cold feeling. I could see his head twitching in the cockpit and knew that it was bad. I immediately got off the sofa and turned off the TV. My wife kept asking me if I thought it was bad and I told her it wasn't, although I didn't think that.

"We went out for a long walk, but we didn't really say much. At the time, his death hadn't been confirmed and my main wish was that he wouldn't end up disabled. I know that he would have rather passed on than have that.

"Later, when we heard the news of his death, I had this heavy feeling. For the next three days I was continually woken

up in the middle of the night by Brazilian radio stations asking me what I thought, because Ayrton and I had been close friends. We had lived together when we raced in England in Formula Ford.

"On the Thursday before Imola, I had spoken with Ayrton; he had been really confident. He said that they had a new nose on the car, so he hoped that it would be less pitch-sensitive and easier to drive. In the same conversation we made a plan for him to stay with us for a few days prior to the Canadian GP in Montreal, because by then my twin sons would have been born.

"What was really sad was that Ayrton had always wanted to drive for Frank. He wanted the chance to really dominate a season – not just win a few races, but really dominate. And Frank traditionally built the fastest cars. Obviously this never happened."

## David Letterman



"At the time of his crash I was at home, waiting to get a videotape of the race, when my assistant called to tell me of his accident. At that time, he hadn't yet been pronounced dead, just bad. And by the time I got the tape, he was officially dead.

"I remember feeling really shocked at the news because he was a great, great driver. I had met him once, at Phoenix in 1991. I was introduced to Ron Dennis, and he took me and my girlfriend into the McLaren motorhome, where Ayrton was getting ready for the race. To break the atmosphere, I said to Ayrton: 'Can I take a shower?' He laughed and chatted to us and gave us some helmet pins. What struck me most about him was that he was just a big kid, a very sweet and mild-mannered kid. And he was very hospitable.

"For me, meeting Senna was like a kid today meeting [basketball star] Michael Jordan. Senna was a hero of mine – up there with the guy who got my attention as a kid, Jim Clark."

REMEMBERED  
94  
IMOLA

"As a driver, he was probably the greatest ever; his

death, it seems like yesterday"

JODY SCHECKTER

## Rowan Atkinson



"I was watching the race on television, and remember two things: the utter despondency in the voice of Murray Walker, who predicted the magnitude of the tragedy long before all the facts became known – and also how keen I was for the race to restart. I was going through a bit of an anti-Senna phase, feeling that the old order of Prost/Mansell/Senna in F1 had had its day, and had been secretly pleased that Senna's first Williams season had had such a shaky start. We certainly got our 'new order' that day, although nobody would have wished to see it ushered in in such tragic circumstances.

"A dreadful thing about his death was that it seemed that Senna had only just learned how to relax and enjoy life. To die when you have only just come to terms with your own genius is truly tragic."

## Jody Scheckter



"I didn't know Ayrton, although I'd met him a couple of times and raced against him just the once – when Mercedes organised a race at the Nürburgring in 1984.

"I remember watching Imola on television. And when I saw the accident, my initial reaction was: 'This shouldn't be a problem.' And it wouldn't have been, had it not been for the suspension arm.

"I think the racing world felt his loss terribly because, as a driver, he was probably the greatest ever. He was fast, but could also sort a car, and very few people can do both. It's amazing to think it's already been four years since his death; it seems like yesterday."

MAIN: DARREN HEATH; OTHERS: LAT ARCHIVE



Peter Warr

"I wasn't watching the race because I was sponsoring a golf match in Hampshire. It was only when I got back to the clubhouse that someone told me Ayrton had had an accident and that it looked bad.

"When I heard of his death later on, my emotions were absolutely akin to those I had had when I heard of Jim Clark's death in '68. Like Jimmy, I knew Ayrton really well [Warr was Senna's team manager at Lotus] and I was at a loss to understand how something like this could happen to a guy with so much talent. It seemed that Ayrton was immortal.

"His death really shocked me, and I can't think of anybody who *wasn't* affected by it. That was the influence of the Bernie Ecclestone era, compared with Clark's era, which was just papers and radio. Through television, everyone could see everything.

"People say that Ayrton was more relaxed in '94, but I don't think his racing performances showed that. In Brazil he had driven the socks off that car; that's not the mark of a man taking life easier - he never took anything easy.

"Certainly, he arrived at Williams that year expecting to have the best car bar none, and as a result he wasn't expecting to have one of his hardest seasons. But he was still extremely motivated."

IMOLA  
REMEMBERED  
94

LEFT ARCHIVE

"When I heard of his death, I was at a loss to understand how something like this could happen. It seemed that he was immortal"

PETER WARR

# LEST WE FORGET

**IMOLA 94 REMEMBERED** While the world focused on Senna's death, few people remember that the day before a young Austrian also lost his life, while qualifying for his second grand prix. Four years on, Christopher Hilton meets the Ratzenbergers and talks about their son



BERNARD ASSET

Above and right: Roland Ratzenberger; happy with his lot in F1. Parents Margit and Rudi (top right). Ratzenberger is buried in the family grave at Salzburg



WE'RE STANDING BY the grave now – Rudi Ratzenberger and I – and it's difficult to know what to say. Nothing perhaps. Yes, that's best: nothing. Sharp sunlight falls across the cemetery, the ranks of headstones casting a lattice-work of shadows. The air is clean and pure, and spring is on its way: the fourth since Imola. Roland lies in the family grave, and on it is a photograph of a handsome man who is now beyond time, a man who will always be 33. He got there because motor racing is dangerous, and always will be.

IN 1994 HE failed to qualify at São Paulo, finished 11th at Aida... then came to Imola, and to second qualifying. The date was Saturday 30 April, and the Ratzenbergers had been on holiday in Mexico. As their flight touched down, they were pleased to be back. They were both jet-lagged. They collected their bags from the carousel, and caught a taxi. Half an hour later, they were home. Straight away, they switched on Eurosport – at that time the only network which showed F1 qualifying. Almost immediately, they saw – live – a car having a horrific accident. In the mêlée, they could not make out which car was involved. "It's Ratzenberger," announced commentator John Watson. Then silence. Like millions of viewers all over the world, Rudi and Margit looked at the driver. At his head. It was not moving.

"I knew it was bad," Rudi says. Even so, for 25 minutes they got no more news. At last, the telephone in the Ratzenberger's apartment began to ring. "The first telephone call was from Roland's close friend Hermann Wallner."

Wallner was at Imola, and remembers making the call. "At first, I asked Rudi if he had seen what had happened – yes – and then I told him I didn't know exactly what the position was but I'd heard that Roland was only clinically alive."

Wallner was entrusted with repatriating Roland's belongings. That was then, and this is now. Rudi and I are still in the small Salzburg cemetery, still in silence. Suddenly, he turns. "You know, Roland was 33 when he died, but I think it was more like 60 years, 70 years – maybe 100 years. *Ja*. More like 100 years."

All Roland's obituaries recorded his age as 31, which was incorrect. Worried that he was

taking too long to get to Formula 1, he made a strategic decision to shed two years by advancing his birthdate from 4 July 1960 to 4 July 1962.)

Outside the cemetery gate there's an alcove. On its walls are listed Austrian dead from the century's wars. We pause in front of it. "I have an uncle who is here," Rudi says, and casts his eyes up and down the columns until he finds the name Ratzenberger.

"But Roland had a choice," I say. "He didn't."

"Yes," he says. "*Ja*." His voice betrays no obvious sadness.

The Ratzenbergers are the kind of people you construct societies on. Rudi worked for Austria's equivalent of our National Insurance. Now, in his retirement, he is active in international youth hostelling. At 65, he's a small, neat man with a ready smile.

The family has no history in motorsport; even so, Roland's interest began when he was just four. "He could recognise every type of car because our house was on a main road and he watched them go by from the balcony," says Rudi.

The Salzburgring opened when he was nine and "Roland went there all the time. But he never paid, he never bought a ticket – he found other ways of getting in! At 14, he went to technical high school – he wanted to use knowledge gained there to understand cars. And that's when I understood just how serious he was about it."

In 1970, the 10-year-old Roland had stood with tears streaming down his face as news came through from Monza that Austria's first world champion, Jochen Rindt, had been killed.

"Roland started to drive before he was old enough to have a licence," says Rudi. "He'd go to an old quarry and drive around. I feared he might dedicate his life to racing, and I was not happy. I tried to stop him, but Roland was sure: 'I am a racing driver,' he said."

He finally reached Formula 1 at 33. "He phoned home and told me he had the sponsorship and could go into Formula 1 with Simtek. He was excited. He also told us that Formula 1 was the safest category of a racing driver's career."

People like the Ratzenbergers are bound to remember remarks like that.

So, Rudi, what do you think of this 'safe' category? "I watch many more Formula 1 races now than I did before. I've retired, I have more time – suddenly it's interesting. And I know some of the drivers. I know Damon Hill and Heinz-Harald Frenzen and Mika



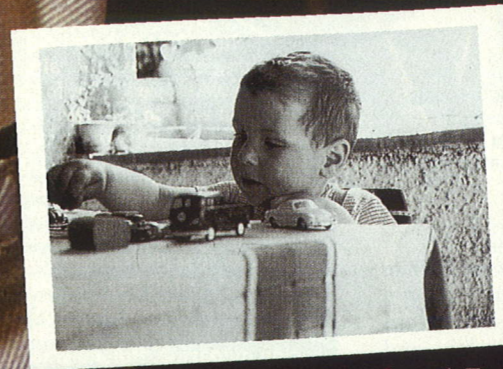
BERNARD ASSET

"It's Ratzenberger," announced commentator John Watson. Then silence

Roland Ratzenberger

The condolences keep coming "from all over the world." Two a week is normal – still

Ratzenberger's overalls still hang in his parents' loft. Top: from the beginning of his short life, Roland was fascinated by cars



Salo and the new man from Austria, Alexander Wurz."

And Formula 1 can't hurt you any more, of course...

"Look, Roland is still part of my life. I watch Formula 1 without emotion. After the accident we got to know people within Formula 1 and they became friends."

In 1995 Rudi went to Imola for the anniversary race – the first grand prix he had ever been to. "I went to the place where it had happened, and I saw that people had placed many flowers there."

He was tracked by two TV crews and a bunch of journalists. "I'd had to deal with the media in my career, so I understood why they were there."

Despite them, despite the lack of privacy, he felt close to Roland that day.

Looking back, would you have preferred him to have been, say, a tennis player? "But by playing tennis he wouldn't have had the same satisfaction, would he? His dream was to be in Formula 1."

The Ratzenberger's apartment is beautifully arranged. There are drawings people have sent, and photographs, and a sketch of a curved concrete waterfall which an Italian artist wants to build at Imola: the Fountain of Life.

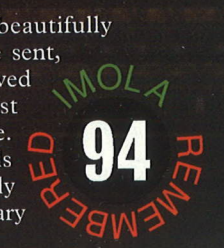
There are, in the cellar, Roland's overalls and racing magazines from his youth, neatly bundled. A small shelf holds his modest library of racing books.

There are volumes of visitors' books, full of dedications. "People from the racing community come here from as far away as Japan, and we're happy to welcome them," Rudi says.

He and Margit have had cards printed which they send to anyone who writes with their condolences – still. So far they've sent out 1500. The condolences keep coming – "from all over the world". Two a week is normal – still.

Margit says she "can accept" Roland's choice of career – but when I ask whether she understands why he made the choice, she answers slowly and deliberately: "No, no. When I was young we'd climb mountains, but now we walk and ride bicycles and go skiing ... but that's enough." Roland needed something else, needed it enough to go out and get it. Rudi and Margit are comforted by that.

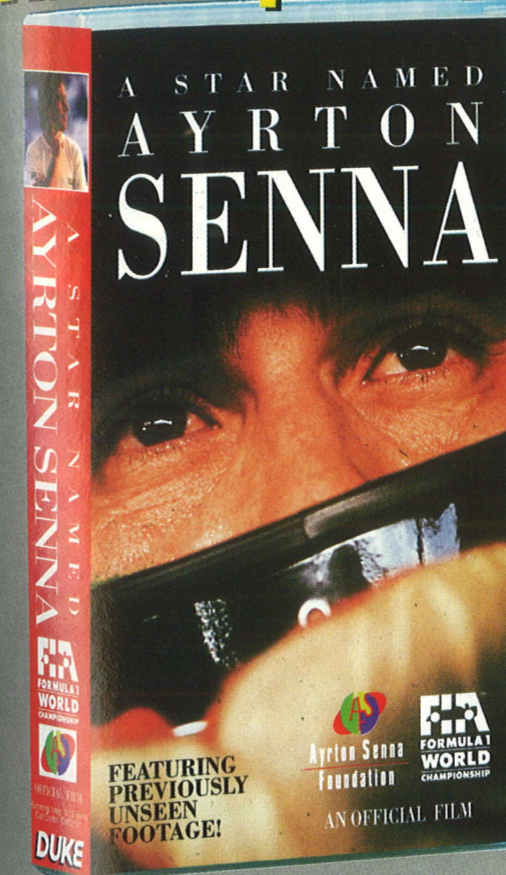
They're also comforted by people's interest in him – "a good feeling," Margit says. She's a naturally jolly



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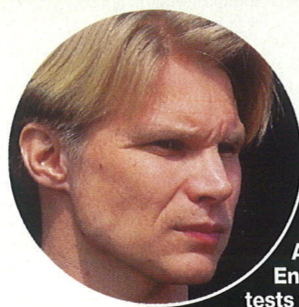
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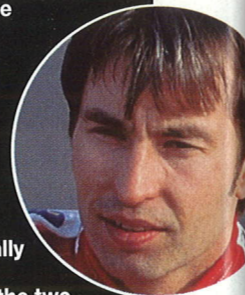
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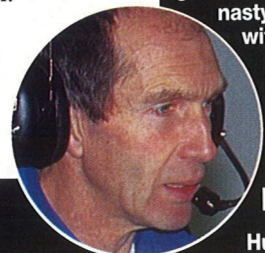
### Mika Salo

"I first met Roland when I was doing Formula 3, and he was employed by Alan Docking to try to teach me the English tracks. He came to races and tests to see how I did. He couldn't say anything because I was already better than him! In Japan we shared a flat for a while because his apartment was so far away from Tokyo. So he was always sleeping on my kitchen floor. "He was really laid-back, but he never spent any money. He wore the same clothes year after year - ridiculous Adidas shorts from about 20 years ago, five sizes too small - and after a while he looked so ridiculous that you couldn't walk down the street with him. I had to buy him some new clothes! "Everyone played jokes on him. I remember a picture of Roland's arse once appeared in a Japanese racing magazine. Roland was in my car one day, and we were in a traffic jam. Eddie Irvine was in the car in front, so Roland pulled his pants down and mooned out of the front window. A journalist who was in Eddie's car took a photograph, and showed it to a magazine editor. He printed it - my face and Roland's arse! "That was the fun side of him; but he was also a deep, intelligent guy. A really decent bloke."



### Heinz-Harald Frentzen

Heinz-Harald Frentzen has more reason than most to be grateful to Roland Ratzenberger - the Williams driver literally owes the Austrian his life. In their Formula 3000 days in Japan, the two were firm friends. One night, they were enjoying a beer in a Tokyo bar when a couple of girls approached. Suddenly, two other men, clearly furious, started shouting at the two racing drivers, claiming that the girls were their girlfriends. Before long, things turned nasty and one of them came up behind Frentzen with a knife. Just as he was about to plunge the blade into Heinz-Harald's back, Roland dived across, grabbed the man's wrist and wrestled the knife away.



### Humphrey Corbett

Humphrey was Roland's race engineer at Simtek, and the two were good pals. "I never wanted to get close to drivers. I'd worked with Paul Warwick, and his death knocked me sideways. So when it happened to Roland, I began to wonder if I was jinxed. "But you couldn't help but feel close to Roland - he was so friendly. He never spat the dummy, he always had time for you and he would put in a real effort with the data-guys. He was such a lovely guy. "Ultimately, I'm not sure whether he could have made it to the very top. You sometimes felt that the car was driving him, and I don't think he had the hard-headed 'bastardness' you need to really make it. He just enjoyed being in F1 so much. He was still wide-eyed about driving around on the same track as Senna and some of the other guys. "At the time of the accident, he was just so happy. He had everything: looks, a Porsche 911 roadster, a place in Monte Carlo. I just remember thinking: what a tragic waste of a young life."



Left: Roland's parents still send cards in response to continuing messages of condolence

woman, and only once while we're speaking does she turn away, masking her eyes; immediately she turns back, again composed. "From Salzburg, from foreign countries, they come here and they speak to us. It's very nice." In the spring, at Imola time, especially. Yet every year at Imola, Roland is somehow an addendum - an afterthought to Senna. Does that bother you, Rudi? "Senna was a three-time world champion, and Roland was just a newcomer to Formula 1; so what happens is normal, expected." But they were both human beings... "Ja, ja."

TWENTY LONG YEARS ago, when Ronnie Peterson died, his team-mate Mario Andretti was steered away from the hospital and uttered the sentence that has passed into folklore: "Unfortunately, motor racing is also this." We ought to remember that motor racing is also Roland Ratzenberger, who made many friends and no enemies, and took so long to become a newcomer, and rests where sunlight falls into shadow encircled by the hills of home, and could only be alive doing what would kill him. Motor racing is also that.

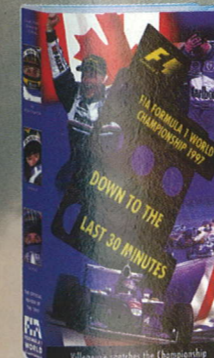


### Jacques Villeneuve

To this day, Jacques is upset about Ratzenberger's death and never talks about it. So we asked his manager, Craig Pollock, to describe how Imola '94 affected his driver. "People know that Jacques Villeneuve was close to Roland and that he was greatly affected by his death. But they don't realise quite how much. I'd say Roland's death hit Jacques harder than his own father's. That might sound like a strange thing to say, but when you're 10 or 11, you get over things like that easier. When Roland was killed, Jacques was 23 and they were very close friends. They were involved in the same business and spent social time together. Something like that, at that age, really jolts a person. The other thing that got to Jacques was that because of Ayrton's death the following day, Roland was almost forgotten. That still gets to him today."



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So Alpine's in-car navigation system isn't simply about guiding you to your destination. It also makes an occasion of the journey.

Most high-tech car equipment claims to be so simple that even a 10-year-old can use it. Truth is, they're often so complicated that only a 10-year-old can use it. Remember, kids are always the first to suss how

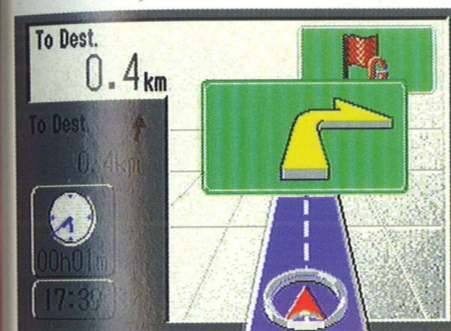
to make the latest electronic gizmo work, like the new video. However, the Alpine car navigation system is so simple that even an adult can use it. Simply select your chosen destination, which normally takes less than 45 seconds, and the system takes care of the rest in a straightforward, easily understood way.

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Matchett included

# If you can't stand the heat...

... get out of the kitchen. And that's exactly what Steve Matchett has done. Here, then, is the warts-and-all story of his life as a Benetton mechanic

**T**o be honest, I was fed up. After the glories of 1995 – 11 wins, plus the 'double' of drivers' and constructors' championships – the all-consuming passion and ambition that had fuelled me throughout the past 10 years had finally been pacified. But that wasn't all: watching the Benetton team crumble – we didn't win a single race in 1996 – was dreadful. Soul-destroying. The tedium of constant set-up changes demanded by panicking engineers, the sickening fatigue induced by endless all-nighters, and the arrogance and stupidity of some of the drivers had eventually taken their toll on my willingness to continue as an F1 race mechanic. Why, I figured, don't I write about F1 instead? Good idea, said *F1 Racing's* editor Matt Bishop. Which is how you come to be reading this.

When people find out you're an F1 mechanic, they always ask the same question: *what are the drivers really like?* Well, some are great blokes ... and some are a right pain. Some are impressive ... and some are disappointing. And then there's Michael Schumacher. Bluntly, I have no doubt at all that I have worked with the greatest driver of our generation.

I first met Michael in 1991, in the Monza garage, after he had just signed a Benetton con- ▶

Michael's detractors think him dull. But anyone who has heard his car-to-pits whoops of delight as he crosses the finishing line will tell you that is rubbish

tract with then boss Flavio Briatore. Flavio's poaching of Schuey from Jordan was a tremendous scoop. The groundwork had been carried out very furtively, and involved firing Roberto Moreno halfway through the season. At a hastily arranged meeting at Nice airport, Roberto had been informed of Flav's desire that he pursue a career change – and that was that.

You may remember Roberto's part in a Benetton one-two at Suzuka in 1990 (he was the 'two', Nelson Piquet the 'one'). He did a brilliant job for us that day. It was the first race win of my Benetton career – a fantastic moment. After the podium, Nelson and he brought their bottles of champagne into the garage. Roberto was crying. He couldn't speak. In the end, between sobs, he stammered, "Thank you, everyone," over and over again. His second place that day, crossing the line in formation behind his mentor and fellow countryman, was to be the highlight of his career. And the memory of that celebration – the taste of champagne, the feeling

of lifting that heavy bottle to my lips – has stayed with me ever since.

Drinking from that bottle became an act of allegiance, and after that first victory I knew that I wouldn't leave Benetton – *couldn't* leave – until we had secured the world championship.

Trouble was, Moreno never got near repeating his Suzuka form, and in 1991 it became apparent that he just wasn't good enough. Worse, he never seemed to have enough stamina to remain competitive throughout a race distance.

During testing, he was always complaining that he couldn't see over the car's small perspex windscreen. I would mark with a pen exactly where he wanted it trimming to; I would trim it; he would do one or two laps; he would complain that it was still too high; I would trim a bit more off it; he would say that it was now too low; I would then fit another ... and the whole charade would start again. In races, he was worse. He'd often throw up in the car, leaving the task of cleaning out the chassis to his front-end mechanic. Not nice.

To say that Schumacher was an improvement on Moreno is wild understatement. At Monza he appeared quiet, reserved – and I remember that he stood in the back of the garage, shaking hands at arm's length; a sign of shyness, I thought at the time. That day at Monza, as we chatted to this bashful youngster, I don't think any of us had any idea exactly what was about to be unleashed on Formula 1.

From that very first practice session onwards, it soon became clear that he was quick – some would say too quick. During his first few races with us he managed to write off four chassis. The shunt he had in Spain seriously damaged the steering-rack bulkhead, leaving his feet terribly vulnerable; one more impact before the car had come to rest and his career would have been over there and then. I thought Tom Walkinshaw (who was a Benetton bigwig at that time) was going to explode when he heard that a fourth chassis had been lost to this young upstart. However, Michael soon learned that there is more to winning races than going quicker and

quicker until you smash the car to pieces – something that Jean Alesi still hasn't quite got the hang of...

Michael's is an exceptional ability. He is intense and complex, and his detractors think him dull and bland. But anyone who has heard his car-to-pits whoops of delight on the radio as he crosses the finishing line will confirm that this is rubbish. There is a difference between 'boring' and 'dedicated', you see.

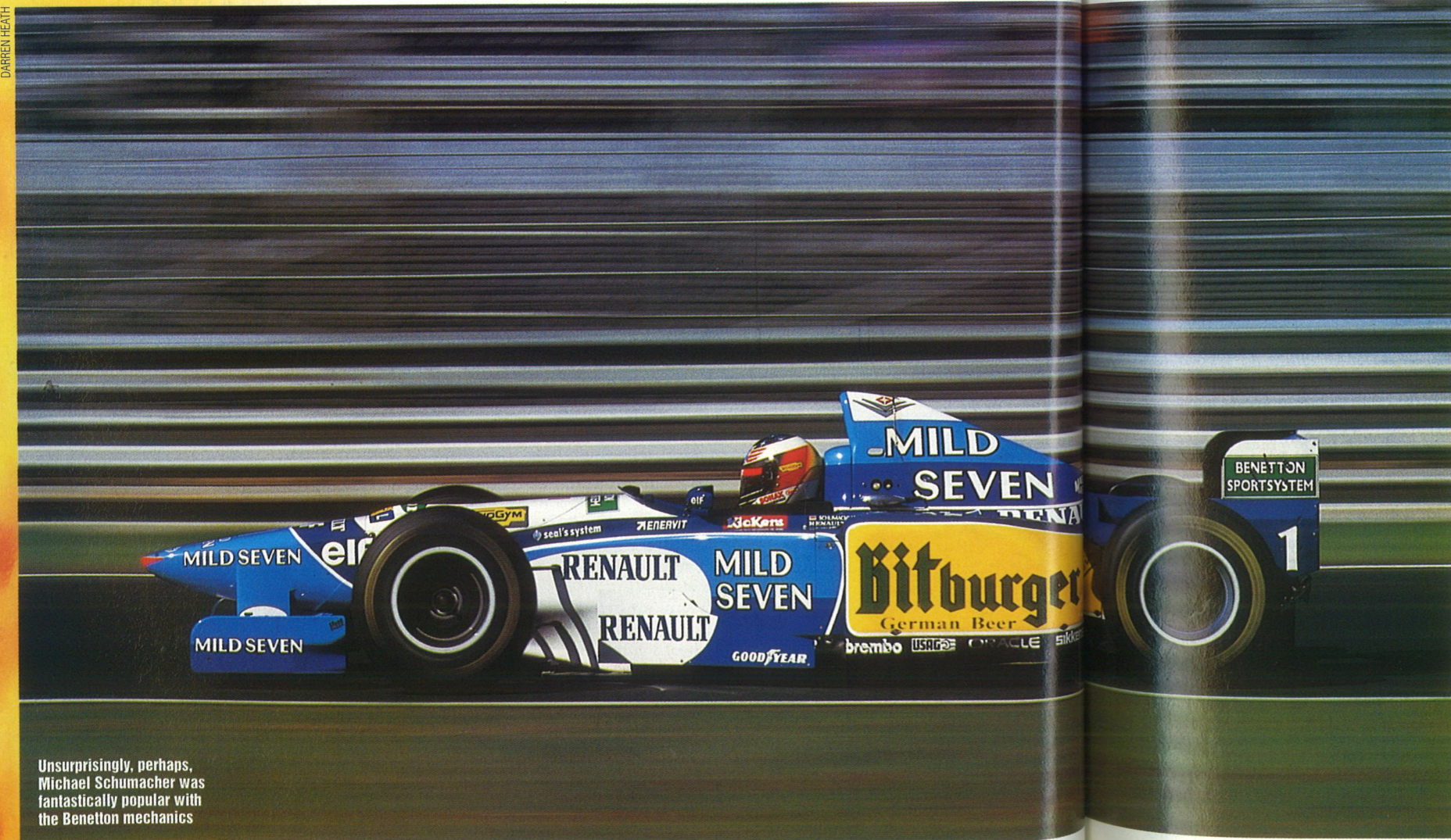
There have been many incidents throughout his career which pay eloquent witness to Michael's dramatic rise to fame and his ranking as the sport's most coveted driver – but in Barcelona in 1994, when the hydraulics failed on his B194, he was simply awesome. He spent most of the race stuck in fifth gear – yet finished a quite remarkable second. When Pat Symonds (at the time, Michael's race engineer) informed Schuey that nothing could be done to rectify the fault and that he would have to improvise – or simply retire from the race – Michael's approach to the problem was inspiring. He paused for about a minute before replying to Pat's radio message; pondering the situation, trying to calculate if it was feasible to continue with only one gear and if continuing to race at close to 200mph in a stricken car was worth the risk. His voice was calm and steady when he did reply; he told us he understood the situation and would be able to drive around the problem. He asked Pat for a reappraisal of when he would need to stop for fuel now that his problem would force an alteration to his consumption figures. He drove around the circuit, trying alternative lines through the corners in order to keep his speed and revs as constant as possible with just the one gear. After a few minutes, we noticed that his lap times had started to improve and his fuel consumption figures had begun to fall. Brilliant.

Nineteen-ninety-four was, for Michael, a year fraught with pressure. And by the time we flew to Japan, for the penultimate race of the season, the heat was well and truly on. You'd have forgiven him for being a little tetchy.

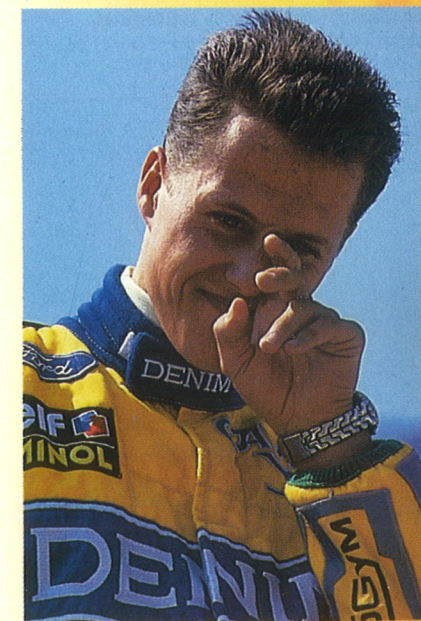
Except that he wasn't. One Suzuka evening, Michael came over to where I was working on the front end of Jos Verstappen's car, and we chatted about the book I was writing. He seemed genuinely fascinated. He was intrigued that a race mechanic could be bothered to devote what little free time he might have to chronicling his experiences of the 'oily rag' ▶



Suzuka 1990: Nelson Piquet (right) and Roberto Moreno celebrate a glorious Benetton one-two. Afterwards, they shared their Moët with the mechanics

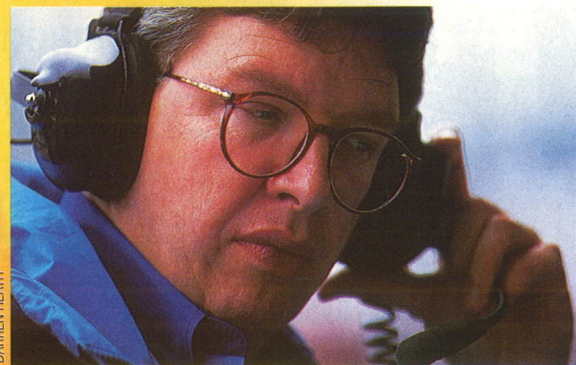


Unsurprisingly, perhaps, Michael Schumacher was fantastically popular with the Benetton mechanics



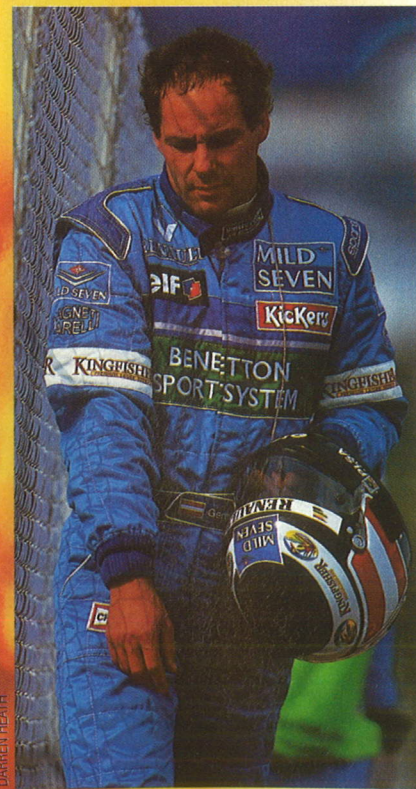
Schuey's first race for Benetton was at Monza in 1991. He finished fifth, and scored points in the next two races too – Estoril and Barcelona

Ross Brawn was the technical linchpin of Benetton's championship years. But when Schumacher went to Ferrari, Ross went too. Benetton miss him still...



DARREN HEATH

The familiar sight of Berger, in Benetton 'colors', marching back to the pits to berate the team for his latest DNF. Let's say the lads were less than impressed...



DARREN HEATH

side of Formula 1. "Michael," I ventured, "I'd like you to write the foreword. But the thing is: even if I gave you all the money I have in the world and deposited it in your bank account, it wouldn't even register as a minuscule blip on the computer screen. I simply can't afford to pay you anything that you'd be aware of receiving." He smiled, then told me not to worry about selling the house – he'd write the foreword for nothing. It would be a pleasure.

All good things come to an end, and at the end of 1995 Michael's contract with us expired. I think he would have been happy to stay with us a little while longer – say, at least another year – but by now Michael's management had placed his market value well beyond our reach. Enter Scuderia Ferrari, waving an open chequebook and a pair of scarlet made-to-measure overalls. There was nothing anyone could do.

With Schumacher gone, the resulting game of musical chairs was inevitably frenetic. When the dust had settled, and everyone had taken their seats, we found ourselves holding the booby-prize: Gerhard Berger and Jean Alesi. And what a pair of jokers those two turned out to be.

On first hearing news of their signing, I was very pleased. I was really looking forward to working with them; both had been at Ferrari for years, and on the face of it they seemed like quite a promising duo. Both had won races and, according to all the stories, if they were given half-reasonable machinery they'd win many more. Indeed, world championships were being touted as a distinct possibility. Brilliant, I thought. They had the talent, and we had the personnel and the machinery.

And what machinery! The B196 was a natural development of the all-conquering B195, and we had retained the majestic Renault V10 engine. The mechanics had all stayed, while Ross Brawn had been retained as technical director. The race engineers had remained with us too. Everything looked very, very good.

I have never seen two drivers dismantle a winning team in such a short space of time. During winter testing at Estoril, it was already clear that all was not well. Berger, particularly, was a nightmare. He was arrogant and aloof, and nothing was ever right. For example, his car's mirrors needed adjusting. Nothing unusual about that; all drivers have their own preference as to the mirrors' precise positioning, and it is normal to have to reset them from time to time. But this was ridiculous; I'd reset them, and they would be wrong again the next time he got into the chassis.

Gerhard Berger's Benetton career was not a glorious one. At the A1-Ring in 1997, he found the gravel early on



DARREN HEATH

I'd reset them again, but they'd still be wrong. I'd do it yet again, and they'd still be wrong. Very tedious.

Next, the padding on his seat was wrong. "It needs more foam here, here, and here," he barked. I did as he asked, only to be told that what I had done was totally wrong; "No! It's no good at all now. Completely undrivable! And I asked for the headrest to be trimmed. Why has this not been done?" And so on.

The pedal positions were wrong (of course); the chassis wiring loom touched his boot (result: car completely undrivable); the steering wheel controls were in the wrong place (but weren't they exactly where he'd asked the electronics department to put them two days ago?). All in all, it was now impossible to drive the car.

Every test was like this. He would stomp off into the back of the truck and immediately start telephoning people. Who, precisely, we would never know.

Throughout his two years with us, Berger was always careful to create a feeling of unease and distress around his car;

the idea, I suppose, was to monopolise all the attention: leave the other car alone, concentrate on mine. "The car is shit. This is not the same car as I drove yesterday. What am I supposed to do? It's shit," he would moan. Well, along with the rest of the team, I had worked on the car he'd stormed out of the afternoon before, until four o'clock the next morning; and, tired and bleary-eyed, I was back at the circuit three hours later. So I could give him my solemn oath that of course it was the same car as he'd driven the day before.

This fetish for attention-grabbing was possibly something he'd learned from Ayrton Senna during their time together at McLaren. The one major flaw in Berger's copycat strategy was that Senna backed up his demands for perfection by being consistently brilliant in the car. You do this for me and I'll show you why I've asked for it, that sort of thing. Unfortunately for Berger, we saw through him – and found him totally pathetic.

Throughout 1996, things failed to improve. At the end of the year, Ross

Brawn and Rory Byrne decided it was a lost cause to try to improve the shambles we had become, and they left to join Michael at Ferrari.

For us, the nightmare continued. Pre-season testing was a joke. When he first tried the new B197, Berger was back to his old antics. He whinged constantly, with the result that we had to make 15 different brake pedal pad designs before he declared one of them to be "a good starting point". Fifteen! Alistair Gibson fabricated, modified, remade, and remodified that brake pedal pad again and again throughout the long and tedious evenings of that dreadful two-week test. I know Alistair well, and he is a damn good fabricator. The standard of his work is unquestionable, which means that Berger got precisely what he had requested each time it was remade or altered.

Looking back on those two years, I would say that Berger is a grumpy old sod who had been around for years and who, in more than 10 years of driving for three of the top four teams in the world, had ▶

Berger was a grumpy old man who'd been around for years and who, in 10 years in top teams, had won about as many races as Michael had won in a single season

Our chances lasted 17 seconds. At the first corner Alesi saw red – literally – and charged at the two Ferraris, a move that saw him careering into the barrier

won about the same number of races as Schumacher had won in a single season. At the end of 1997, it was all over; Dave Richards didn't re-sign Gerhard, and he was left without a drive. I think he called the situation retirement; providing I never have to work with him again, he can call it whatever he likes.

And Alesi? Well, to be honest, Melbourne 1997 – when he ran out of fuel in farcical circumstances – just about sums him up. Any F1 driver simply must be aware of when he needs to stop for fuel. Okay, the precise lap that has been agreed on in the pre-race meeting may change slightly – depending on fuel consumption, traffic, or the need to carry out emergency pitstop work on the other car – but on the whole they are pretty much as pre-arranged. It simply must be second nature for the drivers to glance at their pitboard on every lap; sure, they might miss it from time to time – when overtaking a rival's car, for example. But when a driver seems oblivious as to which lap he is on, and disregards repeated radio transmissions telling him to pit for fuel, and ignores his pitboard which is displaying a huge 'in' arrow, and disdains his engineers who are hanging over the pitwall frantically waving at him ... well, there's something distinctly amiss somewhere.



For the Benetton crew, the '90s have been a tale of triumph and disaster. Triumph (above) came first, then Schuey left...

For Alesi, such antics were par for the course. In Japan the previous year, his brief could hardly have been simpler: just finish ahead of the two Ferraris if at all possible, so that Benetton finish in front of Ferrari in the constructors' championship. You'd think, then, that a driver so instructed would realise that the main thing was to avoid trouble and finish the race. Heroics were not required.

Our chances lasted 17 seconds. At the first corner Alesi saw red, literally, and charged at the two Ferraris – a manoeuvre that saw him careering into the barrier. His race was over – as were our chances of beating Ferrari in the constructors' championship. *Merci, Jean...*



In two years with Benetton, Alesi scored a lot of podium finishes, but his failures were all too often self-inflicted

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# I've started so I'll finish

Next year, Malaysia is due to stage its first grand prix. If this guy gets the track built on time, that is...

Story by Stefan Wilms  
Photographs by Dave Saunders

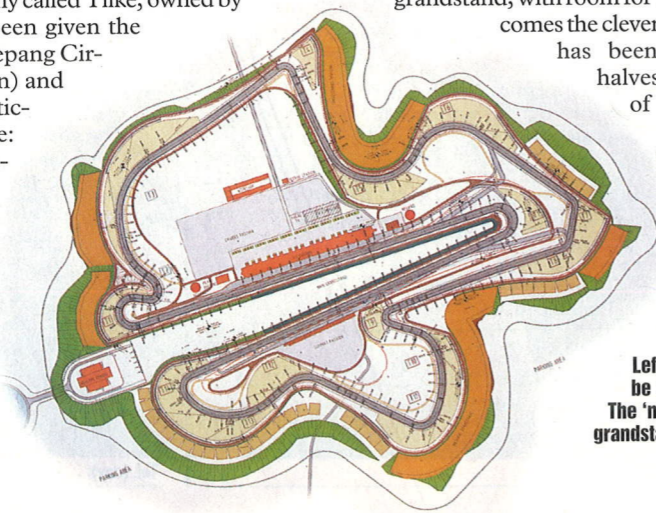


Top: a hint of things to come. Above: looks like the germ of a testing fourth-gear right-hander...

As understatements go, this is a major one: building a grand prix circuit is a difficult job. And it's even harder if you're trying to do it in a Third World country – especially one that's in the throes of a spectacular economic crisis.

The task may be a formidable one, but it's also hugely exciting. Designing a circuit from carte blanche offers real opportunities to innovate. A German company called Tilke, owned by Hermann Tilke, has been given the contract to build the Sepang Circuit (as it will be known) and he says the brief is as enticing as it is uninformative: "Make it something special, we were told."

Before a pencil was sharpened or a computer switched on, Tilke and his team, helped by former Formula 1 driver Marc Surer, brainstormed for two whole days.



Left: the Sepang Circuit will be nothing if not distinctive. The 'nose' will run alongside a grandstand with room for 30,000

"We wanted to create a stadium-like atmosphere," explains Tilke. "You know, one in which the spectators are intimately involved in what's going on all around the track. We wanted to prioritise the crowd, raise the quality of their experience. You know, make sure there's really something going on out there."

If the plans are anything to go by, it looks like they've succeeded. The track will have an enormous grandstand, with room for 30,000 people. Now comes the clever bit. The grandstand has been designed in two halves, so that two banks of 15,000 spectators abut each other – back-to-back – and the track will 'hairpin' all the way round this unique edifice, affording superb viewing.

"That's how we got this big nose," says Tilke. Er, you what? "Sorry, I just made that up now. But that's a good way of describing it." Quite funny. Well, I guess you had to be there...

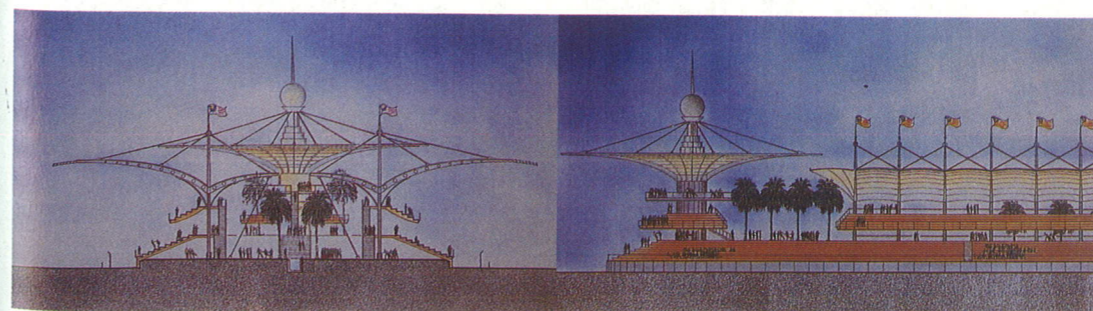
The rest of the track never strays too far from 'the nose'; it doubles back on itself a few times – rather like the old Interlagos, though on a much smaller scale. Again, Tilke opted for this layout with spectators in mind, and he's convinced it will work. "You can see much more of our track than you can at any other Formula 1 location."

How much, exactly? "If we make it *too* all-visible, so to speak, it might create a 'Mickey Mouse' effect. We

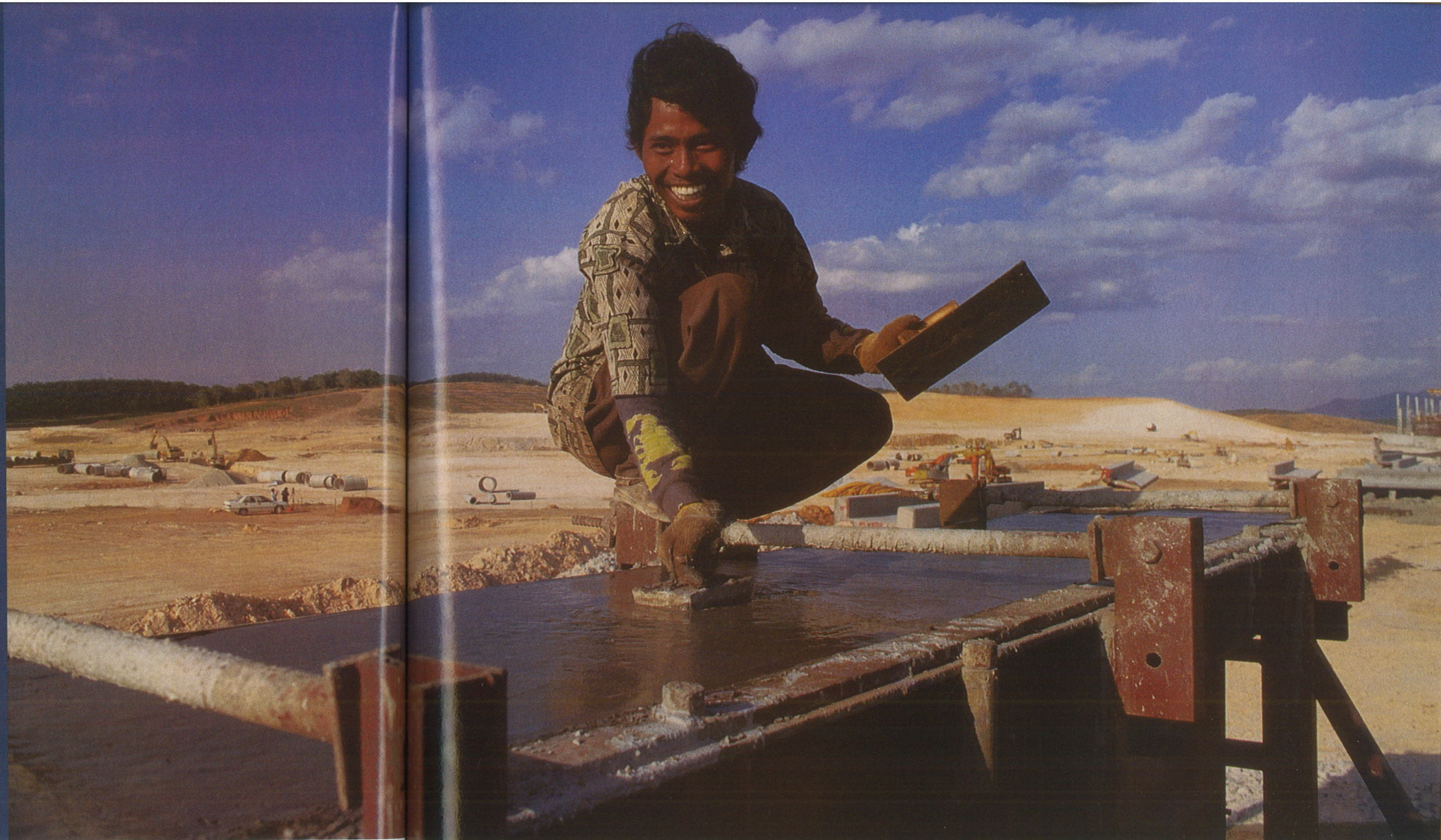
want it to be a proper track, and it will be. American ovals are one thing, but if we did that it would resemble a kart track. You'd have some cars going from left to right, others from right to left. That's not a good idea."

Work on the site started on 24 September last year. It will be part of a complex called Gateway Park, which will include an international airport, restaurants, bars, shops and gyms. Sounds very promising...

Will it be ready on time? Tilke is confident that it will. At the end of this year, he will stage two test-races at Sepang. If all goes well, the grand prix will take place next spring, three weeks after Melbourne. Oh, and fag ads will be welcomed with open arms. **1**



Above: safety regs on Malaysian sites are rudimentary... Left: plans of the grandstand show that it will be truly spectacular



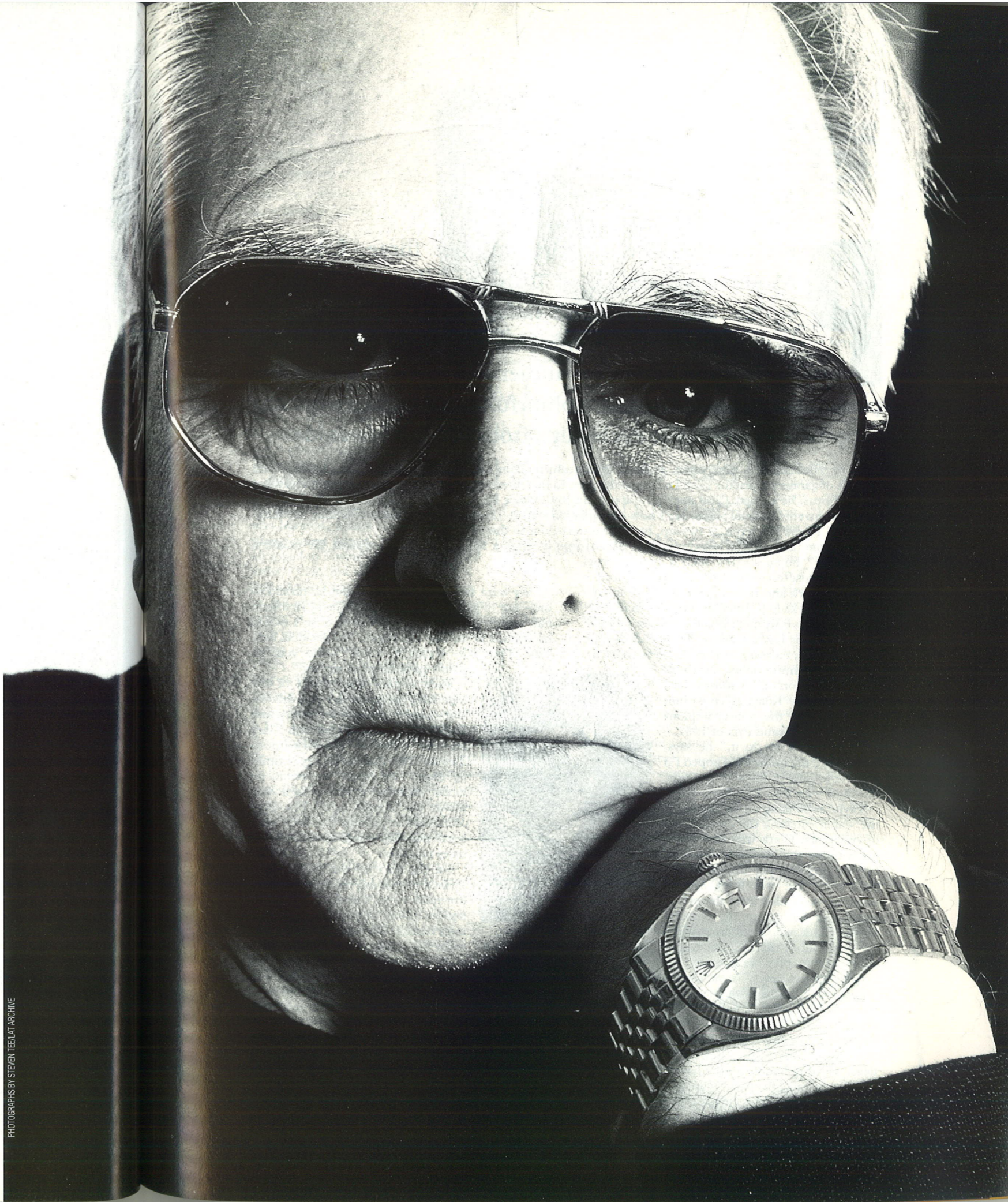
Jim Clark won the 1962 Mexican GP for Lotus – but only after team-mate Trevor Taylor had given Clark his car. Moved by his friend's generosity, Clark presented Taylor with the engraved Rolex he won that scorching afternoon in Mexico City. Thirty-six years later, Taylor is on the dole, and the impossible has become inevitable: the watch is for sale. Tom

Clarkson meets him



# TIME AFTER TIME

PHOTOGRAPHS BY STEVEN TEE/LAT ARCHIVE



**P**int number three, story number three. Like the Moonshine ale he is drinking, Trevor Taylor's stories are not for the faint-hearted. Beneath the heavy Yorkshire beams of Ulley's Royal Oak pub, he enthralled his captive audience, particularly in his pensioner mate Pete – a colourful local type, who has forgotten to undo the cycle clips from around his ankles.

We're reflecting on a time when, as Jim Clark's team-mate in 1962 and '63, Taylor was elevated from the role of garage proprietor's son and amateur racer, to rich international glamour boy. As Clark's number two at Lotus, he earned £200 per race – a pittance by today's F1 standards, but still a pipedream away from his current financial plight. He's now unemployed and, at 62, stands little chance of finding any long-term job. Home is a terraced two-up, two-down next-door to the pub.

"I've done all sorts of jobs recently – coach trips down the Rhine, HGVs all around the country, everything," he says. "It's such a bloody cruel world, because on several occasions I've done a full day's work and been offered a tenner for my trouble. I say keep it. I couldn't be like that."

The family's only income is the modest salary of Mrs Taylor, or Liz, a teacher. Their children are teenagers and, recently, finances have been tricky. To fight mounting debts, Trevor is about to auction off his most prized possession: the Rolex given to him by Clark after the non-championship Mexican Grand Prix of 1962.

"It hurts me to do it," he says, "but I need the money. I'd hoped I'd be able to pass it down to my kids, but there's no way. I've got to sell."

Taylor is banking on the history of the watch catching the imagination of collectors. Clark was awarded it for winning the inaugural Mexican GP – a race that he, Taylor, should have won. He was lying second when he was called in to the pits to hand over his car to the already-retired Clark, who went on to win.

"The politics that [Colin] Chapman used to play were pretty advanced for the times," says Trevor. "Jimmy was the new star – and Chapman knew that the more races Jimmy won, the more start money he could ask for. That's why I was asked to hand over my car. I didn't really mind; I mean, you can't compare me to Jimmy Clark. And I was never asked to hand over the keys again."

After the race, the pair – who were already good friends – went sight-seeing around Mexico for a week. During this time Clark wore the watch every day, until he cornered Taylor on the flight home.

"We were sitting on the plane and he turned to me – out of guilt, I think, because [Jack] Brabham had retired from the lead of the race, so I would have had it in the bag – and said: 'I've decided, here you're Trev. The watch is yours.' Mind you, he didn't split the prize money!"



"1st Gran Premio de Mexico, F1, 1st Lugar, 1962." No other Rolex in the world boasts such an engraving

Such a pact was typical of the friendship between the two drivers. They used to share hotel rooms, and Taylor often used to stay with Clark on his farm at Berwick-upon-Tweed. "We had some super times up there," he says. "We would go rabbit shooting at dawn each day, which was always fun." The Scot often used to pick up Trevor *en route* south and they would travel on to the races together.

On the back of the Rolex is inscribed '1st Gran Premio de Mexico, Formula 1, 1st Lugar, 1962' – evidence of its authenticity. In the intervening 36 years, Taylor has worn the watch almost continuously. "I love this watch," he says. "It's been through a lot with me, but I'm now so scared of losing it that I daren't wear it!"

The watch is in its original form bar a new face, the result of a horrifying shunt at Enna in 1963, the biggest of Taylor's career. "There are two amazing facts about that shunt," he says. "First, that I didn't break a bone and, second, that the hands on the watch were completely undamaged!"

"I remember the accident clearly. Lorenzo Bandini was coming down my inside on the corner before the pits and understeered into me. I hit the

barrier and was thrown out of the car – which then burst into flames. It must have been while I was somersaulting down the road that I broke the watch face. I sent it back to Rolex to be mended, and all they did was replace the bezel, saying it was otherwise undamaged!"

Although this is the only occasion on which the watch was harmed, it saw plenty more armco strapped to Taylor's wrist. "Cor, did we risk a lot in Chapman's cars," he says. "They used to fall apart around us, and I remember Jimmy saying at one stage that he didn't reckon he'd last very long because he was having so many failures. Some of the shunts I had in his cars – like Spa 1963, where I hit a telegraph pole – were so bad that as I walked away from them, I'd look back at the wreck and think, 'How on earth did I get out of that alive?' I thought I was in a second life!"

For a man who hit such heights as a young man, that Taylor should have come to be in such dire financial circumstances is ironic indeed – especially since he is, by his own admission, hardly a spendthrift. "I'm not a gambler, and never have been," he says, "yet I was still persuaded to place the money I made from selling two successful car dealerships onto the stock market in 1987 ... just before the crash."

The disaster struck while he was on holiday. To celebrate selling his Ford and Citroën dealerships, he'd taken his family to the Seychelles for a month. During that time he lost £60,000, a situation that was compounded by his not being able to get shot of various bonds in time. Ironically, Liz had even read about the crash while sunning herself on the beach, but hadn't had the nerve to tell Trevor.

"After selling those dealerships, we were rich," he says. "I was telling Liz that I would never have to work again. And then this. You don't reckon on a crash, do you?" Not that kind of crash, anyway.

He doesn't yet know how much he'll raise from selling the watch, but he'll find out at the next Christies motor racing auction on 8 June. An ordinary 1962 Rolex would probably fetch around £2,000, but Trevor hopes that his watch's unique history will add to this figure considerably. It will,



Taylor was unlucky not to win a championship GP. His swansong F1 season, for BRP (left) in '64 was his most frustrating. Below: in the Lotus 24 at Zandvoort in '62

“It really hurts me to sell it, but I badly need the money. I thought I'd be able to pass it down to my kids, but there's no way. I've just got to sell”

of course. "Look, no-one could say, 'I've already got one of them'," he says. "After all, it originates from the very first ever Mexican Grand Prix, which was won by the great Jim Clark. So my watch is unique."

In 1983 he was offered £16,000 for it, the result of a casual dinner party conversation. "Liz and I were on holiday in Kenya, a prize we won for being the top Citroën deal-

ers in our area, and we were having dinner one night in the Serena Beach Hotel when this man, who lives near Brands Hatch, came up to me and said: 'You're not *the* Trevor Taylor, are you?'

"We got talking about Mexico '62, and he tried on the watch and loved it. He offered me £15,000 for it on the spot, but I didn't need the money then, so I turned him down. Then he rang me back when we got home and offered me another grand. But again I refused – mind you, I've been looking for him a few times since!"

Taylor's career – indeed his life – has been one of fluctuating fortunes, and it's time he got out of the trough and rode the crest of a wave. If the watch makes the money it – and he – deserves on 8 June, there will be no-one more deserving. After all, who was the last F1 driver to thank someone profusely – as Trevor did me – for a few pints of ale? **1** Anyone genuinely interested in buying Trevor Taylor's watch should telephone him on 01142 879759.



## Legendary start for practical power

As the cars line up on the grid for the Spanish Grand Prix, none of the drivers or their support teams will have the time to ponder how far cars have come since the early days of motoring, when the fastest and most powerful cars were battery powered.

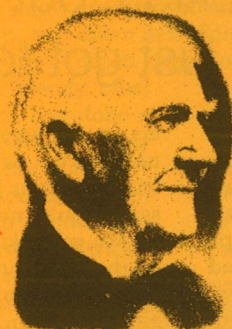
Battery powered cars were the focus of huge public attention at the turn of the century, but they were just the most media-friendly part of a major race to develop efficient storage batteries in the decades before and after the turn of the 20th century. Interestingly, from the modern standpoint, the main focus was not on power for vehicles but for rural lighting, train lighting and telephone systems. Nonetheless the ingenuity and competitive spirit of the companies involved put early batteries in a variety of applications, and in 1882 in England, trams became the first vehicles to be powered by batteries, followed shortly by a series of cars, all competing to break speed records.

The bulk of this feverish activity was the result of a single-minded focus on developing battery power by two companies. In the US, the race was being led by the Electric Storage Battery Company, founded in 1888 by Thomas Edison, and eventually to become Exide, a name which is derived from 'Excellent Oxide'. In Britain, the Chloride Electrical Storage Syndicate Ltd was leading the field and, in its determination to dominate the marketplace and develop its technical capabilities, buying up other leading businesses.

### The search for excellence

Both companies were wholly focused on the development of batteries - or accumulators as they were then called. In Britain Chloride had decided to carry out every part of the production process itself, from lead smelting and refining, to producing separators, assembling and charging the finished product. The company felt that, by taking charge of every process, it could retain absolute control over quality and also rapidly refine the new technology to make battery power more and more practical.

However, it quickly became apparent to Chloride that the particular process it had elected to use had major limitations and so, in order to overcome these problems, the company entered into discussions with the Electric Storage Battery Company in the States, which was using a different



Thomas Edison  
1847-1931

lead chloride based process, which was enjoying early successes. Chloride was able to acquire the rights to the 'Exide' process in this country.

### Far reaching impact

Throughout the years which followed, there was a massive commitment of resources to research and development, both at the Chloride research facility in Manchester, and at Exide in the US. Although the research was all geared towards producing more powerful, and more efficient batteries, it proved also to have some wholly unpredicted results. At Chloride's R&D facility in Manchester one key area of endeavour was the development of

new porous materials to produce more advanced separators, but in the course of this work the engineers also created materials which were put to good use in the manufacture of self adhesive wound dressings, and a man made 'leather' which is now still widely used to make shoes.

### From the stars - to the C5

Although all these arcane research projects conjure up an image of technically brilliant boffins working away in isolation from the real world, nothing could be further from the truth. Every piece of research focused squarely on battery development, and 'accidental' discoveries were sold off to finance the core business of battery development.

As a result batteries were improving in leaps and bounds. Throughout the early decades of this century lead acid batteries were being used in more and more ways. In 1931 Exide produced the first batteries to be used on an air conditioned train, and in 1934 Exide batteries were used to start a diesel train for the first time. During World War Two, virtually every American submarine used Exide branded batteries.

In the late 60s and early 70s, when the two companies were still working in their separate markets, but in close co-operation, Chloride in Britain was heavily involved in Silent Power, the name given to the project to develop batteries for electrically powered vehicles. With cars becoming more readily affordable, but petrol prices rising steadily, electrically powered cars were once more



firmly on the agenda. Although much work was done in this area, by battery manufacturer and car makers alike, the obstacles to serious production of battery powered cars and trucks continued to prove insurmountable, although in the future - who knows?

At the same time, the engineers at the research centre in Manchester developed a worldwide reputation for excellence in the development of solar cells, and it was they who were called upon by NASA to produce and install solar cells for use in the space programs of the period.

At the other end of the spectrum Exide has been helping Adam Harper, the self styled 'world official C5 agent' to realise his dream of achieving 115 mph in a Sinclair C5, the electrically powered car originally designed to travel at a sedate 15 mph.

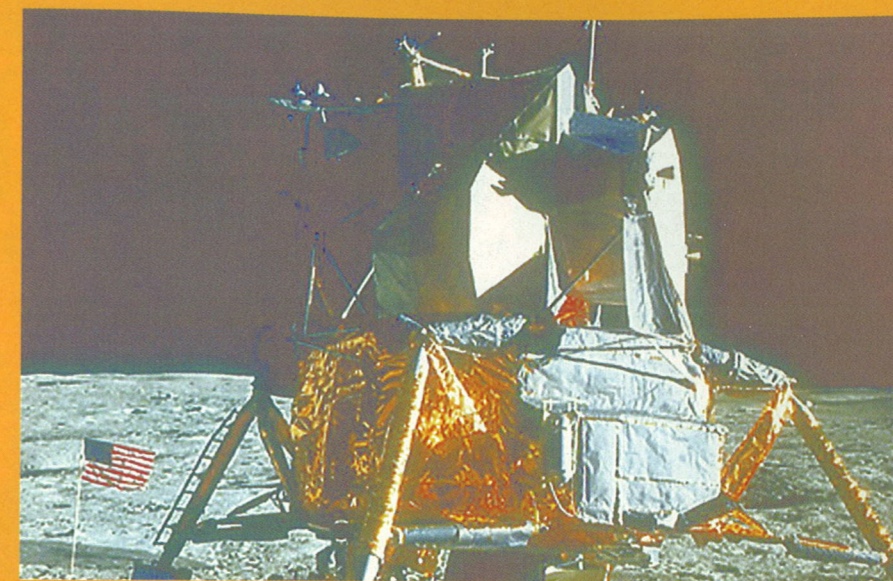
### Practical expertise

Though undoubtedly fun, the real value of all these escapades lies in the knowledge gained, and which can be applied to the core business - battery development.

Over the years huge advances have been made in lead acid battery manufacture and these have all had a major impact both on motoring in general and also on motor sport.

In 1980, for example, the introduction of Sealed for Life technology made car batteries virtually maintenance-free, eliminating the need to top batteries up regularly. Convenient as this was for motorists, for competitors in motorsport it had major implications.

The powerful Torque Starter battery was a natural development from the original Sealed for Life product, and was an ideal battery for use in rallying. The battery could not spill or spray acid, even when turned upside down, and was also immune to sparks and flames from external sources. This made it very much safer in crash



conditions, and throughout the early '80s several leading racing teams used Torque Starter - including TVR, Caterham, Westerham, Lotus and Peugeot.

These same advances have also been put to effective use by Exide in the development of marine batteries, where a sealed cell is also vitally important to prevent sea water from entering the battery and reacting with the acid. Exide is now launching Nautilus, a top quality, high power range of marine batteries designed to give boat owners a reliable power source for all their boating needs.

### Ultra power, ultimate choice

Exide's main focus continues to be the motorist, and with cars constantly changing and becoming more sophisticated, there is still a need to refine and adapt battery technology to cope.

Manufacturers are constantly upgrading vehicles so that even quite modest cars often have air conditioning, electrically operated windows, sunroofs, locking and alarm systems, and many motorists fit upgraded stereo systems, mobile phone attachments and additional security systems to foil would-be car thieves. In all these cases, there is an implication

for the battery, so that even though a driver may not realise it, they actually have greatly enhanced their power requirements.

Similarly, drivers of some classic vehicles may well find that the ageing electrics of their vehicle are less efficient than they used to be, and a more powerful battery would help.

With this in mind Exide has launched the new Ultra range of batteries, which provides up to 30% more power than the battery originally fitted by the car's manufacturer. The Exide Ultra range includes products for all types of cars, off-road vehicles and light vans and comes with a 48 month warranty.

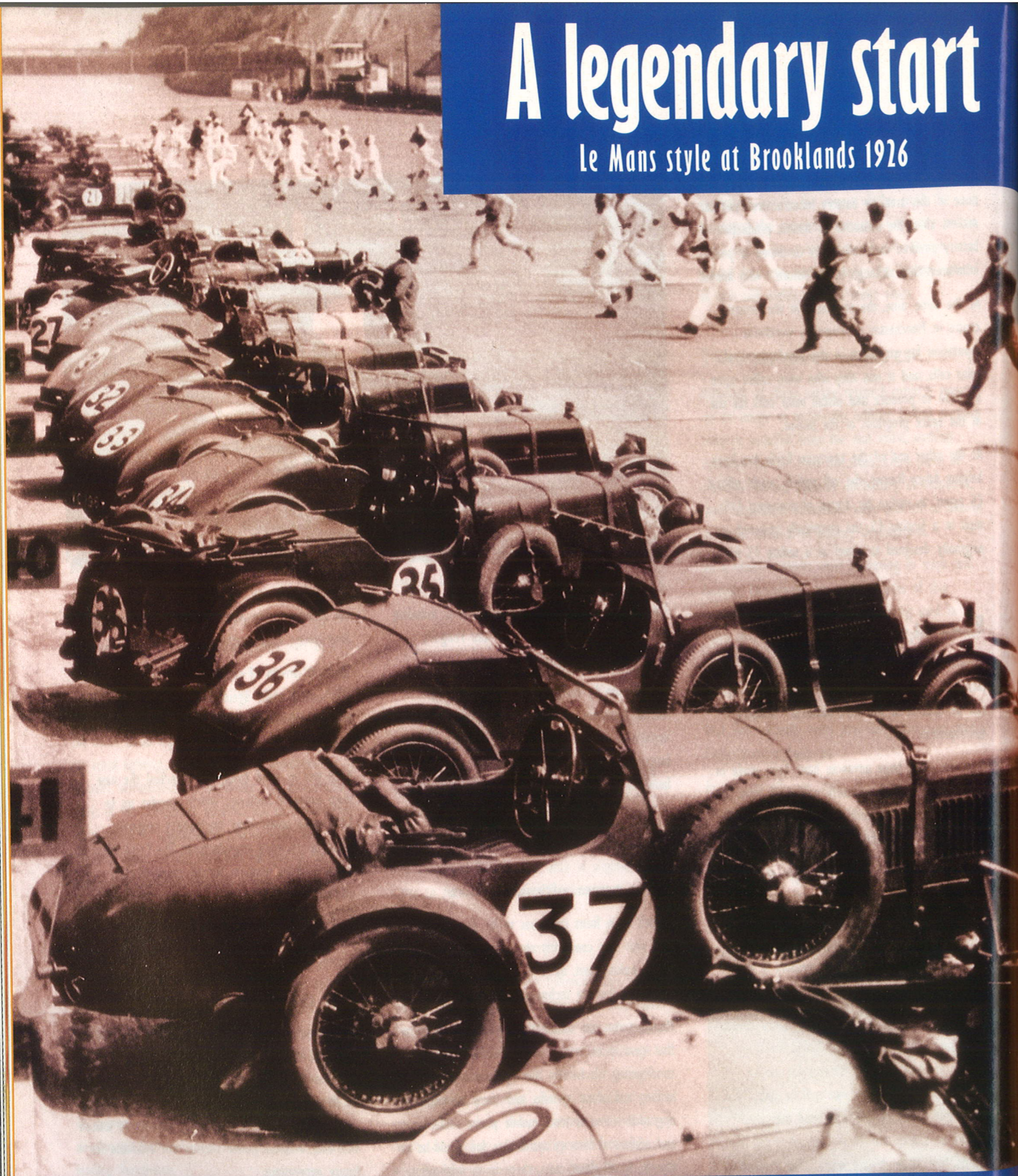
### Into the future

Vehicle technology has always advanced at a rapid rate, and with environmental concerns becoming ever more pressing, the rate of change is likely to accelerate. Whatever the future holds, Exide will be at the forefront of developments, working to ensure that safe, efficient power sources are available for future generations.



# A legendary start

Le Mans style at Brooklands 1926



Exide Batteries achieve over 70 million legendary starts every day.

**EXIDE**  
The first name in batteries

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# GRAND PRIX DEBRIEF

Get your grand prix fix here

**Australia** 8 March

**Brazil** 29 March

**Argentina** 12 April

**San Marino** 26 April

**Spain** 10 May

**Monaco** 24 May

**Canada** 7 June

**France** 28 June

**Britain** 12 July

**Austria** 26 July

**Germany** 2 August

**Hungary** 16 August

**Belgium** 30 August

**Italy** 13 September

**Lux'bourg** 27 September

**South Africa\*** 11 October

**Japan** 1 November

\*to be confirmed

## Interlagos

McLaren continued their dominant display in Brazil with Mika Hakkinen getting the jump on David Coulthard and everyone else, again. We tell you how he did it, and all the other news and gossip too **p102**

## Buenos Aires

The powers-that-be at Ferrari said they'd be right up with pace-setters McLaren pretty soon – and in BA they were proved right, thanks to Michael Schumacher's god-like abilities. Full race analysis and results **p108**

## Imola

For many, the season really starts here. Fresh from his Argentine success, Schuey senior will want to keep the momentum going. Murray Walker tells you what'll happen – and how best to enjoy it if you're going **p116**

## Barcelona

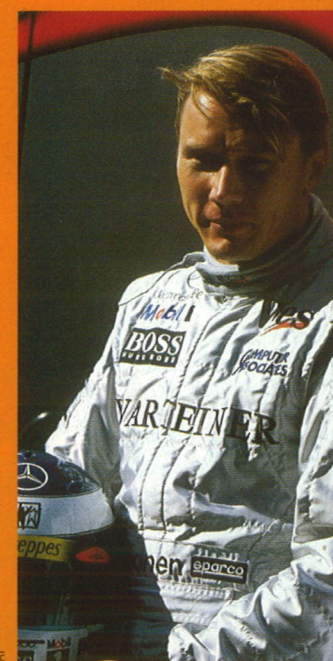
Everyone spent days pounding around the Circuit de Catalunya in Barcelona during the winter, but who'll have done their homework best? Who knows? You will ... if you read our full guide to the Spanish Grand Prix **p118**

## Drivers

1	Mika Hakkinen	26
2	Michael Schumacher	14
3	David Coulthard	13
4	Eddie Irvine	7
5	Heinz-Harald Frentzen	6
	Alexander Wurz	6
7	Jean Alesi	2
	Jacques Villeneuve	2
9	Giancarlo Fisichella	1
	Johnny Herbert	1

## Constructors

1	McLaren-Mercedes	39
2	Ferrari	21
3	Williams-Mecachrome	8
4	Benetton-Playlife	7
5	Sauber-Petronas	3



Main: so Argentina pleased him then, did it? Bottom: things are looking very good for Mika

ROUND 2 São Paulo, BRAZIL 29 March

# A lot of hot air in Brazil

Protests thicken the plot in São Paulo

THE GOOD NEWS was that the McLaren MP4-13s were raced near their potential. That much we knew because David Coulthard couldn't quite match Mika Hakkinen. The bad news was that Michael Schumacher finished third, a full minute adrift in his Ferrari.

If the race was deeply gratifying for Ron Dennis and his troops, the behind-the-scenes commotion wasn't. Just how ludicrous, judge for yourselves.

Ferrari gave advance warning of a protest against McLaren's supplementary brake system, and they were as good as their word; all 69 pages of it were lodged on Thursday evening. Ferrari also appealed Williams and Jordan and, simultaneously, Minardi and Sauber protested Jordan, while Tyrrell and Arrows also objected to McLaren.

The contention was that 'brake-steer' systems were essentially four-wheel steering, which was banned. Also, that they flew in the face of rules outlawing traction control and power braking. McLaren claimed that by extension of Ferrari's rationale, the throttle provided four-wheel steering, as did limited-slip differentials.

Varying stances on the question weren't relevant. As Harvey Postlethwaite said, there

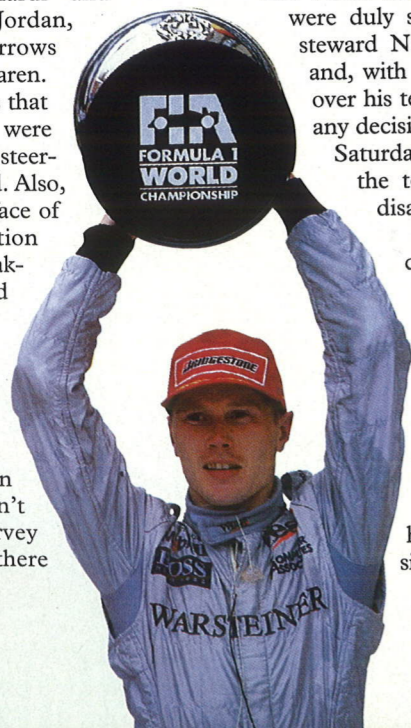
REPORT BY TONY DODGINS

was no black and white, only shades of grey. What also stank was the crass system which governed the off-track evolution of the Brazilian Grand Prix.

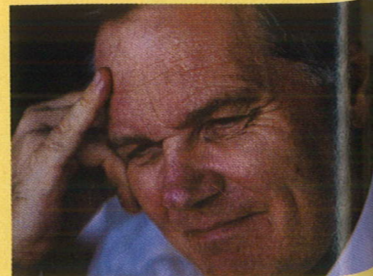
The stewards gave McLaren until 12:30 on Friday to lodge a response. Via much burning of the midnight oil in São Paulo and Woking, 54 pages were duly submitted. But chief steward Nazir Hoosein was ill and, with some doubt hanging over his technical competence, any decision was deferred until Saturday. In the meantime, the teams were asked to disable their systems.

When the verdict came, the brake-steer systems were deemed illegal because the primary purpose was steering. And, it read, 'even if this is contrary to the opinion expressed by the Technical Department'.

Now, Max Mosley has always emphasised that when teams



DARREN HEATH; CHARLES CORTES/LAT; STEVEN TEE/LAT



Main: Frenzen and Schuey were top Goodyear runners all weekend. Far right: Magnussen brought the Stewart home, albeit last. Middle right: Schuey on the limit. Below: Head faces up to McLaren's domination



canvass FIA technical guru Charlie Whiting for an opinion, that is precisely what they get. Not a ruling. Mosley has, however, also stated that race stewards are likely to seek guidance from technical delegates and so the two directives should match up. They didn't in Brazil.

Understandably, McLaren issued a statement saying they were "very surprised". They referred to five separate correspondences from the FIA over the past four months, all supporting the system's legality. They said that they would not be appealing because they didn't wish to create further controversy which might lead to the race result being provisional. They also confirmed that the system would not be used in Brazil, and they pointed out that the team believed that the FIA technical department should be the ultimate determining technical authority.

The statement was pertinent, rational, professional and by no means bolshy. But that's not how the stewards took it.

They had already ticked off Jacques Villeneuve for being late for a press conference and, while they were at it, they told the world champion to smarten up and set a better example! Arrows got a spanking for using the term 'fiddle brake' in their protest, despite the term being widely used in other forms of motorsport. The word 'fiddle', said the stewards, implied surreptitious activity.

The collective wrists of Ferrari, Sauber and Jordan were slapped for citing 'dan-

gerous construction' in their protests after Charlie Whiting had already said that this wasn't the case. The stewards also reminded us that McLaren, Williams and Jordan were 'responsible competitors' – the only change McLaren got out of them all weekend!

By Sunday morning though, McLaren weren't responsible any longer. Oh no. Out came stewards' communication number seven. How could McLaren question the authority of the international sporting code or the stewards? Under article 152 of the code – ominously entitled 'penalties' – McLaren's press release was sent to the FIA with a request that the FIA dealt with it "as they deemed fit".

Benetton's David Richards knew Nazir Hoosein from rallying and pointed out that he was a good egg. By now, Hoosein had

recovered sufficiently to issue a number of statements which looked as if they had come from an English lawyer...

The said penalties ranged from a reprimand, to disqualification and removal of points. Dark mutterings suggested this to be a means of preserving a very one-sided title contest. Hopefully not.

McLaren took a pasting for stating that they would like to see technical matters resolved by an FIA technical department, which boasts Whiting, Jo Bauer and the respected Peter Wright. But no – let's have a Bombay cinema proprietor! As silly soap sagas go, this one had Deidre Rachid beaten into a cocked hat. **1**

### The stewards ticked off Villeneuve for being late...



The first corner and the McLarens are already gone, Hakkinen leading Coulthard



Irvine had a much better race than his one-minute deficit to Schumacher indicated. He led his team-mate early on



A dire weekend for Arrows. This is Pedro Diniz retiring on lap 26

## Poisoned Arrows

**Arrows had a dismal time in Brazil, with Mika Salo qualifying 20th and Pedro Diniz 22nd. It was the team's worst qualifying performance since Tom Walkinshaw took over, and the Scot – feeling unwell – flew out of Brazil on Saturday night.**

**He did the right thing. Salo suffered his second engine failure of the weekend after 18 laps, and Diniz's gearbox broke after just eight more.**

**Salo was adamant that the chassis was good, but said it was seriously short of grunt. The Finn was slowest of all across the finish line in the race, at 175.41mph, compared with Jacques Villeneuve's top speed of 192.62mph.**

## Wait a minute – Irvine on a par with Schumacher?

**MICHAEL SCHUMACHER'S FERRARI finished third in the Brazilian GP, while his team-mate Eddie Irvine was unceremoniously lapped. But these statistics don't give a fair reflection of the Ulsterman's race.**

Irvine qualified within two tenths of Schumacher and then beat him away from the lights in the race. He ran ahead of his illustrious team-mate for 10 laps, before being asked to move over (were you watching, FIA?). All good stuff when you consider that Schumacher alone raced with the new higher-revving 047D Ferrari engine.

"We both used it in qualifying but there was only one for the race,"

Irvine said. "In the warm-up, I was about 6mph down without it and had to take off a load of downforce to get the speed back. That made the car pretty critical under braking, which is the main area where I lost out in the race.

"I found that I could still run with Michael and [Heinz-Harald] Frentzen, but I ended up flat-spotting the left front tyre, which did me no favours. Add on as well the couple of seconds it cost me to let Michael by and the result of all this was that I came out from my first stop behind [Jean] Alesi, who was stopping only once, which effectively ended my race."

Irvine also faced his last stint on used rubber, a result of the team wasting a set on a Goodyear comparison test for Schumacher; all part of being number two. And Irvine also had flu.

Despite Schumacher finishing a full minute behind the dominant McLarens, Irvine was convinced that Ferrari will find at least 40 seconds of that gap before Imola, mainly through tyre development.

## Interlagos: a right pain in the neck for Herbert

**JOHNNY HERBERT was one of the heroes of the Brazilian Grand Prix.**

On Friday he brought out the first of six red flags to interrupt the weekend after an electrical connection had worked loose and stranded his Sauber on the circuit. His afternoon session was then thwarted by a gear selection problem. "It was the most frustrating day of my Sauber career," he said.

Things were to get worse... On Saturday morning Johnny suffered a heavy frontal shunt when the throttle stuck

open, severely wrenching the nerves in his neck. Considering his lack of running on Friday, and then the accident, he did a superb job to outqualify team-mate Jean Alesi, who was much happier than in Oz.

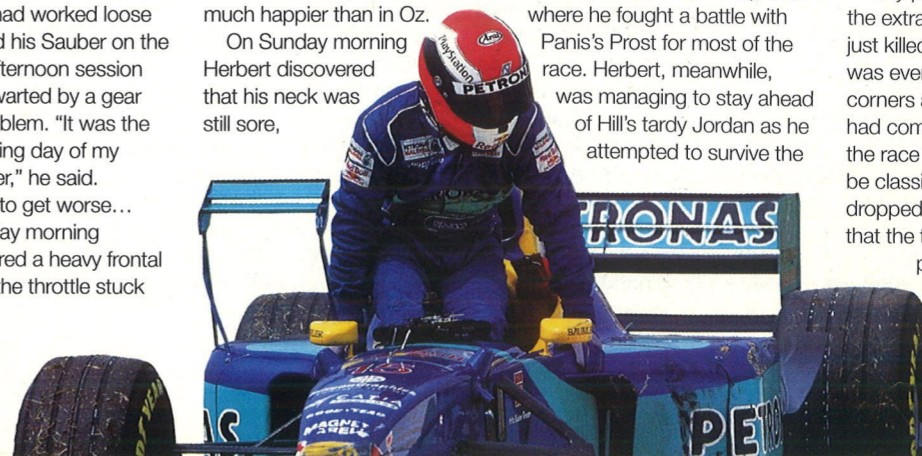
On Sunday morning Herbert discovered that his neck was still sore,

despite the attentions of Sauber physio Josef Leberer. "Most guys wouldn't have started, but you know Johnny," Leberer said.

Alesi made a meteoric start which put him into the top 10, where he fought a battle with Panis's Prost for most of the race. Herbert, meanwhile, was managing to stay ahead of Hill's tardy Jordan as he attempted to survive the

72-lap race. "I tried to rest my head on the side of the headrest," he said, "but this track is so damned bumpy that it was just bouncing around.

"My pitstop went okay, but the extra grip of the new tyres just killed my neck altogether. I was even struggling in the slow corners after that." When he had completed 90 per cent of the race distance – enough to be classified – his lap times had dropped off to such an extent that the team called him in to prevent further suffering. Brave but mad?



Alex Wurz coped exceptionally well with the pressure of racing the big names, and finished fourth



## Wurz shines as Benetton get better

AFTER A DISAPPOINTING start to the season in Melbourne, Alexander Wurz turned in a superb performance at Interlagos, where Benetton looked altogether much more convincing than in Melbourne. Wurz started fifth, just one hundredth of a second behind Michael Schumacher's Ferrari and a tenth behind Heinz-Harald Frentzen's Williams. Benetton opted for ultra-long first stints, which saw the 24-year-old Austrian up as high as third before having to give best to Schumacher's Ferrari.

At the flag, Wurz was just seven seconds adrift of Schumacher, having sliced inside Frentzen at the first corner. Fisichella's weekend was ruined by a visit to the gravel in qualifying. "Giancarlo was on a really hot lap, until he dropped it in the final third of the lap," explained chief designer Nick Wirth. "I think he might have qualified third or fourth, but in the end he had to settle for seventh."



## Lightweight performances from Jordan

RALF SCHUMACHER secured use of the spare Jordan on race day by dint of outqualifying Damon Hill for the second race in succession. A wicked rumour suggested that big brother had motivated junior by telling him that if he was to get blown away by Hill this year, his career would be finished! Whatever ploy was being used, it seemed to work because Ralf was third quickest

on Friday, albeit on new rubber. "Considering the dominance of the McLarens, if he did that in qualifying it would be like getting the pole," Eddie Jordan admitted. Ralf eventually qualified eighth, to Damon's 11th. But he then ran onto the marbles at corner four in the race and, as a result, has yet to complete a racing lap in 1998. Hill, meanwhile, had the race from hell, complaining of a grip

shortage. He was lapped twice and, of those running at the finish, managed to beat only Jan Magnussen's Stewart. His quickest lap was slower than any of the finishers, Magnussen included. "It doesn't get any worse than this," moaned Eddie Jordan immediately afterwards. He was wrong. Hill's car was later disqualified for being seven kilos underweight.



The Prosts were better, but Panis (above) hampered progress with a 140mph shunt

## Prost box none-too-clever

PROST SHOWED greater competitiveness in Brazil, but the team continued to suffer the same transmission problems which plagued them in Melbourne. Olivier Panis and Jarno Trulli qualified ninth and 12th respectively, but succumbed to gearbox and fuel pressure problems in the race. And this after Panis had escaped unscathed from a frightening 140mph shunt in the warm-up.

There doesn't appear to be a quick fix to the reliability problems. The AP01 was designed around the gearbox so as to mount the Peugeot V10 10mm lower in the car

than last year's Mugen. Early testing revealed oil surge and overheating problems, which were only partially resolved by a new oil cooler. The internal bearings, however, continued to run too hot, turning in the casing and wrecking it after 250 miles of running. Without a redesign, initial calculations suggest that the team will get through 50 gearboxes this year!

A man from the gearbox specialists Xtrac came to Brazil with beefed-up transmission components. But to no avail, as the sump plug went missing nine laps from home – and with it, all of Trulli's oil.

## Jacques: champion loser

WORLD CHAMPION Jacques Villeneuve had a Brazilian Grand Prix to forget. The French-Canadian qualified 10th, equalling the worst grid position of his F1 career. Villeneuve got lost on set-up and then put his race chassis heavily into a tyre barrier on Saturday morning practice. He was thus forced to qualify the spare car.

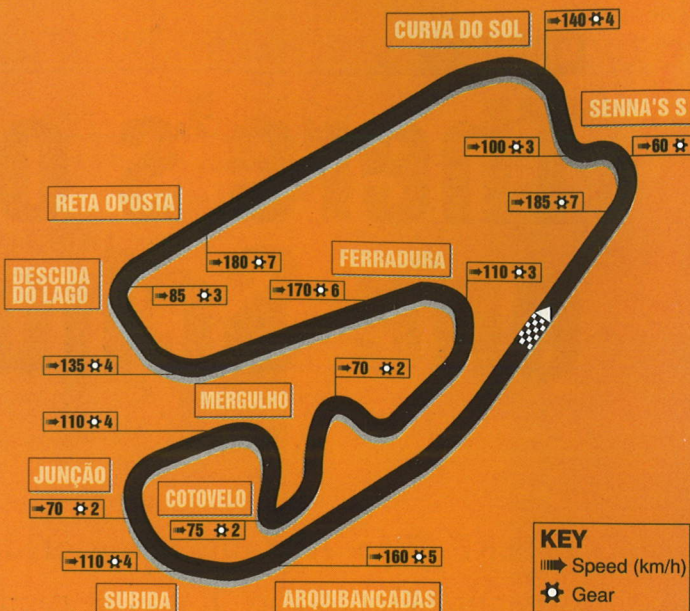
Still experiencing a rear-end grip problem in the race morning warm-up, Villeneuve opted for two stops for fear that a one-stop race would wear the rubber to the point of disqualification. He then got stuck behind the one-stopping Rubens Barrichello and finally trudged home seventh, and lapped, and for the second consecutive race.



A torrid weekend for Villeneuve netted seventh place

# BRAZIL TRACK FACTS

Location: São Paulo, Brazil



# RESULTS

Final position	Driver	Total race time	Position after 1 lap	Qualifying lap position in brackets	Fastest race lap position in brackets	Fastest pitstop position in brackets
1	Hakkinen McLaren-Mercedes MP4-13	1:37:11.747	1	1:17.092 (1)	1:19.337 (1)	37:40 (12)
2	Coulthard McLaren-Mercedes MP4-13	1:37:12.849	2	1:17.757 (2)	1:19.646 (3)	35:89 (8)
3	M Schumacher Ferrari F300	1:38:12.297	5	1:18.250 (4)	1:19.627 (2)	33:65 (4)
4	Wurz Benetton-Playlife B198	1:38:19.200	6	1:18.261 (5)	1:19.863 (4)	34:91 (6)
5	Frentzen Williams-Mecachrome FW20	1:37:14.445	3	1:18.109 (3)	1:20.271 (7)	33:45 (3)
6	Fisichella Benetton-Playlife B198	1:37:19.574	8	1:18.652 (7)	1:20.010 (5)	33:80 (5)
7	Villeneuve Williams-Mecachrome FW20	1:37:23.653	7	1:18.761 (10)	1:20.129 (6)	33:18 (1)
8	Irvine Ferrari F300	1:37:28.184	4	1:18.449 (6)	1:20.378 (8)	33:30 (2)
9	Alesi Sauber-Petronas C17	1:37:42.228	9	1:19.449 (15)	1:20.623 (11)	35:26 (7)
10	Magnussen Stewart-Ford SF2	1:37:41.719	15	1:19.644 (16)	1:20.991 (12)	39:68 (11)
11	Herbert Sauber-Petronas C17	1:33:34.057	13	1:18.988 (14)	1:21.456 (10)	36:51 (9)
DQ	Hill Jordan-Peugeot 198	—	14	1:18.988 (11)	—	27:24 (10)
<b>RETIREMENTS</b>						
	Panis Prost-Peugeot AP01	gearbox	11	1:18.753 (9)	1:20.449 (9)	39:87 (13)
	Barrichello Stewart-Ford SF2	gearbox	10	1:19.344 (13)	1:21.758 (13)	41:07 (14)
	Rosset Tyrrell-Ford 026	gearbox	18	1:20.748 (21)	1:23.342 (18)	37:06 (11)
	Tuero Minardi-Ford M198	gearbox	21	1:20.459 (19)	1:23.293 (17)	41:45 (15)
	Diniz Arrows A19	gearbox	20	1:20.847 (22)	1:22.969 (15)	—
	Takagi Tyrrell-Ford 026	engine	16	1:20.203 (17)	1:23.226 (16)	—
	Salo Arrows A19	engine	19	1:20.481 (20)	1:23.565 (19)	—
	Trulli Prost-Peugeot AP01	fuel pressure	12	1:19.069 (12)	1:22.933 (14)	—
	Nakano Minardi-Ford M198	spin	16	1:20.390 (18)	1:24.475 (20)	—
	R Schumacher Jordan-Mugen Honda 198	spin	22	1:18.735 (8)	—	—

ROUND 3 Buenos Aires, ARGENTINA 12 April

# There's only one Schuey

Who said '98 was going to be boring?

THERE WAS A strong sense of déjà vu about the Argentine Grand Prix. It was all about the best and the worst of Michael Schumacher. The searing sustained pace, the heavy-handedness, the fleetness of foot and brain when changing grip levels trip up even the most natural of drivers.

REPORT BY TONY DODGINS

How much we can ultimately read into all this is hard to say. Probably not much. The Autodromo Oscar Galvez is a very different type of circuit to either Melbourne or Interlagos. Tight, twisting, multi-surfaced and especially dirty off-line, it compounded the difficulties of a low-grip surface. A bit like going indoor-karting in a dusty bus garage.

The stunning capability of McLaren's MP4-13 was masked, no doubt. Buenos Aires is all about brakes, locked wheels, opposite lock and concentration. The optimists hoped it would all combine to negate McLaren's advantage and afford us a motor race. They got their wish.

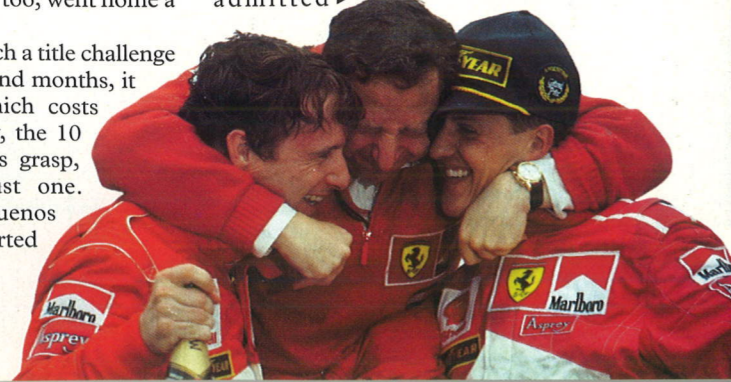
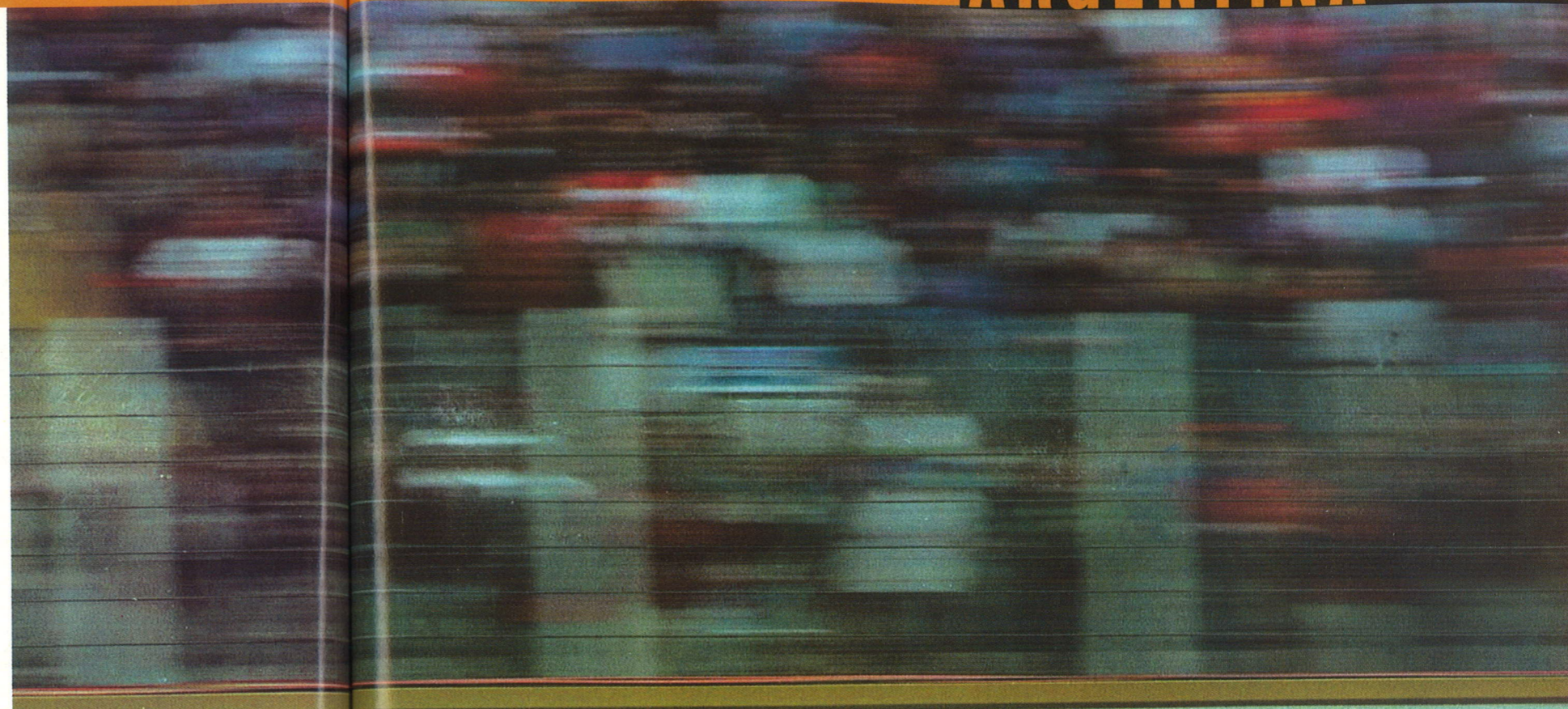
Despite McLaren technical director Adrian Newey's assertion that Heinz-Harald Frentzen cost Mika Hakkinen the race (see separate story on page 111), the Finn was never totally with the programme all weekend and it was David Coulthard who had the greater potential. Yet the Scot, too, went home a deeply unhappy man.

If David fails to launch a title challenge in the ensuing weeks and months, it will be Argentina which costs him lost sleep. Simply, the 10 points were within his grasp, and he left with just one. Opportunities like Buenos Aires have to be converted

if world championships are to be won.

That said, he wasn't at fault. All weekend long he had the beating of Hakkinen. He took his sixth career pole, his first as a McLaren man and his first since Aida 1995. He qualified three-quarters of a second clear of the man who had won the last three grands prix, as Schumacher managed to split the McLarens. Hakkinen was quickest in sector one, but only 10th and ninth respectively through the second and third portions of the lap. "It was a set-up thing - partly him and partly us," was all that Ron Dennis was prepared to say on the matter.

There had been high hopes of Goodyear's new, wider front tyre. It wasn't so much the width, Schumacher said, as the new construction which facilitated a better set-up. "Goodyear have taken a step," Dennis admitted



Main: Schuey showed those who may have forgotten exactly why he's the best. Left: Todd and Irvine had not forgotten... Others (right to left): Coulthard started well, then got involved in something of a prang-fest

LAT: EMPICS; SUTTON IMAGES; ALLSPORT



Coulthard had an 'eventful' race – though you could argue that none of the mishaps was his fault. Schumacher's passing manoeuvre was somewhat less than genteel...

after qualifying, "but I don't think it's as big as people think. The gap in Melbourne qualifying was 0.7 seconds and here it is 0.4. But Schumacher's car seems to be very stiffly sprung, and it will be interesting to see if he can continue like that in race conditions. The cool weather – the track temperature was 17 degrees Celsius during qualifying – helps Goodyear, but most of the time we run in high temperatures."

The first few laps gave Dennis his answer. Schumacher could, and did, continue to run exactly like that. When Coulthard converted his pole with Hakkinen nosing ahead of the Ferrari, you suspected that David had done the hard bit. But Schumacher soon corrected that notion.

While Coulthard started with a two-stop strategy in mind, his fuel load was heavy, to give him the flexibility of a one-stopper as grey clouds threatened rain. Schumacher, meanwhile, had gone for an optimised two-stopper, complete with lighter car. He wasted no time in getting around Hakkinen – on a one-stopper – and quickly put Coulthard under pressure.

Coulthard's 2.7-second lead at the end of lap two became 2.1 and then 0.6 as Schumacher jumped straight into the 1 minute 29s. The 1 minute 30.1 seconds that Coulthard's third lap occupied became 1 minute 31.3 seconds on lap four as he started to experience problems with the downchange. The same trouble caused him to run wide out of the hairpin before Viborita chicane, and Schumacher didn't need any invitation. But the manner in which

## It was a catalogue of disaster for Coulthard, but he is not a man prone to tantrums. He remained rational in extremis, but intended to have words

he gatecrashed Coulthard's party was somewhat rude.

Coulthard is not a man prone to tantrums. He remained rational in extremis but intended to have words (see separate story, right). "I was in front, and he hit me hard enough to spin me round," David complained. He joined behind Alesi's Sauber and got no change there either. Then came a battle with Villeneuve that ultimately ended in tears.

"There always has to be an element of give and take if you're not going to run into each other. But that's what happened with Michael and I and with Jacques and I – two guys who are not prepared to give. In this instance it worked for Michael and it didn't work for Jacques.

"The fact that Jacques hasn't scored points is what he deserves for that. I was much quicker into that corner all the time, I had a few looks but I was always cautious. Eventually he got really sideways out of the corner before and I



Like Schuey, Wurz drove hard and well all afternoon. But for a last-minute moment, he could have been third

just drove around the outside and out-braked him. I went wide, started to turn-in again and he just thought he could barge his way through."

The whole thing was a catalogue of disaster for Coulthard. He found himself behind Alesi again and was soon spinning across the grass. "I was right behind him when suddenly he ducked left and I thought he was taking a bit of a strange line. Then I found myself on this oil slick and I was a passenger. I don't feel I did anything wrong all afternoon. It was an opportunity for me to get 10 points and I came away with one. It's a bitter pill to swallow."

Schumacher, though, was predictably delighted. He survived a Monaco-style straight-on moment as rain fell to beat Hakkinen and ease the pressure on Maranello. Ross Brawn, though, was realistic: "It's still too early to say whether Ferrari will be competitive with McLaren at every track. We've got to regard this as one result." ①

## DC blames Schuey for his Argentine disaster

DAVID COULTHARD has publicly accused Michael Schumacher of taking the Argentine GP lead in a manner that was neither within the spirit nor the letter of the law. Contact between the McLaren and Ferrari left Schumacher in front, and relegated the McLaren to sixth.

"It wasn't a question of him having to keep on coming because it happened on the exit of the corner. On the entry, if someone starts to come down your inside, you have to work on the basis that they can't slow down any quicker than you. But the exit is very different because it's got to do with acceleration.

"He [Schumacher] is correct that I was a little wide, because I was having a problem on the

downchange. But I was in front, the next corner was a left-hander and I don't think I turned right into him. I think he had a clearer view of whether we were going to touch than I did and he was prepared to take that risk.

"If he hadn't hit me, he definitely wouldn't have passed me before the chicane. It's annoying when someone hits you with enough force to spin you and break your car. But these things happen in racing. It was a racing incident and I don't think anything less of him as a person, but I'll be discussing it with him just to put it to bed. I just wish I could have a good, hard, fair race without bashing into people."

So DC wouldn't have done the same? "No, but I will next time."



JV adopted an 'ils ne passeront pas' policy ... and retired after a brush with DC

## Williams grief deepens

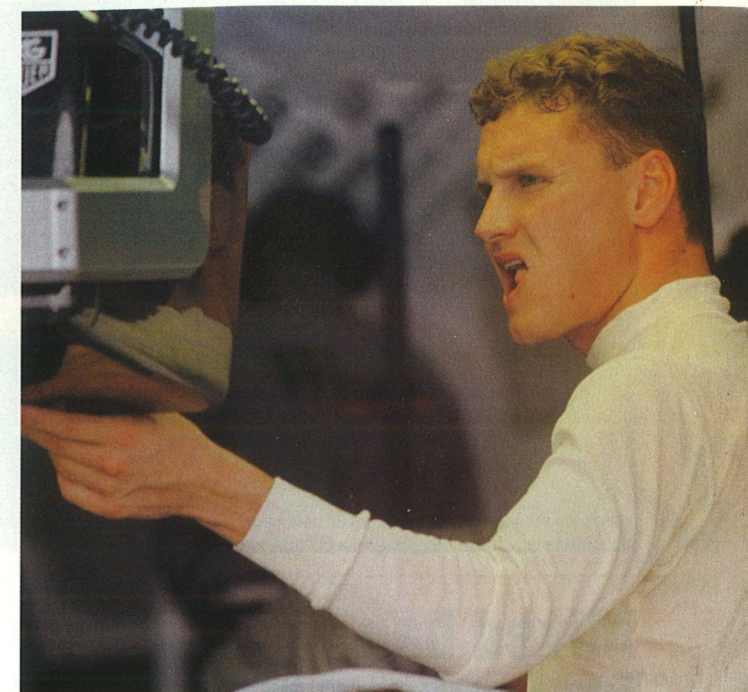
ARGENTINA CONCLUDED A disappointing South American trip for Williams with Jacques Villeneuve crashing out and Heinz-Harald Frentzen failing to score points.

Frentzen suffered a broken wing end-plate at the start, but couldn't recall hitting anyone. He then stalled at his scheduled stop due to a gear selection problem. Not content with that, he attracted a 10-second stop-go penalty for speeding in the pitlane when he finally got under way.

Villeneuve ran a strong fourth early on and was in a position to challenge Eddie Irvine for the final podium place until Jean Alesi pitted. Jacques was then forced to drive defensively to resist Coulthard's faster McLaren after David's tangle with Schumacher.

It was suggested to Jacques on the radio that it might be an idea to let DC go – predictably, the second word of the response was 'off'. Everyone would rather shunt than lose against a mate!

As race engineer Jock Clear had said a couple of days earlier: "Jacques finds it hard to be as motivated if he believes third place is the best that's on offer. That's good in one way but we have to pick up points now to be in a position to challenge later on. Last year, with Michael, you knew that if the Ferrari was only capable of finishing third, that's precisely where he would finish."



The Aires were far from Buenos for poleman Coulthard. Roll on, Europe...

## Rosset lacks 'tiger'

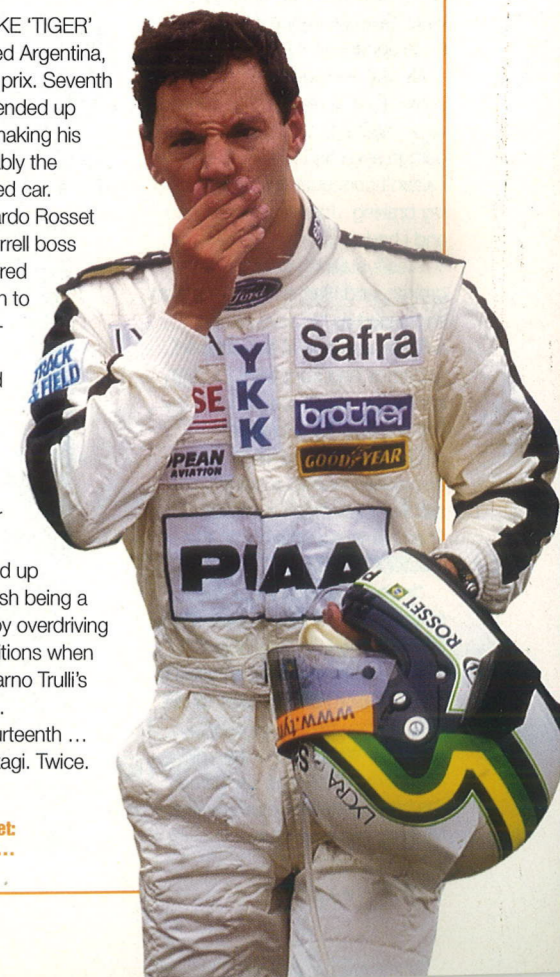
TORANOSUKE 'TIGER' Takagi enjoyed Argentina, his third ever grand prix. Seventh on the first day, he ended up 13th on the grid – making his Tyrrell 026 comfortably the fastest Ford-powered car.

By contrast, Ricardo Rosset – the man whom Tyrrell boss Craig Pollock preferred over Jos Verstappen to drive the other car – scraped onto the back row of the grid with a time fully 1.6 seconds adrift of the Japanese driver's best.

On Sunday, Tiger ran very strongly all afternoon and ended up 12th, the only blemish being a minor 'off' caused by overdriving in the slippery conditions when trying to overtake Jarno Trulli's Prost for 11th place.

And Rosset? Fourteenth ... albeit lapped by Takagi. Twice. Poor Jos.

Tyrrell's Ricardo Rosset: it's boring being slow...





McLaren tech boss Adrian Newey reckons Hakkinen would have won in Argentina if he hadn't been badly baulked by Heinz-Harald Frentzen. Well, you can't win 'em all...

## Frentzen takes the Mika

● **McLAREN TECHNICAL** director Adrian Newey has accused Heinz-Harald Frentzen of costing Mika Hakkinen a fourth straight grand prix win.

Frentzen made his one scheduled stop on lap 38, but stalled and cost himself almost half a minute in the pits. The result was that when Hakkinen made his only stop four laps later, he rejoined behind Frentzen on the circuit but a full lap ahead. Frentzen, however, was not shown blue flags. At the time, Hakkinen was 9.44 seconds behind

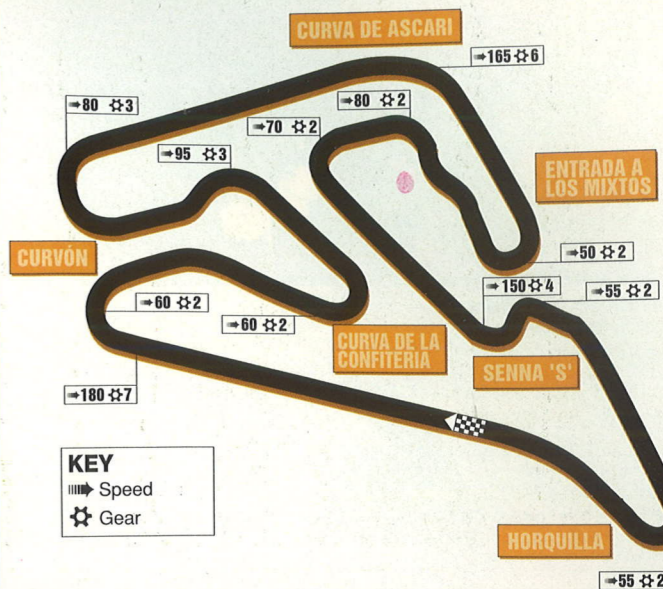
Michael Schumacher's fleeing Ferrari, which still had another stop to make.

Schumacher lapped in 1 minute 28.78 seconds on lap 44, but a slow lap behind Frentzen, who was being told of a stop-go penalty he had incurred leaving the pits, then took Hakkinen 1 minute 33.17 seconds. The gap therefore increased by 4.39 seconds in one lap; when Schumacher blasted out after his second stop on lap 53, his advantage was only 2.75 seconds.

"Frentzen not moving over cost us the race," said Newey.

# ARGENTINA TRACK FACTS

Location: Buenos Aires, Argentina



## Mixed bag for Sauber

● **JEAN ALESI** scored a fine fifth for Sauber – but what nobody at Buenos Aires will forget were the team's installation laps, seconds into Friday morning, when Alesi ploughed into team-mate Johnny Herbert.

"Massive embarrassment," said Jean. "First of all, my engine failed as it was being warmed up in the garage and I had to take the spare. I wasn't concentrating and missed my braking. Johnny was on line and I had no chance to miss him."

Alesi's steering column was broken, and Herbert was less than impressed as his savaged car suffered damage to the sidepod, undertray and front wing. "It really spoiled my day because I lost my first dry run," he explained.

On Saturday morning Herbert discovered he had a brake problem: too much front bias. Then came a problem with the master cylinder.

"In the afternoon I took the spare and outqualified Jean on the first run. Then, on the second, I suddenly lost drive and coasted to a halt." Upon running back to the pits, Johnny had some choice words for the C17. He then did a faster time in his race car before the brake problem returned and he spun on his last run.



Alesi had one of his 'brain in neutral' moments on Friday morning, and rammed team-mate Herbert from behind. Er, bravo...

## Comedy of errors

● **Jan Magnussen** endured what he claimed to have been one of the worst weekends of his racing career in Argentina.

He qualified dead last – slower even than the decidedly pace-challenged Tyrrell pilot Ricardo Rosset – having spun his race chassis on his first run when someone forgot to tighten the roll bar.

Both Stewart drivers faced a very tough task on Sunday, having fewer revs available with the works Fords than the privateer Blue Oval teams due to cam problems.

Looking at the sky shortly before the start, Magnussen had still not lost his sense of humour. "Some people are praying for rain, but I want a bloody earthquake," he muttered.



Goodyear's wider front was much grippier. Didn't do Damon much good though...

## Can '98 be a Good year?

● **GOODYEAR** TOOK A panning after the crushing McLaren-Bridgestone displays in Australia and Brazil, but the Akron company hit back with their first 1998 success, coinciding with the debut of their wider 13-inch front.

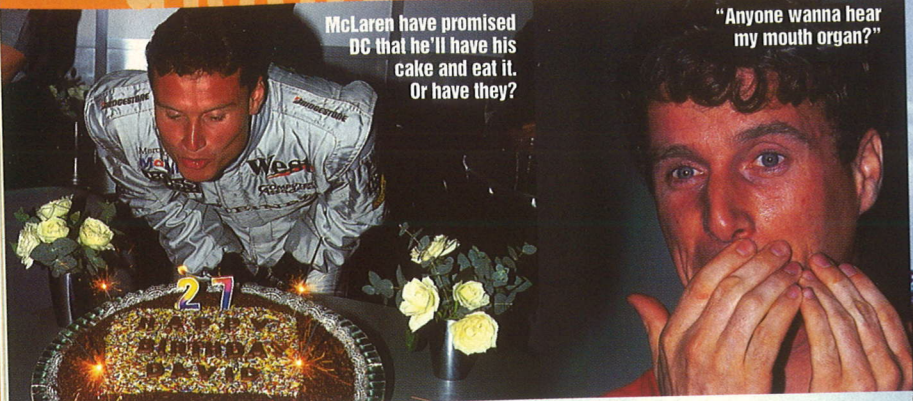
While Ron Dennis suggested that cooler temperatures helped Akron, Michael Schumacher was highly complimentary about the durability of the new rubber, while Frank Williams added: "We are delighted for Goodyear and the excellent progress they have made in the last month."

McLaren's Adrian Newey said: "We knew the Goodyear was half a second quicker, and the bumpy track probably didn't suit our car. It

was all slow corners and opposite lock, but Ferrari have probably taken a step and I think the new tyre suits their car in particular. They've had a fair bit of understeer and seem to have neutralised it. A lot will now come down to Bridgestone versus Goodyear."

Ferrari's Ross Brawn was pleasantly surprised: "I knew the new Goodyear would make it tougher for McLaren. They have been fortunate in having no pressure and have run their races as they want. But put somebody under pressure and the races turn out differently." On Schumacher's controversial move, Brawn added: "Everyone is clamouring for some overtaking, and they saw it today!"

Final position	Driver	Total race time	Position after 1 lap	Qualifying lap position in brackets	Fastest race lap position in brackets	Fastest pitstop position in brackets
1	M Schumacher Ferrari F100	1:48.36.175	3	1:26.251 (2)	1:28.272 (3)	24.72 (1)
2	Hakkinen McLaren-Mercedes MP4-13	1:48:59.073	2	1:26.632 (3)	1:28.281 (2)	26.24 (4)
3	Irvine Ferrari F300	1:49:33.920	5	1:26.780 (4)	1:28.933 (6)	25.78 (3)
4	Wurz Benetton-Playlife B198	1:49:44.309	8	1:27.198 (8)	1:28.179 (1)	27.69 (11)
5	Alesi Sauber-Petronas C17	1:49:54.461	7	1:27.839 (11)	1:29.000 (7)	25.12 (2)
6	Coulthard McLaren-Mercedes MP4-13	1:49:55.926	1	1:25.852 (1)	1:28.468 (4)	27.64 (9)
7	Fisichella Benetton-Playlife B198	1:50:04.612	10	1:27.836 (10)	1:28.507 (5)	27.44 (8)
8	Hill Jordan-Peugeot 198	1:49:17.761	9	1:27.438 (9)	1:29.310 (9)	26.69 (6)
9	Frentzen Williams-Renault FW20	1:49:43.772	4	1:26.876 (6)	1:29.592 (10)	28.13 (13)
10	Barrichello Stewart-Ford SF2	1:49:03.354	12	1:29.249 (14)	1:30.408 (13)	31.80 (17)
11	Trulli Prost-Peugeot AP01	1:49:18.377	14	1:29.352 (16)	1:30.878 (14)	27.73 (12)
12	Takagi Tyrrell-Ford 028	1:50:15.941	15	1:28.811 (13)	1:31.057 (16)	30.05 (15)
13	Nakano Minardi-Ford M198	1:49:18.217	21	1:30.054 (19)	1:31.168 (17)	36.77 (18)
14	Rosset Tyrrell-Ford 028	1:48:49.538	22	1:30.437 (21)	1:33.091 (21)	30.42 (16)
15	Paniz Prost-Peugeot AP01	1:39:39.861	16	1:29.320 (15)	1:29.201 (8)	27.68 (10)
<b>RETIREMENTS</b>						
	Tuero Minardi-Ford M198	accident	19	1:30.158 (20)	1:30.992 (15)	61.64 (19)
	Villeneuve Williams-Renault Williams FW20	accident	6	1:26.941 (7)	1:29.694 (11)	29.06 (14)
	Herbert Sauber-Petronas C17	accident	11	1:28.016 (12)	1:29.857 (12)	27.29 (7)
	R Schumacher Jordan-Peugeot 198	spin	13	1:26.827 (5)	1:31.541 (18)	26.30 (5)
	Salo Arrows A19	gearbox	17	1:29.617 (17)	1:32.519 (19)	—
	Magnussen Stewart-Ford SF2	transmission	20	1:31.178 (22)	1:32.808 (20)	—
	Diniz Arrows A19	gearbox	18	1:30.022 (18)	1:33.350 (22)	—



McLaren have promised DC that he'll have his cake and eat it. Or have they?

"Anyone wanna hear my mouth organ?"



"Hey, Jacques! I remember when this car was blue and white and I used to win all the time! Do you?"



Jarno Trulli gets inexplicably wedged by the elbows between the fence



"I like your matching tie and pants, Jackie!" Vivienne Senna applauds the trendiest Formula 1 team boss

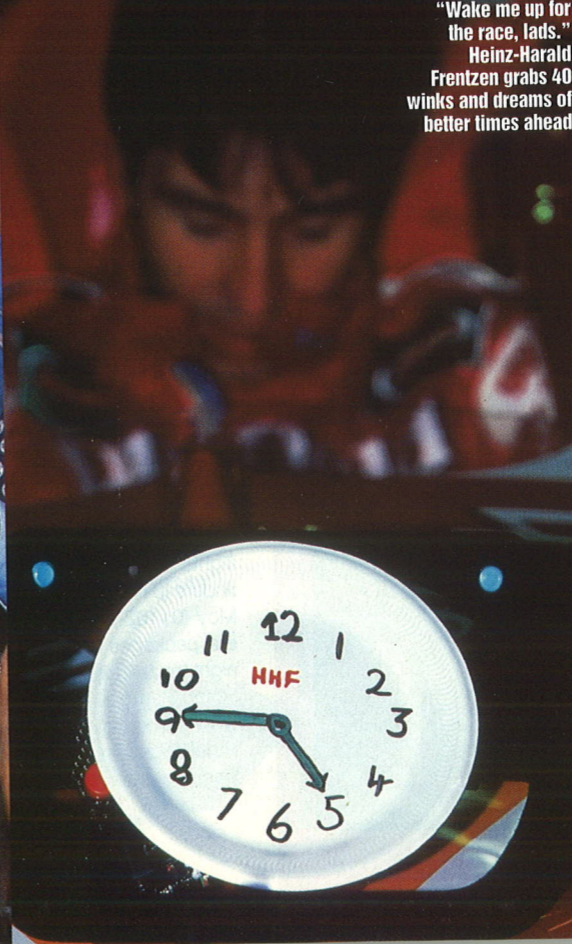


SÃO PAULO  
F1 VILLENEUVE

JV might have equalled his worst ever F1 grid position in Brazil, but at least he had a good view



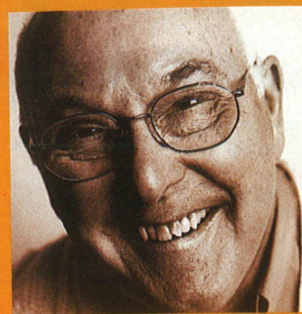
Ron Dennis prepares to unleash chapter two of 'Ronspeak - an essential guide to F1 success' on the media hordes



"Wake me up for the race, lads." Heinz-Harald Frentzen grabs 40 winks and dreams of better times ahead



Brazil's 'Miss Mandy Smith-lookalike' competition winner struts her athletic stuff



# They thought it's all over; it isn't now!

Brilliant Schuey throws the title wide open

**"Imola should be sensational, with all of Italy on a high and hungry for more of the same. And why should Barcelona be any different?"**

I GOT ON the great white bird for my sixth gruelling long-haul flight in five weeks with a spring in my step and joy in my heart – because Argentina put the zip back into Formula 1.

McLaren richly deserved their stunning success in Australia and Brazil, but I have to tell you I wasn't looking forward to a repeat of their crushing 1998 domination – with the knockers and moaners whingeing on about how boring, processionary and predictable grand prix racing is. I needn't have worried though because the great all-action race at Buenos Aires showed how astonishingly short life at the top in Formula 1 can be. So hats off to superstar Schumacher and everyone at Maranello for doing a fantastic job, and hats off even more to Goodyear for a massively successful contribution to Ferrari's victory. Eddie Irvine too. For the second year in succession he drove a race to be proud of in Argentina.

Imola should be sensational, with the whole of Italy justifiably on a high and hungry for more of the same. And they could well get it because, with their tails high, days of intensive testing behind them and the genius of Schumacher to exploit it, Ferrari will be in a very strong position to make it two in a row. And why should Spain be any different when you remember what a blinder Schumacher drove in the wet at Barcelona two years ago?

The glory of it all is that we just don't know what's going to happen, and that's the way it should be. But, for heaven's sake, let's hope Williams and Jordan can emulate Ferrari and Benetton by getting it all together to make it the five-way extravaganza we all long for.

Ferrari's Argentine win was great news for Imola: 20,000 on the gate, perhaps?



DARREN HEATH/SUE CUNNINGHAM/SCIP-LAT



Will '97 victor HHF cheer Williams up – or could Irv win his first grand prix?

PAROCHIAL, MAYBE; but for many, Imola signals the real start of the Formula 1 year as the circus returns for the first time this season to its spiritual home in Europe. Australia, Brazil and Argentina were absorbing but merely appetisers before the gourmet action.

With lap speeds of around 125mph, the Autodromo Enzo e Dino Ferrari is quick in the finest Italian tradition, and you can bet that Ferrari and the tifosi are desperate for their first Imola win since Patrick Tambay's in 1983. Williams, too, will be gunning for their fourth Imola win on the trot.

The dire Ayrton Senna/Roland Ratzenberger double tragedy of 1994 remains large in the memory, but there can be no better tribute from drivers, teams and fans alike that the 3.04-mile track continues to roar with larger-than-life action.

### How to get there

Lufthansa are offering return flights for £159; contact Trailfinders (0171 937 5400). Page & Moy (01162 507007) have several packages to Rimini. A three-night trip by coach, staying at the Hotel Marcone, costs £199. A two-nighter by air, using the Hotel Diplomat, is £455. Motor Racing International (01304

ROUND 4 San Marino, IMOLA April 26

## The 'real' season starts right here

After the weary trek back from South America, it's time to see who'll still be on the pace



### PAST RESULTS

#### 1997 TOP SIX

- 1 Heinz-Harald Frentzen  
Williams-Renault 125.215mph
- 2 Michael Schumacher  
Ferrari 125.187mph
- 3 Eddie Irvine  
Ferrari 123.444mph
- 4 Giancarlo Fisichella  
Jordan-Peugeot 123.332mph
- 5 Jean Alesi  
Benetton-Renault 122.804mph
- 6 Mika Hakkinen  
McLaren-Mercedes 122.794mph

#### 1997 POLE POSITION

Jacques Villeneuve  
Williams-Renault FW19  
1min 23.303secs, 132.002mph

#### PREVIOUS WINNERS

- Damon Hill, 1996 (Imola)  
Williams-Renault
- Damon Hill, 1995 (Imola)  
Williams-Renault
- Michael Schumacher, 1994 (Imola)  
Benetton-Ford
- Alain Prost, 1993 (Imola)  
Williams-Renault
- Nigel Mansell, 1992 (Imola)  
Williams-Renault
- Ayrton Senna, 1991 (Imola)  
McLaren-Honda
- Riccardo Patrese, 1990 (Imola)  
Williams-Renault
- Ayrton Senna, 1989 (Imola)  
McLaren-Honda
- Ayrton Senna, 1988 (Imola)  
McLaren-Honda

down the autostrada to take in the superb attractions of Rimini's beaches on the Adriatic coast. Culture-vultures will be happy to amble round the town, an artistic and historical gem. Wander the ancient medieval streets and revel in the vestiges of Imola's Roman beginnings. Take in the Rocca (castle), the Tozzoni palace, the public parks and the stunning Biblioteca (library). You'll also find real tranquillity in the Santerno valley.

### Where to eat

This is Italy, so it's impossible not to eat properly. Imola is particularly rich in cuisine, offering food in a truly beguiling trio of Latin traditions; Bolognese, Romagna and Tuscan.

In the same way that Guinness always tastes better in Ireland, baked lasagne in Italy is unrivalled. Cappelletti and garganelli are wonderful alternatives. Barbecued meats are a regional speciality; try the mutton chops, game chicken or fried rabbit – all washed down with Albana or Sangiovese wines. To follow, try ciambella, fried ravioli, savoiardi biscuits and a variety of tasty cheeses.

### What to do

Local bars go F1 crazy. Their TVs will supply widespread coverage of qualifying while you people-watch. Try a blast

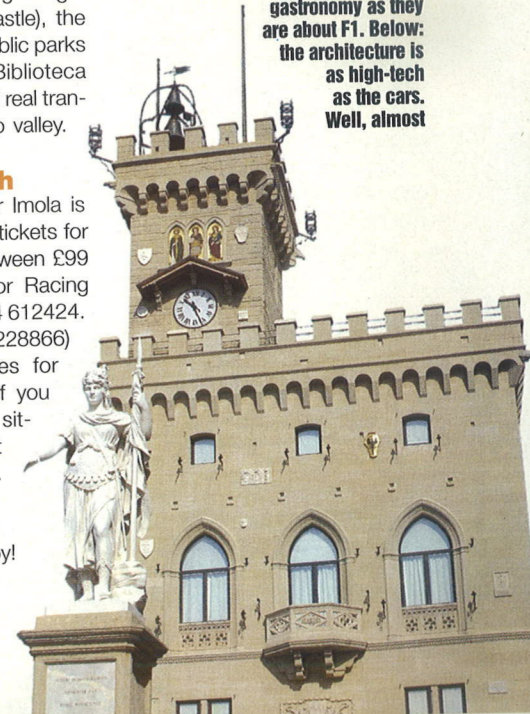
612424) are offering coach trips with two nights' stay in Riccione for £189. Their flight tours range from £399 to £499.

### Where to stay

If you've left it this late, then most of the hotels in Imola, Dozza and Castel San Pietro are likely to be full. A package trip would seem the best solution, but travellers with their own transport should find a roof in Bologna, just 20 miles up the autostrada – or Modena, another 30 miles away.



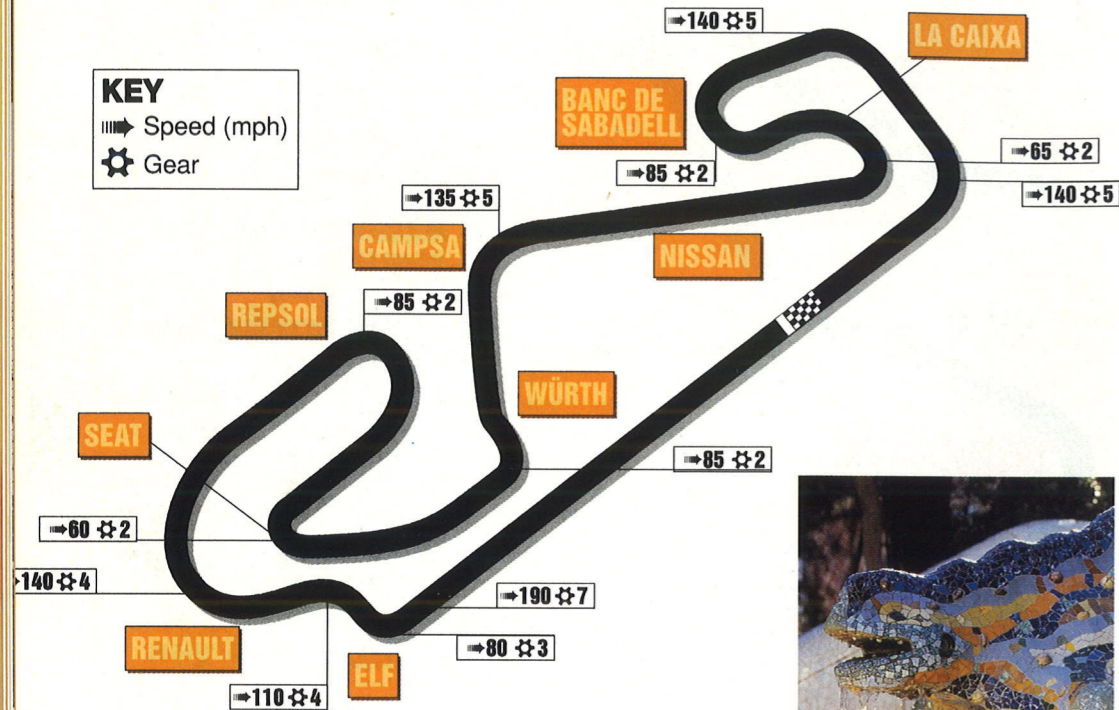
Left: Formula Food... The Italians are as enthusiastic about gastronomy as they are about F1. Below: the architecture is as high-tech as the cars. Well, almost



**ROUND 5 Barcelona, SPAIN** May 10

## Formula 1 reigns in Spain

Catalunya – great circuit, great view, great food and wine; go on, it's a great idea



IT'S BIKE RACING that's big in Spain – which is why Catalunya has to be a favourite for anyone contemplating going to a 'foreign' Formula 1 event for the first time. The country has produced a veritable armada of class motorcycle racers, led by 13-times world champion Angel Nieto, but has failed to yield a single F1 ace.

But, never mind the paradox, because the Spanish GP is a crucible of so many positives which elevate it into the must-do category. For

a start, Barcelona and the nearby Catalunya circuit are easy and relatively cheap to get to. Generally lower attendance means there's more room to move, and fewer fans means that ticket prices are almost cheap, for once.

Since Barcelona hosted the Olympic Games in 1992, hotel space is plentiful – and, with lap speeds on a technically interesting circuit around 125mph, drivers really go for it. Maybe you should, too.

### How to get there

Low-fare specialist Debonair offer return flights to Barcelona for £109; contact Trailfinders (0171 937 5400) for more details. Page & Moy coach tours (01162 507007) cost £165 for two nights and



£239 for five nights. They also offer flight tours: one night for £399, three nights for £499 and four nights for £549, with a choice of hotels. Those pressed for time may like Motor Racing International's (01304 612424) day trip, by air, for £229. They also offer coach trips for three days, staying at the four-star Hotel Lungomare, Barcelona. Cost is £519 and you will be escorted to and from the circuit by coach. They also do a two-nighter at Tossa De Mar holiday resort for £179.

### Where to stay

Accommodation shouldn't be a problem. Barcelona has more than 25,000 three-, four- and five-star beds spread among 92 hotels, and the state-run Paradore chain usually provides exquisite accommodation for medium prices. Get Travel Places to help with reservations (call them on 01903 883228).

### Where to eat

Wherever you go to eat in Barcelona you are bound to come across something different. Dishes range from duck with pear to chicken with shrimp or lobster. There is also a huge variety of desserts, and Catalunya is famous for its good wines. Tapas bars and a cool San Miguel pre-empt a major assault on Catalan-style partridge or boar, duck, goose and the 1001 ways they prepare cod. The Olympic village is a very good place to start.

### What to do

Anything you like; it's that kind of city. You will find many a bar, café, club and discotheque near Avinguda Diagonal. The Ramblas is always good for a laugh,



Left: F1 promo girls hone their flamenco skills... Top: a bizarre mixture of mussels and paella? Yum! Above: Gaudi's creations go back to the future

MEMORABLE MOMENTS

**1951** Scuderia Ferrari lined up four cars strong for the 1951 Spanish Grand Prix on the Pedrables street circuit in Barcelona, having finished one-two-three (Ascari-Serafini-Taruffi) the previous year. But tyre problems would lead the team to tatters in this final GP of 1951 which would again decide the championship. Ferrari entered their 4.5-litre V12 375GPs against the works 1.5-litre supercharged Alfa Romeos.

The Ferraris were identified in Spain by a blue nose flash for Alberto Ascari, silver for Ascari's protege Luigi Villorosi and yellow for Froilan Gonzalez. A fourth car was entered for Piero Taruffi, the old single-ignition 375 'mule' that Gonzalez, the Argentinian driver nicknamed 'The Pampas Bull', had driven to win Ferrari's first grand prix earlier in the year at Silverstone. Enzo Ferrari, listening to reports of the win on the radio in Italy, would say that he "had killed his mother", an emotional reference to his long-standing vendetta against Alfa Romeo whose cars he had campaigned in the 1930s and the company that later sacked him.

## Enzo Ferrari "had killed his mother", an emotional reference to his vendetta against Alfa Romeo

At Monza's second-to-last race in the 1951 series, the two teams were in high-profile conflict and honours went to Ferrari with Ascari and Gonzalez finishing a lap ahead of Farina who was seeing defence of his inaugural world title disappearing.

When the teams went to Spain the title could go to Fangio, Ascari or Gonzalez. Ascari's Ferrari was fastest in qualifying, but then Ferrari made a disastrous tyre choice. Both Alfa and Ferrari were on Pirellis but while the tyre company suggested 17-inch tyres to withstand the heat and the high speeds on the long straights, Ferrari went for smaller 16-inch tyres because they had won with these at Monza. All the Ferraris suffered dire tyre problems and Fangio won the Spanish Grand Prix for Alfa and the first of his five world championships. Fellow countryman Gonzalez finished second for Ferrari with Farina third in an Alfa Romeo, protesting ever after that the Alfa Romeo team had favoured Fangio during the summer to promote sales of their touring cars in South America.

Eoin Young

### PAST RESULTS

#### 1997 TOP SIX

- Jacques Villeneuve**  
Williams-Renault FW19 124.473mph
- Olivier Panis**  
Prost-Mugen Honda JS45 124.340mph
- Jean Alesi**  
Benetton-Renault B197 124.186mph
- Michael Schumacher**  
Ferrari F310B 124.063mph
- Johnny Herbert**  
Sauber-Petronas C16 123.835mph
- David Coulthard**  
McLaren-Mercedes MP4-12 123.808mph

#### 1997 POLE POSITION

**Jacques Villeneuve**  
Williams-Renault FW19  
1min 16.525secs, 138.210mph

#### PREVIOUS WINNERS

- Michael Schumacher**, 1996 (Catalunya)  
Ferrari
- Michael Schumacher**, 1995 (Catalunya)  
Benetton-Renault
- Damon Hill**, 1994 (Catalunya)  
Williams-Renault
- Alain Prost**, 1993 (Catalunya)  
Williams-Renault
- Nigel Mansell**, 1992 (Catalunya)  
Williams-Renault
- Nigel Mansell**, 1991 (Catalunya)  
Williams-Renault
- Alain Prost**, 1990 (Jerez)  
Ferrari
- Ayrton Senna**, 1989 (Jerez)  
McLaren-Honda
- Alain Prost**, 1988 (Jerez)  
McLaren-Honda

you'll wonder what drove anyone to race around Montjuich Park, and the cable car delivers a great view of, well, the docks. Still interesting, though. Gaudi's bizarre cathedral must be seen to be believed. The Metro also helps with getting around and there's so many museums and galleries that city fathers produce a separate booklet of info should you need to top up on your culture. Gothic is the word.

### Where to watch

Good for spectators: almost every corner has something to offer. Sabadell gives great views of cars braking from almost flat-out on the Nissan backstraight to take a brace of hairpins and the quick right-hander at La Caixa. General admission is £50. Just Tickets (01304 228866) offer standing passes for three days at £66 and seat tickets for £119.



# Win a VIP trip to the Spanish GP in 1999

Only in Fantasy F1 can there be more than one winner. Pretend racing it is but the victor's VIP package for two is real enough. So don't just dream about the 1999 Spanish GP. Enter now and you could also win prizes after each race

#### HOW TO ENTER

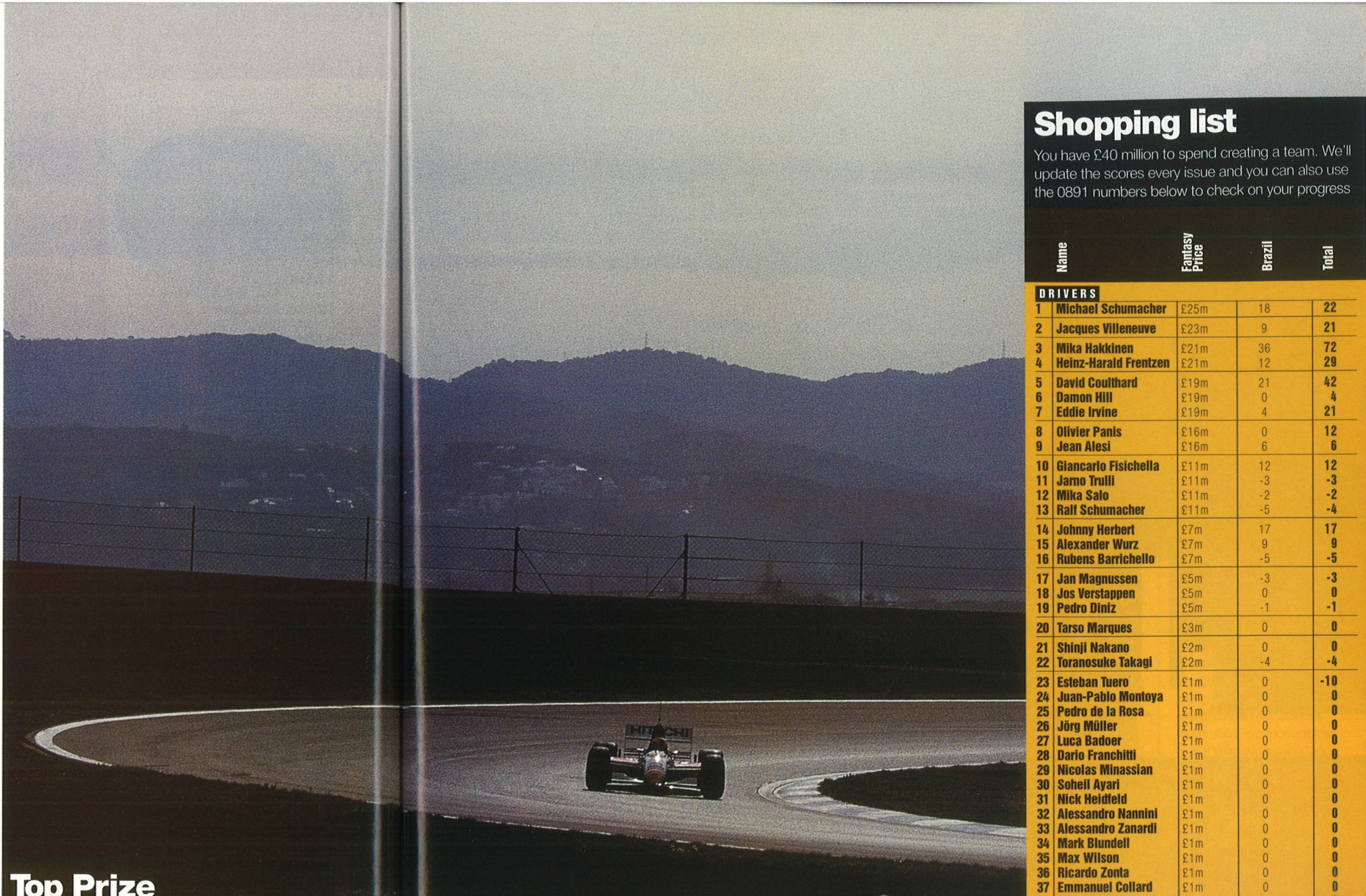
- You have a budget of £40 million to spend on assembling your Fantasy F1 team. Out of this you need to select your engine, a chassis and three drivers, at least one of whom must come from the £1 million category
- Create a name for your Fantasy F1 team
- Call 0891 891810 to register your team. At this stage you'll also be asked to predict how many points this year's champion will amass. Your forecast will come into play in the event of a tie-break. You might like to note that Villeneuve became 1997 World Champion with 81 points
- You can enter as many teams as you wish, and at any time during the season, but only one team can be registered per telephone call to the 0891 number

#### HOW TO SCORE

- Just like real F1, the top six finishers score points on the same basis used in the established 10, 6, 4, 3, 2, 1 system. However, for Fantasy F1 players, all drivers finishing in the top six are awarded an extra 10 points. So, for example, the driver finishing second gets six points plus an extra 10 for being in the top six, thereby earning 16 points. Players will also earn/lose points in the following circumstances:
- Six points will go to the fastest driver in race day warm-up. The second quickest gets five points, down to the sixth fastest who receives a single point
  - The driver making the fastest pitstop (pitlane entry to exit) during the race earns five points
  - At the finish, each place made up over the starting grid position will score that driver an extra point. Points are not lost for losing places

#### THE RULES

- Team entrants must be 18 or over and residents of the UK. Telephone calls are charged at 50p per minute with a typical call to register entries lasting between five and seven minutes. Once registered, teams will be eligible to score/lose points at all remaining 1999 F1 GPs. The deadline for entering a team is midday on the Friday preceding the race and teams start scoring only after they are registered. Team scores are worked out using the official FIA time sheets from GPs. No correspondence will be entered into and there is no cash alternative to prizes. Employees of Haymarket Publishing and their agents are ineligible. The nominal values of drivers, chassis and engines bear no relation to real life. F1 Racing's decision is final.
- The first driver to retire from the race will lose five points. Four are lost by the second retirement down to the forfeit of one point by the fifth driver to pull out
  - The driver accredited with the fastest race lap will gain five points
  - Pole position is worth another five points
  - A stop/go penalty (for whatever reason) loses the driver five points
  - Five points will be awarded to the man declared by *F1 Racing* as Driver of the Day
  - Failure to qualify will mean two points being lost. If a driver fails to take the start, but is on the FIA's published starting grid, no points will be lost
  - Drivers lose all points gained over the weekend if they are removed from the results, for whatever reason
  - The scoring for a chassis is the same as that for a top six driver or an early retirement, but only the first chassis home can score for a team. Similarly, only one chassis loses points if it's among the first five retirements
  - The rules for engines are the same as those for chassis, but without retirement penalties
  - All queries should be addressed to Jacqui Weston



DARREN HEATH

## Top Prize

The leader of our Fantasy F1 league after the final race of 1998, will earn themselves the right to go to the 1999 Spanish Grand Prix. Together with a friend, our winner will enjoy four nights in a Barcelona hotel with travel to and from the circuit taken care of. Hosts **PAGE & MOY** will also supply grandstand tickets.

## San Marino & Spain

GP games producer Psygnosis and PC hardware suppliers Digital Edge are offering one of their limited-edition bundle packs to the winner after each 1998 race. The pack contains the fantastic Formula 1 1997 game (PC version), F1 Sim Compact steering wheel and pedal set.



If you want a free trip to the superb Catalunya track in 1999 enter your team(s) now! And don't forget that two of these fantastic F1 Sim Compact pedal sets (below) will be won by Fantasy leaders after the San Marino and Spanish grands prix

## Shopping list

You have £40 million to spend creating a team. We'll update the scores every issue and you can also use the 0891 numbers below to check on your progress

Name	Fantasy Price	Brazil	Total
<b>DRIVERS</b>			
1 Michael Schumacher	£25m	18	22
2 Jacques Villeneuve	£23m	9	21
3 Mika Hakkinen	£21m	36	72
4 Heinz-Harald Frentzen	£21m	12	29
5 David Coulthard	£19m	21	42
6 Damon Hill	£19m	0	4
7 Eddie Irvine	£19m	4	21
8 Olivier Panis	£16m	0	12
9 Jean Alesi	£16m	6	6
10 Giancarlo Fisichella	£11m	12	12
11 Jarno Trulli	£11m	-3	-3
12 Mika Salo	£11m	-2	-2
13 Ralf Schumacher	£11m	-5	-4
14 Johnny Herbert	£7m	17	17
15 Alexander Wurz	£7m	9	9
16 Rubens Barrichello	£7m	-5	-5
17 Jan Magnussen	£5m	-3	-3
18 Jos Verstappen	£5m	0	0
19 Pedro Diniz	£5m	-1	-1
20 Tarso Marques	£3m	0	0
21 Shinji Nakano	£2m	0	0
22 Toranosuke Takagi	£2m	-4	-4
23 Esteban Tuero	£1m	0	-10
24 Juan-Pablo Montoya	£1m	0	0
25 Pedro de la Rosa	£1m	0	0
26 Jörg Müller	£1m	0	0
27 Luca Badoer	£1m	0	0
28 Dario Franchitti	£1m	0	0
29 Nicolas Minassian	£1m	0	0
30 Soheil Ayari	£1m	0	0
31 Nick Heidfeld	£1m	0	0
32 Alessandro Nannini	£1m	0	0
33 Alessandro Zanardi	£1m	0	0
34 Mark Blundell	£1m	0	0
35 Max Wilson	£1m	0	0
36 Ricardo Zonta	£1m	0	0
37 Emmanuel Collard	£1m	0	0
38 Nicola Larini	£1m	0	0
<b>CHASSIS</b>			
39 Williams	£21m	13	29
40 Ferrari	£19m	16	29
41 McLaren	£19m	20	40
42 Benetton	£16m	14	26
43 Jordan	£13m	-5	3
44 Prost	£13m	-3	-3
45 Sauber	£11m	12	25
46 Stewart	£11m	11	6
47 Arrows	£11m	-2	-4
48 Tyrrell	£7m	-1	-5
49 Minardi	£4m	-4	-4
<b>ENGINES</b>			
50 Mecachrome	£22m	14	30
51 Ferrari	£19m	16	30
52 Mercedes	£16m	20	40
53 Peugeot	£16m	0	11
54 Mugen Honda	£12m	0	12
55 Ford V10 (works)	£10m	12	12
56 Sauber Petronas	£7m	13	26
57 Hart V10	£7m	0	0
58 Ford V10	£3m	0	0

Fantasy F1 registration hotline:

**0891 891 810**

Fantasy F1 team positions:

**0891 891 811**

Top 50 fantasy teams/race results:

**0891 891 812**

Lost your pin number? Call:

**0891 891 813**



Red Bull  
SAUBER PETRONAS



# Jean hits his stride...

Jean Alesi really began to get into his stride with Red Bull Sauber Petronas in Brazil, and finished the race in a fighting ninth place after a successful race-long fight with Prost driver Olivier Panis.

"I now feel very comfortable with the C17," Jean said. "Much of this is a result of our testing at Fiorano which followed the Australian GP in Melbourne. In my two days at the Italian track I worked very hard with my engineers to develop a good handling balance on the car. This I feel we now have. But overall it is not so much a product of developing the machine, as of reaching a better understanding of its concept and its behaviour. I now know what I have to do to get the best from it, and I was able to arrive at a much better set-up than I had in Australia. What I had in Brazil confirms my feeling that I now have the means to push forward."

"Going back to Fiorano for the first time since 1995 was an emotional moment for me, especially as my former mechanics at Ferrari had put a sign in the pit welcoming me back. I was very touched by that."

"I loved my time as a racing driver at Ferrari, but I did not have such a good time in my two seasons at Benetton. Now I am feeling great again to be with a team such as Red Bull Sauber Petronas. In so many ways I get the feeling here that I had with Ferrari. This is a great

team that loves its racing, and the people here are working so well together. They are making a big effort, and nobody is fighting against each other. We are all working in the same direction, towards the same ultimate goal. I feel more than ever that we are at the start of something very good."



## ... and Johnny fights back

For any racing driver to lose a whole practice session is usually a disaster in terms of his ongoing programme of tuning his car at a Grand Prix. To lose a complete day is even worse. On top of that, to then suffer a serious accident is often sufficient to jeopardise his chances altogether.

Not so Johnny Herbert.

On Friday morning in Brazil a minor electrical problem stranded him out on the track on his first lap. Unfortunately, the team was not then allowed to retrieve the car until the end of the session. When Johnny resumed running in the afternoon we discovered that the electrical glitch had damaged software in the transmission, so he was unable to do any further serious running.

Nevertheless, he caught up dramatically on Saturday morning before a sticking throttle sent him head-on into a tyre wall on the outside of the Pinhierinho right-hander. Fortunately he was uninjured and rose brilliantly to the occasion later that day to qualify 13th, just ahead of Jean. That really was a quite staggering effort in the circumstances.

Interlagos is a very tough circuit, however, and after Johnny's neck muscles had stiffened overnight he soldiered on in the race until Peter Sauber decided to spare his suffering with three laps to go. It was an unfortunate end to a brave effort, but Johnny says: "I'll be back as good as ever in Argentina, and I'll be looking for more championship points!"

## Twin Towers make big difference

In some pits they are known as X-wings, but for Red Bull Sauber Petronas there could only be one name for the sidepod-mounted extra wings used in the Brazilian GP. We call them our Twin Towers, in deference to the world-recognised Petronas Twin Towers in Malaysia.

In F1 downforce is vitally important and our testing at Fiorano, in the wake of the Australian Grand Prix in early March, concentrated on maximising aerodynamic efficiency for the Interlagos circuit and for the Parc

Almirante Brown in Argentina. This is a twisty track by nature, and with only one really long straight the more downforce you can generate, the better.

Both Jean Alesi and Johnny Herbert felt that the Twin Towers made a significant difference to the overall performance of the Red Bull Sauber Petronas C17s in Brazil, so watch out for them to appear again on other circuits requiring high downforce, particularly Monte Carlo and the Hungaroring.



The sidepod-mounted X-wings give greater downforce on the twisty circuits

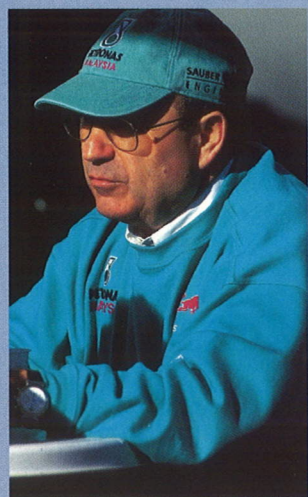
## Peter Sauber: TV star

Peter Sauber made a big impression when he was invited to appear as a guest on German television a week before the Brazilian GP.

The DSF channel has a regular motorsport debate programme every Saturday, and for an hour and a half Peter discussed current matters concerning F1 with a group of respected journalists.

"Peter was one of our most impressive guests," a spokesman said. "He was not afraid to speak his mind on a wide-ranging group of subjects, and communicated a message to viewers that endorsed his openness and honesty."

Among the points that particularly won praise was his comment that spectators have a right to expect to see a race, and that nobody has the right to impose team orders.



## Sauber Snippets

● Skiing and Red Bull Sauber Petronas haven't mixed well this year. In Brazil marketing manager Uta Muller was nursing a thumb broken on the slopes, while Johnny's engineer, Gil Alegeot, was not carrying a drab holdall under his left arm all weekend. The grey bolster was designed to minimise pain in the shoulder he had dislocated while skiing a week before the race. In true Sauber spirit it was business as usual for Uta and Gil, despite their injuries.

● The Red Bull Sauber Petronas homepage continues to attract great interest, with 1325 people accessing information every day. Don't forget, if you want to keep in regular contact with the team and its activities, or to send us your photographs and articles via email, our Internet site is at:

<http://www.redbull-sauber.ch>



Johnny Herbert will be looking forward to a good performance in Argentina after his torrid Brazilian weekend



Even if you drive an Austin Allegro, stick your log book, MOT and insurance documents in here and it'll make you feel like a Ferrari driver! Ferrari leather car document holder £42.60+VAT, available in natural or Ferrari red leather. For stockists call Ferrari UK on 01784 436222



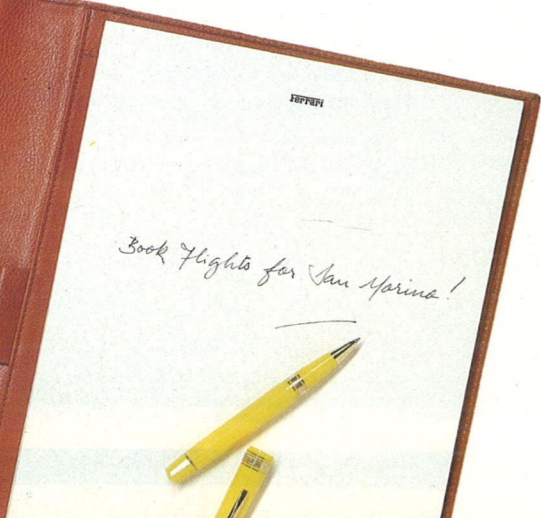
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## backstraight

A feast of Ferrari goodies to whet your Italian appetites  
Edited by Tatiana Okorie; photographs by Nick Wright

What, no nuts! Older Ferraris had cool-looking centre hub spinners like this one. Now they've turned them into ... paperweights!

Ferrari 512BB three-wing paperweight  
£119.80+VAT. For stockists call Ferrari UK on 01784 436222



The ultimate autograph book for racegoers perhaps? But surely only Michael Schumacher and Eddie Irvine would want to sign this one  
Ferrari leather notepad holder £100.40+VAT. For stockists call Ferrari UK on 01784 436222

# Don't miss the boat...



## book now for the 1998 season!

- |                                    |  |
|------------------------------------|--|
| <b>Barcelona 10 May</b>            | Space is tight so call us now!                                       |
| <b>Monaco 24 May</b>               | <b>Limited availability - ring for details!</b>                      |
| <b>Montreal 7 June</b>             | A great weekend in Canada!   |
| <b>Magny Cours 28 June</b>         | <b>The French Grand Prix is on!</b>                                  |
| <b>Silverstone 12 July</b>         | Forget the World Cup - you can't beat the British GP!                |
| <b>Spielberg 26 July</b>           | <b>Spectacular scenery and great hospitality!</b>                    |
| <b>Hockenheim 2 August</b>         | They don't get much faster!  |
| <b>Budapest 16 August</b>          | <b>It's different - try it!</b>                                      |
| <b>Spa-Francorchamps 30 August</b> | How else would you spend the Bank Holiday weekend?                   |
| <b>Monza 13 September</b>          | <b>There's nowhere quite like it - it's very special!</b>            |
| <b>Nurburgring 27 September</b>    | Always produces a surprising race!                                   |
| <b>Jerez 11 October</b>            | <b>If it's confirmed call us for details - it's one of the best!</b> |



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A regulation Michael Schumacher piece of jewellery, this one, complete with the famous Nike tick. Exactly like the double world champ's Silver Nike identity bracelet £70, available from the Forum, Sheffield

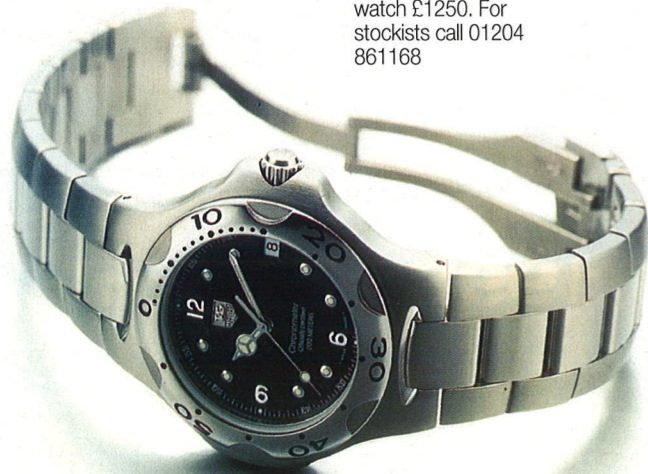


The ultimate paddock posing device. It's right on the minimum weight limit and quick with it Nokia 6110 mobile phone. For prices and stockists call Nokia UK Sales on 01480 434343



## back straight

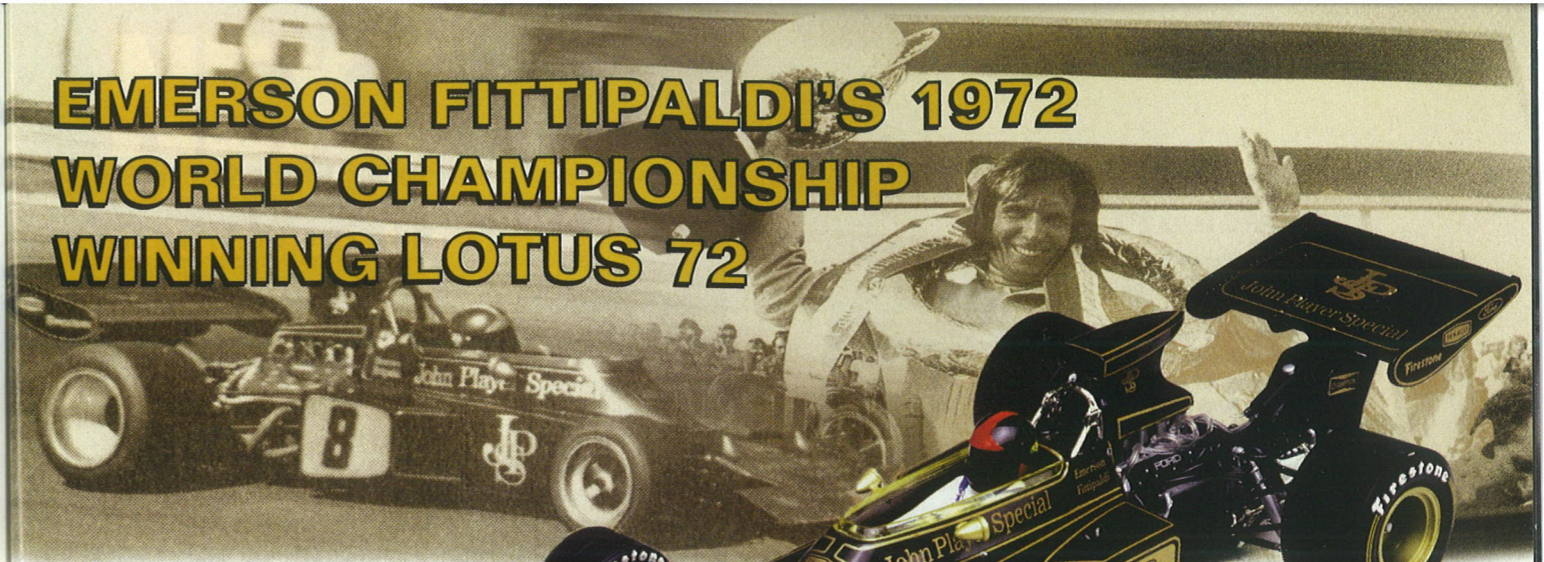
"In F1 we have split-second decisions and have to handle the pressure," says Kirium-wearer David Coulthard. TAG Heuer Kirium sports watch £1250. For stockists call 01204 861168



These special driving shades are worn by all the Jordan F1 team, so they must be good Serengeti Drivers sunglasses from £69. Available from Harrods, London. For other stockists call 01452 318116



# EMERSON FITTIPALDI'S 1972 WORLD CHAMPIONSHIP WINNING LOTUS 72



In only his second full season of Formula One and at the tender age of 25, Emerson emphatically stamped his mark on Formula One.

Five victories, two second places and a third gave the brilliant Brazilian the World Championship with 2 races still to go.

The trusted formula of a Lotus chassis with a Ford engine had earned Lotus its fifth championship in ten years.

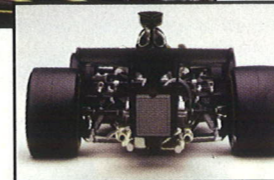
And whilst many still rated Jackie Stewart as the leading driver in '72, it was clear that at last he had a worthy competitor. The gap had narrowed.

### THE JOHN PLAYER SPECIAL

In 1972, for the first time, a Formula One team adopted the name of its major sponsor and the John Player Specials quickly established themselves as a favourite with the fans.

The striking yet subtle colour scheme was to become one of the most famous in motor racing history and even today is certainly one of the most memorable.

This particular car, No 8, is the one driven by Emerson to a splendid win at the European Grand Prix at Brands Hatch.



### 1:18 SCALE REPLICA

Grand Prix Legends is thrilled to be launching this first ever 1:18 scale John Player Lotus.

Die cast in metal, some 10 inches in length, this replica is faithful in every respect to the original.

The detail is stunning with the trusted DFV Cosworth engine visible in all its glory. Turn the tiny cockpit steering wheel and it will actually turn the wheels. The tyres are made of real rubber whilst in the cockpit sits the man with the best sideburns Formula One has ever known (unfortunately obscured by his helmet!)

### AMAZING VALUE SHORT SUPPLY

Collectors will be disappointed to hear that all Formula One replicas will be increasing in price in 1998. But this notwithstanding, we are of the view that at just £44.99 plus p&p, this car represents quite exceptional value.

What is beyond question is that in this colour scheme the Lotus 72D is going to be an incredibly popular and collectable car.

There is no other Formula One racing car which has been requested as much by our customers as the John Player adorned models.

The initial shipment into the UK is just 1000 and Grand Prix Legends has managed to obtain a major part of this delivery.

Advance sales are running at an all time high so the lesson is clear. If you want one, do not delay.

### ORDERING YOUR SPECIAL

You can order your car by telephoning the Orderline on 0171 616 1900. Or you can post the coupon below to us or fax it to us on 0171 727 8054.

Our lines are open from 9.00am to 8.00pm, Monday to Friday and from 9.00am to 5.00pm on Saturday.

You can pay by cheque, credit card, Switch or Postal Order.

And, of course, if you are not delighted with it you will enjoy the benefit of our 14 day money back guarantee.



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Please complete the coupon and send it to GPL, PO Box 2989, LONDON W10 6GH or fax us on 0171 727 8054.

Please send me \_\_\_\_ (qty) 1:18 Fittipaldi Lotus (DCI160)

P&P inclusive price in UK is £49.99. EC £54.99. Rest of World £59.99.

I will pay by Credit Card  I enclose a Cheque/PO, payable to 'Grand Prix Legends'.

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FREF05

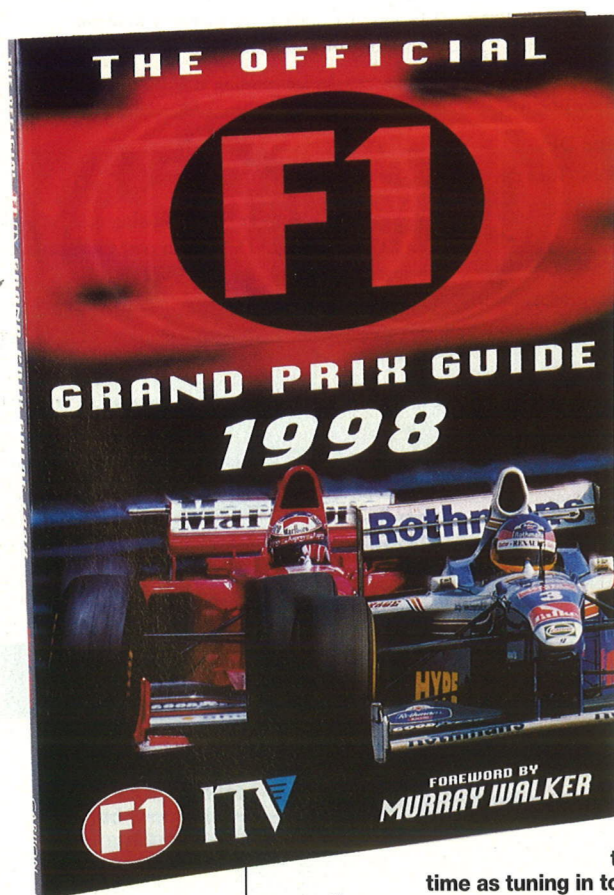
Please allow 28 days for delivery in the UK. From time to time we may allow other companies to send you details of products and services we believe may be of interest to you. Grand Prix Legends is a trading name of Lytebam Ltd. Reg. no. 3016917. For standard terms and conditions call 0171 616 1900

## Senna phonecards – whatever next'?

A book about phonecards? You may well ask! Such was Ayrton Senna's following that hundreds of phonecards were produced bearing a memory of the great Brazilian. And they're all listed here in this fascinating tome, accompanied by a code and a used value. Ayrton Senna phonecards catalogue £15, available from Sirius GmbH on 00 49 (0) 611 59 98 06



back straight



### Get even closer to the action

"This book enables you to get as close to F1 as it's possible without the stench of petrol fumes in your nostrils and the howl of high-performance engines in your ears," say the publishers. Isn't that what it's all about though? Still, if you can't get there in person, this book is a good alternative to the real thing, as long as you read it at the same time as tuning in to ITV's excellent F1 coverage. The two complement each other very well and will help you nicely on the way to becoming an even better anorak. The official F1 ITV Grand Prix Guide 1998 by Bruce Jones, with a foreword by Murray Walker £9.99, available from all good bookshops.

## Netscape; Online by Andy Stout

### Net value on the up and up

As magazine publishers the world over struggle to get their illustrious organs on the Net, latest to enter the fray is *Autosport* ([www.autosportmag.com](http://www.autosportmag.com)).

Downloading faster than Ferrari can slap an objection on new technology (and thus perfect for those essential crafty lunchtime surfs while the boss isn't looking), it's minimally designed but makes up for it with stacks of top content. It doesn't though have cartoonist Jim Bamber's work nestling on its server; for that you have to surf to Jim Bamber's *The Ones That Got Away* ([www.thmpson.u-net.com](http://www.thmpson.u-net.com)). The great joy of this site is that Jim's stuff goes online completely unedited, meaning that you get the full cartoons in all their wilfully undiplomatic glory, plus he pens his own often acerbic comments underneath. Classic stuff.

More visual gratification is available over at Goodyear's BuRnOuT ([www.casema.net/~martijn/](http://www.casema.net/~martijn/)) with subject headings covering the whole gamut of the F1 circus from Nosecones to Pitlane Babes. Particularly worth looking at are the Crashes section (all non-fatal, it should be pointed out) as well as the seriously amusing F1 Quotes. Just remember to turn your speakers down unless you really have to hear your soundcard massacring Metallica's 'Enter Sandman' as you look around.

FOSA (Formula One Supporters Association) is unsurprisingly in a righteous snit over the US TV rights debacle. As yet it seems that there's little they can do about it, though – but presumably if enough people join the association it could become a more effective and high-profile pressure group. Membership is free and details are at <http://members.xoom.com/FOSA/index.htm>

Finally, a certain Rui Pedro Mendes Salgueiro ([www.mat.uc.pt/~rps/f1/](http://www.mat.uc.pt/~rps/f1/)) has done the world a great service by including a page of links to virtually all the circuit homepages on the F1 calendar. Not only is this great for getting ticketing information, circuit details etc, but also some tracks such as Circuit de Catalunya ([www.nexus.es/cronoatk/espe\\_f1.htm](http://www.nexus.es/cronoatk/espe_f1.htm)) are thoughtful enough to post times from testing sessions too. [andy@stout.demon.co.uk](mailto:andy@stout.demon.co.uk)  
Andy Stout

# NEXT MONTH



# THEY'RE OFF!

After the McLaren success story that was Australia, Brazil and Argentina, the F1 circus has come home to roost. The European season is here: *F1 Racing* brings you all the action from Imola and Barcelona

NEXT ISSUE ON SALE

# 15 MAY

## black flag

Our man in the know – with the low-down  
on the low-down side of Formula 1

Dear Kawamoto-San,

As President of Honda, you've caused a few ripples in the F1 pond with the announcement that you are poised to return to grand prix racing. With your own car. The real question is straightforward to pose, if less easy to answer. Are you poised to make a dreadful mistake?

I'm bound to go back to the 1960s as a starting point for this reflective process. As an aside, I seem to recall that in those days you were a mechanic on the F2 Brabham-Hondas which dominated much of the 1966 European Championship season. Jack Brabham's partner, Ron Tauranac, used to refer to you affectionately as 'Hong Kong Mechanic'. Probably not totally politically correct these days, but it must have seemed a wizard wheeze at the time.

In those days, Honda were just recovering from the bruising experience of building their first F1 car under the 1.5-litre regulations which expired at the end of 1965. Not that they really wanted to build their own F1 car at all – and that, in truth, is what most people feel about your latest project. Truth is, there is no decent team available to you.

History might have been very different, of course, if you hadn't been given the Bum's Rush by the late Lotus boss Colin Chapman.

Back at the start of '64 motor racing's most celebrated David Niven lookalike hove into view at Honda's HQ and did a deal to use their new V12 engine which, for some reason which seemed rather eccentric at the time, was designed to be installed transversely across the chassis.

Chapman then scuttled back to England and managed to get additional support for his F1 programme from Coventry-Climax, whose engines Team Lotus were already using. Honda were left in the lurch and, understandably piqued, chose to go it alone.

I'm sure you will forgive me for noting it, but Honda didn't really get a serious grasp of F1 back in the 1960s. Okay, true enough, Richie Ginther won in Mexico in 1965, John Surtees at Monza two years later; but Honda's engineers took some time getting a firm grip on

European chassis technology. Small wonder that, when they decided to return to F1 in 1983, they decided not to do their own car, instead forging an engine supply deal with Williams.

Yet although this partnership, and the one with McLaren which followed from 1988 to '92, produced wins and championships aplenty, the cultural divide between Japanese and European philosophies remained uncomfortably on display.

In Williams' case, Honda seemed unable to understand that the British team had a management infrastructure which could fill the breach after Frank's dreadful road accident in 1986. I suspect this embarrassment led to your pulling the plug on your engine supply deal with Williams a year ahead of schedule. It was a clumsy episode which almost brought Williams to its knees and didn't, at the time, reflect well on Honda's sense of propriety.

The McLaren relationship worked well enough, but in the end Ron Dennis and his colleagues found themselves biting their lips and taking the blame for poor car performance, happy to keep their Japanese partners sweet by admitting: yes, it was our chassis which was at fault ... when in fact it was your engines which were lagging behind in development.

This is now all saki under the bridge, and we look forward with interest to seeing what you've got in the pipeline. Presumably, despite all your previous disruptions, you would have liked to have climbed back into bed with Williams or McLaren. But given they are otherwise occupied with BMW and Mercedes respectively, I see it makes sense to consider going it alone.

One of the problems you will inevitably face is what F1 engineers call the 'Maranello syndrome'. Over the past decade, a succession of engineers have enjoyed stints at Ferrari which have very greatly benefited their pension funds. In other words, because working at Ferrari can be so politically irksome, there simply has to be some worthwhile financial compensation. I'm sure it will be the same with Honda.

So, in order to prise the best senior engineering staff from existing top teams, you will have to open your chequebook. And open it wide. You may have some admirable home-trained engineers, but not enough.

Another way would be to purchase an existing team as a basis for building your own. I can think of two or three who might even already have sent their corporate CVs thudding onto your doormat.

Either way, I still think you will be extremely hard-pressed to win anywhere near as many races off your own bat as you did with Williams and McLaren. Stick to supplying engines to existing teams, is my honest advice.

Even if Mr Ecclestone might like to persuade you otherwise.

Yours quizzically,

*the SCROTINEER*

### Stick to supplying engines to existing teams – even if Mr Ecclestone might like to persuade you otherwise



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