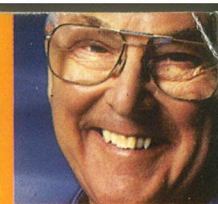


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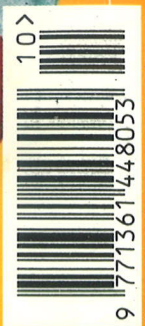
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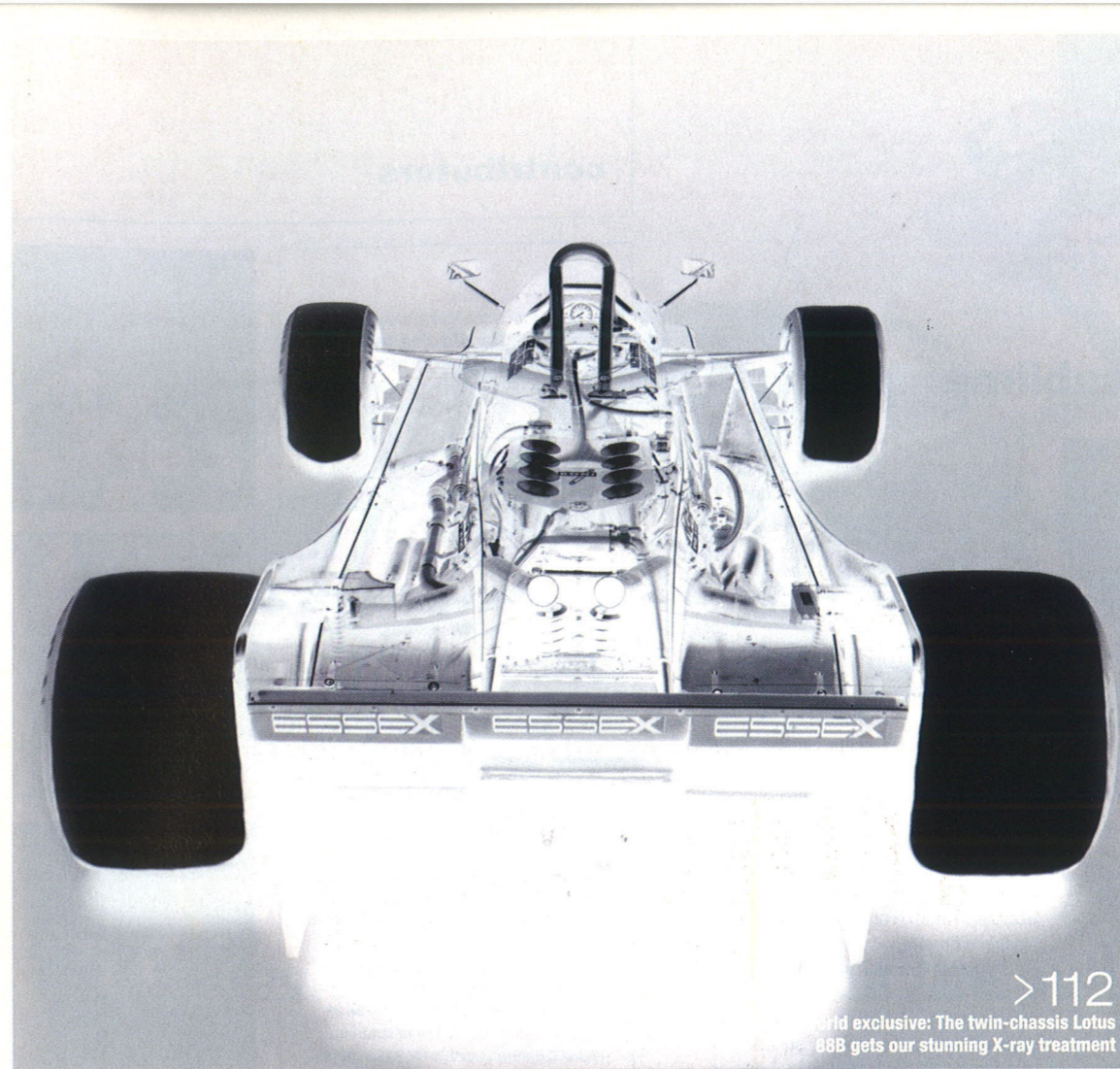
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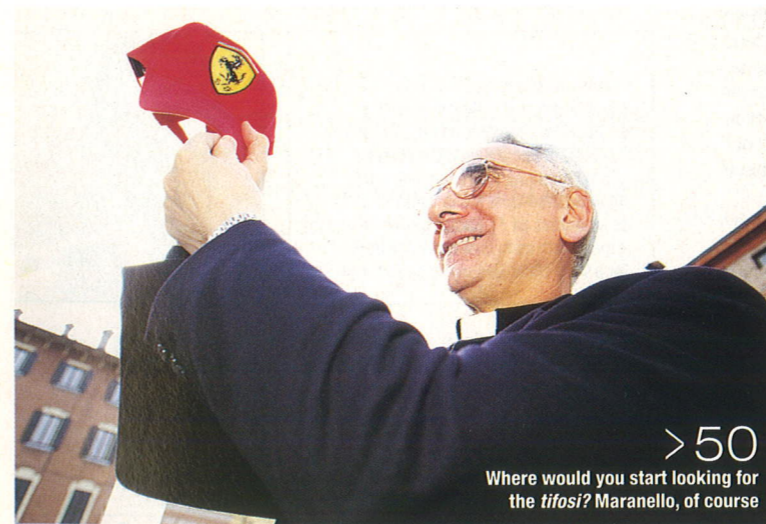
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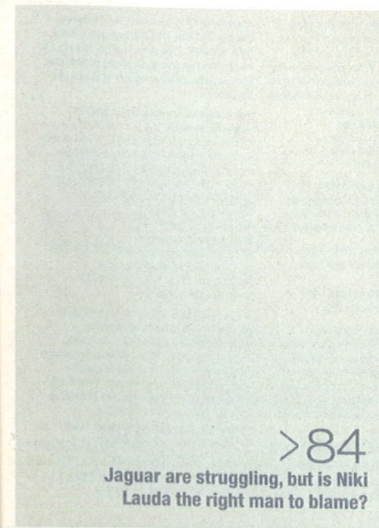
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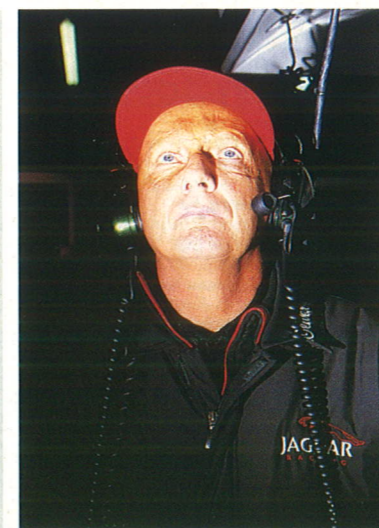
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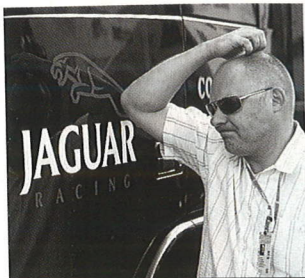
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ORIS TTTI WA...
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Ferrari... sublime. Jaguar...

...ridiculous? Often, sadly, yes. So what has gone wrong? And who is responsible?



Bishop puts a brave face on things...

'AT F1 RACING WE REGARD SERVILE ACCEPTANCE OF JAGUAR RACING'S SORRY STATE AS A FORM OF NEGLECT'

As usual, *F1 Racing* carries two grand prix reports this month. Both of them, as usual, have been (beautifully) written by Peter Windsor. Both races, Hungary and Belgium, produced one-two finishes for Ferrari – making six such 'red-washes' so far this year.

When, in late 1999, Ford's then CEO Jac Nasser revealed that Stewart Grand Prix would thenceforth be known as Jaguar Racing, his rhetoric centred on a desire that the new team become "Ferrari in British Racing Green". Three agonising years later, the palpable joy (or was it relief?) shown by team principal Niki Lauda on the occasion of Eddie Irvine's doughty (if attrition-assisted and Michelin-enhanced) sixth place at Spa demonstrated just how far away this troubled team remain from fulfilling Nasser's dream.

But let us not worry too much about Nasser – for, although he is doubtless still capable of feeling gutted about Jaguar Racing, he can do so from the

sumptuous vantage point of a huge and opulent Florida mansion. No, I am more concerned about your guttedness. Because if there is one thing I know about *F1 Racing* readers – and British F1 fans in general – it is that they would love nothing better than for Jaguar Racing to be a BRG-hued team whose victories they could cheer loud, long and to the echo. And *F1 Racing* feels the same – which is why, over eight pages and almost 5,000 words, we have tried our damndest to analyse exactly why it is that Jaguar Racing have never ceased to disappoint us and, in turn, you.

Some of the people implicated critically are friends of ours. If they are upset by what they read, well, that was not our intention. But the continued underperformance of Jaguar Racing is too important a subject to be neglected by the world's best-selling F1 magazine. Indeed, we regard servile acceptance of their sorry state as a form of neglect. So, starting on page 84, we begin *not* neglecting it.

Matt Bishop editor in chief

contributors

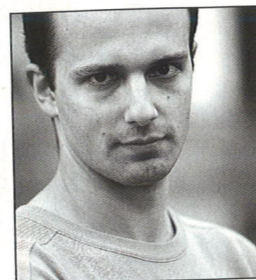
> Murray Walker

We knew that when Muzza went off to write his memoirs he'd come back with a storming read. And, since he's an old mate of *F1 Racing*, he has allowed us to serialise parts of *Unless I'm Very Much Mistaken* (as the book is called). Allow us humbly to suggest you read pages 76-80 and then get it on your Christmas list pronto!



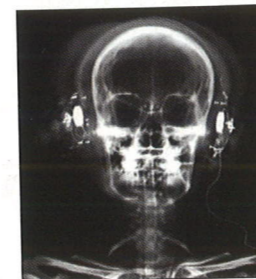
> Innokenty Ivanov

Innokenty is editor of the Russian showbiz magazine *Pulse* and host of Channel 5's (that's Russia's Channel 5, not the UK station that plied us with Keith Chegwin in the nude) lively current affairs show *International Review*. For *F1 Racing* he has written about his day with David Coulthard in St Petersburg. See page 106.



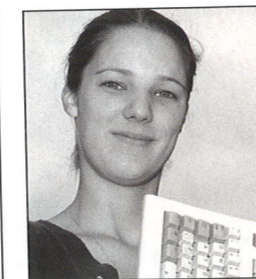
> Alex Puczyniec

Just to prove that scaling the heights of artistic mega-ness with his X-ray shoot of the twin-chassis Lotus 88B (page 112) hasn't given Alex a big head, we got him to snap his own cranium as well! Alex is a dyed-in-the-wool car nut – as well as being a regular contributor to car mags, he has a harem of exotic motors at home.



> Helen Watkins

It's not often that 20-year-old Helen, *F1 Racing's* secretary, hits the headlines; but without her we wouldn't even be writing them! As well as manning the phones (a full-time job in itself), she co-ordinates all *F1 Racing's* travel – a mammoth task. Just don't ask her for a Club-class seat when she's busy!



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Flat? Eau yes

Eau Rouge? Turn in, keep that foot in, feel the plank bottom out, hold your breath... done it. "How was it?" they'll all ask you. "Easy-flat," you'll answer... if, like Kimi, you know how
Circuit: Spa-Francorchamps, Belgium
Time/date: 10.54am, Saturday August 31
Photographer: Darren Heath, Canon EOS 1V, 200mm lens plus 1.4 converter, Fuji Velvia film, 1/80 at F18

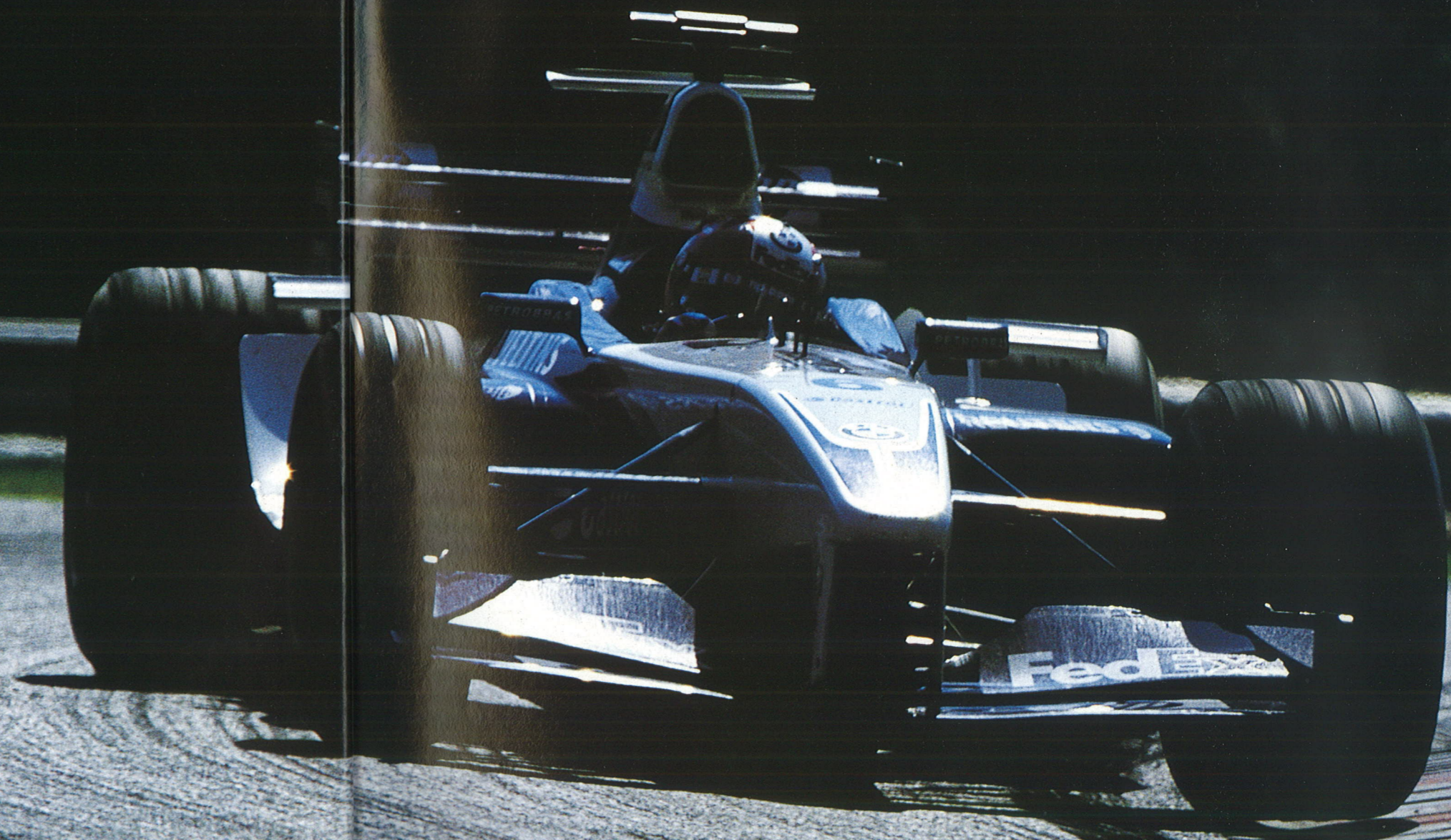
Going nowhere fast

Juan, his FW24 bristling with ugly aerodynamic addenda that have failed to conjure the necessary downforce, understeers his way to an inconsequential 11th place

Circuit: Hungaroring, Hungary

Time/date: 3.10pm, Sunday August 18

Photographer: Darren Heath, Canon EOS 1V, 600mm lens, Fuji Velvia film, 1/500 at F10





Tartan barmy

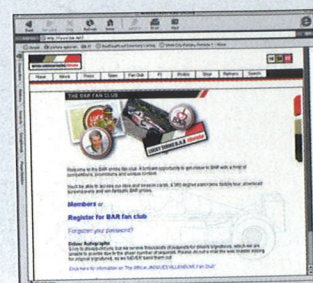
It's too cold, the Michelins are too hard and poor wee Allan just can't get a balance. This grand prix lark must make those Le Mans all-nighters feel like a total breeze

Circuit: Hungaroring, Hungary

Time/date: 10.26am, Saturday August 17

Photographer: Charles Coates/LAT, Canon EOS 1V, 600mm lens, Fuji Velvia film, 1/60 at F16

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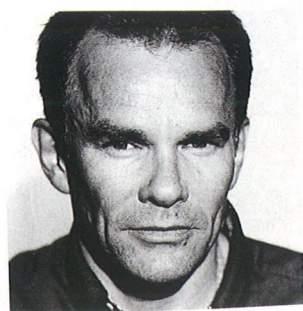
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Peter Windsor

Formula 1's latest fashion is... sacking mega drivers. But change for change's sake won't make a bad team good

At least two people – Juan Pablo Montoya and Frank Williams – spontaneously spoke about it in the paddock at Spa, so I make no further excuses: the sacking of guys like Felipe Massa, Mika Salo and Allan McNish is nothing short of ridiculous.

Sure, there are the reasons we are given. Toyota believe that new blood is needed in order to accelerate the development of their still-young cars. That is about as logical as swapping your partner because your marriage is now working well. Of course Olivier Panis is a quick, solid driver with vast experience; for Olivier, a guy who deserves a chance with a major team, this is great. He has proved that he can outperform, say, Jacques Villeneuve – and he of course has that great Monaco win. Is he *that* much better than Mika Salo, though? Will he alone transform a very promising package into a race-winning car? Certainly not. That happens when the engineering is right. Engineers need great data and great data is provided by very quick drivers who live on the limit of car performance and speak only when they are spoken to. Panis can do that; there's no doubt about that. So can Salo, however – and so can McNish.

(Below) Toyota dump McNish and Salo, while Sauber junk Massa. But why? Their replacements are unlikely to be significantly better

To make matters worse (and probably because he is being paid off for 2003) Mika Salo is now having to walk around the paddock trying to convince anyone who asks that he's tired of racing and is looking forward to retirement. Judging by the way Mika drove at Spa – and has driven at plenty of other races this year – his mind is about as far from retirement as Toyota's is from reality.

And another thing: Mika Salo is his own man, a free spirit who has never given up. He is extremely loyal, has phenomenal feel and makes the art of driving



look MTV-easy. In short, he is the sort of guy whom Formula 1 needs. His sacking is particularly absurd.

The major beneficiary of this, ironically, is Jenson Button. Olivier Panis would have cramped Jenson's style at BAR (for they are not altogether unlike in terms of the way they do their work). Jacques Villeneuve, all oversteer and... Jacques... is by contrast a perfect foil for Jenson. Jenson drives with the front end of the car, works hard and is very, very hungry.

Then there's Felipe Massa – a fast and dramatic driver who is already beginning to show up his team-mate at Sauber-Petronas, Nick Heidfeld. If Heidfeld is beginning to stand for experience, consistency and intelligence, Massa's calling-card is a ragged-edge ability that at worst is very special.

If you want balance, then, you would think that Heidfeld-Massa is about as good as it gets – except that neither of them has yet won a race. So let's throw Heinz-Harald Frentzen into the mix. He's still hungry, still very versatile and of course he's a proven winner, not to mention a German. You go for him... and then logically you run Massa alongside him, capturing again the best of both worlds.

Wrong. Sauber have chosen Frentzen-Heidfeld, two drivers who effectively cancel one another out because they are similar in the way they use their car and the way they approach their profession. You have to respect Peter Sauber because of the faith he has had over the past two seasons in both Kimi Raikkonen and Massa; and, having discovered something pretty near to another Kimi, you have to assume that he knows what he is doing when he tells Massa that he won't be needed (for racing) in '03.

Whatever his rationale, though, there is no denying the fact: Felipe Massa is a star who will grow ever brighter. Sacking him when the messy year – his first – is almost out of the way is a bit like throwing the puppy outside when you've finally got it house-trained.

What else is happening? I suppose Jaguar could decide after all not to sign Mark Webber – that would be in keeping with the lunacy of the times – and I guess Eddie Irvine might even stay in business. If guys like Salo and Massa can be shown the door, anything, anywhere, is possible.

Who knows – Spa may disappear, Niki Lauda could be given a new multi-million pound extension to his Jaguar contract and Jacques Villeneuve's manager could be appointed the new Bernard Ecclestone.

None of this, in the context of the past few weeks, would surprise. **1**

'Felipe Massa is a star who will grow ever brighter. Sacking him when the messy year – his first – is almost out of the way is a bit like throwing the puppy outside when you've finally got it house-trained'

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CIRCUITS CULLED

End of the road for F1's favourite track

Even true greatness may not be enough to save the place of Spa-Francorchamps in Formula 1 next year



1953: Ninth win on the trot for Alberto Ascari



1967: Dan Gurney's win with the Eagle-Weslake



1970: Chris Amon's mega second in the March 701



2001: The drive of the season for Fisichella's Benetton?

Jacques Villeneuve exits Eau Rouge just shy of 200mph. Has this breathtaking, beautiful sight been lost to F1 for ever?

Formula 1 is on the verge of losing Spa-Francorchamps, one of its few remaining great tracks, from the calendar. With Bernie Ecclestone planning to evict two grands prix from the 2004 F1 calendar, Spa and the equally beleaguered Silverstone are those most at risk.

Ecclestone has taken exception to the Belgian government's proposal that tobacco advertising be banned in the country from August 1 '03. Tobacco advertising at motor racing events elsewhere across Europe is not due to be banned until '06.

With the Belgian Grand Prix traditionally being staged in late August, any '03 race being run after August 1 would fall foul of the advertising ban. The advertising sites around a grand prix circuit are among the most lucrative money-spinners at the event. If cash-rich tobacco companies are not allowed to advertise at the circuit, the promoter, in this case, Ecclestone, stands to lose a major source of revenue.

By way of a short-term fix, John Goossens, president of the RACB (Royal Automobile Club de Belgium), has proposed that the race be swapped with one before August 1 – Magny-Cours, for example – but Ecclestone has rejected this. "What about the following year?" he said. "It's politics and I've told the politicians that either they fall into line with the '06 ban, or they won't get the race next year."

Ecclestone's stance is nevertheless surprising, given that (1) he is still involved in the promotion of the race, (2) he owns a nearby hotel, which will see revenues drop without the grand prix, and (3) he has just confirmed his hotel booking for next year.

There are some, notably F1's photographic corps, who despise Spa, for the difficulties it presents to their work and for the sometimes terrifying zeal with which out-of-bounds areas are 'policed' by security guards with dogs.

To the wider F1 community, however, the loss of Spa would be deeply felt – nowhere more so than among the drivers, who still relish its unique challenge.

One possible course of action would be for the Belgian government to treat F1 as a special

case, as did the Malaysian government (and the British, too, incidentally), to safeguard the future of their GP. Such a move would, of course, be one of extreme political sensitivity.

Should neither Ecclestone nor the Belgian government back down, Spa seems unlikely to be reprieved; and, were it to be lost, it would be extremely difficult for it to find a way back onto the calendar.

Silverstone's future also remains clouded, as Ecclestone's hostility towards the 'home of British motor racing' is a matter of record. Octagon, Silverstone's leaseholders, recently announced they would be prioritising the improvement of retail and toilet facilities at the circuit, putting back the costly but necessary rebuilding of the paddock and garages facilities to '04.

Elsewhere, Magny-Cours is derided by many F1 insiders, but it has the paperwork in place to stage the French GP until the end of '04 – and the track layout is to be substantially revamped in time for '03. This may not be enough to head off Paul Ricard, which has the blessing of Ecclestone (whose company owns it) and FIA president Max Mosley.

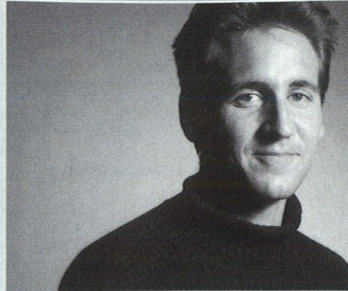
Ecclestone made his stance on new F1 venues explicit during a visit to Turkey shortly before the Hungarian GP, where he confirmed that two calendar dates would become available in '04 and that there were at least seven bidders for the slots.

Of the putative grands prix, Russia and Turkey are the most likely; Ecclestone has made favourable noises about both, but doubts remain about their feasibility even though they represent 'emerging' (and therefore sponsor-friendly) markets. Moscow's bid recently fell through at contract stage, and construction has not yet begun – there is even talk of the land being used for housing. Turkey, another contender for '04, is about to have an earlier than expected general election. There is no guarantee that whoever wins will want to subsidise or even to fund outright the construction of a grand prix-standard facility.

Shanghai, Bahrain, Egypt and Beirut remain in the mix, too. But could any of them match the majesty of Spa?

On the inside

Why Pouhon is the new Eau Rouge. Shame Spa's going



Recent resurfacing work at Spa rendered Blanchimont and Eau Rouge easy-flat this year. Bloody quick but, so long as you hadn't trimmed your rear wing too low, flat nonetheless. The challenge had gone – for the supermen, at least.

For ball-tinling bravery, which has become synonymous with Spa over the years, you had to take a hike into the country in 2002, to Pouhon. It's a double-apex left-hander that has been unfairly overlooked in the past, such has been the aura (hype?) surrounding Eau Rouge. Not any more.

The entry to Pouhon is downhill, at a little over 130mph. The cars then accelerate to 170mph by the exit. As a spectator, you duck – just in case – and, given the Belges' unforgiving attitude to tobacco advertising (see separate story, left), you'd expect them to have given Pouhon a health warning too.

It's the kind of corner where you'd forgive, say, Michael for not hanging it out as much as he used to. He knows that, at nine-tenths, his F2002 would still be fast enough to give him pole position. But no: Schumi drove Pouhon as if his life depended on it. Even before turning in towards the second apex he was stamping on the gas, correcting a pinch of oversteer and bouncing along the inside of the exit kerb. For a man in his 12th season of F1, it was inspirational stuff. Yes, Kimi Raikkonen was equally committed, but deficiencies in his McLaren MP4-17 wouldn't allow him to carry as much speed as Schumi could.

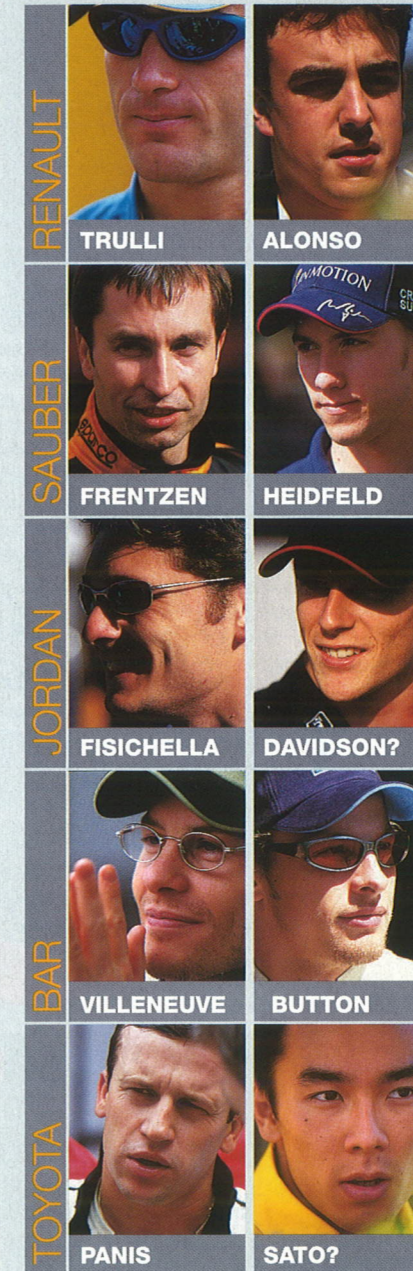
Michael spoke for everyone when he said, "Spa is my favourite circuit, and it would be very sad to lose it. Let's just hope all this talk about us not coming here next year is nothing more than that."

Over to you, Bernie.
TOM CLARKSON

OLD 'N' YOUNG IN F1

Innocence and experience

Youth has been very much the fashion in F1 for the last two seasons – but as the '03 driver market shapes up, the old guard are proving they still have plenty to offer...



Experience is back in vogue in the Formula 1 midfield, but not entirely at the expense of youth. Putative line-ups for 2003 reveal midfield bosses have retreated from the previous craze for young, keen, light and inexpensive drivers. Rigour-'n'-vigour seems to be the fashion.

Since the prize money structure in F1 is based on a team's finishing position in the constructors' championship, all the midfielders are scrambling to be 'best of the rest' – the position occupied by Sauber at the end of '01, but which they might cede this year. That could cost them millions of dollars.

Sauber showed well in '01 with an inexperienced driver pairing – but their performance was flattered by having a competitive package at a time when the other midfielders had, in effect, gone backwards. Now that the performance differential is much narrower (as evinced by the fact that an evolution of Sauber's package has, in the hands of a similarly competitive driver pairing, struggled to match their '01 form), it is not surprising that Sauber have recruited Heinz-Harald Frentzen (a 35-year-old in his ninth year in F1). At Prost and Arrows in '01 and '02 H-HF proved well able to move a technical package forward in spite of meagre resources.

Toyota have moved to secure the services of Olivier Panis (36; ninth F1 year) in place of their previous blue-eyed boy, Mika Salo (35; ninth F1 year). Panis's testing talents were highly valued by previous employers (and especially by

McLaren, who in '00 retained him as 'third driver'). His work ethic, too, should better that of Salo, who admits retirement will be "almost a relief".

Panis could be partnered by Felipe Massa (21; first F1 year) or, more likely, Takuma Sato (25; ditto) – without doubt the best Japanese driver to have made it to F1. Don't believe Toyota's protestations that a Japanese driver would put too much pressure on them at home: sooner or later they will need to have him, as senior Toyota personnel will privately admit.

Benson & Hedges would, for marketing reasons, prefer a Brit to partner Jordan's superb Giancarlo Fisichella. They could do far worse than Anthony Davidson, 23. He is intelligent, articulate and sponsor-friendly, and his first two races (Hungary and Spa) were promising – even if he is not yet the finished article.

When Jenson Button (22; third F1 year) became available, BAR pounced. Jenson has not yet proved his mettle as a car sorter – witness his struggles last year in a ropery Benetton – but his natural pace will gee up Jacques Villeneuve (31; eighth F1 year), who has savvy to match his \$18m salary.

Jarno Trulli and Fernando Alonso? Trulli, 28, has been in F1 since '97, but can he sort a car? The jury is still out, and he'll also have the rapid Alonso (21, second F1 year) to keep him on his toes. Tough.

Who has the best balance remains to be seen, but one thing is certain: the F1 midfield is too tight for risks to be taken.



Like to see this badge back in F1? Join our campaign to help make it happen

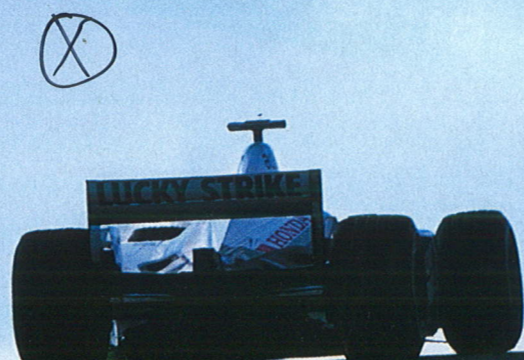
F1 Racing campaign: bring back Lotus!

During F1 Racing's interview with David Richards and Jenson Button last month, Richards said he was planning to change BAR's corporate identity in the off-season. Editor in chief Matt Bishop passed this on in his monthly letter (free to all subscribers),

along with an invitation to write in with ideas for new names – or even to back the return of 'Team Lotus'. We were deluged with hundreds of replies, and almost all said BAR should become Team Lotus.

F1 Racing heartily agrees. No other potential name has comparable

resonance; in fact, since Jaguar Racing have failed to become the 'Ferrari in British Racing Green' they hoped to be, perhaps the time is right for Lotus (in classic BRG-and-yellow livery, of course) to take up the baton of national pride. Mr Richards, Britain expects. Can you deliver?

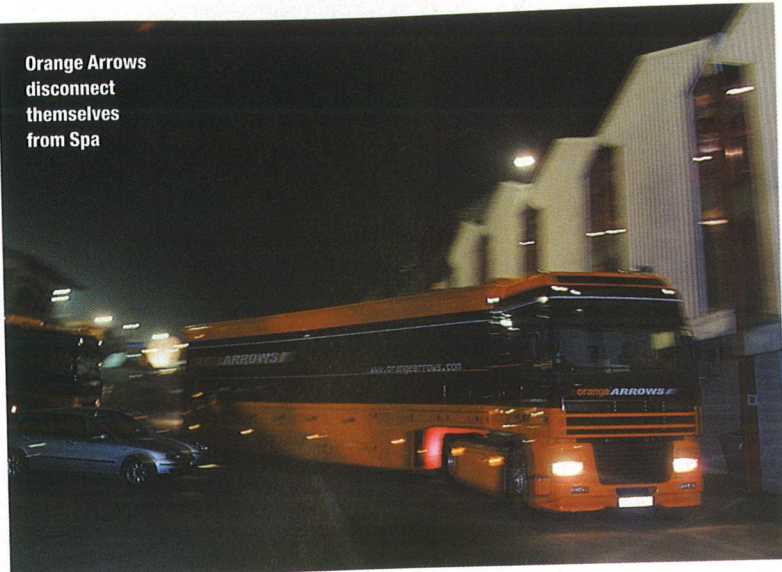


Splash 'n' dash

▽ Jag claw back Oastler to F1

Malcolm Oastler, BAR's ex-technical director, is back in F1 with Jaguar Racing. He has been appointed acting director of engineering. Guenther Steiner remains as MD and acting technical director, so, significantly, the post of technical director remains open.

Orange Arrows disconnect themselves from Spa



NO SHOW? NO GO...

FIA poised to shoot Arrows

The future of Arrows is likely to be decided by the FIA – whether or not a mystery American buyer rides to the fiscal rescue.

As F1 Racing went to press the team had been called to explain their absence from a second successive race. They did not appear at the Hungarian GP and, although they were present at Spa-Francorchamps, they did not participate in any practice sessions and left on the Friday night. The only explanation they could offer was that the deal to sell the team would not be completed prior to the race.

Arrows' future in Formula 1 depends on a lenient hearing. Several team bosses made it clear at Spa that they have lost patience with Arrows' plight – although they also asked not to be quoted. Bernie Ecclestone, though, had no such reservations.

"Enough was enough maybe a couple of races ago," he said. "We'll see what happens now. They're saying that they're

not here because it's *force majeure*. If they can prove that, then maybe they've got a chance of hanging on. But if they can't, they probably won't go to Monza."

One factor the FIA will take into account is the putative buy-out by an American. No-one at Arrows is willing to speak about him, but rumour has it that he is a steel magnate worth about \$400 million. Without this deal, Arrows will most likely cease to exist.

"We expect an explanation in the next few days," said FIA official Richard Woods. "And the FIA's subsequent action will be based on an analysis of that explanation. The range of potential sanctions is very wide. The crucial question that needs to be resolved is that of potential insolvency."

"There are also sporting-related issues such as what happened at Magny-Cours. Until we see the explanation and exactly what the motivation for pulling out has been, we can't say anything."



POACHING FROM FERRARI
If you can't beat 'em, nick 'em!

How to take on Ferrari? The seemingly invincible red team are soon due to dyno-test their 053 V10, determined to begin 2003 where they left off in '02.

In the face of such strength, their closest rivals, Williams and McLaren, have been forced to poach to keep up.

Ferrari gearbox man John Sutton has joined McLaren, and Williams' aero expert, Dr Antonia Terzi, was poached from Ferrari in April to join their two other senior aerodynamicists.

Sutton joins McLaren as part of a big technical reshuffle at the team. Former Arrows technical director Mike Coughlan has followed Sutton to Woking as chief designer and both will work under technical director Adrian Newey. Sutton designed the internals of Ferrari's '02 gearbox and Coughlan (renowned as an innovative thinker) specialises in the mechanical side of F1 design.

Ferrari technical director Ross Brawn played down Sutton's appointment with McLaren: "John knows the layout of our gearbox internals, but the key to Ferrari's success is greater than just the gearbox." Even so, you can expect to see a new rear end on the McLaren MP4-17 before the end of this season.

Williams, meanwhile, have made fewer high-profile changes to their design team, but Terzi brought with her many of Ferrari's '02 aero secrets. This has led to paddock speculation that next year's FW25 will feature a dropped nose similar to that on the F2002, a twin-keel front end (although neither Williams nor Ferrari use this aerodynamic device in '02) and an ultra-compact Ferrari-esque rear end, featuring a unitary engine/transmission arrangement. Williams have denied that they have commissioned a German transmission engineering firm to 'do a Ferrari' on the car's rear end.

Faced with another 'redwash', both Williams and McLaren appear to have adopted a philosophy of: "If you can't beat 'em, nick 'em." About time, too. Roll on, Melbourne '03.

CHARLES COATES/LAT; STEVE ETHERINGTON/LAT; OLIVIE ROSE/LAT; MAXPPP; TOM SHAW/WALLSPORT; PA PHOTOS

JAG v JORDAN: PRIZE FIGHT!

Jordan-Ford: the truth

Question: when is a works engine not a works engine? Answer: when it's the Cosworth V10 that will power next year's Jordan-Fords. Confused? Don't worry: so is everyone else. F1 Racing gives you the inside line

On February 16 2002 Eddie Jordan had an informal lunch with a couple of Ford US high-ups, during which he suggested they close down Jaguar Racing and make their works Cosworth engines available to Jordan in '03 instead (branding them 'Ford' or even 'Jaguar'). And, although the signs were not at first encouraging, EJ soon realised that two senior Europe-based Ford men, Martin Leach (chairman, Ford Europe) and Martin Whitaker (European director, Ford Racing), were seriously keen on the idea of relaunching an overt Ford presence in Formula 1.

Even senior employees will privately admit that Ford are one of the world's most bewilderingly politics-riven organisations; indeed, it was the company's cultural inability to foster efficient internal communication that provided the cover under which Leach's and Whitaker's plans were able to develop. Unbeknown to Jaguar Racing's management (who vehemently denied the Jordan-Ford story when it was exclusively revealed by F1 Racing's editor in chief Matt

Bishop in our sister magazine Autosport on July 11), the project was quickly taking shape. By the time the Jag men woke up, the deal was nearly done. Between Hockenheim and Hungary they tried their damndest to scupper it – but, very late on August 17, it was finally done.

The next morning, race day at the Hungaroring, EJ was cock-a-hoop. Meanwhile Richard Parry-Jones (chief technical officer, Ford US), who had inked the deal the night before, told Jaguar Racing CEO Niki Lauda that no announcement would be made until the following Tuesday. That was a problem for EJ, for two reasons: (1) there were a couple of outstanding clauses which had yet to be signed, and he was terrified a last-minute glitch might cause problems, and (2) his number-one driver Giancarlo Fisichella, concerned that Jordan might not land a decent engine for '03, was talking seriously to other teams.

So EJ decided, unilaterally, to go public. Adhering to the letter, if not the spirit, of the contract he and Parry-Jones had signed, he asked his press officer Helen Temple to assemble as

many journalists as she could in order that they might ask him "a few questions" (note the detail: EJ asked the press to come and question him).

F1 Racing's Matt Bishop and Peter Windsor were the first to do so – and were given full answers, detailing a three-year Jordan-Ford deal which would see Ford "returning to F1".

Bishop and Windsor immediately confronted Lauda with the news, seeking a reaction. "A reaction to what?" asked Niki.

Bishop proceeded to outline the gist of EJ's gab – until Lauda, visibly shocked, began jabbing at his mobile phone and was overheard by Bishop and Windsor speaking in an animated fashion to Parry-Jones. Later that day Parry-Jones telephoned EJ, issuing what one Jordan insider described as "a 30-minute bollocking".

So will Cosworth Racing be paid for the engines they supply Jordan? Since Ford US regard Cosworth as a prime profit centre, they are insistent that Jordan must pay 'rate card'. And they will – or, rather, their partners (Deutsche Post, DHL, Danzas and Ford Europe) will, via a complicated

business-to-business contra-deal involving the purchase of 100,000-plus Ford commercial vehicles and a marketing link with Ford's new range of high-performance Fiesta RS and Focus RS road cars.

Lauda and his far-from-merry men remain incensed – not least because they are only too well aware that a Bridgestone-tyred Jordan-Ford driven by Fisichella (and AN Other) is likely to be a significantly more competitive package than a Michelin-tyred Jaguar-Cosworth driven by Pedro de la Rosa and Mark Webber. Remember, too, that Ford's biggest cheese, Bill Ford Jr, is hardly an F1 enthusiast, and that he remains hell-bent on cutting costs in all areas, and that as from '03 Ford will have a second presence in F1, and that Red Bull have made it clear that they would be prepared to buy Jaguar Racing outright...

Hmm... You have to ask: just how long have Jaguar Racing got?
• See Jaguar Racing exposé, page 84 ▶

▽ Bernie: has he bought Ferrari?

SLEC, Bernie Ecclestone's company, are rumoured to have bought a significant stake in Ferrari. Shares became available after Italian bank Mediobanca released some of their 34 per cent Ferrari stake. Mr E would not reply to F1 Racing's enquiries as to the putative purchase, but at least one senior F1 team boss believes the story to be true. Such a buy-in would increase Bernie's influence over any 'breakaway' F1 series involving Ferrari. GPWC, for example...



▽ Williams get quick heads up

Ralf Schumacher is testing a new head-up display system. The device is a co-production by BMW and helmet maker Schubert, and projects a small, transparent image onto the helmet visor.



CAUGHT ON CAMERA: DC ON HOLIDAY



A shot from the Club 18-30 brochure this month? No, no, that's our man DC partying on down at the Voile Rouge club in St Tropez like he's just won the world championship. Not this year, David, but it looks like you've got a career ahead as a cabaret artiste if you ever tire of F1...



On paper, Niki Lauda has the might of Ford behind him; in reality, the F1-savvy Eddie Jordan has outpunched both Lauda and Ford

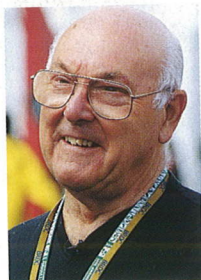
F1 RACING

Experience

▽ He's a card, our Muzza

For all those of you still missing Murray Walker, *F1 Racing* and ITV have 10 cardboard cut-out Muzzas to give away. Just click onto www.itv-f1.com by midnight on September 18 and, ahem, go-go-go!

See feature on page 76 ▷



▽ The art of Schumi

F1 Racing has five hand-signed prints of Michael Schumacher to win. Call 0901 070 5074 to enter. For more F1 memorabilia see www.collectorstudio.com; e-mail info@collectorstudio.com; or call on +1 416 975 5442



▽ **Bish of the day**
Don't forget you can watch the Italian GP with *F1 Racing* editor in chief Matt Bishop, Paul Stewart and Jo Ramirez at London's Café Grand Prix. Call 020 7629 0808 and quote 'F1 Racing'



TERMS AND CONDITIONS
The winning entry will be the first drawn after the closing date which is October 11 2002. Calls cost 75p/minute. See page 4 for details



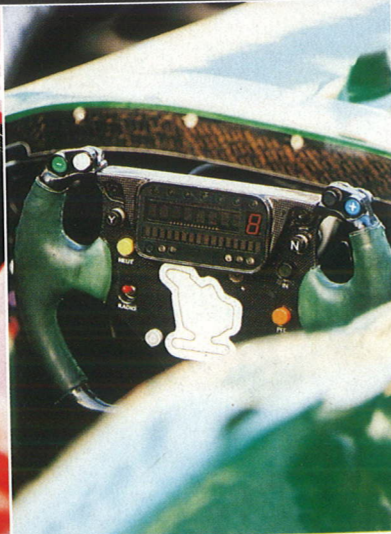
When in Rome...

... but Jarno Trulli is not in Rome any more – or even (sniff) Pescara, his home town in Italy. Why so? Takes his F1 seriously, does our Jarno. Made sense, then (for him), to move nearer Renault F1's UK HQ in Enstone. Hope you enjoy the country life, old chap!

LOOKY-LIKEY No 30: AT THE HELM



Jaguar R3B
Lean



Ferrari F2002
Mean

The boy's a bit special

Your guide to F1's next hot property: Tomas Scheckter

Who he?

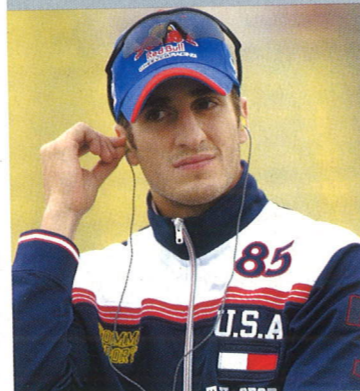
Ha! Surely you jest!

Not at all...

He's the son of the last Ferrari world champ before Michael Schumacher: Jody Scheckter, back in 1979

Oh, him. Wasn't he the Jaguar Racing test driver who parted company with the team at extremely short notice last year?

That's him. And there you were pretending not to know who he was...



Well, he has rather dropped off the Formula 1 radar, hasn't he?

He certainly kept his head down, so to speak, for a while – but he's on the comeback trail.

Oh really? In what?

He's in America's Indy Racing League at the moment, racing with and for that Eddie Cheever chappie who drove for Ken Tyrrell, among others, in Formula 1 through the '80s.

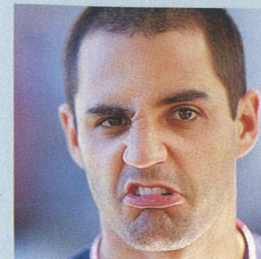
So he's effectively racing against his team boss? That's not a very equitable situation, is it?

No, and it's fair to say that all's not peachy between the two at the moment. Young Tomas has had a fair few shunts this season; and it's not just the repair bill that Eddie is cheesed off about – Tomas has crashed into Eddie's car on a couple of occasions and then left at short notice a few weeks ago. The first they heard about it was when he didn't turn up for a race...

A 'comeback' sounds unlikely. Nnnnyeeesss... But immediately before bugging off, he'd won in IRL for the first time – despite being in the 'third car' with an inferior tech spec. Perhaps he's destined to be a high achiever after all, then...

Maybe, but he'll have to patch things up with the higher Cheever first.

JAMES BAREHAM; PAUL GWILLIAMS; TODD BAUDERS/LAT; PETER SPINNEY/LAT; ILLUSTRATION: GRAHAM HUMPHREYS



YOU ASK THE QUESTIONS

The Grill Room: Juan Pablo Montoya

Well, we knew he was popular with you, the loyal and lovely readers of *F1 Racing*, but we didn't know just how popular. Now we do. You deluged us with questions for JPM. Here are the best

Ralf – not 'arf

Q. If you were able to choose your team-mate at Williams, would it be Ralf Schumacher or Jenson Button – and why?

PAUL FRASER

A. Ralf, because he's a stronger character and a tougher team-mate. But I've never worked with Jenson, so it's difficult for me to say much about him.

Handbags at dawn

Q. What really happened in Canada last year when you and Jacques Villeneuve had a 'fight'?

JOANNE GLEDHILL

A. We never had a fight. We had an exchange of views about something that happened on the track.

Well-endowed

Q. At a recent grand prix David Coulthard described you as having "big balls and no brains". What was your reaction to this?

SINEAD REILLY

A. I don't care what David thinks – it really doesn't bother me. He should concentrate on beating Kimi Raikkonen and not waste his time talking about me.



JPM and DC had a bit of a dust-up at the Nürburgring this year. Does Juan care? What do you think?

Y. Skid marks

Q. Do you wear lucky underpants like DC?

JAMES GRIFFIN

A. No. Can you imagine how dirty his would be?!

Mad about the boy

Q. What's the angriest moment you've had in your motor racing career?

DAN BROWN

A. Interlagos this year, with Michael Schumacher. He just swiped across in front of me and took my wing off. I was really angry.

Just Williams?

Q. You've been quoted as saying you've always dreamed of racing for Williams. Will you be at Williams as long as you are wanted, or do you have an ambition to race for another team?

SAM WONG

A. I don't want to drive for anyone else at the moment, but you never know what could happen in the future. F1 is a funny business.

All-time number-one

Q. Who is your favourite driver of all time?

BEN MOUNCER

A. Ayrton Senna. He's my idol. I loved the way he went about his racing. He was an inspiration.

Stand aside, Schumi

Q. Would you thrash Schumi if you were driving a Ferrari? And would you join Ferrari if you were given the chance?

LAURA BOYD

A. I would love to think I'd thrash him, but I don't consider moving from Williams at the moment. If you're asking whether I would mind being Michael's team-mate, then the answer to that is no.

Totem poles

Q. Are you angry to have had several poles this season without winning from them?

DANIEL DENCIK

A. It's been frustrating, but that's racing. I always look to tomorrow and hope that the win will come.

Out of office auto-reply

Q. How did you spend the three-week break between the German and Hungarian GPs?

SUZY PRIOR

A. In Miami, with family and friends. We had a cool time on go-karts, motorbikes and jet-skis.

Starting karting

Q. Was your father forceful or patient with you when you started racing in karts?

LES KEATING

A. My dad was very patient and never pushed me. You might call him the ideal racing dad.

Shunt!

Q. What's the biggest accident you've ever had? How fast were you going? Did you get hurt?

ADAM POTTS

A. At the Motegi ChampCar race, in practice, when Michael Andretti put me in the wall. I locked all four wheels to avoid him, but couldn't. I was bruised – but you would be, too, if you'd hit the wall at 235mph!

Je ne regrette rien

Q. Would you live your life any differently if you could live it all over again?

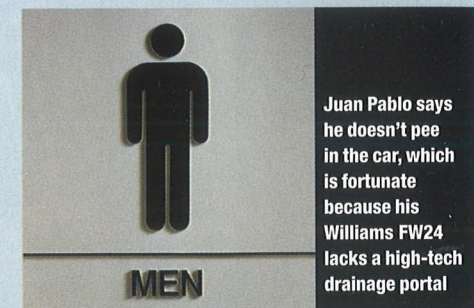
STEPHEN LATHAM

A. I would do exactly the same again. I love racing and I've never got bored with it and I never will.

Give us a tinkle

Q. Ralf said in *F1 Racing* [August 2002] that he likes to go for a pee last thing before a race. What are your last-minute preparations? Do you have an in-car drainage device?

LEWIS KIRK



Juan Pablo says he doesn't pee in the car, which is fortunate because his Williams FW24 lacks a high-tech drainage portal

A. I get out of the car. I like to have a cool towel on my shoulders and neck and chill out. I don't know if drivers pee in the car. I don't.

Road America

Q. If you could drive your Williams on a US circuit, which would it be and why?

ELTON LAM

A. Elkhart Lake – a really fast and fun track. The F1 car would be absolutely mega around there.

I'm the invisible man

Q. If you could be invisible for 24 hours, where would you go and what would you do?

KAREN HOBUS

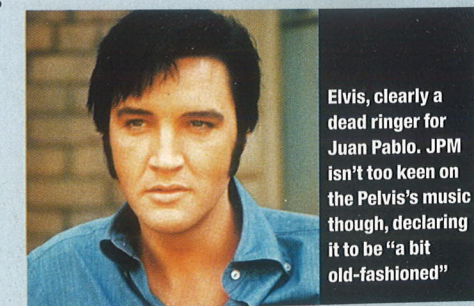
A. I would want to be a fly on the wall in a Ferrari technical meeting... among other things.

Elvis impersonator

Q. I've always thought you look a bit like a tanned Elvis Presley. What do you think?

CHRIS HARSLEY

A. [In fits of giggles] I was one when Elvis died – so it's difficult for me to say! If you want me to comment on his music, I listen to it, but it's a bit old-fashioned.



Elvis, clearly a dead ringer for Juan Pablo. JPM isn't too keen on the Pelvis's music though, declaring it to be "a bit old-fashioned"

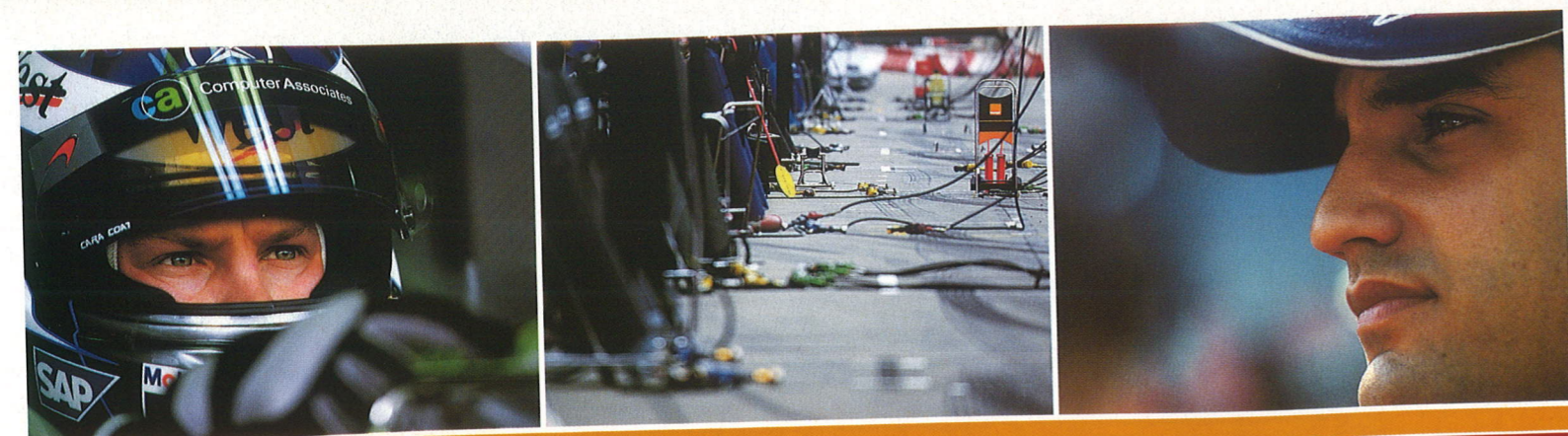
Pillow talk

Q. Are you a member of the Mile High Club?

A. What's that? [Then, after explanation] No. Why would you want to do that?

NEXT MONTH...

JENSON BUTTON is our next Grill Room victim, and EDDIE JORDAN will follow a month later. Send us the most off-the-wall questions you can come up with and we'll pitch on your behalf. Our email is letters.f1racing@haynet.com or fax us on 020 8267 5022. If you prefer, you can send queries by letter to *F1 Racing*, 60 Waldegrave Rd, Teddington, Middlesex, TW11 8LG. Get askin'!



F1 RACING MAGAZINE MAN OF THE YEAR

Man of the Year Driver of the Year Principal of the Year
 Most Improved Team of the Year Rookie of the Year
 Pitcrew of the Year Overtaking Manoeuvre of the Year
 Car of the Year Personality of the Year Qualifier of the Year



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The F1 Racing Man of the Year Awards – already deemed the most prestigious in motor racing – are coming up fast, and you get to decide who wins! Cast your vote on www.f1racingawards.com. Don't delay, get voting!

www.f1racingawards.com

F1 RACING COMPETITION

Win a £1,000 F1 watch! Pose like an F1 driver!

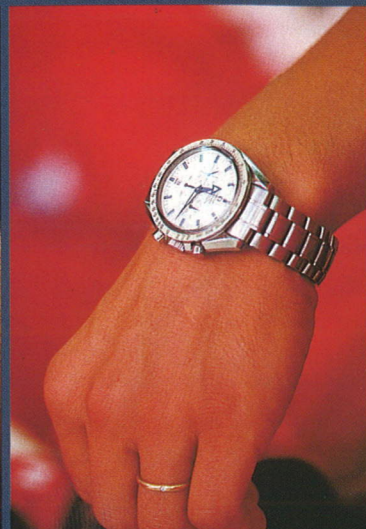
All you have to do to stand a chance of winning this fabulous competition is to identify correctly the wearer of each of the lovely timepieces below. By way of assistance, we've told you which watch is which and offered a clue or two – the rest is up to you!



1. The wearer of this Rolex Cosmograph Daytona tells us he's "very 'appy" with it



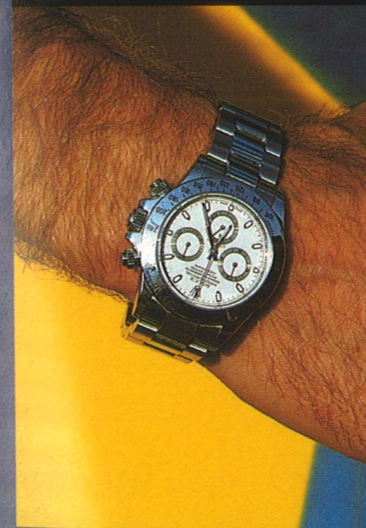
2. This Audemars Piguet Royal Oak has often been seen on pole position in '02



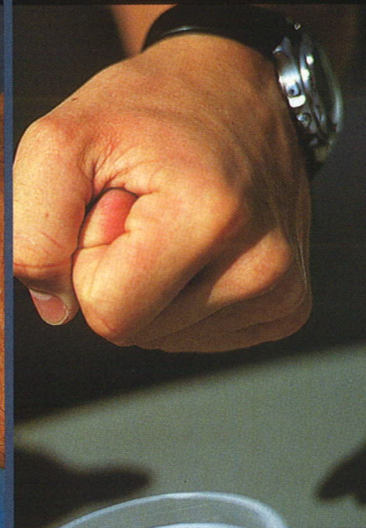
3. Only a true speed master would wear an Omega Speedmaster. He's their number 1



4. Good job this Panerai Luminor is strong: it's had some hefty shunts in '02. *Banzai!*



5. The owner of this Rolex Daytona always knows the way to a quick qualifying time



6. A rare TAG Heuer Kirium Chrono. Only three F1 drivers have them. Who's this?



7. This is the watch you can win. Should be pretty easy to guess whose it is. Aye...



8. A highly polished Rolex Yachtmaster. Its wearer lacks a little of big brother's sheen

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CLUB WORLD
 BRITISH AIRWAYS

RUBINHO: MY TURN NOW!



Cometh the hour...

... cometh the man. And The Man at Ferrari these days is... Rubens Barrichello. His task of supporting Michael to world title number five is complete, so the team are all his 'til season's end. He's *loving* it!

Words by Peter Windsor

(Main) Now that both world titles are decided, Rubens is racing for *himself*. Which is a situation he likes (above)

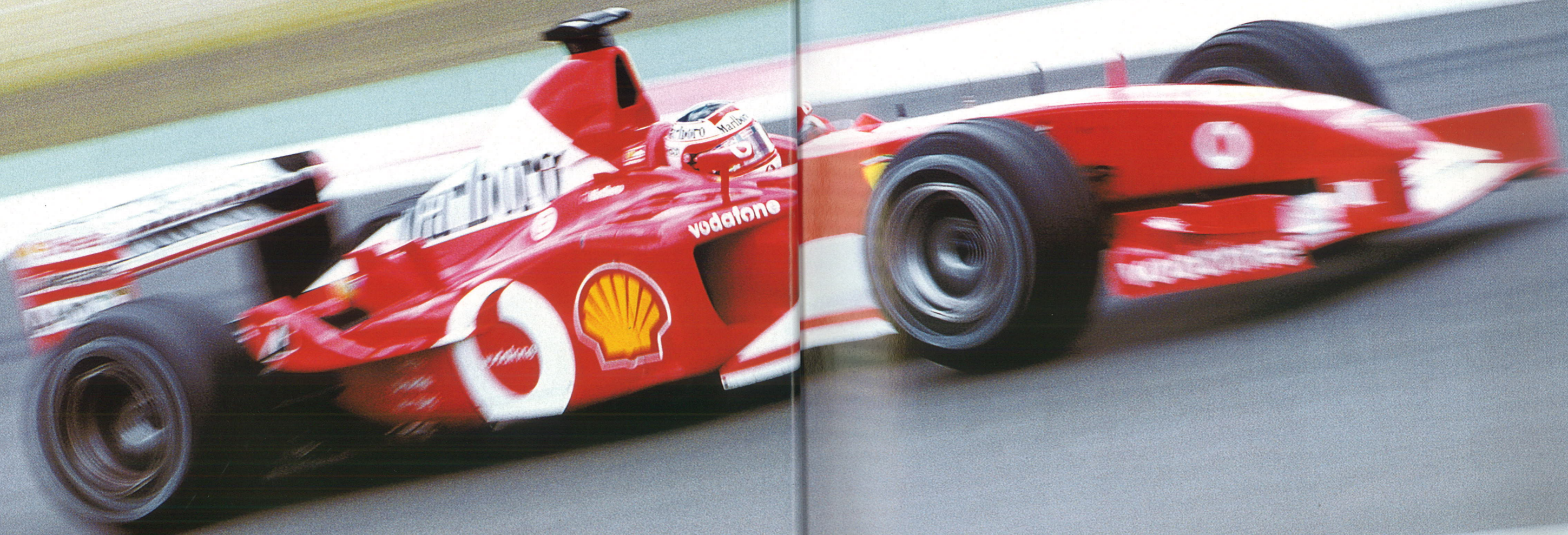
It's got to the point where Rubens Barrichello now has to run through the Formula 1 paddock because he's too polite to ignore his mates and yet too short of time to stop to talk. His F1 life is a blur right now – and his private life, given that frequently he flies to Brazil, is a little less than that. You win a race and they love you... for a while. You win two... and they

wonder why you haven't won more. You win three... and back they are to loving you.

He rushes in to the Ferrari motorhome, then, with a press aide to the right of him and plenty of people in pursuit. The man who *isn't* with him is Fred Della Noce, his avuncular manager, for Fred has broken his arm in a scooter accident at Brands Hatch. No matter. Rubens is sufficiently rounded –

and Fred sufficiently able – for business to proceed as normal.

Which, in the case of the Hungarian Grand Prix, means Rubens on the pole for Ferrari. It was a stunning lap in the literal sense of the word. Michael (not for the first time) had had to react to Rubens' lap time – leaving you to wonder, not for the first time, how important it is to Ferrari that Rubens ►



RUBINHO: MY TURN NOW!

'I'VE LEARNED TO PAY ATTENTION TO THE DETAILS AND TO RELY ON MYSELF. YOU MUST ALWAYS PUSH HARD'

now seems able to stretch Michael to the limit – to his limit and to the limit of the F2002. Michael Schumacher may still be a quicker driver than Rubens Barrichello, but we are talking hundredths of a second now, not tenths. Rubens has developed dramatically over the past two and a half years. He is fast, consistent and very, very intelligent. For Michael – for Ferrari – he is the perfect, race-winning counterpoint.

Qualifying in Hungary provides an example of Rubens' new level of performance. He feels, in the preceding sessions, that it is going to be difficult to induce a new set of Bridgestones to retain their balance for the entirety of the lap. Find the limit through sectors one and two and you may have lost the fronts by the time you reach sector three. He works hard, goading his engineer into trying a mixed set for qualifying. Michael, he hears, is running new tyres all round. Rubens stays with his plan.

"I think this is how I've developed most," he says. "I've learned to pay attention to the details. In the other teams I drove for – Jordan, Stewart – it was always a battle to find the compromise. You have understeer, you try to get rid of it with oversteer. Now, with my time at Ferrari, I have learned how to get to the point where you have a pure racing car, if you see what I mean. There are so many more details you can work with – and Michael is extremely good at this. I have learned from that."

With his mixed set of Bridgestones, Rubens indeed takes the pole – and it is decisive. On race day he will have more new tyres than Michael and – much more important – he will be able to start on the much cleaner side of the grid. Winning, after that, will just be a question of making a clean start and maintaining the concentration. Ferrari's technical director, Ross Brawn, pays Rubens the ultimate accolade even as the Ferraris pull up on to the grid: "In retrospect, Michael probably should have taken Rubens' route..."

We're not talking massive chassis imbalances here – we're not talking a Jaguar that understeers or a BAR that will not respond. We're talking the best car of the 2002 season, with a built-in advantage (in the case of Hungary, where the Michelins

are on the hard side) of perhaps two seconds a lap. In these circumstances, without question, it would be easy to follow the path of Michael Schumacher. It is proven; his system works.

Yet – details, details – Rubens listens to what his senses are trying to tell him. "I think it's probably more than just taking care," he continues, staring into the middle distance. "I have come to rely on myself [Rubens pronounces it, emotionally, *my-self*], in the sense that I no longer believe in bad luck or good luck or in trying to make excuses. Life is very fragile and very short. We only have a limited time to do what we are meant to do and I believe that there is a cause and a reason for everything. When you realise that, you realise that you must always push yourself harder and then harder still."

It is an all-embracing thing, this change. There is the effect of living within the Ferrari system and working alongside Michael. There is the effect of becoming a father (Eduardo was born to Rubens and Silvana on September 23 2001) – and there is the effect (good and bad, up and down) of being a Brazilian racing driver.

"Since I had a son I think I'm driving faster," he says. "People may think that strange, but it's because I'm now doing my job at 100 per cent. I love my family. I love

(Opposite) You can see it in his eyes: Barrichello has found greater inner strength, enabling him to drive more consistently and achieve better results. Which in turn boosts the confidence, which leads to results...



Rubens has gained confidence and feels better able to do his thing, even if his superiors (left) suggest otherwise. In Hungary (below), he chose his own tyre strategy – and won. Ferrari admit that Schumacher should have copied him



> How Rubens is catching Michael

Qualifying is the best measure of a driver's speed relative to his team-mate. The stats below, covering Michael and Rubens' three seasons together, show how many times they have outqualified each other. Things are closing up... and just look at how Michael's average qualifying advantage is shrinking. Things are getting interesting *chez Ferrari*...

2000	
Michael Schumacher	15
Rubens Barrichello	2
Schumacher's average superiority	0.483s per lap
2001	
Schumacher	16
Barrichello	1
Schumacher's average superiority	0.594s per lap
2002	
Schumacher	9
Barrichello	4
Schumacher's average superiority	0.181s per lap

NUMBER OF RETIREMENTS DUE TO DRIVER ERROR

2000	
Michael	1
Rubens	0
2001	
Michael	0
Rubens	2
2002	
Michael	0
Rubens	0

Correct up to and including Hungary 2002

Michael is, on average, a better qualifier than Rubens. No surprise there. But look closer...

In their first two seasons as team-mates, Michael was overwhelmingly superior.

Rubens arrived in Australia this year saying that he'd be stronger in 2002. And promptly took pole.

Okay, it was a wet-dry session and, yes, Michael was thwarted by waved yellows and a trip over the grass. But since when did such minor incidents frustrate the efforts of the mighty Michael Schumacher?

In Austria, Michael was hampered by a red flag. Rubens took

pole. Okay, so both sessions gave Rubens the better luck. But he doesn't often get the good luck, remember. And anyway, he had been on provisional pole at both of the previous two races and pushed Michael extremely hard – only to be pipped by Michael in the last seconds of qualifying both times.

In Hungary Rubens took pole again – and Michael conceded in the press conference afterwards that, "Rubens did a good job and I couldn't match it."

Michael is still ahead but Rubens is looming very large in his mirrors.

Suzanne Arnold

Eduardo so much that sometimes it hurts – and this drives me to get the best from myself – from my-self and no-one else."

And, incredibly, Rubens still turns in late and right-foot-brakes. No other team in the pitlane features drivers with such dramatic contrasts in style. Michael showed the world how to do it – how to take left-foot-braking to its ultimate, oversteer-controlling, turn-in-generating level – yet Rubens still drives his own way, does his own thing.

Back in '00, in Rubens' first year at Ferrari, it was a very different story. Then, the differences between the two Ferrari drivers were much more measurable. Rubens, with his wide entry, was slower into corners than Michael but on occasions was quicker at mid-corner and on exit. In '01, with traction control, Michael was able to

increase his exit speed without hurting his turn-in. Rubens, his advantage nullified, was struggling. If the F2001 had any sort of balance problem he was much less able than Michael to drive around it.

Over the winter, and coinciding with Bridgestone's new one-on-one relationship with Ferrari, Rubens worked on his entry to corners. He looked at braking with his left foot but discarded the idea almost immediately: he would stick to what he knew; more important, he would restore his believe in him-self.

Forced, therefore, to improve, he began to lift his right foot from the brakes sooner, letting the car float for a millisecond while he switched from brake to throttle. In so doing, he found a new area of the car to exploit. Michael, at a similar point of the ▶



RUBINHO: MY TURN NOW!

> Rubens: compare and contrast

Barrichello's sheer talent has never been in question. But talent alone isn't enough: all drivers must develop to reach the top. *F1 Racing* spoke to his first race engineer, Gary Anderson, and his Ferrari race engineer, Gabriele delli Colli, to check out his progress. Interviews by Tom Clarkson



GARY ANDERSON
(Race engineer 1993-94, Jordan)

"Right from the start Rubens knew what he needed from the car to be quick. That came naturally."
"He was great over one lap, but not over a race distance."

"Rubens used to talk a lot over the radio, especially during practice. It meant that I could be thinking about a change to the car before he had even arrived in the pitlane, which saved time. It showed he had some spare capacity while driving."
"He was quicker than all of his team-mates at Jordan, although he and Eddie [Irvine] were pretty close. Rubens, however, was the smoother of the two and there seemed to be more method behind his quick laps."

"You could criticise him for not being consistent enough."

"His performances fluctuated a bit and he wasn't perhaps the hardest nut psychologically."

"He had too many hangers-on, all making decisions for him. The first decision he had to make all weekend was whether or not to outbrake someone in the race, and it often went wrong. By getting rid of some of the people around him, I believe he has grown into a better, more mature racing driver."



GABRIELE DELLI COLLI
(Race engineer 2002, Ferrari)

"It's very challenging to work with Rubens because he is very demanding about what he wants from the car."
"I'd say he's better over a race distance than he is over one lap. He's able to hold quite a consistent pace in the races."
"His feedback is very good and he is a driver who knows what has to change in order to make the car improve."

"He is a very smooth driver, which means that he is very easy on the tyres, and that is an important factor when you are making a choice about which tyres to use at a grand prix."

"I joined Ferrari this year, having race engineered Jarno Trulli at Jordan last year. Sure, Jarno is very quick, but Rubens is better because he is a better racing driver, especially on used tyres which is when he is very consistent."

"He is a driver who needs everything on the car to be right before he can take it to the maximum. The F2002 is a very consistent car, so it's easy to keep Rubens confident."

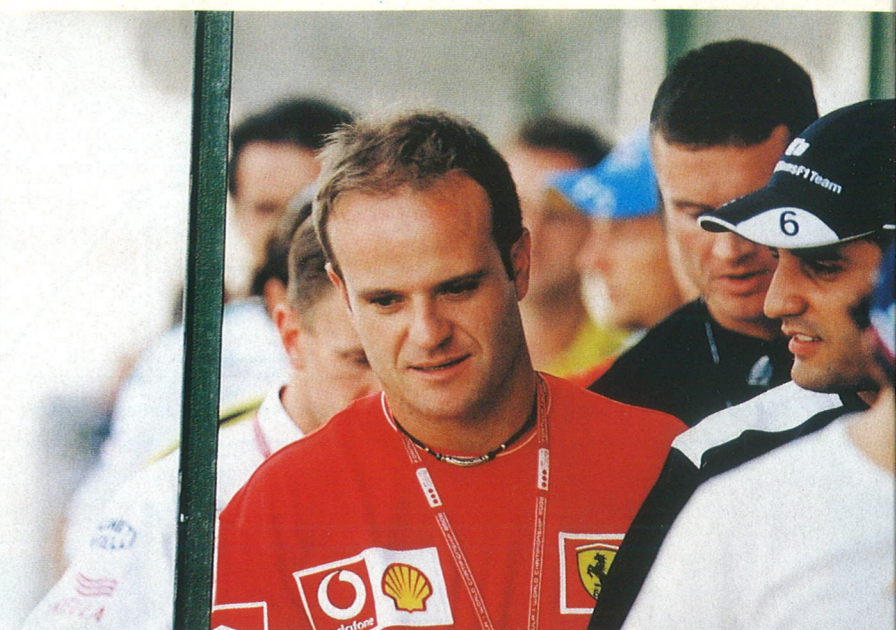
"Sometimes under pressure the Brazilian in him shines through, but not very often."



(Main) Barrichello has given Schumacher a hard run for his money this season. He has won through skill and ability. He's more comfortable with the media, too, lapping up the parc fermé adoration (left). He knows he's arrived at last



DARREN HEATH; ANDY EARL



(Above) Second in the championship is still up for grabs. Ferrari have put all their might behind Rubens' bid and since Germany it has been his name on the spare car (right). For the last few months of 2002, Rubens takes the role of number-one Ferrari driver



(Above) Rubens prepares to start from pole in Austria. Michael is starting from third spot and Rubens is about to drive a superb race which will end amid great controversy...

'NO-ONE HAS EVER RACED CLOSER TO SCHUMACHER (IN EQUAL CARS). RUBENS LOOKS VERY GOOD INDEED'

corner, would be transferring brakes-to-steering-to-throttle, mixing them perfectly, depending on the grip, depending on the balance. Rubens was beginning to use the tyres in a new way, easing the car towards his apex momentarily without brakes or throttle. Would this new technique work with a greatly inferior car? Maybe, maybe not. On the new-spec F2001, though, and on the F2002, Rubens found a new dimension.

Imola was pivotal. An engine problem obliged Rubens to switch to the spare car for qualifying. Its seat and pedals were fine but the steering column was set for Michael – a bit lower than Rubens would have liked.

Even so, Rubens was dramatically quick, moving Michael into racing the chassis that Rubens had qualified. That was the last time, you could say, that Rubens' speed needed to be explained by something. He proved no less competitive on race day and went on to take the Austrian pole, head down, forgetting the distractions and committing to the ultimate lap.

On balance it is still probably better to left-foot brake. Michael can do what Rubens does – but not vice versa. It's impossible to imagine that right-foot braking is the quickest way around Turn

One at Suzuka, for example. Rubens also puts a lot of physical strain on his right foot and leg. He didn't feel comfortable in the spare car when he raced it at Hockenheim (he was angry with himself later for not spending more time with the spare!) and cramped up as a result. Likewise, a slight footrest problem developed during the Hungarian Grand Prix. Forty-five minutes after the race, Rubens was still limping.

It's unlikely that Rubens will ever change, however. No-one has ever raced closer to Michael Schumacher (in equal cars) and, beyond that, Rubens is starting to look very good indeed both in traffic and under pressure. His style gives him slight margins on entry that committed early-apex left-foot brakings would love to have.

What can he achieve? Certainly more wins. It is probably good that irony played its role after Austria, for Michael's words in parc fermé – "Don't worry, Rubens, I'll pay this back!" – were quickly nullified by the post-podium furore: just when Rubens was due the payback, Ferrari of all teams cannot be seen to be giving wins away.

So the deal is this: from now until the end of the season, Rubens has the spare car and the knowledge that Michael won't try to race him if he, Rubens, is in front. This means that the gloves are off for qualifying, for the start and in pitstops (in terms of strategy, time won or lost on the ground and in- and out-laps). In Hungary, of course, Rubens won on all counts, brilliant in his performance under pressure.

Next year it will be different. Rubens is contracted to assist Michael win another one. This he will do – sure in the knowledge that he will win, and could win the world title, should Michael run into any sort of problem.

The Brazil factor? He began to learn about handling the Brazilian press (and fans) after the race there in '95, when he could see in the eyes of his parents and friends that they thought that he thought that he had lost his self-belief. It was the beginning of the long road back. And, yes, he's had some bad races at home, but in some ways Interlagos has been everything to him. It was because of his drive there in '99, when he led the race in the Stewart, that he was chosen to replace Eddie Irvine at Ferrari.

Next year in Brazil he will stay quiet. He won't read what they say about him and he will try not to listen to what they say about him. Instead, he will continue to rely upon all the things that matter – in his self-belief, in his family and, above all, in his God. Rubens speaks openly about his spiritual belief but is careful never to lecture. "It's how I live my life," he says. "I am much more thankful now than I have ever been before. I just try to appreciate every moment of every day."

And Rubens cares about other people. He took Felipe Massa out to dinner on the eve of the Hungarian GP because it seemed to Rubens that Massa had done a great job yet was under pressure not only from Sauber but also the press. He told Felipe to be calm, to believe in himself and not to listen too much to what they try to say about him.

The next day, like Rubens, Massa drove the best race of his career to date. 1



MAIN: LORENZO BELLAICATI; INSETS: DARREN HEATH; STEVEN TEE/LAT; LAT; ARCHIVE

RUBENS A-Z

Compiled by Stuart Codling and Tom Clarkson; main photograph by James Bareham

A

- Allegra. Rubens' yellow Labrador, who lives in Brazil with Rubens' parents.



B

- Bassa. The sequence of corners at Imola where he had a massive shunt in 1994 (left).



- Corporate. Having been schooled by Jackie Stewart in the ways of sponsor schmoozing, Rubens knows his ABC (Always Be Corporate)...

D - Daytona. Rubens' Rolex (right) was a reward from Jackie Stewart for qualifying fifth in Argentina in '97.



J

- Jackie Stewart. Rubens' mentor and the man who reignited his career in '97.

K - Knockers. Rubens has had plenty of these over the years. Some people always seem to want to think the worst of him.



L - Ladders (right). Don't call him superstitious, but he won't walk under them...



M

- Marriage. He says it's the best thing that has ever happened to him. What? Even better than winning at Hockenheim '00 (left)?

N - Naldi. The restaurant that Rubens dines at before each San Marino GP.

O - O-rings. Funny how the failure of an inexpensive part can lead to a big mess. He'd done a grand job in qualifying the Stewart SF3 fourth at Melbourne in '99, but his engine blew up on the grid when the o-rings on its cam covers failed.

P - Portuguese. They were the students he liked to chase during his bachelor years while living in Cambridge.

Q

- Qualifying. Rubens is an unsung master of the magic hour. Look at how often he's outdone Schumi this year.

R - Right foot. He won't brake with anything else.

S

- Silvana. His long-time girlfriend, now his wife.

T - Toys. Make that karts, buggies, model aeroplanes. But no helicopter.

U - Unloading. Rubens habitually visits the toilet before the start of a GP.

V - Verstappen. While they were team-mates at Stewart, Jos bought Rubens one of his favourite toys: a gun that can fire fruit (right) 500 metres.



W - Wet. Rubens has an uncanny feel for a damp track, as evinced by some of his most memorable performances - beginning with Donington '93, his third F1 race (left).



X - X-rated. The normally well-dressed Rubens made a major fashion faux pas with these stripy trunks (left) for an F1 Racing story in '97...

Y

- Youth. He's been in F1 for so long that it's easy to forget he's still a youngster - he's only just turned 30.

Z

- Zabaglione. A sugary Italian dessert speciality that Rubens has to avoid when he eats at the Naldi.



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The **57** most important people in Schumi's life so far...

There is – can be – only one Michael Schumacher. That much we know. But there is also a veritable legion of behind-the-scenes supporters who help to make him such an indomitable force. And here they are, all 57 of 'em, exclusively revealed by *F1 Racing*

Words by Stuart Codling and Tom Clarkson

We've got kind of used to this view, haven't we? Schumi. Invincible, unstoppable, phenomenal. But he hasn't done it alone, no siree

MICHAEL'S IN-CROWD



Balbir Singh (above left) is Michael's personal trainer and masseur. Wherever Michael is, Balbir will be nearby – even on the grid



ROLF & ELISABETH SCHUMACHER

Michael's parents, to whom he was born on January 3 1969. Rolf built Michael his first kart for his fourth birthday, and now runs the kart circuit at their home town, Kerpen.



Corinna Schumacher (née Betsch): Michael's wife, the mother of his two children, Gina Maria and Mick. The most important person in Michael's life?



TONI SCHUMACHER

No relation to Michael, but the man whom he most admired as a kid. Toni was goalie for the Cologne and German football teams, which is why Michael played in goal during at school.



GERD NOACK

A friend of Michael's father, and one of his first patrons. When Rolf had difficulty affording new parts for Michael's karts, Gerd helped out.



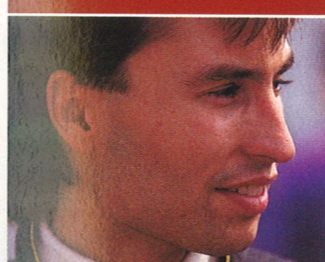
PETER SIEBER

Heinz-Harald Frentzen's karting mechanic. Went on to run Michael in European Formula Ford in '88 in the EUFRA team. Gave Michael his first single-seater test, at Hockenheim in late '87.



HERR BERGEMEISTER

Owned the garage where Michael worked as a car mechanic. Accommodated the need of his young apprentice frequently to take Fridays off to go racing.



Heinz-Harald Frentzen: Michael first met Heinz when he was 12 and H-HF was 15. They were rivals (and, for a while, team-mates) during their ascent to F1 through Formula Koenig, Formula 3 and sportscars; H-HF was, therefore, one of Michael's earliest and most significant performance barometers. When Heinz (who, at the time, was considered to be quicker than Michael) bailed from sportscars to race in F3000, Michael took over as team leader.



JÜRGEN DILK

Father of Guido, one of Michael's fellow karters. So impressed by Schumi, he took to supporting him as well. Helped Michael into single-seaters. Now runs his fan club.



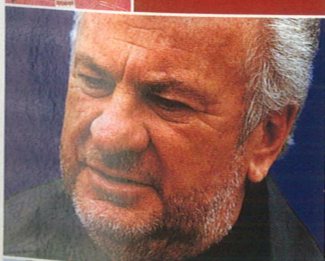
GUSTAV HOECKER

Wealthy Lamborghini importer who first noticed Michael in karts. He then paid for Michael's first season of car racing in '88, which was a mix of Formula Koenig and Formula Ford.



MIKA SALO

Toyota F1 veteran who was another early pace barometer. He beat Michael to the European FFord title in '88, spurring Michael on to do better the following year.



WILLI WEBER

Willi Weber: Schumacher's Svengali. Plucked him from Formula Koenig, ran him in German F3 in '89. Weber invested his own cash to do so (since recouped!).



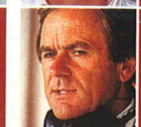
HEINER BUCHINGER

Worked with Willi Weber as Michael's media manager. Understands the business and technology of motor racing fantastically well and is now a respected freelance journalist.



KARL WENDLINGER

Beat Michael to the German F3 title in '89 and was his Mercedes sportscar team-mate in '91. Both were quick; some thought Karl quicker. F1 career curtailed after big Monaco shunt in '94.



JOCHEN NEERPASCH

Mercedes motorsport boss in the late '80s and early '90s; prime mover behind their 'young talent' scheme. Schumi, Frentzen and Wendlinger were the chosen ones.



JOCHEN MASS

Jochen Mass: GP winner who, as Michael's Mercedes sportscar team-mate in '90, taught him to nurse tyres, vital in heavy sportscars – a Schumi speciality ever since.



PETER SAUBER

Gave Schumi a high profile break in his eponymous, Mercedes-backed team with races at Le Mans and in the World Sportscar Championship.



MAX WELTI

Team manager of Peter Sauber's Mercedes Group C team who, with Mass and David Price (see below) helped to hone Michael's racecraft. Now runs his own promotions agency.



DAVID PRICE

Veteran Formula 3 and sportscar team owner/manager and Schumi's race engineer in sportscars, including his first Mercedes test at Paul Ricard.



BERTRAND GACHOT

Belgian driver sentenced to 18 months in jail (he later made a successful appeal and did not serve the full sentence) in August '91, forcing him to vacate his seat at Jordan. The rest is history...



BERNIE ECCLESTONE

Bernie Ecclestone: key man in placing Michael at Jordan – got Weber, Neerpasch and EJ talking (two weeks later, played similar role in Schumi's move to Benetton).



ERIC COURT

London cabbie sprayed with CS gas by Bertrand Gachot in December '90. The argy-bargy greatly hastened Michael's F1 debut and helped him into a competitive car.



EDDIE JORDAN

Gave Michael his first F1 ride, then endured a stinging lesson in the nature of F1 contracts (and politics) when Benetton snatched him away. "Welcome to the piranha club," said Ron Dennis.



ANDREA DE CESARIS

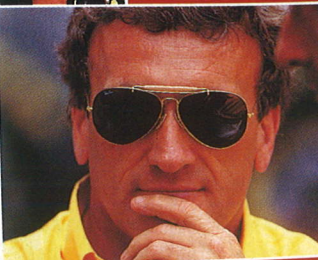
Michael's first F1 team-mate; a driver of patchy repute, although strong in '91. Schumi had to beat him to make a name for himself in F1: he outqualified Andrea by four places.

MICHAEL'S IN-CROWD



FLAVIO BRIATORE

Flamboyant Benetton boss who liked what he saw... and took it. Ruthlessly dumped Roberto Moreno at Monza '91 to make way for Michael... The '94 and '95 titles followed.



Tom Walkinshaw: Briatore's partner at Benetton and key player in their emergence from midfield to the front of the grid – and, of course, in Michael's switch from Jordan.



JULIAN JAKOBI

He was looking after Ayrton Senna's legal matters at the time, but made himself available to represent Benetton in the tug-of-war over Michael after Spa '91 – and he won.



ROBERTO MORENO

Nelson Piquet's protégé, sacked from Benetton prior to Monza '91 to make way for Schumi. Paddock perception was that he hadn't pushed a diminishing Piquet hard enough.



NELSON PIQUET

The cruising and collecting triple world champ suddenly had to work much harder when Michael arrived at Benetton. Spun in qualifying at Monza, for the first time in ages.



ROSS BRAUN

Became Benetton tech director after John Barnard's departure. Honed team and car into a winning package over the following years, then joined Michael at Ferrari to do a similar job there.



ROBIN GRANT

Head of fabrication department at Benetton (now Renault F1). His ability to hand-create often obscure, experimental parts was vital to the '94 and '95 drivers' titles.



BALBIR SINGH

Michael's personal trainer/nutritionist/masseur, who assists Michael in sustaining an unmatched level of fitness and mental balance. Not that Schumi needs to be told to lay off the cakes...



Luca Montezemolo: Ferrari chairman and MD, brought in by Agnelli at the beginning of the '90s to lift Ferrari from the mire. Saw Michael as the team's perfect lead driver.



GIANNI AGNELLI

Chairman of the FIAT Group – Ferrari's parent company – and therefore guardian of the corporate wad when Michael was recruited at great expense for '97.



JEAN TODT

Ex-rally co-driver who, as general director of Ferrari, has worked tirelessly to rebuild the team's F1 credentials after the nightmare of '92. More than that, he is Michael's friend and confidant.



PAOLO MARTINELLI

Ferrari F1 engine director – which makes him the power behind Michael's last three thrones. He, Brawn and Byrne combine to make a formidable technical triumvirate.



Steve Matchett: Benetton mechanic-turned-author – and technical editor of *F1 Racing*. "The toil of hundreds is reflected in the utter joy of his podium celebrations," he wrote in his book *The Mechanic's Tale*. "I have never felt such an integral part of the team as when working with Michael and sharing the pleasure of his victories." Michael's team-building and team-leading qualities have led some to consider him the most influential man at the Scuderia.



RORY BYRNE

Designer at Toleman, then Benetton, then Ferrari, working alongside Ross Brawn. He was considering retiring from F1 before the call to join Ferrari came.



GILLES SIMON

Works with Paolo Martinelli on the design and development of Ferrari's race engines; he does not usually attend grands prix, preferring to stay at 'the office'.



PAT SYMONDS

Michael's race engineer at Benetton, now executive director of engineering at Renault F1. His chemistry with Michael at Benetton proved vital to extracting the car's maximum potential.



Luca Badoer: Ferrari's (and, arguably, Michael's) chief test driver, whose countless laps of Fiorano have contributed to the team's domination of the past three seasons.



PAUL HOWARD, CARLOS NUNES (shown), KENNY HANDKAMMER

Michael's mechanics at Benetton; Howard now works with Juan Pablo Montoya, Handkammer with Jenson Button, and Nunes is Renault F1's test team manager.



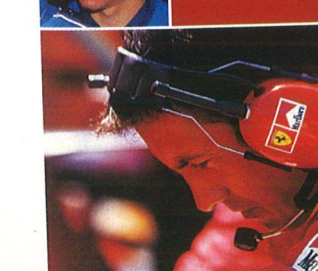
ALAN PERMANE

Michael's electronics engineer at Benetton, now Jarno Trulli's race engineer. 'Bat' Permane had an acute ability to interpret precisely Michael's desires for chassis behaviour into electronic data.



STEFANO DOMENICALI

Ferrari's sporting director; Jean Todt's right-hand man. Promoted last winter from team manager role. Knowledge of the rule book helped Schumi to his '98 Silverstone win.



Tad Czapski: Electronics maestro who, at Benetton and Ferrari, was responsible for many a Schumi lightning getaway and the cars' great 'traction'. Now at Renault F1.



IGNAZIO LUNETTA

Michael's race engineer '96-00, now Ferrari's most senior race engineer with a role overseeing both cars. Close to Ross Brawn in advising on strategies and set-ups over a race weekend.



NIGEL STEPNEY

Race technical manager at Ferrari. His work ethic is legendary; not for nothing was he nicknamed 'The Punisher' when he worked for Benetton...

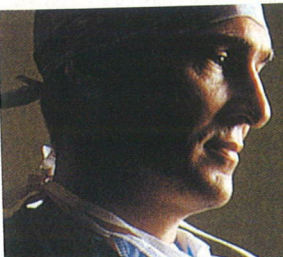


It's not the winning, it's the taking apart. And if you were to take Michael apart (perish the thought!) you'd find 57 loyal acolytes within

MICHAEL IN CROWD



Who's the boss? Jean Todt is, of course, as head of Ferrari – and a close friend of Michael's – but many people reckon Schumi has more influence



Dr Bill Ribbans: consultant orthopaedic surgeon at Northampton General Hospital. Saw Schumi's Silverstone '99 shunt on TV; headed straight 'to work'.



NAZIR HOOSEIN

Former permanent FIA steward and one of those held responsible at the '98 British GP for the procedural error that enabled Michael to serve a penalty *after* crossing the finishing line first.



PROFESSEUR SAILLANT

An eminent French surgeon who oversaw Michael's recovery from his '99 broken leg. Has since overseen the treatment and recovery of Brazilian football ace Ronaldo.



SABINE KEHM

Michael's media consultant; the filter through whom he deals with the F1 world outside Ferrari. An ex-journalist – no interview request gets to Michael without Sabine seeing (and vetting) it first.



LUCA BALDISSERRI

Michael's race engineer. How do you think Michael gets such a perfect set-up on his F2002 weekend after weekend? It's thanks in large part to perfect dialogue with Luca.



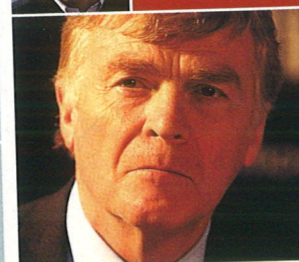
IVANO BARLETTA

Michael's chief mechanic (his brother, Francesco, is chief mechanic on the T-car). That F2002 doesn't break down much, either, does it (Michael's at least)? Thank the spanner men.



HIROSHI YASUKAWA

Bridgestone's motorsport manager, who did the deal to focus Bridgestone's development efforts on Ferrari's (Michael's) requirements.



Max Mosley: Presides over the FIA court of appeal that has found in Ferrari's favour (or merely mild disfavour) on several occasions. Likens Schumi to "a bright graduate".

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TOYOTA

MARANELLO

The village people

Ferrari's fans are the loudest, most passionate fans. *Naturalmente*. So those who share the team's home town are probably even more ardent, right? Oh yes. As Anthony Rowlinson discovered, the home fires burn brightest

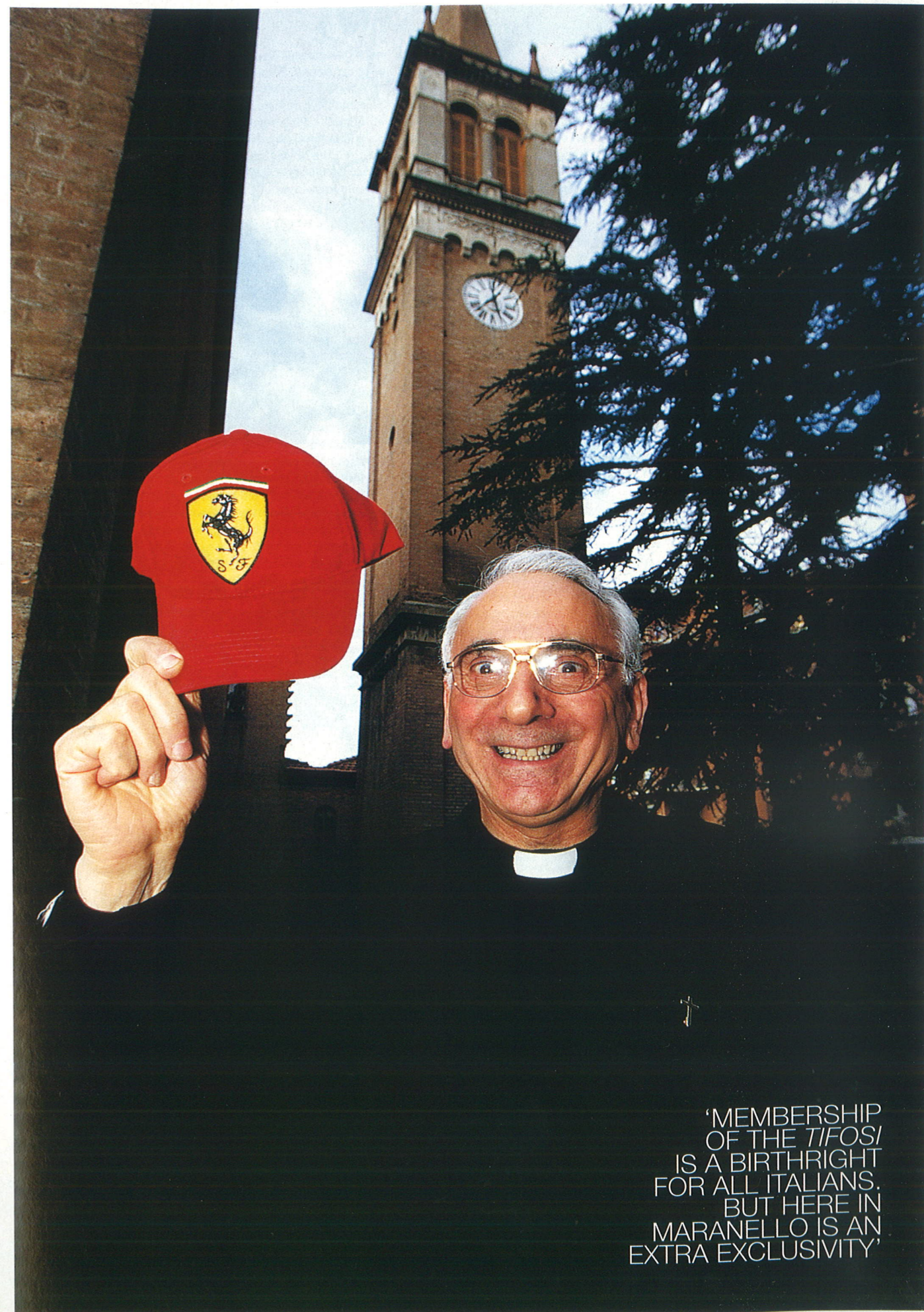
Photographs by Lorenzo Bellanca/LAT

Market day in Maranello. Franco Cagniasi has been up since 5.00am, loading his white Fiat Ducato van with underwear. His thoughts are occupied by the need for espresso, a panino, support bras, sheer stockings – perhaps a slinky suspender belt or two. Baggy-eyed, he rolls along the short journey from his home in Modena, down the same pock-marked, tree-lined

roads that Enzo Ferrari once used to travel every day to the factory – *his* factory. Franco is a *tifoso*, one of the fevered band of passionate Italian Ferrari supporters whose like is unknown anywhere else in the world. His is a Ferrari heart: it quickens at the sight of the red cars – and pumps harder when his ears thrill to the sound of their engines being tortured to perform. Membership of the *tifosi* is a birthright

for all Italians. But here in Maranello – home to the myth, legend and reality of Ferrari – is an extra exclusivity that comes with being part of the very fabric of Enzo's legacy. It's not an in-ye-face assertion of superiority... more an instinctive acknowledgement that here exists something very special. Ferrari are everywhere in Maranello. No, Ferrari *are* Maranello. Franco's stall, for example, is draped with Ferrari flags; his ▶

(Opposite) Don Alberto Bernadoni, Maranello's priest, isn't supposed to pray for Ferrari – but he sometimes sneaks them in; (below) a tiny town which would go unnoticed but for *that* race team



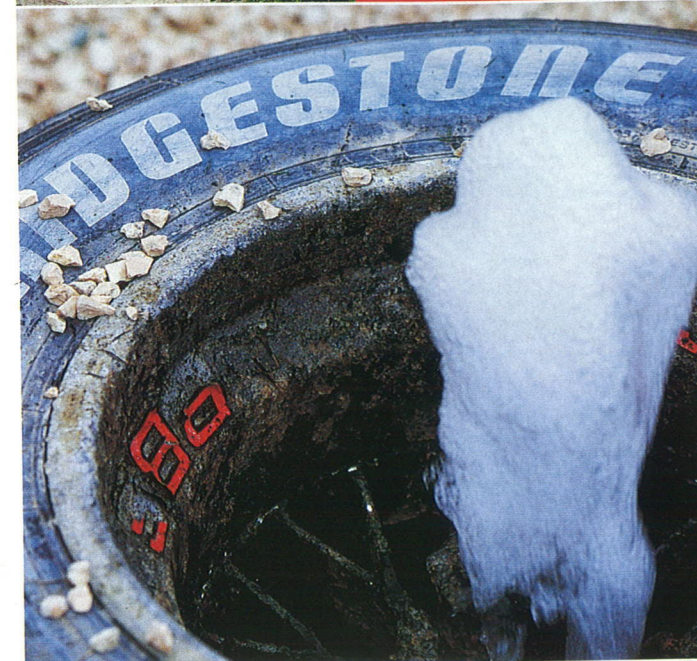
'MEMBERSHIP OF THE TIFOSI IS A BIRTHRIGHT FOR ALL ITALIANS. BUT HERE IN MARANELLO IS AN EXTRA EXCLUSIVITY'



(Far left)
Esposito, a Cavallino waiter and reluctant model during the lunch hour rush



(Above left)
Franco Cagniasi, on the other hand, is very happy to chat while working the market



(Below left)
Think Maranello's town square market looks busy? You should see the square on race day!

(Bottom left)
Monia Bevini owns the Café Maranello, a busy place with an array of Ferrari memorabilia



(Far centre)
Maranello even has a fountain constructed from an old tyre. Must be true tifosi passion!

(Far corner)
There are Ferrari flags and badges all over the place. Franco even has about 30 on his van



Ducato wears 30 Ferrari shields. And when you ask him what 'Ferrari' means, his eyes sparkle as a 60-year-old face filled with laughter beams into animation. "Ferrari è tutto," – Ferrari are everything – Franco offers, as sincere as he is spontaneous.

This uninhibited display of ardour, made to a British journalist pouncing on him out of nowhere, says everything. Without pause he starts talking about drivers – preferring Eddie Irvine to Michael Schumacher because, when they were team-mates, Eddie was more of a playboy. "I love Schumacher's success," says Franco, "but he should have learned Italian by now. If he wanted underwear for his wife, I wouldn't give him a discount. He'd have to pay like anyone else."

The sight of the bustling town square prompts Franco to mention how thronged it becomes on grand prix Sundays. Here, in front of a giant screen mounted outside the town hall, thousands of tifosi gather to watch their beloved red cars race – and, these days, win, more often than not.

"It's great for business," says Monia Bevini, owner of the Café Maranello, which is perfectly sited to snare every tifoso making the fortnightly pilgrimage.

"We have a big TV screen in here, too," she says, "and there's never much space left. It's the best place to watch the race."

Part café, part bar, part memorabilia store, Café Maranello – all ultra-modern Italian style in glass and steel – is Ferrari-

flavoured front to back, top to bottom. No humdrum pegs for your coat in here. Instead we find light alloy Ferrari brake, clutch and throttle pedals mounted 1-2-3 on the wall for customers' convenience.

"A lot of people from the factory come in here," Monia adds. "They talk about what's going on – but they don't leak any secrets!" What they do share with her is a sense of civic pride. "It's an honour to live here," Monia says. "Maranello is known all over the world – it's our little town with a big heart. It's pretty cool, really."

Pretty cool. Nicely understated, considering the emotion a certain seven-letter word manages to generate. The source of it all is a mile away: turn right out of the café, left at the crossroads, past the parish church on your right and along Via Abetone to the Ferrari factory.

We arrive at lunchtime, and a few hundred employees are piling out in search of pasta. Michele Salvatore is in no rush as he crosses the street, passing the famous Cavallino restaurant (Enzo's hostelry of choice and de facto shrine to the Old Man) on his right. He's happy to talk about what it means to work here.

"Molto", he says. "A lot. It's from the heart and it's an honour to work for Ferrari. When we're winning, morale is really high – so it's been pretty good for the past three years!"

A factory-fresh Ferrari 360 rumbles past, and for a second all is still. Even

these factory bees, all of whom touch and cherish parts of Ferraris day long, year round, pause for a moment of hushed appreciation of the final product.

But there's no rest for the Cavallino's waiters, who don't want to spare two minutes for *F1 Racing*: "It's lunchtime. Come back later." Eventually, after much coercion and the promise that, yes, his picture really will be in this magazine, Esposito weakens and allows us a couple of pictures.

Such reluctance is rare, however, and nowhere is the welcome warmer than at the home of Don Alberto Bernardoni. Don Alberto is Maranello's priest and confirms that it really is true that when Ferrari win, the church bells are rung in celebration.

He says: "We use the same melodies every time so that people recognise them straight away."

Don Alberto, a scholar of Latin and Greek who is 69 going on 29 and whose hands constantly vie with his mouth over who's doing the talking, displays the ►

'IT'S AN HONOUR TO WORK FOR FERRARI. WHEN WE'RE WINNING, MORALE IS REALLY HIGH. IT'S GOOD!'
MICHELE SALVATORE



(Main)
Michele Salvatore moved from southern Italy to work for Ferrari – and loves it!

THE REAL TIFOSI

twinkle in the eye that everyone has at mention of Ferrari. But there is a moment of regret. "Because I'm a priest, I cannot be a tifosi. People would not take my position seriously," he says. "Even so, I love the team and they make the people of Maranello happy. And because they are my people, as long as they are happy, I am happy. The town is like a family."

The bell-ringing tradition was started by Don Alberto's predecessor, one Don Erio Belloi, about 20 years ago. "He was a personal friend of Enzo Ferrari," says Don Alberto, "and every now and again he would watch the race and have a pizza with some of the youngsters. On one occasion – and you have to remember that this was at a time when the English teams were doing most of the winning – Ferrari won and they were all so excited they came to the church before evening mass and started ringing the bells."

Don Alberto says he can't pray explicitly for Ferrari success – "but I pray for many things and they sometimes come into my prayers as part of a greater whole."

Such ethical issues do not burden Maranello's mayor, Giancarlo Bertacchini, who, when asked if he is a tifosi, merely raises a quizzical eyebrow.

Dumb question, really, as a brief glance around his office will attest. There's a picture on the wall of Signor Bertacchini with Ferrari president Luca Montezemolo. His clock is fashioned from a Ferrari

brake disc. Paperweight? That'll be the inverted piston on the desktop.

Get the impression that he thinks Ferrari are important to Maranello? It's not quite that simple: "Ferrari have been here since 1943 and people like to think the town wouldn't be the same without them – which it wouldn't, of course. But Ferrari wouldn't be what they are without Maranello and the people who live here."

"When Ferrari began his business here, Maranello was just an agricultural town of about 6,000 people. He was able to draw on their skills and passion."

Bertacchini's mother used to work at the Cavallino, and occasionally her son helped out. Making coffee was among his duties, and once – just once – his efforts were noticed by the great Enzo himself.

"He looked round," recalls Bertacchini, "and asked who had made his coffee. I was a bit worried, but he just wanted to offer a compliment on how good it tasted."

In that moment, he understood how good it felt to share a Ferrari success. There are many others whose experience in that regard runs somewhat deeper.

We catch Gisberto Leopardi at home (barely 200 metres, incidentally, from where we earlier bumped into technical director Ross Brawn walking to work). Silver-haired, sprightly and smiling, Gisberto is delighted to talk about "the old days" and the good fortune he still feels at having been in the right place at

the right time more than 50 years ago.

"I was one of the first pupils at the school set up by Ferrari to train young engineers and mechanics. Ferrari weren't what they are today, but it wasn't too long before I realised they were a bit special."

Gisberto's career was an enjoyable one, including almost two decades of Formula 1, always as an engine specialist. "The drivers," he says, "were like family. Ickx, the Rodriguez brothers, Andretti, Bandini, Surtees, Vaccarella. I worked with them all, and naturally we became close."

Gisberto's globe-trotting days are over now, but there is never any question of his missing a grand prix. "I watch it from the best place – a cosy armchair!"

It is only a short walk from Gisberto Leopardi's house back to the Piazza Libertà, which is now deserted save for a few scavenging pigeons. The only sign of Franco Cagniasi's day is an empty tights box in a bin. His stall had been in front of an imposing bronze sculpture of Enzo Ferrari. At Enzo's feet are the words: *Enzo Ferrari, una vita dedicata all' automobile – Enzo Ferrari, a life dedicated to cars.*

The shadows are lengthening now as the sun begins a lazy curve down towards the church spire. Its last rays catch the lettering on the statue – raising them, gold against black. And, looking up, it is impossible not to imagine how easily they might read: *Maranello, a town dedicated to Enzo Ferrari.* **1**

(Right)

Gisberto Leopardi, ex-engine man. His wife berates him for not dressing up more!

(Far right top)

There's no shortage of Ferrari merchandise here – Maranello is proud of its winners

(Far right)

Giancarlo Bertacchini, Maranello's mayor. As a small boy he made coffee to Enzo's taste

(Below right)

This sculpture was erected after Enzo Ferrari's death – to honour the great man

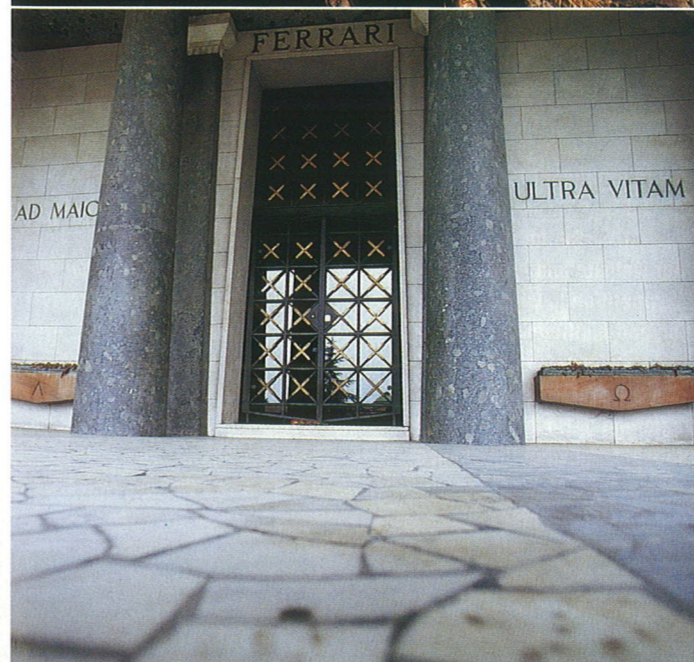
(Bottom right)

Enzo's tomb is a 20-minute drive from Maranello, on the outskirts of Modena

(Below)

Ferrari means money. This is the Ferrari merchandise store – opposite the factory

'FERRARI WOULDN'T BE WHAT THEY ARE WITHOUT MARANELLO AND THE PEOPLE WHO LIVE HERE'
GIANCARLO BERTACCHINI





Sanderson is record breaker

Last month we featured Peter Dregde, the driver of the Sunseeker XS2000. This month we take a look at the other half of this awesome duo, Ian Sanderson, Managing Director and throttleman.

Ian Sanderson, British Marine Industry Power Yachtsman of the Year, is the inspiration and driving force behind the creation of Sunseeker XS Racing.

In a previous life, Ian honed his driving skills and love of speed as a GT car driver for Porsche. Following this he developed a broad understanding of marketing and corporate hospitality as a main board Director for Hogg Robinson. This unique insight spurred Ian on to develop something truly original that would intelligently and effectively combine the best of both worlds.

The result was the creation of Sunseeker XS Racing in 2001 – designed to bring the racing heritage of the Sunseeker brand up to date and offer unrivalled hospitality opportunities to brand partners. Since then Ian, as throttleman

another in a brand-new offshore power boating series.

Today, XS Racing is recognised as the leading team in European and World endurance racing and the Sunseeker XS Racing business is the ultimate innovation in sports brand marketing.

Ian is married to Rhita and they have two children. He has been a Sunseeker owner for many years.



Throttleman Ian Sanderson and pilot Peter Dregde have broken numerous European and World records in their Sunseeker XS2000 race boat

together with driver Peter Dregde, has broken multiple European and World records. 2003 will see the launch of another of Ian's groundbreaking concepts – Sunseeker XS Racing 'Arrive and Drive' in which sponsors, media and brand partners will actually have the opportunity to ride in one of 25 identical XS Racing 2000s as they compete against one

2002 Alpine Events

We can hardly believe it but the 2002 event season has drawn to a close. We have sped across land, sea and air the length and breadth of the country to bring you the Alpine message of quality and entertainment. We hope by now that you have witnessed Team Alpine first hand but if you have still managed to miss us then you have one last chance – at the British International Motor Show 2002 (see right).

You also still have the chance to visit our website and enter our on-line competition to win audio, navigation and multimedia equipment. See www.winwithalpine.com, but hurry – the competition closes at the beginning of November, so get on line today if you want the chance to be a winner with Alpine!

And don't miss next month's article as we feature an interview with the lucky winner of that breath-taking 10-minute flight in the Alpine Pitts Special!

See us at Motor Show

October sees our final event of the year; we will be exhibiting at the British International Motor Show 2002 at the NEC in Birmingham.

Come and visit us in Hall 3 and see our radical new stand where you can view all of our latest products and talk to our experienced staff.

We are also bringing some high-speed action to the show in the form of Team Alpine. The NEC Lake will play host to the world endurance record breaking Sunseeker XS2000, while the aerobatics team have been given clearance to fly the Sukhoi SU26 overhead.

We will also be announcing the winners of the Alpine audio, navigation and multimedia equipment from our on-line competition on www.winwithalpine.com. Enter the competition today and you could find yourself walking away with some brand new Alpine kit!

The show promises to be our most exciting yet – can't wait to see you there.

For more information, log on to www.motorshow.co.uk



Team Alpine takes Neil Hodgson for a spin

The home of Team Alpine played guest to home-grown British talent Neil Hodgson, World Superbike rider, in the week leading up to the final race of the season at Brands Hatch during the last week of July.

Light hearted banter and a fantastic BBC interview with Neil, a man who has clearly got the measure of TV, was followed by a briefing on the Team Alpine Pitts Special, safety equipment and procedures and the unceremonious presentation of a sick bag. Just in case of course! Followed by finally settling Neil into the front cockpit of the Pitts Special.

Airbourne from Biggin Hill with the Team Sukhoi in close formation, we headed out to the south east and worked through a series of aerobatic manoeuvres, demonstrating the abilities, similarities and differences between the aircraft and Neil's normal Ducati mount. Then the two planes headed towards Brands Hatch and with Will Curtis rolling the Sukhoi upside down the Pitts formed right under it for a 'mirror' flypast for the cameras. Further runs over the circuit followed, with both aircraft holding close station with each other and pouring out the signature smoke of an aerobatic machine. A final pass with the Pitts Special flying on its side signaled the end of the frolics, and then Neil took the controls for the flight back to the airfield. His first time in anything remotely this small, Neil demonstrated why he is so quick in his field, with impressive hand/eye co-ordination.

On our return to the hangar, Neil's timing and indeed humour was once again demonstrated as the cockpit canopy was opened he looked across to his team boss Daryl Healey and swung the sick bag into view looking for all the world 'used'! It wasn't, but it was a superb end to a great day with fantastic people.



Left: a strong showing for the Lister Storm at the Spa 24-hour race sadly came to nothing after the car was disqualified

Championship is far from over!

It has been a quiet time for both of the GT series with both the British and the FIA drivers having raced only once in the last month.

The FIA GT Championships took Jamie and Nicolaus to Spa where the 24-hour race had finally arrived. Jamie enjoyed the fastest lap on various warm up sessions and the night-time qualifying lap and began in fourth position for the start of the race.

For this race the Lister team grew to four team members incorporating the experienced skills of Eric van de Poele and Andy Wallace who are both 24-hour specialists.

The race began at 4pm; after the first five hours, with pit stops and car repairs, the team was in 5th place. As the evening wore on, the next few hours brought the accolade of Jamie being the fastest on the track a number of times, driver change overs and ultimately the safety car coming out. At the halfway point of the race, the Lister storm was sitting in 4th place.

By the 15th hour, the light was back and the next five hours proved fateful. In the 18th hour, the Lister was back in the pits for rear pads and bodywork repairs with them exiting



Win with Alpine

Don't forget to log on to www.winwithalpine.com for your chance to win instant prizes online. The site has already generated lots of winners since its launch last month, and you too could be an instant winner. There are many prizes up for grabs including G-Shock watches and items from the Alpine merchandise range. Even if you are not an instant winner you will still be entered into the main draw to win either Alpine audio, navigation or multimedia equipment or the thrilling star prize of a flight in the Alpine Pitts Special.

Log on now to www.winwithalpine.com and you too could become an instant winner.

Star Prize A weekend with Team Alpine at the Southport Air Show on 31 August – 1 September • Flown to the event courtesy of Gold Air International • Full hospitality on both days of the show • Visit to the commentary tower • Kitted out in full flight gear for a 10 minute flight in the Pitts Special • Hotel accommodation (dinner, B&B)

1st Prize INA-N033R, 1-DIN size Mobile Media Navigation System
2nd Prize CVA-1003R Receiver/Mobile Media Station
3rd Prize 4 x CDE-7860R CD Receiver

the pits in 3rd position. At 11.55, the drive shaft to the car failed and it was replaced, but Jamie was later disqualified for using the second entry to the pits instead of the first.

The British GT's drivers raced at Oulton Park with more success. Mike qualified on pole position, nine tenths of a second ahead of 2nd place. The weather, however, didn't help and with a downpour 30 mins before the start of the race, the Lister team decided to opt for slick tyres with the prediction of rain returning during the race.

With a spin on the first lap knocking the team down to 3rd and the dry weather continuing on into the race, David then dropped to 5th position. When the rain did come however it came in torrents, and the race was stopped. When it started, an oil slick sent Mike into a spin but after regaining the track and making up 30 seconds on the leaders, the Storm finished the race in sixth.



WANTED: PERFECTION

(Below) Hungary qualifying, and JPM looks calm – but in fact he's in urgent need of speed; (right) understeer, lots of it, was the problem



Up close and *banzai!*

Juan 'five poles' Montoya is *the* qualifying king of 2002. But, even for JPM, Formula 1's 'magic hour' can go pear-shaped... as it did in Hungary. *F1 Racing* was right there; Juan, er, wasn't

Words by Tom Clarkson; photographs by Darren Heath

Michael Schumacher? Quick? Yes, obviously. But one of the most astounding stats of Schumi's *magnum opus* season was in fact recorded by... Juan Pablo Montoya. In the midst of a Schumi winning spree of wearisomely metronomic consistency, JPM swaggered his way to five consecutive pole positions. All, as even his fiercest rivals were privately conceding, were mega.

"I love qualifying," Montoya says. "The car is geared towards speed and nothing else – and it's bloody quick! A lot of external factors can interfere with a race plan, but qualifying is about one thing: speed."

The greater the pressure to perform, the faster Juan Pablo drives – which is

why his fastest qualifying run is usually his last, just before the chequered flag. He is an exciting driver, a wow-did-you-see-that driver – a driver super-typical of the breed most cherished by those archetypal racers' racers, Frank Williams and Patrick Head. Like Alan Jones and Keke Rosberg before him, this is a Williams man who just tightens his belts and lets it all hang out.

In Hungary I spent the qualifying hour in the Williams garage, hoping to observe a maestro at work. I did. But even a maestro can have an off-day. And when he does, his life-ain't-worth-living reaction can be even more revealing than the aren't-I-mega act that follows his usual ten-tenths exhibition.

Hold on to your hats...

1300.00 Pitlane opens for the start of the qualifying hour.

1302.12 Juan Pablo arrives in the garage looking relaxed. His overalls are hanging loose around his waist and he stands behind his car, chatting to his race engineer Tony Ross and a couple of mechanics.

"The layout of this track is so bad," Juan tells me, "that I think it's offensive."

1312.41 He pulls on his race suit and puts on his balaclava, helmet and gloves. His friend and business partner Gonzalo Megia is there to help him.

1314.48 JPM gets into his FW24 from the right-hand side and a mechanic helps him to belt up. All the while, technical director ▶

WANTED: PERFECTION

'THE CAR'S NOT THAT BAD, BUT I'VE GOT LOADS OF UNDERSTEER. IT JUST WON'T DO WHAT I WANT IT TO'

Patrick Head lingers nervously by the right rear tyre, and the team's test driver Antonio Pizzonia stands to Patrick's right.

Chief operations engineer Sam Michael explains the tactics to me: "We struggled with set-up in this morning's free practice sessions, so we've put Ralf [Schumacher] and Juan onto two extreme set-ups. The rear of the two cars are quite similar, but the front ends are very different. They both seem fairly happy with what they've got."

1315.27 The television screen is lowered so that Juan can watch what is happening elsewhere along the pitlane.

BMW Motorsport director Gerhard Berger strolls over for a chat: "This is a great time for a driver," he tells me. "You really feel alive because you know you're going to have to go for it in a moment."

1321.31 The TV screen is lifted.

1322.32 Juan raises the index finger on his left hand, which is the signal to fire up his P82 BMW engine. A couple of Bee-Em

engineers stare at a computer screen to check all is normal, prior to giving the thumbs-up sign.

1322.45 Tyre warmers off.

1322.52 Juan selects first gear and rolls out of the garage on brand new Michelins. He is the first of the leading runners to go out but, further down the pitlane, we can hear Jacques Villeneuve's BAR bursting into life.

1325.52 Juan takes provisional pole with a 1m15.228s lap. His three sector times are: 24.4s; 30.0s; 20.7s.

"The car's not *that* bad," he says, "but I've got loads of mid-corner understeer."
1325.57 Ralf Schumacher leaves for his first run and nicks provisional pole with a 1m14.571s, dropping Juan to second place.

1327.42 Juan returns to the pit. In an effort to improve the balance of the car, Tony Ross decides to move a bit of ballast around and stiffen up the rear end.

1328.03 Mechanics attach cooling fans onto the brake ducts, and the front of Juan's car is jacked up to give them access to the ballast. Three guys start on the rear springs.

1329.10 The TV screen is lowered so that Juan can watch the session unfold.

1329.13 Michael Schumacher leaves for his first run, which turns out to be provisional pole: 1m14.006s. Juan is now third.

1332.10 Sam Michael and Tony Ross both have their heads in Juan's cockpit, where

they are still discussing Juan's understeer.

"I've tried different lines, and different amounts of steering input, but the car just won't do what I want it to," he says.

1334.33 Rubens Barrichello goes out, and comes back with yet another provisional pole (1m13.346s). Juan is now fourth.

1335.13 The TV screen is raised in preparation for Juan's second run.

1335.40 Juan raises his left index finger and the P82 BMW fires up again.

1335.55 Tyre warmers off and Juan rolls into the pitlane, again on new Michelins.

1338.17 Jenson Button posts a 1m15.214s lap to put Juan fifth.

1339.04 David Coulthard cuts 1m15.223s, dropping Juan to sixth. He ain't happy.

1339.39 Juan crosses the line, improving his time to 1m14.706s, putting him back up to fourth. He is still 0.2 seconds behind team-mate Ralf, but he has set what will be his fastest three sector times of the session: 24.3s, 29.7s and 20.7s. The car is behaving better than on the first run and he is happier with its balance.

1340.19 Ralf leaves for his second run, a 1m13.746s – good enough for second place and a full second clear of Juan Pablo.

1341.35 Juan arrives back at the garage – and, judging by his violent in-cockpit gesticulations, he is not happy with the handling of his FW24, a feeling no doubt ▶

1312.41

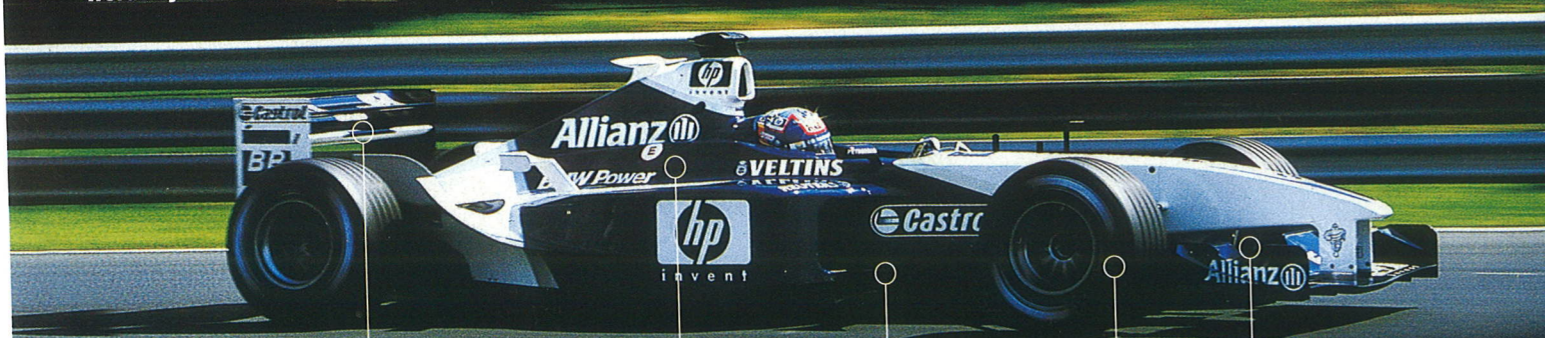
The session is nearly 13 minutes gone before JPM prepares himself by pulling on race suit and gloves



Finding a qualifying set-up – and how it differs from a race set-up

Qualifying is all about short runs, prising the maximum performance from the car within just three laps. The teams need not be so conservative as regards reliability; a car built for qualifying would last no more than a few laps of the race

Words by Steve Matchett



AERODYNAMIC efficiency is of paramount importance. The level of downforce is set to give optimum lap times, with scant regard given to vehicle cooling or, perhaps

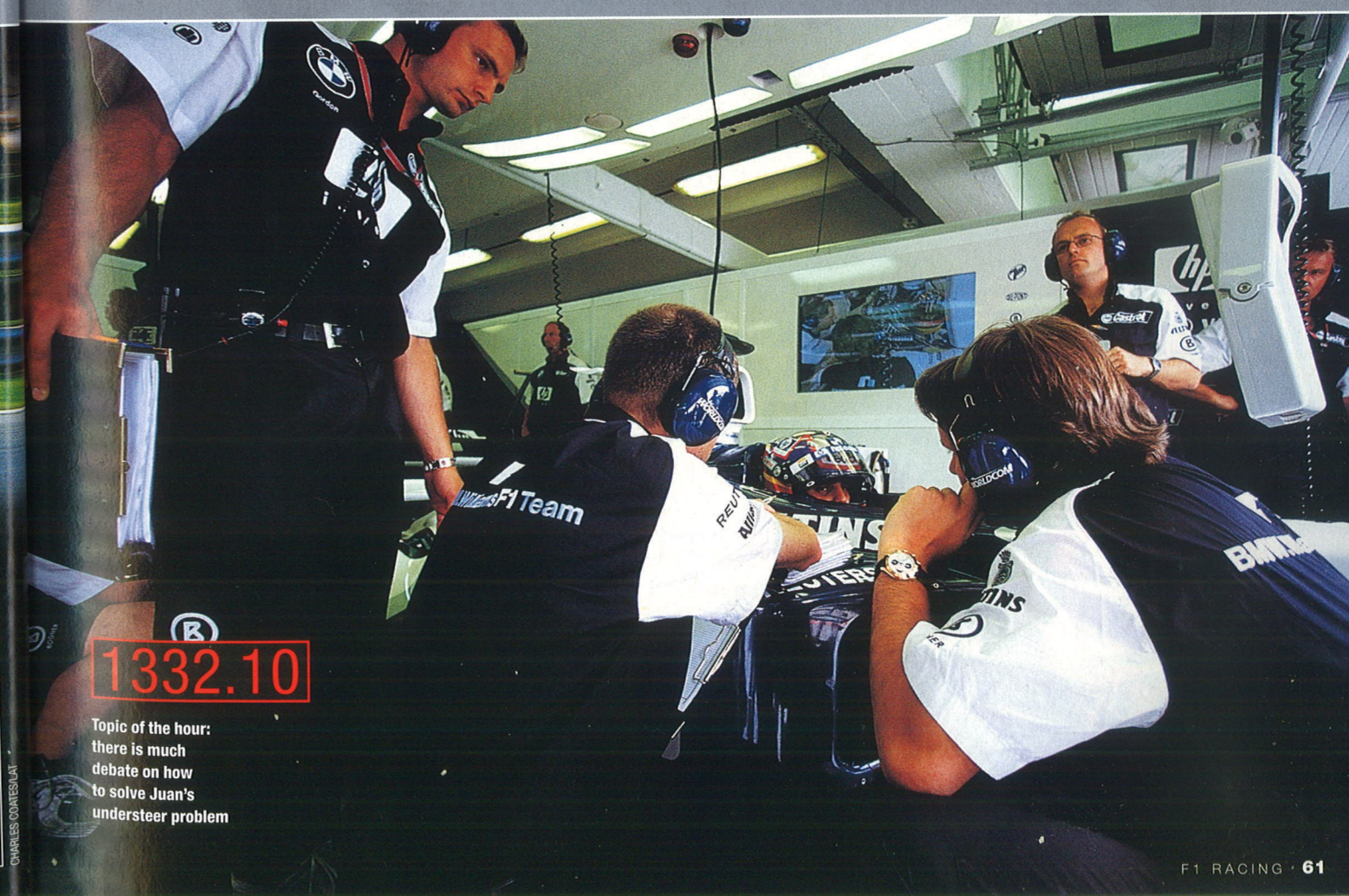
of even greater significance, the need to overtake the opposition during the race – which allows the cars to run **MORE WING** than would be possible for the race on Sunday.

The car's race **REFUELLING VALVE** will not be installed, the access hole being blanked with a carbon panel. A qualifying engine might be exploited, and, to help reduce weight still further, a small-volume oil tank and coolers will be used, too. By

fitting **BARGE BOARDS** designed to channel air away from the radiator inlets, and by reducing the size of the exit panels, the engine's cooling is compromised in order further to enhance overall aerodynamic efficiency.

BRAKE DUCTS are either greatly reduced or removed entirely. This will cook the brakes, of course, but the reduction or removal of the ducts from behind the front wing end-flaps will reduce drag and increase the performance of the wing. The **BRAKES**

themselves will be reduced to an absolute minimum: 28mm thick (race) discs will be exchanged for those of 23mm or less. Undersized **LIGHTWEIGHT CALIPERS** will also be fitted, along with **LOW-VOLUME MASTER CYLINDER RESERVOIRS**.



1332.10

Topic of the hour: there is much debate on how to solve Juan's understeer problem

WANTED: PERFECTION

accentuated by the knowledge that Ralf is a clear second ahead of him in an identical car.

1341.50 The TV screen is lowered, fans are once more attached to his brake ducts and new Michelins are put on. The nose cone is taken off and the car is hoisted high on the front jack.

1342.40 Sam Michael crosses the garage from Ralf's car – and, following a brief discussion with Tony Ross, the order is given to change the front end of Juan's FW24 to something similar to that on Ralf's.

"We feel that, even if we maximise the set-up currently on Juan's car, he won't find the second that separates him from Ralf; so we're going to try running Ralf's front end on Juan's car," Sam tells me.

1345.23 Michael Schumacher leaves for his second run and improves his time to 1m13.413s, good enough for second place. Juan is still fourth.

1347.22 Ralf leaves for his third run, but aborts it after a mistake in the third sector.

1348.40 The TV screen is raised again.

1348.52 The finger is raised, the engine fired up, the tyre warmers taken off and Juan sets off for his third run – his first with Ralf's settings. There is a tiny bit of cloud cover for the first time in the session.

1351.15 After setting slower times in the opening two sectors, Juan aborts the run and enters the pitlane. "The understeer is

worse on this set-up than it was before," he angrily tells Tony Ross. "Understeer, understeer, understeer..."

There is now much discussion between Juan, Patrick Head, Sam Michael and Tony Ross. A few beads of sweat have appeared on the bridge of Juan's nose.

1352.17 They decide to change the car back to something closer to Juan's original set-up. Changes are made to the front tyre pressures and to the front anti-roll bar. By now there is a real sense of urgency, and Juan occasionally raises a hand skyward to show his frustration.

1355.37 Michael Schumacher takes to the track for the third time, setting a slightly faster time – 1m13.392s – but he remains only second fastest.

1356.48 The mechanics finish making the changes to Juan's car.

1357.01 Rubens Barrichello sets off on his last run, which turns out to be the fastest of the session, a 1m13.333s. Pole position.

1357.20 Again JPM raises a finger, the P82 erupts into life and the tyre warmers come off. Alongside, Ralf does the same.

1358.00 Juan and Ralf leave the pits at the same time, but neither improves his time. Juan does 1m14.965s lap; his sector times are 24.3s, 29.8s and 20.7s. Not good.

1400.00 The chequered flag is waved to signal the end of qualifying.

1401.42 Juan arrives back in the garage. He does his usual swerve to the right before nosing left out into the pitlane and killing the engine. As the mechanics push him back into the garage, he is already undoing his belts and beginning to climb out of the car. He shoves his helmet, with balaclava and gloves inside, into the stomach of Gonzalo, and walks briskly to the pitwall – where he engages Tony, Sam, Patrick and David Clark in an intense debrief. A FOCA/Sky TV crew begin to film their exchange, but Juan angrily waves them away.

1405.23 Juan crosses back to the garage and disappears into a huddle of data engineers out of sight of the world.

At just under a second, the gap between Juan and Ralf is 0.2 seconds wider than it was at the Hungaroring last year.

"I'm definitely not happy," says Juan two hours later – once he has finished with his engineers. "My grid position – fourth – is not too bad, but the gap to Ralf is just huge. We ▶

'I'M NOT HAPPY. MY GRID POSITION – FOURTH – IS NOT TOO BAD, BUT THE GAP TO RALF IS JUST HUGE'



1342.40

All hands to the pump: Juan tries Ralf's set-up in the hope that he can find more speed. He can't

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WANTED: PERFECTION


1351.15

Using Ralf's set-up, JPM finds the car even harder to handle. He aborts the lap for urgent debate in the pits

'QUALIFYING IS ABOUT FINE TUNING, NOT RADICAL CHANGES. WE SHOULDN'T HAVE SWITCHED SET-UPS'

made too many changes during the session, which meant that the car behaved very differently from one run to the next.

"Qualifying should be about fine tuning, not radical changes - that's what free practice is for. The car was understeering too much, which I don't like, and we shouldn't have switched to Ralf's set-up because that confused matters."

As I said, not even the best can get it right all of the time. 

While his car is frantically altered, JPM watches his rivals. Barrichello is about to secure pole

1357.01

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THE 10 BEST F1 LAPS EVER!

The perfect lap is a rarity – an impossibility, even. But, just occasionally, a driver carves a lap so rapid as to defy credence. A lap that makes itself *felt*. And *remembered*. So here, and now, a panel of *F1 Racing* experts has named the best of all time. Peter Windsor explains our selections

This is, of course, another of those great imponderables. More than 10 great laps have been driven in the history of world championship Formula 1 racing – and, anyway, by what means do you define a great lap? It must take in as many of the variables as possible – the relative speed of the driver's car, the situation, the weather, the circuit –

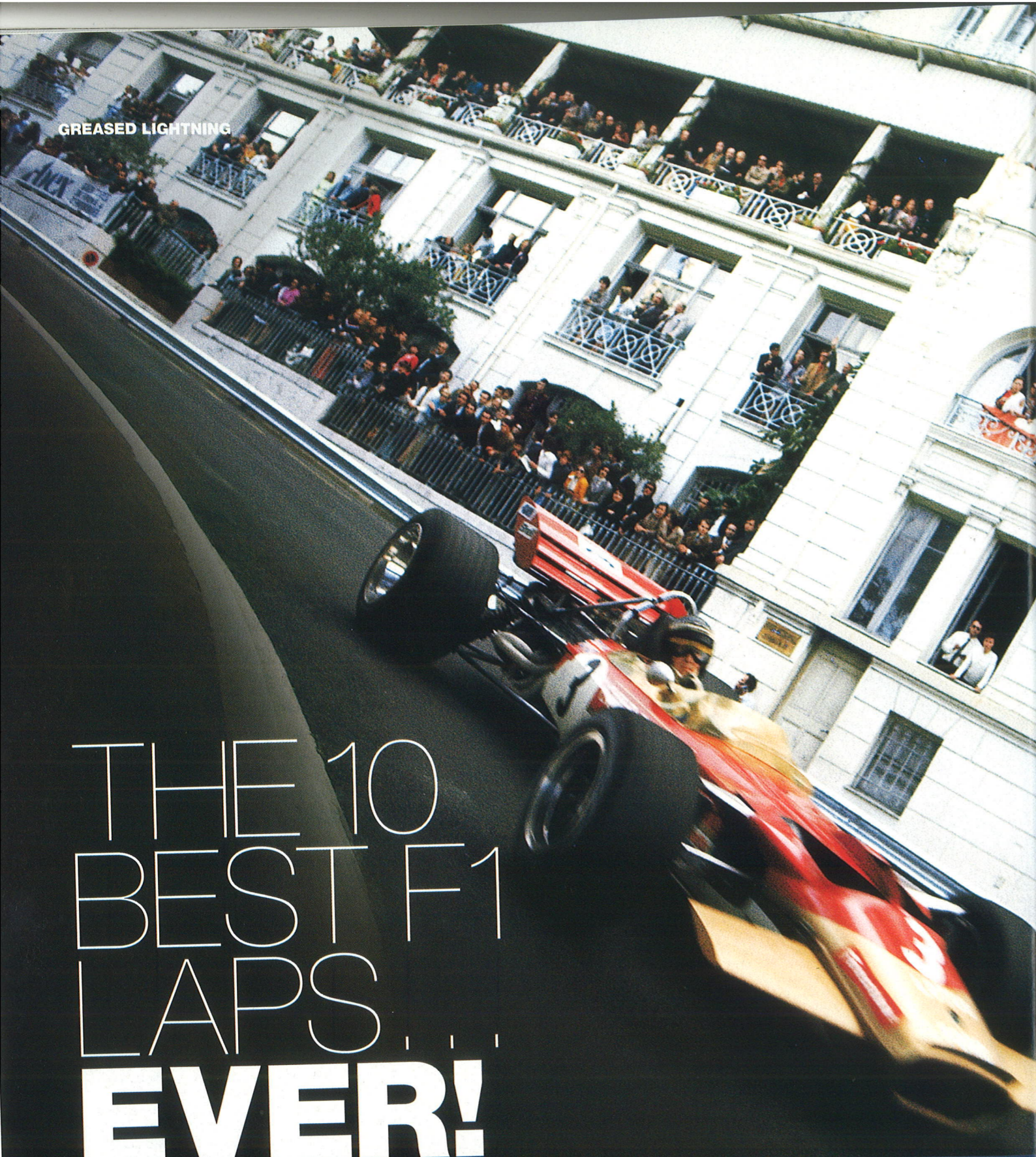
but how can we, the observers, be completely accurate about this? How do we know if David Coulthard's Schumacher-passing lap at Magny-Cours in 2000 was *better* than, say, Nigel Mansell's Senna-beating lap at Barcelona in '91? How do we measure these things?

We don't. Instead, we rely on feel – on the feeling of the moment, of the day. Great

laps are a bit like great racing drivers: they may not be obvious and the best of them probably lived when we all had our backs turned.

This, though, is the list that developed when we studied – and felt – the data. It is by no means definitive and it will certainly be disputed. What it *is* is a tribute to some pieces of very great driving...

(Above) Jochen Rindt won on the final lap at Monaco in 1970. It was a mega lap – but it ranks only number nine in *F1 Racing's* all-time top 10...



(Right) Mansell passes Piquet at Silverstone – and goes on to take his third win in England

(Right centre) In 1970 Jochen Rindt lapped Monaco faster than anyone else could to seal his best win ever

(Far right) Senna's skill in securing his 1988 Monaco pole astounded all watchers – even Ayrton was bemused

Just for the record

Circuit/year
Silverstone 1987
Circuit length
2.969 miles



Circuit/year
Monaco 1970
Circuit length
1.954 miles



Circuit/year
Monaco 1988
Circuit length
2.068 miles



ten nine eight



YEAR 1987
CIRCUIT Silverstone, Great Britain
DRIVER Nigel Mansell
CAR Williams FW11B-Honda V6
LAP 63

By mid-July, 1987, with two wins in England already behind him and his victory in the French Grand Prix still fresh, Nigel Mansell was in no mood to concede the British Grand Prix – least of all to his team-mate and arch-rival, Nelson Piquet.

Yet it was Piquet, the team's number-one driver, who took the pole at Silverstone, obliging Mansell to follow Piquet closely for a while, letting the race take its course. Then Mansell began to feel a vibration. He stopped for new tyres – and suddenly, like Rindt at Monaco in '70, he had an objective. With 28 seconds to make up and 29 laps still to run, the race for the lead was alive.

Piquet, as number-one, hoped and believed that Williams would instruct Mansell to drive to finish second. Tyre wear was marginal; finishing was everything. Frank Williams, though, loves a race – particularly if it is his own drivers who are racing. Mansell received no team orders – not that he would have obeyed them. He remorselessly closed the gap.

With three to go, he was right behind his team-mate. There was no darting, no shimmying, no trying to force Piquet into a mistake. Piquet could see – *feel* – the weight of the other Williams behind him. Mansell, he knew, was awaiting the inevitable, perfect moment.

It came as they approached the very fast Stowe Corner, at the end of Hangar Straight. Mansell stayed squarely behind Piquet then jinked left, obliging Piquet to do likewise. Then, with exquisite timing, he darted to the inside, forcing the gap. Piquet tried to turn in on him, Schumacher-style, but it was too late.

Mansell had driven a classic lap – the fastest of the race in his chase – and had now won a famous victory.

YEAR 1970
CIRCUIT Monte Carlo, Monaco
DRIVER Jochen Rindt
CAR Lotus 49-Ford Cosworth V8
LAP Last lap



Jochen Rindt burst onto the international stage at the Crystal Palace Formula 2 meeting in 1964, displaying car control, finesse and

aggression that stopped everyone in their tracks. Time with Cooper and Brabham confirmed his F1 promise, but it wasn't until he joined Lotus, in '69, that he began to win.

At Monaco, in '70, Rindt was still racing the three-year-old Lotus 49: the all-new 72 was a couple of races off being competitive. He qualified only eighth after an engine failure but was lying third (thanks mainly to retirements ahead of him) by the halfway mark (of this 80-lap, one-hour-55-minute



'RINDT WAS STILL RACING THE THREE-YEAR-OLD LOTUS 49 WHEN HE SECURED HIS GREATEST WIN'

race). Jack Brabham, aged 44, was leading in his very quick Brabham BT33, but Chris Amon was pushing him hard in the March-Ford; Rindt was some 15 seconds away.

A great race driver who loved to perform against a benchmark, Rindt came alight when the March retired with suspension failure. With 10 laps to go, the gap to Brabham was 11.4 seconds. Then Brabham ran into traffic and Rindt, simultaneously, found another second in the Lotus 49, taking him into the low 1.24s. On lap 77 Brabham lost another three to four seconds in traffic; again, Rindt capitalised. With three laps to go they were three seconds apart – and Brabham could see Piers Courage, in the uncompetitive Williams-De Tomaso, ahead. Should he pass on the left or the right?

While Brabham vacillated, and chose wrongly, Rindt entered another world – the world of 1.23s. No-one – not even Jochen – had ever broken the 1.24 barrier at Monaco. Stewart's pole had been 1m24.0s dead. And now here was Rindt, driving the last two laps of the Monaco GP in 1.23.3 and then 1.23.2. Pressured into a mistake, Brabham slid into the straw bales and was delayed there by a marshal; he would finish second.

By then, though, Rindt had secured the greatest win of his tragically short career.



YEAR 1988
CIRCUIT Monte Carlo, Monaco
DRIVER Ayrton Senna
CAR McLaren MP4/4-Honda V6
LAP Pole



The greatest lap ever driven by Ayrton Senna da Silva (as he was known when he first raced in Europe)? Perhaps it was his opening burst in the wet, at Donington, 1993, when he made his opposition look like amateurs. Perhaps it was one of the many he drove at Estoril, in '85, when – again in the wet – he won his first grand prix.

Or perhaps it could have been one of the five pole laps he drove at Monaco – his pole in '88, for example. Ayrton and Alain Prost had by far the best cars that year; Nigel Mansell was confined to a Williams-Judd and Nelson Piquet was in the autumn of his career with Lotus. Prost, though, was at the peak of his ability in what was arguably the best car of the decade. McLaren-Honda won 15 of 16 races in '88 in a show of strength matching that of Mercedes in '54-55. To beat Prost, then, Senna had to beat a world champion in a brilliant car. It was not easy.

You wouldn't have known that as you watched Senna that qualifying day at Monaco. Out on race tyres, so that he could find a traffic-free lap without the pressure of qualifiers, Senna sliced between the extremities of the circuit with razor-sharp precision. He eventually took the pole with a 1m23.998s (despite changes to the circuit, Monaco was still in Jochen Rindt's time zone!) – a staggering 1.4 seconds quicker than Prost (who qualified second, comfortably clear of the Ferraris).

"I felt at one point that the circuit was no longer really a circuit," said Senna afterwards, enunciating thoughts that have probably occurred to other great drivers. "It was just a tunnel of Amco, but in such a way that I suddenly realised that I was over the level that I considered reasonable..."

On race day, ironically, Senna made the worst mistake of his career, clouting an apex guardrail while leading Prost by 53 seconds with only 12 laps to run. He would never be the same thereafter.

seven six five



YEAR 1995
CIRCUIT Spa-Francorchamps, Belgium
DRIVER Michael Schumacher
CAR Benetton B195-Ford Cosworth V10
LAP 19

Spa is a special place for Michael Schumacher. He made his grand prix debut there (in 1991, driving a Jordan-Ford) and, like Jim Clark, he won his first grand prix there (in '92, driving a Benetton-Ford). And it was at Spa, in '95, en route to his second world championship, that he also completed what may be remembered as his greatest drive.

The Williams-Renaults were formidable that year, with Damon Hill and David Coulthard winning five races, but Michael was already a world away – a driver of the next generation, a worthy successor to Senna. At Spa, in the wet, he chose to start on dry tyres. On lap 19, driving brilliantly, he passed Hill (on wets) long before a dry groove had appeared on the glistening track. It was testament not only to Schumacher's God-given natural talent but also to an innate ability to read a race.

Of course there would be many more such performances; indeed, there will be many more. His pole lap in Malaysia in '99, just back from major leg surgery, is a good



example, as is the fastest lap he set during the '98 Hungarian Grand Prix, when he switched to a three-stop strategy and won the race. That lap in itself was probably no better or worse than many of his others: its significance was in its context. In Hungary, as at virtually every other circuit of the world, Schumacher uses the technology of his era perfectly to play every variable.

YEAR 1981
CIRCUIT Monza, Italy
DRIVER Carlos Reutemann
CAR Williams FW07C-Ford Cosworth V8
LAP Qualifying

Carlos Reutemann's critics used to say that he was great on his day but dreadful when the mood took him. His fans knew otherwise: so long as he had turn-in, and some sort of team behind him, Carlos was matchless.

In 1981 most of the Williams team were still very much in the mould of Alan Jones, their number-one driver. Carlos, though, had generated his little squad of support – Neil Oatley (his engineer) and mechanics Derek Jones and 'Dewi'. Few words were spoken by this small group of three. And Carlos, of course, said nothing.

Instead, he drove. He raced – yes; most of all, though, Carlos Reutemann *drove* racing cars. He loved testing – and he tested for three days before the Italian Grand Prix at Monza, working with Oatley



'REUTEMANN HAD A DRAMATIC NEW APPROACH: TAKING THE FRONT WINGS OFF THE WILLIAMS'

on a dramatic new approach. Taking the front wings off the ground-effect Williams wasn't new in itself, for often they were run at a zero-degree angle. What Reutemann worked on was his speed through the Lesmos – finding a fourth-fifth gear ratio that gave him perfect torque through (what were then) the two fastest corners outside of Stowe and Club.

Minus front wings, Reutemann was flat through the second Lesmo during qualifying for the Italian GP. He didn't take the pole but, long before the day was over, he climbed from his car, zipped up his blue sweat top and walked quietly back to the Williams truck. No-one, he knew, could extract a millionth of a second more from the Williams on this day at Monza.

He was second fastest to René Arnoux's Renault turbo (which boasted about 200bhp more than the Williams in qualifying form) but 0.2 seconds quicker than Alain Prost, Arnoux's team-mate.

Reutemann was also 1.2 seconds quicker than his team-mate, Alan Jones.



YEAR 1968
CIRCUIT Nürburgring, Germany
DRIVER Jackie Stewart
CAR Matra MS10-Ford Cosworth V8
LAP Opening lap

Jackie Stewart was unsure of his fitness in the build-up to the German Grand Prix at the (old) Nürburgring, for he had broken his wrist four months before in a Formula 2 accident and had been racing since then with a plastic splint. This was removed in the days before the race but, to be sure, the Tyrrell team asked Johnny Servoz-Gavin to be ready to replace him. They also fitted a steering damper to the Matra in an attempt to take some of the steering load away from his wrist.

The weather was appalling throughout this early August weekend. Rain and mist effectively swallowed the first practice session and most drivers did just enough in the second (and final) session to qualify. All other supporting events were cancelled; the organisers changed the traditional four-three-four grid to three-two-three; and the race start was delayed almost an hour in the hope that the weather would abate. It did not.

Stewart asked for the steering damper to be removed just before the start, reasoning that he would have more feel without it – particularly under braking. His intermediate Dunlop tyres had been superior in the previous wet race, the Dutch GP, but here, at the Nürburgring, the Firestones on the Lotus-Fords and Ferraris were much more competitive.

Starting from the third row, Stewart sliced up to third at the South Curve and chased Hill and Amon into the mountains. Visibility was appalling but Stewart drove mainly by trackside landmarks. He passed Amon just before Adenau Bridge and got a run on Hill as they left the little Karussell. By the time he completed the opening lap, Stewart was nearly 10 seconds in front – a pace he maintained for the entire two-hour-20-minute race. He set fastest lap and won by just over four minutes.

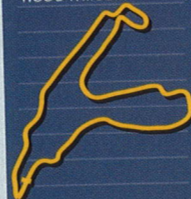
(Far left) Michael Schumacher at Spa. In '95, in the wet, on slicks, he passed Damon Hill on wets (bottom left)

(Centre left) To counteract a 200bhp deficit, a wingless Carlos Reutemann lapped Monza with chillingly deft commitment in '81

(Left) In appalling weather, Stewart navigated the Nürburgring by using trackside landmarks in '68

Just for the record

Circuit/year
 Spa 1995
Circuit length
 4.350 miles



Circuit/year
 Monza 1981
Circuit length
 3.604 miles



Circuit/year
 Nürburgring 1968
Circuit length
 14.189 miles



Williams had the better car – but Schumacher, as always, ignored the form book and forced his Benetton to win at Spa in '95

four three two

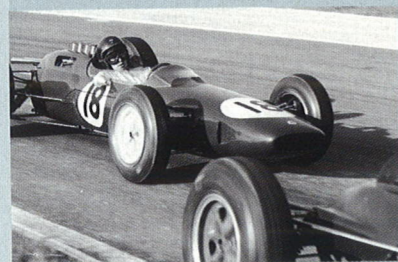


YEAR 1963
CIRCUIT Reims, France
DRIVER Jim Clark
CAR Lotus 25-Climax V8
LAP Opening lap



Even though Jim Clark dominated the 1963 world championship by winning 70 per cent of the races, his Lotus 25 was much slower in a straight line than the BRMs and Ferraris. It was going to be difficult for Clark to win the French GP on the ultra-fast Reims circuit. Even so, Clark took the pole: "I found that, on the fast corners on the back of the circuit," he said later, "I could set the car up on one big drift and just jam my foot on the throttle..."

In the same vein, he drove a stunning opening lap, breaking the tow from the group behind (led by Dan Gurney's



Brabham) and quickly taking control of the race. His 2m31.0s from a standing start was faster than the rest by 2.7 seconds. Then, leading by 14 seconds after 14 laps (by which time he had set fastest lap), his engine began to misfire. Clark drastically reduced his revs, but drove to the edge of his ability on the corners.

Then it began to rain. Clark immediately began to pull away again... until the rain grew heavier. His virtually bald Dunlops aquaplaned over the greasy French public roads... yet still Clark maintained his lead, winning by over a minute.



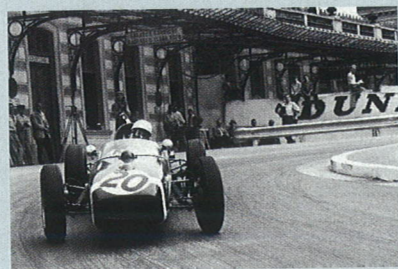
Jim Clark took the pole at Spa on the old, fast and very dangerous 8.762-mile road course with a lap in 3m28.1s.

Not only was this 3.1 seconds faster than the next man (Dan Gurney in the Eagle-Weslake) but also 4.8 sec faster than Clark's team-mate, Graham Hill (who was still quick enough to qualify third!)

Think about it. Clark lapped Spa at an average of just over 150mph. Take in the first-gear La Source hairpin and you have top speeds of nearly 195mph and speeds through the Masta kink, on the back of the circuit, of well over 175mph. Clark was wearing a relatively thinly padded Buco helmet, goggles and face mask, did not have the security of seat belts or a rollover bar higher than his helmet line and was driving a circuit bordered by trees, gulleys and earth banks. During qualifying, Lotus's Colin Chapman was worried about aerodynamic lift at the front (this was the pre-wing era) so fitted the 49s with bib spoilers either side of the nose. Any advantage they provided was more than offset by the massive oversteer they induced on fast corners! It was with the car in this form, though, and with a sticking throttle, that Clark set his pole lap. It remains one of the all-time great displays of driver virtuosity.

"Although I've never really liked Spa," commented Clark, "the 49 was just incredible there. It was very quick up the hill, very quick almost everywhere, though on the second half of the straight I sometimes began to think, 'Why doesn't it get going?'"

'THINK ABOUT IT. CLARK LAPPED SPA AT AN AVERAGE OF 150MPH - WITH TOP SPEEDS OF NEARLY 195MPH'



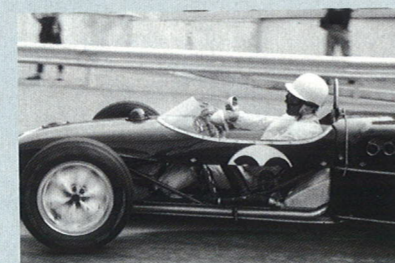
YEAR 1961
CIRCUIT Monte Carlo, Monaco
DRIVER Stirling Moss
CAR Lotus 18-Climax 4
LAP 85



Stirling Moss's privately entered Rob Walker Lotus 18-Climax produced about 20 per cent less power than the new shark-nosed V6

Dino Ferraris, yet Stirling Moss was unbeatable throughout the 1961 Monaco Grand Prix weekend. He took the pole with a lap in 1m39.1s - 0.2 seconds quicker than Richie Ginther's Ferrari.

Having remained calm on the grid while a mechanic welded a crack in one of the Lotus chassis tubes(!), Moss was beaten into the first corner by both Ginther and Jim Clark. He passed Clark on the opening



lap and then trailed the more powerful Ferrari for the next 13 laps. Then Ginther made a slight mistake at the Gasworks Hairpin. Moss was poised to demonstrate his genius.

With the side panels removed from his Lotus (to save weight), and his face only partially covered by his short-sided helmet and goggles, Moss's precision of movement, not to mention his straight-arm style, was clear for all to see.

Late in the race (lap 84), mounting final pressure on Moss, Ginther recorded a new fastest lap of 1m36.3s - nearly three seconds quicker than the pole. Moss responded with an identical time on lap 85.

(Far left) Jim Clark's 1967 Spa pole was three seconds quicker than the lap of the next man - Dan Gurney

(Centre left) Clark built up a 14-second lead in the first 14 laps at Reims in 1963. It was enough for him to win even despite engine problems and rain

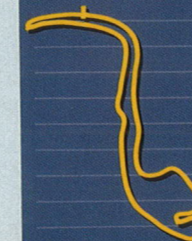
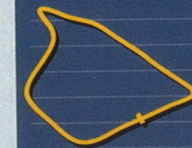
(Left) Stirling Moss at Monaco. He saved weight in an unorthodox way - by removing the side panels (below)

Just for the record

Circuit/year
 Spa 1967
Circuit length
 8.761 miles

Circuit/year
 Reims 1963
Circuit length
 5.159 miles

Circuit/year
 Monaco 1961
Circuit length
 1.954 miles



Just for the record

Circuit/year
 Interlagos 1975
Circuit length
 4.946 miles



(Right) In 1957, Fangio took advantage of the Nürburgring's 14-mile length to dupe the two Ferraris ahead of him into backing off

YEAR 1957
CIRCUIT Nürburgring, Germany
DRIVER Juan Manuel Fangio
CAR Maserati 250F
LAP 22



This was the day when Juan Manuel Fangio, in his last full year of racing, aged 46, drove a series of blistering laps around the Nürburgring

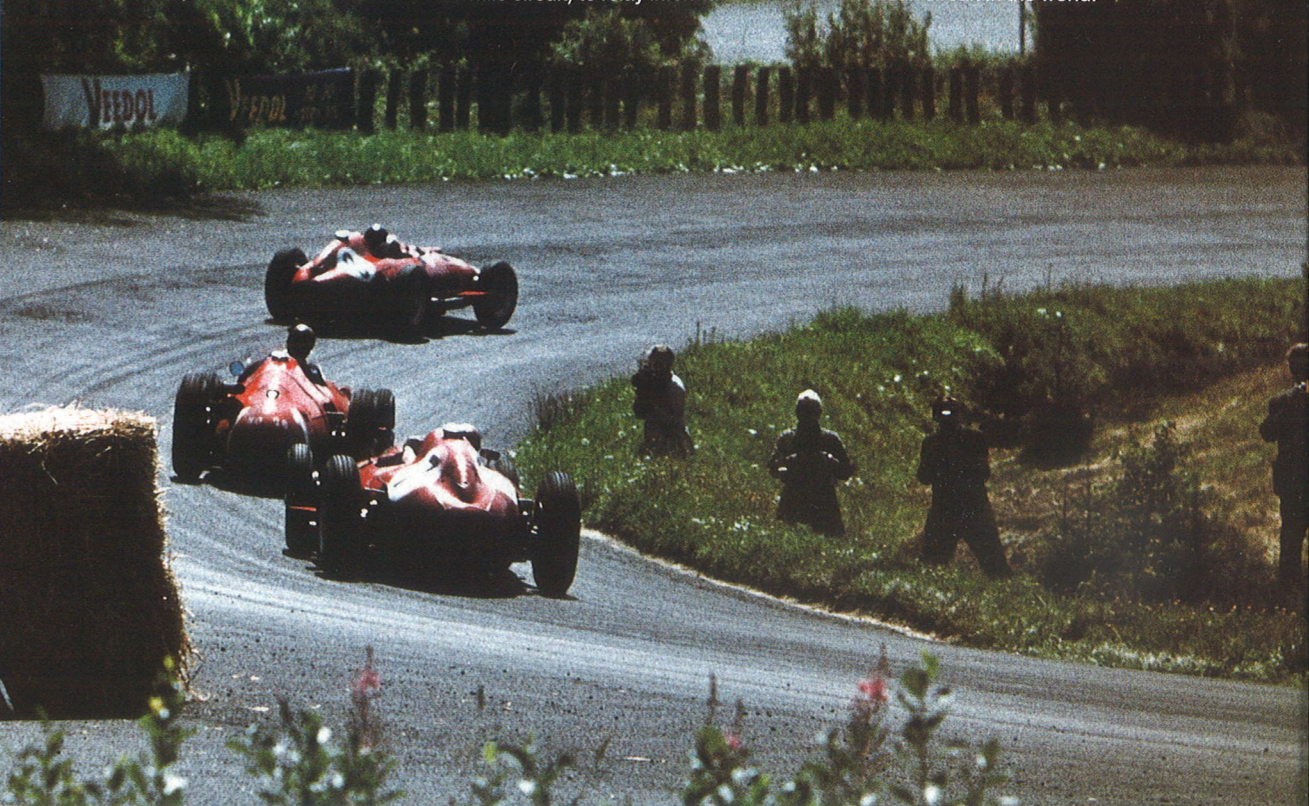
North Circuit with what was (admittedly) probably one of the best-handling cars of all time (the Maserati 250F). Ferrari appeared to have a massive advantage, for they could run non-stop; Maserati, by contrast, were forced to stop for fuel and tyres.

Fangio was leading by 28 seconds when he came in just before half distance

Just for the record

Circuit/year
 Nurburgring 1957
Circuit length
 14.173 miles

(Below right) Jarier deserves a mention for taking pole in 1975 in a car that really should have been in the midfield



AND FINALLY... AN HONORARY MENTION FOR A ONE-OFF LAP DRIVEN BY A MAN WHO NEVER WON A SINGLE GRAND PRIX

YEAR 1975
CIRCUIT Interlagos, Brazil
DRIVER Jean-Pierre Jarier
CAR Shadow DN5-Ford Cosworth V8
LAP Pole



Jean-Pierre Jarier had no business being quick in the 1975 Brazilian Grand Prix, held in January at the old and very demanding Interlagos circuit.

For one thing, he wasn't Brazilian; for another, he didn't drive for Lotus, McLaren or Ferrari. Jarier wasn't fast; he was *unbeatable*. He flung the black Shadow through the long Curva del Sol in perfect four-wheel drifts. He secured the pole by the huge margin of 0.8 seconds,



for fuel and two new rear tyres, but his pitcrew took 52 seconds to complete their job. He was trailing the Ferraris (Mike Hawthorn and Peter Collins) by 40 seconds when he rejoined. For 200,000 spectators, the race appeared to be over.

Knowing how long it would take (on this 14-mile circuit) to relay information to his

rivals, Fangio then sandbagged over the next two laps, nursing his rear tyres while his fuel load was still heavy. The deficit grew to 45 seconds; Ferrari duly signalled their drivers to back off.

Now Fangio pounced. On his first, major flying lap (lap 16), Fangio was 7.5 seconds faster than the Ferraris. He caught them, he passed them and he held off Hawthorn on the final lap using every move in his repertoire. "Fangio cut sharply inside me and forced me onto the grass and almost into the ditch..." said Hawthorn later, giving lie to the myth that only Michael Schumacher drives so aggressively.

You could pick any one of the eight brilliant laps driven by Fangio that day; we select his last - his 22nd - of the most difficult circuit in the world.



lapping in 2m29.88s to Emerson Fittipaldi's 2m30.68s. No-one could believe it - particularly as Shadow had been midfielders in '74, in their second year of existence. In the race, said the sceptics, it would be different.

In the race, though, Jarier merely served

more of the same: he outraked Carlos Reutemann's Brabham-Ford in full view of the packed grandstands and proceeded to grind out a huge lead, setting fastest lap as he did so.

There were eight laps to go when Jarier's fuel pressure began to fluctuate and failed to respond to an electric pump. Victory went to Brabham's José-Carlos Pace but the ultimate accolade belonged to the UOP Shadow team: Ronnie Peterson, who at that point was securely signed to Lotus, told anyone who would listen that he would be switching to Shadow for the next race, in South Africa. He did not.

Jarier, though, went on to drive for Lotus. He led the '78 Canadian Grand Prix and set fastest lap at Watkins Glen... but again retired.

He never won a race. 1

Sudden impact

With its vast experience in roadcar collision testing, Allianz examines the business of crash testing in Formula 1



There's no such thing as a car with an unblemished accident record. Though you may never have crashed your own vehicle, it's been crashed on your behalf many times – and so has every car on the F1 grid.

The increasingly rigorous standards demanded of racing cars have inevitably led to improvements in the cars all of us drive – and Allianz, as one of the world's largest insurers and an expert in risk management, has contributed to roadcar safety via its own extensive crash testing programme.

All F1 cars undergo crash tests mandated by the FIA. In the frontal crash test, for instance, the nose cone and survival cell are smashed into a rigid barrier at 50 km/h to



The Allianz Center for Technology runs its own tailor-made roadcar crash test programme in Munich



0.5

1.0

1.5

2.0

2.5



For its standard crash test, the AZT runs vehicles the length of its research facility at 15 km/h. They hit a crash barrier slightly off-centre to replicate the effect of a typical collision in an urban environment

check for acceptable, safe deformation. The survival cell itself is subjected to even higher forces – for instance, it must withstand a side impact with a barrier weighing 780 kg and travelling at 10 m/s (36 km/h).

"This is done by fixing the survival cell and propelling a sled or trolley into the side of it," says Brian O'Rourke, WilliamsF1's Chief Composites Engineer. "The speed at which we crash the car may seem slow but it is representative of the speed change seen in a real accident where barriers are deformable."

Sensors feed back information about the g-forces acting on a crash test dummy. Long experience has shown how these affect the human body – the concept was born in 1949, when one Colonel John Stapp, a US Air Force flight surgeon, had himself strapped to a rocket sled at the Edwards Air Force base in California. He was accelerated to 1,030 km/h (286 m/s)... and then suddenly halted when his sled plunged into a pool of water. He went from 1,030 km/h to a standstill in just 1.4 seconds – the equivalent of hitting a brick wall in a car travelling at 120 mph.

"They made a film of it, and you see Stapp staggering about after," says Dr Christoph Lauterwasser, a risk expert from the Allianz Center for Technology (AZT). "That proved that g-forces of up to 40g are survivable for more than one second – but naturally it's not a test that's still used nowadays...!"

Crash research in the automotive industry has increasingly emphasised passive safety. "Like Formula 1, we're obviously testing for the safety of vehicle occupants, and we use the same indices and technology," says Dr Hartmuth Wolff, head of the AZT's crash test



"Like Formula One, we obviously test for the safety of car occupants, and we use all the same indices and technology"

programme. "We assess the effect of impacts upon vehicle passengers by installing crash test dummies in the car in all manner of positions, and we also look at what happens when airbags go off. I'm pleased to say car safety has improved a lot in recent years."

After a crash in F1, damaged bodywork and energy absorbers will be thrown away whilst the survival cell, though extremely robust, will sometimes need complex repairs. Road cars, however, must be more repairable to be economically viable and AZT crash tests take this into account. At its test centre, the AZT has developed a standard test recognised by the car industry throughout Europe. All new models are crashed at 15km/h, the typical speed of an average urban collision, to assess their insurability. Ideally, they should deform progressively to absorb impacts – and be cheap to fix. AZT's own experts test this by repairing the crashed vehicles themselves.

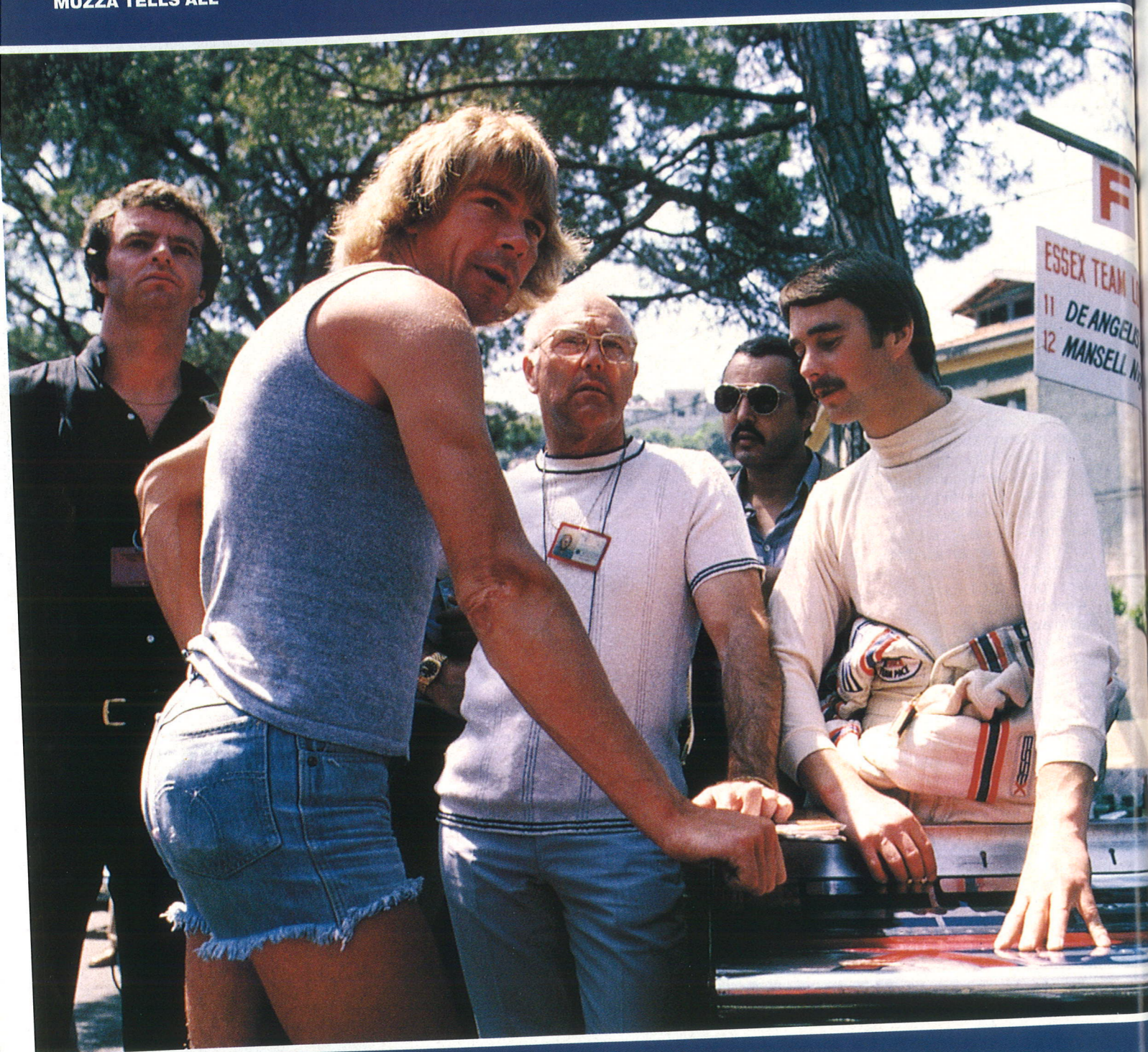
"Typically you get compressed panels, and perhaps a bit of damage around doors," says Dr Wolff. "We're looking for things that add unacceptable costs. For instance, airbags shouldn't fire in a 15km/h crash – if they do, it typically adds €3,000 to the repairs. Years ago, we often found roof damage in cars we tested – one car, I remember, had damage to the right rear from an impact at front left!"

The higher profile of safety in F1 has helped increase interest in roadcar safety – and some of its technical developments may one day improve it even further. For Allianz, and everyone involved in risk management, the job is never finished.

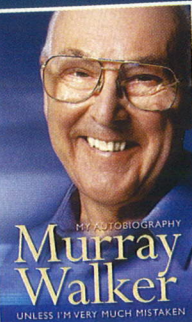
■ To find out more about Allianz, visit their website at <http://f1.allianz.de>



Above Measuring panel deformation after a 15 km/h crash test Top of page The AZT's large family of crash test dummies even includes a dummy dog!



PART ONE



Anything can happen...

... and it usually does, as Murray Walker so often used to say. In our first extract from Muzza's new autobiography, he tells how James Hunt proved that maxim

Photographs by LAT Archive

(Opposite) Murray, centre, and James Hunt, left, didn't get on too well initially, but the stormy waters gradually calmed. Note Nigel Mansell to the right of this shot from '81; (above) sharing a mike caused the occasional fracas – Murray even came close to throwing a punch at one race

By 1979 I knew the ropes – and my job as the BBC's grand prix commentator had become easier and a lot less stressful. But the year was a significant one for me, professionally, because at Monaco James Hunt lost his appetite for racing and sensationally retired.

Before long I was having another audience with the BBC's redoubtable Jonathan Martin, one of the corporation's senior sports producers and later its head of sport.

"The grand prix programme is taking off, Murray," he said. "Next year we're going to do all the European races live and we're going to have two commentators. You're one and James Hunt will be the other."

I didn't like it. I'm a human being with human feelings. I'd been doing the Formula 1 commentaries for two years alone and my way. There had been no complaints and a lot of compliments and now I was being faced with what seemed to be a vote of only qualified confidence. They're easing me out, was my first thought. The next thing that'll happen is they'll be saying, "Thanks for all you've done, but we want a younger man who has actually done it." But James Hunt! What does he know about commentating? He's a racing driver, and what's more I don't respect him. As a driver he's very good, no doubt about it; but as a person he's arrogant, rude, overbearing, drinks too much and is certainly not my idea of someone with whom I want to share the microphone.

I was certainly startled at our first joint commentary, on the International Trophy race at Silverstone, won by Chile's Eliseo Salazar and definitely not one of the most exciting races I've ever seen. I summed it

up as brightly as I could and turned to James – who was literally lying on the floor with his leg in a plaster cast as a result of trying to do a backflip on a snowboard while he was under the influence.

"And what did you think of it, James?" "What a load of rubbish!" he replied.

Direct and blunt, but he was absolutely right. It had been a procession with little to endear it and James said it like he saw it. It was my first experience of that complete honesty and outspokenness which was to endear him so much to the viewers... but there were plenty more to come.

At Monaco '80, the sixth grand prix of the season, there began the Murray and James F1 commentary partnership that was to last for 13 years, 16 times a year for four days at a time. It started cautiously at arm's length and eventually developed into mutual respect and liking, but it went through some trying times on the way. Two people could hardly have been more different in terms of age, temperament, background and attitude. James was a free spirit, with a highly volatile and forcefully opinionated personality and a fearsome temper, who did not think or act like other people. For years he had been lionised and harried ceaselessly by his countless fans and given no peace by the media. He hated being so public and when he retired he was worn out by the pressure of what had been a very turbulent lifestyle. He had lost his wife to Richard Burton, had just terminated a career that had seen him become world champion of a sport where you literally put your life at risk, he drank to excess, smoked to excess, womanised to super-excess and was now

'JAMES SAT DOWN, PLONKED HIS PLASTER CAST IN MY LAP, THE RACE STARTED AND OFF WE WENT'

literally yesterday's man. And me? At 57 I was more than old enough to be his father and unhappy about being paired off with someone I thought lazy and unprofessional and whose private life I did not admire. We were a seemingly ill-matched couple with a potentially disastrous future.

At that first grand prix together our Monaco commentary position was a patch of pavement opposite the pitlane. We sat on folding park chairs just behind the Armco barrier, on the other side of which the cars blasted past at some 170mph. Between us was a solitary television monitor and over us a token piece of canvas in case it rained. The noise was deafening and to make it worse I wore an earpiece into which Jonathan Martin gave me the time of day in his imperious tones. Just minutes before the race, James arrived: unkempt, unshaven, barefoot and half-sloshed, wearing a T-shirt and a frayed pair of cut-down jeans and carrying a bottle of wine. He sat down, plonked his plaster cast in my lap, the race started and off we went. I can look back with wry humour now but I wasn't amused at the time, especially when a second bottle arrived for him as he finished the first.

It would be totally untrue to say that James and I disliked each other but we ▶

MUZZA TELLS ALL

certainly had very little in common. I worked like mad to get information; James spent most of his time in the Marlboro motorhome and let it come to him. I stood up during the race going berserk with excitement; James sat down and was calmly authoritative in that wonderful public school voice of his. I did not regard it as my right to criticise the drivers; James was fiercely condemnatory whenever he got the chance. With his knowledge and experience of what it was actually like to race an F1 car he had every right to do so, although he was often vindictively unfair in my opinion. "The trouble with [Jean-Pierre] Jarier is that he's a French wally: always has been and always will be," was a typical James remark. I knew that if things weren't very entertaining I only had to say something complimentary about Riccardo Patrese for James to fiercely gesture for the microphone that we shared. He never ceased to blame Riccardo for the collision at Monza that had caused Ronnie Peterson's death [in '78], and never forgave him even though it was subsequently established that the amiable Italian had been entirely innocent. I would give the mike to James who would then spew vitriol and bile over Patrese. He did the same, to a lesser extent, to Nigel Mansell and Ken Tyrrell. He regarded Mansell as a whinger undeserving of respect and had it in for Ken for having, according to James, once sent Jody Scheckter out on what James believed to be dangerous tyres. James's dislikes were

'I THOUGHT JAMES SLOWED THINGS DOWN AND HE THOUGHT I TALKED TOO MUCH. HE MAY HAVE BEEN RIGHT'

often ill-founded at best and this was one of them, for I cannot imagine anyone less likely to have done such a thing than the experienced and honourable Ken Tyrrell.

The public loved James's tirades, of course, and Jonathan Martin had been right to put us together. We may not have had the greatest respect for each other at the start, but our skills complemented each other perfectly, the viewers liked our partnership and as time went by we rubbed the corners off each other, grew together and worked even better. In the early days, though, I must have been as much of a pain to him as he had been to me. He later told me, for instance, that in the commentary box I used to shield my hard-won information notes with my hand like a schoolboy at an exam to prevent him seeing them. True enough, but I did so because I didn't see why someone I regarded as being too idle and unprofessional to find out for himself should benefit from my efforts. I must also have irritated James immensely by my attitude in the box. I was immensely fired up, totally focused, literally on the balls of my feet oozing adrenaline and all the time I wanted to be the one pouring out words about what was happening. I thought James slowed things down and he thought I talked too much. He may well have been right but I was never reluctant to ask his opinion on something about which he knew more than I. Jonathan Martin's insistence that we share the same microphone – to stop us talking over each other – was perceptive and correct but it caused more than a little friction because we had to pass it back and forth and whoever had it didn't want to give it up. I admit with some embarrassment that when James was talking and I felt I had something more important to say (which was often) I would get extremely agitated with him, waving my hand in front of his face and generally making it very plain that I thought he should shut up and return the microphone to me. We never actually came to blows but at Silverstone one year we came mighty close.

I was, as ever, standing up and in full flow, giving it plenty, when James, sitting beside me, decided it was his turn. Instead of



(Right) Hunt loved women – and they tended to love him back; but when he put his mind to it, Hunt made a good job of tearing himself away from the screaming fans and took the 1976 championship. He won six races along the way, including Jarama in Spain (below); (above left) in the commentary box with Murray and the Beeb's stats man Mike Doodson

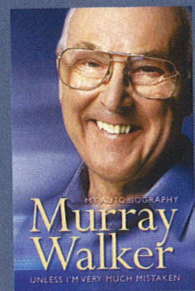
languidly waving his hand for the microphone he grabbed its wire and gave a sharp tug. It flew out of my hand into his and while he calmly got on with whatever it was he wanted to say I was seething with rage at being cut off in my prime. I regard myself as someone who is hard to anger but I actually had my fist back when I saw producer Mark Wilkin wagging a reproving finger at me and silently mouthing the words, "No, Murray!" I backed off and it is just as well I did for that would have been the end of a great partnership.

Life with James was always unpredictable. I used to see very little of him before the qualifying session on Saturday because there was no need, but on Sunday there was always the worry of whether he was going to turn up. He would stroll into the commentary box just minutes before the race began – and when it finished it was as though the chequered flag was connected to a spring on his arse. As the flag swept down James shot up and out of the box. That wasn't really a problem, but at Spa in '89 he never arrived at all. While I did the job alone, producer Roger Moody was frantically phoning round to find him and sending our engineer to ask anyone who retired to come and be interviewed by me. And James? When he was finally located after the race he said he was very sorry but he'd been ill in bed. I was uncharitable enough to think he hadn't been alone and wasn't impressed. ▶





> Special offer for F1 Racing readers



You can obtain Murray's high-octane autobiography, *Unless I'm Very Much Mistaken*, at the special price of £15.99, a saving of £3.00 off the RRP.

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My most dramatic experience with James occurred during our first time in Australia in '85. Channel 9 were making a maximum effort to impress their countrymen with F1 down under and were doing a great job. For the qualifying session we were joined by David Hill, their top man, who was brilliant at his job and not slow to make his feelings known. There had been an instant lack of rapport between the very English James and the very Australian David; but everything went well until I handed the microphone to James... who shrugged his shoulders, put it down and said, "I've got nothing to say."

David leaned across and said, "Pick the fucking thing up and say something!" Somewhat startled, James did so, and when the session finished he haughtily said to David, "I'd like a word with you. I've never been spoken to like that by anyone in the whole of my life and I don't like it."

"I don't give a fuck what you like," said David. "As far as I'm concerned you're a hired hand and if you don't like it you can fuck off!"

James stayed but unsurprisingly there was a tense atmosphere between the two of them until the problem was eventually solved by David becoming Sky TV's head

'THE DECENT AND CHEERFUL CHAP INSIDE JAMES TOOK OVER AND OUR RELATIONSHIP WAS TRANSFORMED'

of sport in the UK and then one of Rupert Murdoch's top TV executives in America.

If I've given the impression that working with James was non-stop purgatory, it wasn't. Challenging, yes; tense definitely, and often irritating but 13 years is a long time and if there hadn't been basic mutual respect and an unforced ability to work together we wouldn't have lasted as long as we did. James almost invariably stayed at a different hotel from the rest of the BBC team and we were never the greatest mates out of the box because we were so different, but as the years rolled by he changed, very much for the better as far as I was concerned, and I must have too. We both mellowed. His second marriage had also ended but it had produced two sons, Tom and Freddie, to whom he was a loving and very caring father. He used to bring them to Portugal for a holiday at grand prix time and stayed with the rest of us at the Estalagem Muchaxo at Guincho up the coast from Cascais. It was a very unusual place at the end of a superb bay at the extreme western edge of Europe and I was always immensely impressed with a side of James, as a warm-hearted dad, that I had never seen before. Over the years the decent and cheerful chap who had always been inside him took over and our relationship was transformed. Things were going really well, in fact, but sadly they weren't to continue.

Two days after our last commentary together, the '93 Canadian Grand Prix, I was doing a job when my wife phoned me. "Brace yourself, dear," she said. "I've got some very bad news."

My first thought was my mother, for she was then 95.

"Is it mother?"

"No, it's James. He's died."

Human reaction can be quite illogical and mine was then. "It can't be James. I was with him on Sunday."

He had succumbed to a massive heart attack and to my very genuine regret our association was over. At times it had been stormy but it had worked extremely well, had given a lot of people a lot of pleasure and I was deluged with the most wonderful letters about it. James's brother Peter asked me to deliver the address at the celebration of James's life at the appropriately named Church of St James, Piccadilly, and I was honoured to do so. The great and the good of motorsport were all there and it was a truly moving, warm and cheerful occasion, which is certainly what James would have wanted. In fact he left money in his will for his friends to have a party afterwards.

Like all of us James was a mixture but at heart he was an endearing, good and honest man. My address concluded with the words, "We can only console ourselves with the knowledge that 45 years of James's life contained at least as much as 90 of anybody else's. His loved ones, motor racing, his countless friends and all those who admired him from afar are infinitely the poorer for his passing." And I was right. **1**

Taken from Murray Walker: Unless I'm Very Much Mistaken, out now from CollinsWillow. For your chance to order a copy of Murray's autobiography at the special price of £15.99, see panel above.

(Above left) Hunt wasn't the kind to allow a broken leg to lower his spirits – but then, spirits seemed to have helped him acquire the injury in the first place! (Above) He was no willing wallflower – anyone who happened to disagree with Hunt tended to get quite an earful from him

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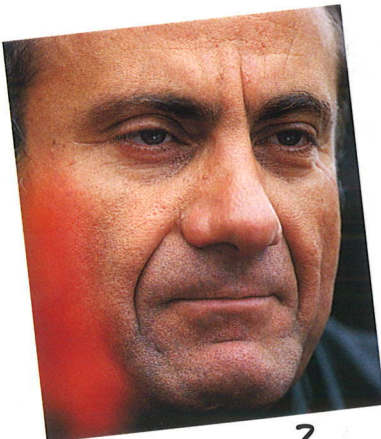
F1 Racing special investigation

We name 'em 'n' shame 'em

Like you, all at *F1 Racing* would love nothing better than for Jaguar Racing to become 'Ferrari in British Racing Green' (as parent company Ford's ex-CEO Jac Nasser famously and inspiringly suggested three long years ago). Even after 48 heartache-riven grand prix weekends, our hopes – and yours – spring eternal. Yet, ever since the team's over-hyped debut at the 2000 Australian GP, they have done nothing but disappoint. Will Jaguar ever win? *Can* they? Throughout all their misfortunes, those hirings and firings have kept on coming. And now, confused and depressed by Ford's decision to back Jordan Grand Prix in '03, Jaguar Racing are a team in ever greater turmoil. This is how they got there ►

Report by Matt Bishop, Alan Henry and Tom Clarkson

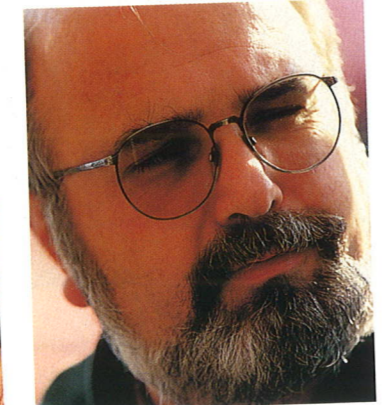
ALL INSETS: DARREN HEATH; CHARLES COTESLAU; STEVEN TEEJAI; TOM SHAWWALLSPORT



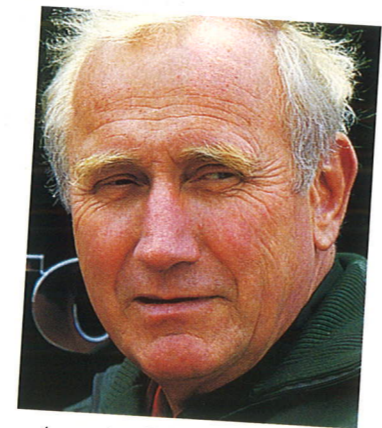
Jac Nasser?



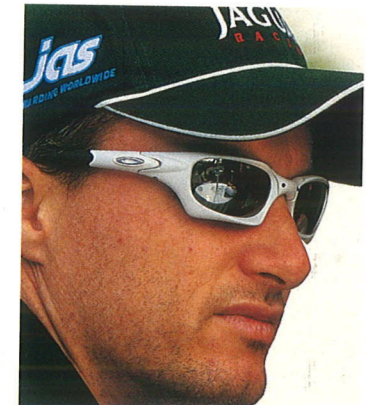
Jackie Stewart?



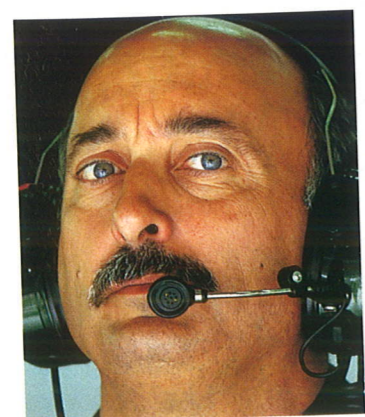
Nick Hayes?



Neil Ressler?



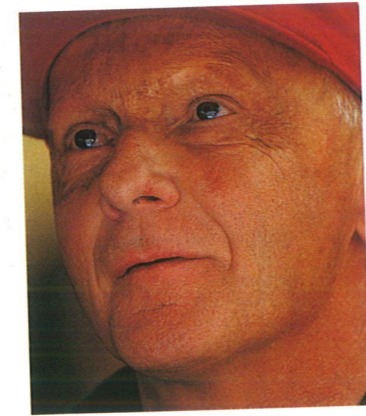
Eddie Irvine?



Bobby Rahal?

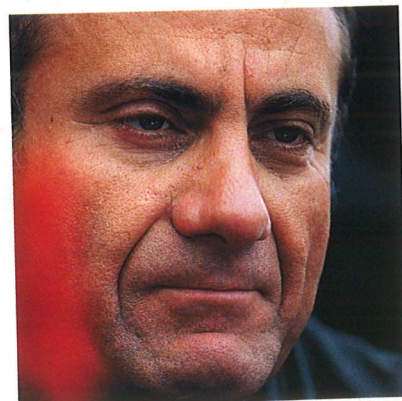
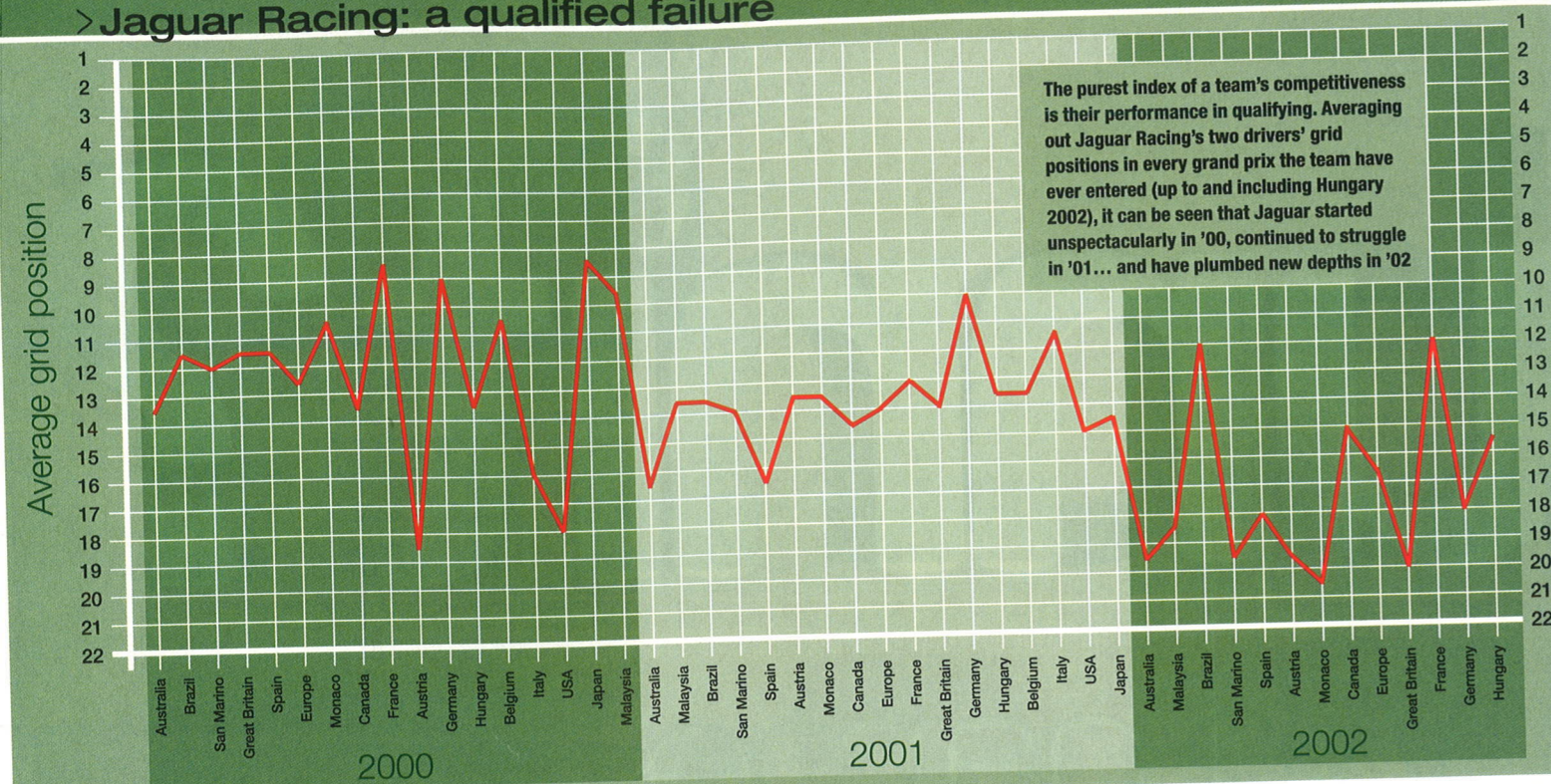


Steve Nichols?



Niki Lauda?

> Jaguar Racing: a qualified failure



Jac Nasser

Ex-chief executive officer, Ford Motor Company

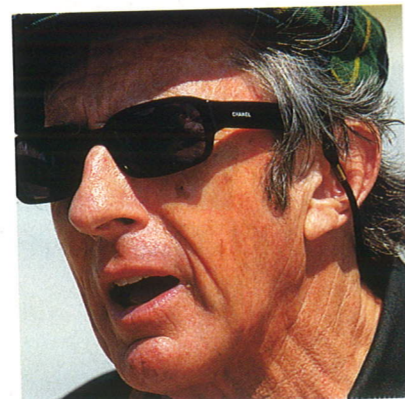
With hindsight, Jac Nasser's grand plan – that Jaguar Racing could in reasonably short order become “Ferrari in British Racing Green” – now appears laughably over-ambitious. Yet, although Nasser had been a Formula 1 fan for a long time, it was the rapid success of Jackie Stewart's tight little team – Stewart Grand Prix, which first raced in 1997 – that persuaded Ford's biggest cheese that here was a vehicle upon which he could build his dream. By '99, the year in which the Jaguar Racing deal was hammered out, the JYS-Ford association had become a glorious and ever-evolving 31-year success story; a team based around Ford and Jackie, therefore, capitalising on the achievements of Stewart GP (who, in their final year, '99, had won a race, led others, scored podium finishes and even bagged a pole position), should

on paper have brought Jaguar seamlessly (and relatively successfully) into Formula 1.

In truth, however, Stewart GP had probably already had their finest hour(s), for F1 was about to embark on an investment spree the like of which had never been seen before; as a result, in '00 Stewart GP would have been comprehensively left behind by the extravagantly funded R&D programmes being launched by Ferrari, McLaren and Williams – and Jackie knew it. Crucially, Nasser did not. His decision to persuade the Ford board to fork out around \$90 million (to buy outright a team that had in any case been partly set up by Ford money only three years previously) was, therefore, a conspicuously guileless one. But not an especially surprising one: Nasser's naivety here was no more than emblematic of Ford's long-standing corporate inability fully to understand the inner workings of F1.

In '00 the 'new' team were duly unable to compete on anything like level terms with the 'big three' – and, exacerbated by political in-fighting between Ford (Detroit), Jaguar Cars (Coventry) and Jaguar Racing (ie the 'old' Stewart GP, based at Milton Keynes), morale slumped. Compounding that, Nasser made two more crucial errors: he authorised Jaguar's hugely expensive and frankly embarrassing 'The cat is back' marketing campaign, and appointed a dyed-in-the-wool American 'blue ovaler', Neil Ressler, to the hot seat when Jackie and Paul Stewart exited stage left.

VERDICT: Big ideas, big ego, big entourage... but appeared to leave his keen business brain at the coat-check whenever he and his enormous army of lackeys swiped their way into an F1 paddock.



Jackie Stewart

Founder, Stewart Grand Prix

By mid-1999, aware that his star driver (Rubens Barrichello) had already signed a Ferrari contract for the following year, and watching with alarm the extent to which the 'big three' teams were increasing their investment, Jackie Stewart must have known that the impressively steep upward slope of his team's performance graph was about to level out.

But, personally, Jackie had never intended his Formula 1 'comeback' to be a long-term thing. No, he had founded Stewart Grand Prix in order that his son, Paul (who had failed to make the grade as a driver), would nonetheless have a successful F1 career. Indeed, one of the conditions of the Jaguar Racing deal was that Stewart Jr would have a senior role – which, until his mid-'00 resignation due to cancer (from which he has now, thankfully, recovered), he did.

Ford's then CEO Jac Nasser (far left) said he was “green with envy” when he saw Ferrari's scarlet-clad tifosi cramming the Hockenheim stadium in '99. As a result, he moved to buy Stewart GP from their eponymous owner (left); not surprisingly, the canny JYS got the better of the deal

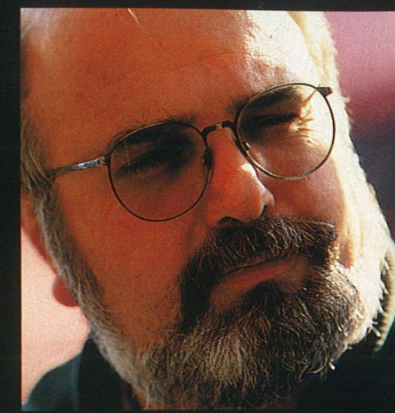
Nick Hayes, Cosworth's chubby and avuncular MD (right), runs a highly innovative engine-building programme at his Northampton HQ. Trouble is, Jaguar Racing's Milton Keynes operation seem to be correspondingly less able to create world-class chassis...

Ask Jackie today how he persuaded Ford to spend around \$90 million on buying outright a team that had been partly set up by Ford money just three years previously, and he will tell you that the price was justified “on added value grounds” – that, in other words, the team were debt-free and squeaky-clean from a due diligence point of view, and that it was his Milton Keynes squad (and not anyone in Detroit) who had worked day and night to turn a cute idea into a winning operation. And he is right on both counts. Indeed, when compared with the eight other F1 teams set up in the 1990s (British American Racing, Forti, Jordan, Larrousse, Pacific, Prost, Sauber, Simtek), only Stewart and Jordan can be regarded as real (ie winning) success stories.

The one thing JYS could not provide, however, was a big-name driver – and that was something Ford (or Jaguar) were adamant that they must have. Approaches were made to both Schumachers, to Mika Hakkinen and to Heinz-Harald Frentzen (who was at that time a championship contender with Jordan, remember)... but all refused.

In the end Jackie signed Eddie Irvine on a three-year deal worth around \$30 million – the theory being that Irv might nick the '99 drivers' championship and consequently allow the Jaguar R1 of '00 to sport 'number-1' on its British Racing Green nose-cone. As things turned out, Hakkinen foiled that stratagem by retaining his title at the final round (Suzuka), finishing 95 seconds ahead of a sadly vanquished Irvine.

VERDICT: Did a fabulous job to set up Stewart Grand Prix – then, when it became clear that the BRG mob wanted to do their own thing, showed characteristic fiscal perspicacity by quitting while he was still well ahead.



Nick Hayes

Managing director, Cosworth Racing

Since 1997, when he took overall control of the development and construction of the engines which would power the brand-new Stewart-Ford SF1, Nick Hayes has proved himself to be a very practical and conscientious engineer. Assisted recently by operations director Brendan Connor, Hayes has kept his team motivated by ensuring that his chaps remain insulated from the political wranglings which have at times threatened to swamp the rest of the Premier Performance Division (which comprises Jaguar Racing, Pi Research and Cosworth Racing).

But, more than that, Hayes' team make great Formula 1 engines. Granted, Jaguars R1, R2 and R3 have never set the world's racetracks on fire, but never has anyone (either inside or outside Jaguar Racing) attributed their lack of success to power deficit. Moreover, the competitiveness of this year's (Cosworth-engined) Arrows A23, supported by no testing worth the

name, shows just how fast a state-of-the-art 21st century Cossie can be made to go when mated to a competent chassis. No wonder Jordan were so keen to do an engine-supply deal with Ford for '03!

If Cosworth have a weakness as far as Jaguar Racing are concerned, it is the fact that they are not and never will be allowed by Ford to be an exclusive supplier. As a 100 per cent Ford-owned subsidiary, Hayes' outfit are regarded in Detroit merely as a profit centre. As a result of Cosworth's consequent (and, to some extent, PR-motivated) desire to appear semi-detached from the ongoing poor form of the BRG machines, Jaguar Racing men will tell you that Hayes and Connor can sometimes be unhelpfully aloof.

Indeed, they were extremely defensive – and splendidly isolationist – when Niki Lauda questioned them on the subject of a disturbing series of valve and piston breakages last year... so much so that, when Lauda suggested Mahle and Pankl be considered as alternative suppliers, it had much the same effect as would asking Prince Charles to consider marrying a twice-divorced Roman Catholic hippie. Certainly, on the relatively rare occasions on which a Jaguar F1 car's engine goes up in a cloud of smoke, the knee-jerk reaction at Cosworth appears always to be to blame a detail of its installation.

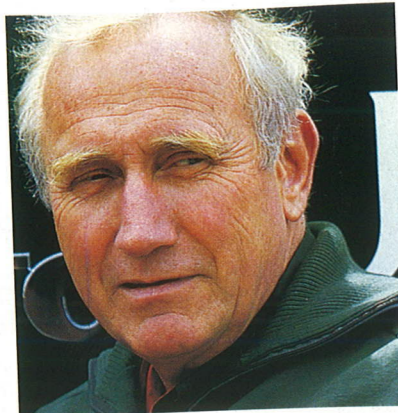
VERDICT: No-nonsense bloke whose light and powerful engines would fly in a decent chassis. ▶

'A FORD-OWNED SUBSIDIARY, HAYES' OUTFIT ARE REGARDED IN DETROIT MERELY AS A PROFIT CENTRE'



Whodunnit?

HOW JAG MESSED UP



Neil Ressler
Ex-team principal, Jaguar Racing

The first thing to say about Neil Ressler is that he is a thoroughly nice man. A good man, even. As a result, he never really had a chance of navigating Jaguar Racing safely through the shark-infested waters of modern Formula 1. Worse, tragically, just as he was about to throw 100 per cent of his energies into the ailing project (following the mid-2000 departure of Jackie and Paul Stewart), his (Ressler's) beloved daughter's cancer, which had been diagnosed some time before, worsened considerably.

Honourably and rightly, he decided that his family must become his number-one priority, and went back to the States (from which distant remove he still maintains a position on the Jaguar Racing board).

The inevitable result – especially as the Gary Anderson-designed Jaguar R1 was not performing well – was more uncertainty and ever-lower morale. Worse, Eddie Irvine was publicly criticising all and sundry Jaguar Racing personnel (Anderson apart), his clear implication being that Ressler had not been hiring (nor firing) the right people.

But perhaps Irvine was right – for Ressler's highest-profile signing was, of course, his successor, Bobby Rahal. And Rahal's tenure at Jaguar Racing was to be short... but never sweet.

VERDICT: Wrong man, wrong time, wrong place: a too-nice 'Uncle Sam' who was always going to be beaten by cut-throat F1 politics... and, finally, by personal tragedy.



Eddie Irvine
Driver, Jaguar Racing

Having (in Michael Schumacher's absence due to injury throughout the middle part of 1999) won four grands prix and nearly taken the drivers' championship for Ferrari, Eddie Irvine was the next-best thing to the megastar driver on whose celebrity Jaguar Racing had hoped to peg their entry to Formula 1 in '00.

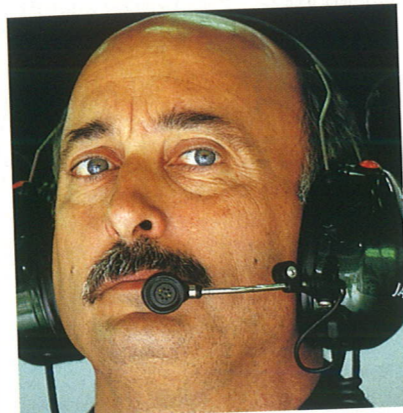
In truth, since Irvine had suspected for some months that he would not be retained by the Scuderia for '00, he needed Jaguar Racing every bit as badly as they needed him. As a result, his salary (in the region of \$30 million over three years) was probably unnecessarily large; indeed, the fact that the Ford board signed it off without insisting on a clause that stipulated a lower figure in the event of his failing to lift the drivers' title (thereby delivering the 'number-1' they so craved) was yet another indication of their 'F1 greenness'. At that time, remember, only Schumacher, Mika Hakkinen and Jacques Villeneuve were earning more.

Clearly not in Mika's or Michael's league in terms of ability, Irvine has nonetheless proved himself to be competent and occasionally very quick in his three years in BRG. Trouble was, for \$30 million Jaguar Racing were entitled to expect a bit more.

What they expected, and were entitled to expect, was leadership; and that, in the opinions of the engineers whose task it was to work with and learn from Irvine, is what they did not get. Although at Ferrari he had been an ideal foil to the super-fast, mega-hard-working and ultra-inspirational Schumacher, he was probably too unconventional and too feisty a cove to fulfil the 'senior team player' role that an immature organisation such as Jaguar Racing so desperately needed.

And when, in late '00, Bobby Rahal took over as team principal from Neil Ressler, all hell broke loose...

VERDICT: Intelligent, savvy, outspoken, quick-ish... but not the inspirational team player a struggling new outfit require.



Bobby Rahal
Ex-team principal, Jaguar Racing

Ohio-born ex-oval racer Bobby Rahal probably never reckoned on being Jaguar Racing's team principal for a very long time – but, lured by a giant salary, an unconsummated love for Formula 1 (Rahal had driven two grands prix for Wolf in 1978) and the likelihood of a handsome pay-off if it all went pear-shaped, he gladly took the job when in late '00 Neil Ressler asked him to be his successor.

But, just to be safe, Rahal insisted that his contract allow him to continue to run his ChampCar team – a condition that ensured his loyalties would remain irremediably divided throughout his stay in what was quickly becoming F1's hottest of hot seats. And, as everyone except the Ford US board has known for aeons, running even an untroubled F1 team is a 24-seven occupation.

Nonetheless, Bobby wasted no time before making major changes. One of the first things he did was to fire technical director Gary Anderson (whom Irvine respected and adored)... and hire fellow American Steve Nichols (who had been doing comparatively low-level 'future projects' work at McLaren) in his place. Anderson had been going through a few personal difficulties (now solved, as proven by the excellent work he is once again doing at Jordan, his spiritual home) and was allegedly becoming less and less willing to delegate. The surprise, though, was the identity of Gary's replacement.

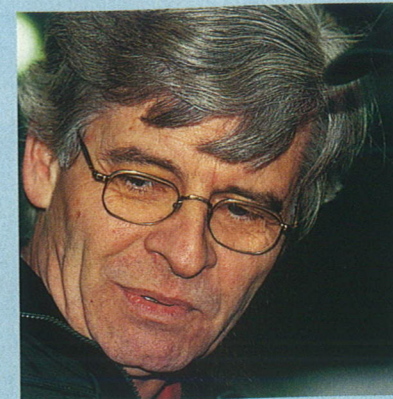
To be fair to Rahal, he never intended

Neil Ressler (far left) soon vacated the hot seat for fellow American Bobby Rahal (left), who struggled to come to terms with Formula 1 politics. He and his number-one driver, Eddie Irvine (centre left), never developed much mutual respect. Steve Nichols (right), a Rahal appointee, was yet another too-nice American whom Jaguar Racing quickly chewed up and spat out

that Nichols should remain Jaguar Racing's technical director indefinitely; that position, in the Rahal masterplan, was already the exclusive property of McLaren's Adrian Newey (who had engineered Rahal in IndyCars with great success in the '80s and had in the intervening years become Bobby's best friend in all the world). And, although Rahal failed at the final hurdle, and 'Newey-gate' will probably be remembered as an embarrassing saga from which none of the principal players emerged with much credit intact – least of all its biggest loser, namely B Rahal esq – historians may one day look back and remark, "Gee whizz, Bobby didn't get half close to landing one seriously major coup back there."

And they will be right. Moreover, had he succeeded in poaching Newey from under Ron Dennis's nose, Rahal's position at Jaguar Racing would have been secure for years to come. And Niki Lauda, who had in early '01 been appointed to the non-job of chief executive officer of Premier Performance Division (which comprises Jaguar Racing, Pi Research and Cosworth Racing), might never have been able to lead the boardroom coup that, to Irvine's joy, caused a pleasant and good-natured American to be summarily asked to clear his desk in the week following the '01 Hungarian Grand Prix.

VERDICT: Another transatlantic 'nice guy' who wasn't sufficiently hard-nosed to cut the mustard in F1. Famously said, "Judge me on R3." Say no more...



Steve Nichols
Ex-technical director, Jaguar Racing

By the time Steve Nichols arrived at Jaguar Racing (late 2000), he was pretty much worn out. He had been working as an engineer in the racing industry since '76, and had done time for companies as numerous (and diverse) as Maremont (who make dampers for NASCAR, should you not have heard of them), Sauber, Jordan, Ferrari and, in two stints, McLaren.

Perhaps as a result of an understandable absence of *joie de vivre*, Nichols never appeared to approach the technical directorship of Jaguar Racing with any discernible zest. But had Bobby Rahal been successful in hiring Adrian Newey (who, under the terms of their putative agreement, would have taken up his position at Milton Keynes on August 1 '02), then Steve would

have been an ideal, trouble-free and super-experienced understudy to the great man.

As a head of department, however, Nichols was second-rate. Moreover, he was under-resourced in terms of key support, for neither John Russell (chief designer) nor Mark Handford (chief aerodynamicist) was able to conquer his vertigo at F1's headiest heights. Russell was an able race engineer (at Williams in the early '90s he had worked with Riccardo Patrese, Nigel Mansell, Damon Hill and David Coulthard) and had enjoyed success as a design engineer in fields less exacting than F1 (the British Touring Car Championship and the American Le Mans Series). Handford, meanwhile, had worked in F1 as long ago as '85 (with the Beatrice Haas team, alongside Ross Brawn), whence he moved via Tyrrell, Benetton and John Barnard's stillborn TOM's F1 outfit to the Newman-Haas CART team as head of aero. There it was that he invented the 'Handford wing'. But, since this device can only be used on superspeedways, at ultra-high velocities, one wonders why anyone deemed its creator's talents appropriate to the needs of Jaguar's far-from-superspeedy F1 cars...

In the end, Niki Lauda could put up with only so much. Nichols departed earlier this year, and has yet to be replaced; Russell has recently left the team "for personal reasons"; Handford now works alongside new aero boss Ben Agathangelou, who was recruited from Benetton-Renault.

VERDICT: A beneficiary of Rahal's 'jobs for the good ol' boys' policy, this gentle Utah man was always going to be too laid-back for his (and Jaguar Racing's) own good.

'AS A HEAD OF DEPARTMENT, NICHOLS WAS SECOND-RATE AND UNDER-RESOURCED'



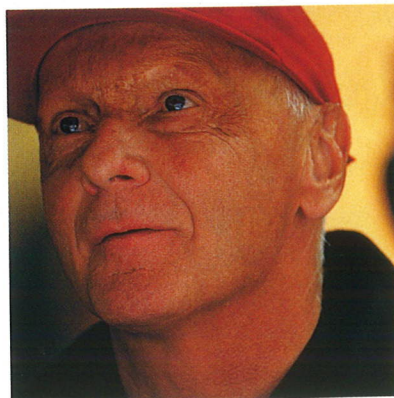
Whodunnit?

>Whodunnit? It's also a case of where to do it...

Jaguar Racing's Milton Keynes factory is too small – and their wind tunnel, at Bicester, is still too far away

Had Bobby Rahal succeeded in securing the services of McLaren's technical director Adrian Newey, as he so nearly did 13 months ago, this year's Jaguar R3 would still have been some way short of the McLaren MP4-17 in aero terms. Why? Because, in Formula 1, a workman can only be as good as his tools. And, apart from any personnel deficiencies, Jaguar Racing's biggest problem is that their facilities – factory and wind tunnel – are still	not good enough. Jaguar Racing still use Stewart Grand Prix's 5,300-square-metre unit (as an example, Williams' Grove facility measures 20,582 square metres). Moreover, since the Jag HQ is situated in the middle of a Milton Keynes trading estate, surrounded by other businesses, it cannot be expanded. As a result, the boys in British Racing Green manufacture fewer of their own components than any other current F1 team – and still do	not have an on-site wind tunnel (they use an updated ex-Reynard tunnel at Bicester). Every seriously successful F1 team now has a wind tunnel on their doorstep. Ferrari, McLaren, Williams and Toyota all have on-site tunnels – even Sauber have begun building one beside their Hinwil base. Granted, Bicester is closer to Milton Keynes than California was (until this year Jaguar used the Swift tunnel, which	dictated a transatlantic commute for the team's thereby-always-exhausted aero squad), but it is still far too far away from an ideal time-and-motion point of view. Worse, Bicester is no longer state-of-the-art. Yes, it is a 50 per cent job, which is a plus – but it has just one diffuser at each end (instead of several, set at various angles, as in the most modern tunnels), which set-up provides an unhelpfully one-dimensional downforce-replication	model. It is no surprise, therefore, that drivers Eddie Irvine and Pedro de la Rosa complain of a lack of grip the moment they turn the R3's steering wheel. Ex-Ford chief executive officer Jac Nasser always said that, in order to compete with F1's very best, Jaguar Racing would require a brand-new greenfield site on which factory and wind tunnel would sit side-by-side. On this point, if on little else, he was 100 per cent correct.
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Whodunnit?



Niki Lauda

Current team principal, Jaguar Racing

... all of which sorry tale leads us to Niki Lauda, who was hired as chief executive officer of Premier Performance Division (which comprises Jaguar Racing, Pi Research and Cosworth Racing), in early 2001, by Wolfgang Reitzle (who was then chairman of Jaguar Cars, but has since left the company).

When Lauda arrived, he appeared to be a director without meaningful portfolio, for Bobby Rahal remained Jaguar Racing's team principal. Soon, however, Rahal's limitations became a talking point, and Lauda moved in for the kill. Was this, as Lauda would say it was, the appropriate and responsible reaction

of a conscientious CEO concerned that his most senior underling was failing in a crucial task at a critical moment? Well, since Rahal's commitment and work-rate were – of necessity, owing to his torn Formula 1/ChampCar loyalties – rather lacking when compared with the levels attained by F1's most successful team principals, such a claim is entirely justifiable. Whatever, Rahal's removal was both brutal and swift.

Lauda, now operating *tout seul*, soon realised that heading up an F1 team was no picnic – “It makes running an airline look easy,” he ruefully remarked. The Adrian Newey opportunity had been and gone, and R2 was an irredeemably poor machine. Worse, Niki would have to entrust the design of R3 to Steve Nichols, John Russell and Mark Handford (in none of whom he had much confidence).

Desperate to strengthen his technical department, he courted Gavin Fisher and Geoff Willis (Williams' chief designer and chief aerodynamicist, respectively), and for some weeks he thought he was close to nailing a deal with them. In the end, Sir Frank opened his notoriously dusty chequebook just wide enough to induce Fisher to stay, and Willis snubbed Jaguar to join British American Racing instead.

By now Lauda's unfamiliarity with modern F1 was laid bare. The fact was, he did not know whom to approach next. Well-wishers suggested Sergio Rinland (Sauber's ex-chief designer), Eghbal Hamidy (Jordan's increasingly unsettled

technical director) and various others, but Niki had no personal database via which to appraise such advice. When Nick Wirth (the unexceptional ex-Benetton designer who had slipped out of F1 into the rather less glamorous world of canine robotic toy research) called to enquire about possible employment with Jaguar Racing, so unversed was Lauda in the accepted orthodoxies of F1 designers' abilities that he telephoned Flavio Briatore to get the low-down; a genuinely clued-up team principal would not have needed to do so.

Eventually, Lauda targeted Arrows' experienced and methodical technical director, Mike Coughlan; after weeks of negotiation, at one point during which Niki felt sure he had at last got his man, Coughlan called to inform him that he had agreed terms with McLaren instead.

So what can Lauda do? What indeed? There is an Irish joke that springs to mind here. An American tourist is lost in the Republic's capital and waylays an old Dubliner to ask, “What's the best way to Cork, sir?”

“Sure, you can't get there from here,” comes the cheerful and immediate reply.

Perhaps, following Ford's decision to back Jordan in '03 (see separate story on page 23), you could say the same about Jaguar Racing, here, now.

VERDICT: Okay, he's the boss, so the buck stops with 'the Rat'. Blame him if you must. But, to be fair, his job is probably now an impossible one.

Having performed less than brilliantly when engaged by Ferrari on a consultancy basis in the early '90s, Niki Lauda (opposite; below) has worked much harder for Jaguar Racing. But his biggest challenge might well be an impossible one: to persuade good engineers (of which there are precious few in Formula 1) to join his ailing team...

CONCLUSIONS

A Formula 1 team can only be as good as the sum of their key employees – and, from a technical personnel point of view, Jaguar Racing are now alarmingly bereft. Almost unbelievably, for example, they are now operating without either a chief designer or a technical director. Their comparatively new managing director, Guenther Steiner, is currently acting as an all-purpose 'locum', but he is consequently so over-stretched that his input is being lost in a tumult of overwork. Worse, good people will continue to steer clear of Lauda's increasingly desperate head-hunters – indeed, an F1 engineer who agreed to join Jaguar Racing right now would be akin to a stranded sailor who had decided to scramble up the side of *Titanic*, after it had hit the iceberg,

mistakenly believing that she had stopped to pick him up.

But, whoever is in charge, and whatever decisions they make from here on in, *real* recovery may no longer be feasible. For, as Jaguar Racing's Detroit pay-masters become ever more jumpy about their apparently wasted hundreds of millions, and throw their corporate enthusiasm behind Ford of Europe's exciting new Jordan-Ford project instead, it is becoming ever more plain that the one thing each and every team need in order to succeed in F1 is the one thing that Jaguar Racing will never be able to enjoy – because Ford's unbendably paternalistic (and woefully politics-riven) corporate culture has always prevented, prevents now and will for ever prevent its provision. That one thing is lack of interference from above.

Ferrari's technical director Ross Brawn once told *F1 Racing*: “One of the most important things [Ferrari team principal] Jean Todt ever did was to put a glass ceiling over our operation.” And, without

'FROM A TECHNICAL PERSONNEL POINT OF VIEW, JAGUAR RACING ARE NOW ALARMINGLY BEREFT'

that protective shield from meddlers at Fiat and elsewhere – which remained intact and unmolested throughout Ferrari's darkest days, when it seemed they had forgotten how to win – Todt and Brawn and Schumacher and co would never have been able to knuckle down and become the superlative winning machine they are today.

Jaguar Racing? Ferrari in British Racing Green? Not here, not now, not ever. ❶



DRIVER: MINARDI

Anthony Davidson

On making his Formula 1 debut, gaining experience and racing in ChampCars

What did you think when you heard Justin Wilson couldn't fit the Minardi?

I didn't know anything about it! I was on holiday in Finland, and I'd told my manager not to contact me unless he had some good news. Until he had the drive in the bag, he didn't want to get my hopes up. So I knew nothing about Justin's problems.

What does it mean to you to be a Formula 1 driver?

To be on the F1 grid is everything I've ever dreamed of since I was a kid. It's too bad that Murray [Walker] is no longer there to scream my name on the TV because that's also something I'd dreamed of since I was a little kid. You know: "Davidson is go-go-go!"

How much pressure were you under in Hungary and Belgium?

In terms of lap times, the only pressure on me has been what I put on myself. But I've also felt a certain pressure not to disturb the race when being lapped.

To be honest with you, I've taken it all with a pinch of salt. If people think I've done well, that's great. I'm just glad to be here.

How did your year as a test driver with BAR prepare you for Minardi?

It was 100 per cent necessary. If I'd come straight from Formula 3, there's no way I would have managed to qualify for the Hungarian Grand Prix. No way! If you take the best guy from F3 at the moment, from anywhere in the world, and put him in my situation at the Hungaroring, he couldn't do it, no matter how good he is.

How good is the driving in F1?

The guys are all so good, yet even they still spun all over the place in Hungary. When you first get into an F1 car, you can't help but think they're really twitchy and stupidly overpowered cars. All they want to do is spin. You have to drive your heart out just to keep the things in a straight line. To be able to do that for a whole grand prix, at competitive speed, is very impressive.

Is the Minardi PS02 harder to drive than the BAR004?

Although it's slower, it takes longer to feel comfortable in the Minardi because it's twitchier than the BAR.

Was the Hungaroring a good track on which to make your F1 debut?

It's certainly not the best track I've ever been to, largely because there's no braking worthy of the name – and I love heavy braking. When you reach the 100-metre board at somewhere like Monza and you think, "Yeah, I can brake later than that," it gives you a really great feeling.

Were you pleased to be just 0.531 seconds behind Minardi's other driver, Mark Webber, in Hungary qualifying?

I was just one second away from him in the first session on Friday, which I was already pretty satisfied with, and I cut that down to half a second, so I was fairly happy. But I didn't get the best out of the car, so I was surprised at how close I was.

Have you encountered any problems adapting to the car?

My seating position hasn't been great, although it was slightly better at Spa than it was in Hungary. Basically, I'm too low in the car because we've struggled to get the pedals close enough to me. It takes a long time before you're happy with the seat position, as anyone on the grid will tell you.

How have the other drivers treated you since your arrival?

I flew on the plane to Hungary with Mark [Webber], but I haven't had a lot of contact with the other drivers yet – not even Takuma Sato, who was my team-mate in Formula 3. I didn't say a single word to him in Hungary

'IF I'D COME STRAIGHT FROM FORMULA 3, THERE'S NO WAY I WOULD HAVE MANAGED TO QUALIFY IN HUNGARY. NO WAY!'

until the drivers' parade on Sunday morning. That's just the way it is in F1.

How is your fitness?

I last tested the BAR at Monza a couple of months ago, so I hadn't been in an F1 car for a while prior to Hungary. Sure, it's tough; but I know that I have to get through it. My neck's fine, although I've had to overcome some blistering on my hands.

You tested a ChampCar earlier this year. Would you like to race one?

It was very nice to drive, although it wasn't nearly as quick as an F1 car. Around a tight track like Hungary, the difference in lap time might be about five to seven seconds – they would be closer to a Formula 3000 car's pace. All I know is that I want to race. I love racing and I've really missed it this year. Didier [Stoessel, Davidson's manager] and I will spend a long time weighing up our options before we make a decision. If I have to race in ChampCars, I'd still like to drive F1 cars because they are the best. They give you *such* a good feeling. **1**



Testing for BAR this year set Anthony Davidson up for a very impressive race debut in the Minardi at the Hungaroring (right). Now he wants to keep on racing in F1

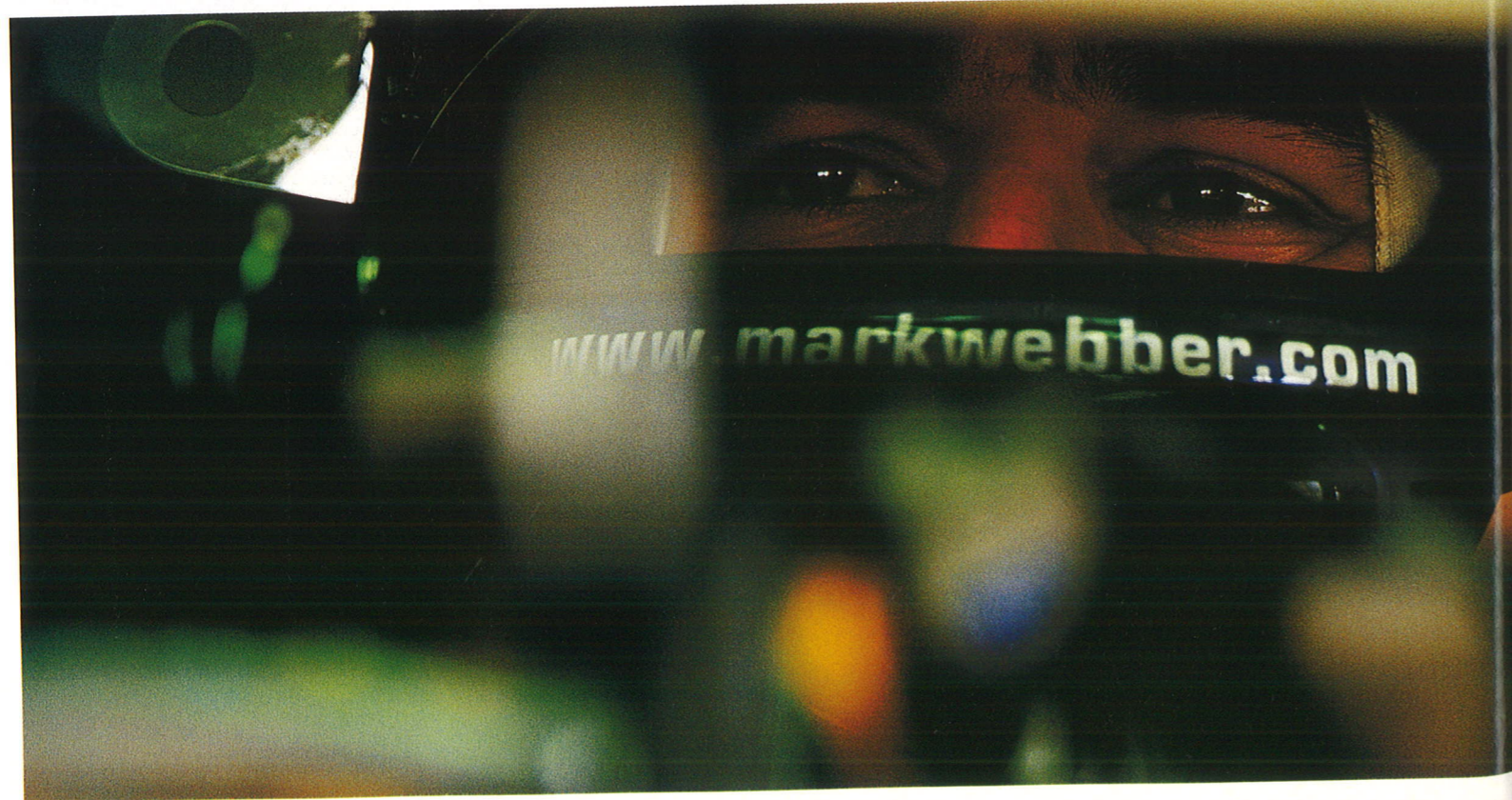
OPPOSITE: DARREN HEATH; INSET: PATRICK GOSLING





Multi-coloured swap shop

Neat isn't it? Mark Webber used to test for Benetton; now he races for Minardi. Fernando Alonso used to race for Minardi; now he tests for the team formerly known as Benetton. There must be more to this than mere coincidence? There is, as Tom Clarkson explains



WEBBER & ALONSO



LORENZO BELLANCA/LAT; CHARLES COATES/LAT; PATRICK GOSLING; ANDY EARL

(Left) Jobs for the boys? That was the reaction of the world's press when Flavio Briatore – on the left – gave Jenson Button the boot in favour of Fernando Alonso; (right) F1 Racing's

Tom Clarkson joins Alonso and Mark Webber for dinner in one of Hungary's gastronomic delights; (above) Webber has made his F1 mark at Minardi, consistently outpacing team-mate Alex Yoong



(Opposite) Eyes on the prize? Fernando Alonso and Mark Webber are two of the most promising recent F1 recruits, and they're both managed by Renault F1 boss Flavio Briatore

There was quite a furore, wasn't there? The line taken by Fleet Street was that Jenson Button ('Our Jense') had been sacked from Renault F1 to make way for a driver managed by Renault F1 boss Flavio Briatore. 'Jobs for the boys' and so on.

The manner of Jenson's departure from Renault is not quite the topic of discussion here; rather, we are concerned with Flavio's growing business empire. He has at least one finger in an increasing number of Formula 1-related pies.

He is boss of one of the big four teams, he is the owner of a paddock catering company and he manages a growing number of young drivers. Renault like to call Flavio's string of hotshoes their 'driver development programme', but you can be sure that he still gets his percentage.

He also manages Jarno Trulli, Fernando Alonso and Mark Webber in F1. Trulli is a known quantity, but we know less about the other two – which is why *F1 Racing* has invited them for dinner on the Friday evening of the Hungarian Grand Prix.

But Webber and Alonso have more in common than Briatore. Their careers have become interwoven these past couple of

years, each filling the other's shoes on occasion. After both proved themselves to be race winners in F3000, Alonso was lined up as Benetton's test driver for 2001. A last-minute deal to race for Minardi scuppered that, so Webber got the test drive instead.

At the end of last year (at a time when Mark had yet to finalise his plans for this year) it was announced that Alonso would replace him as Renault test driver for '02. Then Mark got Alonso's drive at Minardi.

They both live in the Midlands – Webber near Milton Keynes and Alonso in Oxford – and both are mad-keen cyclists, each inspired by different heroes. Fernando grew up on a staple diet of Miguel Indurain (who won the Tour de France on five consecutive occasions), while Mark read four-time Tour de France winner Lance Armstrong's autobiography *It's Not About The Bike* – and was smitten.

"There has been a bit of overlap," says Mark, "but our career paths have, in fact, been quite different. Fernando got to F1 a lot faster than I did, thanks to both timing and talent. On the way up I chose to race for Mercedes in sportscars, which proved to be a good experience for me."

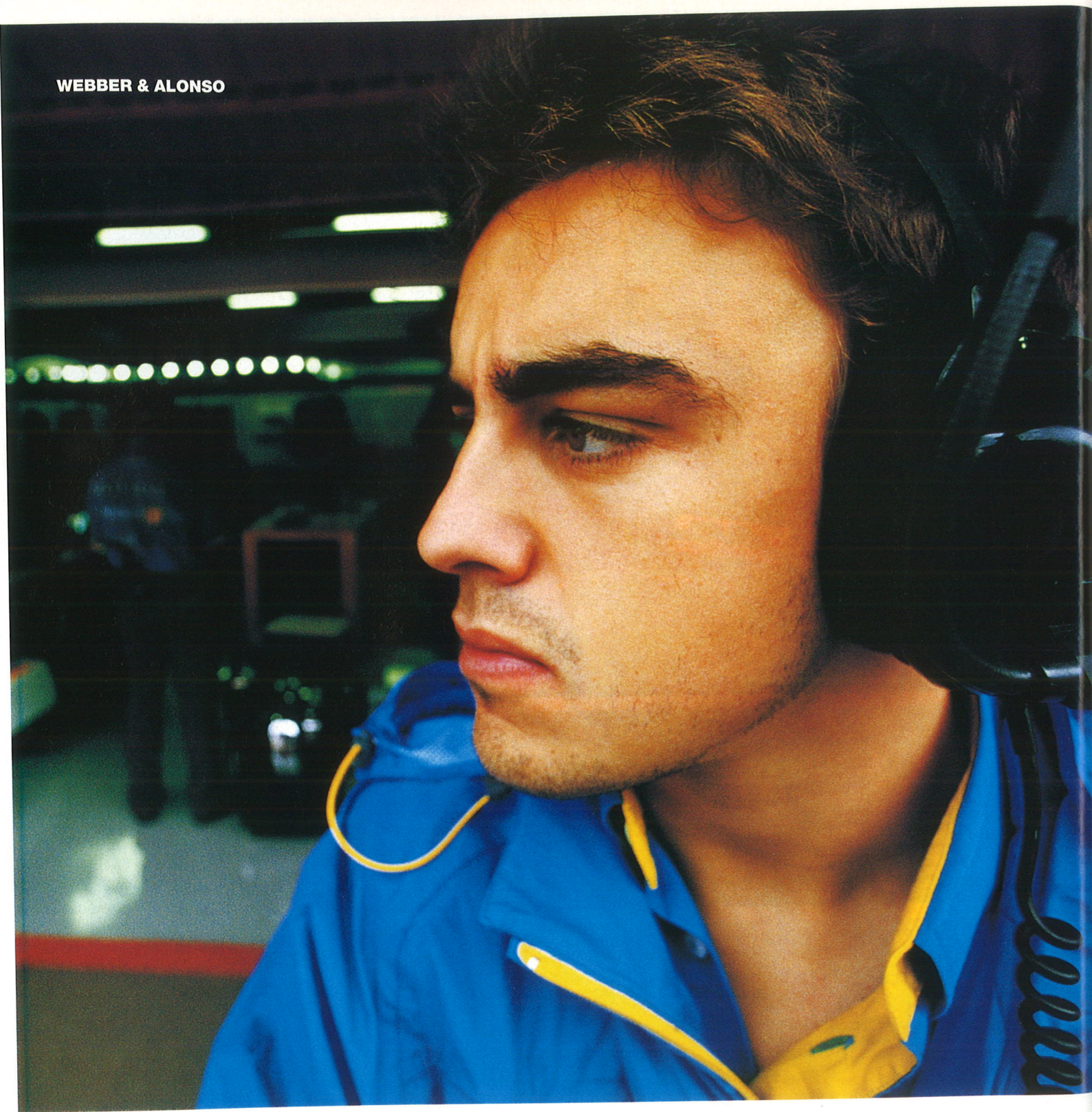
Mark is swivelling a glass of apple juice in his right hand as he talks. We – Mark and his partner Ann, Fernando and his assistant Adrian Campos, myself and *F1 Racing's* associate editor Stéphane Samson – are sitting under a parasol, on the balcony of one of Budapest's finest eateries, Articsoka.

You'd best describe Articsoka as rustic Italian: lots of wood and orange walls and, strangely, no hint of anything resembling an artichoke. It has such an extensive menu – 40-odd pages – that you have to assume there is a late-night supermarket near by.

Mark and Fernando have both turned up in jeans, T-shirts and trainers (obviously *de rigueur* attire for Flav's boys). Neither is drinking – and nor is Campos, a hang-up from when he raced for Minardi, in '87 and '88. So Ann, myself and Stéphane uncork a bottle of dry Hungarian white, leaving Mark to his apple juice, Fernando to his mineral water and Adrian to a Coke.

So, guys, give me the gen on Flavio: a great manager? A good guy? Any conflicts of interest between his duties as a team boss and a driver manager?

"He's a good guy to deal with," says Webber, "and where he's particularly good ▶



'IF NEXT YEAR'S RENAULT IS GOOD, I HOPE TO ATTRACT MORE SPANISH ATTENTION TO F1'
FERNANDO ALONSO

is the speed with which he and Bruno [Michel, Flav's right-hand man] get things done. What might take a new driver a month to sort out because he doesn't know the right people, they can do in a couple of days. Speed in F1 is, er, very important."

Whenever I put a question to the table, Webber – without fail – answers first. He is

a supremely confident individual who, unusually for an F1 driver, is also extremely articulate. Fernando, by comparison, lacks confidence outside his mother tongue. The reason he moved to Oxford last year wasn't out of choice (he says he isn't very fond of England), but out of necessity: to learn F1's number-one language. His grammar and vocabulary are now nigh-on perfect.

"I get on very well with Flavio," says Fernando. "Four years ago I was racing karts, and now I have a long-term deal [he refuses to state how long] to race for Renault in F1. Everybody thinks it's bad that he's my manager *and* my team boss, but he just puts another chip into his brain when he's discussing my future. Easy!"

Before we continue, it's time to order the food. Mark chooses Parma ham to start and Thai chicken for main course; Fernando opts out of a starter and he too has the chicken for main. Same manager, same clothes, same dietary tastes.

Then, without warning, the heavens open. The parasol has to adjust function from sunshade to brolly, but the rain is too heavy; and the already swollen Danube, just a couple of blocks away, is groaning at the prospect of yet more water. We move off the balcony to a new table that has been erected in a dark – and slightly dingy – discotheque area. No music, luckily. Where were we? Ah yes: Flavio.

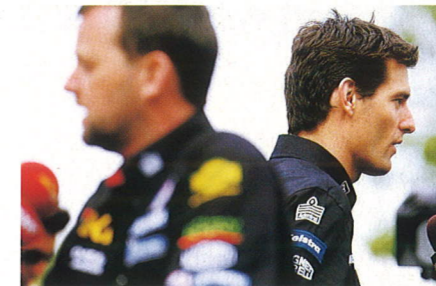
There is one aspect of driver management

(Above) Fernando Alonso is ambitious, talented, and very determined – he takes a keen interest in team operations even when he isn't in the car



(Above) Webber tested the initially recalcitrant Benetton B201, helping to improve its competitiveness through the year – and then was 'let go' in favour of Alonso; (right) Paul Stoddart

of Minardi kept Webber's F1 career on the boil by offering him a race drive while Alonso (below) bided his time testing at Renault, waiting for the seemingly inevitable promotion



LORENZO BELLAU/LAT; CHARLES CONTESSAT; MALCOLM GRIFFITHS/LAT; CLIVE ROSE/LAT

that a couple of F1 drivers have a problem with, and that is having to give away a big percentage of their earnings. It is not a question of not wishing to share the wealth: the worry is that the percentage could be an incentive for the manager to prioritise salary over a prospective team's performance. Do Mark and Fernando share the same worries with Flavio?

"Sure, Flavio's a businessman," says Mark, "but he also gets a real buzz out of a good result. He understands that you can only get one with the other, not on its own."

Alonso agrees: "First, I want to say that I'm not interested in money. I race because I love to race and nothing else. Second, I think Flavio wants what is best for us from

a performance point of view. It works even better for me because he obviously wants Renault to have good performance, so I benefit from that."

That's probably enough on Flavio. There are only so many questions you can ask the fox about the hounds before it runs.

Let's talk about home. Mark has had to make significant sacrifices to pursue his F1 dream, while Fernando – along with the majority of the other drivers on the grid – gets home as often as the tax man allows. Moreover, F1 is still a relatively minor sport in both their homelands: in Oz because most races are shown in the middle of the night; and in Spain because they are not shown on terrestrial television.

> Management: the future

The International Management Group (or IMG, the global sports company responsible for the careers of a galaxy of stars) have had about five attempts seriously to break into Formula 1. Their ongoing and spectacular failure to do so reflects not only IMG's misunderstanding of the F1 system but also the difference between F1 and all of the world's other sports.

Where individuals rule in soccer, golf and tennis, it is the team owners who actually wield the power in F1. Michael Schumacher may well be one of the world's top three sports stars in terms of earnings... but his fortune and power within the sport are nothing compared to those of Bernard Ecclestone and the key team owners. It is they who control F1.

Logically, then, the F1 teams are perfectly placed to become mini-IMGs. Your Willi Webers, your Keijo Rosbergs and your Steve Robertsons may find new talent and may manage it through to the right team – but there is a limit to what managers like this can achieve. Take on more than three or four drivers of any quality and their competitive nature will soon cause them to seek more personal attention. Button switched camps last winter because he had been sharing his management team with Raikkonen; Coulthard left IMG because they were also handling the Schumachers and Johnny Herbert.

IMG should have created their own F1 team, of course. Then they would have been players. Then they could have built up a driver management

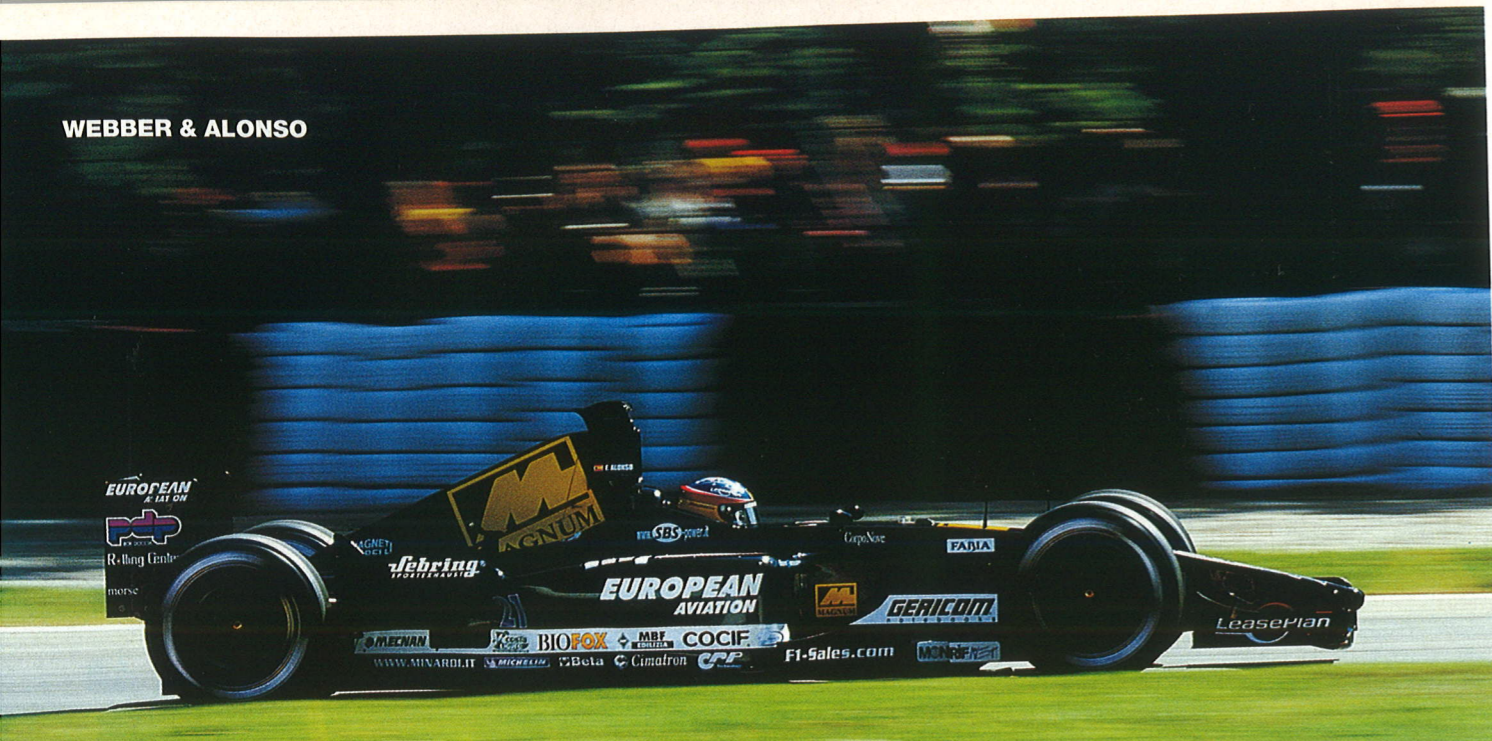
company that made sense. Williams and McLaren have recently made moves in the right direction but, strangely, tend not to become too involved with their drivers once they have arrived. Flavio Briatore, by contrast, goes one step further – continuing hands-on management of his stars throughout their careers, whether or not they drive for him. To my mind this is exactly the way the F1 driver management system should work – only more so.

If I were Briatore – or any of the team owners – I would have a driver management company as part of my portfolio. I would have at least 60 drivers on the books (there would be no shortage of young stars willing to associate themselves with an F1 team) and the operation would be simple. In return for discovering raw talent and for doing what IMG does (developing their fitness, grooming them technically, media- and sponsorship-wise, taking care of their financial dealings and handling the logistics), I would also own my drivers for life, taking 15 per cent of all earnings.

And you know what? I would have young guys *paying* to be included in my management squad. Add the Weber-like revenues I would be receiving from the next Michael Schumacher, and the whole thing is a no-brainer.

As I say, only Briatore is heading in this direction – and he's only scratching the surface of what could be happening in Formula 1.

Peter Windsor



(Top) Last year Alonso was racing for Minardi and Webber was testing for Benetton; now their roles are reversed; (above) Flavio Briatore is the key man at Renault F1 as well as being a

driver manager. Some would read that as a conflict of interests – others would see it as an opportunity; (left) F1 Racing's Tom Clarkson enjoys his repast with Alonso and Webber

> Who manages whom?

Some prize exclusive management; others go with the crowd (which means Briatore, Jakobi or Weber). Here are the men who drive the drivers' deals...

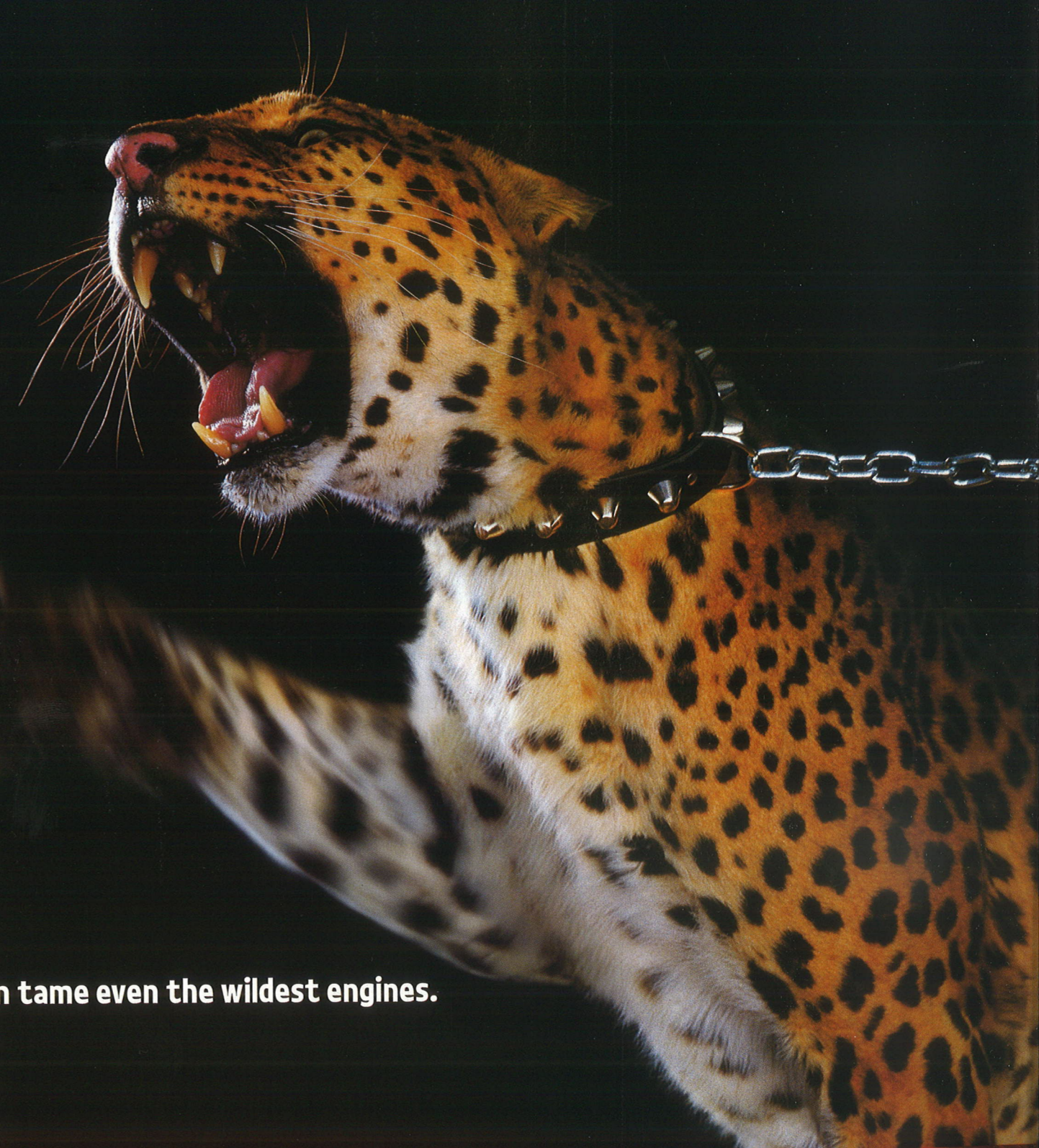
-  Michael Schumacher: **Willi Weber**
-  Rubens Barrichello: **Fred della Noce**
-  David Coulthard: **Martin Brundle (left)**
-  Kimi Raikkonen: **David Robertson & Steve Robertson**
-  Juan Pablo Montoya: **Julian Jakobi**
-  Ralf Schumacher: **Willi Weber (left)**
-  Nick Heidfeld: **Werner Heinz**
-  Felipe Massa: **Riccardo Tedeschi**
-  Giancarlo Fisichella: **Gianpaolo Matteucci**
-  Takuma Sato: **Andrew Gilbert-Scott**
-  Jacques Villeneuve: **Craig Pollock (left)**
-  Olivier Panis: **Keke Rosberg (left) & Didier Coton**
-  Jarno Trulli: **Flavio Briatore**
- Jenson Button: **John Byfield (below left)**
- Heinz-Harald Frentzen: **Ortwin Podlech & Monty Field**
- Enrique Bernoldi: **Christof Falch**
- Eddie Irvine: **Enrico Zanarini**
- Pedro de la Rosa: **Julian Jakobi**
- Mark Webber: **Flavio Briatore**
- Anthony Davidson: **Didier Stoessel**
- Mika Salo: **Mike Greasley**
- Allan McNish: **Julian Jakobi (left)**

CLIVE ROSE/AT; STEIGEN TEE/LAT; ANDY EARL

is administered by a Spanish company), which means that Carlos Checa is a bigger star than any F1 driver is ever likely to be. To compound the problem, next year's Spanish Grand Prix at Barcelona is on the same weekend as the MotoGP at Jerez... "Spaniards are only interested in sports that the Spanish win," says Fernando. "There's no Spaniard winning in F1, so they don't care about it – but we're good on bikes. If next year's Renault is a good car, I hope to be able to attract a bit more attention to F1. Without having even seen the car, I'd say we want to be looking at regular points finishes in '03 – with the dream of a couple of podiums." For Webber, next year isn't so clear-cut. Despite the rumours, he has yet to append

his signature to a Jaguar Racing contract, although he still has the option of a second season with Minardi. Flavio has assured him that everything is in hand, though. "It's coming together," Mark says. "I said in a press conference while in Australia during the three-week break that I hoped to announce something at Spa, but it looks like it's going to take a little bit longer than that to sort out." Assuming Mark gets the Jaguar ride, they both stand to have able, experienced team-mates in '03 – for the first time in their careers. Mark has had Alex Yoong in the other Minardi this year, whom he describes as "out of his depth", while Fernando was paired with the fairly undistinguished Tarso Marques at Minardi in '01.

"Actually," says Fernando, "Tarso was a good driver. I learned some useful things from him. He taught me to be much more aggressive at the start of a race. At my first grand prix, in Melbourne, I braked for Turn One... and he just shot past me. He must have made four places on me right there!" Both Fernando and Mark commence a successful wind-up of Campos about modern F1 cars being harder to drive than the ones he raced. As the night draws to a close Mark is first to bail out – at a tad after 10.00pm – but Fernando hangs on a bit longer because he has the luxury of not having to qualify the next day. He had best enjoy it while it lasts: '03 will be different. In all, a very pleasant evening. Flavio has got two crackers here. 1



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Really Trulli relaxed

Racing is never far from a Formula 1 driver's mind. Even on holiday. Things just aren't going Renault's way lately – but that's not worrying Jarno Trulli, as Stéphane Samson discovers

Photographs by James Bareham

An army of blue and white parasols lines the Adriatic coast. Hundreds of red bodies, coated in sun block, are stretched out, feet stuck in the sand and heads in the clouds. Talking, shouting, playing about.

Jarno Trulli's hometown, Pescara, is 40 miles away. Trulli met us – myself and photographer James Bareham – at the airport there and drove us directly to

'I'M NOT HAPPY WITH THE WAY I'VE PERFORMED. THIS SEASON HASN'T LIVED UP TO MY EXPECTATIONS'

Giulianova. The holiday atmosphere is everywhere, 30 degrees C in the shade, a gentle waft of *dolce vita* floating around.

Three days ago, Jarno was in the UK. Not at the Renault factory in Enstone, but at home. He's decided to ditch Monaco and move across the Channel. "It didn't take me long to pick my new house," he says. "I went into an estate agent's, had a look and made my decision." So Jarno now lives in England. In the countryside.

"Closer to the factory," he says, by way of justification, still somewhat worried by the rigours of the winter in this part of Europe and his chances of getting on his bike on Surrey's narrow and twisty roads. That said, Italy won't be far away: daily flights from Stansted to Pescara mean Jarno has easy access to his home town.

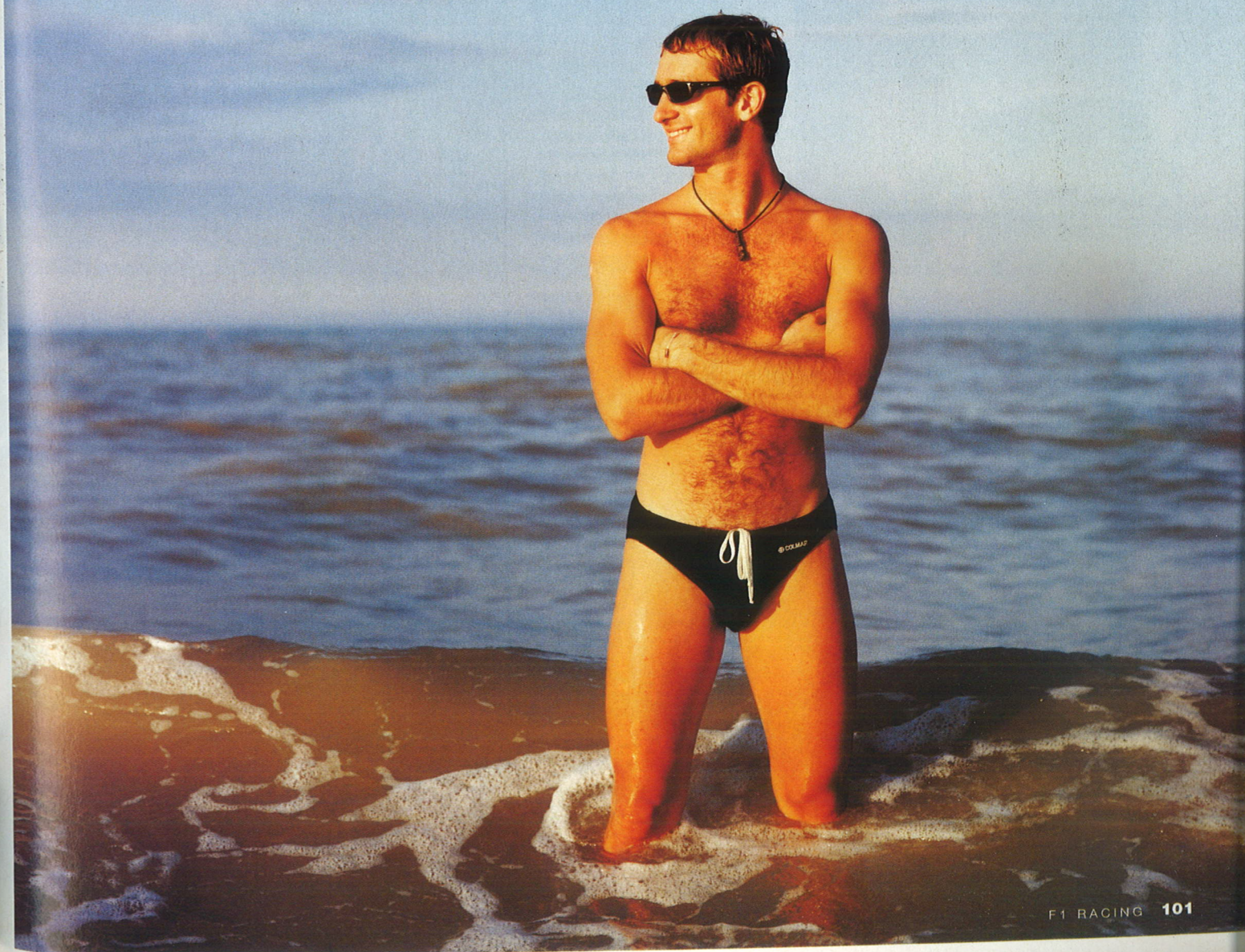
"Do the police keep a close check on the roads in Britain?" Jarno asks James. Our co-passenger Gabriele Tarquini bursts out laughing. The former Formula 1 and BTCC (which means he is well acquainted with the everyday realities of British life) driver is a friend of Jarno's. He lives in Giulianova and he is the one who's organised this day of beach volleyball. "I've known Jarno since he was a kid," he says. "I've even competed in a few kart races against his dad!"

The volleyball teams take shape quickly, and complete strangers join in throughout the afternoon. A hello, a handshake and the numbers increase before your very eyes. A few gawping onlookers recognise Jarno but keep their distance. No-one wants to bother him – he's caught up in the game ▶



(Main) Relaxing like this, Trulli shows off the evidence of his fitness – he works out hard, loving to cycle regularly (left); a fun day on

the beach with mates leads into a good dinner afterwards – match (right); (opposite) all in all, it's a very pleasant, laid back summer break





(Top left) Trulli et al watch the girls exercising on the beach – never again will you believe that F1 is a tough life! Jarno and pal Gabriele Tarquini, ex-F1 driver, then show off their beach tennis (left) and volleyball (main) prowess; (centre left) with girlfriend Barbara; (far left) as the sun gets lower, the guys play at casting strange shadows



and is happily diving all over the sand trying to get to balls beyond reach. The 2002 F1 season seems forgotten, buried deep beneath baseball caps and Bermuda shorts, vanilla ice cream and mozzarella panini.

In fact, '02 is still in full swing. Jarno's mission is twofold: to grab fourth place in the constructors' championship for Renault before Suzuka and, more important, to

make other people – as well as himself – forget the early part of the championship with which he, for one, is far from satisfied.

"There's no point lying to yourself. I'm not happy with the way I've performed," he reveals during a break, sipping his Coke. "This season hasn't lived up to my expectations." He's not evasive, this Italian. He wanted to do better and he's not afraid

to say so. He also tries to find explanations for these difficulties. "To cut a long story short, let's say I've had to get used to new surroundings. I've gone from a small team to a sprawling one," he explains. "Prost and Jordan were nothing like Renault. I mean... I used to oversee everything myself there, from my set-up right down to my tyre pressure. Now I've had to start delegating,

questioning and changing the way I was working. Not easy."

This new outlook demands, among other things, trust in a new engineer, forging new relationships, acquiring new habits. Success will come, quite simply, by pooling resources and synchronising aims.

Trulli leaves nothing to chance. He increased the number of visits he made to the factory last winter. His laptop is positively overflowing with personal reminders, previous years' set-ups, thoughts and memos to his engineers. His English is impeccable. His French is perfect – handy when it comes to describing engine performance to Viry engineers... or talking to the team president... or discussing technicalities with Michelin.

All that's missing is that magic spark. Just a matter of time: "Think of Jordan," Jarno says. He needed a whole season to get to grips with his new surroundings and team-mate there before annihilating poor Heinz-Harald Frentzen in '01... and pushing him towards the exit mid-season.

After a good shower and a few minutes in the car, we arrive at the Villa Clesia. With a good plate of antipasti in front of us at a lively table, we get down to the nitty-gritty. Jarno's friends are here – Walter, Giulio, Marco, Gabriele – as is Jarno's girlfriend, Barbara. The Montepulciano d'Abruzzo helps loosen tongues. So just what are Jarno's difficulties this season? He thinks it over. Hesitates. And then strikes a tone

'I DON'T TRUST THE CAR. I CAN'T GET THE HANG OF IT OR FIND ITS LIMITS. IT KEEPS GIVING ME NASTY SURPRISES'

of confidence heavy in meaning.

"I don't trust the car," he whispers. "I can't get the hang of it. I can't find its limits. The Jordan was just an extension of my body – the two of us made one whole, whereas this Renault keeps giving me nasty surprises. I've never been able to drive it one hundred per cent."

One thing you could be sure of in '01 was that Trulli would set a quick laptime as soon as he got his wheels turning on the Friday. "No chance of that now," he says. "I think the problem is partly with the tyres, which I still don't understand, but that's not the only thing." Jarno is also coming off the track more often. "Sometimes the car does the opposite of what I'm expecting," he says.

Trulli had reservations as soon as he'd taken his first drive at the wheel of the B201 last winter. Same thing the day after the R202's official launch. "You'll have to give me some time," he said back then.

Let's consider this. Is there any hidden technical feature in the Renault engine hindering Jarno's driving? The French V10 is pretty revolutionary, after all, and that

could have an effect on the way a driver behaves, just as turbos did in the past. The topic is, in fact, a fairly delicate one.

"I can't go into too much detail," Trulli says, "but mastering the RS22 is quite tricky. Not because of the V-angle. It's more a matter of Renault's development philosophy, which you have to get used to. It's sometimes a problem when you're entering a corner. Jenson [Button] copes with this better than I do, but remember he's had a whole season more than me to get used to it."

We can take a bet, in that case, that the problem is an electronic one. The R202 is bristling with electronics, after all. Renault, ex-Benetton, are one of the best teams when it comes to software and programming. This tradition began back in '93 and '94 and was strengthened by the recruitment 18 months ago of Tad Czapski, the electronics guru who had worked at Benetton in the early '90s before spending a few years at Ferrari. Renault's launch-control capabilities, light years ahead of any of their rivals', prove the point. The team have increased efficiency here by 15 per cent since Suzuka '01. No idling at Enstone!

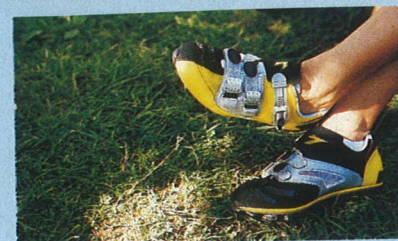
And there's more. In the middle of the season, a new traction control system appeared. And the freer electronics regs give rise to aids previously undreamed of. Driver assistance features are numerous and sophisticated on the R202. The car itself performs tasks that others can't ▶



It's all good relaxing stuff but – as always – the day does have a schedule. After the volleyball, Jarno goes out for a run on a jet ski (left).

Get the feeling Tarquini wants a go too (main)? Then it's drinks and beach tennis before heading off for dinner and fine wines (right)





Honestly, you fly all the way to Italy for a quiet cycle ride in the middle of nowhere (main) and what happens? Two street sellers recognise you and ask for a photo (left). But F1 is on a three-week break, so Jarno can afford to put his feet up a bit (far left); though perhaps discussing the shortcomings in Renault's operation with F1 Racing's associate editor Stéphane Samson isn't particularly relaxing (top left)

without driver intervention. For instance, before entering a corner the R202 shifts down without having the gears that need to be gone through pre-programmed. It makes automatic adjustments.

This 'intelligence' can be a stumbling block for so-called 'natural' drivers such as Jarno. Trulli has never before in his F1 career had to deal with a car packed with microprocessors. The Prost was fairly basic and the Honda V10's mapping possibilities in '00 and '01 were behind the game. QED.

The result of all this has been a tough season. One marked by problems with

new surroundings, missed chances... and unhelpful comparisons with his team-mate.

Trulli raises the subject during a bike ride in the Gran Sasso. "Because of my misfortunes, journalists have created an image of me which I don't like. They just don't look at the reasons for my retirements any more," he says. "I'm perfectly clear about the fact that I've made mistakes. But that's not all. We've let some good chances slip by because of reliability weaknesses. In my case, points have been lost at the end of races. Mind you, we knew last winter that it was going to happen." Which must certainly

be the reason Jarno seems pretty calm these days. "When I signed for Renault, everyone knew that '02 was going to be a running-in season and that the year would be a learning experience all-round. From that point of view, everything's going well."

Next season's car is almost ready. The 50 per cent R203 model spends 17 hours a day in the wind tunnel and the R202 development programme has almost come to an end. The '03 Renault should be ready in November. That's when things will really start getting serious. Jarno knows it. And he really doesn't seem too worried. **1**

'BECAUSE OF MY MISFORTUNES, JOURNALISTS HAVE CREATED AN IMAGE OF ME THAT I DON'T LIKE'



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Member Bonded

CHILLIN' IN RUSSIA



3.03pm

Tsar treatment



Russia has never bred a Formula 1 star. So when one of the current lot pays a visit, it's red carpet time... as David Coulthard discovered on a recent trip to St Petersburg. He's better known there than almost all of his peers, thanks in no small part to TV appearances with media darling Innokenty Ivanov (left). Here, in an *F1 Racing* exclusive, Innokenty reveals what it's like to spend a day with DC

Photographs by Jürgen Tap/Hoch Zwei



9.58am

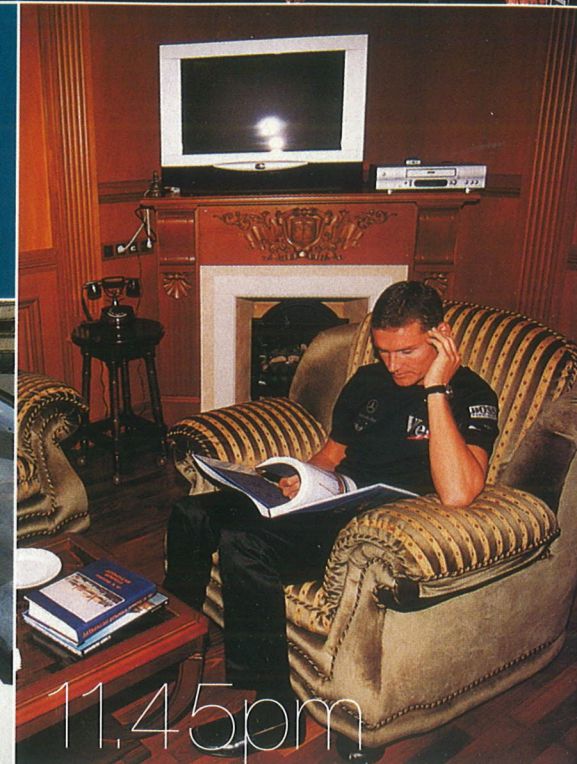


11.07am

(Clockwise from below) He may not be very famous here, but DC gets top VIP cavalcade treatment anyway; with a towering 'Peter the Great'. DC says: "Whoever does the gardening here, they're welcome to look after my window boxes in Monaco"; it's a tough life but someone has to do it; lunchtime peace in the Astoria



9.02am



11.45pm

The locals in St Petersburg don't know who David Coulthard is. The tourists, however, stand agog: "That's David Coulthard – the one and only DC – here, in Russia!"

David is unfazed. A bit like Queen Lizzy, he just smiles and waves at one and all as he arrives serenely in Russia's northern capital.

I'm waiting for DC with my TV crew, five escorting vehicles (presidential variety), a couple of interpreters, representatives of West (McLaren's title sponsor) and a few local hacks. This kind of swish-swish splendour is normally reserved for visiting heads of state, but DC is being treated like a visiting dignitary.

Shame the Pulkovo-2 airport remains the run-down embarrassment it has been for the past 10 years. It's small, has none of the normal customs and baggage reclaim facilities – and is constantly undergoing reconstruction, which officials will always explain away with some new excuse or other. Fortunately David is whisked through so fast that he doesn't have time to see the cracks.

He chats to the waiting journalists with the composed bonhomie he always exudes away from paddock pressures; he's smartly dressed (Boss, of course), friendly and courteous.

But, for all the fuss, David Coulthard's arrival hardly registers with the locals. That's

sadly inevitable in Russia; so low is Formula 1's profile here, David would be anonymous enough to wander around town, untroubled, on his own, should he ever feel the need.

F1 is still regarded with some suspicion in Russia. It's the epitome of capitalist consumerism, which still goes against the grain in a country descended from the USSR. World champions such as Niki Lauda and Alain Prost got their measure of hero-worship, as does Michael Schumacher now. After that, there's a bit of a vacuum. When my TV show, *International Review*, carried a piece on DC's visit to Moscow last year, it had little more impact than any regular news story.

But West deem brand exposure here to be important so today – a summer 'break' promo – will be busy. Things to do, people to see...

And places to go. Time is pressing, so it's straight into a limo and off to Peterhof, the residence of the Tsars, just outside the city.

'DAVID'S ARRIVAL HARDLY REGISTERS WITH THE LOCALS, SO LOW IS FORMULA 1'S PROFILE IN RUSSIA'

This huge complex is famed for its palace, fountains and endless pavilions and summer houses, where Tsars met with grantees, and heirs to the throne with their fiancées.

David doesn't have time to go into the palace. Instead, he has a quick trapeze around the parks to look at the finest fountains.

He's in luck. Most have been repaired in time for Petersburg's 300th anniversary. That includes the Grand Cascade, which was destroyed by Hitler's soldiers in World War II and only restored a few years later. Having had his photo taken with Peter the Great himself – that is, a double who makes his living in Peterhof – David seems surprised. "Surely the real Tsar wasn't as huge as this fine young man?" DC seems a defenceless little thing next to this man-giant.

Pleasing though the fountains are for DC (tourist) West see fit to provide DC (driver) with a bunch of St Petersburg models and a swoopy F1 bolide. It's only the second time a car has ever been admitted to the Peterhof park. Rumour has it that the first belonged to former American president, Bill Clinton. But the car, the gals, and the photographers' flashes don't make much of an impression on David. He is more taken in by the fountains.

"What do you think?" I ask, hoping he'll flatter my home town. ▶

TEAM PRINCIPAL: McLAREN

Ron Dennis

On beating Ferrari, new engineers and why women will never win in Formula 1

So... are Ferrari unbeatable?

They're a stable, successful team – and that makes them more difficult to beat than an unsuccessful, unstable team. But there is nothing more certain than that Ferrari will be beaten – it's only a question of when.

By how much do you expect to close the gap to Ferrari next season?

We've restructured and supplemented the technical group of the company and, along with our colleagues at Mercedes-Benz, we're really trying to raise our game. When you look at the performance differential between us and Ferrari, you'll see that we're not going to fix it with fine tuning. It's going to require a lot of hard work. You might have noticed that Adrian [Newey, technical director] has missed a few grands prix recently – and, in fact, he's only likely to come to one of the last three. That's because he and his technical team are working flat-out on next year's car.

If next year's MP4-18 is a race winner, are both of your drivers capable of going for the title?

Yes. There are some quick young drivers in Formula 1 at the moment who don't stay on the road – but Kimi [Raikkonen] isn't one of them. He has the right approach, the right consistency of performance and the right car control to win the world title. So, yes, if next year we're in the wonderful position you describe, I think either Kimi or David [Coulthard] could win the title.

Are you satisfied with Michelin's performance this year?

First, you're only ever satisfied with a tyre company when you've won a championship with them. But Williams have undoubtedly had better overall performance than us, and their early-season reliability allowed them to get an advantage.

When you have two tyre companies in F1, one will always be better than the other. But Michelin are a very competent company, with whom we have won many races and world championships in the past. That will be possible again in the future, but there's a lot of hard work to do between now and then.

Do you regret leaving Bridgestone?

If you look at the tyre switches McLaren have made in the past, they've always been at the right time and in the right place. We were satisfied with the performance of Bridgestone and we enjoyed a lot of success with them, but they categorically refused to enter into a contract that was effectively legalised equality. To go into a season in the knowledge that some provisions in some contracts were to the detriment of our performance was not an acceptable way forward. That was the catalyst for the change.

You said last year that Newey would work on F1 projects for just two more seasons. Does that remain the case?

We've just strengthened the technical group and Adrian remains its leader. I don't see that changing in the foreseeable future.

Has your new chief designer Mike Coughlan been hired as technical director-elect for when Adrian moves to other projects?

No. The whole concept of Adrian doing other programmes has its roots in a long and detailed conversation I had with Adrian last year. The difference between then and now is that we've become less competitive, not more competitive. The first objective of McLaren is to win grands prix and world championships. There's no deviation from that goal, and nothing is going to change until we achieve that objective.

Why have you made changes to your technical group?

Brainpower is what wins races – so having more of it, so long as it's co-ordinated and focused, is only going to make you better.

What does Coughlan bring, specifically?

Putting aside Mike's technical competence, he's a very good communicator and a very good motivator; and, while I don't think we particularly lack in this area, we could still be better. He's less intense than some of the more scientific individuals who work for us and, sometimes, you can be so focused that you lose sight of the overall package.

Moving on, there were just 20 cars in Hungary. Can F1 afford to run fewer than that psychological watershed?

I'd start to worry at 16 cars. F1 is a sport, but it's a business as well – and our business is affected like everyone else's by events of the past 18 months. And I don't just mean September 11. We saw signs of a downturn prior to that. The weak don't survive hard times. It has happened before, to big names such as Brabham and Lotus, and it will happen again. But I doubt it will get so bad that we'll have to run three cars per team.

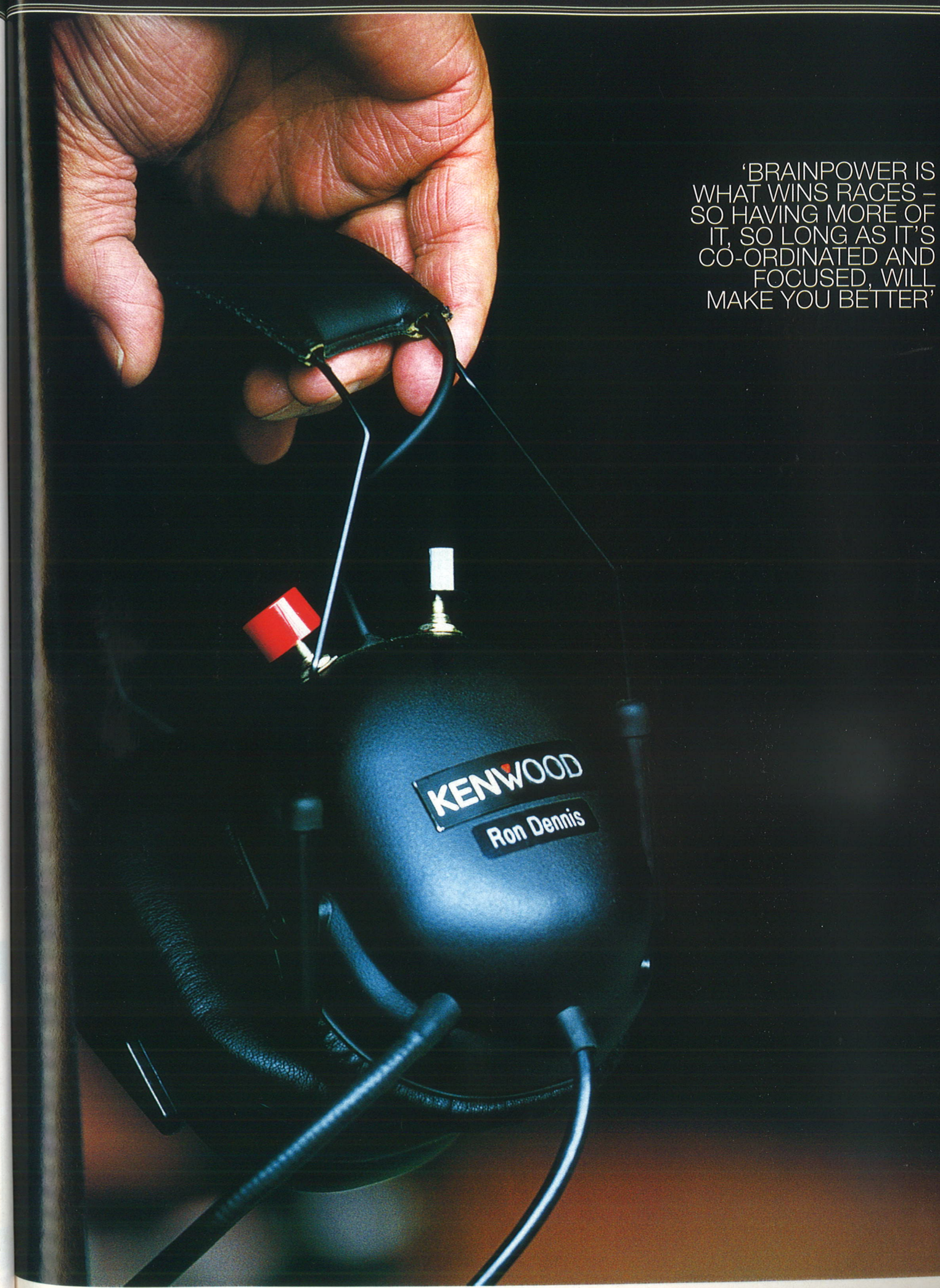
Will a woman ever win a race in F1?

No. Oval [IRL] racing, where a woman has recently been on pole position, is a very different kind of racing from circuit racing. Different skills and abilities are required, and I think those abilities are more difficult for a woman to realise on circuits. 1



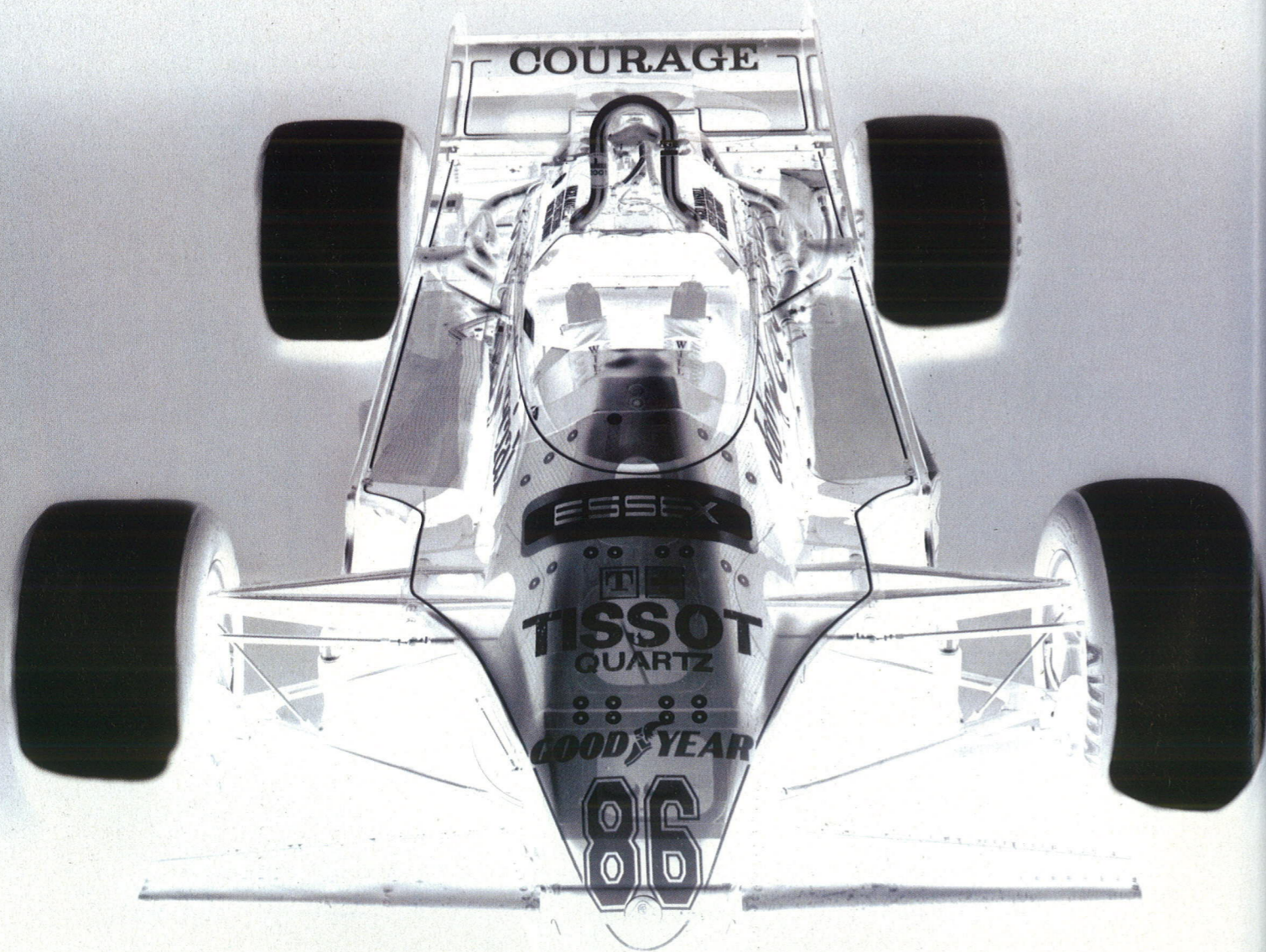
Watching all those monitors (right), keeping in touch with his drivers (far right), planning ahead... Ron Dennis ably juggles many, many balls. Oh, and McLaren-Mercedes will beat Ferrari again. Count on it

OPPOSITE: DARREN HEATH; INSET: STEVEN TEE/LAT



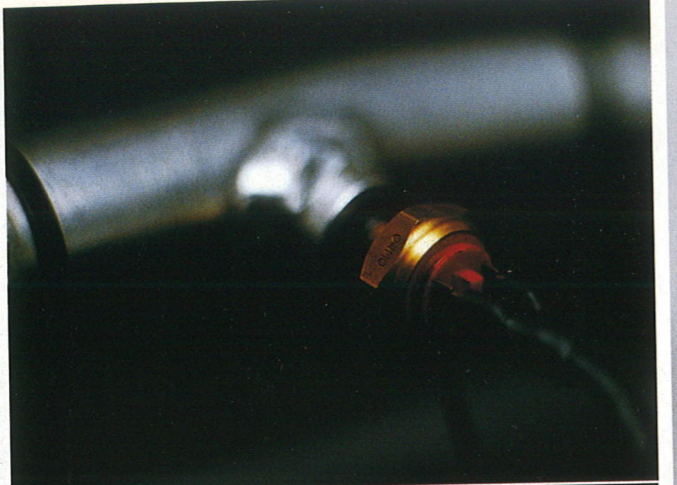
'BRAINPOWER IS WHAT WINS RACES – SO HAVING MORE OF IT, SO LONG AS IT'S CO-ORDINATED AND FOCUSED, WILL MAKE YOU BETTER'

What lies beneath



The twin-chassis Lotus 88 was banned almost before it appeared in 1981. Radical and potentially brilliant, it got under F1's skin. *F1 Racing* just *had* to do likewise...
Words by John Leach; photographs by Alex Puczyniec





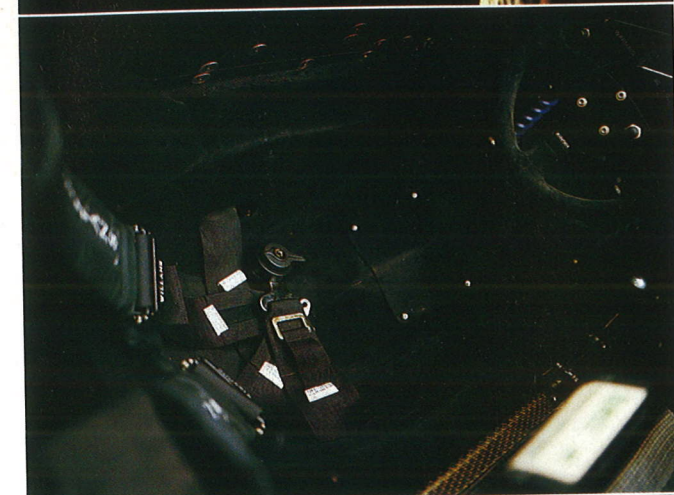
(Above left) The Lotus 88 furore left its creator, Colin Chapman, bitter over the way money was influencing the sport. Yet, ironically, Chapman had been the first to embrace the corporate world, adorning his cars with Gold Leaf tobacco logos in 1968. His team later became synonymous with the John Player

Special cigarette brand. Indeed, it was JPS who came to their rescue after the 88 debacle when main sponsors Essex bit the dust

(Left) Nigel Mansell should have made his British Grand Prix debut in '81, but fell victim to the politics surrounding the 88 and failed to qualify.

But he made up for it, winning five grands prix in Britain before his retirement in '95

(Above) With the 88 banned and not enough time to produce a new car before the European season, Lotus had to scratch from the San Marino GP. It was the first race the team had missed since entering F1 in 1958



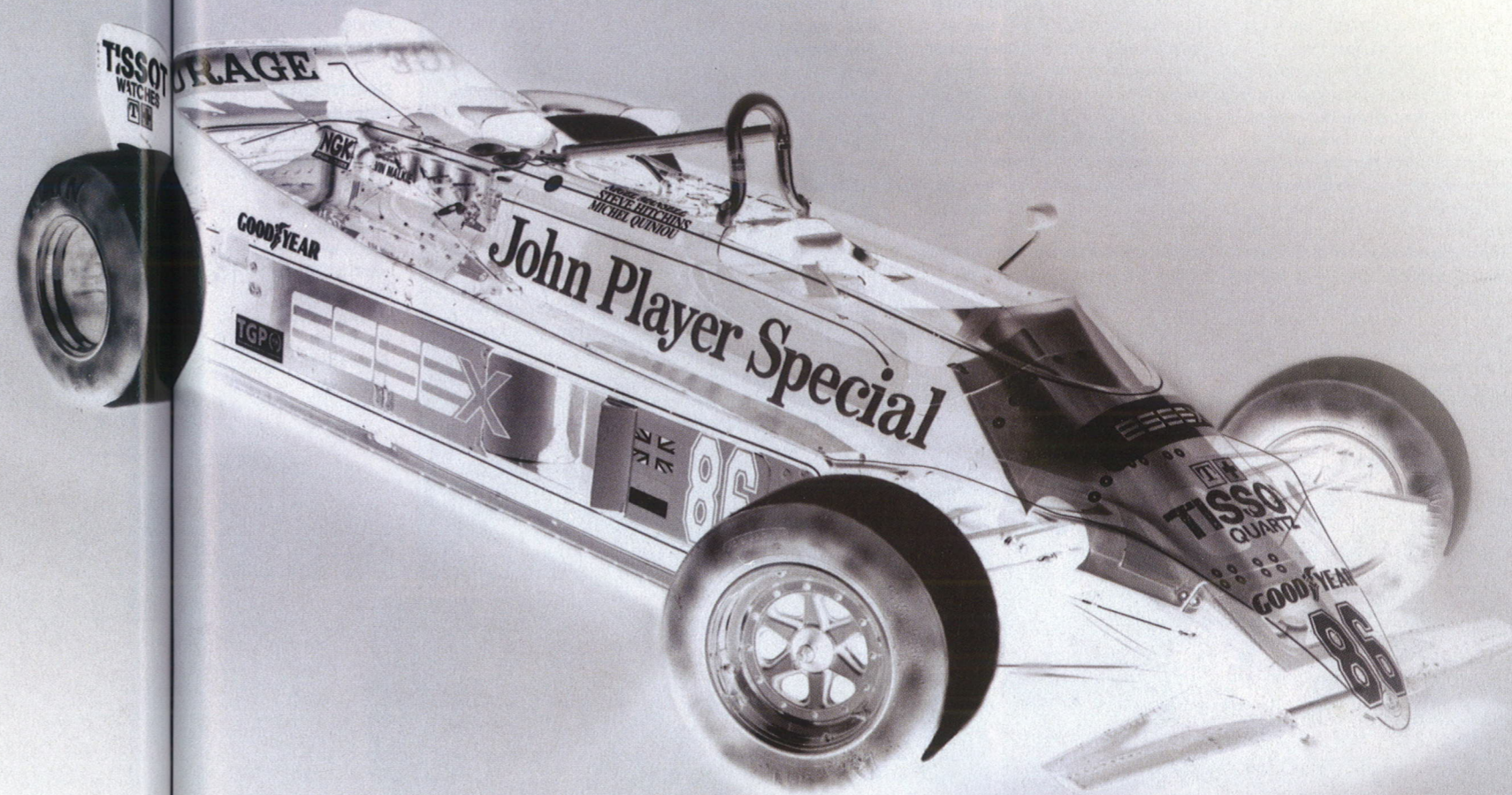
(Below) In 1966, Lotus boss Colin Chapman had approached engineer Keith Duckworth about building a new Formula 1 engine, and so was born a legend – the Cosworth DFV (Double Four Valve). Lotus had exclusive use of the new unit in '67. It made its debut in the back of a Lotus 49 in that

year's Dutch Grand Prix at Zandvoort and was piloted to victory by Jim Clark. Lotus continued with the DFV until '83

(Right) To maintain secrecy the 'primary' and 'secondary' suspension units were built in different locations, with not even the men working on them

knowing of the existence of the other

(Below right) Michelin provided rubber for the new car initially, but the 88B was shod by Goodyear. Today, the car runs on the Avon control tyres which are standard attire for the historic Thoroughbred Grand Prix Championship in which it competes



> Lotus 88B/2 - history

The Lotus 88's twin chassis drew controversy right from its launch and rival teams called for it to be banned when it turned up at Long Beach for the first race of 1981, the US Grand Prix West. Officials let Elio de Angelis practice the car, but then, under pressure from the teams, disqualified it. De Angelis and team-mate Nigel

Mansell, who had not driven the 88, subsequently qualified in the previous year's 81B. This charade continued in Brazil and Argentina before Lotus gave up and introduced a modified chassis, the 87, with more conventional suspension.

However, the saga was not over yet. Prior to the British GP, Lotus team owner

Colin Chapman produced a revised 'B' version of the 88 and persuaded the local sporting body, the RAC Motor Sports Association, to declare it legal. Mansell and De Angelis started the Silverstone weekend in 88Bs, but the RACMSA was forced by FISA, world motorsport's governing body at the time, to throw

the cars out. The Lotus drivers transferred to their 87s, but qualifying time was now so short that De Angelis only just scraped into the race, while Mansell missed the cut for his home GP.

NIGEL MANSELL BRITAIN Silverstone, July 18
Grid: disqualified
Race: did not start

> Team owner and designer: Colin Chapman

At the height of the row over the banning of the Lotus 88, team owner Colin Chapman issued the following statement.

"For the past four weeks we have been trying to get the new 88 to take part in a grand prix to no avail. "Twice it was accepted by the scrutineers, twice it was turned down by the stewards under pressure of lobbies.

"At no time throughout this ordeal has any steward or scrutineer come up with a valid reason for the exclusion consistent with the content and intention of the rule.

"Over the years, we have witnessed changes in GP racing, and unfortunately seen what was fair competition between sportsmen

degenerate into power struggles and political manoeuvrings between manipulators and moneymen attempting to take more out of the sport than they put into it.

"Nobody has influenced the design of racing cars the way we have, through innovations which are already finding their way into everyday motor cars. And yet we are being put under unbearable pressure by our rival competitors, who are frightened that, once again, we are setting a trend they may all have to follow.

"When this is over, I shall seriously reconsider whether GP racing is still what it purports to be: the pinnacle of sport and technological achievement."

X-RAY SEX

> Driver: Nigel Mansell

"My first full season in Formula 1, 1981, was to be one of the most turbulent in grand prix history. One of the principal victims of the political turmoil was [Lotus boss] Colin Chapman's latest innovation, the twin-chassis Lotus 88.

"The idea was to have one stiffly sprung chassis, which would have little or no suspension movement, but would maintain constant aerodynamic characteristics. In a separate chassis, the driver and the fragile parts of the car would be isolated from the bumps which the lack of suspension in the primary chassis would cause. It was brilliant.

"Unfortunately, the other teams didn't see it that way. Although there was no specific rule that made the car illegal, the other teams didn't want it. When Colin had introduced

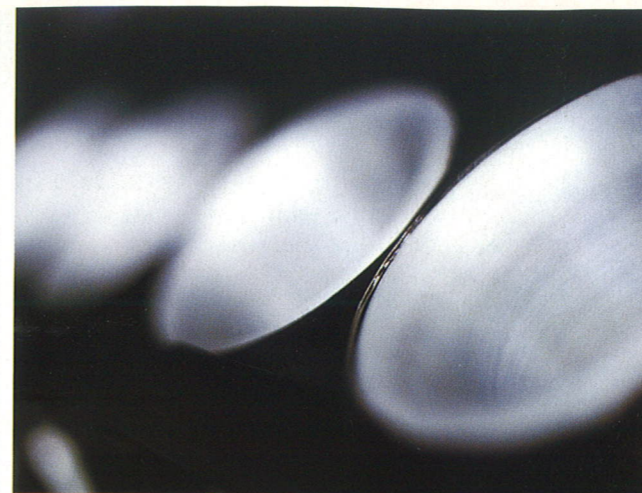
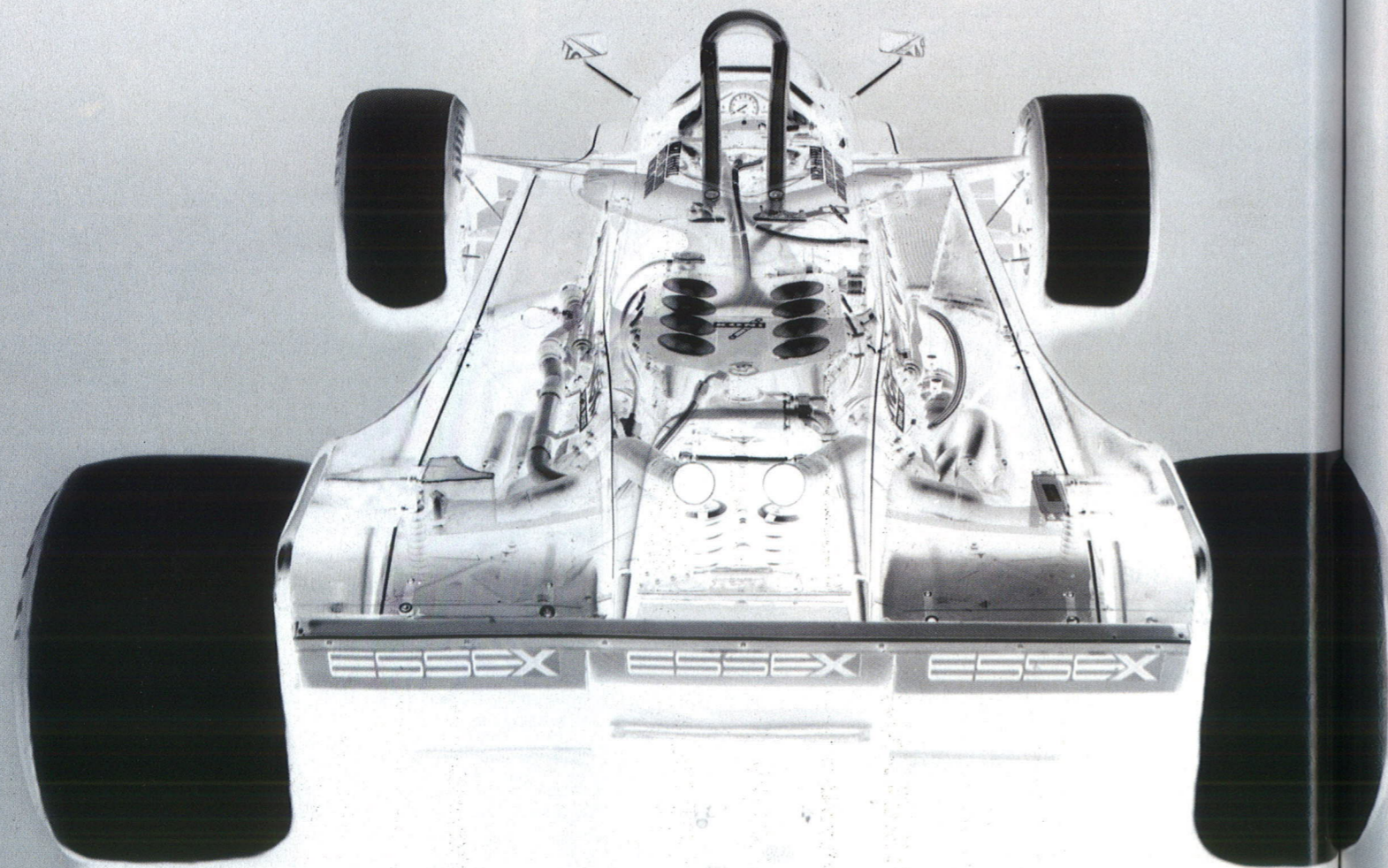
ground-effect a few years earlier, they had had to spend millions on wind-tunnel research. They were not willing to go through it again.

"At the first race at Long Beach [the US Grand Prix West], the car was passed by the scrutineers, but protested by the teams. I qualified seventh in a Lotus 81, the previous year's car, while Elio de Angelis tried to qualify the new 88. He was given the black flag. The car was thrown out. Colin was shattered. He would spend a lot of money on lawyers to try to prove the car was legal, but the others just wouldn't let it run."

Extract from Nigel Mansell: My Autobiography (HarperCollins). Car supplied by Vin Malkie Racing. Tel: 01565 777395. Thanks also to Classic Team Lotus. Tel: 01953 601621 (www.classicteamlotus.co.uk)

> Lotus 88B – technical specification

ENGINE	TRANSMISSION	Battery: Varley	coaxial springs
Layout: 90° V8	Gearbox: Lotus with Hewland internals	Instruments: Stack	and supporting secondary chassis with inboard coaxial springs
Cubic capacity: 2,993cc	Forward speeds: 5	SUSPENSION	Dampers: Koni
Bore and stroke: 90.0 x 58.8mm	Clutch: Borg & Beck	Front: top rockers, lower wishbones, supporting primary chassis with outboard coaxial springs and supporting secondary chassis with inboard coaxial springs	
Compression ratio: 12.5:1	Driveshafts: Lotus		
Maximum power: 490bhp	SUPPLIERS		DIMENSIONS
Maximum revs: 11,000rpm	Fuel and oil: Essex/Valvoline		Wheelbase length: 2,692mm
Pistons and rings: Cosworth	Tyres: Goodyear		Front track: 1,727mm
Bearings: Vandervell			Rear track: 1,625mm
Fuel injectors: Lucas	CHASSIS		Front wheel width: 279mm
Fuel injection system: Lucas	Brakes: Lockheed		Rear wheel width: 406mm
Spark plugs: NGK	Brake pads: Ferodo		Fuel tank capacity: 182 litres
	Radiators: Lotus		



(Above)

By the mid-'80s the Cosworth was on the wane. The turbo era had arrived. The DFV had been coaxed to nearly 500bhp by the end of its career, but the turbos were producing 600-plus and the writing was on the wall

folded sheet of Nomex paper foil honeycomb sandwich, skinned with carbonfibre/Kevlar. The bulkheads, which are machined from solid aluminium, are bolted to this tube-like structure

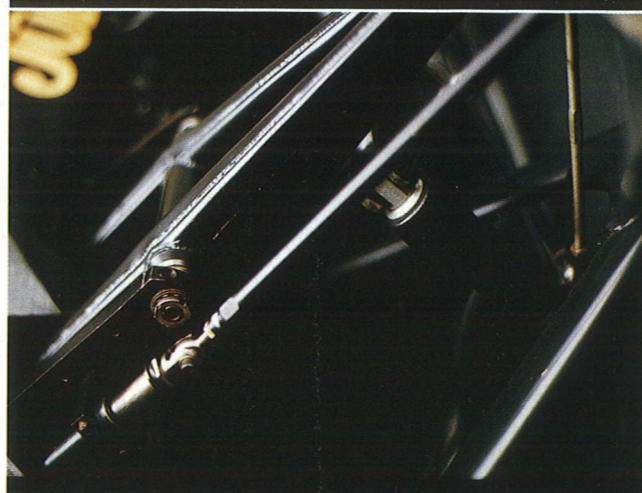
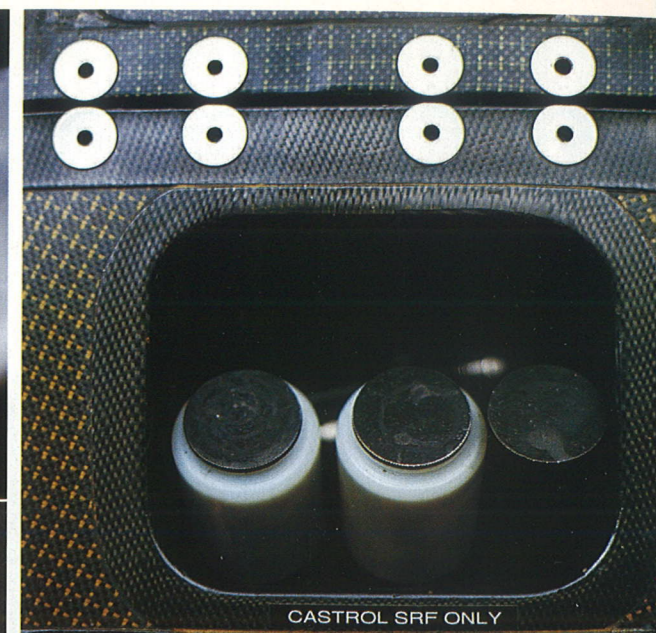
Mansell was banned from using it to qualify for the '81 British Grand Prix. Steve Hitchins, who now owns the car, campaigned it with some success in the Thoroughbred Grand Prix Championship of 2001. This year, it has been piloted by Frenchman Michel Quiniou and is a regular member of the TGP circus

(Above right)

The monocoque is formed from a single

(Right)

The 88B had to wait 20 years to make its race debut after Nigel



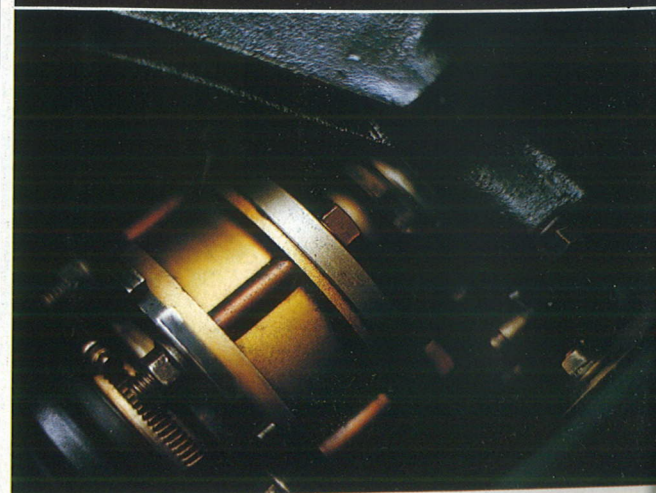
(Left and below)

The 'secondary' chassis, or monocoque, has mounting points for engine, gearbox and suspension, and accommodates the driver in relatively softly-sprung comfort. The 'primary' chassis, which carries the upper bodywork, including the

sidepods, is independently suspended on the uprights and tyres, so that much stiffer springing can be used to cope with the considerable downforce loads generated by the aerodynamic bodywork without vibrating the driver or more delicate parts, such as the DFV, to pieces

(Below left)

The sidepods, with fixed skirts along their bottom edges to keep them airtight, encourage better airflow beneath the 88, which in turn enhances the ground-effect principle of sucking the car down onto the track – another innovation that Colin Chapman had brought to F1 in 1977



THE DAY WHEN...

Mario Andretti won his last pole

Twenty years ago the veteran American stirred the tifosi's passion with an Italian pole for Ferrari
Words by John Leach; photograph by LAT Archive



Mario Andretti looks up from the cockpit dash. He catches the eye of race engineer Mauro Forghieri, and winks. Once encased inside his helmet, the wink is the only facial expression available to a driver. The most adept can use it to articulate a wide range of emotion. Andretti's conveys pride, joy and perhaps even a little surprise. At 42, an age when most Formula 1 racers are home contemplating the performance of their pension plans, the Italian-American has just realised a lifetime ambition. He is on pole at Monza, in a Ferrari, in front of the marque's adoring fans: the tifosi.

The 1982 Italian Grand Prix had been shaping into a gloomy affair for Ferrari's army of admirers. The man who had captivated them since his arrival at the Scuderia in '78, Gilles Villeneuve, had died in practice for the Belgian GP at Zolder just four months earlier. Before their grief had had time to properly subside, Didier Pironi was awfully injured during qualifying for the German GP at Hockenheim.

Patrick Tambay, who had been brought in as a replacement for Villeneuve, bravely soldiered on alone in Germany, and in the Austrian and Swiss GPs that followed; but with their home race approaching, Ferrari

cast around for someone suitable to fill the gaping hole in their ranks – and their hearts.

Andretti was a natural choice. He had driven for the team in '71 and '72, winning on his very first outing at Kyalami in South Africa. His straight talking had gained him the respect and friendship of the legendary *Commendatore* – Enzo Ferrari – before he moved on to first Parnelli and then Lotus, where he won the '78 world championship.

At the end of '81, he had walked away from F1 to pursue his dream of a second victory in America's blue-riband event, the Indianapolis 500 (a goal that was to elude him). He briefly relented to sub for Carlos

Mario Andretti's pole win at Monza in '82 was all the more remarkable because he had no experience whatsoever in turbo-engined cars

Reutemann at Williams after the Argentine unexpectedly quit F1 after just two rounds of the '82 campaign. But it was never meant as more than a one-off favour until the team found a more permanent incumbent.

Then came a phone call from Modena. A personal appeal to Andretti's love of his birthplace and his loyalty to an old friend.

A few days later, the American was banging around Ferrari's Fiorano test track, trying to acclimatise to the 126C2 and a new era of brutal turbo power. Two hundred laps later, he was thrown into the maelstrom of Monza qualifying. To the joy of the tifosi he pushed the Brabham BT50 of Nelson

Andretti had first driven for Ferrari during the '71 and '72 seasons – winning and setting fastest lap in his first race, the South African GP

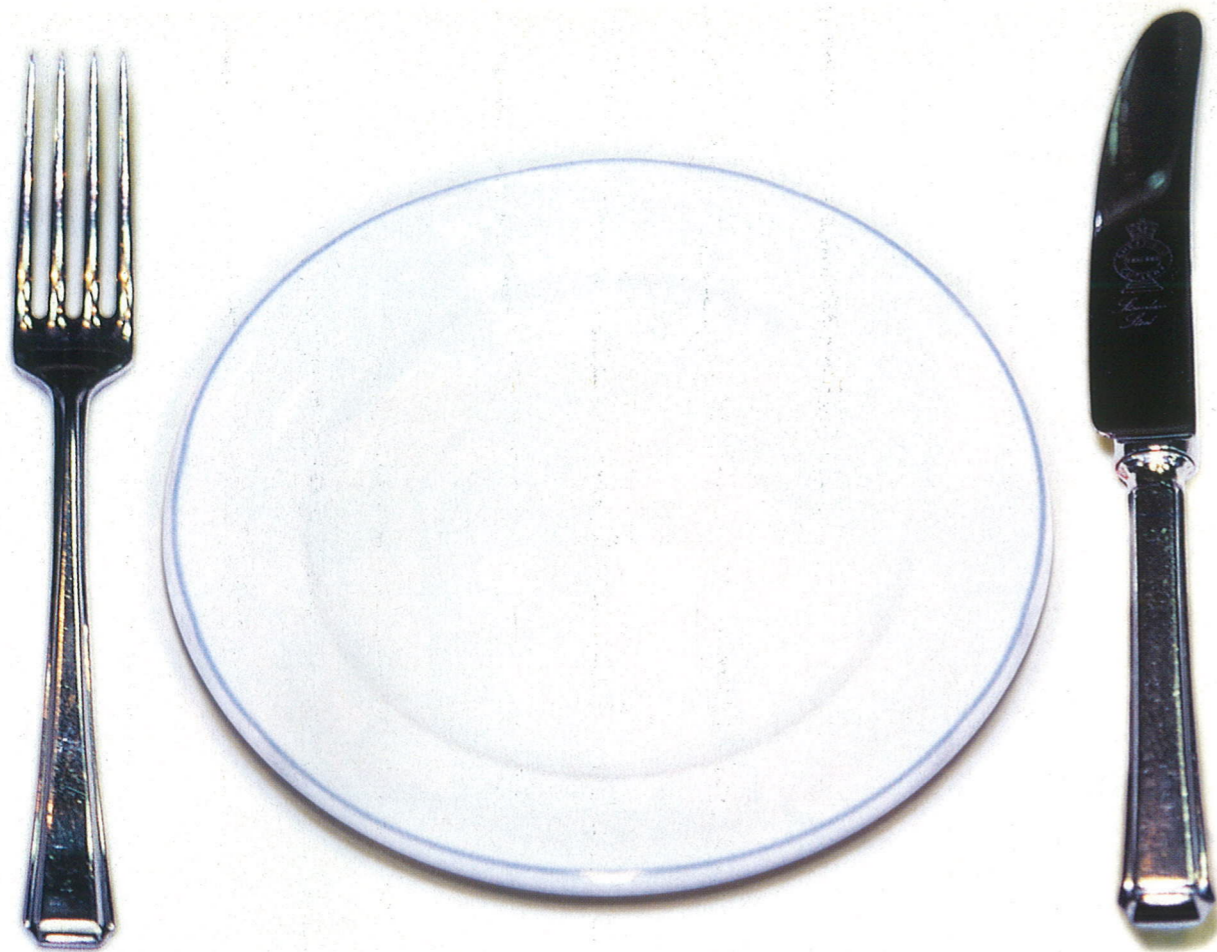
'ANDRETTI WAS A NATURAL CHOICE FOR FERRARI. HE HAD THE RESPECT OF THE LEGENDARY COMMENDATORE'

Piquet off top spot with 15 minutes of the session to go. Andretti's team-mate, Tambay, a man with infinitely more time in the car, could do no better than third.

Those expecting an ending worthy of the Brothers Grimm should stop here. Andretti's

crash course in turbos did not include starts. He bogged down badly and was passed by Piquet, Tambay, René Arnoux's Renault RE30B and Riccardo Patrese in the second Brabham. By lap 27 he had clawed back to third behind Tambay. But that was it. Arnoux rather spoiled the party by taking first, but with the podium otherwise filled with Ferrari's finest, honour was deemed satisfied and the celebrations began.

Andretti's GP career had come to a muted conclusion at Alfa Romeo in '81. Now he could hold his head high, secure in the knowledge that, this time, he would be leaving F1 in a blaze of glory. **1**



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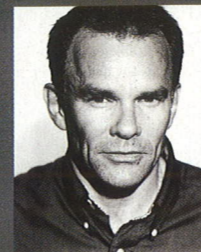
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INCORPORATING THE RACING CAR SHOW

Race report

Ferrari just can't stop winning. Or finishing one-two, come to think of it. Peter Windsor reports

Contents: Hungarian GP report: page 122 • Belgian GP report: page 132
Italian GP preview: page 142 • USA GP preview: page 144



> For Michael, time stops. But there's work still to do

In the space of two more races – one around the hairpins and bumps of Hungary, the other over the new, super-smooth and ultra-fast Spa-Francorchamps – Ferrari scored two one-twos, clinched the constructors' championship and enabled Michael

Schumacher to break Nigel Mansell's record of nine wins in a season.

This isn't boring and this isn't bad for Formula 1. This is Tiger Woods shooting a 63 or Pete Sampras winning in straight sets to love. This is perfection; and, beyond that, this is art. This is the core of the very special profession they call being a racing driver.

In the TV area after qualifying at Spa I invited Michael to try to describe the sheer pleasure of driving the F2002 on a circuit as good as this on a day as good as that. He paused but then had trouble finding the words. He spoke of the car being great and of the combination of the corners being fun but beyond that he struggled – and it wasn't because his first language is German.

Like Woods or Sampras or any other sportsman who reaches

perfection, Schumacher was trying to think about an area in his subconscious – something that is instilled in him through deep, natural instinct and which he can only touch when he is out there in a world that very few have known, know or can imagine. Jackie Stewart perhaps came closest when he described how slowly things seemed to happen when he and the car were working in perfect harmony. Sampras has spoken of the tennis ball appearing to be larger, Woods of the shot being clear in his mind long before he has hit it.

All of this applies, no doubt, to Michael. Almost certainly his world appears to slow. Almost certainly there is excess time and space to do the things that he needs. Almost certainly he sees the exit of the corner even before he reaches it.

Quickly, though, in our conversation, Michael turned the subject to tomorrow, to improving the car, to the constant need to be quicker. To reality.

Which is why, in this time, in this era, Michael Schumacher is a five-times champion. Not for him the ethereal; not for him the intangible. Instead, for him, there is work – much work still to be done.



#13: One-two, me too, for Rubens

Bridgestone were on top and Ferrari won. But (wait for it) Schumi was second. Dull? Never, says Peter Windsor

McLaren knew they were in trouble even before practice began. The Michelins for Hungary were even harder than the Hockenheim prime – and that was the tyre, you will recall, that in Germany had been much too hard for the McLarens.

Perhaps it was Kimi Raikkonen's tyre failure at Hockenheim that had sealed the issue. Michelin did not want a repeat problem – although McLaren, in retrospect, believed that the Hockenheim drama could have been averted if they had started on scrubbed, rather than new, prime Michelins. On top of that, McLaren made the apparent mistake of testing the proposed Hungaroring compounds at Ricard, in the south of France. The six-week test ban prior to Hungary meant

that tyre choices would be speculative at best but at Ricard they ran nonetheless. Williams, concurrently, chose to test the same tyres at Valencia.

Valencia being much harder on tyres than Ricard, Michelin were faced with more disturbing data: if they chose compounds and constructions according to McLaren's results, Williams would destroy the rears in a handful of laps. If they went in the direction of Williams, McLaren would want to go softer. And then came Hockenheim, with its heat and the Raikkonen tyre failure. Michelin went conservative, moving them in the direction of Williams.

And this, ultimately, is the problem, of course. You can say all you like about two top teams providing twice the information. Formula 1 reality is that exclusivity – or virtual exclusivity – is everything. Bridgestone's compound and construction choice for Hungary was related directly to the simulated and actual needs of the F2002 Ferrari. The only gamble was with the weather... and Bridgestone, like Michelin, gambled that it would be hot. End of risk (from the point

'IF HUNGARY TURNED OUT TO BE COLD, BOTH TYRE COMPANIES WOULD SUFFER – MICHELIN THE MORE SO'

of view of Bridgestone). If Hungary turned out to be unseasonably cold, both tyre companies would suffer in proportion – Michelin the more so.

On top of that, it is beginning to look as though the round-shouldered Bridgestone is also a better tyre for kerb-pounding. The Michelin – squarer, stiffer, heavier – has a larger footprint on perfect track conditions

(Below) Once again, the two Ferraris romped off into the distance. By lap five they were already 5.5s ahead of third-placed Ralf. They finished 13s ahead

> Drivers' championship: Round 13 Hungary

1	Michael Schumacher	112
2	Rubens Barrichello	45
3	Ralf Schumacher	40
4	Juan Pablo Montoya	40
5	David Coulthard	34
6	Kimi Raikkonen	20
7	Jenson Button	11
8	Nick Heidfeld	7

9	Giancarlo Fisichella	7
10	Jarno Trulli	4
11	Felipe Massa	4
12	Jacques Villeneuve	3
13	Eddie Irvine	3
14	Olivier Panis	2
15	Mark Webber	2
16	Mika Salo	2

17	Heinz-Harald Frentzen	2

> Constructors' championship

1	Ferrari	157
2	BMW-Williams	80
3	McLaren-Mercedes	54
4	Renault	15
5	Sauber-Petronas	11
6	Jordan-Honda	7
7	BAR-Honda	5
8	Jaguar Racing	3
9	Minardi Asiatech	2
10	Toyota Racing	2
11	Arrows Cosworth	2

TECHNO FILE

To use barrels or butterflies?

Honda's engine was much better in Hungary. Steve Matchett explains



BAR and Jordan (below) benefited from the latest version of Honda's RA002E, the Step 2.5. It is higher-revving than before, giving additional horsepower, and produces more bottom-end torque, making the car more tractable at corner exit – of great importance at the winding, low speed Hungaroring.

The original ultra-lightweight casting for the cylinder block has been replaced with one offering increased torsional rigidity between the monocoque and transmission housing. In its early incarnation, the RA002E used an exceptionally strong 'trumpet tray' to double as an integral support twist chassis and gearbox, allowing the mass of the casting to be kept to a minimum. Now, however, that design seems to have lost favour and engineers are using a more traditional approach.

Gone, too, are barrel-throttles; the new version uses butterflies. Each has pros and cons – with the barrel there are no components disrupting airflow at full throttle, but the barrels suffer from 'blow-by', leading to poor fuel metering at idle position and slow throttle response. The reverse is true for butterflies: these flaps will inevitably foul airflow at high speeds but they offer better mixture control at idle and help decrease lag during throttle demand – exactly where Honda's Step 2 seems most improved.



LEFT: PATRICK GOSLING; ABOVE RIGHT: CLIVE ROSE/LAT; RIGHT: PATRICK GOSLING; BELOW RIGHT: DARREN HEATH

(Above) McLaren couldn't find grip with the available Michelins. Over at Williams, Ralf Schumacher (right) made the Michelins work for him – he outqualified his team-mate by a large margin



(Magny-Cours) but a much smaller footprint when pushed to extremes (kerbs, use of negative camber, dirt on the circuit – all of which typify the Hungaroring).

It was no wonder, then, when the Hungaroring opened for practice on Friday morning, relatively cold ambients combining with a dusty and marble-prone track surface, that the Bridgestone teams immediately had the advantage. McLaren, indeed, were to begin a nightmare that was to continue through to about 3.00pm on Sunday. They chose the option Michelin, of course, but both Raikkonen and David Coulthard were in immediate trouble with a basic lack of grip and cars that would not respond to changes. Ron Dennis and the boys stayed politically correct, saying that it was up to them to produce a car that made best use of the given tyre, but you could see in their eyes that the problem is much deeper than that.

At Williams – or the right-hand-side of the Williams garage – it was a similar story: there was nothing out there in the handling of the Williams or the layout of the Hungaroring that moved Juan Pablo Montoya to excitement. On a more compatible Michelin, though, the Williams-BMW at least had some sort of grip level. Ralf Schumacher ran a lot of fuel on Friday, as is the team's wont, and on Saturday, finding more adhesion with more ambient, he qualified third, only 0.4s from the Ferraris. Almost unbelievably, Juan Pablo was a second slower than Ralf.

He seemed to be slightly slower everywhere. Juan Pablo hated the Hungaroring last year and did so again in 2002. It's thread-the-needle stuff in Hungary, except that the limits of the circuit are gravel traps, not the more demanding walls and guardrails of Monaco. And at Monaco, where JPM ▶





'RALF RACED OUT OF MIRROR-VIEW OF THE FERRARIS BUT WELL CLEAR OF HIS OTHER OPPONENTS; WHO WERE McLAREN'

shone, there are of course in addition some mega corners - Casino Square, Tabac, swimming pool. In Hungary there is... Turn Four.

Juan Pablo suffered the ignominy of having to try Ralf's set-up midway through qualifying, so desperate was he for a balance, but the test went wrong when the rushed change inevitably resulted in 'finger trouble'. He made a very slow start from the dirty side of the grid and ran wide, onto the crud, under pressure from Raikkonen. From then on, with a damaged floor, he went nowhere. Could he stop please? Patrick Head, barking a response into the radio, said he could not.

Ralf, meanwhile, drove beautifully to finish third, troubled only by a warning

light that was quickly extinguished by the team's two-way telemetry system. He raced against the clock this Sunday in Hungary, out of mirror-view of the Ferraris but well clear of his other opponents.

Who just happened to be led by the McLaren drivers. McLaren have good fuel consumption and a large fuel tank and chose to run the longest first stints in this two-stop race. With a modicum of grip and balance developing with the rubber-groove, and with the ambient climbing steadily, Kimi and David passed the Renaults in their first stops (well, Jarno Trulli; Jenson Button fell off on the last flying lap before his stop). Driving relentlessly and well, they beat two of the race's other stars (Giancarlo Fisichella and Felipe Massa) in their second stop. As

McLaren's race had been in Canada, this was a case study in maximising your best points when everything in qualifying has gone wrong.

The brilliance of Fisi and Massa in this race is recorded elsewhere (see page 128). Let us look, then, at the men and the team that dominated the day - not only because they are Michael, Rubens and Ferrari but also because they were on the tyres that were perfect for the conditions.

They chose the soft Bridgestone for the first time in ages, partly because the pressure is now off (what is the point in being conservative now that the championship is won?) and partly because... it was right. Rubens effectively won this race on Saturday morning, when he began to realise that a new rear-

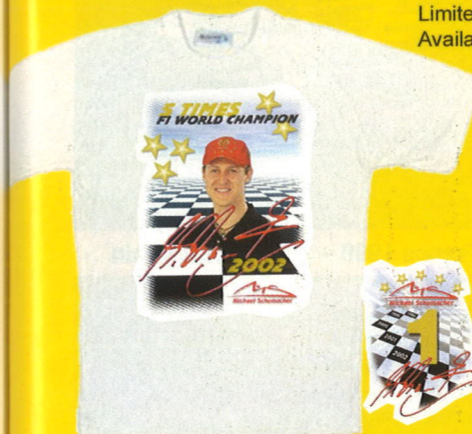
(Main) JPM radioed the pits telling them his car was "undriveable" but they disagreed. He went on to finish 11th; (above left) Jenson Button started on used tyres, which gave him oversteer. He spun off on lap 31 after a mistake

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Schumania

The shirt

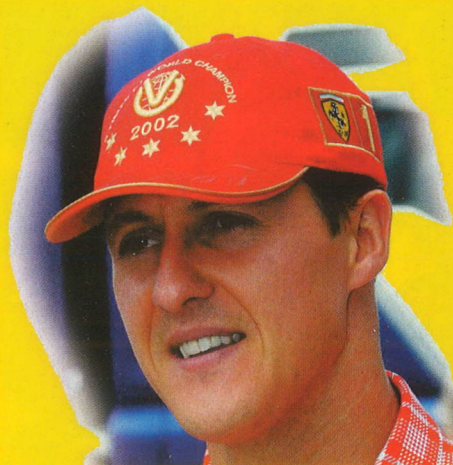
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FACT ATTACK: Before Hungary, the last McLaren to qualify outside the top 10 was Mika Hakkinen's in France 1999 – 14th in heavy rain



(Above) Raikkonen and Montoya raced wheel to wheel until JPM went wide onto the dirt, damaging his undertray

(Above left) Jean Todt winces as Barrichello sings heartily in celebration of a fourth consecutive constructors' world title for Ferrari

CLOCKWISE FROM LEFT: CLIVE ROSE/LAT; DARRIN HEATH; STEVEN TEE/LAT

'SOME WOULD HAVE CALLED THIS RACE BORING. ON THE CONTRARY: IT WAS BEAUTIFUL IN ITS PERFECTION'

scrubbed front combination would give him a better balance (no graining at the front) for the entire lap. This policy not only helped him to the pole but also gave him three new sets of tyres to use in the race: Michael, who ran new tyres all round in qualifying, was obliged to

run scrubbed fronts in his middle stint. Beyond that? Perfection – or as near perfection as a two-car race team can ever stand. The cars were mechanically perfect, neither driver made a mistake, their pitstops were virtually identical and they crossed the line in a quick one-two, securing their fourth consecutive constructors' championship as they did so. I asked Michael later about his motivation going into this one, and about his levels of concentration, and he replied that it was almost as if he were racing karts again, loving every minute of it, having fun behind the wheel. He could have raced faster, Rubens could have raced faster... and

yet still they won by an unapproachable margin. It was devastating. So the Ferrari team stayed in Hungary on Sunday night, for most of the factory were in town, too, and a party of course was in order. Michelin and their teams spoke of things that might have been better, of tyres and grip that were steadily improving... but that was because they had to speak, because the press demanded statements. The technical races, like Hungary, are always the most difficult to win – and Ferrari thus showed their class. The outsiders would have called this race boring. On the contrary: it was beautiful in its perfection. **1**

(Above) Rubens took the win, but Michael cheekily put in one last fastest lap before finishing right on Barrichello's tail

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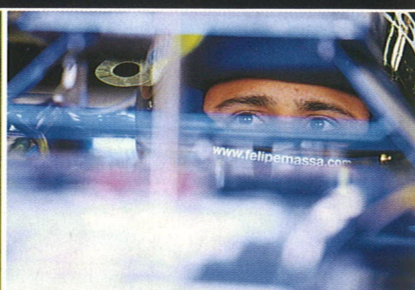
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#13: Race shorts

Fisichella goes well, Massa (briefly) silences his critics and Webber goes thirsty. By Tom Clarkson

Anthony Davidson had never driven the Minardi before making his F1 debut. He still managed a quick race lap that was 0.2s faster than team-mate Webber's



(Top) Massa showed well – but Sauber are still giving his seat to Frentzen next year; Salo (above) found himself sitting in foam after his fire extinguisher let itself off inside the car!

MAIN: LORENZO BELLANCA/AT; TOP: MARK THOMPSON/VALS-POST; BOTTOM: DARREN HEATH

Good weekend for Fisi

Giancarlo Fisichella was at his finest in Hungary, hounding the two Williams and two Ferraris from start to finish. He was fifth quickest on both Friday and Saturday and finished sixth in the race. Given the slippery track surface, he reported a surprisingly good balance on his EJ12, and was pipped in the race by two McLarens on a better strategy.

"This has been a good weekend for us," said Fisi. "The car has performed well, although it went away a little in the hot conditions. But I'm pleased and I hope that this is the start of better things to come."

Sodden Salo sits in suds

Although his TF102 lacked pace over one lap (he qualified 17th), Mika Salo enjoyed – if that's the right word – an incident-filled race.

On lap two he embarked on a race-long dice with Pedro de la Rosa, whom he beat by 0.5 seconds on the road. However, a "pitlane infringement", according to the stewards, in which he pulled out just in front of De la Rosa's passing

Jaguar, earned him a 25-second added time penalty at the end. Final classification: 15th.

It didn't end there, though. His differential broke mid-race, giving him entry and apex oversteer. Then, with 20 laps remaining, his on-board fire extinguisher went off, which he described as "like sitting in a freezing cold tub of bubble bath".

All this and still De la Rosa couldn't pass him...

But Webber is sadly dry

In temperatures of 29 degrees, and on one of the most arduous tracks on the calendar, Mark Webber drove the entire race without a drink. He lost two kilos in weight during the 77-lap race, having been unable to take on a drop of fluid because his water bottle was not working.

"The team tried to put a make-shift bottle under my arm at my first pitstop," said Mark. "It had a tube to my helmet, but it didn't really work and we lost a lot of time at the stop. The team then tried to give me more fluids at my second stop. It wasn't one of our best races of the year."

A fillip for Felipe

Just when he needed a good result, Felipe Massa delivered – but it was not enough to convince Sauber to keep him on in a race seat next year, even though he outperformed team-mate Nick Heidfeld all weekend.

Felipe was 1.3 seconds faster than Heidfeld on Friday, 0.1 seconds faster on Saturday and on Sunday he outraced him to finish seventh, five seconds behind sixth-placed Fisichella.

"Naturally I'm very disappointed not to score a point," said Massa, "but I think it was a fantastic race for me and another chance to prove what I can do."

Davidson's debut

Formula 1's newest new boy, Anthony Davidson, acquitted himself well on his grand prix debut. Despite never having driven the Minardi PS02 before – nor seen the Hungaroring – he never looked out of his depth.

On Friday he was quicker than team-mate Mark Webber (though Mark was carrying 25kg more fuel). In qualifying he put in a creditable

performance – just 0.5 seconds shy of Webber, and on Sunday he set a faster race lap by 0.2 seconds before spinning off on lap 59.

"It's been a great experience," said Anthony. "It's what I've dreamed of since I was a kid. I'd have liked a little more time to prepare, but you can't have everything, and I know that there's a lot more to come."

Tyres too hard for Renault

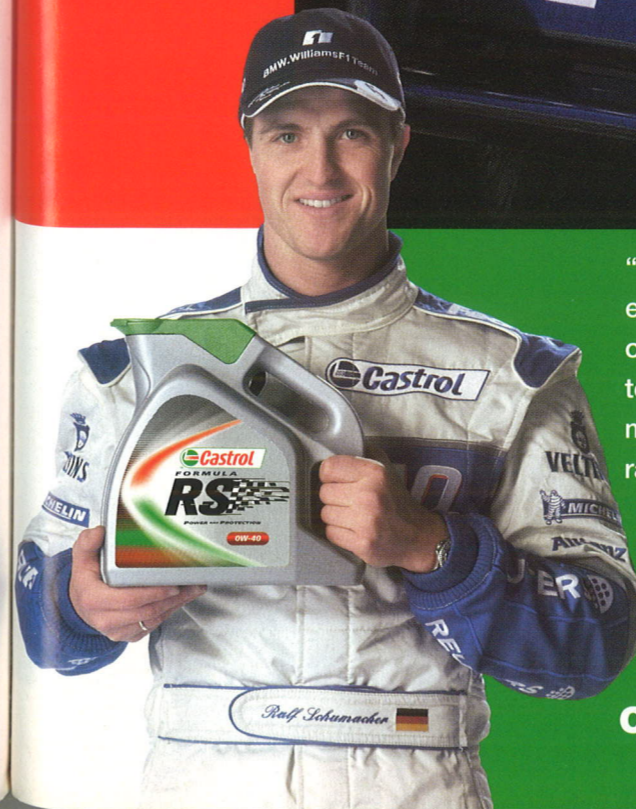
In theory, this race promised much: lots of slow corners that would allow Renault's ultra-sophisticated traction control system to come into its own. However, the team found the Michelin tyres to be too hard for them, which made it hard to find a balance. Jarno Trulli and Jenson Button were only P6 and P9.

In the race, Jarno finished eighth, failing to make up the three places he lost on the opening lap, while Jenson spun out on lap 31. They were just 18th and 19th fastest through the speedtrap – slower than Webber's Minardi – which suggests they were running a lot of wing to make up for their tyre problems.

Ralf Schumacher recommends Castrol



Ralf Schumacher



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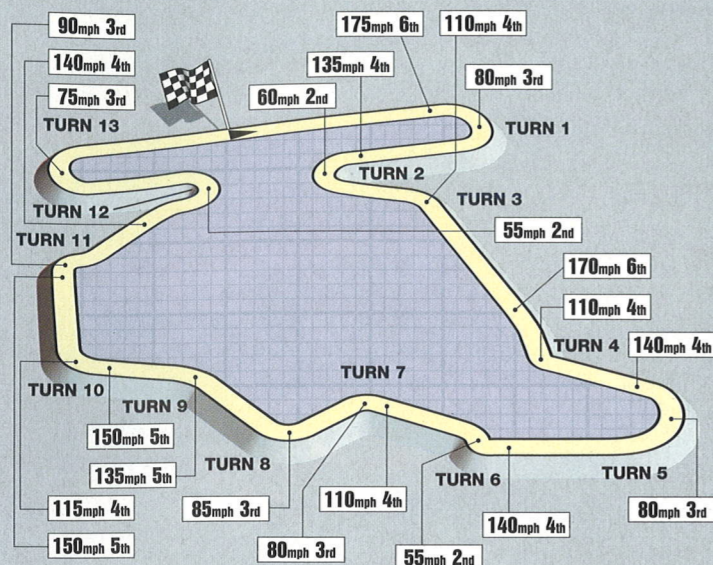


All the facts Hungaroring

Date August 18 2002; Weather Hot and sunny, 28°; Track temperature 30°; Laps 77; Race distance 190.195 miles; Attendance 100,000

Qualifying times

Position	Driver	Time
1	Rubens Barrichello	1:13.333
2	Michael Schumacher	+0.059
3	Ralf Schumacher	+0.413
4	Juan Pablo Montoya	+1.373
5	Giancarlo Fisichella	+1.547
6	Jarno Trulli	+1.647
7	Felipe Massa	+1.714
8	Nick Heidfeld	+1.796
9	Jenson Button	+1.881
10	David Coulthard	+1.890
11	Kimi Raikkonen	+1.910
12	Olivier Panis	+2.223
13	Jacques Villeneuve	+2.250
14	Takuma Sato	+2.471
15	Pedro de la Rosa	+2.534
16	Eddie Irvine	+3.086
17	Mika Salo	+3.140
18	Allan McNish	+3.293
19	Mark Webber	+4.095
20	Anthony Davidson	+4.626



HUNGARORING
Circuit length 2.465 miles
© 2002 Federation Internationale de l'Automobile, 2 Chemin Blandonnet, 1215 Geneva, Switzerland

Lap by lap

START Rubens Barrichello takes the lead while Ralf Schumacher tries – and fails – to drive around the outside of his brother at Turn One. Fisichella is fourth
LAP 1 JPM and Button touch at Turn Three
LAP 13 The Ferraris are 10 seconds clear
LAP 30 Button spins under pressure from Raikkonen and retires
LAP 31 Michael pits, rejoining third
LAP 32 Barrichello pits, rejoining ahead of Michael
LAP 33 Ralf pits, rejoining third
LAP 35 Raikkonen is the last man to stop
LAP 45 DC runs wide at the chicane
LAP 55 Michael pits
LAP 56 Barrichello pits, coming out ahead of Michael
LAP 59 Davidson spins out
LAP 61 Raikkonen is again last to stop and holds onto fourth, pushing Fisichella and Massa down to sixth and seventh
LAP 72 Michael sets fastest lap
LAP 77 Michael and Rubens cross the line in formation after a dominant display

Speeds and stops

FASTEST LAP
Michael Schumacher
1:16.207s on lap 72 (116.685mph)
FASTEST THROUGH SPEED TRAP
Juan Pablo Montoya 188.408mph
SLOWEST THROUGH SPEED TRAP
Anthony Davidson 182.132mph
FASTEST PITSTOP
Michael Schumacher 29.229s
SLOWEST PITSTOP
Mark Webber 43.122s

Did you know?

This is Ferrari's 12th constructors' championship and their fourth in succession. The Hungaroring's lap speed is only 18mph faster than at Monaco. This is the first race Arrows have missed since their inception in 1978.

Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Rubens Barrichello Ferrari F2002 (Bridgestone)	1:41:49.001	1
2	Michael Schumacher Ferrari F2002 (Bridgestone)	+0.434	2
3	Ralf Schumacher Williams-BMW FW24 (Michelin)	+13.355	3
4	Kimi Raikkonen McLaren-Mercedes MP4-17 (Michelin)	+29.479	8
5	David Coulthard McLaren-Mercedes MP4-17 (Michelin)	+37.800	11
6	Giancarlo Fisichella Jordan-Honda EJ12 (Bridgestone)	+1:18.804	4
7	Felipe Massa Sauber-Petronas C21 (Bridgestone)	+1:13.612	5
8	Jarno Trulli Renault R202 (Michelin)	1 lap behind	9
9	Nick Heidfeld Sauber-Petronas C21 (Bridgestone)	1 lap behind	10
10	Takuma Sato Jordan-Honda EJ12 (Bridgestone)	1 lap behind	14
11	Juan Pablo Montoya Williams-BMW FW24 (Michelin)	1 lap behind	7
12	Olivier Panis BAR-Honda 004 (Bridgestone)	1 lap behind	19
13	Pedro de la Rosa Jaguar R3B (Michelin)	2 laps behind	16
14	Allan McNish Toyota TF102 (Michelin)	2 laps behind	17
15	Mika Salo Toyota TF102 (Michelin)	2 laps behind	15
16	Mark Webber Minardi-Asiatech PS02 (Michelin)	2 laps behind	18
NOT CLASSIFIED			
	Anthony Davidson Minardi-Asiatech PS02 (Michelin)	spin – 58 laps	20
	Jenson Button Renault R202 (Michelin)	spin – 30 laps	6
	Eddie Irvine Jaguar R3B (Michelin)	misfire – 23 laps	13
	Jacques Villeneuve BAR-Honda 004 (Bridgestone)	transmission – 20 laps	12

MAP: ALAN ELDREDGE

Races to date

Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	Britain	France	Germany	Hungary	Belgium	Italy	USA	Japan
Michael Schumacher	1	3	1	1	1	1	2	1	2	1	1	1	2	-	-	-	-
Rubens Barrichello	R	R	R	2	R	2	7	3	1	2	R	4	1	-	-	-	-
David Coulthard	R	R	3	6	3	6	1	2	R	10	3	5	5	-	-	-	-
Kimi Raikkonen	3	R	12	R	R	R	R	4	3	R	2	R	4	-	-	-	-
Ralf Schumacher	R	1	2	3	11	4	3	7	4	8	5	3	3	-	-	-	-
Juan Pablo Montoya	2	2	5	4	2	3	R	R	R	3	4	2	11	-	-	-	-
Nick Heidfeld	R	5	R	10	4	R	8	12	7	6	7	6	9	-	-	-	-
Felipe Massa	R	6	R	8	5	R	R	9	6	9	R	7	7	-	-	-	-
Giancarlo Fisichella	R	13	R	R	R	5	5	5	R	7	NS	R	6	-	-	-	-
Takuma Sato	R	9	9	R	R	R	10	16	R	10	R	8	10	-	-	-	-
Jacques Villeneuve	R	8	10	7	7	10	R	R	12	4	R	R	R	-	-	-	-
Olivier Panis	R	R	R	R	R	R	R	8	9	5	R	R	12	-	-	-	-
Jarno Trulli	R	R	R	9	10	R	4	6	8	R	R	R	8	-	-	-	-
Jenson Button	R	4	4	5	12	7	R	15	5	12	6	R	R	-	-	-	-
Eddie Irvine	4	R	7	R	R	R	9	R	R	R	R	R	R	-	-	-	-
Pedro de la Rosa	8	10	8	R	R	R	10	R	11	11	9	R	13	-	-	-	-
Heinz-Harald Frentzen	DSQ	11	R	R	6	11	6	13	13	R	DNQ	R	DNE	-	-	-	-
Enrique Bernoldi	DSQ	R	R	R	R	R	12	R	10	R	DNQ	R	DNE	-	-	-	-
Anthony Davidson	-	-	-	-	-	-	-	-	-	-	-	-	R	-	-	-	-
Mark Webber	5	R	11	11	NS	12	11	11	15	R	8	R	16	-	-	-	-
Mika Salo	6	12	6	R	9	8	R	R	R	R	R	9	15	-	-	-	-
Allan McNish	R	7	R	R	8	9	R	R	14	R	11	R	14	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/DNQ Did not qualify/DNE Did not enter

Formula 1 up front



itv.com/f1



#14: Oops, he did it again

Schumi won another race and broke another record. Must be disheartening for everyone else, says Peter Windsor

Just when you thought it couldn't get better, they went and did it again. This time it was a perfect 10. Ten years on, Michael broke a 10-year-old record by winning his 10th race of the season. Oh yes, and he also headed home yet another Ferrari one-two – probably for the 10,000th time in the team's history.

Michael was ecstatic about this one, enjoying every lap of the circuit he calls his living room. He had an excuse to drive it on the limit, too: Ferrari were for a while unsure if the McLaren and Williams teams were on one stop or two and thus gave Michael room to build the margin he needed.

"I just drove every lap of the first part of the race absolutely flat out," he said afterwards with a smile. "It was only when I saw all the engines blowing up around the circuit that I backed off. It was just a great, great day. I loved it."

Everyone else hated it, of course. Rubens Barrichello was blown away into the Ardennes forest, admittedly pleased to be clear of his immediate opposition but an age away, this time, from Herr Michael

Schumacher. Blistered rears on Saturday morning persuaded Rubens to start on the harder of the two Bridgestones. Michael was on the softer, option, tyre – which of course accounted for some of his deficiency in the relatively cool race day ambients, but the most telling factor was that Rubens blistered his race tyres, too. You would have thought it would have been Michael who would have found this trouble: the softer the tyre, the greater the heat. Instead, it was Rubens who had the drama. His F2002 slid more. The slides induced heat. The heat induced blisters. Game over.

So Michael did it all – beat everyone, including his very quick team-mate. He walked into the circuit on Sunday morning looking sharp and confident, sunglasses shielding him from the bright race day glare. He was a man in charge, a driver in control. This day, at Spa, he was unbeatable.

Why the dominance? Why the massive gulf? It's as well to remind ourselves of the chronology: McLaren won the 1998 championship by switching suddenly to

Bridgestones and making Schumacher's Goodyear-shod Ferrari look ridiculous. In '99 Michael broke his leg. In '00 Michael won on Bridgestones. In '01 Michael lost a couple of races to Michelin, who at that point were virtually exclusive to Williams. What to do about that exclusivity? Switch to Michelins or... oblige McLaren to do so? The downside to switching was leaving McLaren free on Bridgestones. The more difficult option, by contrast, was the double-whammy. If McLaren switched, Ferrari would have exclusive possession of Bridgestone; McLaren and Williams, moreover, would share.

So Ferrari deepened their Bridgestone connection and obliged McLaren to switch

'IT WAS ONLY WHEN I SAW ALL THE ENGINES BLOWING UP THAT I BACKED OFF. IT WAS GREAT'
MICHAEL SCHUMACHER

(Below) Raikkonen qualified second, but Barrichello surged past him at the start. Behind Kimi is JPM, and behind him DC fights Ralf for fifth

> Drivers' championship: Round 14 Belgium

1 Michael Schumacher	122	9 Giancarlo Fisichella	7	17 Heinz-Harald Frentzen	2
2 Rubens Barrichello	51	10 Eddie Irvine	4		
3 Juan Pablo Montoya	44	11 Jarno Trulli	4		
4 Ralf Schumacher	42	12 Felipe Massa	4		
5 David Coulthard	37	13 Jacques Villeneuve	3		
6 Kimi Raikkonen	20	14 Olivier Panis	2		
7 Jenson Button	11	15 Mark Webber	2		
8 Nick Heidfeld	7	16 Mika Salo	2		

> Constructors' championship

1 Ferrari	173
2 BMW-Williams	86
3 McLaren-Mercedes	57
4 Renault	15
5 Sauber-Petronas	11
6 Jordan-Honda	7
7 BAR-Honda	5
8 Jaguar Racing	4
9 Minardi Asiatech	2
10 Toyota Racing	2
11 Arrows Cosworth	2



(Above) It was without doubt Michael's day. Again. But it was a galling one for everyone else, including Kimi Raikkonen (right), who fell from second on the grid to fourth within two laps



DARREN HEATH; PATRICK GOSLING

to Michelins, taking things full circle, with Ferrari now in the position that McLaren had enjoyed in '98. Ross Brawn massively increased his vehicle dynamics department over the winter of '01 and on the new breed of Bridgestones, designed specifically around Ferrari, the F2001 car was taken a step further into the stratosphere. Here, at last, was the ultimate grand prix car, designed as much around the tyres (by a brilliant tyre company working virtually exclusively for Ferrari) as the tyres were about the car. A slightly stiffer sidewall? No problem, Schumacher-san. A bit softer in the compound? As you wish, Schumacher-san. Ah yes, and then we have the F2002...

In the meantime, McLaren and Williams try to eke the best from Michelin's rubber but of course it is a difficult thing. Sharing always is: one wants a softer tyre, the other wants to go harder. One wants to

test at Valencia, the other tests at Ricard. I asked Gerhard Berger at Spa if he felt that Williams-BMW might have won more races this year if McLaren-Mercedes had still been on Bridgestones (ie if Bridgestone were not effectively exclusive to Ferrari). Of course he said no, they would not have, and gave plausible reasons: you learn more with two teams (there is double the information) and it is the Ferrari that is superior, not merely the tyres.

Yes, but not to the degree that the other thing is true – that exclusivity in racing is everything. Of course Ferrari would be winning this year if we were still in the days of tyre monopoly – hard tyres for everyone – but their advantage would be nothing like as large. Tyres are the single biggest factor influencing car performance on the F1 grid. They may find you a second overnight – or not, as the case may be. You can work for six months in a wind ▶

TECHNO FILE

Compromise is the only way

Steve Matchett details the intricacies of finding a balance to suit Spa



They opted for mid-range wing settings. It's always a compromise, of course: more front wing helps reduce understeer through Blanchimont,

but an increase of downforce saps too much horsepower on the full-throttle uphill blast from the exit of Eau Rouge to the top of the circuit.

It is here, just before Les Combes, where the engines are stressed to their limit – and here during the race itself where Giancarlo Fisichella's (below) 'step 2.5' Honda erupted in the most spectacular engine failure I have ever seen. Indeed, Honda endured a torrid time at Spa: both Jordan and BAR suffered a string of major engine failures during the weekend.

Teams with a 'three spring' suspension system had their work cut out, too. The idea is to allow the cars to run relatively soft roll springs, helping mechanical grip in low-speed sections such as the Bus Stop and La Source. Then, in the high-speed sections, as aero load increases, these soft springs compress until the third (stiffer) spring comes into operation.

The formidable nature of Eau Rouge, however, presents engineers with a conundrum: make the car too stiff and it loses grip as the driver flicks the steering; make it too soft and the car will bottom out. The long streaks of under-car plank material on the Tarmac through Formula 1's most famous switchback give clear indication of just how difficult it is to find a workable balance.



tunnel and find maybe three tenths of a second.

So it proved at Spa, where Michelin brought relatively soft tyres and Bridgestone two compounds on the harder side. In the hottish weather of Friday and Saturday the Michelin teams quickly looked good. Outfits like Jaguar were suddenly outperforming the likes of Sauber; Jordan had less grip than Toyota. Floors weren't flexing. Wings weren't collapsing. One type of tyre was just outperforming the other. True, Ferrari

were still on top, for even the F2002 Bridgestones on a bad day are still pretty good. The margin, though, was relatively small. The lightly fuelled McLarens were one-two on Friday; Ralf Schumacher's Williams was only a shade slower than Rubens.

In qualifying, with the sun still hot, it was a similar story. Michael took the pole (his first at Spa!), but Kimi Raikkonen's McLaren, on the softer, Q-spec Michelins, was only 0.424 seconds away on a relatively long Spa lap. Rubens and

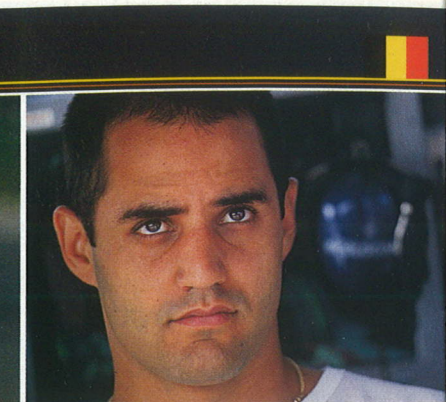
Ralf (who, like Juan Pablo, was on the harder, R-spec Michelins) were again super-close; Trulli, Irvine and Salo outperformed your Fisichellas, your Massas and your Heidfelds. It was a Michelin grid – and Spa's new billiard-table smooth surface made it the more so.

On race day, though, it was colder: the Michelin challenge faded away. Michael's Ferrari, its tyres tailor-made for it, best withstood the conditions. And Michael, as ever, was flawless.

About all you could do then was enjoy

(Below) Allan McNish had car trouble but managed to bring it home ninth. Team-mate Mika Salo was seventh – making it the third time that both Toyotas have finished in the top 10

'JORDAN HAD LESS GRIP THAN TOYOTA: ONE TYPE OF TYRE WAS JUST OUTPERFORMING THE OTHER'



(Above) Juan Pablo Montoya had what he called "a difficult weekend". It all came together when it mattered, though, as he took advantage of a scary moment on Raikkonen's part to move up to third on lap two (left). He later fought off the other McLaren to keep that podium position

FACT ATTACK: Schumi has now had at least one pole at every current circuit. Ferrari's last Spa pole was Gerhard Berger's in 1995



(Left) Spot the odd man out. The Ferrari squad celebrate yet more record-breaking, leaving third-placed JPM a little lonely on the podium

the race to finish third – a scrap in the closing stages between those two new buddies named DC and JPM. DC is still niggled by JPM's driving at the Nürburgring and has been saying so with candour. JPM said that DC should spend more time trying to beat his rapid new team-mate...

Anyway, JPM was again mighty through the first corner and the opening lap ("Although I was surprised by Raikkonen's aggression," he said later. "How do you mean?" I asked. "Well, he moved over on me once as we went into Eau Rouge and I thought, 'Okay, well, I sort of expected that,' and then he moved the other way when he saw me avoiding him and to my

mind that adds up to quite a lot of moves...") and breezed past Raikkonen when Kimi nearly lost it at Pouhon.

Nearly. He had done a similar thing in qualifying – had put a right rear on the dirt in the middle of this blindingly quick double-apex left – but on that occasion he had stayed absolutely flat on the McLaren's fly-by-wire throttle. Now, though, with fuel on board, it was a different deal. The McLaren flicked sideways, Kimi caught the moment (with a dazzling display of car control and reflexes) but then had to come right back off the power in order to regroup. JPM was up and gone.

Ralf Schumacher spun and then hit the

wrong control button in his pitstop exit(!) and Kimi subsequently struggled with grip. It was left, thus, to JPM and DC. DC again drove beautifully into his pitstop window and was in JPM's mirrors, hoping for a chance, as the race drew to a climax. On the pitwall, Williams and BMW engineers remotely adjusted JPM's gearshift intervals so as to give him the maximum speed advantage at the end of the uphill straight. DC changed his in the cockpit but ultimately it was not enough. From a scrappy practice and qualifying (gearbox problems, McLarens in front of him) JPM finished third.

He wasn't happy, though; how could he be? The pleasure, at Spa, was all Michael's. 1

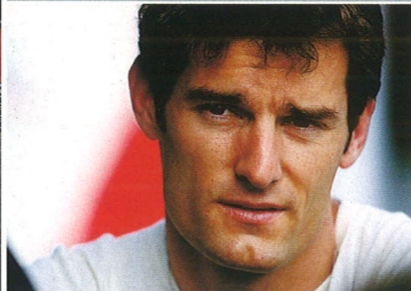


#14: Race shorts

Everyone takes Eau Rouge flat, Sauber's pace drops off and engines struggle. Tom Clarkson reports



(Left) The infamous Eau Rouge is much less daunting now; (above) Sauber don't know why they were off the pace; (below) Webber was only just ahead of rookie team-mate Davidson



STEVE ETHEINGTON/LAT; PATRICK GÖSSLING

Jaguar score a point

This was Eddie Irvine's first world championship point since Melbourne – and a well-deserved point at that. The Jaguar R3 was well suited to Spa and was at its most competitive through the twists of sector two. Irvine qualified eighth, his best position of the year, and drove a consistent race to sixth, benefiting from the retirements of Kimi Raikkonen and Jarno Trulli.

"We did everything right this weekend," said Irvine, "from qualifying well to race preparation and strategy. The car felt pretty good throughout the race and caused me no real problems."

Sauber mysteriously slow

Sauber were disappointing: their cars were slow... and they couldn't work out why. In qualifying Felipe Massa was 17th and Nick Heidfeld 18th while, in the race, Massa retired with a blown engine and Heidfeld ended up 10th – after radical set-up changes on the grid.

"It's a mystery," said chief race engineer Jacky Eeckelaert. "Some

of our lack of performance comes from the tyres – the Michelin was a better qualifying tyre than the Bridgestone, but we should have been half a second quicker than we were. We have a lot of work to do."

Eau Rouge is "easy" now

Sadly, Eau Rouge is no longer the challenge it once was, mainly due to resurfacing work. In qualifying, every driver – including Minardi's – was "easy-flat" through there, and this was proved by the speeds taken at the top of the hill. The fastest was 199mph – last year the quickest was only 188mph.

"It's easy," said Juan Pablo Montoya. "From lap two on Friday onwards I've been flat – even with full tanks. It's no longer a corner."

Salo proves himself worthy

Hot on the heels of his sacking from Toyota, Mika Salo put in one of his best ever race weekends. He qualified ninth, 0.605 seconds ahead of team-mate Allan McNish, and drove a consistent race to seventh.

"I think I drove well and made no

mistakes," said Mika. "I was totally on the limit from start to finish. It's been a hard few days, so it's good to show people what I can do."

Honda: "Oh hellfire!"

Honda suffered five engine failures over the weekend: three for Olivier Panis, one for Takuma Sato and one for Giancarlo Fisichella. They were running their Hungary-spec engine and, because of the testing ban since that race, hadn't had a chance to run it at high revs for long periods. One source at Honda suggested that the g-forces at the top of Eau Rouge were allowing air into the system.

"It's been the weekend from hell," said Shuhei Nakamoto, Honda's race and test team manager. "I'm just glad it's all over. We've got a lot of work to do before Monza."

Trulli wins Renault fight

There was an intriguing battle between the Renault drivers this weekend – both count Spa as their favourite track. And it was Jarno Trulli who won the war, having outqualified Jenson Button by

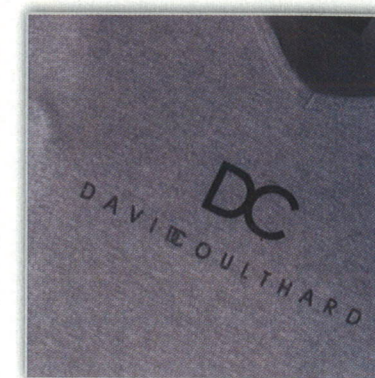
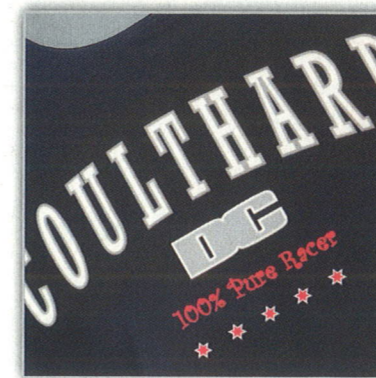
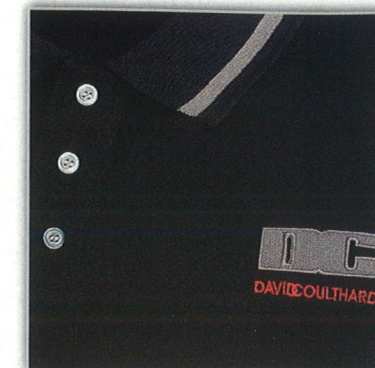
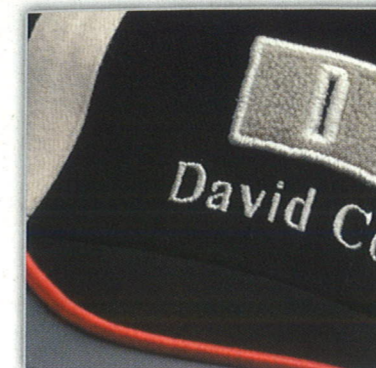
0.586 seconds and then driven a consistent race for what looked like sixth place until his engine died.

"I made a very good start, but accidentally hit the neutral button," said Jarno afterwards. "The car was very quick on the exit of the slow-speed corners and the end was very disappointing. The team have worked very well all weekend – well enough to have earned a few points."

Davidson keeps pace

Spa was Anthony Davidson's second and (as yet) final race for Minardi – and he was impressive once again, as he had been in Hungary two weeks ago. During free practice on Friday he outpaced his team-mate Mark Webber and even Sauber's Nick Heidfeld. On Saturday his P20 was 0.608 seconds off Webber's P19 (not bad for such a long lap) and, in the race, he set consistent times prior to losing it at Pouhon.

"It was a shame because, until that point, it was a really enjoyable race," he said once out of the car. "I wish I was still out there!"



as in F1, it's all in the finish

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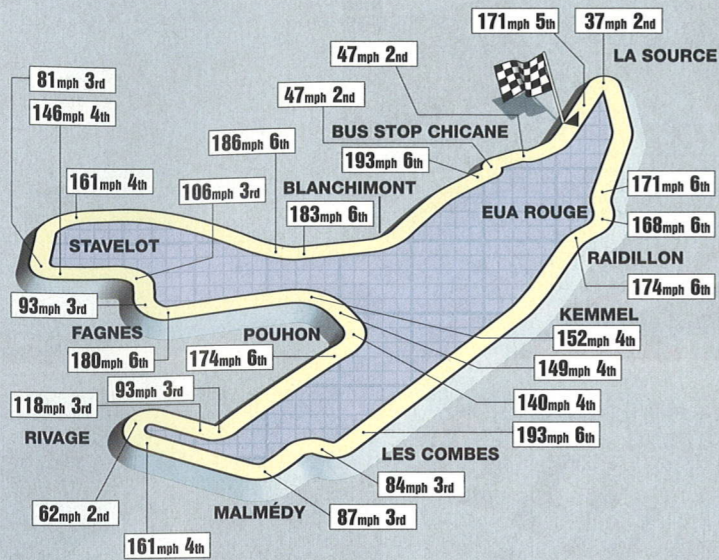


All the facts Spa-Francorchamps

Date September 1 2002; Weather Overcast, 15°; Track temperature 18°; Laps 44; Race distance 190.369 miles; Attendance 92,000

Qualifying times

Position	Driver	Time
1	Michael Schumacher	1:43.726
2	Kimi Raikkonen	+0.424
3	Rubens Barrichello	+0.609
4	Ralf Schumacher	+0.622
5	Juan Pablo Montoya	+0.908
6	David Coulthard	+1.033
7	Jarno Trulli	+1.660
8	Eddie Irvine	+2.139
9	Mika Salo	+2.154
10	Jenson Button	+2.246
11	Pedro de la Rosa	+2.330
12	Jacques Villeneuve	+2.677
13	Allan McNish	+2.759
14	Giancarlo Fisichella	+2.782
15	Olivier Panis	+2.827
16	Takuma Sato	+3.149
17	Felipe Massa	+3.170
18	Nick Heidfeld	+3.546
19	Mark Webber	+3.836
20	Anthony Davidson	+4.444



SPA-FRANCORCHAMPS
Circuit length 4.329 miles

© 2002 Federation Internationale de l'Automobile, 2 Chemin Blandonnet, 1215 Geneva, Switzerland

Lap by lap

START Michael Schumacher converts pole. Rubens Barrichello gets the jump on Kimi Raikkonen to take second. Juan Montoya is fourth, David Coulthard fifth
LAP 1 Michael is 2.2s ahead
LAP 5 Michael's lead is three seconds; Barrichello is 6.4s clear of Montoya
LAP 11 Jenson Button retires
LAP 16 Michael pits, rejoining second
LAP 17 Barrichello stops, rejoining in third place behind Montoya, Raikkonen and Coulthard
LAP 18 Montoya and Raikkonen pit
LAP 19 Coulthard pits, rejoining ahead of Raikkonen. Barrichello is second
LAP 27 Michael's lead is 27 seconds
LAP 30 Michael pits for the second time
LAP 31 Barrichello pits and stays second
LAP 33 Third-placed Montoya pits
LAP 34 Raikkonen pits, rejoining fifth
LAP 35 DC pits, handing Montoya third
LAP 36 Engine failure puts Raikkonen out
LAP 44 Michael wins a record 10th race in a single season

Speeds and stops

FASTEST LAP
Michael Schumacher
1:47.176s on lap 15 (145.336mph)
FASTEST THROUGH SPEED TRAP
Michael Schumacher 198.475mph
SLOWEST THROUGH SPEED TRAP
Mark Webber 179.895mph
FASTEST PITSTOP
David Coulthard 27.451s
SLOWEST PITSTOP
Takuma Sato 39.049s

Did you know?

This was a record 10th win of the season for Michael Schumacher and his sixth Belgian GP victory (plus a disqualification in 1994). This was the 50th consecutive race to have a Ferrari on the podium and Ferrari's sixth one-two finish of the year.

Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Michael Schumacher Ferrari F2002 (Bridgestone)	1:21:20.634	1
2	Rubens Barrichello Ferrari F2002 (Bridgestone)	+1.977	2
3	Juan Pablo Montoya Williams-BMW FW24 (Michelin)	+18.445	4
4	David Coulthard McLaren-Mercedes MP4-17 (Michelin)	+19.357	5
5	Ralf Schumacher Williams-BMW FW24 (Michelin)	+56.440	6
6	Eddie Irvine Jaguar R3B (Michelin)	+1:14.809	8
7	Mika Salo Toyota TF102 (Michelin)	+1:17.300	10
8	Jacques Villeneuve BAR-Honda 004 (Bridgestone)	+1:19.855	14
9	Allan McNish Toyota TF102 (Michelin)	1 lap behind	12
10	Nick Heidfeld Sauber-Petronas C21 (Bridgestone)	1 lap behind	15
11	Takuma Sato Jordan-Honda EJ12 (Bridgestone)	1 lap behind	17
12	Olivier Panis BAR-Honda 004 (Bridgestone)	5 laps behind/DNF	18
NOT CLASSIFIED			
	Giancarlo Fisichella Jordan-Honda EJ12 (Bridgestone)	engine - 38 laps	13
	Pedro de la Rosa Jaguar R3B (Michelin)	suspension - 37 laps	11
	Felipe Massa Sauber-Petronas C21 (Bridgestone)	engine - 37 laps	16
	Kimi Raikkonen McLaren-Mercedes MP4-17 (Michelin)	engine - 35 laps	3
	Jarno Trulli Renault R202 (Michelin)	engine - 35 laps	7
	Anthony Davidson Minardi-Asiatech PS02 (Michelin)	spin - 17 laps	20
	Jenson Button Renault R202 (Michelin)	engine - 10 laps	9
	Mark Webber Minardi-Asiatech PS02 (Michelin)	gearbox - 4 laps	19

Races to date

Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	France	Germany	Hungary	Belgium	Italy	USA	Japan
Michael Schumacher	1	3	1	1	1	1	2	1	2	1	1	1	2	1	-	-
Rubens Barrichello	R	R	R	2	R	2	7	3	1	2	R	4	1	2	-	-
David Coulthard	R	R	3	6	3	6	1	2	R	10	3	5	5	4	-	-
Kimi Raikkonen	3	R	12	R	R	R	4	3	R	2	R	4	R	4	-	-
Ralf Schumacher	R	1	2	3	11	4	3	7	4	8	5	3	3	5	-	-
Juan Pablo Montoya	2	2	5	4	2	3	R	R	R	3	4	2	11	3	-	-
Nick Heidfeld	R	5	R	10	4	R	8	12	7	6	7	6	9	10	-	-
Felipe Massa	R	6	R	8	5	R	R	9	6	9	R	7	7	R	-	-
Giancarlo Fisichella	R	13	R	R	R	5	5	5	R	7	NS	R	6	R	-	-
Takuma Sato	R	9	R	R	R	R	10	16	R	R	8	10	11	-	-	-
Jacques Villeneuve	R	8	10	7	7	10	R	6	13	13	R	DNQ	R	8	-	-
Olivier Panis	R	R	R	R	R	R	R	8	9	5	R	R	12	12	-	-
Jarno Trulli	R	R	R	9	10	R	4	6	8	R	R	R	8	R	-	-
Jenson Button	R	4	4	5	12	7	R	15	5	12	6	R	R	R	-	-
Eddie Irvine	4	R	7	R	R	R	9	R	R	R	R	R	6	-	-	-
Pedro de la Rosa	8	10	8	R	R	10	R	11	11	9	R	13	R	-	-	-
Heinz-Harald Frentzen	DSQ	11	R	6	11	6	13	13	R	DNQ	R	DNE	-	-	-	-
Enrique Bernoldi	DSQ	R	R	R	R	R	12	R	10	R	DNQ	R	DNE	-	-	-
Anthony Davidson	-	-	-	-	-	-	-	-	-	-	-	R	R	-	-	-
Mark Webber	5	R	11	11	NS	12	11	11	15	R	8	R	16	R	-	-
Mika Salo	6	12	6	R	9	8	R	R	R	R	9	15	7	-	-	-
Allan McNish	R	7	R	R	8	9	R	R	14	R	11	R	14	9	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/DNQ Did not qualify/DNE Did not enter

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#15: Hold tight for another Ferrari-fest

It's Monza and the Scuderia will again be pushing hard to please the tifosi. Prepare for a loud, hectic weekend...

2001 results

Top six places

- 1 **Juan Pablo Montoya**
Williams-BMW FW23, 1h16m58.493s,
148.571mph
- 2 **Rubens Barrichello**
Ferrari F2001, +5.175s
- 3 **Ralf Schumacher**
Williams-BMW FW23, +17.335s
- 4 **Michael Schumacher**
Ferrari F2001, +24.991
- 5 **Pedro de la Rosa**
Jaguar R2, +1m14.984s
- 6 **Jacques Villeneuve**
BAR-Honda 003, +1m22.469s

Pole position

Juan Pablo Montoya
Williams-BMW FW23, 1m22.216s,
157.809mph

Fastest lap

Ralf Schumacher
Williams-BMW FW23, 1m25.073s,
152.330mph
NEW RECORD

When to watch ITV

Qualifying
11.30 Saturday September 14

Race
12.05 Sunday September 15

Highlights
00.15 Monday September 16
Times subject to change

Driver's eye

Rubens Barrichello



"Monza is a special place because of its history. It's even more special for Ferrari because it's our home race. The fans are totally crazy!

"Now that Hockenheim has changed, this is the only super-fast track left on the calendar, so it's a special challenge. The F2002 has been fantastic everywhere, so I see no reason why we shouldn't go well."



Milan will be a sea of red T-shirts on race weekend and the choice of eateries is vast

TRAVEL BIT

The circuit is only just outside Milan, so put on your glad rags and join the party. The tifosi are guaranteed to be out in force, sharing the joy of another Ferrari world championship. Should be a suitably riotous weekend.

Making tracks With the circuit so close to Milan, travel by bus or taxi is easy.

Refuelling There are plenty of cafés and fast-food places around. For anything more substantial, restaurants in central Milan can be quite pricey, so head for the Ticinese and Navigli areas instead. **Da Giulio**, Corso san Gottardo 38, is a lively place which serves takeaways as well as sit-down meals. You'll get a great meal for reasonable prices at **Ponte Rosso**, Ripa di Porta Ticinese 23, or **Osteria Briosca**, Via Ascanio Sforza 13. If you want something central, try one of these: **La Bruschetta**, Piazza Beccaria 12, near the Piazza Duomo, very busy but worth waiting; **Grand'Italia**, Via Palermo 5; **Al Cantinone**, Via Agnello 19. Or go to the rather posh **Hotel de Ville** near the track – it's very pleasant and you may be seated near a driver or two.

Late-night revs You won't have time to get bored in Milan – there are too many bars and clubs to choose from. The following are just some of those worth

Getting there

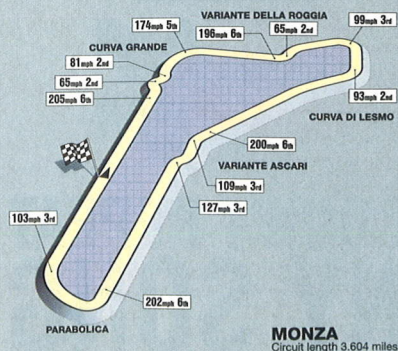
Page & Moy (08700 106393): There are many options open to you, such as two nights' travelling by coach from £225 or a six-night holiday by air with three nights in Milan and three on Lake Como starting at £965.

Motor Racing International (01304 612424): Three nights by air in Milan costs from £559, or fly for the day from just £275. Other packages include a six-night trip to Villars and Como and a three-night trip by coach from just £289.

investigating: **Arco della Pace**, **Piazza Sempione 2a**, a busy venue where the crowd spill out onto the pavement; **Camparino**, **Piazza Duomo 21**, one of Milan's older bars, credited with inventing Campari; **Morigi**, **Via Morigi**, an old wine bar; **Racana Pub**, **Via Sannio 18**, an Irish pub out of town. Want to hang out in a club full of beautiful people? Head for **De Sade**, on the corner of **Via Valtellina** and **Via Piazzi**, or **Hollywood** at **Corso Como 15**.

Inside track Take time out to walk round and see the old banking – you won't be able to believe cars ever drove on it, it's so steep. Milan's **Piazza del Duomo** is a busy central square. Construction of the cathedral began in 1386 and it was completed nearly 500 years later. A glass-roofed arcade links the **Piazza Duomo** and the **Piazza della Scala** – which is, of course, where you'll find the **La Scala** opera. Nearby is an archaeological museum. But if you're more interested in Milan's most pukka fashions, head for **Via Montenapoleone** and **Via della Spiga**.

Visibility Wherever you stand at Monza, you'll feel the ghosts of the past. The best atmosphere is along the stretch between the **Variante Ascari** and the **Parabolica**, as that's where all the Ferrari fans are. *Suzanne Arnold*



LORENZO BELANDIA/LAT ARCHIVE; BETTY IMAGES



HISTORY BIT

It's an emotional place, Monza

This is one of our favourite circuits on the calendar – though not all our memories are happy ones

You can't escape the emotion at Monza. It hits you square in the face as you turn into the narrow lane, where luxurious trees offer dank shade and flooded underpasses speak of recent, torrential rain.

Still, the sun is hot as you face the main grandstands and you begin to hear the sound of – yes! – a 250F or a Climax V8 or a V6 Dino... and you breathe in the air that they breathed – the air of Ascari and Fangio, of Moss and Brooks, of Stewart, Clark and Senna.

Ronnie Peterson (above) had a frustrating comeback season as Lotus's number-two in 1978, and was due to switch to McLaren for '79... had he not died after an accident at the Italian GP

"Hi, Ronnie. What's happening?"
"Nothing. Just finding somewhere quiet for a while."

"Everything looking good for next year?"
"Great. I've seen the drawings of the new McLaren. It should be sensational..."

"Staying up at the Villa d'Este?"
"Of course. I've a nice car to drive, too!"

"Okay. Well, then, I'll leave you to it."

Ronnie's Roller was on loan from Achilli Motors, a local car dealership. In the '70s all the key F1 people drove Achilli Rollers and Bentleys throughout the grand prix weekend at Monza. Ronnie was nearing the end of his agonising year at Lotus – the year when, as number-two, he had always been obliged to defer to Mario Andretti. Releasing himself from the torture, he had signed for '79 to drive for McLaren – as number-one, of course.

Two days later, though, Ronnie suffered terrible leg injuries when his Lotus 78 was

punted into the Armco in a start-line accident. I saw the carnage from the first chicane and ran back up the track – almost colliding head-on, with a distraught Colin Chapman. "Oh God, not another one!" he shouted, desperate to get to Ronnie.

"It's okay," I said. "It's okay. I've seen him on the stretcher. His legs look bad but his upper body is okay."
Yet it wasn't okay. That night, while he was heavily anaesthetised, an embolism developed in Ronnie's bloodstream. He died – effectively of broken legs – in the early hours of Monday morning.

F1's in-crowd (James Hunt, Niki Lauda, Emerson Fittipaldi) looked for scapegoats and suspended Riccardo Patrese for one race (the US GP at Watkins Glen); later, though, even Patrese's accusers admitted that perhaps he had been treated unfairly. **Peter Windsor**



#16: Racing at the world's finest

The Brickyard: a legend. They all want to conquer it. And it allows for some of Formula 1's best racing, too. Mega!

2001 results

Top six places

- 1 **Mika Hakkinen**
McLaren-Mercedes MP4-16, 1h32m42.840s, 123.55mph
- 2 **Michael Schumacher**
Ferrari F2001, +11.046s
- 3 **David Coulthard**
McLaren-Mercedes MP4-16, +12.043s
- 4 **Jarno Trulli**
Jordan-Honda EJ11, +57.423s
- 5 **Eddie Irvine**
Jaguar R2, +1m12.434s
- 6 **Nick Heidfeld**
Sauber-Petronas C20, +1m12.996s

Pole position

Michael Schumacher
Ferrari F2001, 1m11.708s, 131.031mph

Fastest lap

Juan Pablo Montoya
BMW-Williams FW23, 1m14.448s,
125.962mph
NEW RECORD

When to watch ITV

Qualifying
23.55 Saturday September 28

Race
18.15 Sunday September 29

Highlights
00.05 Monday September 30
Times subject to change

Driver's eye

Juan Pablo Montoya



"Turn One is quite challenging, and some of the corners leading onto the pitstraight will be quite quick. The track is ruined by the twisty infield."

But it's my job to make the most of it. "I almost got to drive a NASCAR monster on the oval earlier in the year, which would have been fun. A Formula 1 car on the oval would be awesome..."



Extend your trip to the USA and see more than the grand prix. This is Chicago's Lincoln Park

TRAVEL BIT

How can I possibly pay Indy its dues? Its debut (or return, depending on how you look at it)

Formula 1 grand prix in 2000 was one of the most exciting of that season, it's one of the world's most famous motorsport venues and is already a legend in itself. The atmosphere is buzzing, the fans excitable, the racing fast and furious. Don't miss it!

Making tracks It's hardly any distance from downtown Indianapolis to the circuit, so it's an easy bus or taxi ride. **Refuelling** You can get quick snacks from the Circle Centre shopping complex in downtown Indianapolis.

For warm food, try the Rathskeller Restaurant, 401 E Michigan Street, or the St Elmo Steak House, 127 Illinois Street. For great pizzas, head for Bazbeaux, 334 Massachusetts Avenue. If you just fancy a beer and sarnie, go to Elbow Room, 605 N Pennsylvania Street.

Late-night revs Massachusetts Avenue is where you'll find a host of bars and restaurants. Otherwise, try Indiana's oldest bar - Slippery Noodle - at 372 S Meridian Street or, if you enjoy jazz, how about Chatterbox, 435 Massachusetts Avenue? Vogue, 6259 N College Avenue, is a popular rock and indie venue. And

Getting there

Page & Moy (08700 106393): Enjoy a four-night stay in Indianapolis starting at £1089. You have the option to extend your stay to take in cities such as Chicago or Boston.

Motor Racing International (01304 612424): Spend four nights in Indianapolis from £1029. Or enjoy two-city trips such as three nights in Chicago and four in Indy from £1159 or four in Indianapolis and three in New York from £1399.

you should definitely check out Union Jack's, 924 Broad Ripple Avenue, which is a truly great bar frequented by the teams. As well as serving Greek food, Aesop's Tables, 600 Massachusetts Avenue, is a lively bar. Si Greene's Deli Pub, 5109 East 10th Street, is a laid-back place to enjoy a few drinks and play pool.

Inside track Don't miss the Indianapolis Motor Speedway Hall of Fame Museum which is close to the track at 4790 W 16th Street, and check out the race shops along Gasoline Alley. If you're wandering around downtown Indianapolis, explore the Monument Circle. Or head for the White River State Park which is an open green space offering entertainments such as the zoo and aquarium. There's an interesting Indiana State Museum at 202 N Alabama St. And of course, depending on time, there's plenty of exploring to be done with the Great Lakes, Chicago and Detroit all (relatively) nearby.

Visibility If you want to get a sense of the speeds involved on the banks, sit at the last corner - but the racing is not at its best there. For more excitement, sit at the first corner to watch them going along the straight and trying to outbrake each other at the end.

Suzanne Arnold

LAT ARCHIVE; GETTY IMAGES; CLIVE MASON/SPORT



HISTORY BIT

Fuel if you think it's over

The 1959 championship was won by a man who pushed his car over the line. Beat that, Michael!

Suppose the counterpoint to Michael Schumacher's very early seizure of the 2002 world championship was Jack Brabham's first championship win in '59. Making headlines around the world, not to mention newsreel footage for months afterwards, Brabham clinched the title by pushing his Cooper-Climax across the line at the last race of the season.

He did so at the first US Grand Prix (as distinct from Indy 500 races that also counted towards the championship) - a race held on the Sebring circuit near the Florida everglades. Sebring was well known in the '50s as a major sportscar venue and was familiar to the leading drivers. Even so, the tiny 2.5-litre Formula 1 cars (the rear-engined Coopers, particularly) seemed massively out of scale on Sebring's runway-width concrete.

John Cooper's mid-engine design, developed even in those early years as much

by Brabham as by the factory, was the class of the '59 season. Three drivers, though, had a chance of winning the championship in that first American Grand Prix - Brabham, Stirling Moss (Rob Walker Cooper) and Ferrari's Tony Brooks. Ferrari, of course, were at that point still committed to the front engine-layout.

The three contenders qualified on the front row, with Moss on the pole, but Brooks was suddenly relegated to fourth just before the start when the colourful Harry Schell pointed out that he had lapped only fractions of a second slower than Moss. Schell admitted later that he had taken a short-cut but at the time moved Autosport's Gregor Grant to write, "It looked exactly like a Glasgow street-fight. As the Majorettes stamped their shapely legs and Schell shouted at Ferrari's Tavoni, Moss and Brabham tried to keep their faces straight!"

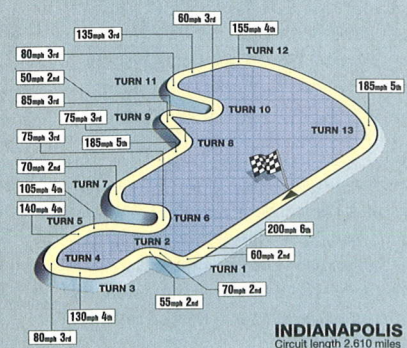
As if that wasn't enough, and saying much

about Ferrari team orders that year, the luckless Brooks was also punted out of the early laps by his team-mate, Taffy von Trips! He recovered to finish third. Moss lost the lead with a gearbox failure; Brabham (who had copied Moss's smaller choke-tube size) ran short of fuel; and Bruce McLaren, the youngest driver in the race (22) just beat the day's oldest driver, Maurice Trintignant (42).

On a blisteringly hot, humid Saturday afternoon, Brabham pushed his car the last 800 metres to finish fourth. He had effectively clinched the title when Moss retired, but finishing was everything to Jack. He congratulated his team-mate... and then collapsed. The crowd went wild. The BBC caught the moment on TV and Brabham was featured in the next edition of *Time* magazine.

F1, more than ever before, had become an international sport.

Peter Windsor



Dear Niki,
Well! It's turning into a right old pantomime, this Jaguar malarkey. Makes those BRMs you drove in 1973 look like a mainstream, highly competitive operation. I have to admit, though, I'm beginning to wonder whether it's all down to you. How come you always have so much trouble when you're involved with a British company?

One of the problems is that you just don't seem able to get your mind round the British business psyche. Take on one Brit and he'll be smarming all over you – yes Mr Lauda, no Mr Lauda, three bags full Mr Lauda. But get three of us together and our suspicion of foreigners comes to the fore and we stab in the back first and ask questions afterwards. And when confronted with our hands on the knife, we'll say, "Niki, I'm so sorry."

Either way, I'll bet you never imagined it would be as hard as this. Two years ago you were sitting in a boardroom arguing the toss about the price of aviation spirit with a bunch of tedious suits from Austrian Airlines to the soothing accompaniment of gently cracking water biscuits and sparkling mineral water. In retrospect, working out why Lauda Air's cashflow had all but dried up must now seem a piece of cake compared with sitting in a Jaguar debriefing debating the merits of understeer with Pedro de la Rosa.

At least at 35,000ft in one of those Boeing 777s you didn't have a man from Michelin banging on the door wanting to talk tyre compounds. Just a case of sticking the jalopy on auto-pilot, taking a slug of Red Bull and waking up when the computer told you it was on final approach to Kuala Lumpur or some other God-forsaken outpost of the empire.

Between you and me – and please don't let this go any further – I don't think the Ford wallahs in Detroit have a clue about this Formula 1 business. Seems they've been

Did Niki Lauda (centre) know what he was letting himself in for when he climbed into the captain's chair at Jaguar?



terminally confused ever since that Colin Chapman and his sidekick Jimmy Clark taught them how to turn left at Indianapolis (my joke) in 1963, since when they've nurtured a deep-rooted suspicion about anything to do with F1.

The other problem Ford have always suffered from is that their senior management stratum has traditionally been populated by people with marginally less staying power than Trevor Howard and Celia Johnson could muster during their clandestine meetings in the railway station tea shop in *Brief Encounter*. That was a film, by the way, Niki. Just in case you didn't realise.

Remember that Nasser man for example (by the by, didn't his uncle run Egypt at some time in the past? Or am I getting confused?). Anyway, said cove gets up on his hind legs at Hockenheim, or wherever, about three years ago, delivering a load of guff about transforming the Jaguar image into that of some Coventry-built Ferrari to the accompaniment of approving nods from all and sundry.

Result? Perfectly acceptable Stewart team transmuted into slightly uneasy Jaguar branded outfit, presumably by a bunch of pink-shirted marketing wallahs with little better to do than flick rubbers at each other in Detroit high risers. And I mean erasers, before you start getting the wrong idea.

Which brings us to pretty well where we are now. Jaguar still struggling close to the back of the grid with everybody wondering (a) when you'll start doing justice to those excellent Cosworth engines and (b) when you'll ditch those Michelins for a nice set of Le Mans Yokohamas, or whatever, in a bid to get on terms with the Bridgestone brigade.

Just as all this is weighing you down – and everybody starts predicting you'll go the same way as Bobby Rahal on the first anniversary of said Yank's departure – up pops Eddie Jordan with a deal to use said Cosworth V10s next season under what's touted as a 'business to business' arrangement whereby Ford sell half a dozen transit vans to some German post office in exchange for a \$100 contribution to the overall cost of supplying the engines. No, I don't understand how it works either, but if we hang around for long enough presumably somebody will explain.

Ford marketing wallahs now saying that Ford brand more important in some parts of the world, presumably reasoning that trying to sell 4.0-litre Jaguar S-Types to North Korea, or wherever, not quite the commercial ticket. All of which seems to have been as crystal clear as the Empire State Building from the bridge of the QE2 to most people, but clearly taken a long time for the penny to drop for them.

Ah well, press on, I say. You'd only be hanging round in bars and having a nice time if you weren't working for Jaguar. The way I look at it, everybody should have a nervous breakdown at sometime in their life. And I'm taking money on when yours will start.

Chocks away old bean, bandits at three o'clock.
Yours at high altitude,

the SCRUTINEER

'Ford wallahs now saying that Ford brand more important in some parts of world. Clearly taken a long time for penny to drop for them'

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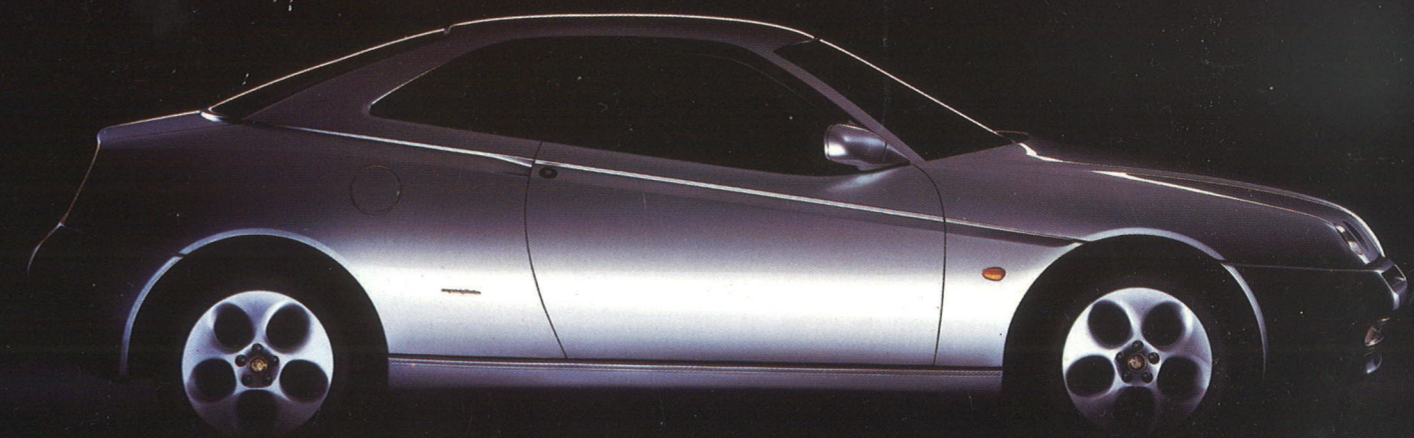
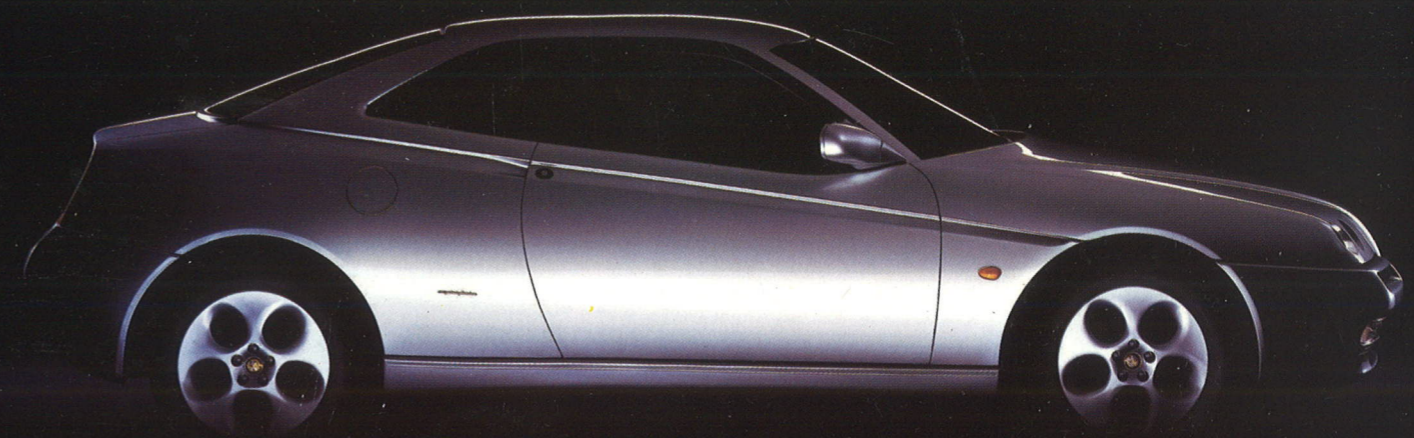
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