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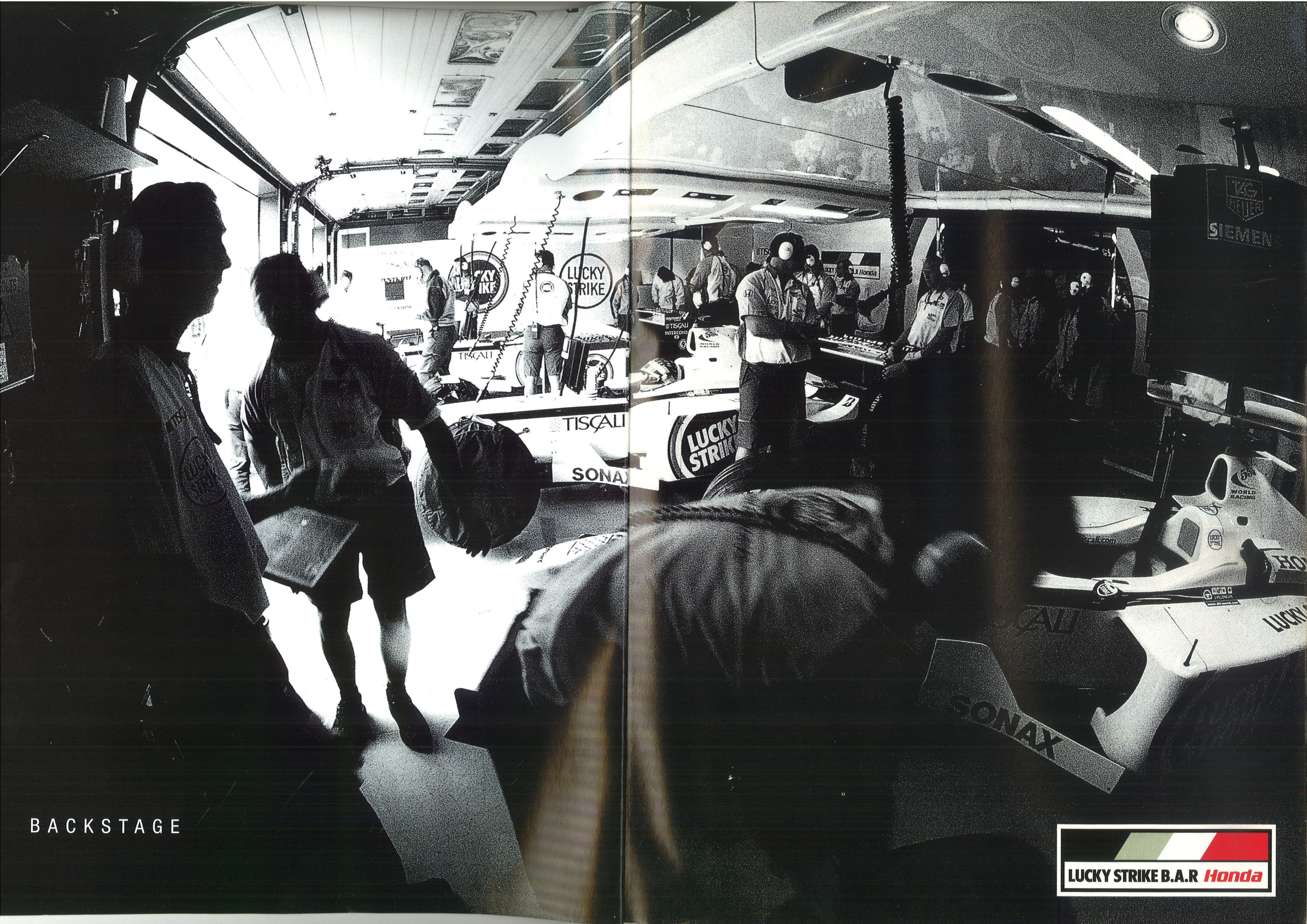
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# 2-PAGE WORLD EXCLUSIVE MAN OF THE YEAR

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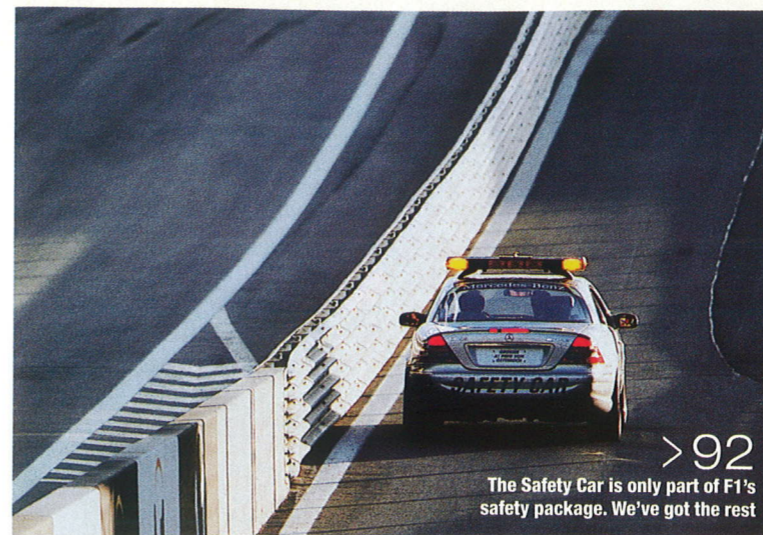
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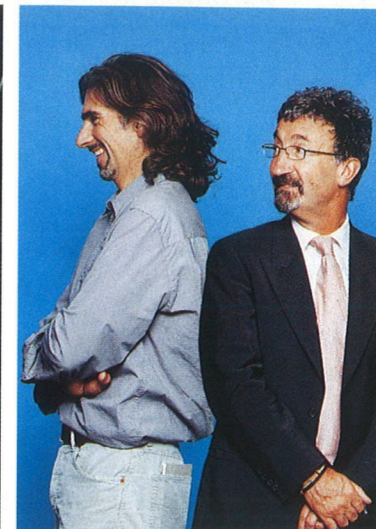
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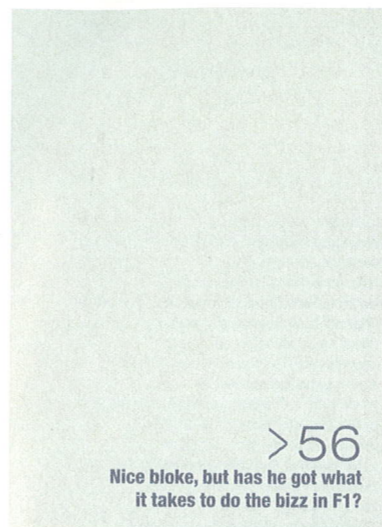
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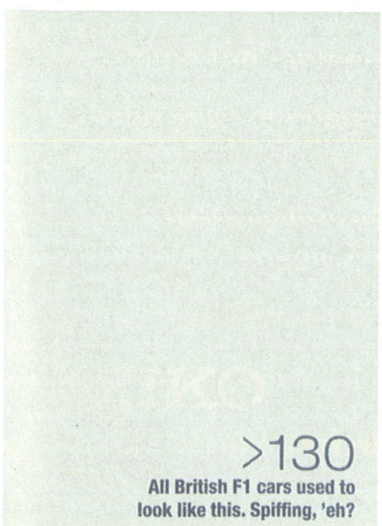
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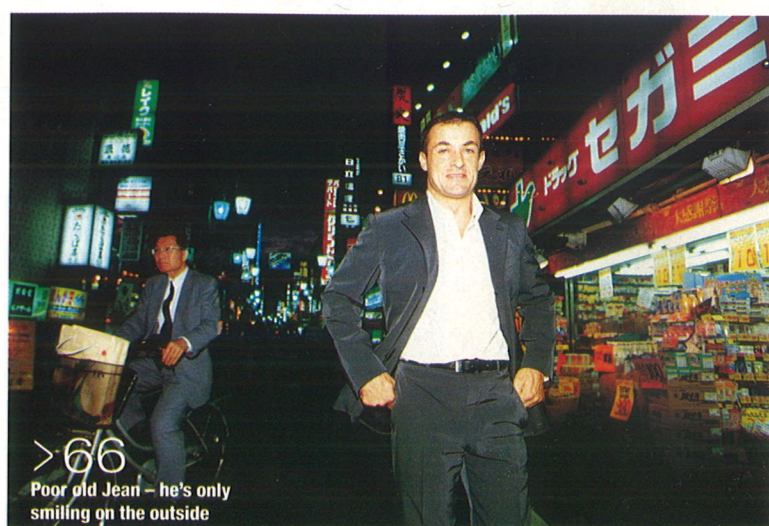
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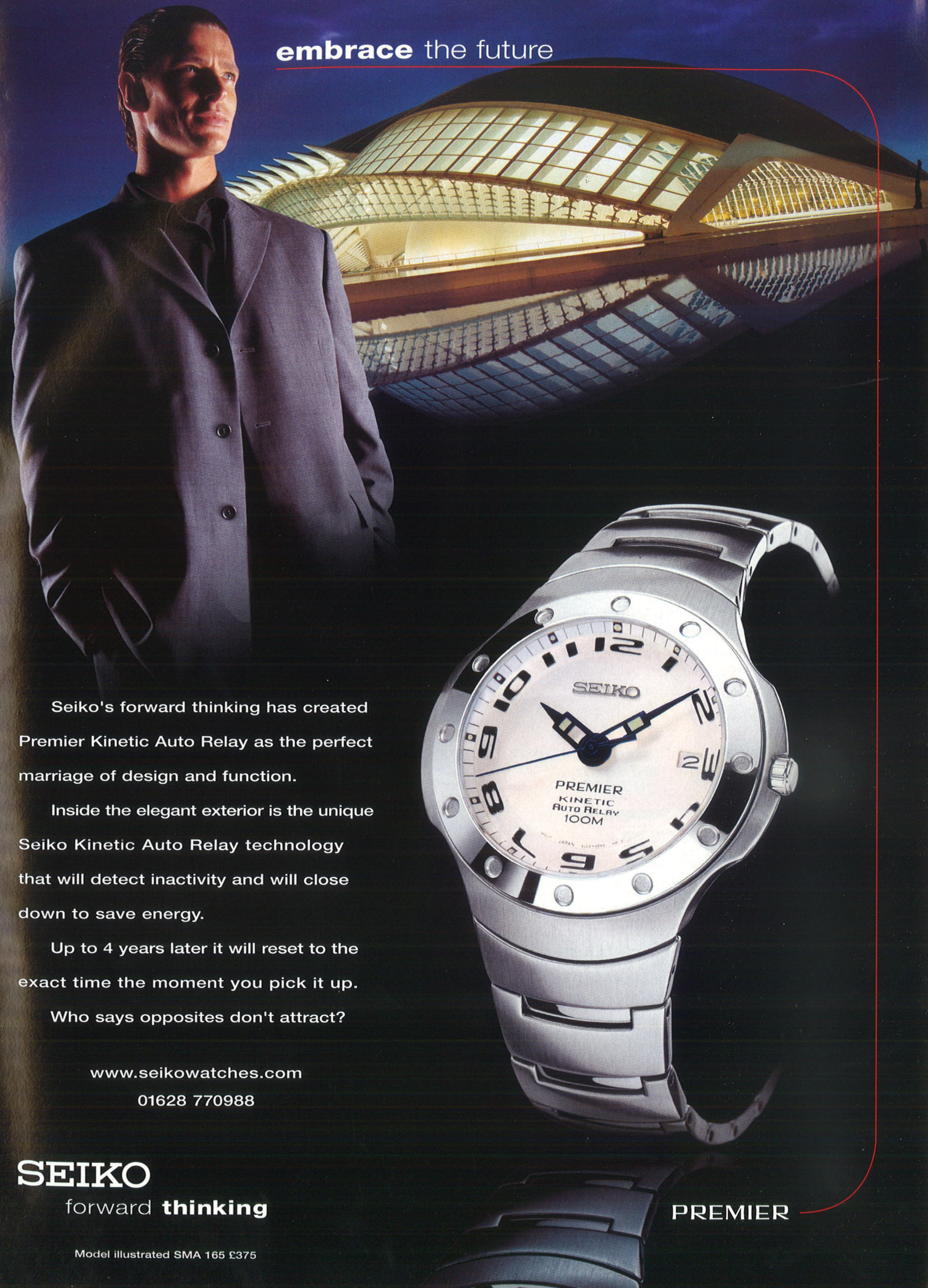
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**MOTY: Formula 1's very own Oscars**

It's MOTY time again. MOTY? Yes, MOTY. MOTY, should you have forgotten, is an acronym for *F1 Racing's* Man Of The Year awards – Formula 1's one and only global poll.

This year 21,618 *F1 Racing* readers from 91 countries logged on to MOTY's own website (www.f1racingawards.com), and the results appear in a 22-page special beginning on page 32.

We started MOTY in 2000, and it has already become a fixture in the F1 calendar – and a popular one, at that. Though they are all reasonably blasé about receiving baubles, this year's winners – Michael Schumacher, Juan Pablo Montoya, Kimi Raikkonen, Jean Todt, Peter Sauber, Ross Brawn and Gianni Petterlini (Ferrari's prosaically titled 'chief of mechanical staff') – were all genuinely delighted to have been recognised by MOTY. Why? Because the jury was you, the *F1 Racing* readers – the fans, the men and women who ultimately pay their wages.

To all of you who voted in this year's

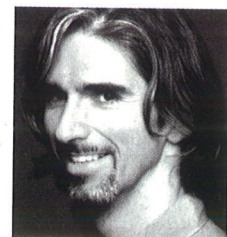
MOTY, may I thank you on behalf of not only the winners but also the staff of *F1 Racing*. We couldn't produce it without you. And if you didn't vote, then make sure you don't forget in '02!

As you read this, F1 is in an unprecedentedly quiet period, thanks to the extended testing ban (October 15 to December 31). But there will be no corresponding let-up in our efforts to bring you the very best interviews, profiles, features, news and views of our hibernating stars. On the contrary, we'll be trotting the globe, visiting them in their megabucks hideaways, keeping you in touch (well, someone has to do it).

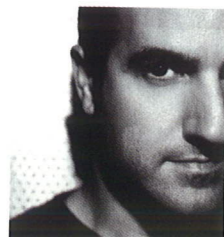
This month, apart from MOTY, we bring you Jenson Button, Rubens Barrichello, Jean Alesi, Jacques Villeneuve, Tomas Enge, Pedro de la Rosa, Damon Hill, Sergio Rinland, Eddie Jordan, Bernie Ecclestone... and every driver who ever drove for Benetton (which makes 17 in all). I could, I assure you, go on...

**Matt Bishop**

contributors



**Peter Hamlyn**  
If you want a genuinely authoritative view of F1's safety record, you ask the chairman of HM Government's Ministerial Working Group on Safety and Medicine in Sport, don't you? His fascinating findings appear on page 92.



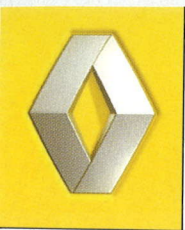
**Rip**  
What can we say about F1's foremost portrait photographer that hasn't already been said 1,000 times over? Exactly, so we won't bother. Just look at our cover, then turn to pages 32, 33, 43, 49, 50 and 53. Enjoy!



**Damon Hill**  
Michael Schumacher, Jenson Button, Jacques Villeneuve, Heinz-Harald Frentzen, Niki Lauda, Max Mosley, Patrick Head and now Eddie Jordan (see page 82): Damon's *F1 Racing* interviews have been a highlight of the F1 year.

**Lorenzo Bellanca**  
An enormously talented photographer, 23-year-old Lorenzo works for top F1 agency LAT. His action shots (see pages 58, 59 and 102) depict speed and drama, while his 'Jean Alesi in Japan' photoshoot (pages 66-72) is simply superb.





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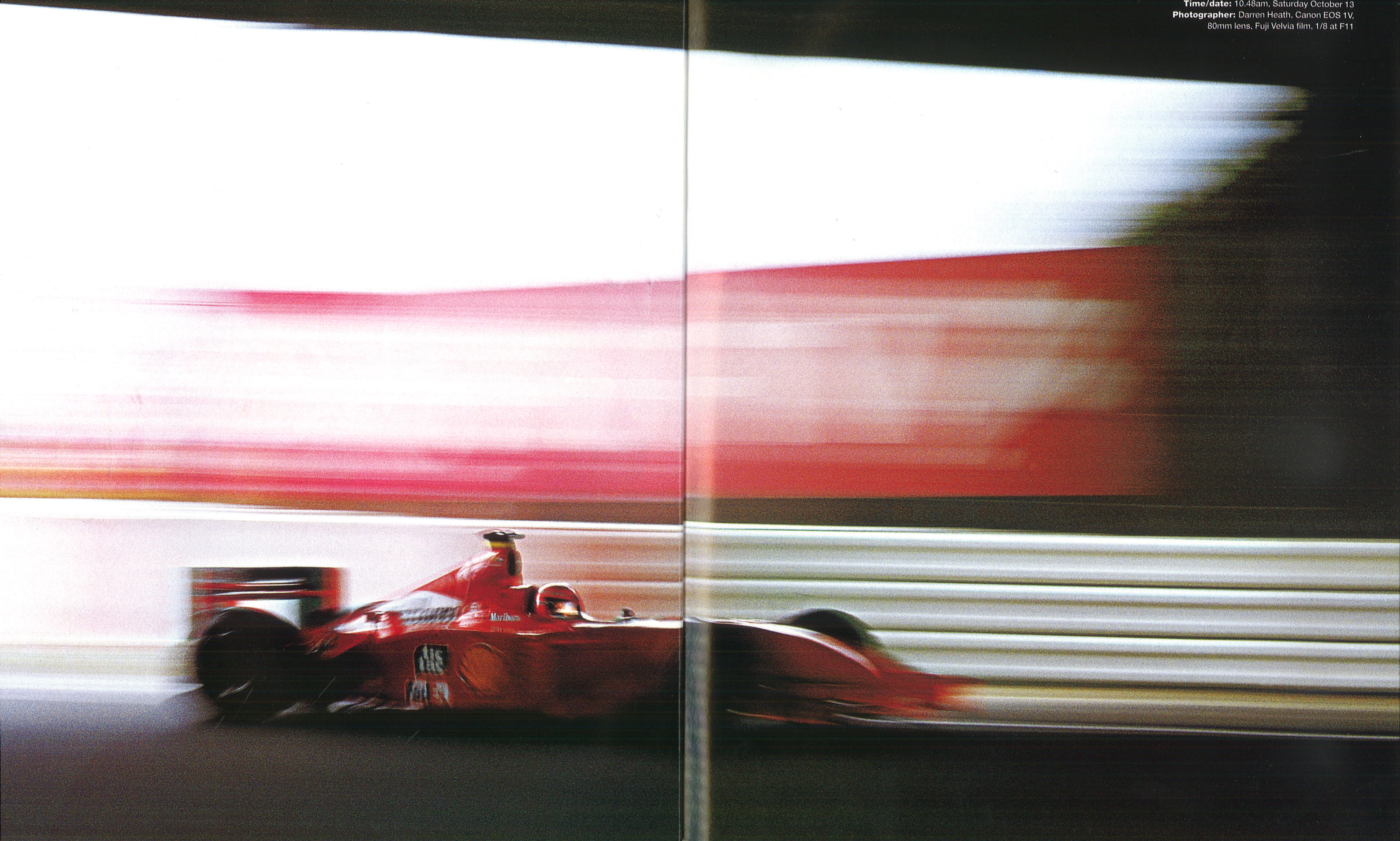
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**A (tunnel) vision of 'mega-ness'**

At Monza and Indy he had been *sotto voce*, upset by the terrorist outrages in the USA. At Suzuka the 'old' Schumi bounced back to his awesome, magnificent best. Mega!

**Circuit:** Suzuka, Japan

**Time/date:** 10.48am, Saturday October 13

**Photographer:** Darren Heath, Canon EOS 1V, 80mm lens, Fuji Velvia film, 1/8 at F11



**Alonso: Flav of the month**

He's quick, and he's got Flavio Briatore on his side (what else is new?). Only one thing for it, Fernando: push "very hard", and keep that foot in the door for next year

**Circuit:** Suzuka, Japan

**Time/date:** 1.35pm, Friday October 12

**Photographer:** Charles Coates/LAT, Canon EOS 1V, 600mm lens with 1.4 converter, Fuji Velvia film, 1/10 at F22



**Sayonara?**

Maybe it was goodbye... maybe it wasn't. But at least two Japanese fans want Mika to know that, whatever happens, he will always be their number-one

**Circuit:** Suzuka, Japan

**Time/date:** 4.55pm, Sunday October 14

**Photographer:** Darren Heath, Canon EOS 1V, 600mm lens, Fuji Velvia film, 1/500 at F9

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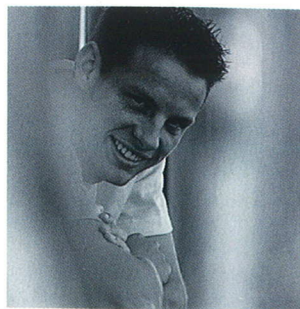


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## Jenson Button

Suzuka was his most enjoyable race of the year, but the improvements really started at the Hungaroring

Everyone has their own ideas about the season that has just finished and I am sure that I won't have to ask for volunteers for comments about my year in particular! Overall, I think the great thing is that we finished 2001 on an upswing. We started with a completely new chassis-engine package and we progressed with it throughout the year. That represents a very steep learning curve, especially when you consider that, in the space of about seven months, we went from qualifying near the back of the grid to starting in the top 10 and scoring points.

A year like this puts a lot of pressure on everyone – on the driver, of course, but also on all the other guys. If you can come through it with plenty of lessons learned, as we did, then I think you can start the following season very strongly. I'm sure the '02 Renault-Michelin package will prove to be extremely competitive and, after our two months out of the cockpit, I can't wait to drive again:

there's nothing like a two-month lay-off to remind you how much you enjoy your profession!

Looking at the year in detail, I suppose something I will always remember is that this was Murray Walker's last year in Formula 1. I know a lot of people have already said it, but, Murray, from me a very big thank you and best wishes for the future. I grew up listening to your voice on grand prix weekends, so you will always be synonymous with my very earliest recollections of



**'I love Suzuka because it's a real drivers' circuit. Turn One is fantastic... the way it runs downhill into a tightening apex, and the esses that follow it have to be one of the most enjoyable sections of track anywhere'**

motor racing and F1. TV will not be the same.

Early in '01 I was fortunate to be able to fly to Venice for the B201 Benetton-Renault launch. I'd never been to a carless city before, and it was freezing cold, but Venice, for me, was awesome. It was just a shame that I was very ill the next day, probably from some shellfish I ate. At least I learned about what not to eat before the season starts...

This year was obviously a difficult one, as I said, which is why I am really pleased with the way I was able to work with my engineers, Rod Nelson and Paul Monaghan. You know what people are made of when things are not going so well, which is why we were able to improve things consistently over the year. I now have a great relationship with them and I'm looking forward to working with them over the winter and in '02.

Hungary stands out as an important race because it was there that we ran the new aerodynamic package and latest-spec Renault engine for the first time. The change was dramatic and, suddenly, I knew that we had a very good racing car. Things were still very new then, and the car improved still further when we had a chance to dial things in at the next test, but Hungary was a turning point, that's for sure.

Even before then, though, we already had one ace up our sleeves. We were relatively late in switching to a launch control system for the starts, but it was worth the wait. Our system was nothing short of brilliant – to the point where I was having to think about which direction I was going to go when the lights went out. Even before launch control they weren't too bad, either. With manual starts, and using traction control from Barcelona onwards, I reckon I made about 13 great starts out of 17. That's pretty good.

Suzuka was my best race, which is great because it sets us up well for testing and the year ahead. The car was pretty good there and we ran well and finished well not because people retired or had trouble. We were competitive all the way. I love Suzuka because it is a real drivers' circuit. Turn One is fantastic because of the way it runs downhill into a tightening apex, and the esses that follow it have to be one of the most enjoyable sections of track anywhere.

I turned 21 in '01, which I guess is a bit of a milestone but, just as important, I think I achieved a really high standard of fitness after early-season problems with my shoulder. Working out isn't the most pleasurable thing in the world, but I am lucky to live near the mountains, enabling me to cycle for hours with awesome views in every direction. Between races and test sessions, I was able to train and relax simultaneously, breathing in the clear air and listening to my music (usually the new Jamiroquai album) on my headset. Perfect. **1**

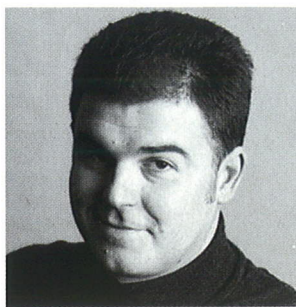
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## James Allen

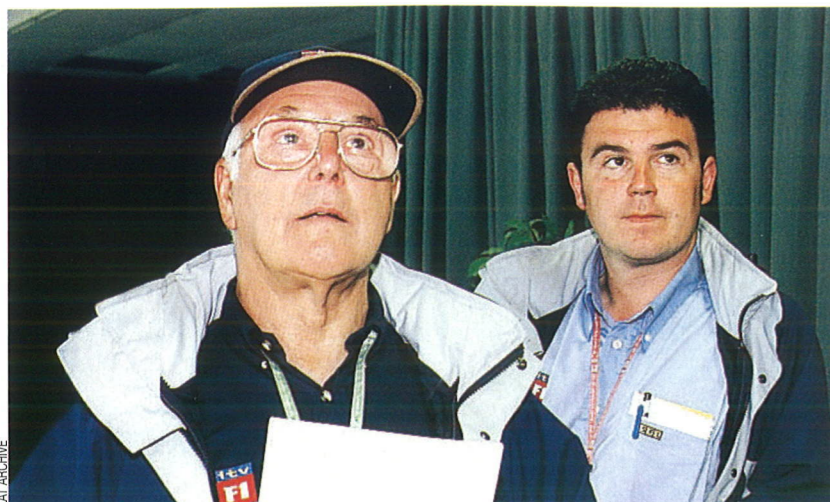
Our man has got the gig – but what does he really, really think of taking over the great Muzza's microphone?

There are so many things I would like to write about this month but I imagine that what most of you want to know is what it feels like to be given the responsibility of taking over from Murray Walker as ITV's voice of Formula 1.

Well it feels great, but I know I have a big job ahead of me. It's a great honour and it's also, for the same reason, a huge challenge. There have been plenty of illustrious commentators in other sports but in F1 there has been only one. Murray is popular for many reasons, one of which is that he's been the only guy doing the job since F1 moved onto the television.

Also, the audience is more dependent on the commentator in F1 than in, say, football. In a football match you have a single point of focus, which is the ball – and not all 22 players can kick the ball at the same time. You can happily watch it in the pub without a commentator and still know what is going on. It's a lot more difficult to watch an F1 race without a soundtrack because there are 22 points of focus and you need to keep on top of a lot of things like strategy and the time gaps between the cars.

And because there are 'quiet' phases of the race, you need a familiar and trusted voice there to keep you interested in what's coming up next and to excite you about how things can change. Look at Suzuka: there were four different race leaders and plenty of overtaking among the other podium places. Things



were changing so quickly on track that the timing computer looked more like a fruit machine.

Our audience is more sophisticated than ever. We have a lot of kids tuning in to the sport, which is great because they are its future. Many play F1 games on their PCs or PlayStations so they know all about wing angles and fuel loads. They are interested in the sport on a different level. It is important to cater for them and those who've been enjoying it for years. Some love the drivers, some love the background stories, others just buy in to the sheer excitement of the sport.

Becoming the full-time commentator will not be easy. But I see it as a team effort – it's up to Martin and I to take things in a new direction. To use a musical analogy, Murray was Elvis – he was the King and there will never be another like him. Maybe Martin and I can be the Beatles, entertaining your ears with some sharp teamwork and a slice of humour.

It helps that I'm not starting cold next March. I've already done six races, which means I have a good idea of what I'm after and it also means we already have plenty of audience feedback – most of which, I'm glad to say, has been positive.

It is a totally different job from the one I used to do. As a pitlane reporter my job was to look for stories to fill out the picture. I was dealing in details. The commentator's job is to take in all the information from the computer and the TV monitor and communicate a simple line on what's going on. I've done the pitlane role for eight years so it will take me a while to get my head around the new job, but I know what I'm letting myself in for. I'm looking forward to taking it on from where Murray left off.

So what about next year? Judging from the way this season ended, Juan Montoya is going to give Michael Schumacher more of a headache next year. Now that Hakkinen is gone, 'Monster', as the Williams guys call JPM, is the only driver I think can challenge Michael (given an equal car). Let's hope BMW.WilliamsF1 build him one. As for McLaren, I admire them enormously, but I wonder whether Coulthard/Raikkonen is the strongest driver line-up. If DC drove every race like he drove Brazil then he'd be laughing, but next year's challenge for him is to deliver 17 times in a row. The same is true for Ralf Schumacher. As good as anyone on his day, can he find the strength of character and the commitment to string it together?

I guess we'll all find out together. **1**

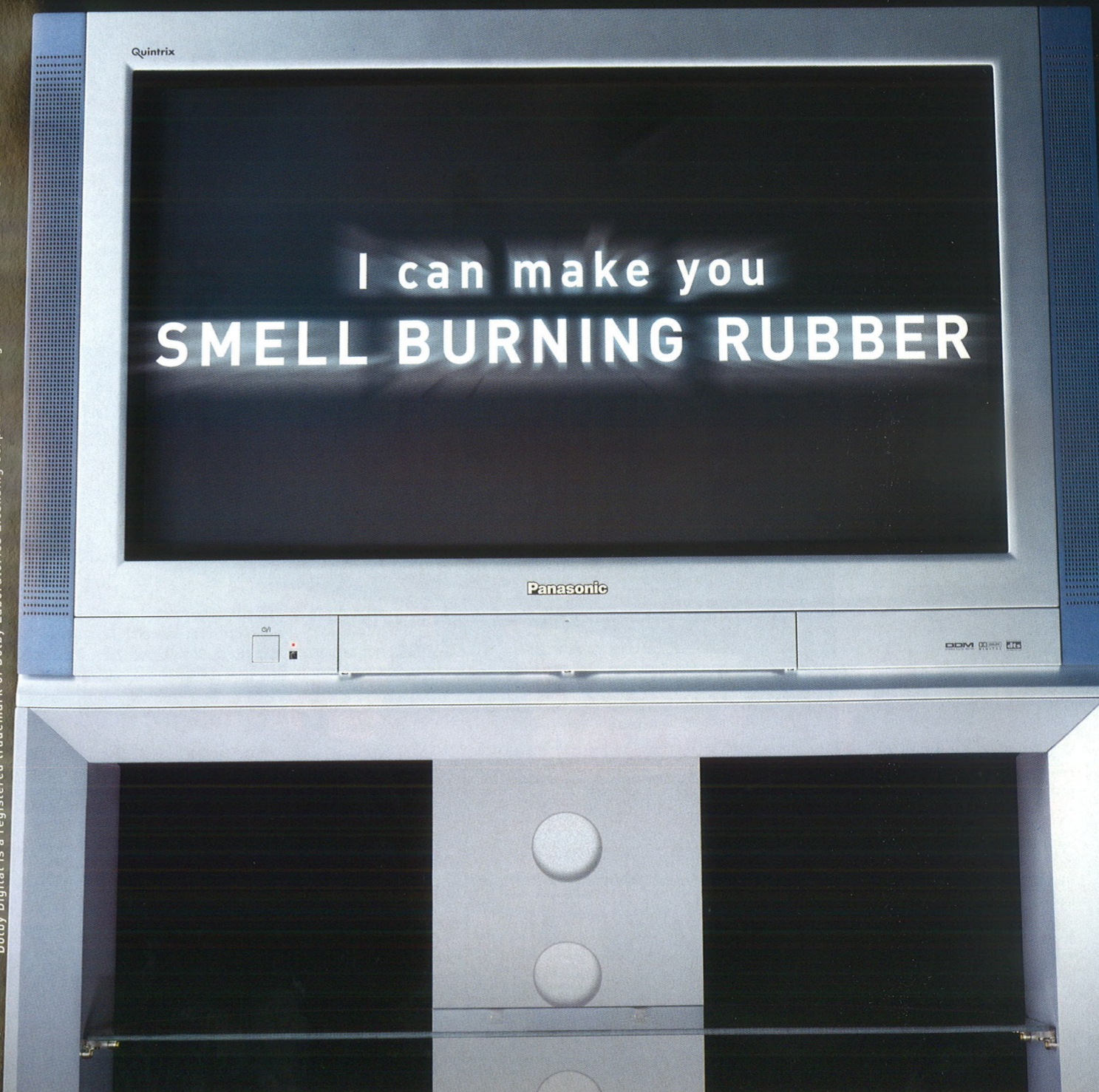
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'TICKET-GATE'

## British GP to be run in Germany?

Sky-high new ticket prices could lose Britain its home grand prix. It's a sad and complex story...

On October 23 the new British Grand Prix promoter, Octagon, announced new prices for 2002 – and you, *F1 Racing's* readers, began to send us angry letters by the dozen. The FIA took note, too; though no-one from within F1's governing body was available for comment, *F1 Racing* has reason to believe that the new prices could cause Silverstone to lose the grand prix when the '02 calendar is discussed at the World Council meeting on December 14.

Under the new scheme, it will no longer be possible to buy a one-day ticket. If you want to watch the race, you'll have to buy a three-day pass. The cost, including a grandstand seat and parking for one car, will be £344. The all-in race-day price in '01 was £165.

Octagon's chief executive officer Rob Bain justified the new prices thus: "Octagon are under extreme pressure to satisfy the FIA that the traffic problems have been addressed. We are therefore aiming to reduce attendance by 30,000, and to reduce the number of vehicles inside the circuit by offering free park-and-ride facilities from an increased number of car-parking points. Price increases are never popular, but the tickets are fully transferable."

Assisted by Formula One Management (a Bernie Ecclestone company) and the British Racing Drivers' Club, Octagon have spent £40 million on improvements to Silverstone recently, which include 'dualling' the A43 (Dadford Road). In so doing, it would appear that Bain has had no option other than to

pass some of that cost on to the spectator. As a result, the least costly GP for Brits to attend is no longer the British (Spa is now cheaper, even if you include travel to and from Belgium).

Since there is now no British presence on the World Council, no-one is likely to champion Silverstone's cause on December 14. Worse, other territories – Dubai, Bahrain, Russia – are pushing for Silverstone's date. In this context, the fact that Germany and Italy each host two GPs is beginning to look rather unfair. Trouble is, there are good commercial reasons for retaining the two German events, in particular.

It is not impossible, therefore, that the British GP could be held at the Nürburgring (with the German GP at Hockenheim, as usual) – thus freeing up a date for a new territory. After all, the Luxembourg GP has been held in Germany in the past, and the Swiss GP in France. It could just happen.

Who owns the rights to the name 'British Grand Prix'? A dormant company called 'British Grand Prix Ltd' is currently being quarrelled over by the Royal Automobile Club, Pall Mall, and the Motor Sports Association (formerly the RACMSA). But it may not matter. Bernie has been heard to remark that he could run the race anywhere in the world, calling it the *English GP*.

The idea of BMW-built Rolls-Royces was unthinkable even 10 years ago. It happened.

### F1 just ain't cricket, mate

The British GP is now far, far pricier than other blue-chip sporting events in the UK



#### Football

No contest. If you'd attended the FA Cup Final in 2001, it would have cost you just £70



#### Tennis

Strawberries at the Wimbledon final and a courtside seat? That'll be £66 to you, sir



#### Horse racing

Fancy the world's most popular steeplechase, the Grand National? Just £50, old chap

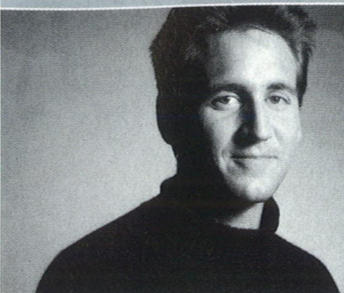


#### Golf

Buy a ticket to the British Open – and rub shoulders with the stars. Only £35!

## On the inside

Boardroom reshuffles often cause car makers to leave F1



On September 30 Jac Nasser flew from Detroit to Indianapolis. But he hadn't come to watch the race. He had two meetings – one with Jaguar Racing boss Niki Lauda, the other with Bernie Ecclestone – and he left after the chequered flag. That, ladies and gentlemen, was Nasser's last direct involvement with Formula 1 as CEO of the Ford Motor Company.

There is now no-one on the Ford board who has any interest in F1. Frankly, my dears, new CEO William Clay Ford Jr doesn't give a damn. When Jaguar Cars' MD Jonathan Browning, an F1 fan, resigned after Nasser's sacking, people within the team began to worry about their futures. You couldn't blame them.

Car makers have complex hierarchies. Given the frequency of boardroom reshuffles, it's all too likely that any F1-involved car maker's top table may at some point become populated by people who, though they may be obsessive about road cars, don't give a tinker's cuss for racing machines.

For these men, F1 is a marketing exercise. It can be kicked into touch at any time – and no-one, not even Bernie, can do anything about it. Ron Dennis and Eddie Jordan warned us of this instability when Ford bought Stewart Grand Prix in 1999.

Moreover, unlike most sponsors and/or partners, car manufacturers can't afford to be seen to lose. The damage done to their image by poor race performances can be huge, because the correlation between track and showroom is so close.

Bill Ford's policy is typical of car makers' smash-and-grab view of F1. Enter amid a PR frenzy, win (if you're lucky)... then quit. Life is cyclical, and there will come a time when they'll depart, leaving the Rons and Eddies on their own again. Jaguar, inevitably, will quit one day.

TOM CLARKSON



Don't worry, Eddie. I know you're the world's second-best F1 driver

Ta, Jac – you're right. When you get fired, you can run my fan club

Nasser (right) with Irvine, reputed to be Ford's highest-paid employee

WILL WE SEE THE BACK OF THE CAT?

## Nasser sacking rocks Jaguar

After 33 years at Ford, chief executive officer Jac Nasser has been fired. The implications of his dismissal for Jaguar Racing, who are owned and largely bankrolled by the American automotive giant, are worrying indeed.

It was a combination of Nasser's clout in Detroit, not to mention his devotion to all forms of motorsport, that in 1996 persuaded the Ford board to buy into Jackie Stewart's dream of a Stewart-Ford Formula 1 team. It was Nasser, too, who urged his fellow directors to approve the £46 million pay-off that the Stewarts (Jackie

**'IN THE US, F1 IS SMALL BEER. FORD MAY NOW VIEW IT AS A LUXURY THEY CANNOT AFFORD'**

and his son, Paul) received when Ford took over Stewart Grand Prix in mid '99. Again, it was Nasser who made sure that Ford bought all of Cosworth Racing at the same time, rather than merely a percentage. And it was Nasser, finally, who insisted that the new team be used to promote the Jaguar brand, rather than the 'blue oval' itself.

Meanwhile his day job, running Ford, was causing him no end of grief. He became CEO in '99, the year after the company had posted record profits of \$22 billion. Over the past two years its share price has steadily declined, and 'Explorer-gate' (a \$3 billion recall of Ford's best-selling off-road vehicle due to the alleged fitting of incorrectly specced Firestone tyres) has done serious damage to the bottom line. Finally, the family's patience ran out, and

Nasser has now been replaced in the hottest seat by William Clay Ford junior.

Bill Ford has long advocated "a return to core values". Since chief financial officer Martin Ingles has already stated on the record that a significant part of the company's downturn is due to mounting marketing expenses, of which he described F1 as "the most high-profile expenditure", the new CEO may well view Jaguar Racing as a luxury that he can no longer afford. Remember that, in the US, F1 is very small beer. A 'core value' it most certainly ain't.

For Jaguar in Europe, of course, F1 is considerably more important. Yet Jaguar Racing have, both on and off the track, attracted a continual stream of negative press – so much so that some senior Jaguar Cars executives are now suggesting that there is, indeed, such a thing as bad publicity after all. Unless the story changes in '02 – unless, to put it bluntly, Eddie Irvine and Pedro de la Rosa start clocking up podium finishes on a more or less regular basis – Jaguar's CEO Wolfgang Reitzle could find himself forced to pull the company out of F1.

Reitzle has talked of a "five-year F1 plan", of which '02 will be year three. Post-'Nasser-gate', *F1 Racing* was unable to find anyone within Jaguar who was genuinely confident that the team would continue beyond '04. And, as a result, the 'star' engineers and designers they so badly need – men like McLaren's Adrian Newey and Williams' Geoff Willis and Gavin Fisher, all three of whom they unsuccessfully courted this year – are now less likely than ever to be persuaded that a move to Jaguar is a wise career choice. All in all, things look pretty grim.

## Splash 'n' dash

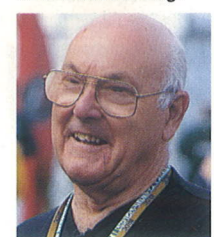
▼ **Knackered!** Our man Tom Clarkson (below right, with Benetton test driver Mark Webber) has finally completed his 874-mile charity bike ride from John O'Groats to Land's End. Check out his feature next month – and if you still want to sponsor him, send your cheques (made payable to 'End-to-End') to Tom at *F1 Racing's* address.



## ▼ Muzza's magic TV moments

Thought you'd seen the last of Murray Walker, did you? Well, fear not, old Muddy Talker is back on our screens in November in *The Unmistakeable Murray Walker* – a documentary about his life and times.

Next year, of course, the only way to keep in touch with Murray will be to read *F1 Racing!*



## ▼ Go on, my son!

Our new *F1 Racing 'grid'*, a re-creation of the final 15 minutes before a GP starts, will be held at *Autosport International* in January. David Coulthard will be present, too. For all the latest info, log on to [www.autosport-international.com](http://www.autosport-international.com) or call 08709 020444.



Silverstone has long been criticised by F1's powers-that-be. Will they let it keep the British GP?

Splash 'n' dash

BAR set for name change?

Rumours abound that BAT, owner of BAR, have been in talks with David Hunt (brother of the late James), who allegedly owns the name 'Team Lotus', about re-badging BAR as Lucky Strike Lotus for next season.

Hold the hype, though: Lotus comebacks are as regular as excuses for delayed trains.



Vorsprung durch F1

Audi have long harboured ambitions to join rivals BMW and Mercedes as F1 engine suppliers – and even looked seriously at building a W12 motor in the mid-90s. Latest rumours from Ingotstadt suggest that they've recently built an ultra-high-tech V10, and that they're thinking about F1 once again. Jordan or BAR in '03, perhaps?



Mmm, tasty

Soft drinks giant Pepsi have decided that the Williams team would benefit from their 7Up brand. Apparently, it's because Williams are a "focused" team and 7Up "share the same values". Of course, how silly of us to miss that...



Familiar helmet – but check out the cool turbo-visor. Now every kart-kid will want one

THE MAESTRO, IN CLOSE-UP

Schumi: going back to his roots

Michael Schumacher, the greatest driver of his era and therefore the man with the most to lose, entered the final round of the FIA World Super-A Karting Championship in his home town – Kerpen, Germany – on October 28. He was a regular driver in a regular team (Tony Kart) and he raced a standard package: Vortex engine, Bridgestone tyres.

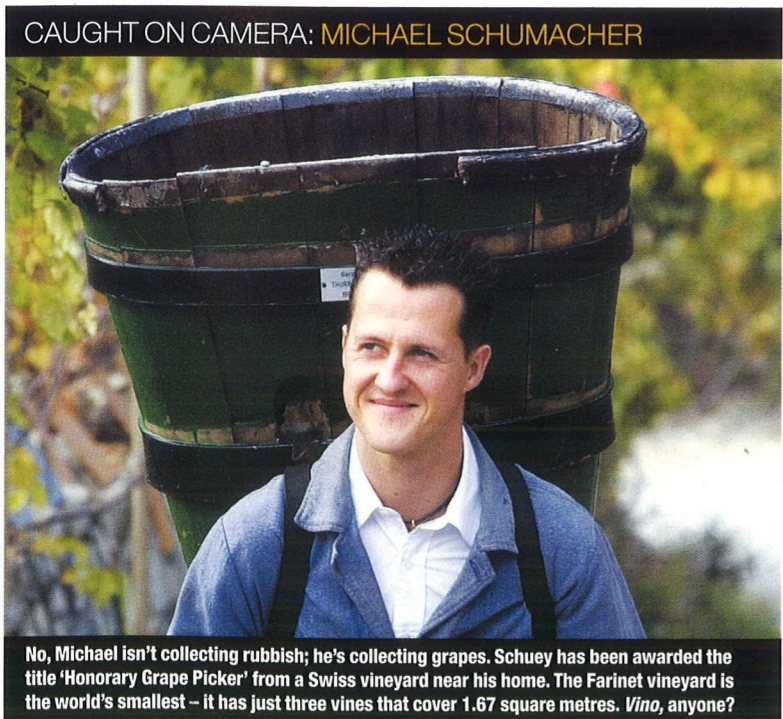
He worked hard in the weeks preceding the event. He trimmed his weight by 3-4kg. He doubled his c-v schedules – "Four hours on the bike instead of two" – and he wiped everything extraneous from his fat-free diet.

In the kart, wearing regular helmet and overalls but adding rain suit and turbo-visor for the wet, Michael looked stunning. He brushed kerbs where other drivers charged

them; he was pin-sharp in the way he shifted weight, braked, picked up the inside rear wheel and pitched the kart into the apex. Finally, after years inside a Benetton or a Ferrari, Michael's foot, leg and arm moments were there for all to see.

For qualifying, the massive field split into two. The track was semi-wet for Michael's group... and you-know-who was fastest (over a one-minute lap) by the astonishing margin of 0.3 seconds. Different weather conditions obliged Michael to start mid-grid, but he sliced through the Race Two field to finish second. A kart race it may have been; rarely has his brilliance been so graphic, so obvious.

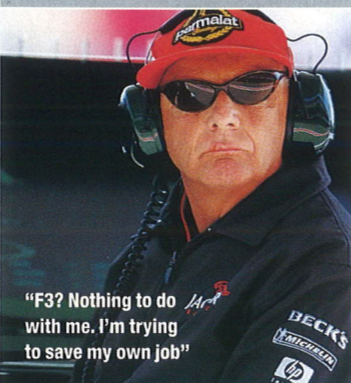
Peter Windsor



No, Michael isn't collecting rubbish; he's collecting grapes. Schuey has been awarded the title 'Honorary Grape Picker' from a Swiss vineyard near his home. The Farinet vineyard is the world's smallest – it has just three vines that cover 1.67 square metres. *Vino*, anyone?

Double talk

Reading between the lines when it comes to PR speak



"F3? Nothing to do with me. I'm trying to save my own job"

Niki Lauda on why the Jaguar Formula 3 outfit was sold off

"While we respect the critical role that Formula 3 has played, we must also respect the magnitude of the challenge that lies ahead for Jaguar Racing in F1. This has been a far from easy decision, but it's been taken in the interests of our F1 programme." [Translation: "I needed the Ford bosses to see that I was cutting costs, so I had to do something. It was either F3 or give Irvine the boot – but, as I've already stuck up for 'the world's second best driver', F3 didn't stand a chance."]

Eddie Jordan on confirmation of Trulli's fourth place at Indy (and thus fifth in the final standings) after an FIA hearing in Paris

"We are very satisfied with the outcome of the appeal and delighted to have our fifth place in the 2001 World Constructors' Championship confirmed." [What Eddie Jordan might have said after hearing the news: "Tank feck fer dat! Dat could have cost me 50 million quid!"]

Rob Bain, chief exec of Octagon Motorsports, who run the British GP, on the 'Ticket-gate' fiasco

"We appreciate that price increases are never popular... [Over £1,200 for a family of four? You don't say!] "... but we are developing Silverstone to relaunch the venue within the premier tiers of the world's F1 circuits by 2004." [2004? So we've got another two years of mud, sweat and tears at Silverstone? Great.]

Multimillionaire Sir Jackie Stewart on 'Ticket-gate'

"My initial reaction is that it is positive and the right step." [And when, exactly, did you last pay for your own ticket to Silverstone, JYS?]

RIGHT: MICHAEL COOPER/LAT; INSET: LORENZO BELLANCA/LAT; LEFT: STEVEN TEE/LAT; MARK THOMPSON/ALLSPORT; TYLER LARIVAS/PA PHOTOS

Downsizing is the key

Recession? What recession?

As the economies of the world stutter and the doom merchants start to predict a collapse, Formula 1 will stand firm

With events of September 11 fresh in our minds, and the conflict continuing, Formula 1 is awash with rumours of an economic downturn. Eddie Jordan has talked of sponsors being cautious about renewing deals, while BAR boss Craig Pollock reckons F1 is about to collapse. "We're in crisis," they say. "F1 is at the precipice."

Not true. Yes, some sponsors of Jordan, BAR, Jaguar and even McLaren (among others) are looking closely at their budgets, but the fact is that F1 is about winning. Teams do not earn prize money in the way of tennis or golf or snooker; yet, via the natural apportioning of sponsorship, the more successful teams get richer. Put simply, BAR and Jordan did not do well in 2001 – ergo, their sponsors weren't happy. Ferrari, by contrast, are riding high, and companies want to be

associated with that success – ergo, Ferrari secured Vodafone for '02.

EJ came close to bankruptcy in the early '90s, yet survived. As Bernie Ecclestone says (see sidebar, right), teams will just have to look at their costs, cut down on over-matter... and fly their people Economy rather than Club. Talk of an F1 crisis is merely scare-mongering designed to pull sponsors back in. Many big names (new IT companies, pharmaceutical conglomerates, Coca-Cola) are all too eager to get a slice of the F1 action, and will do so as soon as tobacco advertising is banned.

Times are hard – but the global pull of F1 remains. Compaq, for one, are having to implement large-scale redundancies – yet, even so, they have renewed their title sponsorship deal with BMW.WilliamsF1. It's all about downsizing and prioritising. F1 may not be totally recession-proof – nothing is – but it's indubitably recession-resilient.

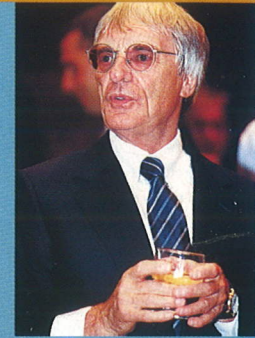
The Monaco GP (below) is the glitziest event in world sport. Will a recession affect it? No way, F1's all right, Jack

Bernie: "Don't worry; be happy"

"Formula 1 has never been affected by recession – but there are one or two teams who always complain. I think what's happened is that someone like Eddie Jordan has been saying it's the end of the world – when these teams aren't doing well, they tend to start screaming for sponsors.

"The bottom line is that, for the past few months, even before September 11, there has been a drop in ad revenue. But sponsors still want to come on board – they're calling me up all the time.

"The big problem is that the teams are spending too much money and they're looking for sponsors



to help them out. I've been telling the teams for years to curb their spending. Many are overstaffed, and they spend a fortune on testing and R&D.

"Formula 1 is the best value for money for sponsors – they're promoted through both TV and magazines.

"It's a bloody cheap way of promoting."



# F1 RACING

## Experience

**Watch this!**  
Welcome to the first ever F1 Racing Experience, a brand new addition to the magazine that gives you the chance to win all things F1-related.

With Toyota joining the grid in 2002, we've teamed up with their title sponsor Panasonic to give away one of these flat widescreen televisions. The TX 28PB50 is one of the 'definition of perfection' Tau range

and features 67cmV screen, 100Hz picture, dts and Dolby digital sound. So if you want to be watching the '02 Australian Grand Prix on this, call: 09010 705070. Further information can be found at [www.panasonic-europe.com/tau](http://www.panasonic-europe.com/tau)

**Play this!**  
We've also teamed up with gaming experts EA Sports to give away their latest offering, F1 2001. We have got five

versions for PC and five for the PlayStation. As well as all the mega graphics (including the option to have varying weather

conditions) there's also the 'Dynamic Living Environments' which enable players to 'be' on the grid, surrounded by mechanics. To win, call 09010 705071 and follow the instructions.

**TERMS AND CONDITIONS**  
The winning entry will be the first drawn after the closing date (which is December 5 2001). Calls cost 30p. For further details, see page 4.



## Behind every quick man...

... there's a good woman. Jacques Villeneuve has proposed to his ballerina girlfriend Ellie, while Pedro de la Rosa has married his delightful Maria... and Ralf Schumacher has tied the knot (in private) to Cora, just days before she gave birth to a son (er, David).

### LOOKY-LIKEY No 20



**Gordon Strachan**  
Fiery footie manager



**Allan McNish**  
F1's oldest new boy

## The boy's a bit special...

Your guide to F1's next hot property, Alan van der Merwe

### Who?

The South African Van der Merwe, who won the Formula Ford Festival. That's a blast from the past! Do you remember when it used to be an internationally recognised proving ground for young talent? Jenson Button, Eddie Irvine and Johnny Herbert have won it, yeah. Yes, but so did Jan Magnussen and Vincenzo Sospiri... OK, point taken. But young Alan hasn't been hanging about - he was pretty mega in the wet, put one over the highly rated Richard



Watch this man:  
Alan van der Merwe

Goransson at the start, then gave his own team-mate the heave-ho near the end.

**Indeed. But didn't several of the leaders take each other out?**

You've got to be in it to win it, my son. "Competent and mature," said *Autosport*, of young Al.

**What else has he done?**

No wins in FFord - Van Diemens are the chassis to have this year, and he's been in a Mygale. But he was the highest-placed Mygale runner and ousted Goransson, who drives for the works Van Diemen team, from third in the title race. He came to FFord via karting, the International Supersport Cup and, er, historic sportscar racing.

**So what's next?**

He's bagged a plum seat in F3 at Carlin Motorsport. They ran Takuma Sato (F1-bound with Jordan in '02) and Anthony Davidson (BAR's test driver) this year.

**Ah, Anthony Davidson - didn't he win the FFord Festival last year?**

Yup. **What's he doing now?** He's just quit F3 to go for a full-time F1 test drive.

**Is that a good career move?** Ask young Olivier Panis. Or, for that matter, Damon Hill... Or David Coulthard... Or...

### AU REVOIR, MON VIEUX

## So long, Jean. It's been emotional

Alesi won just one grand prix in 13 years - and it wasn't the only time F1 reduced him to tears...

Fiery, charismatic, Sicilian - Jean Alesi is all these things and more. Had he taken up the offer of a Williams contract instead of a Ferrari one in 1991, he might have been world champion, too.

Hindsight is, of course, a useful ally - but it was as early as '83 that the world began to discover who this guy with the phenomenal car control was. After graduating from karts, Jean moved to the Renault 5 Turbo Cup (right). It seemed a strange move, even if the racing was as close and as fierce as anything around;

but, deep down, Alesi wanted to be a rally driver like his father... so R5s were ideal.

Soon, though, he was lured to single-seaters - and in '86 a young-looking Jean (below) took two wins and three seconds to claim the runner's-up spot to Yannick Dalmas in the French F3 Championship. And all this without any major sponsorship!

The rest is history: a French F3 title; an F3000 title with Jordan; fourth place on his F1 debut with Tyrrell; Ferrari; Benetton; Sauber; Prost and, finally, Jordan again.

• See Jean Alesi feature, page 66 ►



From the rough 'n' tumble of Renault 5 (left) to the glitz 'n' glamour of F1... Jean Alesi's career has been both long and varied



OPPOSITE: DDP; OTHERS: JEFF BLOXHAM/LAT; STEPHEN TEE/LAT; PA PHOTOS; ILLUSTRATION: GRAHAM HUMPHREYS



Look on the bright side – at least the queue for the bar will be shorter at Silverstone next year (above). Is Sato (right) a better choice than Justin Wilson? The author of our star letter wins a Castrol racing jacket (below)

star letter

On grovelling cant

Having taken my wife and two sons to the past eight British Grands Prix, I will have to give the 2002 event a miss – since I cannot afford the ludicrous £1,241 (I kid you not) that it would cost me to do so next year. Yet what have the sport's eminences grises had to say about the national disgrace that is Octagon's new British GP pricing structure? A lot of grovelling cant, that's what.

Jackie Stewart has described it as "a good idea", while even Murray 'people's favourite' Walker has said it is "for the better". What planet are these people on? And does the fact that they are both multimillionaires have anything to do with their inability to empathise with the economic realities that affect the people who pay their wages (ie: guys like me)?

Thank goodness for *F1 Racing* – and for your editor-in-chief Matt Bishop! I heard Matt being interviewed on Radio 5 the other night – and he stood up for fans' interests very stoutly indeed. Good on yer, mate! Let's hope Octagon see sense before Rockingham clean up!

Michael Malone

Via email

Thanks for your kind words – we are taking up the cudgels on behalf of the fans (see page 22).



Too much Schumi

When I subscribed to your magazine, I didn't realise I was subscribing to the Michael Schumacher Appreciation Society. As a David Coulthard fan I feel the coverage is over the top. I realise that Michael is world champion and will probably become the most successful grand prix driver ever, but why did Mika Hakkinen not get the same coverage when he won back-to-back world titles?

I'm surprised that Michael has time to drive his Ferrari once he has participated in all the interviews and photoshoots your magazine demands of him.

Iain Scott

Via email

The wonders of Badoer

How can Robert Sinfield say that Ferrari are wasting thousands of miles of evaluation time on Luca Badoer (Backfire, November)? What does he think Luca is there for? He's a test driver and all his hard work has been instrumental to Ferrari's recent championship success. If all Ferrari ever did was evaluate new talent, they'd never get anywhere. In Badoer, Ferrari have a more than capable third driver at their disposal should something unexpected happen either to Michael Schumacher or to Rubens Barrichello.

Badoer is, sadly, very underrated – but a remarkable talent all the same. You don't get a Minardi up to fourth in a grand prix unless you're good. Who knows, perhaps Badoer will fill the next vacant race seat at Ferrari. Don't bet against it.

Giles Panton

Via email

Are you inexperienced?

I cannot understand why Eddie Jordan has opted for the less experienced Takuma Sato over Justin Wilson. Yes, Sato has been highly impressive in British



Formula 3 this year, but he has also made a lot of mistakes. Yet Wilson has consistently had the upper hand against far tougher competition in Formula 3000 – winning with a points total nearly double that of his next rival. Seeing as the '01 Jordans were not always reliable, Eddie could well regret not having chosen a more experienced and consistent driver.

Keith Collantine

Cambridge, Cambridgeshire



Lookey-likey

So there is life after Formula 1! I knew Nigel Mansell was a special constable, but I didn't realise it was with the Indiana State Police (*F1 Racing* November, page 20).

David Needham

Kidderminster, Worcestershire

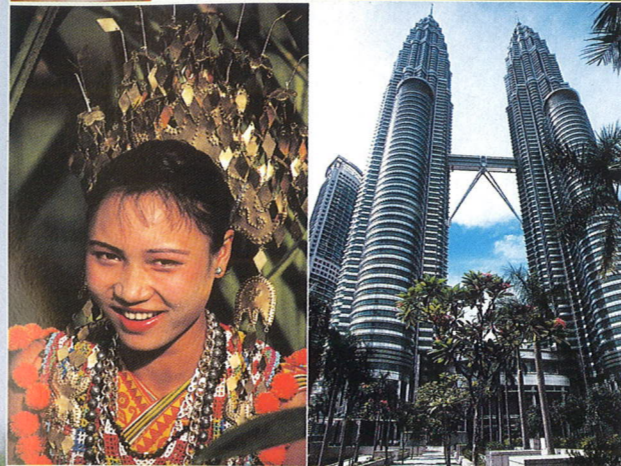
Trulli a farrago

What a mess! The exclusion and subsequent reinstatement of Jarno Trulli from the results of the US GP was an unedifying affair for all concerned. Surely the issue should be whether the car was in compliance with the regulations or otherwise, and not about how many stewards were there at the time. This should not be allowed to happen again.

Gary Fleming

Sevenoaks, Kent

PETER SPINNEY/LAT; STEVE EHERINGTON/LAT; JEFF BLOHAM/LAT



Malaysia is the ultimate venue for a tropical holiday. Combine the vibrancy of Kuala Lumpur (above right), the tropical island of Penang (top) and the excitement of the Malaysian Grand Prix (below) and this will be a holiday you will never forget



# Malaysian Grand Prix Paradise

Combine the excitement of the Malaysian Grand Prix with a tropical holiday for the ultimate Formula 1 experience

The ultra-modern Sepang circuit near Kuala Lumpur is one of the best in the world for both drivers and spectators. It is the perfect place to enjoy motor racing in lush conditions and take in the sights and sounds of a bustling, up-and-coming Oriental city.

After the race weekend, escape to the tropical island of Penang. Relax in the idyllic surrounds of a top class hotel, enjoying the finest food and beachfront facilities.

The holiday price starts from £1129 per person based on the standard occupancy of a twin or double-bedded room. Accommodation is on a bed and breakfast basis throughout. The price does not include race tickets or holiday insurance.

> This very special trip includes...

ITINERARY

Thursday 14th March

Depart London Heathrow on a direct flight to Kuala Lumpur

Saturday 16th March

Watch qualifying or enjoy the sights of KL

Sunday 17th March

Watch the Malaysian Grand Prix

Monday 18th March

Transfer to Holiday Inn Hotel, Penang

Sunday 24th March

Depart for London Heathrow

For full details of the trip or to order a brochure call 0870 010 6393 quoting reference H00186/831



Australian GP  
04.03.2001

Malaysian GP  
18.03.2001

Brazilian GP  
01.04.2001

San Marino GP  
15.04.2001

Spanish GP  
29.04.2001

Austrian GP  
13.05.2001

Monaco GP  
27.05.2001

Canadian GP  
10.06.2001

European GP  
24.06.2001

French GP  
01.07.2001

British GP  
15.07.2001

German GP  
29.07.2001

Hungarian GP  
19.08.2001

Belgian GP  
02.09.2001

Italian GP  
16.09.2001

United States GP  
30.09.2001

Japanese GP  
14.10.2001



## We got a result in all 17 races. Even if we didn't always finish first.

The engine, the engineering, and the teamwork: almost everything went like clockwork in the 2001 season.

Each and every one of the 17 races we started brought us a little closer to our ultimate goal. Of course picking up world championship points matters, but gaining experience matters more. And in this respect, an early retirement can sometimes be as valuable as a first-place finish.

Race by race, the BMW WilliamsF1 Team has shown what BMW Power can do. We are as surprised as anyone by how many races we have managed to win in what is only our second season; we are proud of what we have achieved, and now we aim to build on it. We were quick in our first season. Even quicker this year. And we just can't wait for 2002. [www.bmw-motorsport.com](http://www.bmw-motorsport.com)

BMW Motorsport



Formula 1  
BMW WilliamsF1  
Team

Castrol  
BMW recommends

# Man of the year 2001

Welcome to the Formula 1 world's unofficial Oscars, as voted for by the readers of *F1 Racing*

Photographs by Rip

Before we say anything else, we want to say thank you. Thank you to you, the *F1 Racing* readers. Or, to be exact, the 21,618 of you who voted for the second ever *F1 Racing* Man of

the Year Awards. Over the following 22 pages, then, we reveal *your* thoughts on the 2001 Formula 1 season.

The Parliamentary Conservative Party has long been fond of describing itself as

the world's most sophisticated electorate. We beg to differ. We think you lot are.

If you didn't vote, there's always next year. We salute you, *F1 Racing's* readers, our *real* men and women of the year. ►

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<b>Team principal of the year</b>	Jean Todt p 38	<b>Driver of the year</b>	Michael Schumacher p 48
<b>Overtaking manoeuvre of the year</b>	Juan Pablo Montoya p 40	<b>Personality of the year</b>	Juan Pablo Montoya p 50
<b>Rookie of the year</b>	Kimi Raikkonen p 42	<b>Man of the year</b>	Michael Schumacher p 52





# Pitcrew team of the year

Practice makes perfect, so the adage goes – and so Ferrari proved for the second year running. They excelled under pressure – and it was that team spirit you rewarded

Words by Stuart Codling; main photograph by Darren Heath; insets by Charles Coates/LAT, Lorenzo Bellanca/LAT

Ferrari's pitcrew have achieved an exalted status. Their operations have a machine-like quality: metronomic, inch-perfect, consistent, infallible. Unimprovable, you might say.

More than any other team, Ferrari have eliminated human error from their pitstops. They did it ruthlessly and methodically, selecting younger crew members and subjecting them to regular pitstop drills, moulding them into an elite

unit. Perfection, Ferrari found, does not come easily or quickly.

Since refuelling became mandatory, the length of the pitstop is defined by the quantity of fuel going into the car, not the duration of the tyre change. Thus it is incumbent upon the crew to ensure that the variable elements are transacted with utmost precision; that the car is jacked up cleanly and the wheelnuts are properly seated and screwed in firmly. The result? Well, when was the last time

you saw a Ferrari pitstop gravely miscue?

Even when things do go wrong, they go less wrong. At Monza, Rubens Barichello's FIA-sanctioned fuel rig developed a fault (as did that of Juan Pablo Montoya at Hockenheim, and Eddie Irvine at Suzuka) at a critical pitstop. The Ferrari crew, jolted out of their routine, nevertheless responded instantly: they swapped rigs and sent Rubens on his way. Time lost? Six seconds. An amazing recovery.

Pitstops are no longer a lottery at Ferrari. They are simply another way of reshuffling the deck in Michael's or Rubens' favour, of magnifying the abilities of Michael in particular. Time and again he has been able, by dint of the pitcrew's efficiency and his own extraordinary ability to make both in- and out-lap blindingly quick, to translate pitstops into race-winning advantages.

Ferrari know, perhaps better than most, that races can be won in the pits. Is it any surprise they train so hard for pitstops?



## > What Gianni Petterlini said FERRARI CHIEF OF MECHANICAL STAFF



To the victors, the spoils: a fitting reward for a year of reliable service

"Thank you very much for this. We've all been working very hard this year in order to give our drivers the best car possible, but their performance on the track was so good that we always forgot how tired we were during the races."

## > What Nigel Stepney said FERRARI RACE TECHNICAL MANAGER

"This is the first year we have won the title without it going down to the last couple of races – which has meant that for the last four GPs we have had to continue working, but without the title as a goal. This has allowed us to try a few different things, like putting the T-car crew on Michael's car to give them more experience. There's a great atmosphere in the team at the moment, and we're making fewer mistakes than in the past – although we are still making mistakes."

## > Last year's winner: Ferrari

> How the voting went: behind every great man... there's a great team of dedicated mechanics

Ferrari	74.13%
McLaren-Mercedes	13.74%
European Minardi	5.76%
BAR-Honda	4.08%
Arrows-Asiatech	2.29%

Gifted though Michael is, he might not have won his fourth title without support. Ferrari's success in this award is your acknowledgement of their efforts. But the voting was not as nationalistic as you might expect. Sure, Italy voted with its feet, polling 75.44 per cent of the total, but it was Greece who took the biscuit: a mammoth 91.15 per cent voted for Ferrari!



'NICK AND KIMI SPURRED THE ENTIRE TEAM TO FEEL COMPLETELY DIFFERENT ABOUT THEMSELVES'

## Most improved team of the year

A nimble chassis, a good engine, two young hotshoes... but a budget that made only Minardi envious. Sauber made everyone (including us) eat their words. You rewarded their efforts

Words by Matt Bishop; main photograph by Clive Rose/LAT; inset by Charles Coates/LAT

As a quick look at the graph (right) will show, the voting for this award was extremely close. Clearly, BMW.WilliamsF1 have had a great year – and Frank's team are serious title contenders for next season. But Sauber's renaissance is perhaps even more remarkable – if only because it has been achieved with such meagre resources. Sauber have never succeeded in becoming a Formula 1 'brand' – in the way that over the same period Jordan, say, so clearly have – and, as a result, they have always struggled to attract big-money sponsors. Is their dourness the problem? Is it their Swissness? Is it that Peter Sauber himself is the antithesis of EJ's shameless (but ultra-effective) self-promotion?

After Heinz-Harald Frentzen left the team to join Williams for 1997, Sauber had always hired steady, experienced drivers who were a year or two past their sell-by dates – Nicola Larini, Gianni Morbidelli, Johnny

Herbert, Jean Alesi, Mika Salo, Pedro Diniz.

This year, by design or by accident, all that changed. In Nick Heidfeld and Kimi Raikkonen (pictured above), Sauber had two young hotshoes whose exuberant talent and naked competitiveness spurred the entire team to feel different about themselves. Chief designer Sergio Rinland had created a nimble car whose dynamic variables proved to be easily tuned to different circuits and varying conditions, and the '00 Ferrari engine that propelled it was small, light and adequately powerful.

Will they be able to improve further next year? A tall order, to be frank. Rinland left in January, and has now taken up a position at Arrows. He was replaced in April by one Stephen Taylor, who left in June. Heidfeld will remain, but Raikkonen has gone to McLaren. His replacement, Felipe Massa, is unlikely to be quite as quick, and as a result it's possible that Nick will not feel the need to dig quite as deep into his reserves as he

has with such spectacular effect this year.

There are no major rule changes for next season, however, so Sauber will probably run an evolution of the Rinland car. It will be powered by this year's Ferrari V10 (the terms of their deal dictate that the Saubers use an engine one year behind the red cars'), which is now reputedly good for 825bhp. The fact that they still do not have a chief designer, and that their technical director Willy Rampf is from a race-engineering background rather than a design-based one, will therefore penalise them less than it would had they been facing a winter of regulatory revolution. Certainly, even without Rinland or Taylor they have succeeded in developing their car throughout the year – which previous Sauber teams have pointedly failed to do.

Ultimately, Sauber's position in the '02 constructors' championship will depend on how much British American Racing, Jordan, Jaguar and Renault improve.

> How the voting went: only two teams had a realistic chance. It was an extremely close call, though

Sauber-Petronas	49.01%
BMW.WilliamsF1	47.01%
Jaguar Racing	2.56%
BAR-Honda	1.42%

This was the closest-fought of all the awards. Delve deeper into the international variations and it makes interesting reading. Sauber won in Britain with 54.98 per cent of the vote, and in Germany with 59.89 per cent of the total vote. We need not remind you that BMW.WilliamsF1 are an Anglo-German operation – and yet, it seems, national pride didn't get a look-in when the Brits and Germans came to casting their votes. And a good job too – imagine if jingoism had led to a Jaguar (or Prost, for that matter) victory? Let's hope Sauber can rock the boat again in 2002.

### > What Peter Sauber said



Peter Sauber receives his award from F1 Racing's Tom Clarkson

"It's great to receive this award from the readers of F1 Racing. British F1 fans are very knowledgeable, so it's nice to be recognised by them. We have had a very good year and it means a lot to have won this award – I'll hang it on my office wall."

### > What Beat Zehnder said

SAUBER-PETRONAS TEAM MANAGER

"For a while now we've had all the key personnel in place, and everything now runs much more smoothly than in the past. The car has been very good, but I think the biggest difference between this year and last year has been the drivers. Nick [Heidfeld] and Kimi [Raikkonen] have both done incredible jobs.

"Whether we hold onto fourth place in the world constructors' championship next year will depend on the level of improvement in 2002 – and, from here, improvement gets harder and harder. Don't forget we have the second- or third-smallest budget on the grid.

"The atmosphere in the team has improved with the results. As with everything, people are prepared to invest more time in what they're doing if the success is there."

### > Last year's winner: Arrows

# Team principal of the year

Working for Ferrari is a near-religious devotion for some – none more so than their diminutive team boss, Jean Todt. So devoted is he, indeed, that he thinks it is a religion

Words by Stéphane Samson; photograph by Clive Mason/Allsport; inset by Clive Rose/LAT

He may well be the boss of the world's most prestigious Formula 1 team and spend his time with the likes of Michael Schumacher, Ross Brawn and Luca Montezemolo, but Jean Todt still sets store by your approval. Very flattering. Realising that he might be on the point of winning our readers' award just before Suzuka, he took the competition to heart. "Am I still leading the poll?" he asked us in the paddock a few hours before voting ended. He was visibly delighted when he heard the final result: "And who was second?" he then took pleasure in asking. Jean Todt is like that. Sensitive to signs of affection, respect or just simply recognition of his work. Which is sometimes hard to believe when you come across his icy, reserved behaviour in the paddock.

This season has seemed easy for him. A competitive car which dominated right from the start, Michael Schumacher in the form of his life, the title in the bag by Hungary – none of the ongoing suspense of previous years. "But I've probably never worked as hard as I did this season," he stresses. And rightly so, for he's also had to look after sister company Maserati's sporting future for the past few months – a new task that should end up with the

announcement of an official project in the course of next year.

"It may not be me who designs the cars or who takes part in decision-making as to race strategy, but my role as conductor of the orchestra keeps me fully occupied," he says. "Ferrari have now become a religion for me. I have to devote every moment of my existence to them."

Jean Todt, his contract with Ferrari freshly renewed last winter, could leave the Scuderia at the end of the 2004 season – which is also when Schumacher's, Ross Brawn's and Rory Byrne's contracts come to an end. His role now is to groom a possible replacement as head of sports management. But one thing is certain. After '04, he won't be offering – or selling – his services to any other F1 team. This superstitious, Tetris-obsessed, mental-arithmetic genius plans to take time off, spend it with his nearest and dearest and make up for all those extra hours he has dedicated to Ferrari.

As he often points out, getting Ferrari on the road to success has caused him to make a great many personal sacrifices. But, unlike the Franks, the Rons and the Eddies, Jean Todt has the ultimate luxury of being able to abandon ship whenever he feels like it.

>How the voting went: when Schumi picked up his fourth title, JT was certain to collect his second *F1 Racing* one...

Jean Todt	57.09%
Frank Williams	21.78%
Peter Sauber	11.66%
Ron Dennis	5.38%
Eddie Jordan	2.43%
Craig Pollock	1.66%

Some would say Jean Todt won this by dint of Michael Schumacher winning the world title, but remember: every orchestra needs a conductor. Also bear in mind that Todt has been building Ferrari up to this position since July 1993 – so credit where it's due, please. In the national variations, it was Peter Sauber (31.54 per cent and second in Germany) and Frank Williams (30.77 per cent and second in Japan) who caught your attention. If both men's teams continue to do well in '02, one of them could possibly topple Todt. But it's unlikely.

## >What Jean Todt said



An ecstatic Jean Todt receives his award from our man Samson

"Thank you very much. This year's titles have been the result of a tremendous effort from all the team. We now have more than 600 people working at the Gestione Sportiva, and my first thoughts go to all those who work night and day for the red cars to win. A big thank you to all of them."

## >What Michael Schumacher said

"Everybody knows what Jean Todt means to me, and how professional he is. He just lives for Ferrari to succeed. We have a very special relationship, of course, and it goes without saying that the team wouldn't be so strong today if Jean hadn't built it up to what it is now."

>Last year's winner: Jean Todt

'FERRARI HAVE NOW BECOME A RELIGION FOR ME. I DEVOTE EVERY MOMENT OF MY EXISTENCE TO THEM'

# Overtaking manoeuvre of the year

Brazil 2001 was *not* a race to forget – even if Michael Schumacher is still playing down Montoya's famous overtake. Still, Juan Pablo thought it was "really cool" – as did most of you, too

Words by Peter Windsor; photographs by Clive Rose/LAT

No surprise that you voted for this one: you could throw in all of the ingredients – the impregnable world champion, the brash rookie, the tension of a restart, the global focus of Turn One at Interlagos – and still you would have stopped short of reality.

No-one passes Michael Schumacher in those circumstances – especially not Ralf's team-mate, who surely ought to have shown a little family respect...

Juan Pablo Montoya stops for no-one, though, as he showed the world for the first time at Interlagos. He takes up the story:

"To be honest with you, I wasn't really thinking of passing Michael as we were cruising behind the Safety Car. I was just concentrating on making sure I went when he did. What really annoyed me was how quickly he got away from me. I couldn't believe it. That made me really angry, so

'IT WAS IN BRAZIL, THOUGH, THAT EVERYONE SAW THE BRIGHTNESS OF THIS STAR FOR THE FIRST TIME'

I decided that I would brake as late as possible and see what happened.

"I don't think he expected me to be so close when he braked, because he left a bit of an opening. After that I knew I had him. I knew I could brake later and I wanted to let the car run wide a bit to stop him coming back at me. That was really cool..."

These were the pre-Barcelona days, of course, when everyone suspected that Ferrari were running some sort of dodgy traction control. Looking back on it now,

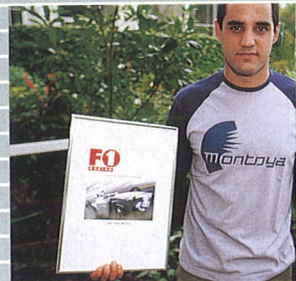
it's obvious that what Montoya was really seeing was a light-fuel Ferrari, for Michael was on a two-stop strategy to his one.

Which makes the move all the more amazing, of course. Here was Montoya, on a full load of Petrobras, with cold Michelins (tyres that aren't supposed to be brilliant unless they are 'cooking'), outbraking Michael Schumacher to take the lead of the Brazilian GP – a lead he would go on to use to destroy Michael's light-fuel race strategy.

Juan Pablo would go on to lead more races, again to fight Michael hard and eventually to win his first GP. It was at Interlagos, though, that everyone saw the brightness of this star for the first time. For months afterwards, whenever he was asked, Michael would downplay the pass in particular and Montoya's ability in general.

And from Michael, of course, this was the ultimate accolade.

## > What Juan Pablo said



Montoya receives the spoils for *that* overtaking manoeuvre in São Paulo

"Overtaking Michael in Brazil, right? That seems to be the move that everyone remembers. Thank you to the people who voted for me – and I hope that I'll be doing a lot more of this in the future. I'm really enjoying myself at the moment."

## > What Frank Williams said

BMW.WILLIAMS F1 MANAGING DIRECTOR

"Juan has done a superb job for us this year – especially when you consider that this was his first full season in F1. He's a real racer. But, while that manoeuvre in Brazil was out of the top drawer, I don't actually think it was his best. The way he went around the outside of Jarno Trulli into the first corner at Imola was perhaps even more impressive."

## > Last year's winner: Mika Hakkinen

## > How the voting went: not so much an overtake as a hello-I've-arrived-to-give-you-hell slap in the face

Juan Pablo Montoya on Michael Schumacher (Brazil)	57.77%
Rubens Barrichello on David Coulthard (Hockenheim)	24.54%
Mika Hakkinen on Michael Schumacher (Silverstone)	9.56%
David Coulthard on Michael Schumacher (Brazil)	8.13%

When Juan Pablo showed Michael the way in Brazil, it was a statement of real intent. Unsurprisingly, in JPM's home region, 81.35 per cent of voters agreed. But, surprisingly (perhaps), 61.59 per cent of German voters thought it pretty mega, too. Could this be a grudging acknowledgement from Michael's oh-so-fervent German fans that JPM is not that bad?

# Rookie of the year

Pre-season, he was unknown – after all, he had driven only 23 car races in his life. But, from Melbourne on, he was quick. He won us, Peter Sauber, Ron Dennis – and now you – over

Words by Matt Bishop : portrait by Rip; inset photograph by Charles Coates/LAT

The fact that it was Kimi Raikkonen (and not the irrepressibly impressive Juan Pablo Montoya) who scooped this award is perhaps the most conclusive indicator yet of the huge global impact made by this remarkable young Finn's prodigious talent. Like Jackie Stewart and Alain Prost, he scored a point in his first grand prix. Unlike them he did so in a car run by a small, impecunious outfit in an era in which even large, wealthy teams find it difficult to disturb the Ferrari-Williams-McLaren points-scoring triumvirate.

Unlike Prost and Stewart, too, he had skipped Formula 3 – a series which, before

**'NEXT YEAR HE HOPES TO BECOME THE YOUNGEST WORLD CHAMPION IN F1 HISTORY. HE FEARS NO-ONE'**

he showed otherwise, had been regarded as an indispensable rung on the ladder from karts, *au fond*, to Formula 1, *en haut*.

The Canadian was the season's eighth GP – as near as dammit halfway through the 17-race campaign. On the tricky Montreal circuit Kimi qualified his Sauber seventh – ahead of not only his team-mate Nick Heidfeld but also his mentor Mika Hakkinen. He finished fourth, as he had done in Austria a month previously. He had still driven only 31 car races of any kind. Unsurprisingly, people took notice.

Dave and Steve Robertson, the British father-son combo who manage Kimi's contractual affairs, were understandably cagey when grilled about the rumours – but, when asked point-blank whether they would deny that Ferrari's Jean Todt had expressed an interest in their boy, they would only remain silent.

In the end, of course, Ron Dennis stole the prize from under Todt's nose – and, as a result, Kimi will drive a McLaren alongside David Coulthard next year.

Is he fazed by such a rapid elevation? He is not. He is, in fact, fazed by nothing. Speak to anyone who has worked closely with Kimi at Sauber this year, and the word that comes up most often is 'cool'.

Kimi is *supremely* cool. I usually try to talk to him on the grid, and even 15 minutes before the off he is relaxed, chatty, friendly. Yet if a Sauber engineer indicates he is needed at the coal face, he excuses himself politely and refocuses.

Is he a future world champion? Crystal ball gazing is a tricky pastime – but, yes, it would appear so. Michael Schumacher, Eddie Irvine, Coulthard and Hakkinen have all gone out of their way to praise him – while the very fact that both Ferrari and McLaren tried to hire him speaks volumes.

When was the last time a precocious young rookie was the subject of a contractual tussle between these two great teams? Nineteen-seventy-seven. The lad they were fighting over? Gilles Villeneuve.

A hard act to follow. But Kimi wouldn't agree. Next year he hopes to become the youngest world champion in F1 history. He fears no-one.

## > What Kimi Raikkonen said



F1 Racing's Tom Clarkson hands Kimi his first F1 award in Japan

"This is really great. I want to say a big thank you to the readers of *F1 Racing* – I always read the magazine and I like it very much. It has been such a good year for me – I have learned a lot from everyone at Sauber and will be sad to leave the team. But this is not, in fact, my first 'rookie of the year' award, because I got one when I was karting in 1997!"

## > What Jacky Eeckelaert said

KIMI RAIKKONEN'S RACE ENGINEER

"Kimi is the type of driver who can achieve in one season what others take three or four years to learn. He learns new circuits in three laps and is able to adapt himself very quickly to changes.

"At the start of the year his technical knowledge was very limited but he now has a technical database which he relates to the whole time. These days he proposes his own changes to the car, whereas at the start of the year he relied a lot on me.

"I think he's good enough to win races already. And, should he be given a good car by McLaren in 2002, he'll do very well indeed."

## > Last year's winner: Jenson Button

> How the voting went: a two-horse race eventually won by the rookies' rookie (if you know what we mean)

Kimi Raikkonen	59.58%
Juan Pablo Montoya	31.41%
Fernando Alonso	8.46%
Enrique Bernoldi	0.55%

Support for Kimi was high in Finland, where he received a whopping 83.45 per cent of the total vote. Equally, JPM topped the poll in South America, but with only 50 per cent of the total (Bernoldi, who outqualified his experienced team-mate 10-seven, registered just 0.35 per cent in his homeland, Brazil). Spare a thought, however, for the highly rated Alonso – imagine if he'd been driving a Sauber, not a Minardi, this year.





> What Michael Schumacher said



Michael receives the '01 F1 Racing qualifier of the year award. Mega!

"Thank you very much for this award. The car just flew in qualifying this year. I've been happy to get 100 per cent out of it, and out of myself, on several occasions! The times even surprised me! That's why sometimes I've not used my 12 laps – I knew it was impossible for me to do a better job"

> What Luca Badoer said

MICHAEL SCHUMACHER'S RACE ENGINEER

"Michael is a joy to work with because he always gives 100 per cent. He has incredible feel for changes that we make to the car and he seems to really enjoy taking the car to the limit. In terms of his overall performance, I don't think that he's peaked yet. He seems to be getting better and better, as his pole position lap at Suzuka proved."

> Last year's winner: Jarno Trulli

# Qualifier of the year

Only one man knew what 'on the limit' really, *truly*, felt like throughout 2001. That man, of course, was the one and only Schumi. No wonder you named him Formula 1's quali-meister

Words by Matt Bishop; main photograph by Darren Heath; inset by Lorenzo Bellanca/LAT

Driver of the year? Michael Schumacher, indubitably, as he has been for the past eight seasons. But qualifier of the year? In 1998 and '99 Mika Hakkinen's Saturday afternoon performances would probably have been good enough to earn him that particular bauble, had *F1 Racing's* Man of the Year awards existed before '00.

But over the past two seasons Michael's mesmerising qualifying speed has finally laid to rest the theory that – weekend in, weekend out – anyone but he, Michael,

could be considered *numero uno* during Formula 1's most bewitching hour.

As ever, the most oft-quoted barometer of a racing driver's ability is his qualifying speed relative to his team-mate's. And, even though the ability to conjure a *banzai* lap has long been one of Rubens Barrichello's fortes, the margin by which he was outclassed by Michael in F1's most seminal index exceeded that by which any other driver was vanquished by his 'chum'. The score, for the record, was 16-one.

Eleven times the number-one Ferrari

headed the grid – not, in this year of Schumacher records, a record, but damn near (Mansell took 14 poles in '92, Prost 13 in '93, Senna 13 in both '88 and '89).

But often Michael required only nine of his allotted 12 laps to put P1 out of his rivals' reach – and frequently his second-best lap would also have been good enough.

At Monza, on September 15, affected particularly badly by the dreadful events in New York and Washington just four days before, his heart wasn't in it – and he

> How the voting went: a bit of a no-brainer. When it came to qualifying, 2001 was all about the number-one Ferrari

Michael Schumacher	59.18%
Jarno Trulli	12.97%
Ralf Schumacher	11.96%
Fernando Alonso	8.46%
Mika Hakkinen	4.18%
Nick Heidfeld	3.25%

We now know that Michael was trying during qualifying this season (see above). But there were times when he appeared almost insouciant, such as his hold over events during *that* hour on Saturday. When Michael failed in his P1 quest, others (his brother, Coulthard, Montoya) were quick to grab the pole, but such occurrences were rare indeed. Of the runners-up in this category, Trulli and Alonso are worth keeping tabs on next season when it comes to *banzai*.

## 'OFTEN MICHAEL REQUIRED ONLY NINE OF HIS ALLOTTED 12 LAPS TO PUT P1 OUT OF HIS RIVALS' REACH'

qualified only third. At Indianapolis two weeks later he was back on form – and back on pole. But, though they are very different from each other, neither

Indy nor Monza is, in truth, a severe test of either a driver's ultimate natural speed or his testicular dimension – not at this level, anyway.

For that you have to go to Suzuka – and when we did, two weeks after Indy, we saw Schumi at his very best. As ever, not much happened in the first 20 minutes – a bit of Yoong and Alonso, washed down with a soupçon of Bernoldi – then, in rapid succession, P1 was provisionally occupied by Kimi Raikkonen, Juan Pablo Montoya, Ralf Schumacher, Mika Hakkinen and

Rubens Barrichello. The usual suspects. Then, with half an hour to go, Michael struck: P1. Ten minutes later he struck again, and went two-tenths quicker. Then, with just five minutes to go, he went four-tenths faster still. He didn't bother with his last run – as usual, he deemed nine laps to be enough.

He was wrong. As things turned out, his first attempt was never beaten. Three laps would have been quite sufficient, thank you very much.

It's called genius.

# Car of the year

Fast, reliable, the best car Ferrari have ever produced. The praise heaped on the F2001 was staggering – and justified. And you, the Man of the Year panel, wholeheartedly agreed

Words by Stéphane Samson; main photograph by Darren Heath; inset by Clive Rose/LAT

It may not be the most beautiful Ferrari of all time – that unprepossessing nose bearing down somewhat clumsily on the front wing – but it's one of the best cars ever to have come out of Maranello. Ten pole positions and nine wins can attest to that. Dominant from Australia onwards and ever-reliable, it had, according to Michael Schumacher, slight behavioural problems at Hockenheim only. Otherwise, it was spot-on, and the F2001 steered its way to the title without ever losing the lead in either championship.

Its design was begun in June 2000. Using the formulae which had worked for the F1-2000 the previous season, this

year's Ferrari differed from its predecessor in one particular area – the suspension geometry and manufacture, designed to make it less hard on tyres. Other than enlarged sidepods to optimise engine-cooling and tweaked aerodynamics to conform to regulations, the engineers' biggest job was to overcome the new security restrictions imposed by the FIA. Furthermore, the F2001 developed, slowly but surely, all season long. Rory Byrne is pleased with what has been achieved. "I'm pretty proud of her," he says with a smile. "Since I arrived at Ferrari in '97, we've improved the way we work irrevocably. People speak about a Ferrari family and

they're right." And for Paolo Martinelli, the engine director, the '01 season took on particular importance. His V10 050 was one of the best. In the end, it was only 10bhp down on its closest rival at BMW... and was more reliable.

The '02 Ferrari's design is now almost complete. According to Byrne, the '02 car will be quite different. "Ferrari will definitely be even better next season," Schumacher revealed after breaking the track record at Fiorano not long before the final grand prix of this season at Suzuka.

So the F2002 will, it seems, be the worthy heir of the car that you have chosen to honour this year.



> **How the voting went:** the F2001 may have scampers away with it in 2001, but how about the FW24 for '02?

Ferrari F2001	62.13%
Williams-BMW FW23	25.78%
Sauber-Petronas C20	9.60%
McLaren-Mercedes MP4-16	2.49%

With one engine failure all season, it was inevitable that the F2001 would scoop this award. The long-standing rivalry between Germany's 'big two' was sorted in BMW's favour – Mercedes managing just 4.62 per cent of the vote back home in Deutschland.

## > What Ross Brawn said

FERRARI TECHNICAL DIRECTOR



F1 Racing's Stéphane Samson hands Ross Brawn the award

"Thank you very much for this award – I'd like to dedicate it to all the guys working at the design office. They're a new team, which was formed in '97, and they're getting better and better. It's amazing to see how good this year's car was. It was the best Ferrari ever produced... before next year's car."

## > What Rory Byrne said

FERRARI CHIEF DESIGNER

"Nowadays, a car is much more than an engine and a chassis. We all work together in order to get the best combination possible. I've been particularly proud of this year's V10. It has been competitive and very reliable. Just one failure in a whole season – not too bad!"

> **Last year's winner:** McLaren-Mercedes MP4-15

'IT MAY NOT BE THE MOST BEAUTIFUL FERRARI OF ALL TIME, BUT IT'S ONE OF THE BEST EVER FROM MARANELLO'



# Driver of the year

He's the purveyor of P1, the master of maximising, the artist of (slip) angles... is it any wonder, absolutely any wonder at all, that Michael is your driver of the year? No, exactly

Words by Peter Windsor; portrait by Rip.dbox; inset photograph by Lorenzo Bellanca/LAT

On paper, Michael Schumacher in 2001 vastly improved his ability to qualify well. There were fewer mistakes, more sets of new Bridgestones saved. There was less pressure from the McLaren-Mercedes drivers, of course; but, equally, Williams-BMW entered the frame as a team never to be discounted.

When it came down to a fight, though, to a Hakkinen or a Coulthard beating Michael's early-run target, Michael would

**'MICHAEL STANDS ALONE IN HIS ABILITY TO CONTROL BOTH THE FRONT AND REAR OF THE CAR'**

(a) time his final lap to perfection and (b) invariably find the margin he needed. Call it ever-growing confidence. Call it a well oiled Ferrari team.

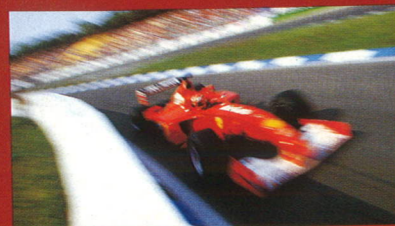
Is Michael better now in other respects than he was, say, in '98? Probably not. It is just that he now has a team behind him working in perfect harmony. In '98, for example, Michael made the mistake of allowing McLaren to switch at the last minute to Bridgestones. In '99 Michael broke his leg. Otherwise, without these dramas, '01 might have brought him a sixth world championship, not a fourth.

So good is Michael Schumacher that the only things that can affect him are the variables about which he can do little. Only time will tell, for instance, if Michael

has been correct in allowing Ferrari to stay on Bridgestones in '02 while Williams-BMW race on Michelins.

Otherwise, he stands alone in his ability to control both the front and the rear of the car. On tight corners, and corners with decreasing radii, Michael brakes as he turns in, maximising slip angles at the front and wasting no time at all as he transfers longitudinal load to lateral load. And then, if the front end washes away, he magically uses the rear of the car to induce the angles he needs. Coulthard can do the former; Montoya and Hakkinen do the latter – but to a later apex, with less gradual transfers. JPM has a winter to perfect his medium-to-slow corner entries. Only Michael currently covers every eventuality. Sometimes, it is difficult to believe that he controls that thing with just two arms and legs.

We also saw another side of Michael in '01. A man with strong moral ethics and sensitivity, Michael did not feel the need to race in the wake of September 11. Unlike Tiger Woods, Michael honoured his obligations and performed for the fans who had paid to see him. It was at once perhaps his weakest – and greatest – performance (see page 52).



## > What Michael Schumacher said



Another year, another F1 Racing award for Michael Schumacher

"It's been an extraordinary year. It was a pretty tough championship, though. I lived through a period when my morale took a knock, around Monza. But I had time to get back on form and was much better in Japan. I'd like to thank all your readers for this award."

## > What Rubens Barichello said

"There's no doubt about it: Michael is bloody good. He has no limit! Where he is different to other team-mates I've had is that he doesn't have off days. He always performs, and that's what makes him such a great driver. He works very hard and deserves all the success he has had."

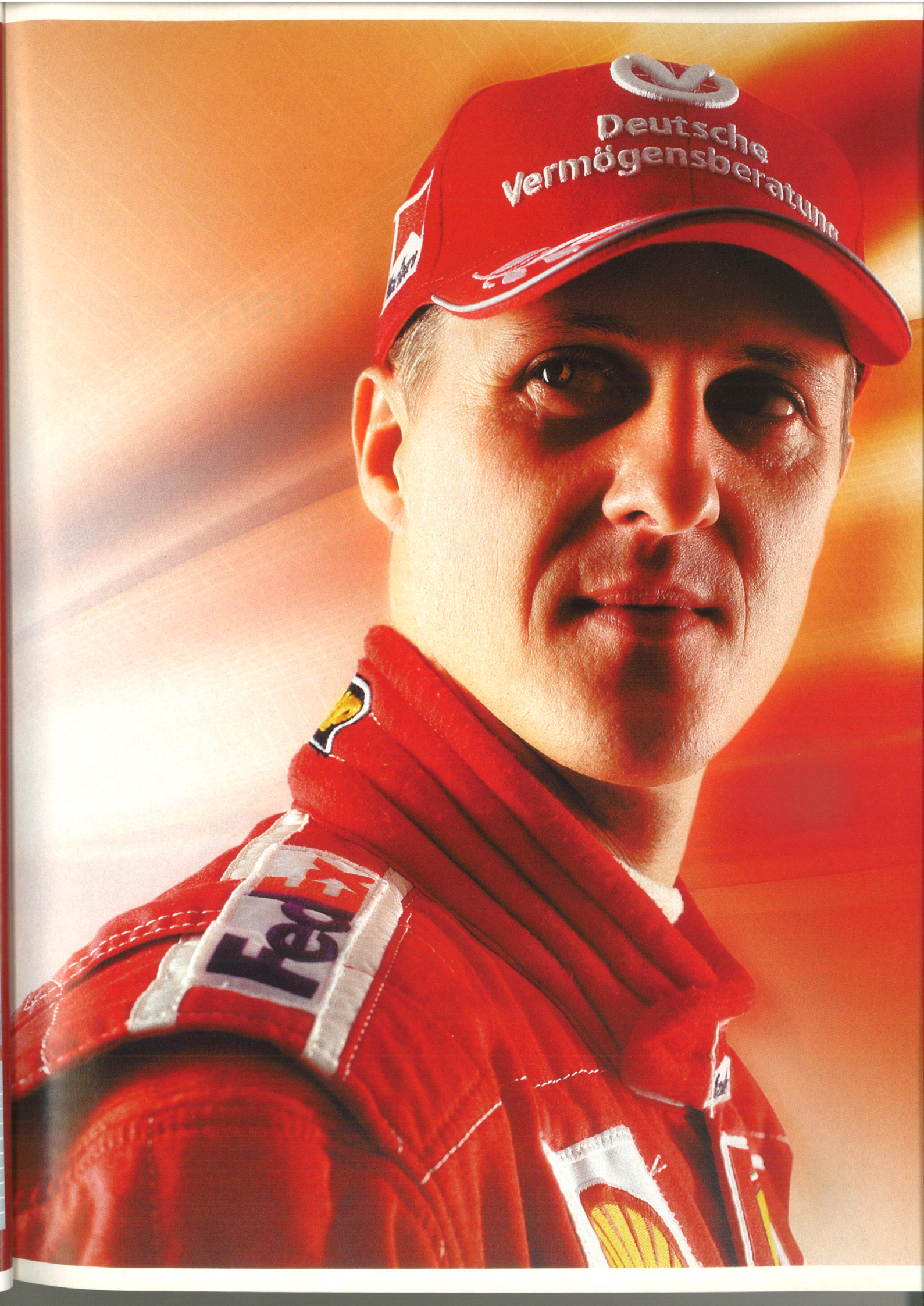
## > Last year's winner: Michael Schumacher

Such is Michael Schumacher's mastery of the machinery at his disposal (left), the opposition is often left floundering

## > How the voting went: worldwide, Michael was dominant; nationwide, the results were not so clear-cut

Michael Schumacher	53.49%
Juan Pablo Montoya	15.37%
Kimi Raikkonen	14.85%
Ralf Schumacher	9.44%
David Coulthard	4.28%
Giancarlo Fisichella	2.57%

It had to be Schumi really, didn't it? But once again each country told their own, unique, story. Germany rewarded JPM – Michael's nemesis for '02, trust us – third place and Kimi second. South America decided it was almost too close to call, with Michael second (42.99 per cent) to Juan Pablo's first (44.96 per cent).





# Personality of the year

JPM is, of course, a racing genius – a man for whom the ragged edge is a comfy habitat. But he's also uncomplicated, friendly, edge-free, *nice*. No wonder you like him

Words by Stuart Codling; portrait by Rip; inset photographs by Clive Rose/LAT & Clive Mason/Allsport

**R**elaxed, unintimidated – insouciant, even. In his debut year Juan Pablo Montoya conspicuously failed to assume the standard-issue Formula 1 driver deportment. Apparently, Jacques Villeneuve thinks he's arrogant. But you, the *F1 Racing* reader, obviously don't: you named JPM as our Personality of the Year, and by a not-inconsequential margin.

He's new to it, and that helps, but all the signs are that he will resist being assimilated into the F1 way of doing things. He submits

**'VILLENEUVE THINKS MONTOYA IS ARROGANT. BUT YOU, THE F1 RACING READER, VERY OBVIOUSLY DON'T'**

to the demands of team and sponsor promotional activities with good grace.

He is highly visible in the paddock, 'hanging out' like Eddie Irvine, and he doesn't use sunglasses to avoid having

to acknowledge people. A lot of drivers, dedicated to the task of not talking to anybody they don't particularly want to talk to, skulk about in the inner sanctum of the team truck; JPM is happy to sit reading emails on his laptop while journalists and guests breakfast at the next table.

And, when the Williams-BMW breaks, as race cars do, JPM deals with it. If there are post-race histrionics, we are not party to them. He may go home and kick the cat for all we know but, where it counts, he is the personification of calm. Compare and contrast that with his team-mate's spectacular dummy-ejection following the problems with the restart at Spa (among many other occasions).

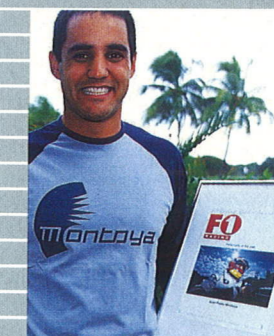
Juan has slimmed down a bit – the paddock wags had him down for a bit of a fatso earlier in the year – but he's still more stocky than jockey. He doesn't believe in dieting, he says. Has it slowed him down? Of course not.

Montoya 2001 is a man totally at ease with himself, his talent, and the world. And he's not won the championship yet. Onward and upward, JPM – but don't ever change.



JPM is the archetypal Frank Williams driver: tough, combative, uncomplicated... and seriously quick. He's far more popular with the team than Ralf is

## > What Juan Pablo said



JPM shows off what will become but one of many F1 baubles

"This means I'm a nice guy, right? Oh good! Any award that is given to me by the readers of a magazine means a lot because it's the people – the fans – who have voted for me and it means I'm obviously doing something right! I read *F1 Racing* every month and like what you guys do. So thanks for the award – and the great picture!"

## > What Gerhard Berger said

MOTORSPORT DIRECTOR, BMW

"You cannot make your personality – you're born with it. Juan Pablo was definitely born with a good one. But being a personality in F1 isn't enough. If you have success and are a personality as well, that's the mix you need.

"Juan proved very early on that he doesn't respect other drivers and, in the latter half of the season, he has certainly proved himself.

"What he did at Suzuka, where he qualified ahead of Ralf [Schumacher] on his first visit to a very difficult track, was proof to me that he has what it takes to get the job done. All he needs now is the right engineers."

## > Last year's winner: not awarded

## > How the voting went: victory for F1's latest megastar-in-the-making. Nice guys don't make it, right? Wrong!

Juan Pablo Montoya	50.15%
Eddie Irvine	19.91%
Niki Lauda	10.88%
Bernie Ecclestone	10.67%
Eddie Jordan	8.39%

Formula 1 is now so corporate, so professional, that drivers' personalities are now often buried by the demands and strictures of PR and marketing bods. When they do venture 'off message', it's usually to deliver a petulant complaint about a team-mate, a rival or the price of Learjets. Montoya is different. And that's why he got more than half the votes in the 'good guy' category.

# Man of the year

Total commitment, matchless focus, meticulous training, breathtaking speed: there's only one Michael Schumacher, and this year he was untouchable. No wonder you voted him *the man*

Words by Matt Bishop; Portrait by Rip.dbox; inset by Lorenzo Bellanca/LAT

As expected, no-one else came close – because, indubitably, Michael Schumacher was *the man* of 2001. He won the world championship; he won nine grands prix; when he didn't win, he usually finished second. As a result, he became champion at the Hungaroring, with four races to go – but, in truth, other drivers' chances had been of the 'mathematical possibility only' variety from as early as, say, Magny-Cours.

So it was that this year's world championship seemed to be a different animal from its recent predecessors. In '94, '96, '97, '98 and '99 it had gone down

**'THERE COULD HAVE BEEN NO OTHER CANDIDATE, SO UNCHALLENGED IS HIS STATUS AS F1'S NUMERO UNO'**

to the wire, as we headline writers were wont to scream of it, while in '95 and '00 it had been settled with but one race to go. In each of those seasons the contest had been a real nail-biter, an edge-of-the-seat battle between two driven men.

In every year except '96 and '99 (when he broke a leg at Silverstone and therefore missed a bunch of vital midseason grands prix) Michael had been one of those two finalists. His foes in these epic contests – Damon Hill ('94, '95), Jacques Villeneuve

('97) and Mika Hakkinen ('98, '00) – were, for various reasons, absent from the title chase this year.

Hill, of course, had retired, having hung up his helmet to work for *F1 Racing* instead (see page 82); Villeneuve was lucky to see Schumacher once a race (when lapped); sometimes he saw him twice (when lapped twice); sometimes his BAR didn't last that long. Hakkinen? He won twice – but that was it, really. He suffered appalling luck, particularly early on, and never got any points-scoring momentum going.

Michael's championship 'rivals', then, were his brother, his team-mate and David Coulthard. No contest.

But it wasn't only the championship that seemed to be a different animal this year – for, as a result of the ease with which he won it, perhaps, so did Michael. Gone was the dangerous zigzagging off the startline. Gone, too, was the press-conference carping about other drivers' on-track behaviour. Instead, as we saw at Monza – when some drivers had been spooked by the then very recent terrorist attacks on New York, followed by the ghastly accident that befell poor Alex Zanardi just days later – he took it upon himself to act as their leader, to represent their views to the powers-that-were.

There could have been no other candidate, so unchallenged is his status as F1's current *numero uno*. Over the next three seasons he may well carve in stone his position as the greatest driver in the history of the sport.

## > What Michael Schumacher said



In the voting, as on the racetrack, no-one else came close to Michael

"This year has been my best so far. I'm delighted to be *F1 Racing's* readers' Man of the Year for the second time in a row. It means a lot. My first years at Ferrari have been tough, but we'll now begin to see the results of all the hard work. We'll still be at the top in 2002."

## > What Willi Weber said

MICHAEL SCHUMACHER'S MANAGER

"The amazing thing about Michael is his total consistency. He concentrates so hard. He's so focused on winning. Even after 10 years at the top, he still works flat-out, 100 per cent. He has so much energy – he still trains so hard, he still tests so meticulously, he still spends so much time with his engineers. He never stops. That's one of the reasons the Ferrari is so good – because Michael works so hard to make it like that. You know, for years people have been telling me that Michael would become slower as he got older, as his family began to take up more of his time. But the opposite has been the case. This year he's been stronger and quicker and better than ever. He's incredible."

## > Last year's winner: Michael Schumacher

## > How the voting went: even the new boy from Colombia could do nothing about Schumi's steamroller vote

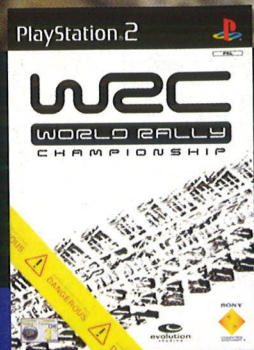
Michael Schumacher	65.78%
Juan Pablo Montoya	12.26%
Ralf Schumacher	9.66%
David Coulthard	4.59%
Ross Brawn	4.95%
Patrick Head	2.76%

Montoya's charisma may have swung most of you in his favour on the personality front (see page 50), but who'd have bet against Michael Schumacher taking his second successive Man of the Year? Interestingly, Schumi attracted a bigger share of the vote in Italy than he did at home – 57.53 per cent plumped for him in Germany, 69.62 per cent in Ferrari's heartland.



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RUBENS: WHAT NEXT?

## Living in Schumi's shadow

After two years at Ferrari, Rubens Barrichello has won only one grand prix. His new contract is for 2002 only. So how will he fare in his make-or-break season? Matt Bishop predicts a decidedly rocky ride

**Y**our 21st century Formula 1 driver may not always talk the talk, but he'll almost certainly walk the walk. An ideal chat show guest he may not be, but watch him enter the paddock on dress-down Thursday (when the wearing of sponsor-plugging team apparel is not a contractual obligation), and his brisk but loose-limbed swagger, head held high to avoid eye-to-eye contact

with anyone who might delay his progress towards his air-conditioned motorhome sanctum, would not look out of place on a Milan catwalk. His dress code – Euro-dude at leisure – is also an F1 staple.

A genuinely friendly man, Rubens Barrichello is an exception to this rule. Swagger? Hardly. Rubens waddles about, beaming at everyone, stopping to hug even people he barely knows. Clobber?

Baggy cords, comfy cardie – we're talking about an almost Homer Simpson-esque fashion sense here. In motorsporting terms he looks like a proud dad who has come to watch his 13-year-old son race karts at Buckmore Park. What he does *not* look like is a Ferrari F1 driver. But, at least for one more year, that's what he'll be.

Just one more year? Probably, yes, sorry. I'll explain. ▶

At Indianapolis this year (below) Rubens drove one of the best races of his Ferrari career. But usually Schumi has made him look average



'ALTHOUGH BARRICHELLO'S NATURAL SPEED IS UNQUESTIONABLE, HIS TEMPERAMENT LETS HIM DOWN'

## RUBENS: WHAT NEXT?

When, in early summer, Ferrari team principal Jean Todt announced an unchanged driver line-up for 2002, the difference in the duration of his two men's contracts was marked: three years for Michael Schumacher, one for Barrichello. The message was clear. Todt was on the look-out for a potential Schumi replacement to learn at the great man's knee throughout '03 and '04. If, by (say) August '02, he had failed to woo a suitable candidate for '03, he could always re-sign Rubens for another year. But if he were to land one before then, there would be no contractual hassles to prevent his giving Rubens the heave-ho at the end of '02.

In Kimi Raikkonen, Todt thought he'd already found the ideal candidate this year (as revealed exclusively in the August '01 edition of *F1 Racing*). Let Kimi stay with Sauber in '02, went Todt's theory, then we'll bring him to Ferrari to drive alongside Michael in '03. If he's as mega as he seems to be, our problems will be solved. If he isn't, we've still got '03 in which to find someone to try out in '04 alongside the six-time world champion (or whatever Michael will be by then).

Of course, Ron Dennis has now scuppered that little stratagem – at Monza we learned that Raikkonen had been signed to a multi-year McLaren deal, starting next season. Rubens must have breathed a bit more easily about his '03 Ferrari prospects when he heard of Dennis's coup. But is Barrichello safe? Probably not, no. What Todt wants, and what he is now ever more fervently on the look-out for, is a potential Schumi replacement. Rubens, by contrast, is the devil he knows to be no such thing.

So just how good is Rubens – Barrichello? Bear with me, if you will,

while I retrace the key points of his F1 history (it's illuminating stuff). After a patchy start at Jordan from '93 to '96, he finally began to attract that all-important 'coming man' cachet when he joined Jackie Stewart's brand new team in '97. He outclassed his much-hyped young team-mate Jan Magnussen that year (qualifying went 15-two in Rubens' favour) and scored a magnificent second place to the Schumacher-driven Ferrari on the streaming-wet streets of Monte Carlo.

In '98 his supremacy at Stewart was even more absolute than it had been the previous year. By France, by which time Rubens had outqualified Jan seven-til, Jackie had lost patience with the wretched Dane, replacing him with the experienced Jos Verstappen. But Rubens' confidence was soaring, and over the remaining nine grands prix he was the faster-qualifying Stewart driver no fewer than eight times.

But it was in '99, his seventh season in F1, that Rubens finally became a star. In Melbourne he qualified fourth and finished fifth. In São Paulo, spurred on by the thunderous vocal support of tens of thousands of his countrymen, he qualified third. On Sunday he led the race until the first pitstops, after which engine failure ended his run. At Magny-Cours he took the pole and led much of the race, eventually finishing third. That year his Stewart team-mate was Johnny Herbert, a proven grand prix winner with Benetton. Yet qualifying went 13-three in Rubens' favour.

One summer evening that year I had dinner with Eghbal Hamidy in London. Now Jordan's technical director, Eghbal was then 'between jobs'. He had worked at Williams in the aerodynamic department throughout the early and mid-'90s, before being hired by Stewart to head up their

## 'HE'S DRIVEN 34 GPs ALONGSIDE MICHAEL – THE COMPARATIVE STATS MAKE DISMAL READING'

aero operation – a position he held from '97 to '98. A highly intelligent, thoughtful and articulate man, Eghbal is also a true racing enthusiast. "The single most exciting thing I have experienced in my F1 career," said Eghbal, a man who had leaned over many a pitwall to cheer home the Williams victories of such as Nigel Mansell, Alain Prost, Damon Hill and Jacques Villeneuve, "is watching the sector-time monitors in the pit garage when Rubens is on a hot qualifying lap. Fantastic!" Even JYS, a man not known for heaping praise on any driver other than Jim Clark (and, possibly, himself), was heard waxing the Scottish version of lyrical about Rubens' in-cockpit smoothness of input on more than one occasion that year.

Which, as testimonials go, is about as good as it gets. But, of course, it's only half the story. Because, although Rubens' natural speed is unquestionable, his temperament lets him down. If, on Thursday afternoon, he's usually the happiest man in the paddock, by Saturday afternoon he's often palpably the glummiest.

An example: in '99 Stewart's (Ford-appointed) PR boss was my good friend Gavin Green (now of Land Rover). At the A1-Ring Gavin invited me to watch qualifying from within the team's garage. Both SF3s were going well, but early in the session it was Herbert who found a set-up first. By this time (late July), remember, ►

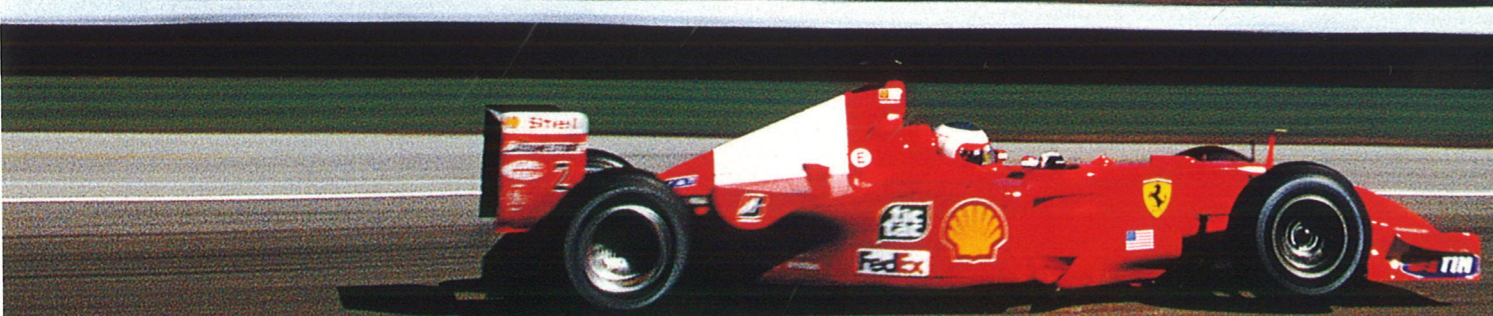
Rubens' car has been less reliable than Michael's this year. At Indy (below) he was one of the stars of the race until his Ferrari failed him



(Left) Ferrari can easily run two fully competitive cars. But one side of the garage always takes priority. And it's not Rubens'

(Below left) The podium smile hides Rubens' anger at being ordered to let Michael through to second in Austria '01

(Below) Once Michael's fourth title was clinched, Ferrari's strict team orders were relaxed



## RUBENS: WHAT NEXT?

Barrichello had become almost part of the Stewart family – yet here he was, chucking things about, yelling, stamping, saying it wasn't fair. It was an excruciating and most unedifying thing to watch, as Gav shifted from foot to foot uncomfortably beside me, wondering what I was going to write. In the end Rubens produced one brilliant, *banzai* lap, and qualified fifth – ahead of Herbert, as usual. Even so, he remained miserable all afternoon.

That autumn one of the subjects of keenest debate within the *F1 Racing* editorial office was whether or not Rubens would hack it at Ferrari in '00. Clearly, he had sufficient talent. Undoubtedly, he didn't lack for experience. But would he whinge too much? And, if so, would his head go down, as football managers put it, as a result? Those were the questions.

Two years later he has now driven 34 races alongside the world's best driver, and the comparative stats make dismal reading for Barrichello fans. Qualifying – arguably Rubens' forte – has gone 31-three in Michael's favour. Race wins? Eighteen-one. For pity's sake (literally), I won't go on.

Why has this occurred? First, let's put on record that Michael Schumacher has

outclassed every team-mate he has ever had. But, more than that, he has ruined their careers. Think about it: no man has ever managed to use experience gained alongside Schumi to leverage himself a seriously competitive drive elsewhere.

Is this because Schumacher psychs his team-mates out with Ayrton Senna-like ruthlessness? Probably, in part, yes. But it's also because he is somehow able to insist that the entire Ferrari team (and the Benetton team before it, for that matter) is orientated towards his half of the garage at the expense of the other. It's not an equipment thing – Ferrari's operational infrastructure is, *par excellence*, clearly up to the task of prepping two competitive cars for every race. No, it's a policy thing. The team's fortnightly goal is to earn Michael 10 points. And everyone – including his team-mate – is expected to work diligently, devotedly, continually and unquestioningly towards that goal.

Had Raikkonen refused McLaren's offer in order to hold out for Ferrari's, his terms of employment would have been no different from those under which Barrichello is currently constrained. But Kimi is a super-ambitious 21-year-old hotshoe whose confidence in his own genius is so monumental as to appear, paradoxically, almost casual; as such, he rejected Ferrari's offer on the grounds that he wasn't prepared to be anyone's number-two – not even Michael's.

That's the received wisdom, anyway. But the truth – the whole truth and nothing but the truth – may well be more complex. Perhaps, in fact, Michael played his own

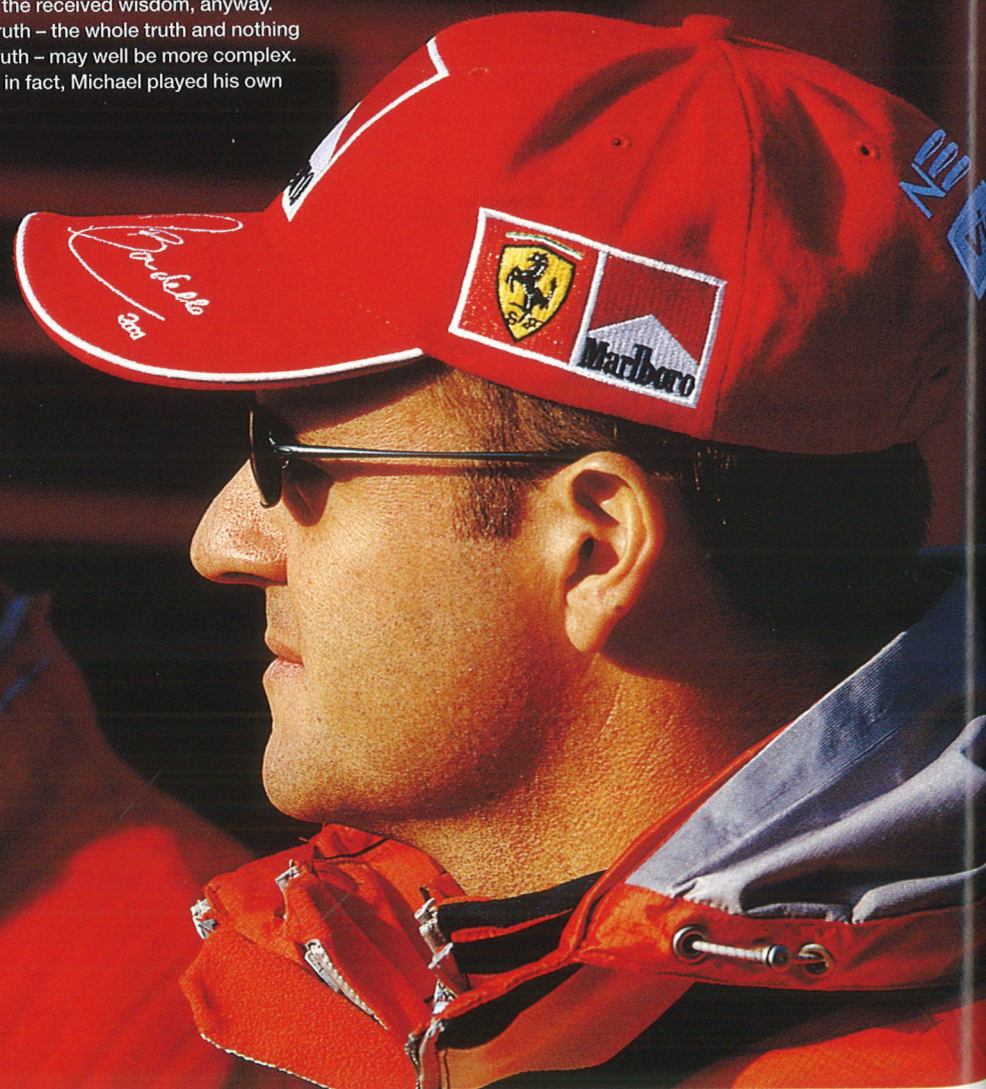
part in scuppering Raikkonen's Ferrari deal, for fear of being upstaged in the autumn of his career. And if that's the case – if, in fact, it has always been the case, and if therefore the team-mates Ferrari have provided for their megastar have always been Michael-approved ones – then it follows axiomatically that Michael's approval has only been and will only be bestowed on drivers whose ability is not sufficient, in his opinion, to undermine his dominion over the Scuderia.

Schumacher has had two team-mates at Ferrari: Barrichello and, before him, Eddie Irvine. When, in late '95, Irvine's appointment was announced, it came as a major surprise to almost everyone. He had started only 31 grands prix, after all, and had scored just 17 points. Was he really good enough?

Perhaps the question should have been: was he ever *required to be* good enough? Whatever, from '96 to '99, he was duly outclassed. Predictably, Michael always professed himself well satisfied with Eddie's performance. Yet it's notable that the four main supporting stars of the Schumacher era – Hill, Villeneuve, Mika Hakkinen and David Coulthard – have never been the targets of serious or ▶

Unlike Michael, Rubens has only a one-year deal for '02. Ferrari boss Jean Todt (below left) is looking for a new talent to learn at Schumi's knee

'FERRARI'S FORTNIGHTLY GOAL IS TO EARN SCHUMACHER 10 POINTS. IT'S A POLICY THING'



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RUBENS: WHAT NEXT??



**'RUBENS ASKED RON DENNIS FOR A McLAREN DRIVE IN '02. DENNIS'S ANSWER WAS NON-COMMITTAL'**

prolonged approaches from Maranello. Can we then conclude that Michael carefully appraised Rubens' pre-'00 form, and drew from his research the conclusion that his putative team-mate's ability was of a 'non-threatening' order? We may never know, so impermeable is Schumacher's inner circle. But, if he did, he was one of very few people who rated Barrichello so low. Indeed, in early '00, Rubens had clearly been led to believe that he was going to be given a fair crack at racing Michael on level terms; certainly, everything he did or said at that time bespoke his bullishness about his chances of playing a far more serious role at Ferrari than Irvine had ever been allowed to.

But it hasn't happened, has it? OK, there have been flashes of brilliance – among which his sole win, Hockenheim '00, shines by far the brightest – but there have also been days when he has looked to be on an entirely different planet from Michael, performance-wise. And he has been moody. In Austria this year, for instance, he drove very well. Late in the race he was running second behind Coulthard, with Michael third. When Todt asked him to move over for his number-one, for the sake of the championship, he eventually complied (but this was not, in truth, an act of selflessness: he would have been well aware that, had he refused, he would surely have been sacked at the end of the year).

Foolishly, he then sulked during the post-race press conference, squandering a heaven-sent opportunity to milk the inside-Ferrari PR benefit of having prioritised the team's interests over his own. His public pouting also prevented him from optimising the wider-world PR buzz of having not only outdriven Michael for once but also having let the great man benefit from his, Rubens', magnanimity. In terms of Maranello politics, it was an error

that Irvine would never have made. Worse was to come. Immediately after the press conference Rubens sidled up to Dennis in a quiet corner of the paddock and was overheard by a senior British journalist asking the McLaren boss if there were any chance of a drive in '02. Typically, it wasn't a conversation Ron was keen to conduct in public, and his answer was a brief and non-committal one. However, although at that time Dennis already knew that Hakkinen was not intending to race next year, there is no evidence to suggest that as a result of Rubens' impromptu approach either he or his manager, Fred Della Noce, subsequently received a phone call from the direction of Woking.

So: what next for Rubens Barrichello? At the level at which he would wish to continue to compete, most deals are finalised by midsummer. Next year, therefore, he faces the unenviable task of having to demonstrate in half a dozen races that he has the ability to conquer his vertigo at F1's headiest heights. And he must do it in Michael's team, on Michael's terms. Now surpassed in terms of 'coming man' cachet by not only Raikkonen and Juan Pablo Montoya but also by the likes of Nick Heidfeld and even Fernando Alonso, he will struggle. And he will whinge.

Will he make it? He'll try. But, as Homer Simpson once said, trying is just the first step to failure. **1**

(Main) At Monza Rubens outqualified Michael for the first time in more than a year. He's still close to JYS (above left), for whom he drove from '97 to '99

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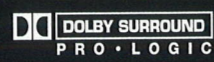


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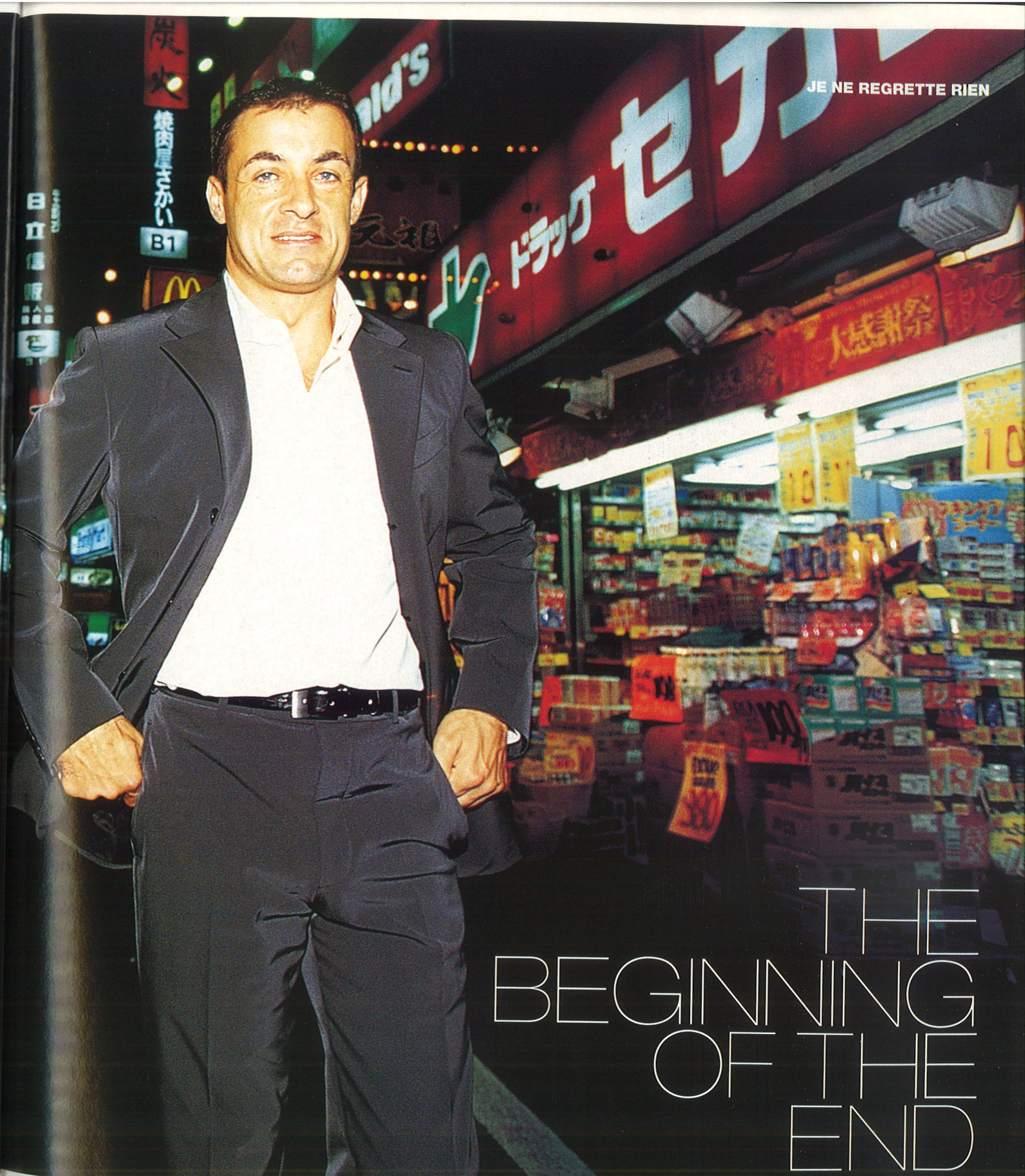
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BEGINNING  
OF THE  
END

Throughout the lead-up to Jean Alesi's 201st and final grand prix, *F1 Racing* was by his side. While he went about his last ever promo gigs, only we and his closest family knew for sure about his decision to retire. This, then, is the story of those last few pre-Suzuka days

Words by Stéphane Samson; photographs by Lorenzo Bellanca/LAT



The rain clouds have been wringing themselves out over Shibuya, the trendy area of Tokyo, since early morning. An army of umbrellas do elbow-battle under the glare of an array of enormous *Blade Runner*-style neon signs. It's just gone 2.00pm, but it feels as if daylight has long since departed. At the Café de Flore, where eager Japanese waiters dash off almost French-sounding *s'il vous plaît*s and *mercis*, Jean Alesi orders his third espresso.

"I didn't sleep all night," he says. "Not a single minute. I flicked on CNN, tossed and turned, thought a lot. At one point I almost nodded off, but I woke up with a start and shouted as if I'd been stung by something."

In his khaki jacket, distressed 501s, Prada boots and military beret, Jean makes the most of the relative anonymity of the Tokyo crowds to let his passion for fashion hang out. He speaks with lots of gestures and jokes, as always. At the beginning of the meal he asks for news. To see him, you wouldn't think anything had changed. But for some hours now he's been another person altogether.

Yesterday night, 6,000 miles from home, in a hotel room with wide picture windows looking out over the enormous Kokuritsu Yoyogi National Stadium, and with a deathly feeling inside, he made a decision that he cannot now go back on. What with the time difference and a telecommunications system that knocks out European mobiles, almost no-one knows that the Japanese Grand Prix in six days' time will be the last in his career. As Jean tells me the news, he looks deep into his cup... as though he hardly believes it himself.

"Eddie Jordan called me in the evening. It must have been lunchtime at the factory. 'Jean, I've got horrible news for you,' he said. I knew what was coming straight away."

Jean fumbles the café's card nervously: 96 Boulevard Saint-Germain, Paris. A bit surreal. Behind a glass door at the other end of the room, there's a family wedding party. The karaoke is, gradually, getting louder.

"I've rung my parents and my brother to let them know," he says over the hubbub, "and that's it. I'm not allowed to say anything else until Jordan announce that they've signed Takuma Sato. Maybe tomorrow, or the day after. Who knows?" The blow is hard.

"Come on, let's go and do some shopping," he finally says, as if wanting to relieve me of my embarrassment. He leaves 1,000 Yen on the table and gets up brusquely. A bit groggy, I gulp my cola down in one and put the slight dizziness I'm feeling down to jet lag.

For the next 48 hours Jean will have to conceal the details of his decision and smile,



'AS JEAN TELLS ME THE NEWS, HE LOOKS DEEP INTO HIS CUP, AS IF HE HARDLY BELIEVES IT HIMSELF'

shake hands, do promotional work and give interviews. Alone. Kumiko, his wife, is on a photoshoot for a few days. Giuliano, the youngest of his children, is with his grandparents back in Avignon. Hélène, aged five, is getting some Japanese practice in at her grandmother's place in Tokyo.

We get onto Omotesando Dori, a famous street full of chic shops, and put up the one umbrella we have between us. I resist the temptation to strike up conversation about retirement – deciding that if Jean wants to talk about it, he'll make the first move. And he does this almost immediately.

"I'm not angry," he says, looking at some trainers in a shop window. "Just a bit... sad."

He had anticipated that disappointment could be on the cards at Jordan, but he'd made it clear that this team was his priority. "I still don't regret the choice I made," he says. "Signing with Jordan mid-season was a risk, but one I took happily."

Jean had lost his verve and love of driving at Prost, as others had before him. At Jordan, he was a driver transformed, skipping and bouncing from one briefing to another, bringing new spirit to the whole team.

"I found that desire to fight for leading positions again. I'd rather drive five races in these conditions than two seasons at the back of the grid." But wouldn't staying at Prost have guaranteed him another season?

"Hmmm, I'm not sure," he muses. "If I'd stayed with them, nothing much would have changed – apart from ending my career on a sour note, out in the wilderness, embroiled in controversy. Not a good way to go."

Now we know that he'd at least considered retiring this season – which, at 37, is fair enough. But he didn't want to admit the possibility. He leans over some peculiar cowhide T-shirts that seem to be doing a roaring trade and asks, "Do you understand Japanese fashion? Sometimes I can't."

We spend the afternoon examining every boutique on the street. Jean buys a dozen pairs of black socks. "I always forget to pack something," he says. We go back to Jean's hotel – a plain, discreet set of top-range apartments in the Harajuku district.

"I don't feel like working out today," he says as we get out of the lift. "I'll put the sauna on and see how I feel afterwards." He goes into the room, switches on the TV, and flings himself onto the huge beige sofa.

Was retirement inevitable? The question is a bit of a silly one, but I have to ask it.

"Yes," he answers. "I didn't fancy seeing myself at the bottom of the grid just for the sake of being in F1. It really was time to go."

There could have been a chance with Arrows. He had received calls from them this season. Tom Walkinshaw, who seems to have lost sponsors Chello and Eurobet, would have welcomed Jean with open arms... as long as he turned up at Leaffield with a personal sponsor and \$10 million or so.

"I'm past the age now for all that crap," he says, playing distractedly with the TV remote.

Jean isn't completely distraught. It's plain to see that there's an acute pain constantly gnawing away at him, but he tries to remain philosophical. Eyes sometimes looking into space, he strikes up conversation and says, full of sincerity, "I'll never get used to it."

He has had 13 years in F1. Head down. No looking in the rear-view mirror. Now he feels as though he's on the edge of a void.

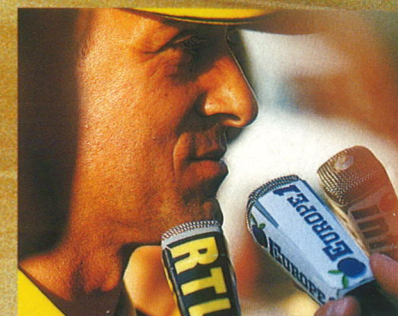
"If I'd had the time to prepare myself mentally for this, if I'd announced my retirement in Melbourne, for example, I could have got used to the idea. But now it's all going to be over in a couple of days, just like that, all of a sudden. I must find something to occupy myself with. Spending my time at home and taking the kids to school every morning isn't enough for me."

Stopping racing in itself isn't the problem, but doing it... well, next week, is. The day ends with another realisation.

"I won't have a moment's peace at Suzuka. All the cameras will be on me. The journalists will ask me the same questions. I can already hear them asking me why I didn't sign for Williams in 1991, and it will be impossible to tell them exactly what happened."

We part company at 7.00pm. Jean has arranged to meet Kumiko for a one-to-one sushi supper. The rain starts again.

The next day's schedule is packed. Mid-morning, Jean, Mario Miyakawa (his manager) and I meet up at Les Bacchanales, a French bistro "that make the best baguette in Tokyo". Jean seems a bit better. "I slept a bit," he explains. Dressed in a pristine suit, without ▶



Once the news was out, Jean had to face the world's press (top). Those last few races for Jordan helped him rediscover his passion for the sport (above), but his final outing was cut short (below)



DARRIN HEATH; STEVEN TEEJ/LAT; MARTIN ELFORD/LAT

## JE NE REGRETTE RIEN

a tie, he prepares to face a few Japanese journalists. We're stuck in traffic for almost half an hour before we arrive at the unpretentious building that is home to Luxottica. Ray-Ban is one of Jean's sponsors and here, on the ninth floor, he will be interviewed by *Mono* and *GQ Japan*. Subtly, in the corner of the room, Mario unfolds a draft communiqué sent by Jordan - which, in turn, will be sent to editorial offices around the world in the course of the day.

Jean examines it closely for a good few minutes, understanding ever more clearly the reality of the

situation. He isn't angry with anyone. He doesn't even seem to hold this sudden end to his career against Eddie Jordan. Jean, like everyone else, has heard the rumours that Sato's signing will be accompanied by a fat cheque from Honda and an exclusive engine contract for '03.

"I'm certain about one thing," he says, "that my performance has left nothing to be desired. Eddie has told me on more than one occasion that he was really pleased with what I've done at the wheel of the EJ11."

And, in his opinion, a Fisichella-Alesi partnership in '02 would have

scored more points than the Fisi-Sato duo will. But F1 has its own logic. Jean has got used to that and wouldn't dream of bringing up common sense once contracts come into the equation. He gives interviews willingly, without talking about the future, and then gets on with his day.

Some of the many jobs pencilled in are a stop at an exclusive distributor of his Côtes du Rhône, Le Clos de l'Hermitage, and dinner at Amici, his Japanese restaurant, with his fan club. Here again, he drops no hints. Jean keeps his decision to himself and plays his role perfectly. ▶

With 24 hours to kill before announcing his retirement, Jean stops off for sustenance. He's crazy about sushi: raw prawns are a favourite



### > Jean Alesi: career stats

Not a colossal points haul - but it ain't what you do, it's the way that you do it

Debut	France '89	Fourths	11
Starts	201	Fifths	15
Poles	2	Sixths	12
Wins	1	Fastest laps	4
Seconds	16	Best championship result	'97 (third equal)
Thirds	15	Total championship points	241

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JE NE REGRETTE RIEN



Jean is a red wine aficionado – and he produces his own brand back in Avignon, most of which is sold in Japan (above). He's a big star over there, but the Japanese are quite reserved... usually (below)



"Eddie and I still need to talk," he says in an aside. "He wants me to play some part in the team, which I'm not against."

Jean alternates between having quiet moments and spurts of energy. But every car trip he takes, every little lull in activity, gives him another chance to think. It's obvious when you know.

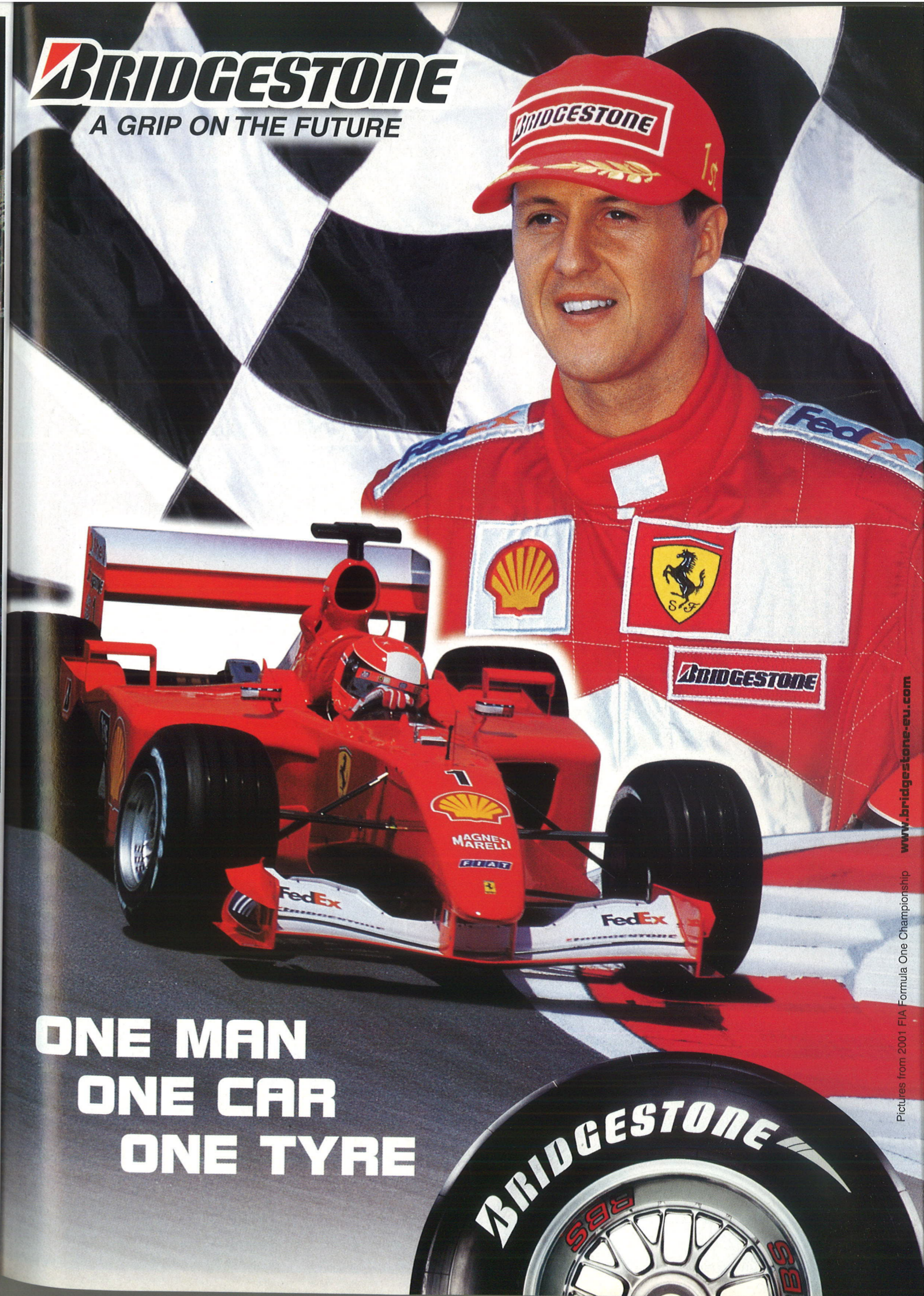
When he arrives at the New Otani Hotel the following day to take part in the annual Bridgestone Tokyo conference, Jean knows he's about to reveal his secret. He'll do it his way: not by producing some press release or calling a press conference.

No, he'll announce the news simply, in his answers to the questions. That's the point at which his decision will become reality. When all the faxes on the F1 planet are whirring in unison about Alesi and his 201 grands prix, about Jordan, Honda, Sato and retirement, then he'll know for sure that there is no going back and that his next race will be his last. Really.

Just three days earlier he was preparing to fight his fourteenth season in F1 with all the enthusiasm of his first day. **1**

'IT'S PLAIN TO SEE THERE'S AN ACUTE PAIN GNAWING AWAY AT HIM, BUT HE TRIES TO BE PHILOSOPHICAL'

**BRIDGESTONE**  
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ONE CAR  
ONE TYRE**

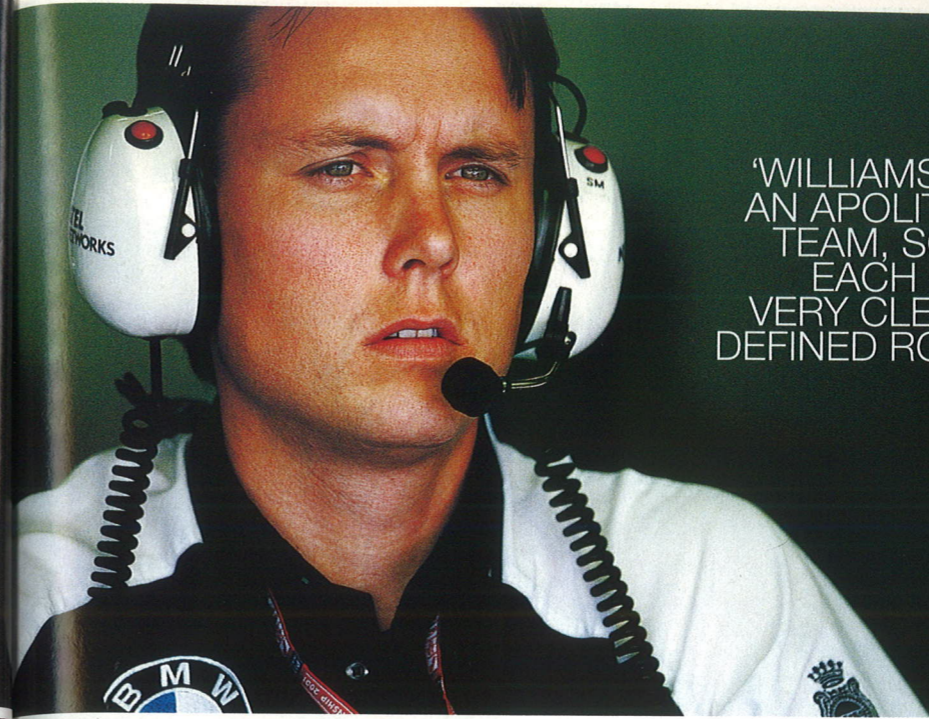


**< JAMES ROBINSON, BAR**

"My role extends through various different layers. During a race I'm in charge of the strategy of both cars, although I work closely with each of the race engineers on this. I also use my experience to help with the race engineering of each car. A large part of that is comparing the programmes between drivers – I'm the go-between, if you like.

"I also work with [team manager] Ron Meadows and [chief mechanic] Alistair Gibson to ensure that all the job lists are done and that the team are operating as a well-oiled machine.

"At the factory I don't get directly involved in the design of the car, but I do give feedback to the designers. I tell them where the car's weaknesses are so that they can work on them."



'WILLIAMS ARE AN APOLITICAL TEAM, SO WE EACH HAVE VERY CLEARLY DEFINED ROLES'

**POWER BROKERS**

**< SAM MICHAEL, WilliamsF1**

"I'm in charge of all operations with regard to racing and testing. So I look at where we test, what we test and how we attack each race weekend. I'm also responsible for feeding back to the design office any areas that we think are the right direction in terms of developing the car. Away from races, I'm also in touch with BMW on a daily basis to keep them fully informed of what's happening at our end and vice versa.

"Williams are a very apolitical team, so we each have our roles very clearly defined. It works."

# The middle men

This year the big teams invented a new tier of management, operating between the technical directors and the race engineers. So what do they do? Tom Clarkson explains

Photographs by Steven Tee/LAT & Charles Coates/LAT

Nothing stays still in Formula 1 – which means that if you're not going forwards, you're going backwards. Time was when the teams developed their cars over the winter, and raced them the rest of the time. These days the development is never-ending, 24-seven, 365.25 days a year.

As a result, technical workloads have increased exponentially. There are more parts to test, more data to puzzle over, and more engineers to manage. To cope with it, a new techy-bod has materialised

within the bigger teams, and he's usually termed 'chief race engineer' (though there are variations). His job is to oversee the smooth running of the cars when they're at a race (or a test) and to keep everyone at the track up-to-date technically.

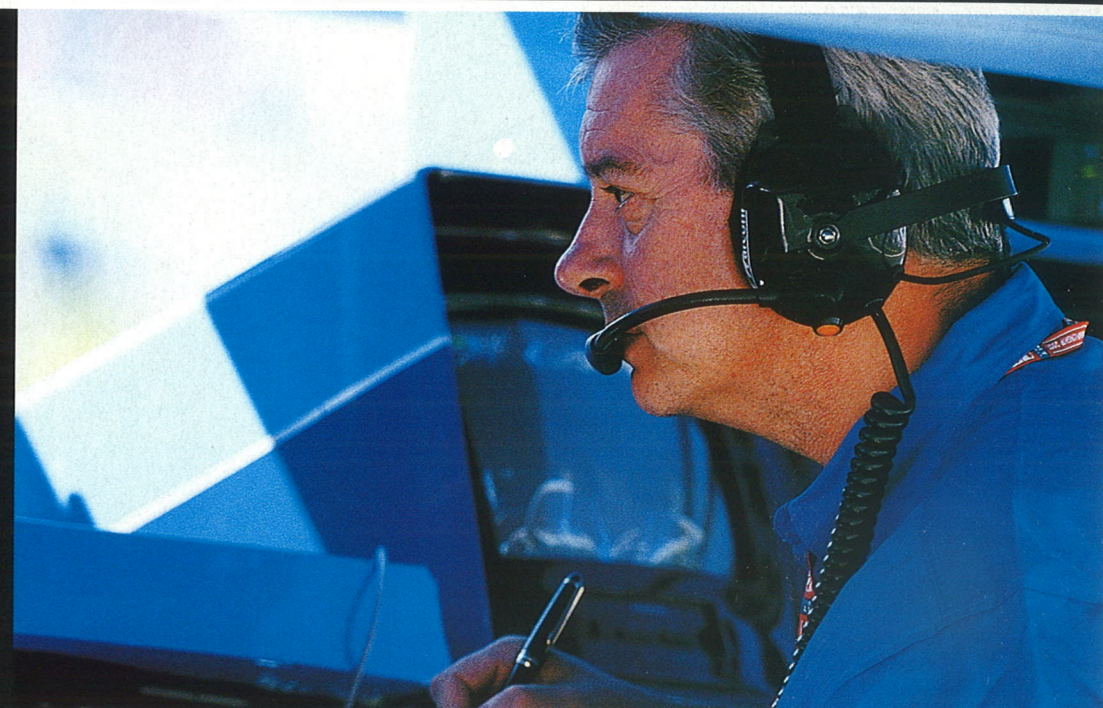
Predictably, Minardi & co cannot afford to employ one of these chaps. Indeed, the ability to do so is now one of the tell-tale signs of a 'have' (rather than a 'have-not') team. The haves? Ferrari, McLaren and Williams (natch) – plus Jaguar, Benetton and British American Racing.



**> PAT SYMONDS, Benetton**

"Now that [technical director] Mike Gascoyne is looking after the design and aerodynamics side of things, I look after the race side of things. My official title is Executive Director of Engineering, so it's a role that is quite far-reaching.

"Basically, I look after the different programmes for the cars at each race and test, and I still get involved in R&D back at the factory. I'm a bit of a troubleshooter, really. I hope to be able to stand back and utilise my experience and knowledge wherever it's needed."



**> IGNAZIO LUNETTA, Ferrari**

"I'm the link between R&D and what's going on at the track. Having been Michael's [Schumacher] race engineer in 1999, I was then given a more factory-based job where I work closely with the chief test team engineer, Luigi Mazzola. I only come to a few races a year now.

"Usually, Ferrari test something at the factory, then test it again at a circuit with Luigi's team, then race it. I co-ordinate all those different stages."

'FERRARI TEST SOMETHING AT THE FACTORY, THEN AGAIN ON A CIRCUIT, THEN RACE IT'



**^ MARK ELLIS, Jaguar**

"I'm responsible for the technical operation at races and tests. I plan the test programme, co-ordinate it with the race calendar, liaise with Michelin and Cosworth and so on. I'm the main communication link to other engineering teams at the factory, and also provide feedback to the design, aero and vehicle dynamics groups.

"At races I try to see the bigger picture. I spend a lot of time working with the race strategy engineer to ensure we get the right information to plan the strategy correctly to maximise our race potential.

"When I arrived at Jaguar I was told that my brief would be as wide as I wanted to make it – so I also work hard in all areas of our operation, trying to identify ways to enhance the quality and efficiency of our work, improving communication and so forth."

'AT McLAREN, IF YOU HAVE A GOOD IDEA, IT USUALLY BECOMES A REALITY'



**< PAT FRY, McLaren**

"Having race-engineered David [Coulthard] for four years, this broader role takes me away from the day-to-day headache of running one car. I can now focus more on development. You'd be surprised at how few people there are in the teams whose job it is to concentrate on trying to make the cars go quicker in the long-term, rather than maximising what you've got at any given race weekend.

"At a race I'm involved in several different areas: I compare what each of the drivers is doing and try to help solve problems that they might be having. Then there's the race strategy to sort out, and keeping the factory informed about what's going on at the track.

"McLaren are a great team – so, if you have a good idea, the money can usually be found to explore ways of making that idea become a reality."

DOWN AND OUT?

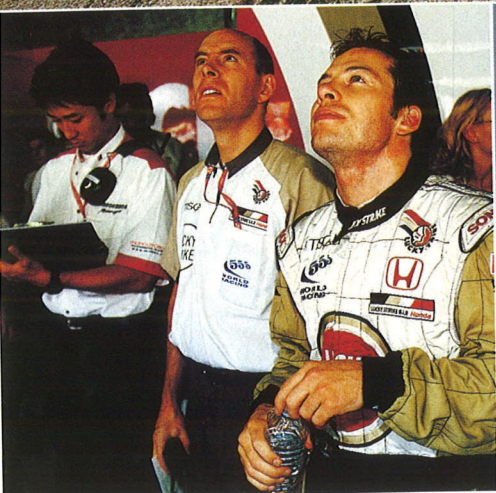


White-knuckle ride:  
JV has found that  
you don't always get  
out what you put in

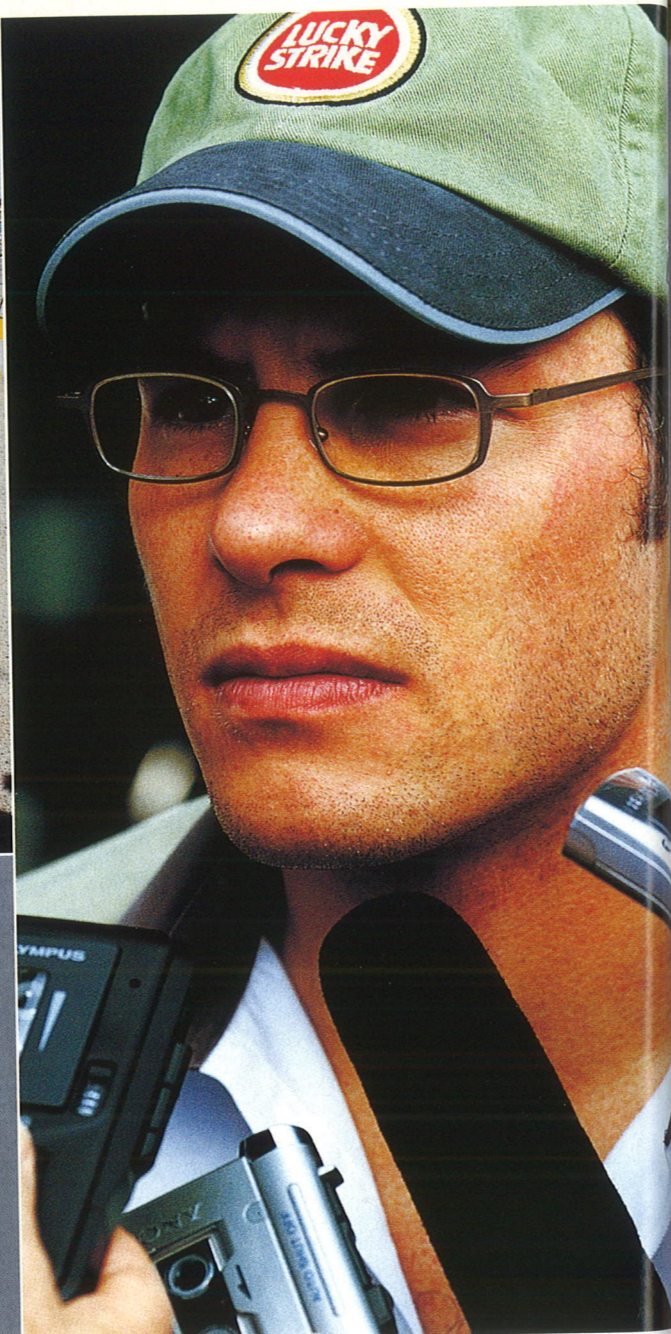
# The fallen idol

Scorned by the press, sidelined in the transfer market, muddling about at the back of the pack... does 1997 World Champion Jacques Villeneuve regret standing by BAR?

Interview by Stéphane Samson



(Clockwise, from left) Jacques with race engineer Jock Clear, whom he brought from Williams in '99; the BAR003 chassis is unresponsive to set-up changes; the media have begun to scorn JV publicly, but his forthright style means they still come back to feed at the soundbite trough



The silhouette hasn't changed. Nor has the walk. Hands shoved deep into pockets, head hunched into shoulders, overalls as loose as ever. Jacques Villeneuve is now part of the paddock 'establishment'. A sort of veteran. Talk to him, and the look with which he fixes you is as piercing as ever, too. The bursts of laughter, too, are just as surprising, contagious and astoundingly unexpected – as he points out the funny side of a situation, say, or cracks a (sometimes pretty schoolboy-ish) joke. When you're with Mr Villeneuve, you feel like you're at school – messing about in the corner of the classroom in the interval between history and double maths. Jacques' interests haven't changed at all. He is still as keen as ever on music – "I buy more CDs than I can possibly listen to; that's always been a problem with me" – and enthusiastically recommends you buy the latest Mark Seymour, Powderfinger or Manu Chao album. He can go on at great length about science fiction and is an avid reader of Piers Anthony, Margaret White, Tracey Hickman and Orson Scott Card –

"You have to read *Ender's Shadow*, the fifth volume of the *Ender* cycle; it's fab, not too long and really well paced." The spontaneity and blunt views are still there. He's not afraid to assert his point of view in drivers' briefings, which can cause friction with his *camarades*, as he showed at Monza. He's still not a member of the Grand Prix Drivers' Association. People used to enjoy and even respect that spikiness, remember? They said it was all a bit rock 'n' roll. But lately, the happy-go-lucky Villeneuve seems to have become a bit more morose. Maybe three years of BAR hell are what has caused it. Or six years in the paddock. Or the press, whose usual line these days is that the man they once heralded as a paragon of independence and eccentricity is now merely boring and banal. Which isn't to say that Jacques hasn't changed, because he has. He has given in to the typical Formula 1 driver tantrums and accoutrements, both of which he once used to condemn. He owns his own restaurant in the centre of Montreal and a boat that cost him several million dollars.

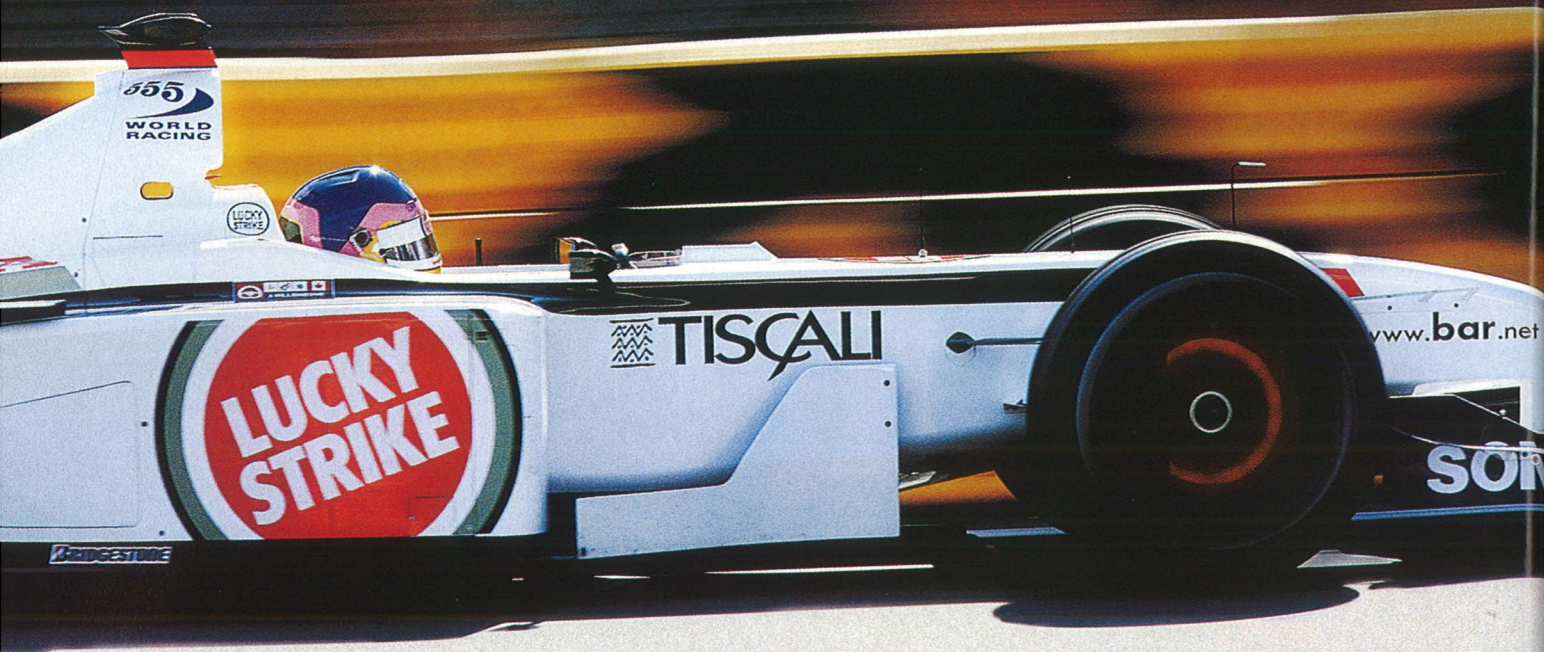
So, with all that, is he happy? "The last time I really enjoyed myself," he replies, "was... was... [long silence] er, this season has been too difficult for me to really be able to think about anything other than work." You see, contrary to all expectations when he signed with BAR at the end of 1998, Villeneuve has just blown a third season. All gone up in smoke. All the hopes that originated from the very real progress the team made last season have vanished as quickly as they had appeared. "As soon as I did the first winter tests in the BAR003, I knew this year was going to be very, very difficult," he says. And it got worse. Not only was the BAR003 not up to the task, but the team actually went backwards, race by race. By season's end, at Indianapolis and then at Suzuka, they were at the back. Obviously, '01 is a year BAR will want to forget. But its consequences could affect '02, as well. What worries JV is that his car suffered from a series of elusive problems the team still haven't been able to put their collective finger on. And which, as a result, could easily slip into the engineers' design

'INDIANAPOLIS COINCIDED WITH A FEW OBSERVERS BEGINNING TO QUESTION HIS MOTIVATION'

next year. Track tests are not allowed at the moment, so nothing but a painstaking examination of each part of the BAR003 at the factory will guarantee that the same defects won't infect the genes of the BAR004. "By the end of the season, we'd worked out that the main problem was coming from the rear," Jacques says. "But the thing is, the problem didn't seem to affect all the chassis. Two cars set-up in exactly the same way and driven successively by the same driver would give completely different results. And the difference was as much as 1.5 seconds per lap – no joke. Whether it was a fault in the design, assembly or manufacture, we have no idea. We just can't find out what was wrong."

Tight lines don't do it: Villeneuve still uses all the road, but the results haven't rewarded his efforts – at Silverstone (above) he finished only eighth

I got ripped to shreds," Villeneuve concludes. "Pretty hard." True, the press weren't easy on him. The target was too huge to miss. His coming and going between the pits and the team office to give his fiancée Ellie a quick hug didn't go unnoticed either. But the media weren't the only people who were out for JV's blood. The whole BAR structure wavered at Indy. "Some team members accused me of not trying, too," Villeneuve says. "That's pretty hard to take after three hugely effortful seasons – especially since, right from the start, BAR made a whole load of mistakes that the drivers covered up to protect the team. Like in Brazil this year..." "So, you know, it's pretty hard to understand how one race can cast doubt on three years' gruelling work – but, in some people's minds, clearly it can. "I think the team and some of our sponsors didn't appreciate my frank speaking in a few interviews I gave, to be honest. But then they shouldn't capitalise on my image and hate me for it afterwards, should they? "I'm not going to say we've had a great year just for the sake of saying the right thing. OK, I could be happy about my podiums at Barcelona and Hockenheim, the first two the team has ever had. But I'm not going to lie to myself. Those results were lucky. They didn't happen because we were quick but because a whole load of people retired. This year's results are not the ones I'd been promised." Tough talking, which many BAR men would prefer Jacques to have veneered in a protective sheen of marketing jargon. That he will never do. "Honestly, I'd rather not drive at all than lie for image's sake," he says. "That would be going against my principles, and I'd sooner leave F1 than lower myself to that level." Despite his what-you-see-is-what-you-get image, Jacques is still plagued by people who question his motives – and, ▶



again, the press are often the culprits. "Lots of people are pissed off, because they don't understand why I re-signed with BAR at the end of last season. They just won't forgive me for it. I think it accounts for a good chunk of the bad press I've had recently. People decided I'd signed again for the wrong reasons."

Meaning money, of course. But Jacques has an answer. "From the contacts I had in front of me at the end of 2000, I could have had a similar salary from lots of teams. I didn't re-sign for the money, but because I believe in the team. That's my explanation and people can take it or leave it."

It's certainly true that Jacques resisted hefty inducements from Flavio Briatore and Renault, deciding instead to opt for another three years with his great friend Craig Pollock, BAR's team principal.

It was a momentous decision. Choosing to enter a second phase of the BAR dream has, in truth, probably meant closing the door forever on driving for one of the current top three teams again (Ferrari, McLaren and Williams, for whom he won the '97 world title, of course). Jacques is 30, which means that age is now a factor. Oh yes. The fashion today is for young,

**'THE REPRIEVE HE HAS GIVEN BAR NEXT SEASON COULD BE THE LAST. HE COULD STILL JUMP SHIP'**

inexperienced, quick drivers who are cheap and flexible and won't turn a hair at performing the endless promotional duties that play an increasing role in the F1 driver's lot. McLaren have demonstrated this by replacing the 33-year-old Mika Hakkinen with Kimi Raikkonen, 21.

Yet, in spite of all his disappointments, JV hasn't thrown in the towel. "I've had to show an example, to work more, to try to improve morale in the team. And I'm still determined to do that. That doesn't mean I don't get frustrated. But if everyone does his work well, then the '02 season should be a lot better than this year was."

Like many other champions who have left secure pastures for a tougher challenge, Villeneuve is prepared for hard work. But the reprieve he has given BAR for next season could well be the last. Jacques could still jump ship if things go pear-shaped again.

"If the situation doesn't get better soon, this story will have been a failure," he says. It remains to be seen whether Jacques' decision to help found a team made in his image and likeness has blown his chances of ever again topping podiums... and of winning world titles.

It also remains to be seen whether or not he really minds. Perhaps Jacques would feel happy with himself if he could say to himself, and mean it, "*Je ne regrette rien.*" Better, surely, to have taken a gamble – and even to have lost – than to have played safe. The one question you can never ask Jacques Villeneuve is, "Aren't you up for it?" He always is. **1**

**Three strikes and you're out – a third unproductive year at BAR could have put an end to JV's chances of being champion again**

**> Villeneuve: career stats**

As football commentators would put it, JV has had a career of two halves...



1996-98: Williams	
Wins	11
Seconds	5
Thirds	5
Fourths	3
Fifths	4
Sixths	3
Poles	13
Fastest laps	9
Points	180

Jacques Villeneuve was only the third man ever to take pole in his first GP (the others were Mario Andretti in 1968 and Carlos Reutemann in '72), and he might have won the race but for an oil leak.

He went on to win four races in '96, and was on the podium seven times more. Of his three retirements, only one was due to driver error.

In '97 he took 10 poles and won seven races... and the championship.

In three years with Williams he scored 180 world championship



1999-01: BAR	
Wins	0
Seconds	0
Thirds	2
Fourths	5
Fifths	2
Sixths	2
Poles	0
Fastest laps	0
Points	29

points; in three years at BAR, 29.

At BAR he has driven bad cars, but others have managed to drag good results from poor machines (Jean Alesi in '90 with Tyrrell, for example).

JV took BAR's first ever podium finish this year (in Spain, and again in Germany), yet he has been in the points on only two other occasions. His tally was higher in '00.

In '01 Jacques' team-mate Olivier Panis outqualified and finished ahead of him six times.

**Suzanne Arnold**



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# Get thee behind me, Satan!

Ever since Damon Hill walked out on Eddie Jordan's team at Suzuka in 1999, the two men haven't exchanged a single word. Until now. Fasten your seat belts...

Photographs by Paul Postle

**Damon Hill:** This is the first time I've been back to the factory since I left. Sorry, that sounds Irish!

**Eddie Jordan:** Is it really?  
**DH:** Yes. Anyway, I want to ask you about your personality. Is Jordan (the team) a manifestation of your personality?  
**EJ:** I don't think it is, although lots of people would see it like that. I've had less influence on the team as it has got bigger.

**DH:** But you're known as a character...  
**EJ:** Is that not because there's more meat here than with other team principals? Look at Ron [Dennis, McLaren boss]. He's clearly focused and the same goes for Jean Todt [of Ferrari] and others. My extra-curricular activities are well documented, whether it's that I like football or horse racing or music. It's easier to criticise me with questions like: is he focused? That perception can be positive in some aspects and negative in others. But it doesn't matter. Tom [Walkinshaw, Arrows boss], for example, has a huge involvement in rugby. You have to ask how that affects the rest of his businesses. Other people have involvements in other things, but they are less well known.

**DH:** What will Jordan Grand Prix be in the future? After all, I know you better than any other team boss because I've known you since I started racing in 1984...  
**EJ:** The first Formula 3 car you ever drove was ours.  
**DH:** And I always remind you I paid for it!  
**EJ:** Don't think you were the exception because everyone paid! Even Michael Schumacher paid, but he hasn't reminded

me as often as you have.

**DH:** You seem to see more opportunities in F1 than others. Take Frank [Williams]. He doesn't seem to be interested in anything other than building a good car and getting a good driver in it. You've shown an interest in things including driver management, you have a reputation for being a talent-spotter and you're very keen on the brand. Is it not time to close down and focus more?

**EJ:** In an ideal world, where you have enough income and resources to pay for the programme, it's easier to focus. I only have to look back to '91 and '92, which were probably the most difficult times of my life. I stood to be absolutely desolate and bankrupt – not one penny. But I had a stroke of good luck and did a little bit of juggling and managed to scrape by.

I get very excited about the brand and here's a good reason why: we had a call from Sainsbury's this morning for a repeat order of our drink EJ10, which has gone extraordinarily well in their shops. Maybe that's not the exact place we'd want it sold, but it's encouraging to see it in high street shops. It would be negligent of me not to do it because there is a demand for it and there seems to be a profit centre. Every penny we make from it goes back into the team. I'm not sure what's going to happen to commercial sponsorship in a couple of years' time, if we don't have tobacco sponsorship. In terms of merchandising and licensing the brand, I need to be sure that I have £8-10 million to support what I believe may be a downturn. That may yet turn out

to be very prudent and if there's a downturn and this helps us to survive better than others, it doesn't matter what people think.  
**DH:** So you're sponsoring yourself with a product.

**EJ:** I'm using the benefit that Formula 1 has – the 350 million people who watch it on television. A yellow car sticks out and Jordan are a bit different, a bit more vibrant. We probably appeal to a younger crowd than some teams. We're very different from Williams, who are very focused. No-one could ever complain about that, and Frank has probably done a better job than me in that way. OK, he's a lot more experienced than me and he has just said, "I want this engine, I want that sponsor." And he's even prepared to give the marketing rights away.

Now, I'm the same, but I haven't been as successful. I'm still looking for the way to get that success. To do it you need money and it's only recently that we've been in a position to pay people – pay drivers, instead of having to get drivers and sell them on.

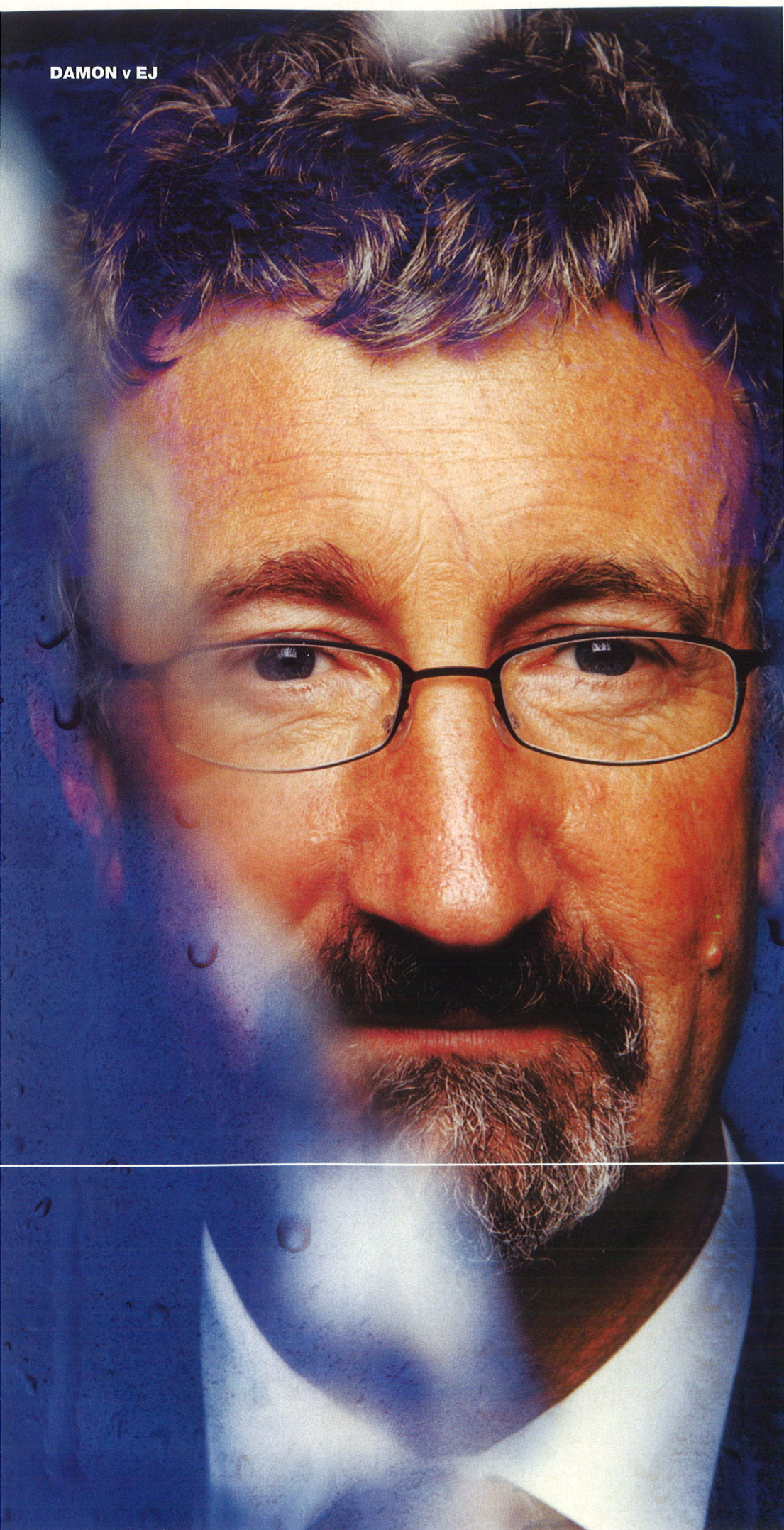
**DH:** What do you contribute most?  
**EJ:** Getting the money in. I've been doing that since '69. I'm in the best place to bring in the money, so my core involvement in the team is to convince sponsors that they should come to Jordan.  
**DH:** What I see as a problem for you is that you're a bon viveur, a gregarious person. You love to have people around, to enjoy life and success and the things you've worked hard for. There's a question mark over the seriousness of this team because of that – it's your selling point but it's also perceived ▶



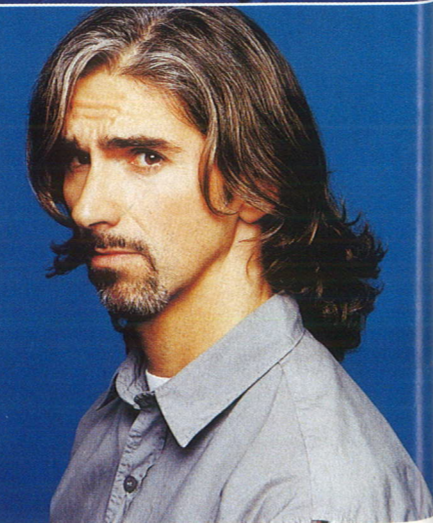
**'EJ: THE FIRST FORMULA 3 CAR YOU DROVE WAS OURS.  
DH: AND I ALWAYS REMIND YOU I PAID FOR IT!'**



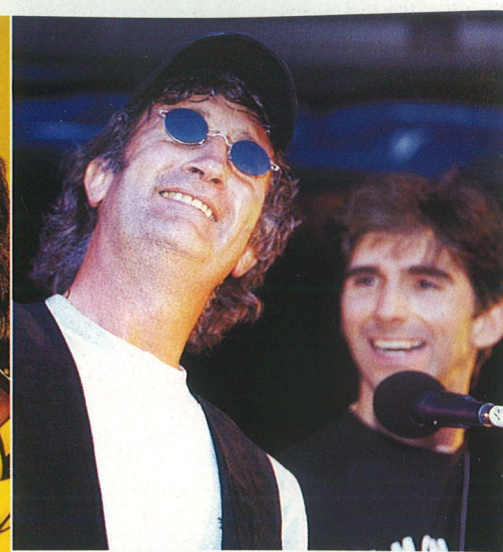
DAMON v EJ



**'DH: YOU'RE A BON VIVEUR. IT'S SEEN AS A WEAKNESS. HOW DO YOU GET ROUND THAT? EJ: I CAN'T'**



CHARLES COATES/ANTON CORRIJN



(Above) Damon and EJ share a passion for music and used to be seen on stage together. But Eddie's love of life has drawn criticism: people don't always see the tough businessman behind the relaxed joker

(Above) Heinz-Harald Frentzen had had great success with Jordan, including two wins in '99. But in '01 things fell apart and he was sacked before the German GP. It's in the hands of lawyers

as a weakness. How do you get round that?

**EJ:** I can't. You're either one thing or the other and what you are to one person could be in conflict with what you are to another. I even have this inside the company. There are some people who say, "Eddie is a free spirit. He brings in money, gets the engine deal, does deals with drivers. If we could only take him out of the frame once he's done that and send him on holiday." I'd be very happy to do that but there are groups of sponsors who want access to me. Some of them come to Jordan for that reason.

There are also those who wish that I'd concentrate more on what I'm here to do. But I'm not an engineer and I've made myself too transparent. If I were clever, I wouldn't tell anyone that I was going to play in a rock concert, or I wouldn't play. But why should I deprive myself of something that I find so exciting and such great fun?

On the one side you make progress and on the other you frighten people off. To date we haven't really suffered, but there is still the question of whether I'm doing it right.

**DH:** This year we had another incident which raises a question about your management of the team: Heinz-Harald Frentzen's departure. You've suggested that there was an emotional ingredient and an admission on your part that you had mismanaged your dealing with him. How do you explain what happened there?

**EJ:** The jury is out over this particular issue, as regards the long-term effect. I think that in months rather than years we'll know the answer. You and Heinz have won the races for Jordan. He was fabulously successful, but he had some serious disagreements with some of our engineers about how to do various things. I then had disagreements with him about what was planned for the future. I have huge respect for Heinz and he's one of the nicest people who have

ever driven for us. What happened should probably not have happened in the way that it did. That's a fact, but sometimes in life that happens. It's a shame, but he was given the opportunity to drive in Germany and he chose not to for very reasonable reasons. He was allowed to do that, but Jordan had taken the initiative at that stage that, unless certain things were sorted...

**DH:** Why come down on Heinz? The results this year have been pretty similar for [Jarno] Trulli and for Heinz.

**EJ:** You know Heinz. He's driven with you. He's very quick and enormously talented...

**DH:** And given the right car at the right time he's going to do the job.

**EJ:** He scored 50-odd points in '99, which is a huge amount. He won a couple of races and was in a position to win a few more but for some problems. I'm never going to make you happy with the answer to this question and it's now the subject of litigation, which is Heinz's prerogative. As a result I'm by law not entitled to disclose my side of the story.

**DH:** What I'm saying is that maybe it was your responsibility – maybe it wasn't Heinz's responsibility.

**EJ:** There were certain things that were Heinz's responsibility.

**DH:** But it's your team and they're your cars. Wasn't Heinz a bit of a scapegoat?

**EJ:** I can understand how that would be the perception. But time will show that maybe he wasn't entirely a scapegoat. There were a number of things that I was unhappy about and we tried very hard. It's a similar situation to that which happened to him at Williams, where he was outqualified on a consistent basis by Jacques [Villeneuve]. You and Heinz were more evenly matched and you were pals so things worked very well at that stage, and it did for the first year with Jarno. It didn't for the second year.

**DH:** But you understand drivers well

enough, and what motivates them.

**EJ:** But look what happened to him at Williams. It was the same with Jacques. Same thing.

**DH:** As a driver, if you've worked hard for a team, you know what it's like to be told that it's your fault that the results are bad.

**EJ:** I never said it was his fault. All this revolves around the long-term. I didn't have a problem per se with '01. We didn't give him a good enough or reliable enough car. But, if he was going to stay for future years, I had to be absolutely sure he was right. And, when things become a drama about future years, they become a drama now.

**DH:** OK, moving on, do you enjoy your job? Do you enjoy owning your own F1 team?

**EJ:** There are times when I want to run away as far as I can and as quickly as I can.

**DH:** Do you feel that you get enough time with your family?

**EJ:** I struggled to find the time to attend my daughter's 21st birthday over the weekend of the Japanese GP. The family is one of the elements in my life that misses out in this world. Everyone sees that I'm travelling and having fun, but I remember that not long ago I was able to play a bit of golf on the Friday of a GP. Nowadays, from 7.00am on the Thursday until 5.00pm on the Sunday of a race weekend I don't think I have more than half an hour a day to myself.

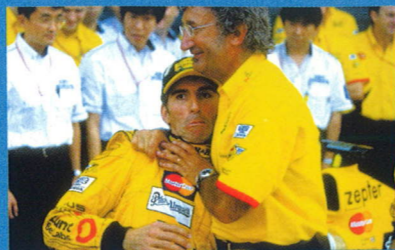
Take Benson & Hedges. You're not there any longer. You were the English-speaking person they used a lot and that was a key part of their marketing. They now use me to a greater or lesser extent because they know that I'm not going to go. I have to be here because I can't sack myself.

**DH:** Is it true that B&H are asking for a British driver again?

**EJ:** Absolutely, as was the case with you. I recall that we did your contract in their offices – all through the night. I ►



False smiles: after Damon finished 10th in Italy in '99 he shared a parc fermé hug with EJ (right). Eddie with Martin Brundle in F3 at Donington '83 (left).



don't want to recall that night!

**DH:** That makes driver choice quite tricky.

**EJ:** Not really because Deutsche Post are much more international and take a very international view on it. But you have to forget about boundaries and territories. You have to go for the best driver you can get.

Right now, we don't have an Italian sponsor, but I had an Italian driver this year and I've got one for the next three years. In that respect I've got stronger mentally. I respect B&H and if I have to do a vastly disproportionate number of functions for them, I will do that. But it was a lot easier when we had you because you...

**DH:** It was easier when you had me? I want to hear that again!

**EJ:** Easier, yes, because I didn't have to do the things I didn't want to do. I could say that Damon would do them!

**DH:** Let's not get into the time when I was here! You're not a big team; you have 260 people working here, and you're up against teams like Williams who have nigh-on 400 people. There is no one particular person at the head of these teams and even Ron is standing back now. If you had to split up your role in order to succeed, would you find it difficult to let go of your baby?

**EJ:** I hope I've already answered that. A couple of years ago I didn't believe that I could let anyone else make boardroom-type decisions. But, in terms of delegation, I'm one of the best there is, almost to the other extreme. Trevor [Foster] runs the team and Eghbal [Hamidy] runs the aero side of things. And there are various other people. A couple of years ago properly structured board meetings were whenever I decided.

The involvement of Warburgs has changed that. They sit on the board and they make very clear points about how they think things should happen. I thought it could have been a difficulty, but it has turned out to be beneficial because we're now better financed and better structured. And only a couple of months ago John Putt came in as chief operating officer. In time that will free me up from the day-to-day running of the business – and I'm probably not a great business manager.

In '98 and '99 I realised that to catch the big boys I was going to have to make some serious changes, including management changes, and that I needed a works engine. I don't want to get into whether Honda should be supplying one or two teams, but sooner or later someone will have to decide whether it's working as well as it can.

**DH:** When I came here Jordan were trying to beat the teams above them, but they

you have to be there with a chance. Some sponsors think that the media boost of an occasional Jordan win is better than with someone who is winning regularly – when they don't win it's all doom and gloom.

In a perfect world, there would only be sponsors on the car that wins. The way I see it sponsors like to believe that they have a reasonable chance and that they have a worldwide platform from which to promote their brand, whether it's a consumer or a manufacturing brand, and they feel comfortable working with us.

**DH:** Being in F1 is success enough for some people as far as marketing goes...

**EJ:** The cost of F1 is very high and there are many things you can do for the same amount. But there is one fantastic thing that F1 has over anyone else: it's totally global. There's a very high level of hospitality in F1, but it's not cheap. There's also the sporting element, the engineering, the marketing and the circus sides.

**DH:** Frank says that it's a sport from 2.00-4.00pm on a Sunday afternoon and the rest of the time it's a business.

**EJ:** That's true. Then it's a marketing exercise. The two notions should, ideally, work hand in hand. But they don't tend ▶

**'EJ: BUT IT WAS A LOT EASIER WHEN WE HAD YOU...'**

**DH: IT WAS EASIER WITH ME? I WANT TO HEAR THAT AGAIN!'**

didn't perceive themselves as above other teams. In other words, you have to be able to imagine yourself as being at the front, not trying to catch up. I still feel the situation is the same at Jordan. Is that a fair criticism?

**EJ:** You'd like to be technically and scientifically ahead of everyone and let them all catch you. It often comes back to me because I often say that we have a smaller budget, which is very much an Irish thing. But, I ask myself, why should we have less income than other teams?

**DH:** Because you're not winning races.

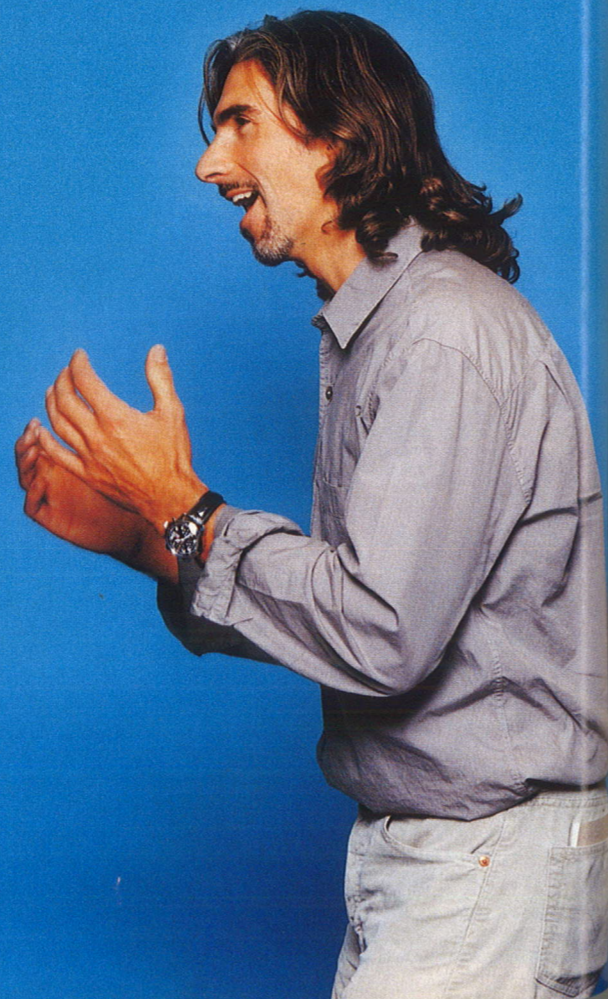
**EJ:** I don't think that makes any difference. Williams have more money now than before, despite their recent lean times.

**DH:** But they'd won races in the past, so they seemed likely to do the same again.

**EJ:** There are no guarantees.

**DH:** From my point of view, the only reason for being in F1 was to win.

**EJ:** That's just you as a driver. As a team



INSET: LAT ARCHIVE; MICHAEL COOPER/ALLSPORT



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## DAMON v EJ

to because the perception of F1 can vary. Like me: some people think I'm a flamboyant idiot who doesn't know what he's doing; others think I'm a good marketer who knows how to do things.

Naturally, I want to be perceived as a commercially viable person who has a good product to sell. I don't want to be seen as a loony, but do I try to hide the fact that I enjoy music? Absolutely not. As I said earlier, I'm too transparent. You can look at my face and see whether I'm upset or tired. I haven't enjoyed myself this season because things haven't been going well, but I'm a total optimist. If you can't be an optimist in this business, you're dead!

**DH:** Could you be accused of trying to have everything? You want the appearance of being a fun-loving guy and at the same time you want to be seen as a very serious and successful person. Do you think your public image is confusing?

**EJ:** People will ask whether you were as good in your last few years as you were in '96 when you won the title and you'll say, "Yes, absolutely. You don't lose your talent." And it's the same thing with me; if I were winning races, people would be saying, "What a fabulous system! He's able to do this, this, this and this." At the minute that's not happening, so it's fairly easy to be critical. I don't know when I last played the drums, apart from at home just to relieve my mind a bit. The perception is that I'm out on the road once a week. That's not true.

**DH:** You and I know that you're a very hard businessman...

**EJ:** Are you talking from experience here?

**DH:** On many occasions! You're prepared to do what it takes to win in business, but I'm wondering whether you like that perception. You're... determined - that's the best word I can use for it. That's entirely justifiable in F1, but I wonder whether you are comfortable with that because there are times when you have to do something that you don't particularly like yourself for doing.

**EJ:** It's easier to be a nice guy than a bad guy. But, as you rightly say, it's impossible to keep everyone happy in F1. I'm trying to find solutions the whole time and you get nowhere by being a softie.

**DH:** Look at Niki [Lauda], for example. He's quite capable of doing what it takes. He thinks, "Is this good or bad for the team?" He takes a decision. There's no remorse, no attempt to make it look good. But it's possible to like Niki - like it is Bernie [Ecclestone].

**EJ:** With Bernie you either play under his rules or you get the hell out. But what's the question you're asking me?

**DH:** You're a nice guy, but not comfortable with the image of yourself as the person you are in business.

**EJ:** If someone says I'm a hard businessman, that doesn't fill me with excitement. That's one of the nice things about doing this interview. I remember when you were in Formula Ford. I remember your house; we go back years. It's important for me not to lose that relationship. I hate being cruel but, if I have to sack someone, I'll sack them. That's not something I enjoy.

**DH:** Are you as hard as that on yourself?

**EJ:** I try very hard to be even-handed. I should treat everyone the same, but I've known some people longer than others, so it's difficult. What you're saying, maybe, is that if Heinz had done things differently, maybe I might not have had to sack him.

**DH:** What I'm saying is that instinctively you're a survivor and maybe you find a way to avoid harm to yourself and get ahead - which is not a bad thing.

**EJ:** It's an animal instinct.

**DH:** But do you ever think, "I've definitely done the wrong thing and I'm going to change my ways..."?

**EJ:** Take out the business side of things because I'm talking generally now. Hardly a day goes by when any of us doesn't think, "I screwed up there." That's knowing when you get things right or wrong. In motor racing we do so many different things - and it has nothing to do with wanting to get in the press...

**DH:** I remember the comment you made to me when I was looking to drive here. You said, "Who would you rather drive for: Sauber or us?" You suggested that driving

for Sauber was like driving for a man on the moon! But they've done quite well this year.

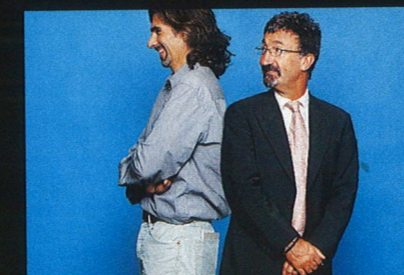
**EJ:** Peter Sauber is a fabulous guy. When I need a quiet chat with someone at a race, he's one of the first guys I go to. We were two of the few teams who got out of the early '90s and survived. Sure, he had Mercedes backing, but it was my fault that I didn't have someone like them.

Of the current teams, only six have won races in the past 10 years: Ferrari, McLaren, Williams, Benetton, Stewart [Jaguar] and Jordan. I don't see how we can win races easily, but we won one race one year and two the following year. I now believe that if I get it right, I'm able mentally to take a win and I'm then in a position to think about a world title. But at the moment, it feels as if it's easier to be a man on the moon.

But I believe that back then you made the right decision to come to Jordan. In 10 years, if Williams are all-conquering, you can say, "But I won in a Jordan." Things in our business change so quickly. At the end of '99 I thought we were going to go on and win championships and it was a rude awakening when we didn't.

**DH:** That's the point about success. It's hard to achieve, but much harder to hold on to.

**EJ:** McLaren are having a crisis right now, but they're still very successful. I'd love to be as successful as them. But they feel that by their standards they're doing badly at the moment. And, by our standards, we're doing badly. We have to change that. ❗



Jordan have won races in the past and were aiming for third in the championship, so recent results are disappointing. Eddie says they must and will raise their game again

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# Tomas Enge

On his debut, being the first Czech F1 driver and that widely-sought Coca-Cola sponsorship

**Is Formula 1 what you expected it to be?**

I was racing for three years in Formula 3000 and I used to come to the F1 paddock to see Pavel Turek from West at McLaren, so I knew a bit about how it worked but it's a completely different world from what I was used to.

**Are you a big star in the Czech Republic?**

Look at Michael Schumacher – my popularity is as big at home as his was when he won his first world title. My position when I came into F1 was slightly different because I was the first Czech in F1 but we have a lot of ice hockey players, football players and athletes who are very popular...

**Are you up there with them yet?**

Yes, in terms of popularity. My personal feeling is that I'm not up there with them because I haven't won a race yet – I'm just starting. But even so, for Czech people this is something big.

**Motor racing isn't big in the Czech Republic: what made you become a driver? Why not an ice hockey player?**

I was an ice hockey player! And I was a ski jumper when I was younger. But my father was a racing driver for more than 20 years, in the European Touring Car Championship, racing against [Arrows boss] Tom Walkinshaw and Gerhard Berger. Motor racing was in the family. When I was about 17 I started to realise that my father was racing outside the Czech Republic. It was impossible for us to go to the West in those days because we had Communism at that time.

**Times have changed in the Czech Republic but F1 is so capitalist – does that sit uncomfortably with you?**

I don't have a problem with it. It was very hard for me to go to Germany for Formula Ford in 1995. It was a different world but the people are no different between West and East.

**Which drivers on the grid are friends? Do you know them from previous formulas?**

I drove with Jenson Button in a 24-hour race at Spa in '99 with David Saelens but we never actually got into the car

in the race because it broke down. I also know Fernando [Alonso] and [Enrique] Bernoldi from F3000 last year.

**Are you finding F1 cars easy to drive?**

I didn't have much mileage before the first race – let's say one and a half days at Magny-Cours with high downforce – so it was difficult with low downforce at Monza. But it was better at Indy because I did a full race distance so I was able to learn more about the car.

**The gearbox, for example, must be easy?**

The electronic systems are easier to run but difficult to adjust – traction control, engine braking – but they're helpful.

**And the speed is so much higher?**

You always want to drive faster and faster and once you do you're happier. The car is much better than an F3000 one, and it's always nice to drive a good car.

**How did Monza, your first F1 race, go?**

I didn't want to make any mistakes and I didn't. I wanted to start slowly to get into the rhythm but we lost a lot of practice time. My luck was limited and because of that I didn't improve myself as quickly as I would have liked.

**Your fastest race lap was 0.2 seconds slower than Heinz-Harald Frentzen's. How easy was that lap?**

I expected to go faster every lap, without making any big mistakes. And I think on that lap I got every sector right.

**Where did you stand on the overtaking debate prior to the race at Monza?**

I already knew that I wouldn't race in the first chicane because I needed to finish the race: that was my target. The race was 190 miles and I needed to learn. So I had no problem with the overtaking or not overtaking issue.

**What is your long-term ambition? You want to be world champion, obviously?**

Right now I want to keep my feet firmly on the ground. When I was in Formula Ford, my dream was to race in Formula 3. When I was in F3 my dream was F3000. Now I'm here because of Luciano [Burti's accident at Spa].

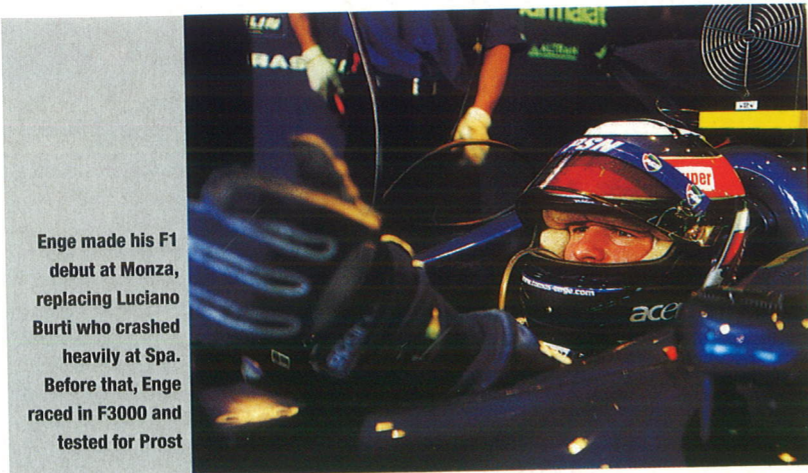
It would be different if I could drive a full season, with a lot of testing before the first race. Unfortunately, I had just one test before Monza. My next goal is to race for the full championship next year.

**Are you sponsored by Coca-Cola?**

Actually, I don't know. I have Coca-Cola sponsorship on my helmet but everything is going on around me and it's done through my manager – I'm just concentrating on the racing and not worrying about the sponsor side, luckily.

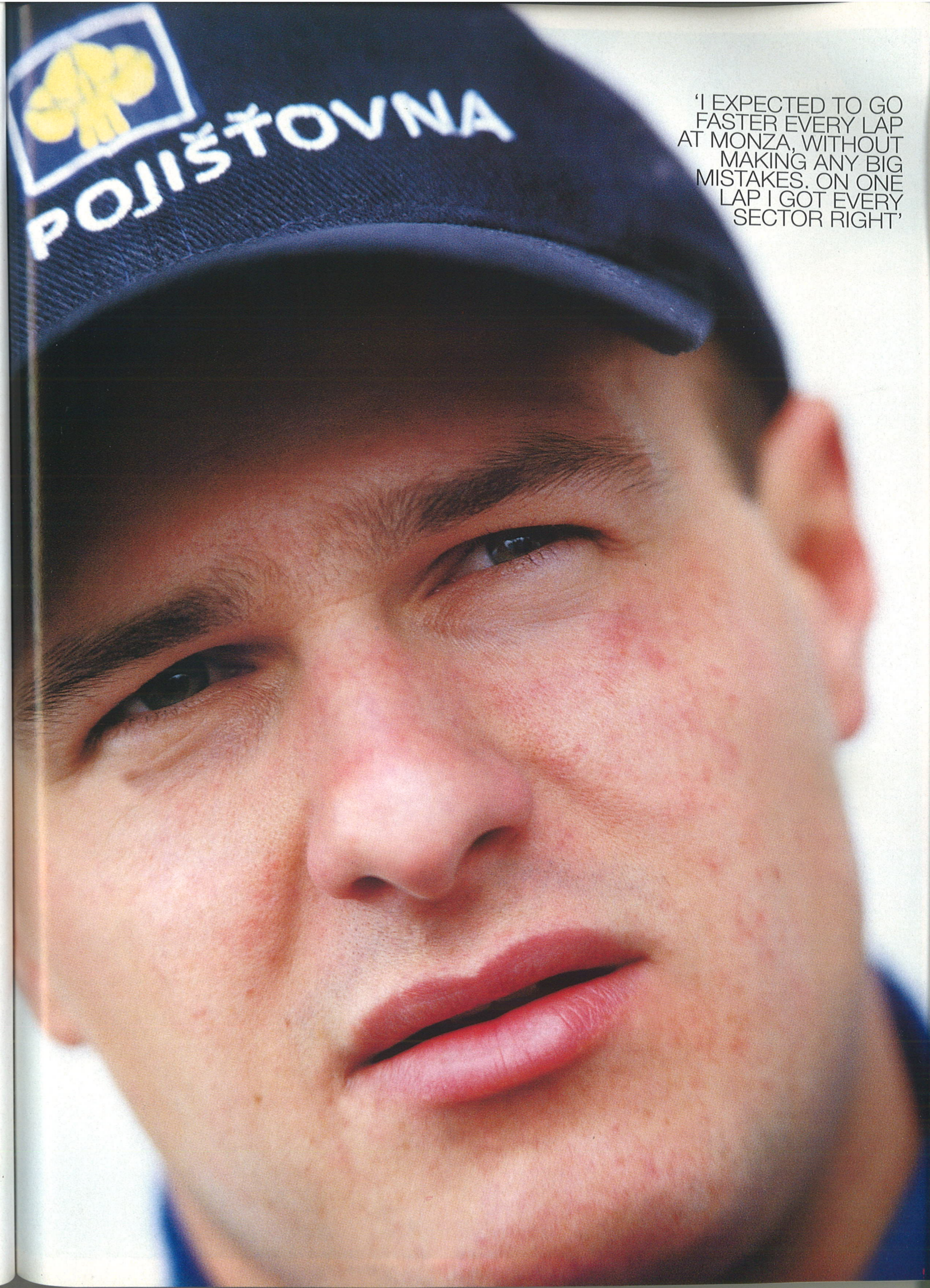
**But everyone in the pitlane has been wooing Coca-Cola. You seem to have got them. It's quite an achievement.**

I really can't answer that because I don't know anything about it. **1**



Enge made his F1 debut at Monza, replacing Luciano Burti who crashed heavily at Spa. Before that, Enge raced in F3000 and tested for Prost

MAIN: DARREN HEATH; INSET: LORENZO BELLANCA/LAT



'I EXPECTED TO GO FASTER EVERY LAP AT MONZA, WITHOUT MAKING ANY BIG MISTAKES. ON ONE LAP I GOT EVERY SECTOR RIGHT'



## How safe is Formula 1?

Peter Hamlyn (BSc, MB BS, MD, FRCS, FISM, consultant neurological and spinal surgeon, Chairman of the Government's Ministerial Working Group on Safety and Medicine in Sport) has meticulously analysed F1's safety record, exclusively for *F1 Racing*. These are his findings



Motor racing is dangerous. That much would be obvious even if there were not a disclaimer drawing your attention to the fact on every ticket, programme and credential issued by the sport. But it's a hell of a lot safer now than it used to be. Formula 1 has a gold standard for safety that other sports would do well to imitate.

These days it is not unknown for drivers to walk away from crashes in which their chassis has been irreparably damaged – whereas, in the 1960s, one in four accidents resulted in severe injury. Neither was it safe to be a spectator: at Monza in '61 Wolfgang von Trips crashed into a public enclosure, killing himself and 14 members of the crowd. Yet between '82 (the year in which Riccardo Paletti was killed at the Canadian Grand Prix) and '94 (when Ayrton Senna and Roland Ratzenberger died at Imola)

**The safety car is a vital tool of F1's unstinting drive to minimise risk. Specially specced AMG Mercs have been used since '96**

there were 523 accidents... but no deaths.

Even in the 'bad old days' safety was occasionally prioritised: practice for the '73 Belgian GP was delayed due to an unsafe track surface, and the drivers boycotted practice for the '75 Spanish GP because the barriers around the circuit had not been adequately fixed. But, even so, a concerted effort was needed to bring about major long-term improvements.

It was Bernie Ecclestone, owner of the Brabham team, who initiated the changes that so improved F1 during the late '70s. He brought in Sid Watkins, who still rides in the safety car at every grand prix, as the medical advisor to FOCA, the Formula One Constructors' Association. The Grand Prix Drivers' Association, led by Jackie Stewart (supported by Niki Lauda, who suffered severe burns and almost perished in an accident at the Nürburgring in '76), helped

to push through the required changes.

Watkins introduced very strict safety standards. He stationed specifically trained teams of doctors around the track at danger spots, positioned fast-response cars with medical and rescue teams at key points, and arranged helicopters for evacuation. He also insisted on having purpose-built medical centres at the circuits. Ecclestone and the FIA's Jean-Marie Balestre introduced a simple rule: no safety, no race. They stuck to it rigidly, and the death toll plummeted.

Germany was one of the worst countries for safety in the late '70s. As with Italy, the UK, Brazil, Argentina and, to a lesser extent, the USA, the services were extremely poor. Lacking the appropriate equipment, the doctors – usually motoring enthusiasts – were without the necessary surgical and anaesthetic skills for the job. France and ▶

**'ECCLESTONE AND BALESTRE INTRODUCED A SIMPLE RULE: NO SAFETY, NO RACE'**



Watkins attends to Schumi at the 1999 British GP. Tyre walls (main) are still the best crash-cushions

Canada were high spots led by two determined clinicians, Jean-Jacques Isserman and Professor Hugh Scully – both of whom still make substantial contributions to medical safety in F1.

Balestre made the job of enforcement easier when he set out the first written protocols. At the same time John Corsmit, a retired fighter pilot, introduced the concept of the 'survival cell' – the forerunner of today's modern carbonfibre monocoque, which protects the driver's legs and body.

In '94 the sport's run of years without a fatality came to a sudden end. As Lauda put it, "God took his hand off F1." In just one weekend at Imola, Rubens Barrichello had a lucky escape from an enormous crash in practice and both Ratzemberger and Senna were killed. In the same year Karl Wendlinger suffered a serious head injury, JJ Lehto and Jean Alesi fractured their necks and Pedro Lamy broke his legs and wrist.

These incidents prompted Ecclestone and Max Mosley, Balestre's successor as FIA president, to introduce a zero-tolerance policy on serious injury. Watkins turned with renewed vigour to safety standards both in the cars and on the circuits. The FIA spent hundreds of thousands of dollars perfecting techniques for extracting injured drivers from their cars.

As a result F1 cars now have wider seatbelts, and the seats are designed to

as back boards so that they can be removed with the driver in situ. The foam head collars around the cockpit are the most visible change; less obvious are the wheel tethers, which are designed to restrict the wheels' movement in a crash.

The circuits are different, too. Many sprouted extra chicanes after the events of '94 – and run-off areas, gravel traps and barrier designs have also been improved.

Silverstone's medical team is headed by Dr David Cranston – a consultant anaesthetist who has worked at GPs since '73 – and consists of 43 doctors, 10 paramedics, 16 nurses, two radiographers and a dentist. The medical centre has eight monitored beds, a treatment room for minor injuries, a resuscitation room, an operating theatre, an X-ray and ultrasound suite and a burns unit. There's always a helicopter on standby, ready to fly to the nearest hospital. However, if there is no time for that, the medical team can perform all emergency abdominal, cardiothoracic, orthopaedic and cranial surgery.

There are further resuscitation units around the track and doctors are positioned at all high-risk points. There are also five rapid-response medical cars – each with a surgeon, an anaesthetist and a high-speed driver. When Michael Schumacher broke his legs at Silverstone in '99, Watkins was beside him within 86 seconds of the impact.

At this year's British GP, a spectator ►

### > ACCIDENTS CAN'T BE HELPED, RIGHT?

Arguable. But are 'passive' measures (tethers, gravel traps) as effective as 'active' ones? Oliver Peagam investigates

#### WHEEL-TETHERS

The FIA are planning a 20 per cent increase in tether strength next year. Made from a Kevlar/nylon-type construction, they are very strong but can be cut by carbonfibre. The FIA need to test new materials – that way Jacques Villeneuve's wheel might not have come off in Melbourne, and Kimi Raikkonen's Suzuka smash would not have sent wheels bouncing across the track.

#### GRAVEL TRAPS

They slow cars down, but how much depends on point of entry. In addition, many cars dig in and roll – as Michael's Ferrari did in Melbourne. More abrasive Tarmac, as now surrounds Eau Rouge at Spa, would slow down a car more significantly and reduce the risk of its digging in and flipping.

#### CHICANES

Schuey had a huge testing shunt at Monza in July after his undertray was damaged when he ran over a chicane, causing a sudden loss of downforce. Nobody likes Monza's chicanes (not even Bernie Ecclestone)... except the FIA.

#### HANS

Mauricio Gugelmin had a monumental crash in a ChampCar race in Texas earlier this year – it lasted most of the lap. The first impact was 66g. "I felt the HANS system stopping my head," he said, "then the second impact of 113g

came half a mile down the track." No wonder he reckons HANS saved his life. Perhaps when Heinz-Harald Frentzen crashed at Monaco this year, the HANS system would have enabled him to race in the following GP. Whatever, HANS should be mandatory in F1.

#### BRAKE LIGHTS

Team bosses have yet to agree that brake lights are any use – but if Juan Pablo Montoya had had them in Brazil, Jos Verstappen might not have crashed into him. Instead, the FIA have decreed that rear 'fog' lights grow by 50 per cent and rear-view mirrors by 20 per cent next year.

#### TYRE BARRIERS

When Burti speared into the tyre barriers at Spa at 170mph, they saved his life. Yet a few yards on from his impact, there were no tyres against the barriers. And, luckily, his car did not flip. So what about putting tyres behind barriers to prevent cars getting stuck?

#### RADAR

Ferrari have been testing the FIA's new 'radar' that warns drivers of flags for slower cars. Will it take off?

#### AND... ACCIDENTS

Aka 'racing accidents', they happen: look at Raikkonen at Suzuka – or at Imola, when his steering wheel came off in his hands and he hit the wall. Then there were Burti's two big smashes at Hockenheim and Spa. It happens.

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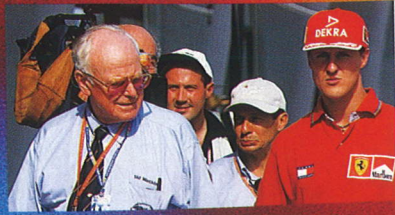
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**SAFETY FAST**



Marshals (main) are now stationed on every corner of every F1 track. It wasn't always like that. Sid Watkins (left, with Michael Schumacher) insisted that circuits have medical centres. His efforts have hugely improved safety in F1

**'F1 USED TO BE LETHAL. BUT DETERMINED RESEARCH AND ENLIGHTENED DOCTORS HAVE RECLAIMED IT'**

suffered a heart attack. Within 25 minutes he'd had full resuscitation, and was showing signs of recovery by the time the helicopter flew him to hospital. The medical centre dealt with 121 medical problems over the weekend. This level of skill and expertise is now replicated around the world.

Safety standards continue to improve: Watkins never stops looking for ways to make F1 even safer. A new method of wheel restraint is under development – and HANS, a head and neck support system, is being tested. HANS is as yet a little cumbersome, but has received very encouraging reviews from several drivers, including Michael Schumacher. The system is widely used in America, and is expected to reduce head injuries when it evolves into a form suitable for use in F1.

In addition to all this, the FIA is testing an electronic marshalling system. It alerts race control to any car, anywhere on-track, that is moving slower than expected. The chief medical officer, who co-ordinates the medical team from the race control centre, is immediately alerted and can view that section of track on a monitor. The system took two years to develop, and could shave vital seconds off the response times.


Mosley recently launched the charitable fund NCAP, which aims to enable the improvements made in F1 to be used on road cars. Following crash tests, NCAP has published a five-star series for all road

cars, grading them according to the protection offered to passengers.

As chairman of the Ministerial Working Group on Safety and Medicine in Sport, I'm very interested in how F1 can influence improvements in other sports. It was for this reason that I suggested the UK establish a Standard Authority for Sports Medicine and Safety. The aim would be to set minimum standards, appropriate for individual sports. The purpose is to ensure that people competing at whatever level and in whatever sport can be assured that the appropriate level of cover is provided.

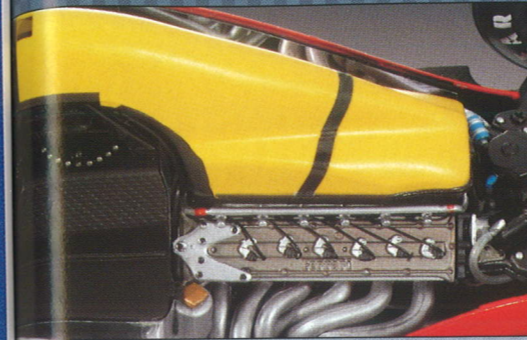
A second, equally important, purpose is to protect governing bodies from litigation. If they were seen to be following accredited medical practice, they would be protected from the expense of courtroom battles.

This approach requires international co-operation. F1's governing body has complete international control. It was therefore able to drive through measures which were unpopular at the time but which have resulted in a sport more popular and profitable than ever before.

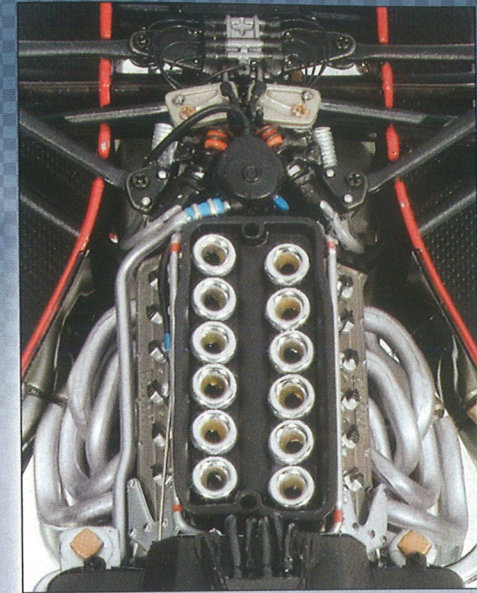
F1 used to be a lethal sport of wasted life, dwindling spectator numbers and threatened existence. But determined research, enlightened doctors and a committed, co-ordinated governing structure have reclaimed it. They have created a standard that other sports should strive to attain. 



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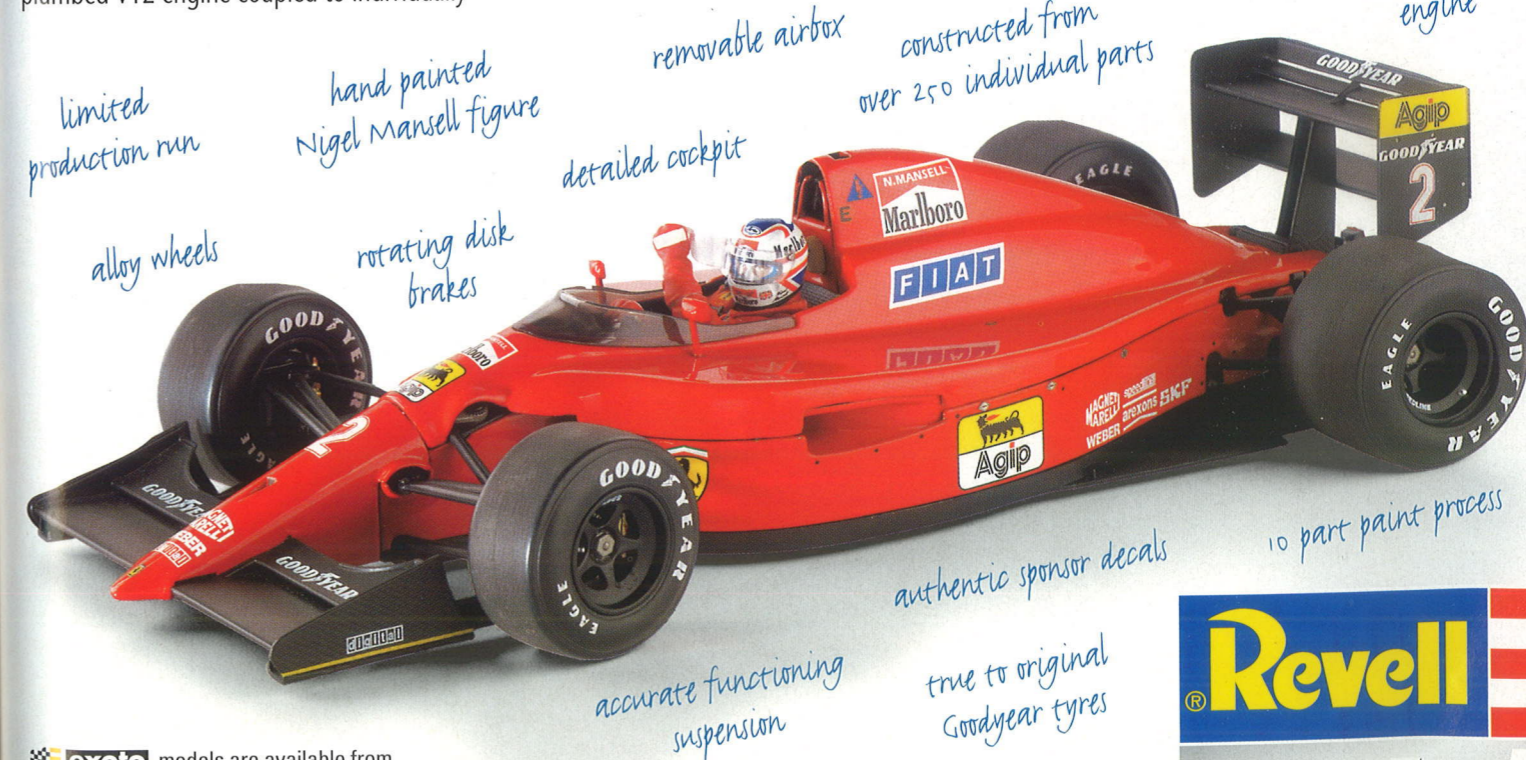
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# THE BEST DRIVER IN THE WORLD

Eh? Surely not! Well, follow this logical progression: Eddie Irvine regards himself as the second-best driver in the world; Pedro has outqualified Eddie, his Jaguar team-mate, more times than not of late; ergo, Eddie must reckon Pedro is the new Schumi. But, seriously, folks, just how good is Señor de la Rosa?

Words by Tom Clarkson

All right, we admit it: we're being a bit disingenuous. But you've gotta laugh, as the man said, haven't you? When Eddie Irvine recently made the preposterous assertion that he is the second-best driver in the world, the unspoken implication behind his remark was that the one man whose

ability might exceed his own was Michael Schumacher. Since Formula 1 is now a Schumi hegemony, Irv didn't have to mention the great man's name.

At the time at which Irvine's boasts were publicised (in *F1 Racing's* sister magazine *Autosport*, in the July 26 issue), he was struggling to keep up with his new

team-mate, Pedro de la Rosa. Irvine had spoken to *Autosport* at the British Grand Prix – at which race Pedro began what would become a run of five consecutive races in which he outqualified the Swerve.

Not only did De la Rosa outqualify Irvine, he did so on every type of track: the challenging sweepers of Silverstone and ▶



De la Rosa joined Jaguar partway through the season. Lately, he's given Irv a run for his money

MIKE DARRIN HEATH

**PEDRO STEPS UP**

Monza, the flat-out straights and big-stop chicanes of Hockenheim, the testing twists of Budapest, and – above all – the biggest challenge F1 currently poses its contestants: the 4.319 miles of daunting blacktop that go by the name of ‘Spa’. Such adaptability confirmed Pedro’s potential and assured his bosses that they had done the right thing by replacing Luciano Burti five races into the season.

However, this year has not been plain sailing for Pedro. His life has been dominated by insecurity – as you would expect from a 2001 CV that began with the promise of a continuing career with Tom Walkinshaw’s Arrows team, was followed by a stint at Alain Prost’s ‘organisation’, and ended up in the ultra-political piranha tank that is Jaguar Racing.

Pedro finally made his Jaguar debut at Barcelona, by which time his mind was more focused on politicking than driving. He put in a poor show, lining up 20th in his home grand prix. “You have to play by the rules,” he says, “and F1 has its own rules. You shouldn’t complain. I didn’t complain after the Arrows thing – I looked for another job as quickly as I could. You can’t look backwards in this business.”

It took him until midseason to get his head together and apply himself to the task of beating Irvine. Until that point

he had been sporadically quick in testing but had dropped the ball at races, with the pressure on. This was enough to prompt a number of negative pieces in the sports media. His lifeline from Jaguar was beginning to look more like a noose.

Clearly, Irvine had immediately viewed Pedro as a threat – and their relationship had been strained almost from the start. The team still talk about the time Pedro outqualified Eddie at Montreal, having accidentally held him up on his final run. At the end of the session Irv got out of his car, marched across the pit garage and attacked De la Rosa for his mistake.

The rivalry was exacerbated by their differences in character. You won’t find two more diametrically opposed personalities in the pitlane: Irvine, the bellicose playboy in need of love and attention; De la Rosa the suave, tenacious, slightly serious monogamist.

“Eddie is a very fast driver,” says Pedro, “but you have to learn when to listen to him and when not to. At first, I listened to everything he said – but I’ve learned when to close my ears to him. Our relationship is much better as a result.”

According to Jaguar’s engineers, the drivers’ character traits come through in debriefs. Irvine is frank and to-the-point in describing the car’s behaviour. De la Rosa is more analytical. Indeed, his compulsion

to get to the root of problems rather than living with them – or driving around them – held him back earlier in the year.

Pedro tried everything to dial out the Michelin-shod R2’s inherent understeer. He put more and more front wing on, but only induced other problems in so doing. Only when he despaired of trying to aim for dynamic perfection via set-up, and took to driving around the car’s flaws, did his lap times drop.

Like Irvine, he took to throwing the car into corners to induce oversteer. It worked in qualifying, as we have seen, but not in the races – because Pedro was unable to maintain such a *banzai* driving style over 190-odd miles. Irvine sometimes could.

Then came Monza. De la Rosa drove a cracking race to fifth place, rallying the car through the chicanes and throwing it into Parabolica and the Lesmos with the carefree abandon of a man on top of his craft. He handled the car with so much confidence that you could almost see his grin through his helmet.

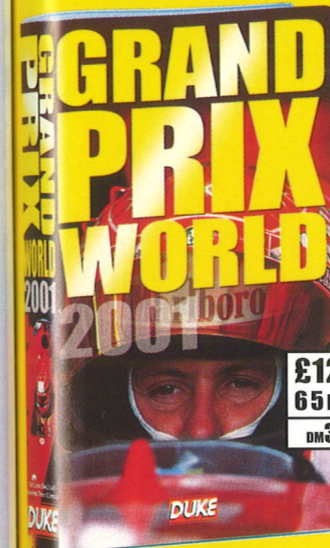
“The R2 is not, in fact, a difficult car to drive,” he says, “and that might be its problem. It isn’t nervous enough on low fuel – in fact, it’s not nervous enough. It’s nervous cars that give you a lap time in qualifying. In the races, I think we had a very good car because the inherent ▶

(Main) De la Rosa outqualified Irvine six times, including at Spa; (left inset) rather than drive around problems, he wanted a perfect set-up; (right inset) with Mark Ellis, chief race engineer

‘PEDRO DROVE A CRACKING RACE, RALLYCROSSING THROUGH MONZA’S CHICANES’

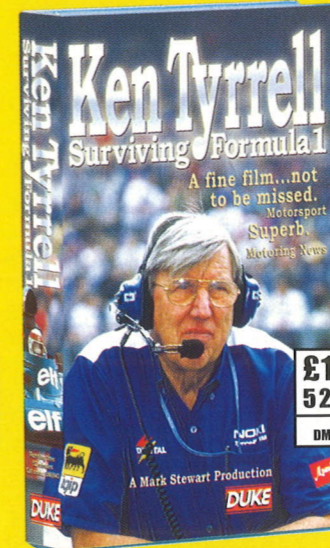


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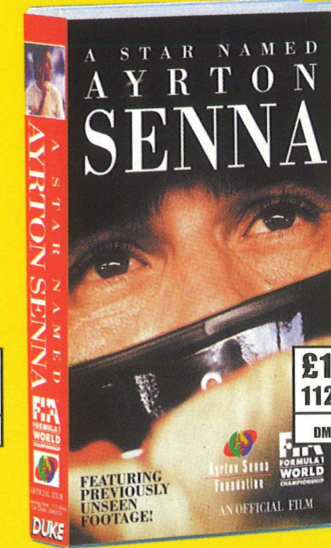
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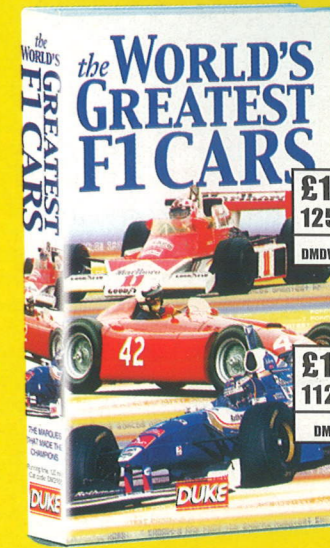
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PEDRO STEPS UP



'TO BECOME A WINNER, PEDRO HAS TO BLOW IRVINE INTO THE WEEDS IN 2002'

understeer saved the tyres, but we always started too far back." After Monza De la Rosa looked like a man who had come of age. At Indianapolis both he and Irvine struggled in qualifying – they lined up 16th and 14th, respectively – but on Sunday Eddie drove a competent (albeit attrition-assisted) race to fifth place. Which left only Suzuka, their personal showdown.

They arrived in Japan level (six-all) in terms of qualifying. Both men probably knew this magnificent race track better than any other in the world, having each spent three years racing in Japan prior to reaching F1. Suzuka, like Spa, is made up of a series of high-speed direction changes – and, as such, it rewards confidence, ability and big balls. A real drivers' track.

"I think 130R is the hardest corner in the world," says De la Rosa. "It's not quite flat – not in our car, at least – so you don't really know how hard to push." Harder than Eau Rouge, Pedro? "Yes. Eau Rouge is easy-flat in qualifying with these tyres."

There wasn't just pride at stake. If Pedro had got the better of Eddie at Suzuka, the track on which Eddie used to run Michael Schumacher close over one lap, the team might have executed a significant psychological U-turn – a

swerve away from the Swerve, if you like. Chief designer John Russell could even have been asked by Niki Lauda to tailor next year's R3 around Pedro, not Eddie. High stakes indeed.

During Friday's two practice sessions De la Rosa was faster than Eddie, and on Saturday morning he was only 0.1 seconds slower. As they ate their lunch, sitting between the cargo containers that form the hospitality areas behind the pits, the tension between them was obvious. They sat on separate tables, addressing not a word in the other's direction.

An hour later Irvine was smiling, having produced a superb lap. The gap to Pedro was a mammoth 0.788 seconds, the biggest it had been since the French Grand Prix at the beginning of July. De la Rosa looked miserable. He talked of a lack of grip... but then so did Irvine.

But, though De la Rosa was blown away at Suzuka, the average gap between him and Irvine in qualifying this year has been only 0.291 seconds. That's 0.3 seconds closer than Johnny Herbert got in '00. Pedro would have been closer still had he got his act together earlier (and not lined up behind Fernando Alonso's Minardi in Spain, for example).

If he has a weakness, it is his Sunday afternoon pace. As such, it is, of course,

a crucial lacuna. He proved at Monza that on his day he has the ability to run with the best, but there were also races in which he finished 40 seconds behind Irvine – and, to be brutally honest, Monza is now probably the 'easiest' circuit of the lot. When you consider that Irvine often used to finish 40 seconds behind Michael Schumacher when they were team-mates at Ferrari, then, by extrapolation, you'd have to conclude that if Pedro were a Ferrari driver he'd be lapped by the other red car most weekends.

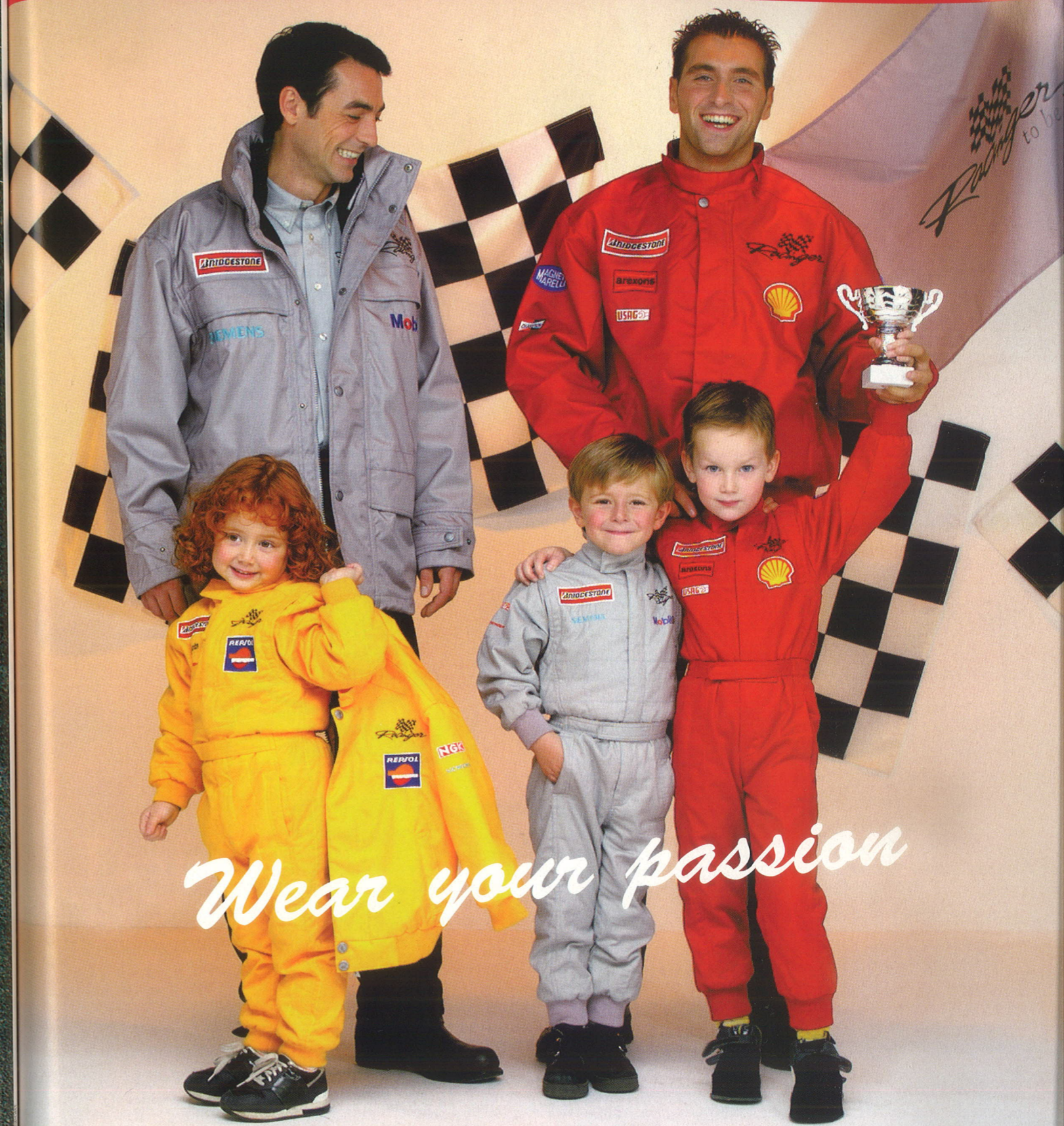
This, of course, is supposition. It's not the kind of talk that young drivers want associated with them – and doubtless Pedro won't enjoy reading it. He shouldn't worry: we've seen enough this year to suggest that he fully deserves his place in F1. Equally, there are areas that he needs to address over the winter months, and there is no point in pretending otherwise.

If he wants to become a winner, he has to blow Irvine into the weeds in '02. If he doesn't, he will be written off by the all-powerful, merciless and sometimes fickle men who decide drivers' careers as just another guy who wasn't quite as good as Eddie Irvine. And that will not be good enough – even if, by Eddie's lights, that makes Pedro the third-best driver in the world. 🏁

(Main) De la Rosa's handling of the car at Monza was confident and successful; (left inset) Indy was tough; (right inset) laughing with Irvine and Jaguar boss Niki Lauda



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# 65

THE MOST BIZARRE THINGS BERNIE HAS EVER SAID

Formula 1's biggest cheese sends **shivers** down the bravest men's spines. When Ecclestone has an **opinion**, you listen up. He is often **critical** and **hard-hitting**. He can also be **funny**. We've gathered some of his **weirder** utterances, starting with the **down to earth** and ending with the downright **quirky**

Compiled by Suzanne Arnold; additional research by Dominic Nelson



>37 "I've been lucky enough to have had support from people like Enzo Ferrari, Colin Chapman [of Lotus] and Teddy Mayer [of McLaren, pictured with Bernie in '77]. In the early days you need that support."



worried in case I suddenly keeled over. They don't want to be in the hands of someone they don't know."

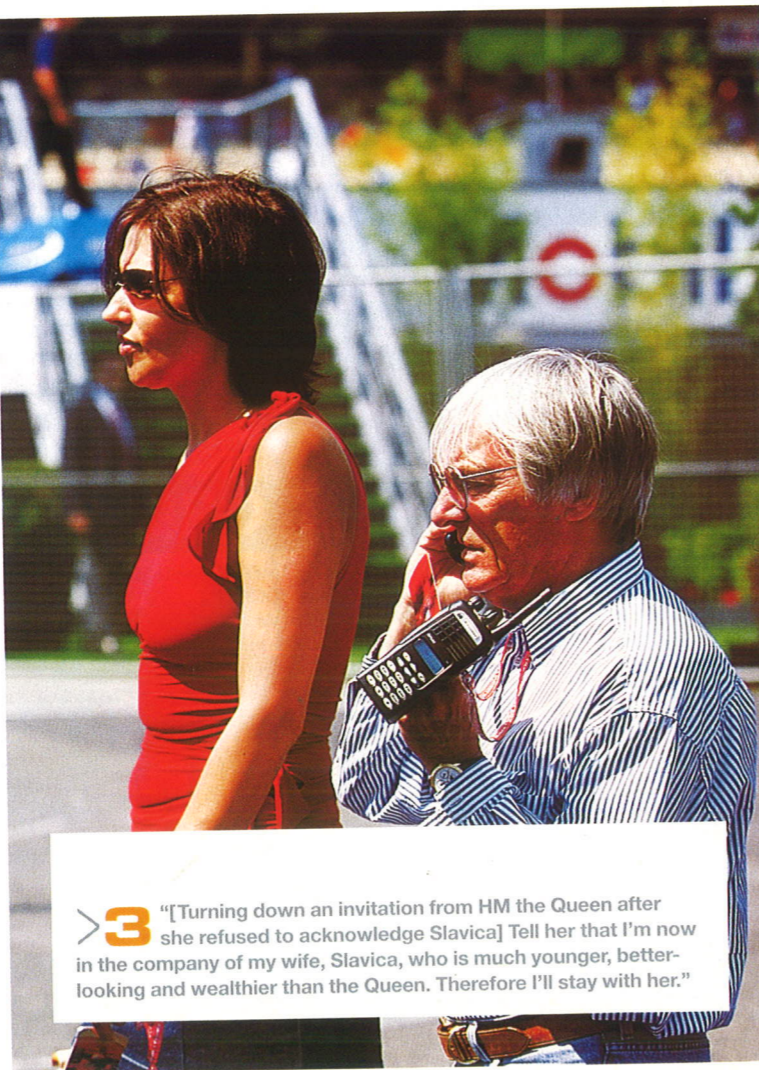
- 39 "I like to see the Concorde Agreement as a peace treaty."
- 38 "I am typically English: calm and cool-headed. Slavica is typically Croatian: she is temperamental and can explode easily."
- 37 See above.
- 36 "Schumacher has no competition. He has a greater ability to concentrate than Hakkinen."
- 35 "Silverstone is good for young people - it shows them what F1 used to be like."
- 34 "The teams need not worry about my retirement, only my death. And I'm not planning to die soon."
- 33 "I agree with him [Jacques Villeneuve] completely. We have gone over the top with safety."
- 32 "[Speaking about the idea that he is F1's 'ringmaster'] No, absolutely wrong. The teams do their own thing, employ all their own drivers and all that."
- 31 "[Speaking after meeting Tony Blair to discuss tobacco advertising] We had a general discussion about life. I don't remember what because I didn't record the conversation - and I don't remember things that are of little, if any, importance to me."
- 30 "In all likelihood they [women drivers in F1] will never get the

opportunity because no-one will ever take them seriously. Therefore they're never ever going to get into a competitive race car."

- 29 "If a woman were to succeed in finding a really rich backer, it wouldn't make any difference. Who is going to take a chance? Ferrari can't take a chance."
- 28 "The ideal woman racing driver would have to be a woman who was blowing away the boys. What I would really like to see happen is to find the right girl - perhaps a black girl with super looks, preferably Jewish or Muslim, who speaks Spanish."
- 27 "They [the team bosses] shouldn't fear me."
- 26 "The secret of my success is that I still have one hundred per cent support from all the teams."
- 25 "All those who are hoping that I will go soon are going to be waiting for quite some time."
- 24 "I could see that Blair was more conservative than [John] Major. He was just doing what [Margaret] Thatcher started a long time ago."
- 23 "I've made all the F1 team bosses millionaires."
- 22 "I am not worth two billion anything. I gave all the shares in the company to my wife."
- 21 "Slavica and I are not people who throw money around. We have a perfectly normal life."

- 20 "F1 is like a big stage for a pop concert. Teams come and go over the years, like stars come and go. Elvis died, but things still went on. When I go, the same thing will happen: F1 will continue."
- 19 "I can't remember a single occasion when I have been kind to a journalist."
- 18 "People are afraid of me. But why cultivate it? It's a matter of fact."
- 17 "I don't work for the money, but rather for the pleasure."
- 16 "I am obsessed with the fact that I shouldn't relax and enjoy myself."
- 15 "We are going to start whatever they call it [a website]. A proper one."
- 14 "I don't know how people find the time to go to all these [web]sites. There are millions of them."
- 13 "It's a real shame that I have earned so much money, because we really don't need it. It's rather a burden."
- 12 "[Responding to the suggestion that the return of the now infamous donation to the Labour Party would 'make no difference'] Well, I'll be £1 million richer."
- 11 "It would be a disaster if I died and Slavica were left in control of the sport."

- 10 "[When asked about the possibility of a Disney Grand Prix] I'm talking to Mickey Mouse at the moment. I'll let you know."
- 9 "If I went into someone's house and saw a crooked picture, I'd probably straighten it."
- 8 "I've had lots of death threats. Nobody has done it yet - they will just have to make sure they don't miss."
- 7 "My wife says I'm going to die in here [his bus - which serves as his office at races] and they're going to have to dig a big grave and bury me in the bus."
- 6 "[When asked if he was responsible for the great train robbery] No. Why would I rob a train with only two and a half million pounds in it?"
- 5 "[Instead of banning tobacco advertising and sponsorship] We should have another bloody great sign [next to the tobacco ad] saying: 'If you smoke, it's going to kill you.'"
- 4 "There are two things one should never talk about: money and the woman from the night before."
- 3 See below.
- 2 "Waiters are like hookers - never around when you want them."
- 1 "I realised Slavica was special the third time I slept with her." 1



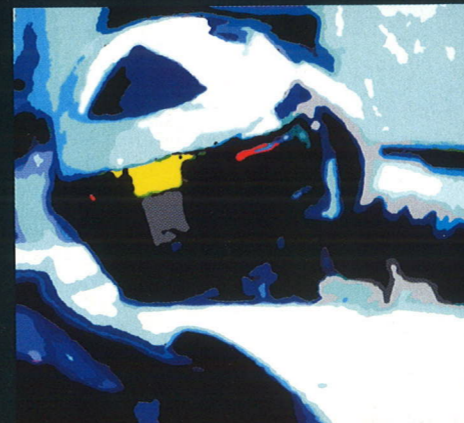
>3 "[Turning down an invitation from HM the Queen after she refused to acknowledge Slavica] Tell her that I'm now in the company of my wife, Slavica, who is much younger, better-looking and wealthier than the Queen. Therefore I'll stay with her."

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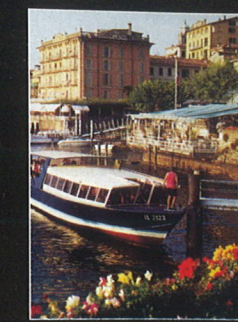
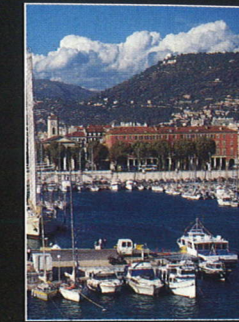
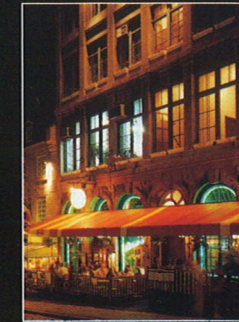
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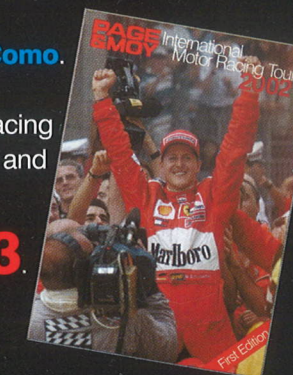
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Member Bonded

# True grip

Between them, Bridgestone and Michelin supply almost half the world's road tyres. What happened when they started racing each other in Formula 1? The result, predictably, was war

Words by Peter Windsor; photographs by Darren Heath

In the same way that owners begin to look like their dogs, Formula 1's two tyre companies in 2001 began to reflect the character of their prime teams.

Bridgestone were brilliantly quick, particularly on tight circuits, were almost 100 per cent reliable, and defied the F1 system by building their products away from F1's geographical centre... just like Ferrari. Michelin were very different, very technical and very quick to learn... just like Williams.

Of course, Ferrari beat Williams to the constructors' and drivers' world championships – but does that mean that Bridgestone beat Michelin?

It is not as simple as that, because

armoury should be taken into account, regardless of the rubber that hits the road. Bridgestone had a better line-up of teams and thus should have had the better year, particularly with their experience. Michelin, because they were new to F1, by definition took more of the plaudits when finally they reached the podium.

How, though, did the tyres actually compare?

Bridgestone's year was marked by a relatively round-shouldered tyre; by brilliant grip levels in new-tyre (qualifying) form; by the genius of Michael Schumacher; by amazing consistency in the wet, semi-wet and

cold; and by two major breakthroughs – the race compound at Magny-Cours and the new construction introduced at Suzuka. On the downside, Schumacher chose to run the harder of the two Bridgestone compounds at Imola and Indianapolis and on both occasions effectively lost to Michelin (although Mika Hakkinen, on the softer Bridgestone, inherited the Indy win from Juan Pablo Montoya's Williams-BMW).

Michelin ran a more square-shouldered carcass from day one, were quick out-of-the-crate in the dry, and scored what appeared to be straight, clean-cut wins at Montreal and Hockenheim. The problem with conclusion-drawing is that Ralf ▶

Groovy, baby: the rivalry between Bridgestone and Michelin has opened up a new paradigm of tyre choices



**'DRIVERS WERE SHOCKED BY THE LEVELS OF GRIP TYRE COMPANIES WERE GENERATING'**

Schumacher's Williams-BMW ran a significantly heavy first-stint fuel load in Canada (thus giving him a positional advantage over his brother) and that the BMW engine at Hockenheim proved superior to all of its opposition.

Michelin's low points were Malaysia, Barcelona, Monaco, Silverstone and Hungary – Malaysia because it was wet; Barcelona... because it is Barcelona; Silverstone because it was cold, and Monaco and Hungary because they are the two slowest circuits on the calendar. Even then it was difficult to judge the tyres in isolation: this year's Williams wasn't the world's greatest chassis on slow circuits. What was clear was that the Michelin fell into a dramatic performance 'trough' between new- and scrubbed-tread state, obliging their runners to start virtually every race on used tyres.

Their high points? Canada, certainly – and Monza, where, despite blistered rear

tyres and constant pressure from Ferrari, Montoya won with margin. Oh yes, and Spa, where Giancarlo Fisichella ran the same set of front Michelins from start to finish, picking up speed as he did so and still emerging safely from parc fermé with fully legal grooves.

Overall, the impression was of the evenness of these two companies and of the brilliance of their performance. As recently as 12 months ago it was standard procedure for drivers to complain about the instability and insensitivity of grooved, narrow tyres – for men like Damon Hill to say that F1 would be changed forever... and not necessarily for the better.

In '01, when tyre surface compounds were softer and the competition intense, grooves were mentioned only in post-race arguments, when the talk turned to slicks and what ultimately defines a 'groove'. For the most part, drivers were shocked by the levels of grip that the tyre companies were generating, with Michael Schumacher remarking after qualifying at Suzuka that this circuit was more "physical" than he could ever remember it – and that included his days with slicks and active ride. Along the way, F1's handling problems were what they always have been: understeer, oversteer, no

**> Nine popular misconceptions corrected**

**Q:** Is it a friendly rivalry between Michelin and Bridgestone?

**A:** Not really. Bridgestone have complained about the way Michelin teams start on scrubbed tyres and often change only the rears during pitstops. Michelin, for their part, claim that Bridgestone might be using illegal chemical additives to make their tyres stickier during the opening laps of the races.

**Q:** What are the advantages and disadvantages of each brand?

**A:** Generally, the Bridgestones are much more stable and confidence-inspiring in high-speed corners. Michelins have the edge on traction and under braking.

**Q:** Why were Michelin runners not always using brand new tyres

in many of the races this year?

**A:** The Michelins can be sensitive to temperature and take time to hit their 'sweet spot'. At Indianapolis, Williams started the race with tyres that were already 18 laps old.

**Q:** Is it true the Michelins aren't good in the wet?

**A:** No. There's very little difference between the two suppliers' rain tyres. But Michelin have admitted that their intermediate compound, for wet-dry conditions, isn't as good as it could be due to lack of testing.

**Q:** How much quicker have the lap times been this year than in 2000?

**A:** On average, 2.5 seconds, although part of that is due to traction control.

**Q:** How many new compounds

have been developed in '01?

**A:** Bridgestone say they developed 120 compounds for '01 (but, according to Schumi, it "might have to be more next year".)

**Q:** Who sells the most tyres worldwide?

**A:** According to the '00 figures, Bridgestone have 19.8 per cent of the market while Michelin have 19.0 per cent.

**Q:** Which teams will be supplied by Michelin next year?

**A:** Every one from this year (Williams, Jaguar, Benetton, Minardi, Prost), plus Toyota, and now, McLaren.

**Q:** Who has the most GP wins?

**A:** Michelin, at 63 (to Bridgestone's 55). Both have a very long way to go to beat Goodyear (368).

traction and over-critical ride heights. Nothing, in this sense, has changed.

And, despite the strait-jacket of the rule book and the similarity of the cars, the beauty of it is that the Bridgestones and Michelins continue to *look* different. The Bridgestone is perhaps more agile and aerodynamically efficient; the squarer Michelin has a larger footprint. In January, Bridgestone will be working hard with Ferrari at Mugello (where they will be away from Michelin) and sometimes at Barcelona, no doubt taking the Suzuka construction to the next level. Michelin are still deciding whether or not to test in South Africa, as they did in '00. The upside is a supply of hot, dry weather. The downside is thinner air, and thus less realistic engine and downforce figures.

Michelin also need to improve in the conditions that typify the European winter – in the cold and in the semi-wet – so perhaps it will be on the Iberian circuits that on this occasion they will focus.

If '01 was a great year for tyre wars, expect more of this in '02. In terms of technology and commitment to winning, tyre companies don't come any better than Bridgestone and Michelin. And, like Ferrari and Williams-BMW, they both seem destined to win. ►

(Top left) One of Bridgestone's 'star' teams since '98, McLaren will switch to Michelin from '02 on; (above left) despite traction control, tyres still spin

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BMW Williams FW18 are the only top team to run Michelins, and their faith was justified when JPM led at Interlagos (above). Fisichella exploited a cunning no-new-fronts strategy at Spa (right)



Ferrari-Bridgestone-Schumacher was unquestionably the best package of '01 (above). Irvine upheld Michelin honours at Monaco, taking Jaguar's first podium



### > The tyre war – race by race

Ferrari – and therefore Bridgestone – won the championships. But Michelin got stronger and stronger throughout the year. Stuart Codling explains

#### AUSTRALIA March 4

Round one to Japan, at least in terms of results: highest Michelin qualifier is Ralf Schumacher, in fifth, and the top seven finishers are on Bridgestones. But there are few tyre-related troubles for the Michelin runners.

#### MALAYSIA March 18

Michelin's soft compound works well in qualifying, enabling Ralf Schumacher to qualify third. He is also the first Michelin driver home, in fifth. Bridgestone's intermediates offer the decisive advantage in the conditions, though: after an early downpour, the track dries quickly and Michelin's intermediates aren't up to it.

#### BRAZIL April 1

Michelin face their first big durability test over the bumps of Brazil, and seem to be right up there with Bridgestone. Juan Pablo Montoya qualifies fourth and leads until he is punted off.

#### SAN MARINO April 15

Qualifying and practice are cold and wet (with, on Saturday, a touch of snow) and the Michelin runners are on tiptoes. Michelin admit that their intermediate tyre is inadequate. Weather on race day suits the softer Michelin: Ralf leads from the start and goes on to win.

#### SPAIN April 29

Both companies pitch up with new,

softer compounds to take advantage of traction control's official return. But Williams, quickest of the Michelin runners, opt to go without traction control and take harder tyres. Michael wins for Bridgestone; attrition promotes JPM to second, 40 seconds behind.

#### AUSTRIA May 13

Ralf Schumacher and Montoya run one-two from the start, but encounter the Michelin 'trough' and fall back into the clutches of Schumi. Montoya later spins off. Coulthard wins for Bridgestone; highest Michelin finisher is Irvine in seventh. From this point on, Michelin runners make a point of using scrubbed tyres in the race.

#### MONACO May 27

Bridgestone shine here, at the first slow circuit. Michelin have to contend with the Williams qualify OK but aren't so good in the race, though Irvine finishes a strong third for Jaguar. Schumi chalks up the win for Japan.

#### CANADA June 10

Sensitivity of Michelins to temperature is an issue here: the soft ones blister too quickly, at least on the Jaguars, and the harder ones work well when it is hot but less so under cloud cover. On race day the sun obliges and Ralf Schumacher wins from Michael. The Bridgestones are good when

cold (Michael leaves his brother floundering at the restart after a Safety Car period) but they blister in the heat.

#### EUROPE June 24

Michelin perform surprisingly well in the cold, though it is warmer on race day than in qualifying. Honours sets fastest lap, Michael wins.

#### FRANCE July 1

Bridgestone bring new, more blister-resistant tyres. Michelin drivers have to opt for harder rubber again: the softer compound feels a little too flexible around the sidewall, harming their cars' stability. Bridgestone take their 50th F1 win.

#### BRITAIN July 15

Bridgestone bring yet another new compound, a hard one brought for the unlikely event of a heatwave. It proves to be the quickest, even when cold. Michelin runners some way off in qualifying and don't make much of an impression in the race.

#### GERMANY July 29

A rite of passage for Michelin: their first race at a high-speed circuit. No problems or blow-outs: Montoya dominates the early stage of the race until his engine blows, Ralf wins it – BMW grunt a major factor too, though.

#### HUNGARY August 19

Bridgestones work best here. Many Michelin runners

suffer from blisters, particularly on the rear tyres, during the weekend.

#### BELGIUM September 2

Cooler ambient temperatures seem to favour the Michelin teams, and Williams occupy the front row in qualifying. Neither Williams driver figures in the race after technical problems at the restart; highest Michelin finisher is Giancarlo Fisichella in an unexpected third for Benetton. He does the whole race on the same set of front tyres.

#### ITALY September 16

Bridgestone up the ante yet again, bringing another new compound. But the honours seem fairly even, and it is the power of the BMW engine that swings the race in favour of Montoya. His Michelins blister, but not badly.

#### USA September 30

Bridgestone arrive knowing they can be far less conservative than last year. Michelin, by comparison, are having to play it safe. Montoya conquers oversteer to lead – but his engine lets go, enabling Mika Hakkinen to bag victory for Bridgestone.

#### JAPAN October 14

Schumi, on Bridgestones, is untouchable. He ekes out a crucial advantage in the first laps while JPM is in the 'trough', prompting the tyre suppliers to accuse each other of "rule-bending".

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No one can question Jackie Stewart's natural talent as a driver but his success was due equally to his ruthlessly dispassionate approach to racing, never over-driving emotionally when the odds were against him. Before achieving his third World Championship in 1973, he decided to retire, despite the fact that more championships would undoubtedly have been within his grasp.

#### The Tyrrell 003

After taking the championship in 1969, Stewart had to endure a fallow year as the team struggled with its inadequate March car while the new Tyrrell was being completed.

In 1971, with the new 003, Stewart almost cantered to the title with some breathtaking displays of controlled driving. Few races were more impressive, however, than Monaco that year, in the Blade Nose car featured here.

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was no time to repair it and he had to race round the tortuous street circuit with virtually no rear brakes at all!

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The easiest way to obtain your car is to phone our Orderline on 08700 40 1234. Lines are open from 9.00am to 8.00pm, Monday to Friday. And from 9.00am to 5.00pm at weekends.

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Chief designer: Arrows-Asiatech

# Sergio Rinland

The designer of Sauber's mega 2001 car talks about his recent move to Arrows

**Why have you joined Arrows?**

Because they have a good package and a good engine and that is the first step in trying to make a good car.

**Why did you leave Sauber?**

For personal reasons. I can't elaborate on that. I could have achieved a lot more: I was only at the beginning of what I could do there. You can't turn a team around in six months. It takes about two years to see the results of a person's influence in a programme.

**How does the Cosworth compare with the Ferrari engine that Sauber use?**

It's quite good. I've worked with Cosworth in the past and I've always been very happy with how they work and the performance they achieve.

**Do you worry about cross-pollination of ideas between Arrows and Jaguar?**

No. By the time our ideas could get to them, it would be too late – we'd already have them on the car. But Cosworth are very good at keeping things separate, so it's not an issue.

**Can you win with a customer engine?**

For ultimate success, you need an exclusive deal but, to get that, you must be successful in the class you're in. When we're on top of our class, we can jump to the next one up.

**How do Arrows compare with Sauber?**

The structure is good here at Arrows. There's more manufacturing in-house and more self-sufficiency within the company. Arrows have an excellent wind tunnel in Bedford, which will be fully operational by midseason next year. This is an organisation that has the basics to succeed.

**Why do Arrows always underachieve?**

I've only been here a month and I need a bit longer before I can make any comment! I'm still looking at what Arrows have, what's good and what's not so good and what I think I can bring to the team.

**What is your role at Arrows?**

Chief designer. I get involved with Mike [Coughlan, technical director]

in all the technical aspects of the design, build and running of the car. Even though I won't be directly responsible for running the car, as a designer I still have to have in mind how to run the car to make it easier to work on and better to be engineered.

**When did Arrows boss Tom Walkinshaw first approach you?**

I've known him for years and we've been talking about a job here for quite a while. I had two other options, one of which was outside Formula 1.

**Did you think about leaving F1?**

Yes. I only wanted to do F1 if I had a good programme – which I now have.

**Does Tom focus enough on F1?**

He tells me he's going to focus on F1 more than he has in the past. Since I've been here, he's been in the design office a lot. It's difficult for me to say how much he's involved during the season because he's away at races a lot.

**Do you believe that a team boss has to be hands-on, seven days a week?**

Absolutely. Always has been the case, always will be. I've been in teams with a figurehead who isn't the team owner and the team just doesn't run in the same way. And I've worked in a team with a very charismatic boss and when he sold the team, it didn't last that long: Bernie Ecclestone at Brabham.

You need a boss with a personal interest in the team. We have that.

**Can you still do much to the '02 car?**

Not much, but I will have a bigger influence on its development. There's a programme where the car has to be designed by a certain date, built by a certain date and run by a certain date. If, so late in the programme, I try to change too much, I'll delay the car. And Melbourne can't be delayed!

**How good is the new car?**

It's got potential, but there are a few parts that I haven't seen yet.

**How much is still open to change?**

The monocoque is being cut at the moment and the transmission is a very long lead item – as is the suspension. There are a few items in aero that are still being tested and that's still open to my contribution.


**Any preferences for a second driver?**

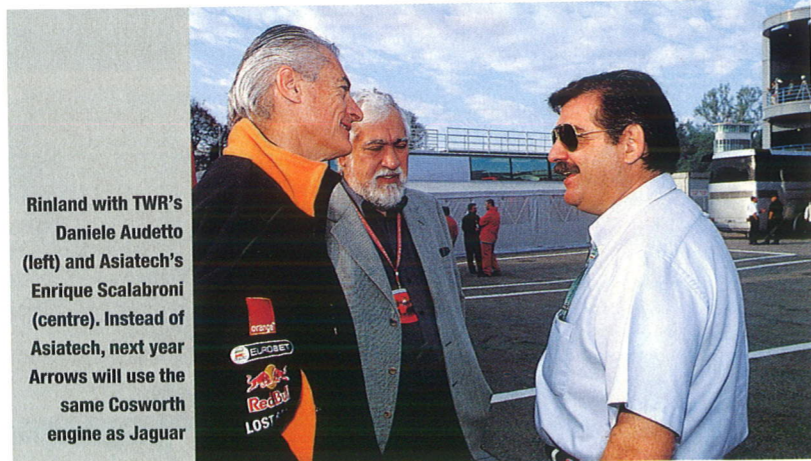
A good one! Another Kimi Raikkonen would be more than welcome.

**Did you expect Sauber to have the success they have had this year?**

Yes. I knew the car was good. I was at the first tests and they were a confirmation that all our assumptions of the car's philosophy were right.

**Who has designed the '02 Sauber?**

I don't know. A few of the people who were with me have left as well. 



Rinland with TWR's Daniele Audetto (left) and Asiatech's Enrique Scalabroni (centre). Instead of Asiatech, next year Arrows will use the same Cosworth engine as Jaguar

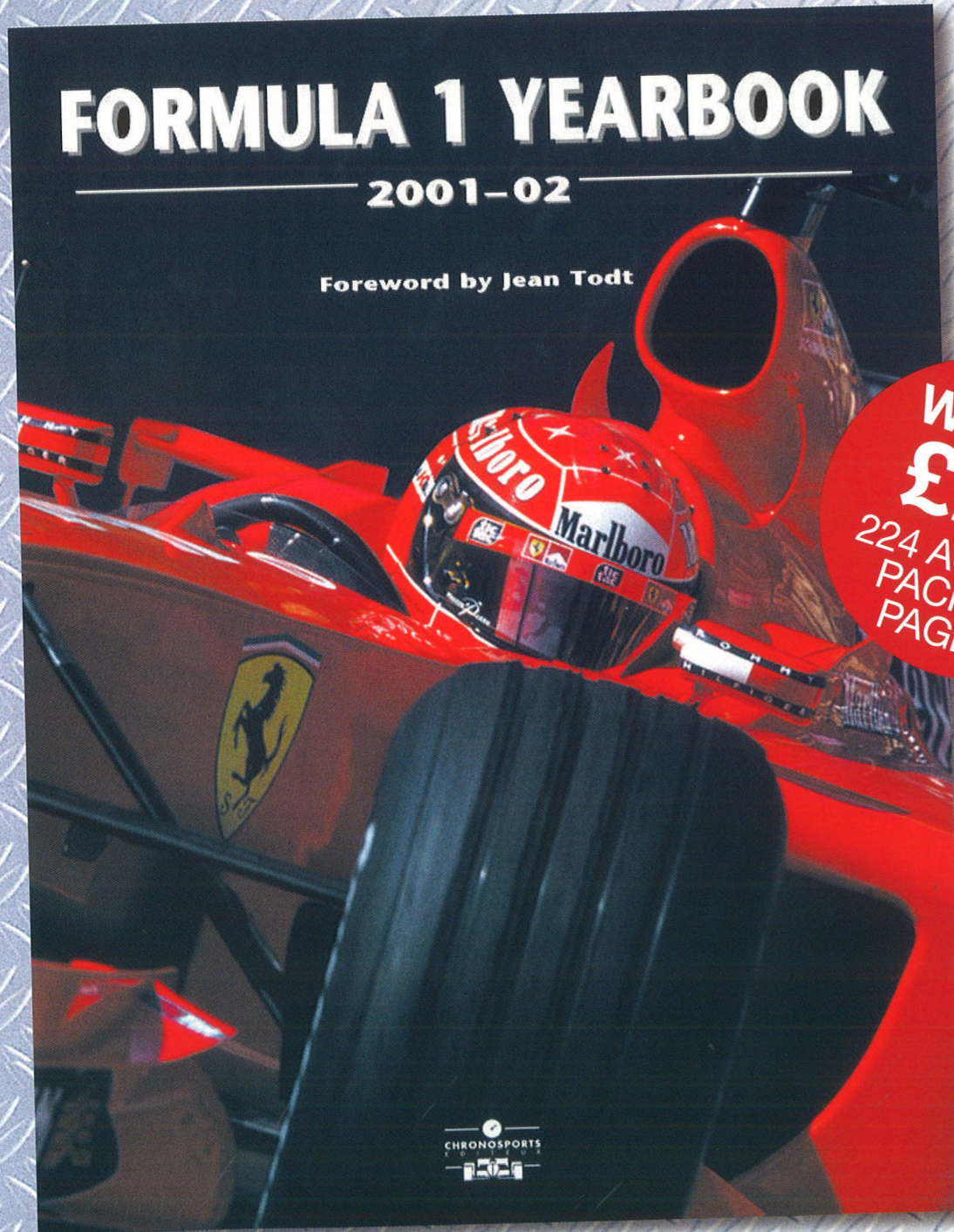
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# Men of the cloth

After 260 grands prix, 35 fastest laps, 27 wins, 15 poles, two drivers' and one constructors' championship, Benetton are quitting F1. Here, every one of their drivers remembers their time with the team. Powerful...

Compiled by Stuart Codling; additional reporting by Tom Clarkson; photographs by Paul-Henri Cahier

Different. Not, but for a brief period in the mid-1990s, always better... but different. That was always the Benetton way. When the extravagant and iconoclastic Italian knitwear manufacturer decided to expand their Formula 1 role from that of sponsor to team owner, they could have chosen no more appropriate a team to buy out than Toleman, the perpetual outsiders. This small-team atmosphere clung on in spite of all the changes and

the increasingly clamorous PR machine. "Benetton's last GP, Suzuka '01, was a sad occasion – because they have had a good history in F1 and they will be missed," says team boss Flavio Briatore, who had no motorsport experience prior to joining the team (from Benetton's US retail arm) in '89. "As a constructor, Benetton did things differently – there was a different feel compared with others on the grid." Although he took a two-year sabbatical from the team (to manage engine supplier

Supertec), the enigmatic Briatore and his forthright management style have now become synonymous with Benetton. The name may be changing, but he isn't. "The Benetton family have been great to work with," says Flav. "Since I arrived at the team in '89, I've spoken to Luciano Benetton at least three times a month – and Alessandro a lot, too. They feel part of my family. I will stay in close contact with them, even though we must now press forward as Renault."

(Below) Gerhard Berger heads for the grid in Detroit '86 for the new Benetton Formula Limited team

'I HAD A FANTASTIC TIME WHEN I WAS FIRST WITH THE TEAM IN '86... THE SECOND TIME WAS NOT AS ENJOYABLE'  
GERHARD BERGER



## > TEO FABI 1986-87



"We always had a competitive car but in the second year the engine was not so reliable. I wasn't enjoying it so much any more, so before the end of the season I started to look for drives in America."

## > GERHARD BERGER 1986, '96-97

"I had a fantastic time when I was first with the team in '86. I got my first win, which was also the



Teo Fabi (below at Monaco in '87) was a refugee from the Toleman days. Handy, he scored two poles in '86

team's first, and it was a great opportunity for me. It was my results with Benetton that got me noticed by Ferrari. "I remember back then that everyone was really motivated. Everyone wanted to upset the establishment and the team was on the way up. Rory [Byrne] in particular did a great job because he was trying to get himself noticed. "My second time with the team, in '96 and '97, wasn't so enjoyable. It was partly my fault because I was at the end of my career and wasn't as motivated as I was in my first stint with the team. But the team were also not quite as together as they were the first

time, either. It's difficult, however, when a team is on the way down, which was the case when Jean [Alesi] and I joined them. "The Benetton family are great people and will be missed from F1. Even though my driving career is over, I still have a great relationship with them."

## > THIERRY BOUTSEN 1987-88



"Benetton were the team that allowed me to make a reputation for myself. They put me into the top league of drivers. I had just had four years with Arrows with some good performances, but not very much in the way of results. "At Benetton the car was competitive – less so in my first year, when the engine was not reliable, but better in '88 – and I was able to lead some races, although I didn't

win any. In '88 I was the highest-scoring non-turbo driver, and that gave me the opportunity to go to Williams, where I did win some races. "There was a really incredible atmosphere at Benetton, different to other teams. It was like F2: the people really enjoyed themselves."

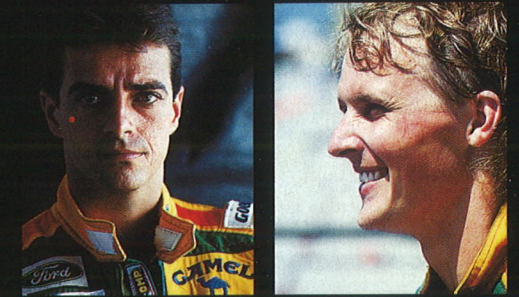
## > ALESSANDRO NANNINI 1988-90

"I had been in talks with Ferrari before my accident but had decided to stay at Benetton. Naturally it's every Italian's dream to drive for Ferrari, but I decided to stay with Benetton because I felt they were the team of the future. "I grew with the team

and felt I knew them all personally, from the Benetton family to the mechanics. I wanted to be part of the success I knew we would have."

## > JOHNNY HERBERT 1989, '95

"Benetton was my big break. After my accident at Brands Hatch [in F3000] I don't think I'd have got as far as I did later on if I hadn't had the opportunity with Benetton in Rio. It was a surprise to everybody that I couldn't walk to the car but was able to finish fourth in the race. "When I went back in '94 it wasn't anywhere near as enjoyable. It took me a long time to enjoy Formula 1 again but ▶





'FLAVIO BRIATORE WAS A GOOD TEAM BOSS. I KNOW HE CAN BE DIFFICULT, BUT WE MANAGED TO GET ON WELL'

MICHAEL SCHUMACHER

thankfully, at Sauber, I did. "Benetton, from when it began as Toleman, had been a young team who were trying to break in to the big world of F1 and be successful. When Michael Schumacher joined and they got the right technical people on board, they had a good package. They worked 100 per cent for Michael, which obviously wasn't great for the other guy, but for two years they were mega-successful."

> EMANUELE PIRRO



**1989**  
"I first met the Benetton people in '80 when the team was still called Toleman. They did a couple of Formula 2 races in Italy while I was in Formula Fiat Abarth. I was just a young kid hanging around in their garage, dreaming of F1. Rory Byrne and Derek Warwick were very welcoming – the team had a pleasant family atmosphere. "When the chance to drive for the team came, I already had opportunities

with both Tyrrell and Larrousse. I was also McLaren's test driver and it was Ron Dennis who suggested I choose Benetton. We felt they had the most potential.

"It was a very strange atmosphere when I joined because new people, like Flavio Briatore, were taking over from guys who had been there for years. Flavio wanted to make Benetton a big team – though they were never a small team – and he went on to achieve greater things.

"Unfortunately for me, that involved taking on a more famous driver [Nelson Piquet] – so I had to look elsewhere for a drive. But I enjoyed the time I had there: I have nothing but happy memories."

> NELSON PIQUET  
1990-91

"When I joined Benetton in '90 I had come from Lotus, where I was paid a lot of money to drive a car that was never good. I wanted to have fun again, to feel that my team was



a family, like it was at Brabham. It worked well. Alessandro Nannini was in the other car – a nice guy – and I was happy.

"Flavio Briatore was new to F1. Three months after he arrived, he threw out half the staff – then said I could stay or go, it was my choice. I wasn't sure, so he suggested I talk with the technical guys. When I explained to them that I still wanted to race, they were pleased, and we got along well.

"The important moment came when Sandro drove the new car for the first time and said it was shit. When I tried the car, I found straight away that the front wing was twisting. After that, they believed in me and we started to win races – two at the end of '90 in Japan and Australia, then in Canada when [Nigel] Mansell stopped on the last lap because he was waving to the crowd and let the engine stop.

"Montreal is one I would never have missed, but it was also my last win. By the end of the season Michael Schumacher had joined and I realised the Benetton guys had fallen in love with someone else. It was my moment to leave Benetton and get out of F1."

> ROBERTO MORENO  
1990-91



"Benetton gave me the greatest and the lowest moments of my career. John Barnard was the man who gave me the opportunity to drive for the team – we had worked together on the development of the semi-automatic gearbox when he was at Ferrari.

"I was in the UK, looking for a drive for '91, and went to John's office for a cup of tea. When I got there he had just heard about Alessandro Nannini's helicopter accident. He looked terrible. And the phone never stopped ringing – mostly drivers trying to get the seat. Finally he unplugged the phone and said, 'Roberto, I'd like you to drive for us.' I said, 'I think I'll need that cup of tea now.'

"The next race we had Benetton's first ever one-two finish. For me it was a big turning point in my career: in the Eurobrun that year I'd had no results at all. "But John and Flavio

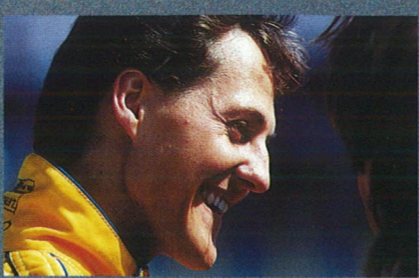
Briatore never got on. Once John left and Tom Walkinshaw bought into the team, I was out."

> MICHAEL SCHUMACHER  
1991-95

"My time with the team was special. I arrived with just one F1 race under my belt and left with two world championships. They were turbulent times – but, looking back, it's just the highs I remember. They were a great team and I look back with a big smile.

"Flavio Briatore was a good team boss and I have the feeling that he always did what was best for the team. I know he can be difficult sometimes – and there were moments when you had to be cautious – but we managed to get on well, and we still do.

"It's sad to see the Benetton family leaving F1. I never had much contact with Luciano



Schumacher (above, at Monza in '93) is Benetton's success story, delivering two drivers' and one constructors' title

Herbert had a rough year in '95 (below, at Hockenheim) as Schumacher's team-mate, despite scoring two wins...

Benetton, but whenever I did he was always very friendly. I remember once he invited me and Flavio to Africa for a New Year's Eve party. It was a great night and we all ended up in the swimming pool with our clothes on!

"And another thing about that night is that something in the house had not been properly treated, so we were all bitten by fleas!"

> MARTIN BRUNDLE  
1992

"Benetton were my first proper team – the first team who I'd been with who had a chance to win some races and get some podiums. A good bunch of guys – but when they hunted as a pack they were a bit on the dangerous side! But as a group of guys to work with and drive for, they were great – very, very supportive. I've still got a good relationship with most of them, as I've come across some of



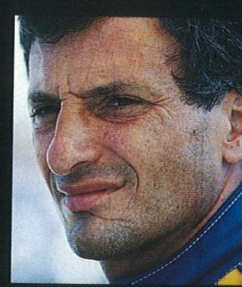
them in other teams I have driven for.

"I was mainly Tom's [Walkinshaw] and Ross's [Brawn] man because I had driven Ross's Jaguar [the XJR-14] at Le Mans the previous year and had driven for Tom since '79. I get on a lot better with Flavio now than I did then – which was my mistake: I was Tom's boy, basically, which was difficult. But they were a great bunch of lads – very, very competitive – who put together a very straightforward car. It was the year when the Williams FW14 had every gizmo going: semi-auto box, active suspension, ABS, traction control and whatever else they had. They had all the boxes ticked on that one – while we all just had a pretty straightforward car. So to stay on the same lap as a Williams you would have had a good afternoon!

"Working with Michael was fine, absolutely fine, and it was a good year – I was sad when it ended."

> RICCARDO PATRESE  
1993

"My results that year were not brilliant. The car did not suit my driving style. I was a little bit stuck learning it because during the winter we had problems with the development of the active suspension.



Maybe I'd been spoiled at Williams – but I had something so good there that when I had to step back it caused a little trouble, to be honest.

"Everybody wants to be world champion. That is not on my record – but I'm happy because I won grands prix and pole positions, and got a lot of points in the world championship. And I always had a good relationship with the people I worked with."

> JJ JEHTO  
1994



"Looking back, it's quite difficult for me to paint a proper picture of my time with the team, because I had my accident so soon after joining. My pre-Christmas testing with the team had gone really well and then the new year came and I broke

my neck at Silverstone.

"My time immediately following the accident was difficult because Flavio wasn't really supportive and I don't feel that I got a fair crack of the whip. It was so frustrating because this was my big chance and I never had a chance to prove myself at full fitness. If I hadn't had the accident, it would have been a different story.

"I came back to F1 too quickly – in time for Imola – because I was worried that, if I didn't, I would lose my seat to Jos [Verstappen] for good. As it was, I lost it anyway! In some ways I wish I had never got the seat in the first place, because it was all really shitty.

"Everyone asks me what Michael was like to work with. He was fine, although we didn't share much information. We had separate debriefs and things like that."

> JOS VERSTAPPEN  
1994

"My time at Benetton was good because it was my first year in F1. Of course it was tough at times but, overall, it was good. I was there for one year and in that year there were good times and bad times.

"The worst time was probably the Hockenheim fire, when my car ignited in the pitlane while being



refuelled. The best time came a couple of weeks after that in Hungary, when I got my first F1 podium place – and again in Belgium, the next race.

"They were still quite a new team, and steadily growing – so it's difficult to comment too much on how they improved while I was there.

"Renault have proved in the past that they know how to build a good F1 engine, so I'm sure they will succeed when they re-enter F1 next year.

"Flavio Briatore was a good boss, and my relationship with him was good – it still is – as it is with Luciano Benetton."

> JEAN ALESI  
1996-97



"I'm not the kind of person to keep bad memories. I expected more from my Benetton years, that's for sure, but they gave me my best results in F1. We had good times, we had ▶



bad times, but the experience was positive overall.

"I recall that Michael Schumacher was still in people's minds, and that it was sometimes difficult to be heard in briefings: 'But Michael was doing this and doing that,' they would say. But I also remember all my jokes with Gerhard. Good fun, overall."

> **GIANCARLO FISICHELLA**

**1998-01**  
"Four years is a long time to be with any team, so I feel as though I've been



through a lot with them. They have been four very good years, on the whole, especially if you consider that the management went through quite a big shake-up during my time.

"First Flavio was the boss, then David Richards, then Rocco Benetton and then Flavio again. We lost a lot of engineers during this instability, and there were a lot of problems at the factory, but it's finally starting to sort itself out. The organisation at the factory is now a lot better, and this has meant the performance of the car is improving now too."

"This is definitely a top team for the future. I think my third place at Spa proved their potential. The engineers and mechanics are now back

to how they should be, and I think they are as disappointed about me moving to Jordan as I am. "I'm annoyed that Flavio didn't show me more respect over our

negotiations for '02, but we each have to look after our own interests. Eddie Jordan offered me a three-year deal, Flavio only offered me a one year deal, so I had no option but to leave.

"But I will look back on my time with the team with a smile."

> **ALEX WURZ**

**1997-00**  
"I'm grateful to Benetton because they were the team who gave me my F1 break – two days of free testing at Estoril. But, in the end, they made my life a misery – although it makes no sense for me to explain why here. I was with the team at a time when they were having a major management reshuffle and, I must say, the team seemed to work very well under David Richards. Then came Rocco Benetton, and the performance went down and some of the technical people started to worry about saving their arses. If you like, I fell between two stools – because I made political mistakes. Only small ones, but they were later used by people in the team to turn me

around – a shame. "The '99 car was very overweight, which made things difficult and, in '00, I got to use the quali-car only once – in Malaysia – where I qualified fifth.

"Benetton have the fundamentals to win the championship again, but they lack the consistency and internal strength due to all the changes that have been made in the past few years. They need to be calmer and they certainly shouldn't put so much public pressure on their drivers. "I told Jenson [Button] to be careful at the start of the year, but the team seem to have dragged him down now, too."

> **JENSON BUTTON**

**2001-**  
"When Juan Pablo Montoya went to Williams I needed to move to a team that would help me develop more as a driver. Flavio came knocking, and that's what Benetton have given me: a chance to develop. "It's been great to work with a team who have won championships. You only need to look at how much we have

improved this year to see that there is real strength in depth here.

"Yes, '01 as a whole has been my worst season in racing, and there has been the odd occasion when I've got really, really down. But I've learned a lot, and it's important to be able to deal with the bad times as well as the good. We all took great heart in Giancarlo's third place at Spa, so now it's down to me to get the results too. Roll on Renault in '02.

"It will be good to work with Jarno Trulli in '02. We've had differences of opinion in the past, but I have no problem with him and I see no reason why we shouldn't get along together just fine."



Wurz (below, at Suzuka '99) had a torrid career at Benetton and thus, unsurprisingly, is a critic of the team

# The cars: 1986-2001

In 15 years Benetton produced 20 Formula 1 cars. Some were successful, some were not – but many, arguably, were revolutionary for their time. We've got the lot

Words by Stuart Codling; photographs by LAT Archive

**1986**

**B186 (BMW)**  
**Wins:** 1  
**Poles:** 2  
**Fastest laps:** 3  
**Notes:** BMW's savage turbocharged engine is the most powerful in Formula 1, producing more than 1000bhp in qualifying trim

**1987**

**B187 (Ford)**  
**Wins:** 0  
**Poles:** 0  
**Fastest laps:** 1  
**Notes:** Change to Ford power. The 120-degree V6 turbo engine enables the team to run with a slippery aero profile

**1988**

**B188 (Ford)**  
**Wins:** 0  
**Poles:** 0  
**Fastest laps:** 1  
**Notes:** Ford cease work on turbo, obliging Benetton to use normally aspirated DFR engine

**1989**

**B189 (Ford)**  
**Wins:** 1  
**Poles:** 0  
**Fastest laps:** 0  
**Notes:** New car arrives halfway through season. Ford HB replaces DFR engine

**1990**

**B189B/B190 (Ford)**  
**Wins:** 2  
**Poles:** 0  
**Fastest laps:** 1  
**Notes:** B190 makes its debut in Imola. John Barnard takes over as technical director

**1991**

**B190B/B191 (Ford)**  
**Wins:** 1  
**Poles:** 0  
**Fastest laps:** 1  
**Notes:** B191 arrives at Imola. First use of raised nose with front wing suspended from pylons. Front portion of car moulded from inside, mechanical components mounted directly onto monocoque

**1992**

**B191B/B192 (Ford)**  
**Wins:** 1  
**Poles:** 0  
**Fastest laps:** 2  
**Notes:** B192 arrives in Spain. Rory Byrne returns as chief designer. Ross Brawn replaces John Barnard as technical director. Team swap from Pirelli to Goodyear tyres

**1993**

**B192B/B193B (Ford)**  
**Wins:** 1  
**Poles:** 0  
**Fastest laps:** 5  
**Notes:** Team begin the year with updated version of old car, running with active suspension and semi-automatic gearbox for the first time. New car debuts at European GP (held at Donington), traction control introduced at Monte Carlo

**1994**

**B194 (Ford)**  
**Wins:** 8  
**Poles:** 6  
**Fastest laps:** 8  
**Notes:** Ford Zetec engine debuts – has 1000rpm higher rev limit than HB unit. FIA discover hidden 'launch control' function (banned under '94 rules) in Benetton's software

**1995**

**B195 (Renault V10)**  
**Wins:** 11  
**Poles:** 4  
**Fastest laps:** 8  
**Notes:** Switch to Renault power proves more troublesome than expected; vibrations from the V10 unit cause a number of component failures

**1996**

**B196 (Renault V10)**  
**Wins:** 0  
**Poles:** 0  
**Fastest laps:** 3  
**Notes:** Ferrari poach Brawn and Byrne. Nick Wirth (ex-Simtek) assumes the design helm

**1997**

**B197 (Renault V10)**  
**Wins:** 1  
**Poles:** 2  
**Fastest laps:** 2  
**Notes:** Chassis is an update of the '96 car, tweaked to suit the driving styles of Alesi and Berger. Runs with six-speed gearbox instead of seven. New Renault engine is 11kg lighter than previous unit

**1998**

**B198 (Playlife)**  
**Wins:** 0  
**Poles:** 1  
**Fastest laps:** 0  
**Notes:** New regulations demand narrower wings and grooved tyres. Benetton change from Goodyear to Bridgestone rubber

**1999**

**B199 (Playlife)**  
**Wins:** 0  
**Poles:** 0  
**Fastest laps:** 0  
**Notes:** Nick Wirth's swansong chassis has a trick twin-diff, twin-clutch arrangement intended to increase front-end grip at turn-in and reduce gearchange time. Neither works

**2000**

**B200 (Playlife)**  
**Wins:** 0  
**Poles:** 0  
**Fastest laps:** 0  
**Notes:** Ultra-conventional chassis designed by Tim Densham (recruited from the late Harvey Postlethwaite's Honda project). An inconsistent performer, largely due to teething troubles with Benetton's new wind tunnel

**2001**

**B201 (Renault)**  
**Wins:** 0  
**Poles:** 0  
**Fastest laps:** 0  
**Notes:** 110-degree Renault engine offers superior packaging and lower centre of gravity, but is unreliable and down on power at first



B186: savagely powerful



B187: slippery and quick



B188: normally aspirated



B189: farewell DFR, hello HB



B189B/B190: Barnard-designed



B190B/B191: revolutionary



B191B/B192: Byrne-designed



B192B/B193B: all the tricks



B194: first drivers' title



B195: first constructors' title



B196: Wirth-designed



B197: tweaked and updated



B198: first narrow-track car



B199: technically flawed



B200: back to the conventional



B201: revolutionary but slow

"I'M GRATEFUL TO BENETTON, AS THEY GAVE ME MY F1 BREAK. BUT IN THE END THEY MADE MY LIFE A MISERY"

ALEX WURZ



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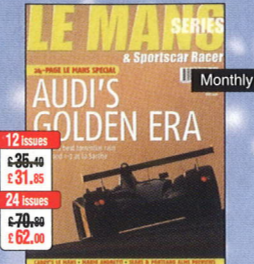
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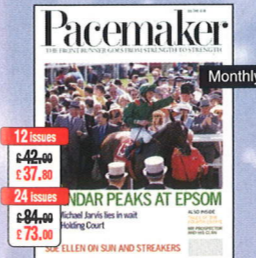
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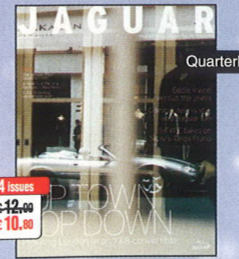
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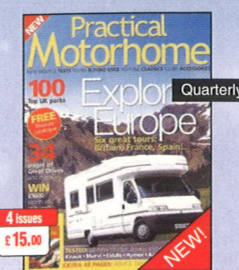
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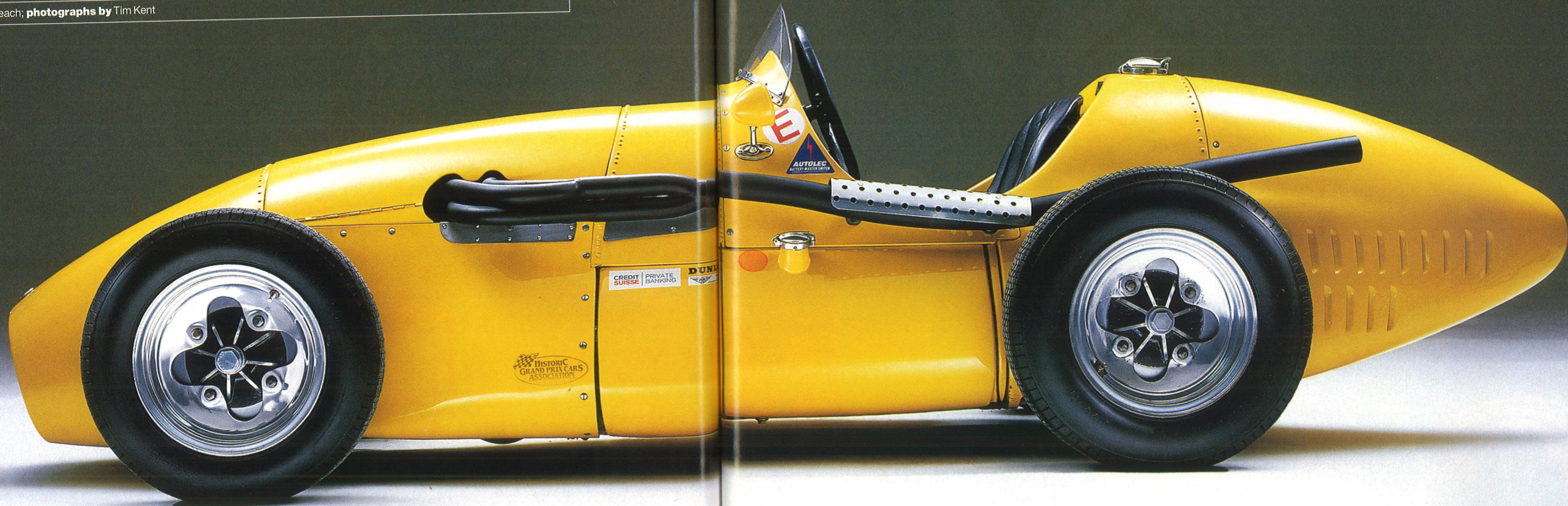
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## Hurry! - Make sure your gift starts promptly after Christmas

# British racing yellow

Designed 50 years ago, the Connaught A-type was a quintessentially British car built by a quintessentially British company. Spiffing!

Words by John Leach; photographs by Tim Kent



CONNAUGHT, OLD CHAP

> Roy Salvadori: driver

"I was introduced to the people at Connaught by John Coombs [a fellow racer and car trader], so you could say he was instrumental in getting me my drive with them.

"Rodney Clarke and Mike Oliver [the founders of Connaught Engineering] were splendid chaps. Mike, particularly, was a brilliant engineer and a damn good driver in his own right. You couldn't ask for a better man to undertake testing and development work on the car.

"The A-Type handled extremely well. It was constructed to the highest standards, but it was limited by its engine [the 2.0-litre four-cylinder Lea-Francis].

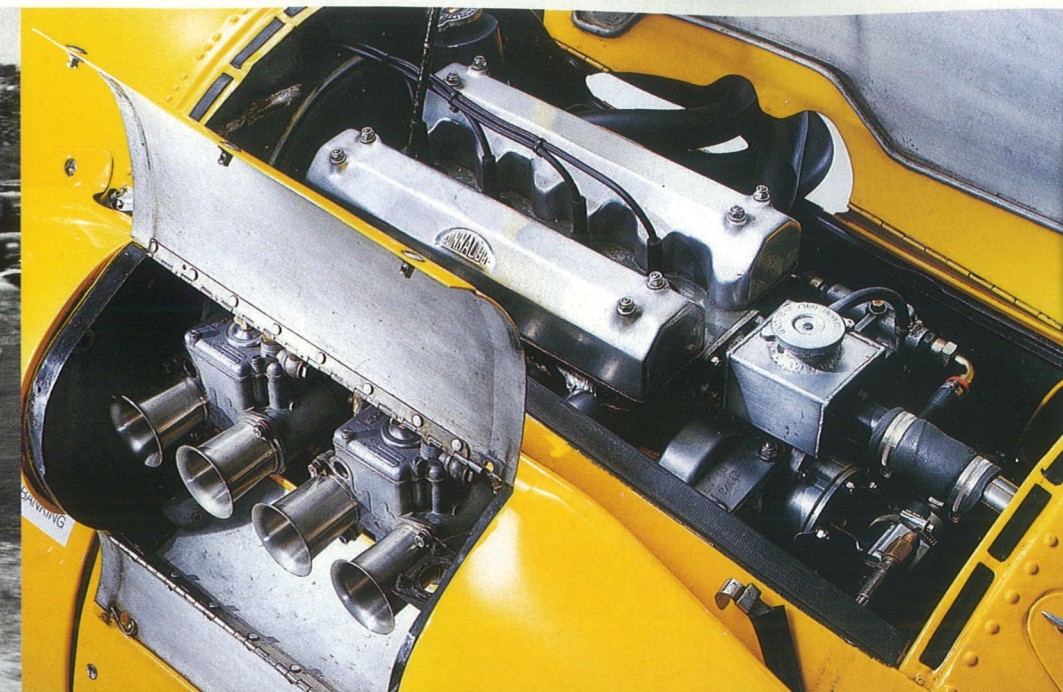
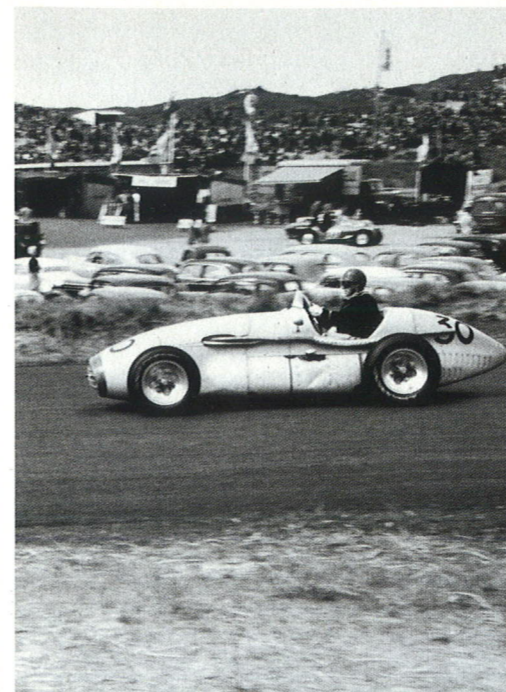
It was pretty torquey and for a twisty British circuit like Goodwood it was ideal. However, when we took it abroad – to places like the Nürburgring – it didn't shape up so well and we were left trailing. But at Goodwood I can remember us being practically the fastest car there.

"The one thing I could have done without, to be honest with you, was the pre-selector gearbox. It was a heavy lump, which must have added considerably to the weight of the car. You selected the gear you would need for the next corner before you got there using a lever in the cockpit. Then, when you wanted to make the change, you depressed a pedal on the floor and it shifted

automatically. It was sometimes difficult to remember where you were in the sequence, unlike a conventional box, and I imagine it would have been all too easy to come into a corner and find you'd got totally the wrong gear, with disastrous consequences. However, I don't remember making an error like that in a race. I suppose you just got used to it.

"I had a thoroughly good time at Connaught. We didn't just race in grands prix in those days, of course. The A-Type was actually a Formula 2 car [GPs were run to F2 regulations from 1952-53 in an attempt to pad out sparse grids] and we did a lot of non-championship races, too."

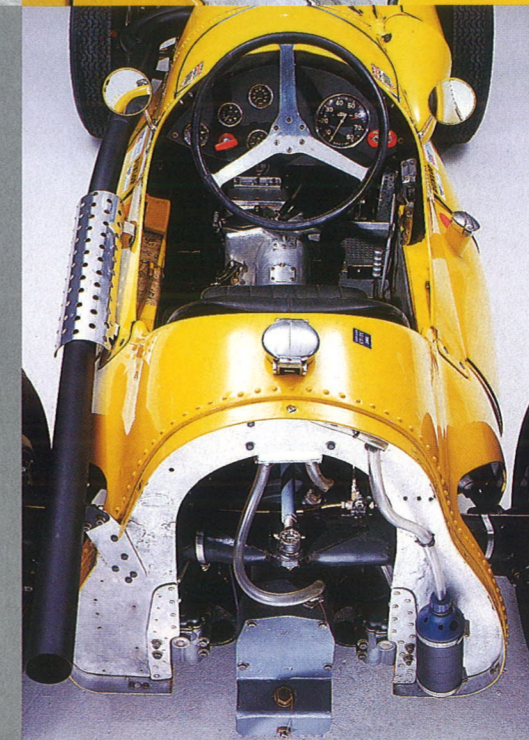
During their brief F1 history (1952-59), Connaught carved out an enviable reputation for quality. Their cars were always built and finished to the highest showroom standards



**(Above)** Johnny Claes is the man to blame for the garishness of our studio car. It's the London-born Belgian's Ecurie Belge livery, which adorned his Connaught during the 1953 season. He drove in four world championship events that year, including the Dutch Grand Prix at Zandvoort (above). He was 38 laps behind when the chequered flag fell

Pilette used Claes' machine at the '53 Belgian GP. He finished seven laps behind. Rob Walker Racing had some success running a Connaught for Tony Rolt in Formula 2 and entered him in the '53 British GP, while Ecurie Ecosse also ran a car at Silverstone that year for Scot Ian Stewart (no relation to Jackie or Jimmy). Both cars retired

**(Below)** Claes was one of a number of drivers keen to purchase A-Types on the strength of their '52 showing – they finished fourth and fifth at the British GP. Most raced at national level, but some tried their hand in the world championship. André

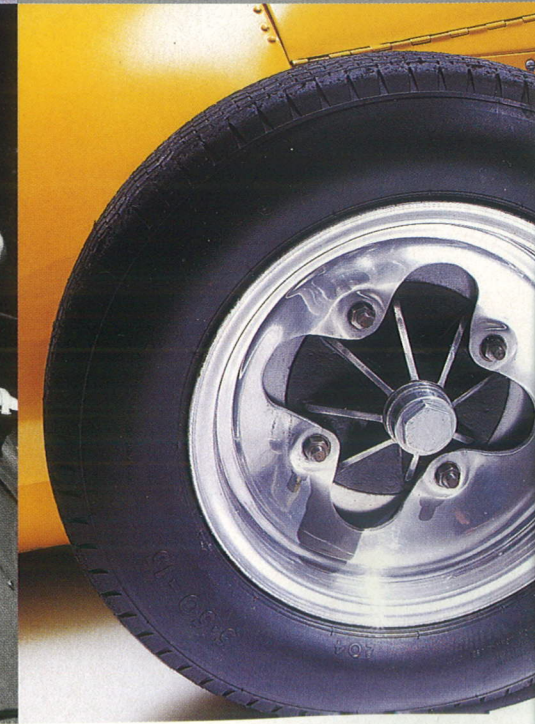
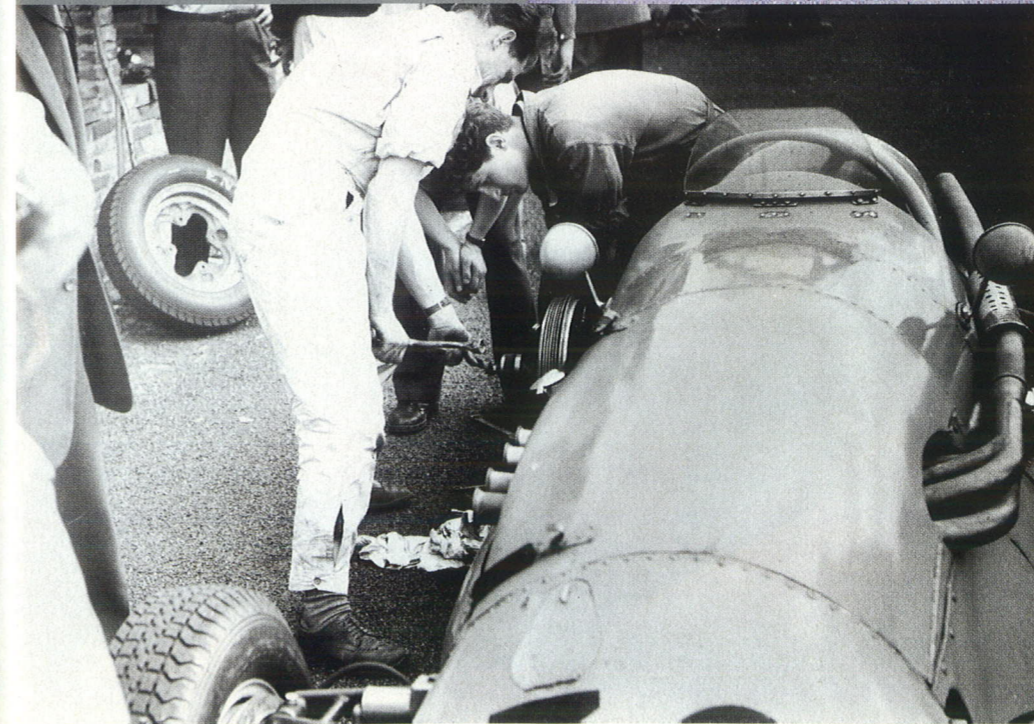


**(Above)** The 2.0-litre four-cylinder engine may have begun life with a Lea-Francis badge, but under the skin it was pretty well all down to Connaught Engineering. To the left are the four carburetors in their separate housing on the right of the nose section

In the event of a crash, a swift exit from the cockpit was highly recommended!

**(Below)** To save weight the company produced cast magnesium alloy wheels that wouldn't look out of place on a high-performance road car today. They were designed with shorter Formula 2 races in mind, however, and lacked the single, central retaining nut that facilitated the fast pitstops necessary in Formula 1

**(Left)** When it came to fuel, the factory mixed their own potent brew – it could hardly be called petrol. This volatile concoction of methanol, acetone, toluene and nitro-methane was stored in two pannier tanks mounted on either side of the cockpit. For longer races there was an additional tank, right behind the driver's back.



## CONNAUGHT, OLD CHAP

### > Connaught A-Type – tech spec

**ENGINE**  
Layout: Lea-Francis  
four-cylinder, in-line  
**Cubic capacity:**  
1,960cc  
**Bore and stroke:**  
79mm x 100mm  
**Compression**  
**ratio:** 11.0:1  
**Maximum power:**  
168bhp  
**Maximum revs:**  
6,200rpm  
**Pistons and rings:**  
Hepworth &  
Grandage  
**Bearings:** Glacier  
**Carburettors:**  
originally Amal,  
now Weber  
**Ignition system:**  
Scintilla Vertex  
**Spark plugs:** NGK

**TRANSMISSION**  
**Gearbox:** Wilson  
pre-selector  
**Forward speeds:** 4  
**Clutch:** none  
**Driveshafts:**  
Connaught

**CHASSIS**  
**Brakes:**  
Wellworthy, Alfin  
**Brake shoes:**  
Girling  
**Radiators:**  
Delaney Gallay  
**Battery:** Exide  
**Instruments:**  
British Yaeger,  
Smiths  
**Overall weight:**  
553kg/1,220lb  
**SUPPLIERS**  
**Fuel and oil:**  
Connaught, Castrol  
**Tyres:** Dunlop

**SUSPENSION**  
**Front suspension:**  
torsion bars and  
anti-roll bar,  
wishbones  
**Rear suspension:**  
Torsion bars,  
radius arms  
**Dampers:**  
Armstrong

**DIMENSIONS**  
**Wheelbase length:**  
2,159mm/85in  
**Front track:**  
1,181mm/46.5in  
**Rear track:**  
1,181mm/46.5in  
**Front wheel width:**  
114mm/4.5in  
**Rear wheel width:**  
127mm/5in  
**Fuel tank**  
**capacity:** 73 litres/  
16 gallons

### > Connaught A-type/A4 – history

Connaught entered works A-Types in the Formula 1 world championship for Kenneth McAlpine, Stirling Moss, Dennis Poore, Ken Downing and Eric Thompson in 1952; and for McAlpine, Moss, Roy Salvadori, B Bira (Prince Birabongse Bhanuban of Siam) and Jack Fairman in '53. This actual car is A4, driven by Poore and Moss in '52 and raced privately by Johnny Claes and André Pilette in '53.

**1952**  
**DENNIS POORE**  
**BRITAIN**  
Silverstone,  
July 19  
Grid: 8/32  
Race: 4th

**STIRLING MOSS**  
**ITALY**  
Monza, September 7  
Grid: 9/35  
Race: retired,  
engine failure

**1953**  
**JOHNNY CLAES**  
**NETHERLANDS**  
Zandvoort, June 7  
Grid: 17/20  
Race: not classified

**FRANCE**  
Reims, July 5  
Grid: 21/25  
Race: not classified

**GERMANY**  
Nürburgring,  
August 2  
Grid: 25/35  
Race: retired

**ITALY**  
Monza,  
September 13  
Grid: 30/30  
Race: retired,  
loose fuel line

**ANDRE PILETTE**  
**BELGIUM**  
Spa, June 21  
Grid: 18/22  
Race: not classified

### > Mike Oliver: constructor

"I was a director of Continental Cars, based in Send, Surrey, making sportscars with Rodney Clarke, when we were approached by Kenneth McAlpine [of the wealthy construction business dynasty] to produce a single-seater Formula 2 car for him to race. It seemed sensible to build more than one after we'd done all of the design and specification work, and that's how Connaught Engineering was born.

"When we produced the first chassis in 1950, we had no intention of competing in the big league. We were just overtaken by events. We had set ourselves up to supply F2 cars for private entrants, but then, in '52, the F2 regulations were adopted by

Formula 1 and our cars were suddenly eligible to compete in the world championship – so we did.

"We built 10 A-Types – the last two of these were designated AL9 and AL10, and had a six-inch longer wheelbase.

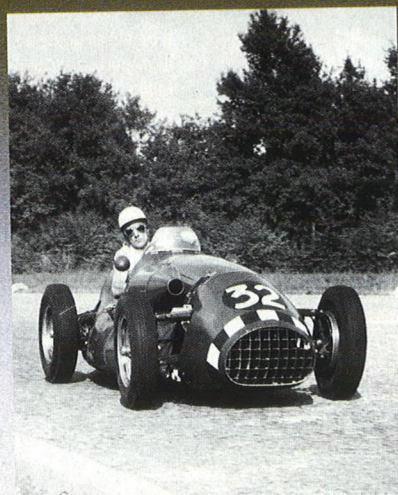
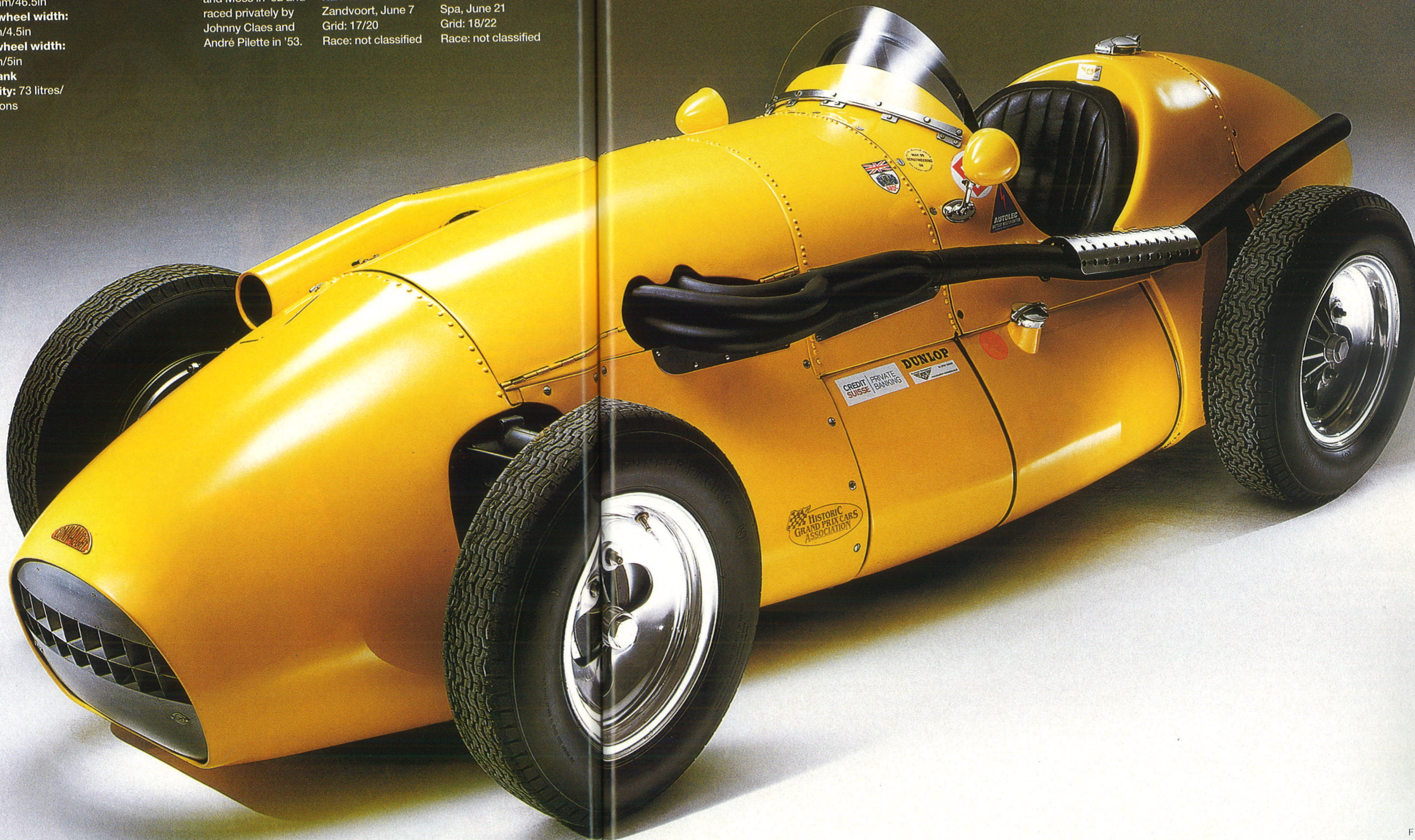
"We used a Lea-Francis engine. This was designed for a production car. We did a lot of work on it and it was hardly recognisable as theirs when we'd finished. Lea-Francis were a small company and very enthusiastic about having an involvement in racing, so we received a lot of technical support from them.

"The box on the bonnet houses the carburettors. They were out there so that

the inlet pipe from the carburettors could be a suitable distance from the cylinder heads to optimise the ramming effect, which increases the torque. It's called 'intake ramming'. Most F1 cars today still use this technique, but with variable ramming pipes.

"The cars were fitted with pre-selector gearboxes. The received wisdom at the time was that this would sap the engine's power – but we investigated this very thoroughly on a dynamometer, comparing a pre-selector with a conventional 'box. There was no difference."

• Car supplied by David Wenman and Beaufort Restoration Services Ltd.  
Tel: 01795 830288

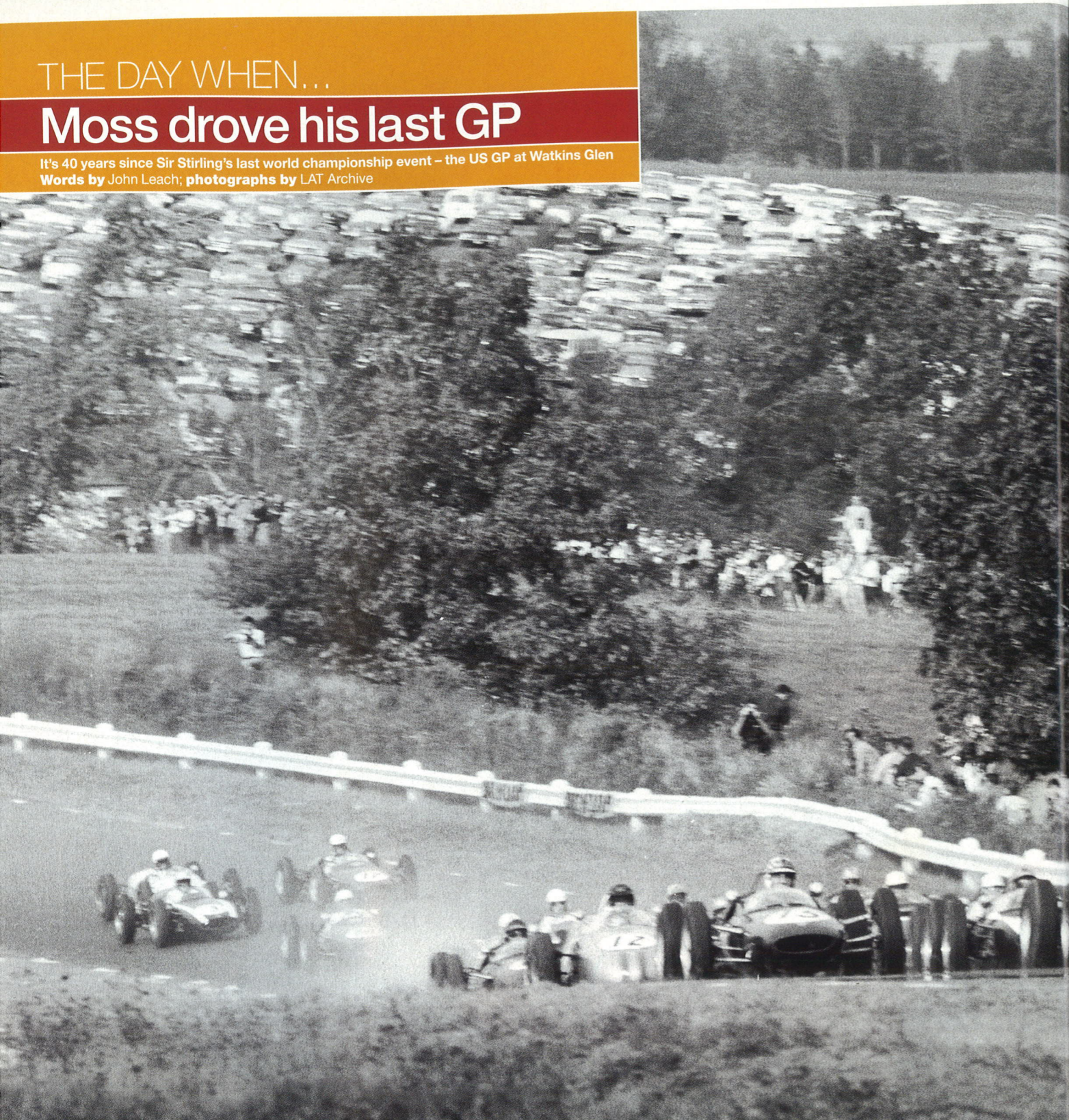


A fledgling Stirling Moss had several Formula 2 outings in the Connaught Type-A, plus a couple of world championship forays: the Italian Grand Prix at Monza in 1952 (above) and the Dutch GP at Zandvoort in '53

THE DAY WHEN...

## Moss drove his last GP

It's 40 years since Sir Stirling's last world championship event – the US GP at Watkins Glen  
Words by John Leach; photographs by LAT Archive



**O**ctober in upstate New York. Stirling Craufurd Moss is on his way to Watkins Glen, new home of the United States Grand Prix of 1961. The leaves are on the turn. In a few short weeks, nature's primary palette will set the forests here ablaze with fiery reds and yellows. Sublime; surreal, even. Words equally applicable to the Englishman's skills in the cockpit of a racing car.

Moss was at his peak. A decade of Formula 1 had yielded 16 wins – and he had been title runner-up four times, third a further three. He had been indubitably the world's leading driver ever since Juan Manuel Fangio's retirement in '58. A world crown seemed only a matter of time.

Lotus considered him so potent a threat that they refused to supply his customer RRC Walker Racing team with their latest type 21 chassis. He had to make do instead with a hybrid type 18, uprated with parts from a 21. Even so, he was able to wring enough from it to take on, and sometimes beat, the superb shark-nosed Ferrari 156s.

But the 60,000 who made the trip to the Glen were to be cheated of another David-and-Goliath confrontation. Phil Hill, Ferrari's newly crowned world champion and the first North American to hold the title, would not compete. In the previous GP at Monza, Italy, his team-mate, Wolfgang von Trips, had ploughed into the crowd, killing himself and 14 others. A shaken Hill and his team

had withdrawn from the final round. Their absence promoted Moss to race favourite.

Not that his fellow drivers were taking bets. In practice, Jack Brabham's Cooper T58 set the benchmark. Moss was second, but the V8 Climax in the back of his Lotus sounded sick and he elected to swap to his spare car, with a less powerful, four-cylinder engine installed. This relegated him to fourth on the grid behind Brabham, Graham Hill (BRM) and Bruce McLaren (Cooper).

When the flag dropped for the start, Brabham set off like a startled rabbit, heading the pack away. His triumph was short-lived. Moss elbowed his Lotus into second and went by the leader before they passed their pitboards for the first time.

But the big Antipodean wasn't done. For four laps he hounded Moss before retaking first spot. The pair ran nose to tail, side by side, ducking and diving, until, 10 laps later, Moss pulled a move and made it stick.

Next time round, the fans were on their

feet. The Cooper was back in front!

The duellists continued to circulate in line astern, the dark blue and white-striped nose of the Walker car bobbing in and out of Brabham's mirrors. Then, on lap 22, the Lotus went by the startled Australian again. It was his turn to play follow-my-leader.


Their slipstreaming battle had pulled them well clear of pursuers, but the torrid pace had taken its toll. On lap 45, Brabham pitted with water in his oil. He returned to the track briefly, but soon retired for good.

With his sparring partner gone, Moss looked impregnable, but by lap 60 he, too, was touring in, his engine bearings run. It was poor reward for a superb performance.

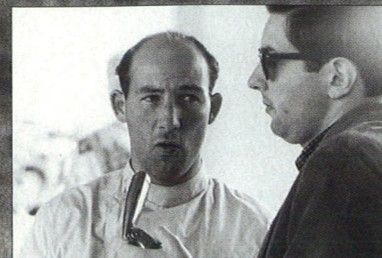
Ireland inherited the lead and held off

first Hill and then the Porsche 718 of Dan Gurney to score the Lotus works team's only win of the season.

Moss had given the Americans something to remember him by. Sadly, he would not be back for future US GPs. In the run-up to the '62 F1 season, and with a contract in his pocket to drive for Ferrari under the RRC Walker banner, he entered the non-championship Glover Trophy at Goodwood. There, his ageing Lotus left the road and crashed.

Moss's injuries were severe and, though he recovered sufficiently to race again, his GP career was over – robbing him of any chance of the world title and F1 of its brightest star. 

**(Main)** Brabham gets the jump at the start, but Moss, wearing his lucky number-seven, is already in his wheeltracks. Fast talker (right): the charismatic Briton was a favourite with the American media



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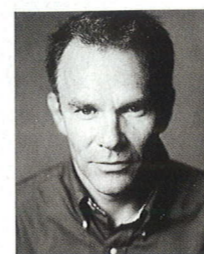
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# Race report

Michael Schumacher rounded off his record-breaking season with... a win. By Peter Windsor

Contents: Japanese GP report: page 142



## > High, low and bizarre points of a rather quirky season

Elsewhere you can see how you, the reader, perceived the 2001 F1 season (Man of the Year, p 32). Here, in the aftermath of Suzuka, are Windsor's views. Turn the page now if you wish to remain calm...

### DRIVER OF THE YEAR

Michael Schumacher

### TEAM MANAGER OF THE YEAR

Michael Schumacher

### STRATEGIST OF THE YEAR

Michael Schumacher

### TEAM OF THE YEAR

Ferrari

### CAR OF THE YEAR

Williams-BMW FW23

### DESIGNER OF THE YEAR

Sergio Rinland (Sauber)

### OVERTAKING MANOEUVRE

OF THE YEAR

Juan Pablo Montoya (Brazil)

### CLASS ACT OF THE YEAR

Juan Pablo Montoya

### SPORTSMAN/GENTLEMAN

OF THE YEAR

David Coulthard

### MOST UNDERRATED DRIVER

OF THE YEAR

Nick Heidfeld

### QUALIFIER OF THE YEAR

Jarno Trulli

### ROOKIE OF THE YEAR

Juan Pablo Montoya

### TURNAROUND OF THE YEAR

Ralf Schumacher (worried about racing at Monza, wore the Stars and Stripes at Indy)

### FIND OF THE YEAR

Kimi Raikkonen

### DISAPPOINTMENT OF THE YEAR

Jordans on race day

### RACE OF THE YEAR

Indianapolis

### GREATEST WASTE OF MONEY OF THE YEAR

Eddie Irvine

### WORST TEAM OF THE YEAR (TAKING BUDGET INTO ACCOUNT)

British American Racing

### MOST STUPID REMARK OF THE YEAR

"We don't need a chief designer" (Paul Stoddart, Minardi)

### MOST TELLING REMARK OF THE YEAR

"Racing is not about winning" (Jacques Villeneuve before the Canadian GP)

### MOST CURIOUS DECISION OF THE YEAR

BAR re-signing both Villeneuve and Panis and thus not making space for their test driver, Takuma Sato. Bye-bye Honda....

### MOST WORRYING COMMENT OF THE YEAR

"I can assure you, Bobby Rahal is here to stay. He will not be made the fall guy..." (Niki Lauda, one month before Rahal's departure from Jaguar)

### DEAL OF THE YEAR

Tom Walkinshaw selling his wind tunnel to Jaguar for a 50 per cent mark-up, just before it was due for an expensive refurb

### RECOVERY OF THE YEAR

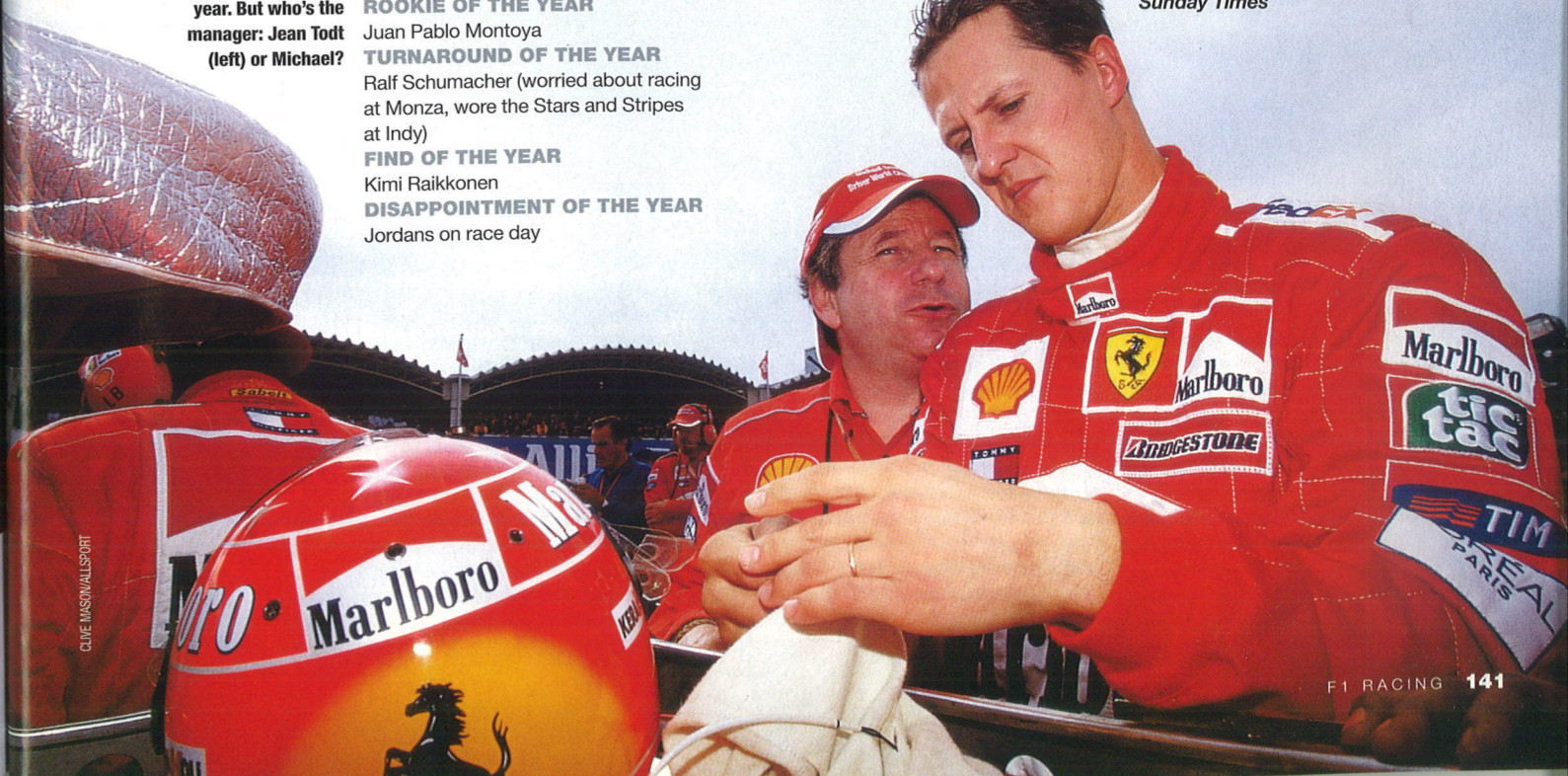
The Peugeot engine, which in Arrows-Asiatech form looked much better than the Prost-Ferrari

### WITTIEST COMMENT OF THE YEAR

"It's a good job there aren't three of them!" (Mika Hakkinen after finishing behind the Schumachers in Canada)

### AND, FINALLY, MAN OF THE YEAR

Patrick Head, for orchestrating a white-paper design that in the space of three years has become a grand prix winner and a major championship contender  
*Peter Windsor also writes for the Sunday Times*





# Michael leads a masterclass

Once again Michael was in a race of his own. Combined with Ferrari, he's too good. By Peter Windsor

And so they came to Suzuka, with no titles to be won or issues to be settled. Most of the teams sent skeleton crews. Most of the drivers just wanted to be at home. The race, as it turned out, was another Michael Masterclass – a demonstration for about the tenth time this year of how to make it absurdly simple. Afterwards, Michael tried to describe what he had done with mere words: "I was surprised how much I was able to pull away in the opening laps," or "this is a very important

win for me because it is great to start the winter with a strong race in your memory," but nothing – *nothing* – could even come close even to scratching the surface of the genius he had displayed. Through Turn One and the uphill esses, through corners where precision, balance and maximising the traction ellipse is everything, Michael was in qualifying a full half-second faster... than Juan Pablo Montoya. Which made him 0.7 seconds quicker than his brother. And probably one second quicker than the McLaren-

Mercedes drivers. And, beyond that, as much as two seconds quicker than the midfield plodders. The future, then, is clear: in the same way that suspension controls are banned and wing sizes annually trimmed, Michael Schumacher must in all ensuing races either brake with his right foot or start with a ten-second penalty. The choice is his. Now you can thank Bridgestone for this – as Michael did on Saturday afternoon, when he revealed that the new Bridgestone sidewall construction



**FACT ATTACK:** David Coulthard and Michael Schumacher were the only two to score points in every race they finished this year



DARREN HEATH; CHARLES COATES/LAT; OLIVE MASON/VALLSPORT; MARK THOMPSON/VALLSPORT

**Move over!** Michael wasn't letting Montoya through at the start. No way!

**Bowing out** Mika Hakkinen was looking to end the year on a high, before his sabbatical. But next to Michael, he was an also-ran



**First corner** Ralf (far right) considered going round Montoya and Michael, but had to settle for third

**Spot-on drive** Michael showed the others how to do it in Japan. He drove a perfect race and could do nothing but win

is particularly adept at fast changes of direction – but that doesn't really explain why most of the other drivers at Suzuka, including the McLaren boys, spent the weekend complaining about a chronic lack of grip. No, this was something different, a final act in a year of pressure, constantly applied. The Ferrari is above all an efficient car that enables Michael to do what he needs in order to maximise the parameters: there is no other way of swallowing it. McLaren perhaps had more downforce at Silverstone, but Ferrari, with more manageable downforce, were better over a season. The BMW engine perhaps had more power at Hockenheim, but the Ferrari engine was much more reliable. Find a point right there in the middle – like

**'MICHAEL REMINDED MONTOYA THAT THIS WAS HIS FIRST CORNER, THANK YOU VERY MUCH'**

the first sector of the Suzuka lap, where everything needs to be balanced to the right compromise – and the Ferrari, guided by Michael, will suddenly touch the sky. The bottom line, though, is that this is a Michael Ferrari – a car born of an average around which he knows he can jump to the odd peak. The Williams and McLaren, by contrast, are born of peaks: when they are good they are very good. When they are bad they are terrible.

That was the outstanding message from Suzuka. There were odd bits of plumbing, of course, like the very real possibility of Michael being outdragged or outmuscled in the first corner by Juan Pablo, and thus losing his race to the pace dictated by the Williams-BMW, or of losing time in the pitstops, or in wayward traffic, but Michael cruised through these tests, too: far from blowing the start, as he usually does, he was away clean and easy. Within a second, he was weaving to the left, reminding Mr Montoya that this was *his* first corner, thank you very much, and would everyone else please fall in neatly behind? Michael then drove the opening lap with Jim Clark-like perfection, re-emerging from the chicane, and for the run down past the pits, with nothing but clean air behind him. ▶



**'MICHAEL NEVER ALLOWED HIMSELF TO THINK HE HAD IT WON; THAT IS NOT WHAT HE DOES'**

It was as if there had been some sort of shunt. You scanned the monitors for signs of a yellow or a red.

There was none. There was just that orange-red Ferrari, peeling into corners on gradual arcs, tucking into apices and lightly brushing kerbs in ways that made every other car-driver combination in the race look slow, rough or ponderous – or a combination of the three.

The two pitstops were trouble-free, but Michael almost by design emerged from

them behind his old mate Mika Hakkinen, whose McLaren had started with slightly more fuel than had the Ferrari. Graphically, then, in the lap or two they drove together, we saw the difference between Michael and Mika: Mika, a winner at Indy with a softer Bridgestone, was on this day merely an also-ran. In terms of pace, Michael was ahead by the margin of one pitstop. And, even when Mika should have been at his quickest – with light fuel, just before his stop – Michael's tanked-up Ferrari was faster still.

After that, so far as the plumbing went, there was only the Montoya factor about which to worry. The Schumachers – plural – have not liked Montoya since the day he first sat in a Williams-BMW, so this was added pressure on Michael, you could say, because the last thing he needed

at Suzuka was to be pushed into an error by Montoya – or, worse still, to be forced to have to race him over the closing laps. After losing that time behind Mika, Michael needed to find the rhythm that would (a) keep him clear of Montoya and (b) leave him the margin he needed in order to protect the car and to avoid mistakes.

This Michael did in the space of about a lap. He always needed to know where Montoya was – six seconds behind, 5.8 seconds behind – and he never allowed himself to think that he had it won; that is not what Michael Schumacher does.

He found the slot, though, and he filled it perfectly. From there until the end he was in the hands of his Ferrari's mechanical strength. Nothing else could beat him.

He weaved over to the pitwall as he saw the chequered flag, showing his team ▶

A sure thing – Michael pulled out a good lead early on: 3.6s in the first lap alone. There may not be any guarantees, but who would have bet against him then?



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**Drivers' championship**  
Round 17 Japan

1	Michael Schumacher	123
2	David Coulthard	65
3	Rubens Barrichello	56
4	Ralf Schumacher	49
5	Mika Hakkinen	37
6	Juan Pablo Montoya	31
7	Jacques Villeneuve	12
8	Nick Heidfeld	12
9	Jarno Trulli	12
10	Kimi Raikkonen	9
11	Giancarlo Fisichella	8
12	Heinz-Harald Frentzen	6
13	Eddie Irvine	6
14	Olivier Panis	5
15	Jean Alesi	5
16	Pedro de la Rosa	3
17	Jenson Button	2
18	Jos Verstappen	1

**Constructors' championship**

1	Ferrari	179
2	McLaren-Mercedes	102
3	BMW-Williams	80
4	Sauber-Petronas	21
5	Jordan-Honda	19
6	BAR-Honda	17
7	Benetton-Renault	10
8	Jaguar Racing	9
9	Prost Acer	4
10	Arrows-Asiatech	1

DARRIN HEATH

**FACT ATTACK:** Japan – his last grand prix before retiring – was the only race all season for which Jean Alesi was not classified

again that this was their win as much as it was his. Ten points or zero, Michael does this relentlessly: he shares the moment, keeping everyone up. It is part of the job of being part of a team.

There were the press conferences and the debriefs, the backslaps and the hugs; the smell of Mumm filled the air – curiously strong in the late-autumn, early-evening mist of Suzuka.

**'HE PRESCRIBED A STANDARD THAT MAY SOME TIME BE MATCHED BUT WILL NEVER BE BEATEN'**

And then there was the usual routine with Karl-Heinz Zimmermann – the vodka, Ralf, Gerhard Berger, Norbert Haug. Maybe even a bit of Mika. Mika had stood there in parc fermé after the race, looking at his car and then into the middle distance. The crowd had cheered and Mika had waved his arm, almost embarrassed. Was that a slight watering of the eyes we saw in Mika? Maybe, so drink up all you people.

What they can't do, of course, is order anything they please. Michael Schumacher Ferraris are not there for the taking. They come along only rarely. They are the epitome of the F1 art. The variables will be different next year – the tyres will be different, the engines

will be different. Williams-BMW will be stronger in the sense that they will be more reliable, more consistent and probably just as fast. McLaren-Mercedes, rejuvenated with young blood in and out of the cockpit, will also be hungry and sharp.

Michael knows this, too, which is why, after Suzuka, he and his opposition were already sweeping what happened at Sector One to the furthest extremities of their minds – Michael because he only looks forward, the rest because they daren't look back.

Only those who saw him there, on the day, will remember it – the sight of that driver and car operating perfectly as one, prescribing a standard that may some time be matched but will surely never be beaten. **1**

Until next year  
Michael sprays the Mumm from the top step for the ninth time in 2001. Coulthard and Montoya join him

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XJR100 takes alpine route to Monza  
Big cat fightback: how the jaguar was saved  
Formula 1: 2001 season review

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The R-Coupe: a sign of things to come



Generation X: rising stars of fashion  
Bond: baroque 'n' roll  
Sun, sea and sand: S-TYPE in Dubai

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The fourth edition of *Jaguar* magazine incorporating *Jaguar Racing* brings you further insight into the world of Jaguar and the people behind the cars. In this issue, we have a fascinating in-depth interview with Ian Callum, Jaguar's design director, on the incredible R-Coupe concept car – together with a stunning studio shoot of the car itself. The XJR100, built to celebrate the centenary of the birth of Jaguar's founder, Sir William Lyons, is tested to the full in a trans-European run to the Italian GP at Monza, and we visit Dubai and Blackpool, Sir William's town of birth, in S-TYPEs. Some contrast. We go behind the scenes with the controversial string quartet Bond, take an X-TYPE on a fashion shoot featuring the industry's rising stars, and end with a report on the conservation of the big cat that gave the company its name.

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# Race shorts

Juan socks it to Ralf; Michael socks it to both of them. Benetton make progress; Arrows don't. By Tom Clarkson



Juan's last race ended when he got caught up in Kimi's accident (main); Juan Pablo (right) stepped up the pressure on Ralf



shot before the start: he overtook on the warm-up lap and received a stop-go. "Not a great weekend," was the verdict of chief race engineer Graham Taylor.

### Juan beats Ralf again

On his first visit to Suzuka, Juan Pablo Montoya outqualified Ralf Schumacher by 0.11 seconds and then cheekily pointed out in front of his team-mate that "experience counts for a lot around here". Ralf, of course, knows Suzuka well, having raced there in Formula Nippon.

In the race JPM had the legs of his team-mate once again, even before Ralf had earned himself a 10-second stop-go penalty for repeatedly missing out the chicane.

### Power, no glory

The power advantage enjoyed by Williams this year was not so useful to them at Suzuka. On his best lap, Michael Schumacher was half a second faster than Montoya through sector one, the twisty Esses. Yet in sector three, the long up-hill straight to the chicane, Ralf Schumacher's Williams was only 0.2 seconds faster than Michael. The Ferrari was clearly the chassis to have.

### Michelin's sticky problem

The war of words between the competing tyre suppliers escalated after the race when

Michelin boss Pierre Dupasquier made public his concerns about Bridgestone's rubber. He believes the Japanese company used a chemical on Michael Schumacher's tyres to make them super-sticky in the first few laps - a tactic borrowed from karting. "We were not as quick as Michael Schumacher's Ferrari for the first five laps," he said. "But he was extraordinarily fast, almost incomprehensibly so."

### Irvine dries up

This race ranks with Monaco as one of Eddie Irvine's best of the year. He was 0.7 seconds faster in qualifying than Pedro de la Rosa and drove a storming race until a refuelling problem forced him to pull out. "It's a very strange thing to have happened," said Jaguar team boss Niki Lauda. "At the crucial moment we inexplicably lost power to both fuel rigs."

### DC seals second

All David Coulthard needed to take second place in the drivers' world championship was for Rubens Barrichello not to win, but he put in his most impressive showing out of his



seven grands prix at Suzuka anyway. He qualified just 0.2 seconds behind Mika Hakkinen and was never more than five seconds adrift in the race. "This has been the best car I have ever had around here," he said. "I must thank the team for that."

### Arrows on a go-slow

The slowest team in F1 is no longer Minardi: it's Arrows. Tom Walkinshaw's equipe found their cars wanting for grip and power. Fernando Alonso lined up 18th, 0.4 seconds faster than Enrique Bernoldi, who was the quicker of the two Arrows drivers. Then, on the way to the grid, Jos Verstappen's steering failed and he had to switch to the T-car.

Bernoldi then stalled on the grid and Jos's race was also

▲ DC pushed hard, even though he didn't really have to

### Au revoir, Jean

Jean Alesi ran with very little fuel on Friday afternoon, enabling him to top the times in the last free practice session of his Formula 1 career. "This is a wonderful circuit," he said. "At other tracks you reach the limit quickly, but here you have to feel for the edge. I really enjoyed myself out there today."

Jean's last grand prix ended on lap six when Kimi Raikkonen spun in front of him, leaving the Jordan no room for evasive action. "You haven't seen the last of me," Jean promised.

### Bye-bye Benetton

In their last race as an F1 constructor Benetton put in their most competitive showing of the season. The B201 is now three seconds a lap faster than it was at the start of the year and both cars qualified in the top 10.

In the race, Giancarlo Fisichella made a mistake and spun after three laps. He managed another 41 before his gearbox failed. Jenson Button qualified 0.4 seconds slower than Fisi and drove a conservative race to seventh.

THE TIMES THE SUNDAY TIMES in association with **F1 RACING**

# The Times Fantasy F1 Game

The 2001 Formula 1 season has ended and, once again, Michael Schumacher is the world champion. Schumacher's win at Suzuka, Japan, was his ninth victory this season, a record-equalling feat that he has achieved three times in only ten years in the sport. He is the greatest points scorer in Formula 1 history with a total of 801 points, has achieved 53 career victories and holds the record for fastest laps.

Final drivers' world championship positions are as follows:

Pos.	Driver
1st	Michael Schumacher
2nd	David Coulthard
3rd	Rubens Barrichello

Pos.	Constructor
1st	Ferrari
2nd	McLaren Mercedes
3rd	BMW-Williams

The top three teams on the season table have won fabulous cash prizes:

### First prize

Graham Curtis (Graham's Gang) was the highest scoring team manager on the table, with a total of 8035. He won the first prize of £20,000 cash

### Second prize

Steven Price (Matthew's Mad Men) took second place, with 7994 points, and won £10,000 cash

### Third prize

Paul Possamai (Scuderianoakes) finished equal third with 7572 points, but his answer to the tie-breaker was the closest. He won £5,000 cash

For the full Season Table results, please log on at [www.thetimes.co.uk/f1racing](http://www.thetimes.co.uk/f1racing)

Other prizes awarded during the 2001 season include:

Prize: Two pairs of four-day Grand Prix Inc Suite passes to the 2002 Melbourne Grand Prix (sponsored by Grand Prix Inc)

Winner 1: Phil Sutton  
Winner 2: Neil Beckwith

Prize: Jordan Team shirt signed by Eddie Jordan (sponsored by Grand Prix Inc)  
Winner: Alan Fitzpatrick

Prize: Benetton Formula 1 Racing Test Day (sponsored by Grand Prix Inc)

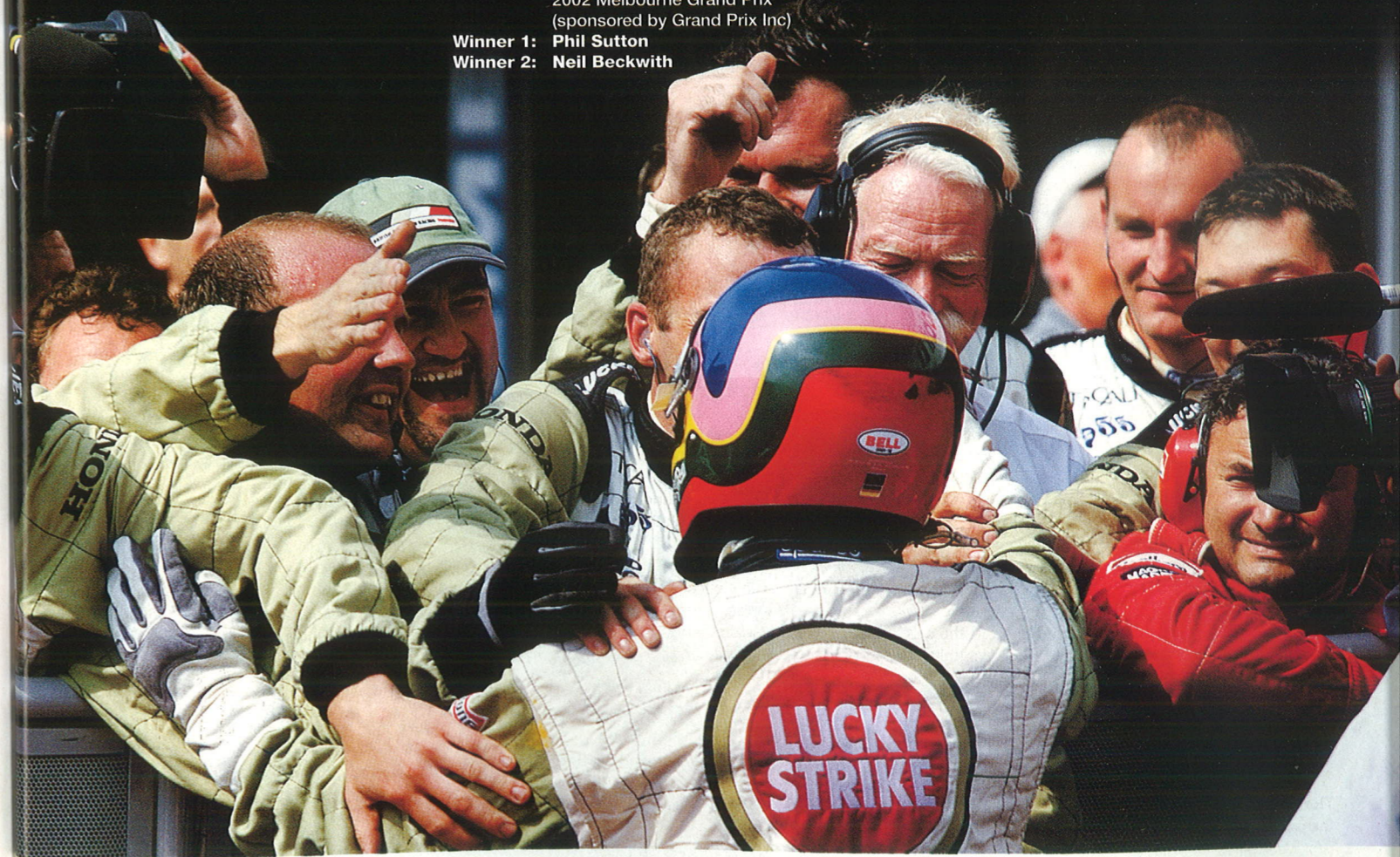
Winner 1: Michael Chourdakis  
Winner 2: Graham Rhodes

Prize: Benetton Formula 1 Racing Team Test Day (sponsored by Sportal)

Winner 1: Nicole Gray  
Winner 2: Mrs Brazier

Prize: Hewlett Packard E-PC, TFT Display and OfficeJet (sponsored by Wstore)  
Winner: Noraphat Sangsingkeo

Prize: Jaguar Racing Factory Tour (sponsored by Grand Prix Inc)  
Winner: Craig Outram



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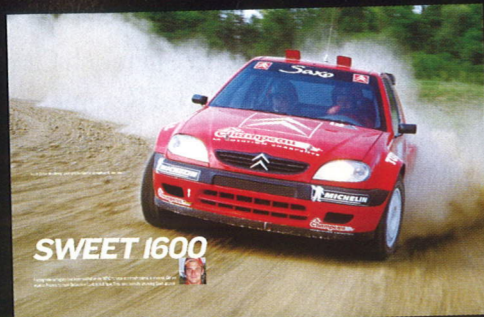
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**Inside this issue**



## GABBY LOGAN

ITV's Premiership babe reveals her passion for rallying, but admits her own driving isn't up to scratch. "My friends are always telling me to look ahead, not behind!" she says. Gabby also reveals the hidden truths of co-presenters Des Lynam and Ally McCoist.



## SUPER SEB

Meet Sebastien Loeb, the first megastar to emerge from the newly created Super 1600 formula. Citroën's hero is already champion in his junior category, and stunned WRC opposition when he finished second in Sanremo driving a Xsara WRC.



## TOMMI MAKINEN

Finland's four-time world champion keeps the world at a safe distance, and some reckon he's actually one brick short of a load, but can Tommi be so brilliant at the wheel without having a superhuman brain to match? Russell Bulgin asks the questions.

Gabby Logan Football babe goes rallying!



# rallyx



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Dear Raphe,

This is all turning into a bit of a do, isn't it? Twelve months ago you were struggling to keep the Boy Button at bay and no sooner was he dispatched for a stint in the dark side of the moon – aka Benetton – than your employers force you to go 17 rounds with the Montoya cove who, between ourselves, looks something of a dab hand at this Formula 1 business.

I read in some periodical that you'd been banging on re the subject of team orders. Presumably in your favour, one would assume? At this point I have to disabuse you. P Head and F Williams are very much not into this sort of thing and, I fear, if you believe they might be changed in their view, then you've definitely come to the wrong shop. Nothing these chaps like better than a touch of roughing it up in the style of the Piquet versus Mansell and Jones versus Reutemann malarkey. Awfully good fun for the rest of us on the touchlines, but I can quite see that it would be less amusing to have said Bruiser from Bogota filling your rear-view mirrors out on the circuit.

Still, I'm bound to say this is what you're paid for and at the end of the day I reckon you can feel pretty satisfied with yourself in winning three grands prix this season. I was particularly impressed when you beat brother Mikey in Canada to head the first sibling one-two in grand prix history. Mikey also pretended it was a wizard wheeze, but the traces of ground enamel spewing from his lips betrayed what he was really feeling. Competitive kid, isn't he?

On the other hand, I think you missed a golden opportunity to sock it to him again at the Nürburgring where there was that small matter of straying over a white line while returning to the race from the pitlane. Sometimes I'm bound to say that one wonders whether F1 rules and regulations are made up in Brussels by some Eurocrat taking a five minute break from arguing about beetroot quotas and the like. Quite beyond me, the whole thing, but then these political wallahs are absolutely rules unto themselves.

Turning to more serious matters, I'm bound to wonder just what happens if Mr Monty blows your mirrors off consistently in 2002. Dark glances from the proprietor, I suspect, with mumbles about RS having to raise his game, never should have got rid of Butoni, lumbered with said member of Master Race until end of '03. Wouldn't bank on it, mate. If FW really gets on the war-path, you'll be Michelin tyre testing at Clermont-Ferrand in 18 months and the closest you'll get to a permanent FIA pass is when you go between two

mountain ranges heading back for Austria for another stint putting your feet up on the old glockenspiel. Or whatever it's called in those parts. Put simply, old chap, you'll have to extract the old digit from the outset and put that little South American firmly in his place. Unwise, I reckon, to rely on the fact that BMW and yourself are counted as countrymen, particularly in this global economy – as I believe is the contemporary jargon – where interfacing, meshing, networking and other very unhealthy-sounding priorities rule the rather precious world of product marketing.

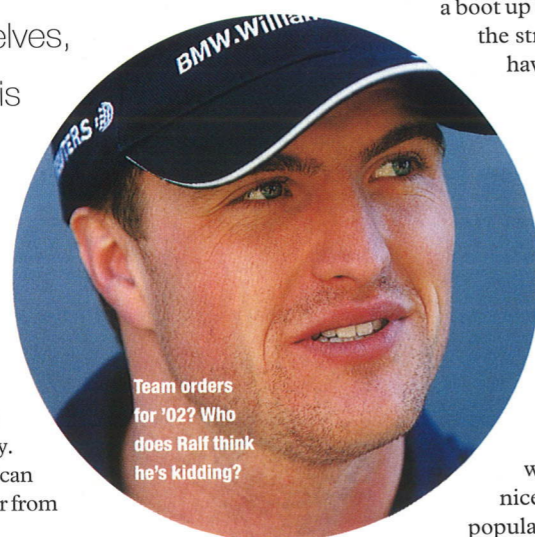
So, babes, think of the old bottom line. If there's a bus driver in Chipping Norton who can take that Willys-BMW round a track a tenth faster than you, FW will be hanging round the local bus station at closing time with a contract in his paw. And he'll do the deal. Old fashioned racing team, Williams, with an old fashioned sense of priorities. In some ways they're the only proper racing team left in the F1 pitlane, but they didn't get that reputation by chumming up to their drivers. Emotional life support systems for drivers with a touch of the collywobbles aren't their priority – more a boot up the backside and out of the door into the street. Great stuff, I reckon. You boys have it too easy.

Anyway, sounds as if your private life is nicely settled now, halfway up some Austrian alp together with your good lady Cora and the poodles. Always tended to trust fellas who like the doggies, of course. Like bruvver Mikey, always taking in stray mutts from outer reaches of South America and flying them back to das Vaterland club class on Lufthansa. Very impressed by that. May try to run people into pitwalls at 170mph without flinching, of course, but always nice to the hounds. Apart from those populating the cockpits of other F1 cars, of course. Tee hee, you'll just have to excuse my little joke here Raphe.

So that's it for now. Going to plug into the old psychological trickle charger and pump up the batteries in preparation for next season. All a bit quiet without winter testing, but I suppose you'll be relaxing on some tropical island for the duration.

Stress management, I think they call it. But you'd better not mention it to Frank and Patrick. They'll think you're shirking. Anyway, they think stress management is making sure you stop one step short of the point where the rear wing breaks.

Chin, chin, old fruit,



Team orders for '02? Who does Ralf think he's kidding?

**'If there's a bus driver who can take that Willys-BMW round a track a tenth faster than you, Frank Williams will be there with a contract in his paw'**

the SCRUTINEER

STEVEN TEE/CAT

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