

•MALAYSIAN GP PREVIEW•



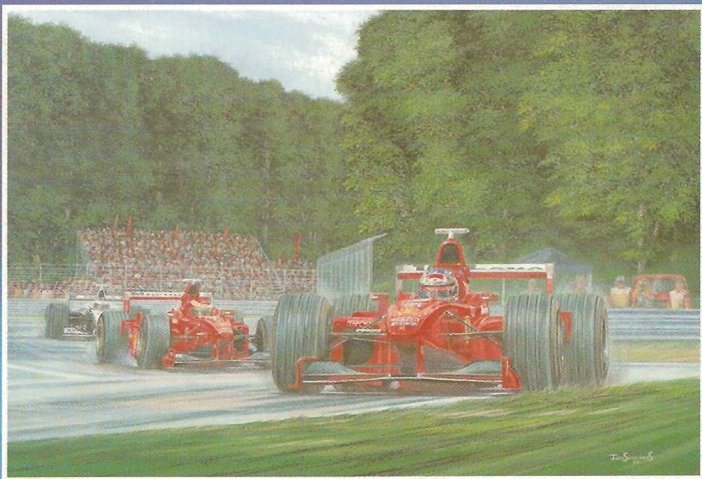
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FOULSTON LOOKS ABROAD

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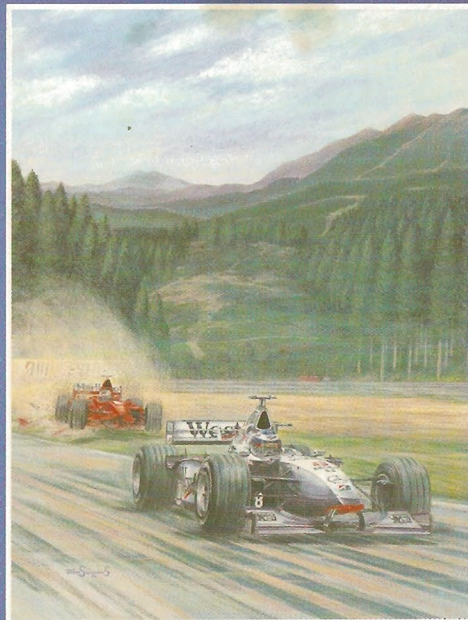


puts the fun back in formula one puts the fun back in formula one



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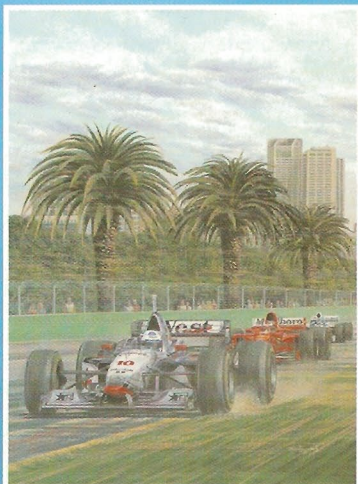
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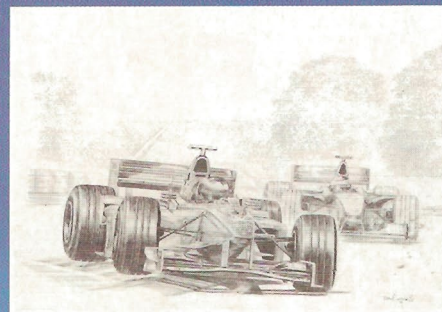
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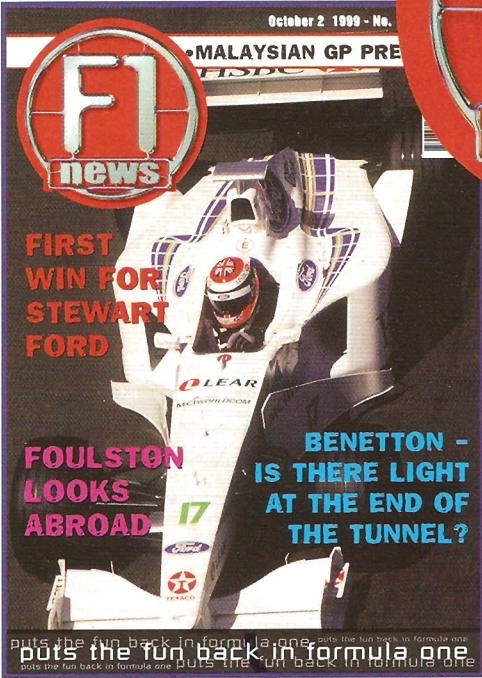
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The Complete European Grand Prix Report



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See how your favourite driver fared at the Nürburgring

PHOTO: FORMULA ONE PICTURES

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Dedicated to the 'Why' Generation

Guaranteed to finish

RACEPLAN

Run your own F1 Grand Prix team

Raceplan is a simulation of Formula One Motor Racing. You control your own F1 team as if you were a team boss, making decisions over designing and developing your cars, signing drivers, recruiting sponsors, and instructing your drivers on tactics for testing, practice and race days.

In Raceplan we try to make the game work the same way as in real life, with realistic decisions and strategies. The choices you make are the same as you'd have to make in real life. Sometimes you'll have to make tough decisions, whether to hire better drivers, or develop your cars, or invest in sponsors to improve your future income.

Just as in real life, the best combination of car and driver in Raceplan will not always win. It's fairly easy to have the fastest car on the circuit, simply by going flat out from the start - but then you probably won't go the full distance. It's just as easy to make sure you finish, simply by cruising around without putting any strain on the car and without taking any risks. Neither is likely to win races!

Your objective is to finish ahead of your competitors, and it is your judgement of their tactics and performance that will decide what risks you take during the race. You'll need to find a balance if you want to go as quickly as possible (or as quickly as necessary) without breaking the car or crashing. And unlike a real-life team boss, when race day comes you get to drive the cars as well (or at least, you decide how they will be driven: how fast to go at which points in the circuit and at what stages of the race).

How It Works

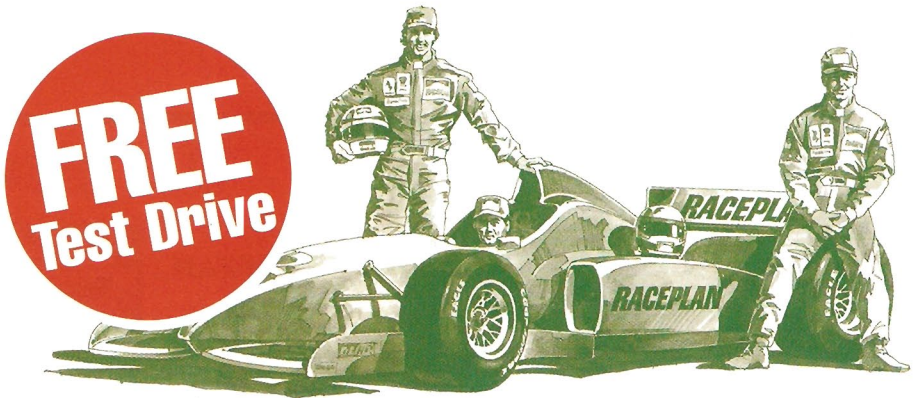
Your objective is to win the world championship (drivers, constructors, or both) against teams run by other players drawn from all over the country (and around the world).

The game is run on our computers, but you don't need a computer to play. You write your orders on forms we provide and send them to us (once every two weeks is normal). We put these into our computers, along with the same instructions from all the other teams, and run the race (lap by lap, corner by corner and stop by stop).

Each turn is one round (race) in the championship. The FIRST part of the turn is the race, with development and testing to follow, and then practice and qualifying for the NEXT race. This is so that you can look at the results of testing and practice and know your position on the grid when you write your orders for race day.

Each turn you are sent (by first class post) a laser-printed report of around a dozen pages. Half of this is the report of the race itself with additional pages for practice, qualifying, standings, messages, team details, repeat-backs and reports

**FREE
Test Drive**



of your orders and everything else that happened in the game. Towards the end of each championship there's also the "Silly Season" where teams scrap over which drivers to sign for the following season. You have to balance how much to spend on drivers with what other teams are prepared to offer and what you want to save to spend on improving your cars.

TEAM RATINGS

Each car is rated according to seven "major" specifications. These are **Engine Power** (top end speed), **Engine Torque** (power output at medium range, and acceleration), **Gearbox Efficiency** (acceleration), **High Speed Downforce** (aerodynamics on faster corners) and **Low Speed Downforce** (on slower corners), **Race Tyres** (grip and speed) and **Brake Efficiency** (the better they are, the later you can wait before using them).

In addition there are another dozen minor specifications, such as qualifying power, engine reliability and so on which aren't as important at the major specs but are cheaper to develop. It's these specifications that you work on changing between races as you try to develop your car to maximise its strengths and and minimise its weaknesses.

Drivers are rated in a similar way. Their major skill is **Race Speed**, but they also have a number of others, such as control (important in the wet) and aggression (strength in overtaking manoeuvres). The cost of signing a driver at the start of the season is based both on his abilities and his reputation (based on previous successes and failures) so that established drivers usually cost more to sign and unproven drivers often provide better value for money.

WHAT TO DO

Fill in the Startup Form (or a copy of it) according to the instructions below and send it to:

Danny McConnell (FI), PO Box 150, Beckenham, Kent, BR3 5ZD.

- With the results of your FREE test drive we'll also send you full details about how to start up in Raceplan proper, and also a free set of circuit diagrams (showing all the tracks currently in use in real life).

THE FULL GAME

This advert gives you just an outline of the game. There isn't enough room for the proper rules, but the test drive is designed to give you a chance to get the flavour of the game and an idea of how it works.

Once you join the game proper we'll provide a MUCH more detailed set of rules, and you'll be writing a much more detailed and sophisticated set of instructions. You'll be choosing downforce settings, cornering speeds and race tactics for each driver, based on detailed feedback from practice and qualifying.

In between races you'll also be making choices between developing your cars, hiring better designers and mechanics, recruiting new sponsors and competing to sign the best drivers.

As in real life, you'll have to keep developing you car, your team and your finances if you want to make it to the top.

OTHER GAMES

We also run many other play by mail games, including football, cricket, rugby, gridiron, basketball, baseball, boxing as well as business, historical, science fiction and wargames. Just ask for more details of any of these games. And, if you persuade a friend to play any of our games we'll give you two free races in your game when they join.

YOUR FREE TEST DRIVE

In your test drive you're not just driving your car around the circuit. We set up your team from the instructions in your startup form and drop you right into the middle of a race. The British Grand Prix at Silverstone, in fact. We'll put your team through both qualifying and the race itself against the real-life teams and drivers.

FREE TEST DRIVE FORM

Your name _____ Your Team name _____

Address _____

Team Ratings (see Team Ratings section. Allocate a total of 50 points between the nine ratings, minimum 1 point and maximum 9 points)

Engine Power	High Speed Downforce	Race Tyres
Engine Torque	Low Speed Downforce	Brake Efficiency
Gearbox Efficiency	Number One Driver	Number Two Driver

1st Driver name	Qualifying rating (1-5)	Number of pit stops (0-4)
2nd Driver name	Qualifying rating (1-5)	Number of pit stops (0-4)

Send to: Danny McConnell (FI), Ab Initio Games, PO Box 150, Beckenham, Kent, BR3 5ZD

YOUR STARTUP FORM

Give a name for your team and names for both your drivers. These can be real-life teams and drivers, or you can make up your own. Please make sure you fill in your address clearly. Next, you've got to allocate your resources between nine different "team ratings" (your two drivers and the seven major specifications of your car design - see the main text for what each one does). You have 50 points to spread between the nine ratings, and must allocate between 1 and 9 points to each. The more points you allocate the better the rating will be (so 1 is worst, 9 is best).

Also, you want to decide the "qualifying ratings" (from 1 to 5) and pit strategies (numbers of pit stops, from 0 to 4) for each driver. The qualifying rating decides how much of practice a driver spends working on his qualifying setup (the rest is spent on improving his race setup). A high value means your driver should do well in qualifying, but his performance on race day might not be so good. Making more pit stops means the car will run quicker with lighter fuel loads and softer tyres (which wear out quicker) but you'll lose time on each stop.

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Ed's F1 Comments

news

PHOTO: ANDY COCKING



Dear Reader,

Wow! After watching one of the most exciting races I have seen in years, I can only conclude that they were running to the script for Sly Stallone's proposed F1 movie. Of course, if it had have been a movie, it would have been panned as totally unbelievable. We started with a spectacular heart-in-mouth accident, caused unintentionally by former F1 Champion making a guest appearance, where the driver is virtually unscathed - remember, Bernie has already said that he would not approve any film about the sport which promotes blood-lust. Next we see the leading team lose their polish by making a major tactical error and the too-

good-to-be-true leading man is left brooding at the back of the field. This is followed by the wealthy Italian overlords of F1 destroying their own driver's chances with a disastrous pit-stop which could easily support a sinister sub-plot. Next, the Irish team's honourable, up-and-coming German ace outdrives leading man's stoic Scottish team-mate until that poignant moment when his car rolls to a halt. Stoic Scot grits his teeth as he takes the lead and ploughs through the streaming rain - I forgot to mention the lowering clouds and dramatic weather changes. Suddenly, the Scot makes a rare mistake and slides into the tyre barrier, his World Championship dreams in tatters, or should that be tatties?

We are only half way through the movie and the tub of popcorn is already empty.

The overshadowed younger brother of a former World Champion now takes the lead, but is overtaken by handsome young Roman driver when he stops for new tyres. Overshadowed sibling fights his way back and re-takes the lead as emotional Roman loses control and slides off the circuit. The drama is not over yet. A major tyre blow-out has sibling fighting for control as he spins across the grass, but he handles it with all the control of his famous brother and heads for the pits. Meanwhile, unfashionable cockney underdog, in danger of losing his drive, has battled his way through the field and takes the lead to the cheers of the crowd. For sixteen nail-biting laps he controls the race, knowing that Lady Luck has a vendetta against him, and suddenly the sun breaks through as he takes the flag. Roll credits, and I didn't even mention the plucky little underfunded team that suffered heartbreak when one of their cars stuttered to a stop whilst fighting for fourth place, or how their spirits soared again as their second driver snatched the final Championship point to lift them off the bottom of the table. Ah, they don't write them like that anymore. As an American colleague commented, "Man, that really was a three hankie race."

Talking of the unbelievable, if you have read newspaper reports that Nicola Foulston is threatening to hold the British Grand Prix abroad unless she gets planning permission for Brands Hatch, I wouldn't panic yet. It is a good bargaining ploy, but to actually achieve it she would need the approval of both the FIA and, more importantly, the MSA (formally RAC). On the other hand, Bernie has already stated that there is no God given right for the British race to appear on the calendar at all. So watch this space.

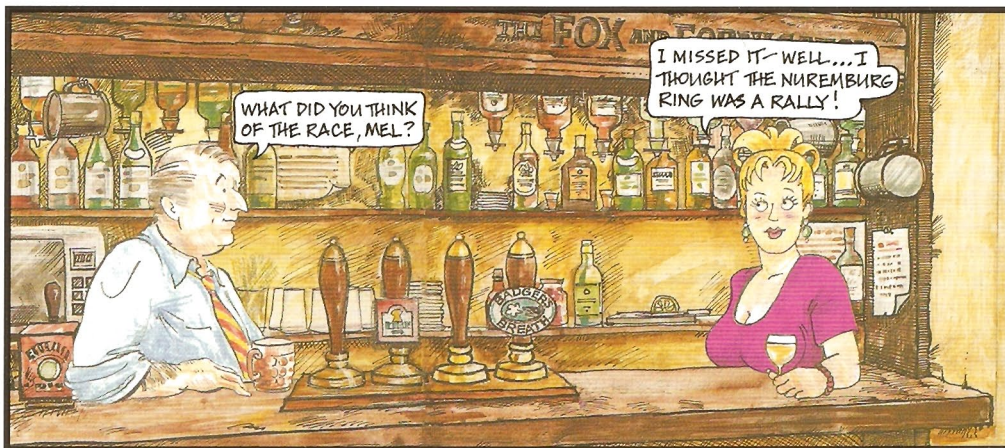
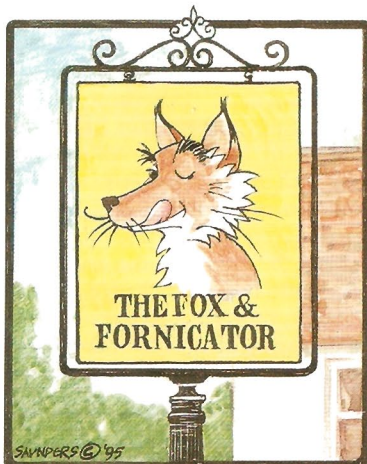
Sadly, Nürburgring was the last European race of the season and we will have to make do without the team motorhomes' wonderful hospitality for the final two races. I wandered down to help them pack on Sunday evening and it was so obvious that they didn't want to go.

Finally, I would like to congratulate Ford. Everyone seems to have overlooked that this was their first F1 victory as a team owner!

Well, that's it. Don't forget that there is a three week gap before we head off for Malaysia and that means three weeks before your next F1 NEWS. Right, I'm off down the F&F. Some silly fakir has offered to give me snake charming lessons and I don't want to be late.

Happy viewing, readers,

DEREK WRIGHT
Editor.



Foulston Looking To Foreign Circuit?



Nicola Foulston, the boss of Brands Hatch Leisure plc, said the other day that the company is no longer interested in acquiring the Silverstone race track and is looking at buying a foreign facility. Not surprisingly this has led to considerable speculation about what Foulston may be up to. Such a move only really makes sense if Foulston is aiming to buy another Grand Prix circuit. This would considerably strengthen her negotiating position with Formula 1 and would mean that Silverstone would be a less powerful influence than is currently the case.

There has been much speculation about which venues she might be looking at buying with the obvious ones being Zandvoort, Estoril and Kyalami, although as we closed for press Foulston was quoted as saying that new developments in Asia, Latin America and Africa could also figure among her options. Zandvoort is owned by the local council of the town but is leased for 15 years to a company called Circuit Park Zandvoort BV, which is controlled by circuit manager Hans Ernst. He might be willing to sell the lease if it means that a Grand Prix could return to the Dutch track.

At the same time the Estoril track seems the more likely purchase. It is privately owned although all the recent upgrading work has been carried out with local government money. The local authorities were happy to invest to improve the facility in the hope of getting a race but they do not want to buy the track and have to fund the upkeep of the facility, BHL might be the perfect company to do that.

Despite British press reports that Foulston could apply to hold the British Grand Prix in Africa, Kyalami is a long shot because speculating in South African property is a risky business and probably not something which BHL would consider, given that everything has to be justified to shareholders.

It is interesting that rumours at the Nürburgring suggested that Estoril will be given a date on the F1 calendar next year, replacing the Nürburgring race which is currently scheduled for May 21, and that the European GP would be held at the end of August on the traditional Spa date. We also hear that the British and Austrian Grands Prix will be swapped.

THE SAUBER CIVIL WAR

The Sauber bosses met recently in Switzerland and it seems that Peter Sauber has emerged as the winner of the battle for control of his team. Sauber and his Commercial Director Fritz Kaiser had been fighting for the team. Both control 24.5% of the shares but Kaiser had engineered a showdown because he felt the team was developing in the wrong direction. Sauber was supported by Red Bull boss Dietrich Mateschitz (who owns 51% of the team) although we believe that the support was conditional on Sauber making a number of changes to the team structure. Sauber is now expected to buy Kaiser's shares in the operation and will then sell them on to another investor. It remains to be seen whether Kaiser will find another role in F1 but he has close links with Flavio Briatore and so could conceivably be involved in a take-over of Minardi.

Sauber is expected to reorganise the management and we hear that former HRD manager Rupert Manwaring is likely to be involved with the Swiss team following the collapse of his talks with Benetton. The Sauber technical departments are being shaken up following the departure of many of the British engineers who had been working with the team. Tim Preston and Steve Clark have already departed and Andy Tilley is expected to follow them back to England. Sauber has managed to convince Willy Rampf to give up his job with BMW and return to the team. Rampf worked for Sauber between 1994 and 1997 as a race engineer before returning to BMW, where he had previously spent 15 years in production car engineering. Rampf is already trying to find some new British engineers to replace Preston, Clark and Tilley.

MELBOURNE FUTURE IN QUESTION

The future of the Australian Grand Prix in Melbourne has been brought into question by the poor performance of the ruling Liberal Party in Victoria's state elections. State Premier Jeff Kennett took a battering from the rival Labour Party led by Steve Bracks. It is not clear who will emerge to form the new administration - and that may have to wait until a by-election to replace an MP who died on the eve of the election - but the best that Kennett can hope for is a two-seat majority, compared to the 22-seat majority he has enjoyed since 1992. It is possible that Labour might ally with a number of independent members of the state parliament to oust Kennett completely.

Kennett has been the driving force behind the Grand Prix in Melbourne and the Liberal Party treasurer is Grand Prix boss Ron Walker.

According to Kim Beazley, the head of the Australian Labour Party, Kennett's poor performance was due to "an enormous ego problem". The voters want him to pay more attention to health, education and other community issues rather than his grand schemes such as the development of Melbourne as a major international city with major events such as the Grand Prix.

The Labour Party has been opposed to the Grand Prix because they argue it is costing Victorian taxpayers to stage the event. The city has a contract to continue to run the race until the end of the 2006 season but pressure on the politicians could change all that. Even if Kennett does manage to stay in power the race could be in jeopardy if it does not break even. Adelaide is still interested in winning back the Grand Prix and has recently started to stage other events on the streets of the city.

TAG MAKING MONEY BY LOSING TIME

The speculation that McLaren boss Ron Dennis and Mansour Ojeh's TAG Group are planning to buy a substantial shareholding in Bernie Ecclestone's Formula One Holdings increased dramatically recently when it was announced that TAG is selling its remaining shareholding in the TAG Heuer watch company to France's Louis Vuitton Moet Hennessy. TAG owns 28.5% of the company and will raise around £130m from the sale. Another shareholder (rumoured to be Dennis) is selling 2% which will raise another £9.5m.

TAG and Dennis recently raised an estimated £200m when they sold 40% of the TAG/McLaren Group - which owns the McLaren F1 team - to DaimlerChrysler. This is believed to be the first part of a phased deal which will see the German car company take full control of the team by the year 2003, a transaction which could raise another £625m for TAG and Dennis.

Even with the sales of TAG Heuer and TAG McLaren, Ojeh and Dennis are still quite a way short of the kind of money Ecclestone is believed to be asking for 50% of FOH. This may help to explain the involvement with McLaren of private equity company Doughty Hanson, which has been involved in recent TAG Heuer deals and specialises in raising money for high technology businesses at the top end of the market - which fits perfectly with the TAG McLaren investment strategy.

At the moment no-one involved is saying anything, but we expect the talks to develop rapidly and there may even be an announcement about the future before the end of the year.

If TAG and Dennis do take over FOH we would expect it to be a

pitlane **F1** update
news

phased deal to allow Ecclestone to run the business for a couple more years. This would give Dennis time to sort out the situation with McLaren, which he could not go on running if he were to take over FOH. It would also allow FIA President Max Mosley - who is not a Dennis fan - to get to the end of his term of office in October 2001. It remains to be seen who would take over at the FIA but one obvious choice would be Sweden's Lars Osterlind - who will be 56 in October 2001 - or Italy's Marco Piccinini.

SCHUMACHER'S PROGRESS

Michael Schumacher should be back in action in a Ferrari on October 7 when he is scheduled to have another test at the team's Fiorano testing facility. After the test Schumacher will decide whether or not he is fit enough to return for the Malaysian Grand Prix on October 17.

Schumacher did not appear at the European Grand Prix but did attend a karting event on the Thursday before the race. He is still walking with a pronounced limp and there are no guarantees that he will be back in action in Malaysia as the normal healing process - which takes between 12 and 16 weeks - may have been extended by the fact that Michael did some damage to ligaments when he tried to return to testing too quickly.



MORE CHANGES AT BRITISH AMERICAN RACING?

The board of directors of British American Racing is due to meet on October 6 and our spies tell us that there may be an attempt to force another management reshuffle. The team has spent the whole season reshuffling frantically with the trend being for tobacco industry executives to take over from racing people, strengthening BAT's control of the team. One of the few men left standing is Chief Executive Craig Pollock and the suggestion we have heard is that the Scotsman may be in the firing line when the BAR board of directors next meets.

The board of the BAR holding company consists of Pollock, US racing magnate Jerry Forsythe, Reynard's Adrian Reynard and Rick Gorne and four BAT executives: Jimmy Rembiszewski, Don Brown, Antonio de Castro and Antonio Rodrigues. Any alliance between Reynard and BAT could see Pollock removed from his position. There have long been suggestions that Gorne would be the man most likely to take over as chief executive, but in recent weeks we have also heard the name David Richards being mentioned in connection with the team. Richards is not obviously in the new Jaguar Racing structure, nor does there appear to be a role for him at Sauber, but he may be in

the running for a position at BAR as he has long enjoyed strong links with the tobacco giant: not only with his 555 Subaru rally programme but also with Rothmans (now a BAT subsidiary). It is a little-known fact that it was Richards who first convinced Rothmans to take a serious involvement in motor sport - a programme which led to the famous Rothmans Ford rally team of 1979-1981, the abortive F1 programme with March in 1982 and the Rothmans Porsche sportscar and rally programmes which followed.

Richards is unlikely to become involved in BAR unless he is offered equity and it will be interesting to see how this problem is resolved. At the moment BAT owns 50% of the team, Forsythe owns 35% (with Pollock owning a small percentage of that) and Reynard owning the remaining 15%. Reynard is, however, rather a powerful player as it convinced Honda North America to agree to supply the team with factory engines in 2000.

... BUT ZONTA STAYS FOR 2000

British American Racing has confirmed that Ricardo Zonta will stay with the team next season. The 23-year-old Brazilian has not had an easy time this year, his season having been disrupted by a foot injury which forced him to miss three races but his performances in comparison to Jacques Villeneuve have been quite impressive on occasion and have added to his reputation in the F1 paddock.

Zonta remains under a long-term contract to the McLaren team but for the 2000 season he will help Villeneuve with the development of the new Honda V10 engine.

DRESS REHEARSAL FOR WILLIAMS BMW?

Our spies at Williams tell us that next year's sponsorship package will include backing from a European courier company called Europe Express. Several of the existing sponsors will remain but we expect to see all of them in blue on a white background, as opposed to the livery displayed at the recent BMW Williams F1 test at the Miramas circuit in France. Negotiations with Veltins are not yet complete but the German beer company is expected to remain. Stories suggesting that Becks beer will appear on the Williams do not seem to be correct. We hear that Becks will be on the Jaguars



JAGUAR LOOKING TO 2001

pitlane **F1** update
NEWS

WHAT HAPPENS TO PANIS?

The Jaguar Sport F1 team is already making waves as Jaguar management is beginning its campaign to attract some top names to the team for 2001. We have already heard suggestions that Jaguar would like to see Heinz-Harald Frentzen signed up alongside Eddie Irvine in 2001. Frentzen would be a useful recruit as Jaguar's main European market is Germany and Frentzen is currently in the spotlight.

There have also been suggestions that Jaguar management have been trying to convince Ferrari's Ross Brawn to leave the Italian team to take up the role of Team Director in 2001. This would not be a technical role and this may appeal to Brawn who is more of a technical organiser than an actual designer.

Jackie Stewart hit out at rumours that had suggested that he might be replaced as head of Jaguar Sport, saying that he will continue to be Chairman and Chief Executive of the team for at least the next 16 months.

Stewart said that stories that he would be replaced by David Richards were "nonsense" and said that when Ford bought the team it was agreed that he and his son Paul Stewart would be staying on.

This does not explain the political battles in recent weeks between Stewart and Martin Whitaker - Ford's European Motorsport supremo - but it is clear that Stewart has won those battles as Whitaker is moving over to concentrate on rallying next year.

Ford's full plans in motorsport have yet to be announced but we expect there to be a major sportscar programme, a touring car programme and a Formula 3000 team. We also expect to see Ford's North American racing programmes to be streamlined and perhaps increased. The company is pushing hard for a deal between CART and IRL to establish a dominant single-seater series in the United States and is also looking at strengthening the company's links with NASCAR teams. We have also heard rumours that Ford is looking at entering the Indy Lights series.

It seems that, for the moment at least, all motor sporting programmes are to remain under the control of Neil Ressler - although he has other commitments as the company's chief technical officer. He is due to retire in June 2004 but could remain the key figure until then.

The recent Jaguar announcements included the appointment of Trevor Crisp as the new Managing Director of Cosworth Racing. Crisp replaces Dick Scammell who has been doing a caretaker job for the last year. Crisp is currently Chief Engineer for powertrain engineering at Jaguar Cars in Coventry although he did work on the development of the Coventry Climax Formula 1 engines in the 1960s. Crisp promised that Cosworth will be involved in "other exciting projects" in addition to the Jaguar Racing operation.

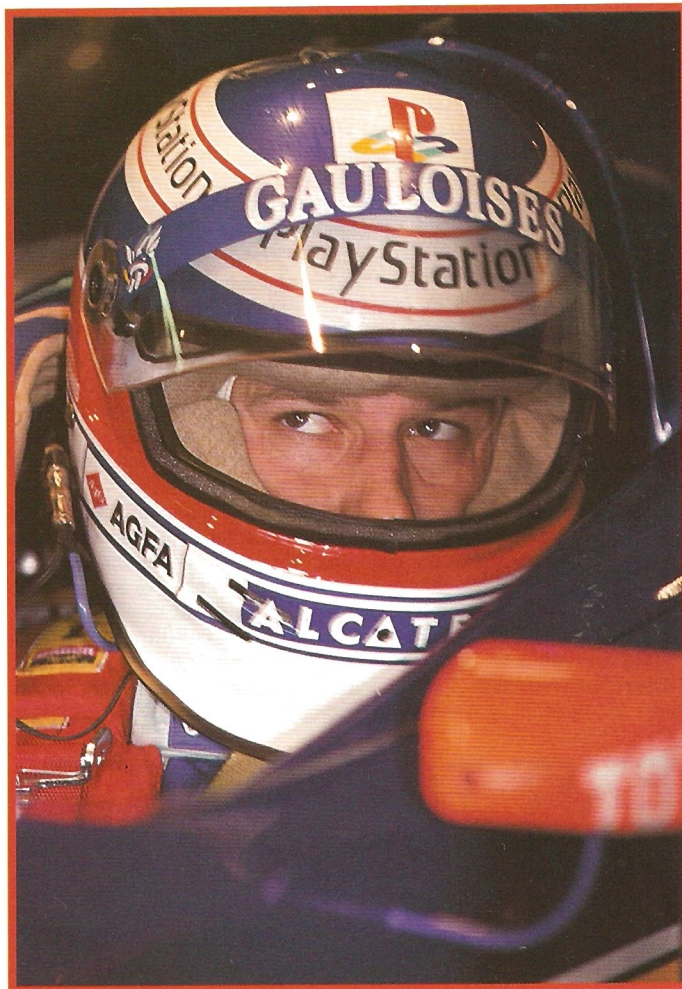
FORMULA 3000 FINALE

The FIA Formula 3000 International Championship came to a close at the Nürburgring with Jason Watt claiming victory after holding off a race-long challenge from new Champion Nick Heidfeld. It was Watt's second consecutive win and it gives him second place in the Championship, having overtaken the late Gonzalo Rodriguez.

The battle to qualify for next year's Championship was also settled. Only the top 14 teams can compete next year - the 15th slot going to the winning team in the Italian Formula 3000 Championship. The teams which have qualified are as follows: West Competition (McLaren), Super Nova Racing, Petrolbras Junior Team (Williams), Astromega (Benetton), Gauloises Formula (Prost), Kid Jensen Racing, ORECA, World Racing Team, Nordic, DAMS, Draco, Fortec, Witmeur Team KTR and European Formula.

The teams which failed to qualify were Red Bull Junior Team (Sauber), Lukoil Arden (Prodrive), Coloni Motorsport, Monaco Motorsport, GP Racing and Durango Formula.

Next year we expect to see several of the F3000 teams becoming F1 junior teams with Jordan, Jaguar and British American Racing tipped to run F3000 outfits.



The announcement that Ricardo Zonta is to be retained by British American Racing comes as a blow to Olivier Panis, as the Frenchman had been hoping that British American Racing might decide to hire him as Jacques Villeneuve's team-mate. It was a long shot but at the moment Panis' choices are rather limited. There has been talk of a deal with the Arrows team but we understand that Tom Walkinshaw - while happy to run Olivier - would still need money and is asking for around £6m. The only way that Panis could afford such a deal would be if Renault or Elf agreed to fund him. This is not impossible given Walkinshaw's long term plans to link up with Renault in 2001 to run a Nissan V10 engine. That deal may still depend on good performances in 2000 and so Walkinshaw still needs to raise a good budget next year.

Panis' other hopes for employment would seem to rest with a Patrick Racing drive in CART - although it is possible that this drive will go to Bryan Herta, who is out of work following Bobby Rahal's decision to sign up Sweden's Kenny Brack. We have also heard a suggestion that Panis may do a deal to become McLaren's third driver next year as Nick Heidfeld is moving to Prost and Mario Haberfeld has not shown any remarkable speed in Formula 3000 and may not remain with McLaren next year.

VILLADELPRAT BOWS OUT FROM BENETTON

Benetton's Director of Operations Joan Villadelprat is to leave Benetton Formula at the end of the season after nine years with the team. The Spaniard is currently denying the move but we understand that the Benetton Family has been informed of his plans - which would seem to suggest that the rumoured Spanish take-over of Minardi may be going ahead.

Other sources in the paddock insist that the Spanish team is not going to happen as there are political problems within Telefonica - the main backer of the project. This does not mean that Villadelprat will not be involved as he may be linked with another bid to buy the little Italian team. Villadelprat has very strong links with Flavio Briatore, the two having worked together at Benetton until Flavio was ousted by the Benetton Family in the autumn of 1997. Since then Briatore has been running the company which supplies Supertec engines to F1 teams but has been looking for a way to get back into team management as he enjoys the high profile of being an F1 team boss.

A former McLaren mechanic, Villadelprat has worked his way through the ranks. He followed John Barnard to Ferrari in 1987 where he became Chief Mechanic and then broke into team management with Tyrrell in 1990. In 1991 he moved to Benetton and has gradually moved from the role of Team Manager to that of Operations Director. The fact that he is leaving the team suggests that he has been offered a more interesting role elsewhere and this can only involve a position where he is running an entire team - or has a shareholding - as his position at Benetton was a very powerful one.

The departure of Villadelprat leaves Rocco Benetton in an embarrassing situation as he has only recently rejected a deal for Rupert Manwaring to take over the running of the team. It is not yet clear who will take over Villadelprat's role, although we hear it is more than likely to be more than one person, as Joan's influence within the team was considerable. An obvious candidate for the job would be Swiss Max Welti who had been linked to a job with Jaguar. Another possible candidate would be Steve Nielsen from the defunct Honda Racing Developments team, although we hear that he is on his way to Arrows.

EXIT THE PRINCE - STAGE LEFT

As we exclusively predicted two months ago, Prince Malik ad Ibrahim's time as team principal at Arrows has come to an end and he is no longer involved in the decision-making processes of the team. For the moment at least Malik will hold on to his 20% shareholding in the team - which was allotted to him for brokering the deal between Tom Walkinshaw and the investment banking group Morgan Grenfell. Whether or not he will retain these shares in the long-term remains to be seen as we believe that he was supposed to bring money to the team to pay for them and we believe that Walkinshaw may have some form of option on these shares. The exact details are not clear as no-one is talking at the moment. We have heard suggestions that as part of a deal for factory engines in the year 2001, Renault may be given the shares.

At the moment, however, the structure remains as before with Walkinshaw controlling 40%, Morgan Grenfell remaining as a sleeping partner with 40%. The remaining 20% seems to be in limbo at the moment but Malik has resigned all his executive functions. At the Nürburgring Walkinshaw confirmed that the team has now split with Prince Malik and that a new marketing structure will soon be announced. Walkinshaw said that when it became clear that Malik was not going to raise any money for next year the team created a parallel marketing programme which is well-advanced in its negotiations to find sponsors. This structure will be revealed shortly. Talks which the team were having with the Dutch electronics company Philips have come to a conclusion with the company deciding to invest in yachting instead of F1. This is a considerably cheaper option. Philips is, however, spending around £65m on the construction of a major stadium complex in Atlanta, Georgia, for which it will have the naming rights.

KEEP AN EYE ON REDON

French racer Laurent Redon has been busy wheeling and dealing in the paddock in recent weeks, looking for a way to break into Grand Prix racing next year. The 26-year-old has been knocking on the door of the sport since he became Minardi's test driver in 1997. He stayed in that role last year but last winter organised a deal to become Benetton's tester. This was largely due to the fact he brought a large chunk of sponsorship from the footwear company Kickers.

Although often written off as a pay-driver, Redon is quick. He won the 1995 French Formula 3 Championship, beating his Winfield Racing teammate, the highly-rated Nicolas Minassian. He failed to win any races in Formula 3000 with DAMS in 1996 and SuperNova in 1997. Despite this, Redon should not be overlooked as a potential F1 driver in 2000 as he has extremely good connections and considerable financial backing from his family.

Redon is the son of Josette Redon (nee Zannier) who established the Z clothing company in the 1960s with her brother Roger Zannier. Groupe Zannier is now the world's leading company in children's clothing with an annual turnover of around £375m. It controls the Z, Kickers, Absorba, Floriance, Confetti and 3 Pommes brands and holds a variety of licenses to sell branded goods such as Peter Rabbit merchandise. The company has 500 stores.

Seen by many as a junior version of the Benetton group, Zannier has a long tradition of successful sponsorships with cyclist Greg Lemond in the Tour de France, Alain Prost (a childhood friend of Roger Zannier) and Benetton. When Kickers ran into trouble some years ago it was briefly sold to Benetton's Flavio Briatore. Today the Zannier Family is firmly in control with a 60% share of Groupe Zannier and is estimated to be worth as much as £95m. When Alain Prost was putting together his plans for Prost Grand Prix there were suggestions that Zannier would be involved in the financing of the deal but at the time the group was in some difficulties and so nothing came of the rumours. Now, however, things are going well and Zannier may take the opportunity to follow Benetton's lead by buying a team rather than merely sponsoring one. Minardi is available if Telefonica decides against buying into the Italian team, but it is not impossible that Zannier and Briatore might team up.

OIL ON TROUBLED WATERS

The acrimonious take-over battle between French oil companies TotalFina and Elf Aquitaine has ended with an agreement to merge the two companies with TotalFina boss Thierry Demarest coming out on top and Elf boss Philippe Jaffre departing. The deal has to be agreed by the European Commission but it is expected to go ahead.

A new board of directors has been appointed with Demarest having two deputy chairmen - one from each company - and then three members from each company. The new company's involvement in motor racing will come under the control of Marketing Director Jean-Paul Vettier, a TotalFina man, although for the moment the Elf and Fina sponsorship budgets will remain independent. Fina is currently a big sponsor of Prost Grand Prix while Elf is a long-time backer of Renault activities and has been mentioned as a possible sponsor of Arrows. It was interesting to note that Elf's Dan Trema made his first appearance for some time in the F1 paddock and was business wheeling and dealing with both Prost and Arrows. It is possible that Trema will commit a large chunk of his 2000 budget to support Olivier Panis. This would mean a clash with Spanish oil company Repsol, which supports Pedro de la Rosa.

The new oil giant may, however, make more moves in the months ahead with speculation in financial circles that the company will make a bid for the Italian ENI company (which owns Agip) to form a vast new European oil company with an annual income of around £60,000m. Repsol is also being mentioned as a possible take-over target. The contraction of the European oil industry will inevitably deprive F1 of several of its most active sponsors. Agip, incidentally, has failed in its bid to oust Shell from Ferrari although the Italians will probably try again in the future.

Chinese Whispers . . .

Former Honda Racing Developments Team Director Rupert Manwaring is not going to Benetton as had been expected. An agreement for Manwaring to help the inexperienced Rocco Benetton run the team - suggested by Bernie Ecclestone - has been rejected by the Benetton family and Manwaring's name is now being linked to a job at Arrows, although he is also being tipped as a likely candidate for Sauber as the Swiss team is restructured. Ecclestone is unlikely to be happy that Benetton has ignored his efforts . . . Watch out for movement from the European Commission. The old commission which has limped on since it resigned in March has finally gone and Romano Prodi's new team has been formally sworn in. The Commission's structure is to be shaken up in the next few weeks with new departments being created. The Competition Directorate remains unchanged for the moment, but the new head Mario Monti will be keen to clear up the dispute with Grand Prix racing which has been dragging on for a couple of years . . . Michelin's plans to cut 10% of its workforce continues to upset the French, with the ecologists - who are part of the ruling coalition - calling for a ban on all state aid to the tyre company in the future. The politicians may not like the news, but the French stock market was delighted with Michelin's share price jumping more than 12% after the announcement . . . There continue to be suggestions that Damon Hill will stand down before the end of the year to allow Jarno Trulli to join Jordan and Nick Heidfeld to join Prost. This is not thought to be very likely as Hill is still hoping to go out of F1 on a high at Suzuka . . . Michael Schumacher has just signed a \$1.5m deal with the American toy-making company Mattel for the use of his name on Mattel products. Mattel is most famous for its Barbie doll but we expect the Schumacher deal to be linked to the recent deal struck between Mattel and Ferrari . . . The Williams team's latest aerodynamics whizz-kid made his first appearance with the team at the Nürburgring. We hear that Jason Somerville has played a big role in improving the performance of the current FW21 which was not very competitive at the start of the year. Somerville is currently working with the team's head of aerodynamics Geoff Willis . . . Abilio Diniz, father of Sauber driver Pedro, has been convicted by a Brazilian federal court of "crimes against the national financial system". Diniz Sr is appealing the decision but could face a year in jail if that fails. The case follows a government investigation into an alleged payment of \$330,000 made in 1992 by a finance company called Supercred to Diniz's distribution firm Companhia Brasileira de Distribuicao. Diniz recently sold 24% of CBD to France's Casino supermarket chain for \$550m . . . We hear that there is a strong possibility of legal action between Honda and several former employees of the Honda Racing Developments team in Bracknell, as there are disputes over compensation for contracts which Honda is not going to respect following the decision to close down the team . . . Flavio Briatore and Rocco Benetton were given a bit of a fright on their way to the European Grand Prix. The two were sharing a private jet from Treviso to Germany when the plane ran into a flock of birds on take-off and one of the engines failed. The pilot was able to keep control of the plane and made an emergency landing after one circuit of the airport . . . McLaren has announced a multi-year technology partnership with Siemens the German high technology company, increasing the firm's involvement in Grand Prix racing. Siemens is involved with the F1 timing and we hear may also be involved in advanced electronic programmes which are currently being evaluated by Formula One Communications . . . Ford Motor Company F1 Press Officer Ellen Kolby is to leave the car manufacturer at the end of the season to take up a new job with West McLaren Mercedes. Kolby is from a racing family. Her sister works for British American Racing and her brother Kristian is one of the leading drivers in the British Formula 3 series . . . Renault has denied reports in a French magazine that it is planning to announce as many as 30,000 job cuts at Nissan when it unveils its plans for



restructuring the Japanese car maker. It may be that the figures leaked are exaggerated and that when the actual cuts are announced they will not seem as bad. Whatever the case, the cuts are expected to involve thousands of Japanese workers - and may also see the closure of an entire factory in Tokyo . . . BMW Motorsport boss Gerhard Berger missed the European Grand Prix at the Nürburgring because he was rushed to hospital from the circuit hotel for an operation to have a kidney stone removed. Berger is expected to be back in action in time for the Malaysian Grand Prix. He may also be fit enough to attend the tests of the latest version of the BMW V10 engine next week at Miramas in the south of France. The new engine will run in the back of an FW21B chassis . . . Honda is expected to run its own F1 chassis at Silverstone at some point in the weeks ahead, probably in a back-to-back test with the BAR chassis. The company is expected to build its own F1 prototypes next year to do testing work in Japan, train up Honda chassis engineers - and keep the pressure on BAR to perform . . . Denmark's Tom Kristensen was spotted doing the rounds at the Nürburgring. Kristensen has done some testing work for Tyrrell in the past and is still hoping to have a chance as an F1 test driver in the future. The Dane has been racing sportscars this year for the BMW team . . . David Brown, the former McLaren F1 engineer who has been running the West Competition Formula 3000 team for the last two seasons is tipped to be looking at a return to F1 next year and was spotted having lengthy talks with Alain Prost at the European GP. Brown was Prost's engineer when Alain drove for Williams in 1993 . . . We hear that author and journalist Derick Allsop could be promoting a follow-up to his best selling 'Formula One Uncovered' as he has threatened to 'moonie' in the middle of Rotherham football pitch, during a home game, if Eddie Irvine wins the World Championship . . . Tobacco share prices took a dive when President Bill Clinton announced that he is launching another attack on the tobacco industry, claiming US\$20bn a year for the cost of treating sick smokers. The tobacco industry has rejected the charges as being "taxation through litigation" and will defend the law suits, claiming that the government has kept the price of tobacco artificially high to collect as much money as possible from taxes, knowing full well that there are dangers associated with smoking . . . As we suggested recently, Mercedes-Benz is looking to buy a team in CART using its AMG subsidiary. There have been talks with various teams notably Derrick Walker and Carl Hogan. Walker is losing his Valvoline sponsorship at the end of the year and driver Gil de Ferran. Chip Ganassi's engineer Mo Nunn has confirmed that he has received an approach from AMG but has turned it down. The ex-Ensign F1 boss says he wants to take a year off from racing and may even retire . . . ITV's F1 commentators Tony Jardine and Louise Goodman will race as guest drivers in this Sunday's (Oct 3) 12th round of the Proton Coupe Cup at Donington Park. The 'battle of the broadcasters' will be filmed and it is intended that the race will be televised prior to ITV's Malaysian GP programme . . .

For your information, here is the complete line-up for the ITV F1 Coverage of the Malaysian Grand Prix.

Saturday 16th October

05.30-07.15 Malaysian Grand Prix Qualifying
10.15-11.45 Malaysian G.P. Qualifying (Recorded)

Sunday 17th October

06.15-08.00 Malaysian Grand Prix Live
14.00-16.30 Malaysian Grand Prix (Recorded)
23.45-00.45 Malaysian Grand Prix Highlights

Check your local region as transmission times may differ.



Grand F1 Prixview

news

Does nobody want to win the 1999 FIA Formula One World Championship? This year's titles seem to be the most unwanted and unloved in the history of the sport. It was supposed to be the year that Michael Schumacher would finally bring the crown to Maranello, but he put himself out of the running, thanks to a touch of brain and brake fade at the British GP. While his Ferrari team-mate Eddie Irvine surrendered his F1 virginity by winning the opening race of the season in Melbourne, he obviously wasn't going to be up to the job of riding the Prancing Horse over the obstacles in the second half of the season, which meant that Mika Hakkinen would cruise comfortably to his second consecutive crown. But that plan did not unfold the way it was supposed to. The bet which could have made us all millionaires was there for the taking, if only you were able to find anyone stupid enough to bet on Mika only winning one single Grand Prix after Michael Schumacher was sidelined. But that is exactly what has happened, with Hungary being the Finn's only win in that period. He was kept off the top step of the podium by Irvine getting two in a row, Coulthard reviving his title hopes with two wins, Frentzen taking one and now Johnny Herbert pushing the fairy tale quotient through the F1 roof. The Championship appears to be a hot potato this season, tossed back and forth between McLaren

and Ferrari, both outfits being prepared to make complete idiots of themselves with the apparent intention of gifting top honours to the opposition.

If we take the last race, McLaren set the ball rolling with a panic pit-stop for Hakkinen, calling him in far too early for rain tyres. Forget his deceptive qualifying third place, the Finn was basically seven tenths quicker than anyone else at the Nürburgring and would have finished the race no lower than second. Mercedes boss Norbert Haug said on German television that the drivers decide what tyres to put on when, but "Honest" Ron Dennis whizzed up to their commentary box in Germany to explain it had been his call. Compare this with winner Herbert's own decision to stay out in the Stewart and then fit rain tyres on a drying track because he actually saw a big, black cloud heading for the track and you wonder what all those expensive brains at McLaren were up to. So

David Coulthard (Below) has pretty much admitted he is now out of the running, for the Drivers' Championship. While mathematically at least, Eddie Irvine and Mika Hakkinen (Right Top) could be battling it out to the last race, they have to keep an eye out for Heinz-Harald (Below Right), who still has a fighting chance.

PHOTOS: SPORTING PICTURES (UK) LTD





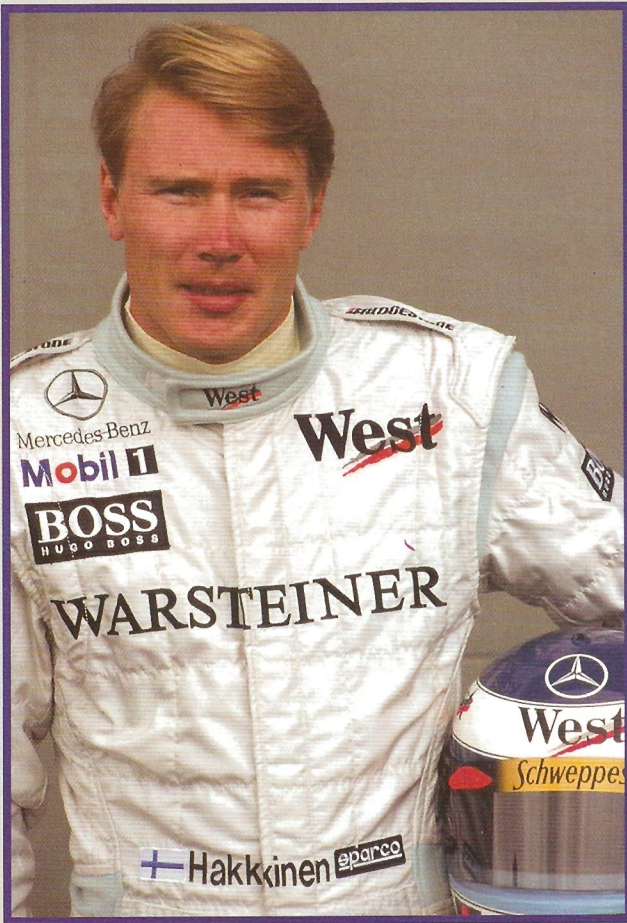
surely this cock-up would gift Irvine a few points and the Championship lead, but Ferrari, evidently terrified at the thought of winning something, said "non grazie" and lobbed one of Eddie's tyres into the depths of the garage. Yes, this was indeed the Ferrari of old!

By rights we should have been going to Malaysia with a three way fight between Hakkinen, Irvine and Frentzen level pegging on sixty points, but the German driver was probably the biggest loser on home soil last weekend. As it is, the Jordan man has drifted a bit, while fourth placed Coulthard pretty much admitted he was now out of the running. That means, it should be a fight between Hakkinen and Irvine and mathematically it will go all the way to Suzuka. So Bernie Ecclestone wins again, with all those early season musings about this being a dull end to the century in F1 terms, firmly banished. Hakkinen's two hard earned points from the 'Ring give him the upper hand in the numbers game, but the psychological edge might be even more important in the final showdown. The MP4/13 still has the upper hand over the F399, but Ferrari did finally come up with some technical improvements at the last race and at the end of Saturday morning's session at the Nürburgring (wet qualifying times not being too representative of the true situation) Irvine was not far off Hakkinen's pace, so we can expect a close fight. My own personal guess is that Michael Schumacher will be getting up early in the morning to watch the Malaysian Grand Prix on television, leaving Mika Salo to help Irvine as best he can. I think we can assume that Coulthard will now also be appearing in a supporting role, but just how much the two understudies can do to help the principal players will depend on the leading members of the F1 chorus, otherwise known as Jordan and Williams.

Germany has certainly not lacked for racing heroes since



A LAP OF SEPANG WITH MIKA HAKKINEN



Mika Hakkinen, Eddie Irvine, Jean Alesi and Pedro Diniz all visited Sepang earlier in the year and after driving round it in a road car, the reigning World Champion gave us this assessment of the challenge facing him and his 21 colleagues in the first Malaysian F1 Grand Prix.

"After the start, the first right hand turn is very tricky. The braking point before you turn right into the first corner is straightforward and then you have to drop down into second quickly as you come to the end of the very long start-finish straight.

"Almost immediately, you are into Turn 2, where the road drops away from you quite rapidly. The drop and difference in elevation obviously has an effect on the car, so you will be looking for the line which gives the best balance and grip. A critical corner this one.

"Turn 3 is a simple, long, right-hander where you want to get on the power hard and early. After that, Turn 4 is a much tighter right-hander, but although the track goes uphill at this point, you have to brake quite heavily as you go into the corner.

"Turn 5 is a very fast left-hander which you approach absolutely flat out. It reminds me of the section after the hairpin at the Suzuka circuit. It's a very fast turn which leads straight into the next corner at Turn 6. Having only been round the Sepang circuit in a road car, I must say I am not exactly sure what this corner will be like in my McLaren. I am not sure if it will be flat or not. I guess I'll find out in the first practice session.

"Turns 7 and 8 are simple but tight right-handers and then Turn 9 is another corner that comes after a long straight, so that it will also involve some pretty hard braking. That can be difficult on this year's grooved tyres and in general, tyre choice will be an important factor as Bridgestone has no data for Sepang on which to base its calculations. At least it will be the same problem for everyone.

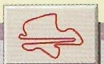
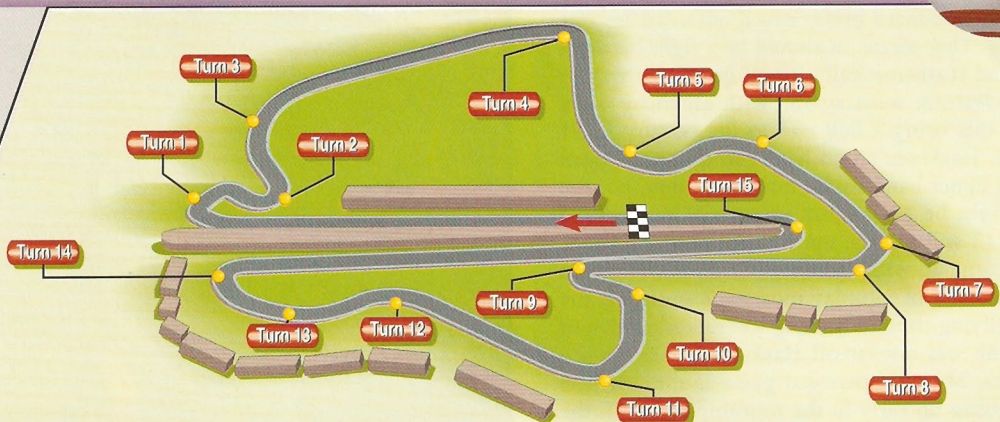
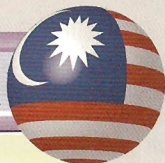
"At Turn 11 the most important thing will be the exit, where good aerodynamics will be the key to getting out cleanly. Turns 13 and 14 can really be regarded as just one long and very difficult corner. Your line through the first part will be dictated by the best way to get out

of the final part as neatly and quickly as possible to build up speed on the following straight.

"Turn 15 is another important point on this track. You will be hard on the brakes after the straight. Although the corner is actually tight, the track is very wide at this point so it promises all sorts of excitement, especially for the spectators.

"Generally, I think you need a lot of power for the long straights and I reckon Sepang will be tough on the brakes, just like Monza or Montreal for example. It looks safe and challenging and personally I am looking forward to driving somewhere new."

Round 15 - October 17th 1999 - Kuala Lumpur Malaysia



Lap Distance
5.542 km
Race Distance
310.362 km



Lap Record
-
Fastest Speed
-

LAPS

56

1998 Qualifying

No race



1998 Results

No race





Johnny Herbert's fantastic win will hopefully keep the Stewart team on a high for the Malaysian Grand Prix.

Michael Schumacher broke his leg and Frentzen seems as solid as a rock, as dependable as one of Eddie Jordan's more expensive watches and as fast as any other driver out there. The Anglo-Irish team is not resting on its laurels and at the time of writing, more modifications to the car are being evaluated in the wind tunnel. Frentzen still has an outside chance of the title, but even if he was to snatch second, it would be so much more than the team ever dreamed possible at the start of the season. Damon Hill's form is harder to follow. Let's hope his final two performances are worthy of a former World Champion. Williams are without a doubt the most improved team in the final quarter of the season and the words solid, dependable and fast can also be applied to Ralf Schumacher, who has done more than enough to keep the family flag flying in the absence of brother Michael. Even Alessandro Zanardi seems to be getting the hang of F1 again, so Frank Williams and Patrick Head might have something to smile about come Sunday in Sepang.

The French F1 press refers to Stewart Ford as the "kangaroo" team, because of its inconsistent performance, but Johnny Herbert's fantastic win will hopefully keep them on a high for a bit longer this time. But flyaway races always put a bit more emphasis and pressure on a team's organisational ability and this is where the better established and bigger crews tend to have an edge, which could just

Ladbrokes

MALAYSIAN GRAND PRIX

Just when we thought we'd sussed it, along comes the European Grand Prix, the driving rain and Johnny Herbert at 150/1 to confound us all!

When horses perform well in the wet it usually follows that their close relations do as well. This theory seemed to be coming true in Germany as Ralf appeared to be 'doing a Michael' and winning in the rain. But then disaster struck and off he went with a puncture, leaving the door open for the hither-too forgotten man of Formula One, Johnny Herbert, to take the third Grand Prix victory of his career. With a 150/1 shot beating a 125/1 chance, with the third at 80/1, you would have thought it would have been a 'skinner' for Ladbrokes, but no, one customer had a £5 win on Herbert - we have already asked what numbers he has for this weekend's lottery! In a year when the favourites have kept winning, it was nice to see an old fashioned outsider romp home.

As they approached half way, it looked like a gamble on Ralf Schumacher was going to be landed and, even before that, Frentzen, who had been backed from 8/1 down to 7/2 on the day, looked a good bet. In fact, I had my calculator out trying to work out the Championship betting and, I can tell you, Frentzen would have been right up there with Hakkinen, but Mika claimed vital points, when he burst through the field late in the race.

It was one of the most bizarre races I have ever seen. There was any number of leaders throughout the event and, as for what happened in the pit lane, that was comical. At one stage I thought I was watching a film version of the 1980's cartoon show, "Whacky Races"!

Hakkinen is now strong odds on favourite to take the title - if his car and his nerve hold out, that is.

Ed Nicholson

blunt the Stewart effort here. Benetton will be glad to see the season drawing to an end after a terrible year, which did not get any better when Giancarlo Fisichella threw away the chance of victory at the 'Ring. Jarno Trulli's second place will have given Alain Prost's outfit a huge morale boost, but more importantly, the new version of its Peugeot engine might allow the French outfit to pick up a few more points. Arrows is basically just marking time and treading water until next year and a new beginning with a Supertec engine. It is hard to see either of its drivers doing anything special here, but the Sauber duo of Jean Alesi and Pedro Diniz will be keen to impress. There is no motor racing in the team's native Switzerland, so with its backing from Malaysian oil company Petronas, this is their home race.

In the last Prixview I made some sarcastic remark about Minardi not being in the title hunt any more this season. Luca Badoer was so unlucky to miss out on fourth place last weekend, a result which is probably the equivalent of a World Championship for the little Italian team. Marc Gene's point for sixth now means that BAR is the only team not to have scored a single point this season. Given that Minardi probably costs about as much to run as the BAR motorhomes, this shows just how wide of the mark the F1 new-boys were with their pre-season claims.

Eric Silbermann

SEPANG CIRCUIT

There is always a danger in describing something as the most modern, in that something bigger and better will come along a few moments later. However, for the time being, the Sepang Circuit is absolutely state-of-the-art in terms of its facilities, for the drivers, the teams, the media and most important of all, for the spectator. Sepang was officially opened on 9th March this year by the Malaysian Prime Minister in the presence of Mika Hakkinen, Eddie Irvine, Jean Alesi and Pedro Diniz. Lest you forget, this is the Petronas Malaysian F1 GP, hence a strong Sauber presence. Since that date, Sepang has had its first experience of a major international event, when the opening round of this year's motorcycle World Championship was staged there in April.

A quick glance at the five and a half kilometre track is all it takes to see it is a circuit of the modern school in that it doubles back on itself to take up less valuable land space. Intelligently, the designers have built a huge grandstand in the space between the two straights that form the backbone of the track. This grandstand alone can accommodate a massive 30,000 spectators. The contours of the track mean that there are several viewing areas from which spectators will be able to see between fifty and eighty percent of the entire course. The track itself is also much wider than all other circuits on the World Championship calendar. The pits are similarly vast and are built on two levels, incorporating a drivers' rest area in the upper level. The paddock has its own access road, the marshals posts are all fitted with lights to back up the flags and the medical centre has a helipad on its roof. None of this guarantees we will have a good race, but at least the facilities should ensure an enjoyable weekend - as long as the local wildlife keeps itself to itself. During the motorcycle Grand Prix weekend, one competitor spotted some debris on the track. He was very surprised when it reared up just before he smacked into it: Cobras and other snakes are abundant!



Malaysian Grand Prix

Sepang - Sunday 17th October

Number of Laps: 56 Race Distance: 192.771 miles/310.362 kms
Circuit Length: 3.442 miles/5.542 kms Time difference: GMT +8hrs

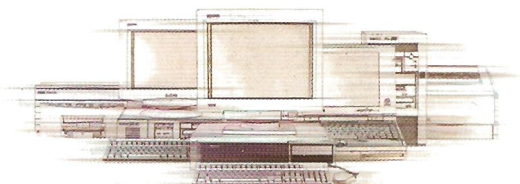
No.	Driver	Nat.	Entrant	Nat.	Chassis	Engine
1	MIKA HAKKINEN	SF	WEST McLAREN MERCEDES	GB	McLAREN MP4/14	MERCEDES-BENZ V10
2	DAVID COULTHARD	GB	WEST McLAREN MERCEDES	GB	McLAREN MP4/14	MERCEDES-BENZ V10
3	MIKA SALO	SF	SCUDERIA FERRARI MARLBORO	I	FERRARI F399	FERRARI V10
4	EDDIE IRVINE	GB	SCUDERIA FERRARI MARLBORO	I	FERRARI F399	FERRARI V10
5	ALESSANDRO ZANARDI	I	WINFIELD WILLIAMS	GB	WILLIAMS FW21	SUPERTECH FB01 V10
6	RALF SCHUMACHER	D	WINFIELD WILLIAMS	GB	WILLIAMS FW21	SUPERTECH FB01 V10
7	DAMON HILL	GB	BENSON & HEDGES JORDAN	IRE	JORDAN 199	MUGEN-HONDA V10
8	HEINZ-HARALD FRENTZEN	D	BENSON & HEDGES JORDAN	IRE	JORDAN 199	MUGEN-HONDA V10
9	GIANCARLO FISICHELLA	I	MILD SEVEN BENETTON	I	BENETTON B199	PLAYLIFE V10
10	ALEXANDER WURZ	A	MILD SEVEN BENETTON	I	BENETTON B199	PLAYLIFE V10
11	JEAN ALESI	F	RED BULL SAUBER PETRONAS	S	SAUBER C18	SAUBER PETRONAS V10
12	PEDRO DINIZ	BR	RED BULL SAUBER PETRONAS	S	SAUBER C18	SAUBER PETRONAS V10
14	PEDRO DE LA ROSA	ESP	ARROWS	GB	ARROWS A20	ARROWS V10
15	TORANOSUKE TAKAGI	JPN	ARROWS	GB	ARROWS A20	ARROWS V10
16	RUBENS BARRICHELLO	BR	STEWART FORD	GB	STEWART SF-3	FORD-COSWORTH CR-1 V10
17	JOHNNY HERBERT	GB	STEWART FORD	GB	STEWART SF-3	FORD-COSWORTH CR-1 V10
18	OLIVIER PANIS	F	GAULOISES PROST PEUGEOT	F	PROST AP02	PEUGEOT V10
19	JARNO TRULLI	I	GAULOISES PROST PEUGEOT	F	PROST AP02	PEUGEOT V10
20	LUCA BADOER	I	MINARDI FORD	I	MINARDI M01	FORD ZETEC-R V10
21	MARC GENE	ESP	MINARDI FORD	I	MINARDI M01	FORD ZETEC-R V10
22	JACQUES VILLENEUVE	CDN	BRITISH AMERICAN RACING	GB	BAR 01	SUPERTECH FB01 V10
23	RICARDO ZONTA	BR	BRITISH AMERICAN RACING	GB	BAR 01	SUPERTECH FB01 V10

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BLUES

Whatever happens in the remaining couple of rounds of the 1999 Formula 1 World Championship, it will not be a year to remember for the boys and girls at Benetton. In 1998 the bottom of their woolly jumper started to unravel, but this year the sleeves have been unstitched and discarded to leave a very scruffy and unattractive tank top that the team's owners would be ashamed to sell in one of their fashionable stores. The fashionable reason for the collapse of the 1994 and 1995 World Champions is put down to the mass defection of Messrs. Schumacher, Byrne and Brawn to Ferrari. We can add to that the instability at the top of the tree, with Flavio Briatore leaving, followed by David Richards' brief tenure at the reins. Then, as a gesture of commitment to the team, the Benetton family brought in favourite son Rocco, who only turned thirty last week, to take the helm.





However, ignore all the politics and palace coups; at the core of their failure are two very simple statements: the team's structure was full of gaping holes and overstretched staff, and this year's car is a dog. Bravely stepping into the F1 NEWS dock to say "mea culpa" are the team's Chief Executive Rocco Benetton and its Technical Director Pat Symonds.

It's one of the oldest jokes in the book, but it is still a good one. A boy asks his millionaire father to buy him some golf clubs and by return post he gets the deeds to St. Andrews and Wentworth. There are some who think Rocco Benetton asked father Luciano for a racing car and was presented with the Benetton team. While he might seem impossibly young to run a Grand Prix team, his CV proves that he is no dilettante playboy, but someone who likes a challenge. However, it is clear from his opening remarks that turning the Benetton team around will not be a picnic.

"Everyone in the team is very disappointed," he begins, having asked permission to light a cigarette - a Mild Seven of course. "We have worked very hard, but all the changes made and all the problem solving we have applied have not been enough. We are a top team and we have all the tools we need to succeed and that fact makes me even more angry. More is needed."

Asked to explain what the problems are and how to solve them, Benetton rattles off the answer so quickly, it is obvious it is something he has gone through a thousand times.

"There was one major weakness which has dogged our structure for a long time. When you try to explain a company structure you can use the example of a pyramid and in our case, we had a very wide base to a very low pyramid. Automatically, this meant that a few people were in control of too many things. Of course, if you go too far the other way, then you can

"Everyone in the team is very disappointed," says Rocco Benetton (Left). In the glory days of Briatore, Brawn and Schumacher (Below, LtoR) glum meant not winning a race. Today just mixing it with the front-runners, as in Brazil (Top Right), is a bonus. Technical chief Pat Symonds (Below Right) explains why.





end up with a bureaucratic environment in which you have layer on top of layer. What we needed to do was redistribute the control. All the people in the team have always done a good job, but F1 is so sophisticated in every detail, that by having only a few people directly in control of many different departments and areas, there is a high risk that these people will get too caught up in the daily problems and they won't have the chance to detach themselves, see the big picture and solve the fundamental problems which are hiding behind a situation which might look okay on the surface."

New people have been taken on, most recently three engineers from the aborted Honda F1 mission.

"All the recruitment has been at the top to middle range on the engineering side," explained Benetton. "For example, the Honda people are there not just to bring in their knowledge, but also to create a little bit more elasticity for Pat Symonds. The same has happened on the production side and with the race team. All these changes have only been made in the past few months, so we are unlikely to see their effects until the start of next season." That time lag is something he understands but evidently finds frustrating. "Formula 1 is a very complex environment and everything takes time, which is the one thing we have not got. Everyone wants the improved result tomorrow morning but realistically that is not possible."

The team has taken plenty of stick in the press this year and has been but one step removed from a laughing stock. Rocco Benetton has not let that get to him, preferring to keep his head down and get on with the job in hand.

"Sure, the outsiders have a negative view," he conceded. "But while the results are not visible today, people within the company can see the changes that have been made and can see there is a wish to react to the present situation. That confidence within the company is what counts."

That confidence might have become a bit shaky when it came to team sponsor Mild Seven, but Rocco reckons the relationship is still sound.

"Mild Seven grew up with us. They are part of the team, not just a sponsor. They are an intelligent company and we are working together on many different issues. We were lucky enough to start our relationship by winning a Championship. But this is a sport and not a business, where if everything runs smoothly then the results automatically follow."

On a personal level, 1999 has been a strain for the thirty year old Chief Executive, thrown into the deep end of a very deep pool. "I came in knowing it would be a tough challenge, but I did not know exactly what to expect," he confessed. "Now I know better. As long as the people around me





If practice really made perfect, the Bennie Boys would be Championship leaders, but both they and Alexander Wurz are now looking forward to starting with a clean slate in 2000.

believe in me, then the problems we face are not a reason to be depressed. They are a reason to get upset and try to improve myself. The difference between when I started and now, is that now I know why Formula 1 is so hard!"

Pat Symonds certainly doesn't need to be told how hard it is to succeed in F1, having been there, done that and made several of the T-shirts.

"We made a decision last year that in order to be competitive we were going to have to find some edge from somewhere. With everyone on the same tyres we felt that would equalise things and we were happy about that and we were also happy with our drivers. But we felt the Supertec engine would not be a match for Ferrari, Mercedes and, as we were soon to find out, the Ford engine as well. So with that in mind, we redoubled our efforts in other areas to look for improvements."

Thus Symonds began the sad tale of explaining what went wrong on the technical side of Benetton's 1999 season. Those other areas involved aerodynamics, the major feature of the car which affects its performance.

"I won't say we worked harder on it as we are always flat out, but our wind tunnel figures for the 1999 car compared with 1998 were the biggest single jump forward I can remember. The work was done in the old tunnel at Farnborough, but when the new tunnel was up and running at the start of the season, it confirmed that everything looked pretty good," claimed Symonds.

"The decision to look at new technologies resulted in us utilising two of them. One was FTT (Front Torque Transfer), already experimented with the previous season, and the other was the twin-clutch gearbox - and before you ask, this is a device to provide smooth, continuous power from the engine to the road in order to maximise acceleration."

This explanation may sound a bit Ron Dennis-like, but further questioning revealed no more.

"Anyway, the design of the car proceeded with these in mind. That led to

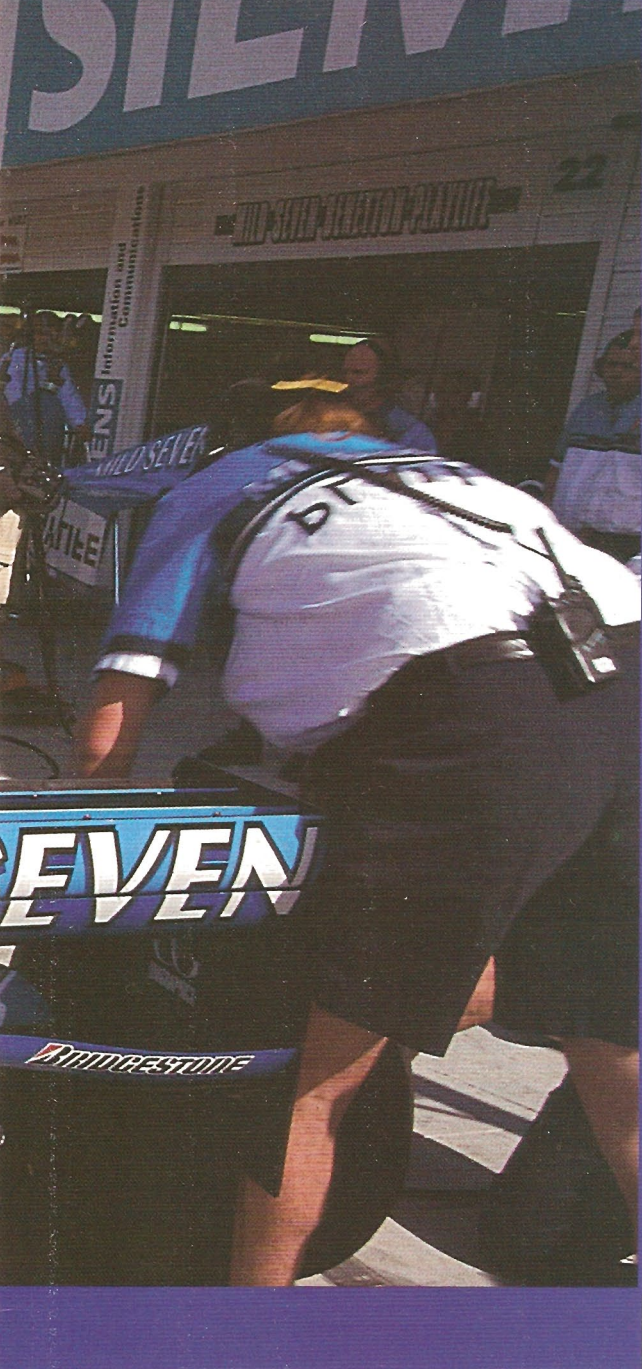
a bit of compromise. The car was heavier than we would have liked, not just because of the weight of these components, but also through the extra weight involved in allowing them to be fitted. For example, FTT required holes in either side of the monocoque which meant additional strengthening. In the case of the clutch, this meant the gearbox we designed had to be heavier than a conventional one."

What followed next is one of those sad sagas that might have sunk a lesser team.

"There were no initial problems with FTT but the twin-clutch gearbox was evidently not going to be ready in time and at the end of January we decided to convert to single clutch and I knew then we would never race with it (the twin-clutch gearbox). Then FTT developed a peculiar problem. It had worked well the previous year in a test car, but once we went into production with these units, we could not make them work in the way the prototype did. To this day, we still cannot reliably reproduce the prototype performance. So we had to race without it. In hindsight, resources to develop those parts could have been used elsewhere and we were stuck with various design compromises which, again with hindsight, I would not have made."

Worse was to come. The biggest blow of all was the car's aerodynamic performance. "As the season wore on, it was obvious that the aerodynamic performance on the track was not matching the wind tunnel figures. The team invested a huge amount of effort in trying to find out why and what could be done about it," confessed the Technical Chief, who ultimately accepts the blame. "We have made some progress in this area, but nowhere near enough. That is the story of our year and for the last couple of races we will simply be fire-fighting the problem."

Work on next year's car is already underway and with new people on board from Honda, the team is looking at some areas in the design of the car that were ignored for a while.



"The new people can bring in fresh ideas and critically examine what we have done," continued Symonds. "We don't want to throw away lessons we are absolutely positive about, but we are questioning all the rest by bringing in fresh opinions. The restructuring of the department allows me and Nick (Wirth- Chief Designer) to study the bigger picture. Certainly the two of us were getting bogged down in detail at the expense of what we are supposed to do."

Finally, Symonds also has a good word to say about the much maligned Renault- Mecachrome-Supertec-Playlife engine.

"In '98 there had been very little engine development and when the '99 engine first came out, it was not much better. But now there is a completely renewed life within Renault and the improvements made this year are really quite impressive. Next year's engine will have some improvements which have already been evaluated and these give cause for optimism. It is still not a second generation engine, knocking out 800 horsepower from 100 kilos, but it will be a big improvement on what we have now.

"We've got to turn the corner and face 2000 with optimism. If we had done nothing about it I would be extremely worried, but we have taken action to sort it out."

One gets the impression that March 12th 2000 and the opening race of next season in Melbourne cannot come soon enough for the Benny Boys, who have more cause than most to look to the new millennium for a change of fortune.

Grand Prix Gold

Spanish Grand Prix - 1st October 1989

One week after the Portuguese Grand Prix at Estoril the F1 circus had moved just a few miles down the coast to Jerez for the Spanish race. Life was less stressful then and most of the drivers turned up fit and tanned after a week of R and R on the beaches or fairways, whereas today they would have either gone home to count their money or be roped in to some tedious sponsor promotion. That week at the end of the summer probably did more to promote the use of mobile phones among F1 journalists than any other. Because, while the press corps wanted to lounge around poolside, ogling lady press officers and consuming vast quantities of Sangria, their editors were desperate for news of the great Mansell Mystery.

Nigel had flown home from Portugal fifty thousand US Dollars poorer, thanks to a massive fine for failing to observe a black flag at the Estoril race. Two days after the race, he discovered that the World Motorsport Council had agreed by postal vote to ban him from the Spanish GP as well. It seemed that Jean-Marie Balestre, the FISA President, felt that Mansell deserved a

ban for colliding with Senna, thus putting one of the Championship contenders out of the race. Naturally, Mansell appealed, but because the FISA was unable to find a paltry five members of the Court of Appeal in time, the hearing had been scheduled for a date after the Spanish race. So, on Thursday the Jerez paddock was virtually empty as everyone crammed into the awning under the Ferrari motorhome to hear Mansell threaten to quit the sport if he was not allowed to race. Then on Friday, we were treated to still more entertainment when McLaren's Ron Dennis summoned the Third Estate to show video footage which absolved his boys of blocking Mansell's view of the Ferrari pit which he eventually reversed into. Remember, it was this offence which led to the black flag in the first place, although the later collision with Senna's McLaren rather overshadowed that.

None of this mattered much to the poor souls who had to get up at the crack of dawn for Friday's pre-qualifying. Southern Spain was still swathed in darkness at the ungodly hour set aside for the sudden death play-off, so perhaps it was a blessing that it

was delayed by thirty minutes as the medical helicopter was late arriving. Quickest was Nicola Larini in the Osella and giving the little Italian outfit cause for celebration, Piercarlo Ghinzani also made the cut. Splitting these two with the second fastest time was JJ Lehto having his second attempt to get on a Grand Prix grid in the Onyx. Finally, Philippe Alliot rounded off the dawn patrol in his Larrousse-Lola, at the start of what would be a good weekend for the Frenchman.

Given his homily about Mansell's misdemeanour in Portugal, Ron Dennis had reason to look as red as his cars after Friday's session as his Golden Boy, Ayrton Senna, managed to break several rules on his way to a US\$20,000 fine. The Brazilian

Frenchman Philippe Alliot (Below) surprised a few people by putting his Lola on the 3rd row of the grid, while there were no real surprises when Ayrton Senna, (Left), the master qualifier, took the fortieth pole position of his career.





managed to ignore several black flags, some waved yellows and a red flag, when the session was stopped after Gregor Foitek had the rear wing flew off his Rial. Senna still managed to set the overnight pole and seemed to have everything under control. There were mutterings that with Mansell out of the equation, Ayrton would have an easy life. Perhaps Gerhard Berger heard this insulting suggestion and this was why he set about upholding the Scuderia's honour. Fourth with a misfiring V12 on Friday, Berger dominated most of the Saturday session, but it eventually turned out that Senna had just been playing with the opposition. With about five minutes left he stopped messing about and grasped the fortieth pole of his F1 career. Alain Prost was third in the other McLaren, lining up Pierluigi Martini who made the most of his Minardi's sticky Pirelli qualifying tyres. He was lucky to be on the grid at all. The previous day he had fallen down the ladder from the Minardi transporter, something that would not happen these days as drivers are far too valuable to risk using ladders. If a Minardi on Row 2 was not surprise enough, we had a Lola behind it, courtesy

of an Alliot qualifying special. Philippe had always been a bit of a one-lap-wonder, but maybe he could do something with it in the race this time.

Next up was Riccardo Patrese, who played musical chairs, jumping from the relatively untried Williams FW13 to the devil he knew, in the shape of the FW12. Team-mate Thierry Boutsen must have been wishing he had done the same as he was trailing in 21st place in the newer car. Mixed fortunes were also the order of the day in the Lotus camp. Nelson Piquet was an encouraging seventh on a track where his Judd engine's lack of puff was not too much of a handicap. However, Satoru Nakajima was not so happy. The rear wing on Naka San's car was found to be fractionally too high after Friday's qualifying, so the Japanese driver's first priority on Saturday afternoon was to ensure he had a half-decent time in the bag, before going for a quick lap. In his case, half-decent turned out to be a less than inspiring eighteenth spot on the grid. The Brabhams were going well thanks to consistent performance from the Pirelli qualifiers, Martin Brundle lining up eighth. Tyrrell were having to get through the

weekend without technical boss Harvey Postlethwaite, who had to be airlifted back to Blyth for an emergency appendectomy. Jean Alesi was very definitely a star in the making in his first season, once again out-qualifying team-mate Jonathan Palmer. (One wonders why the good doctor couldn't have saved the team a few bob and hoiked Harvey's appendix out in the back of the team truck.). Another young driver who looked set for great things - sadly events would conspire to cut short his F1 career - was JJ Lehto. Having made it through pre-qualifying at his second attempt in the Onyx, the Finn was being talked about as a star of tomorrow and looked set for a great maiden grid position, considering the lowly status of his team. However, after one helicopter delayed his start in pre-qualifying, another one messed up his fastest lap. Some chump of a chopper pilot took it upon himself to land at the

STARTING GRID

28 BERGER Ferrari (1'20.565)	1 SENNA McLaren (1'20.291)
23 MARTINI Minardi (1'21.479)	2 PROST McLaren (1'21.368)
6 PATRESE Williams (1'21.777)	30 ALLIOT Lola (1'21.708)
7 BRUNDLE Brabham (1'22.133)	11 PIQUET Lotus (1'21.922)
20 PIRRO Benetton (1'22.567)	4 ALESI Tyrrell (1'22.363)
8 MODENA Brabham (1'22.826)	17 LARINI Osella (1'22.620)
19 NANNINI Benetton (1'23.105)	3 PALMER Tyrrell (1'23.052)
9 WARWICK Arrows (1'23.222)	22 DE CESARIS Dallara (1'23.186)
12 NAKAJIMA Lotus (1'23.309)	37 LEHTO Onyx (1'23.243)
24 SALA Minardi (1'23.443)	16 CAPELLI March (1'23.401)
10 CHEEVER Arrows (1'23.729)	5 BOUTSEN Williams (1'23.657)
26 GROUILLARD Ligier (1'23.931)	21 CAFFI Dallara (1'23.763)
15 GUGELMIN March (1'24.707)	18 GHINZANI Osella (1'24.003)

track during the session. Not far from the coast, Jerez was a sandy sight for a race and great clouds of the stuff blew across the track, blinding young JJ. All the same, he did well enough for 17th spot.

Having done their job in getting Senna onto pole, the McLarens were stripped of their qualifying engines for race day, fitting a de-tuned but more torquey version for

the race. Perhaps this was why Senna was only third quickest in the warm-up, although Prost was less affected and was quickest, ahead of the consistently impressive Alesi, although the Frenchman bashed the underside of his Tyrrell and had to use the spare for the afternoon's entertainment.

It might be giving the game away, but

the race was pretty much over within seconds of the start, with Senna beating Berger off the line in the race down to the first corner. This pair certainly pulled out a mini gap over the following pack, led by Prost, with Patrese, Martini, Alliot, Brundle, Pirro, Alesi and Modena. Proving that he had learned something from his time alongside Prost, Senna drove a clever race, never doing more than he had to. After the first twenty laps he was leading, but only by about one second. Berger was never going to mount a serious challenge: firstly he was very much aware that ruining his next year's team-mate's Championship chances might be the outcome of any silly move and secondly because he was struggling with the Ferrari, whose engine was smoking nicely. The oily mess was finding its way onto third placed Prost's visor, so that the Frenchman could not get too close, settling for keeping Patrese's Williams behind him in fourth spot. Next up was the best placed Pirelli runner, Martini. Behind him, Alliot's Lola was dropping back and Pirro, who had got the jump on Brundle's Brabham, looked set to take sixth place. The best battle was the one between Brundle and Alesi, the young French charger trying some very "adventurous" moves! Stuck behind these two, the impatient Nannini decided to bring his Benetton in for an early tyre

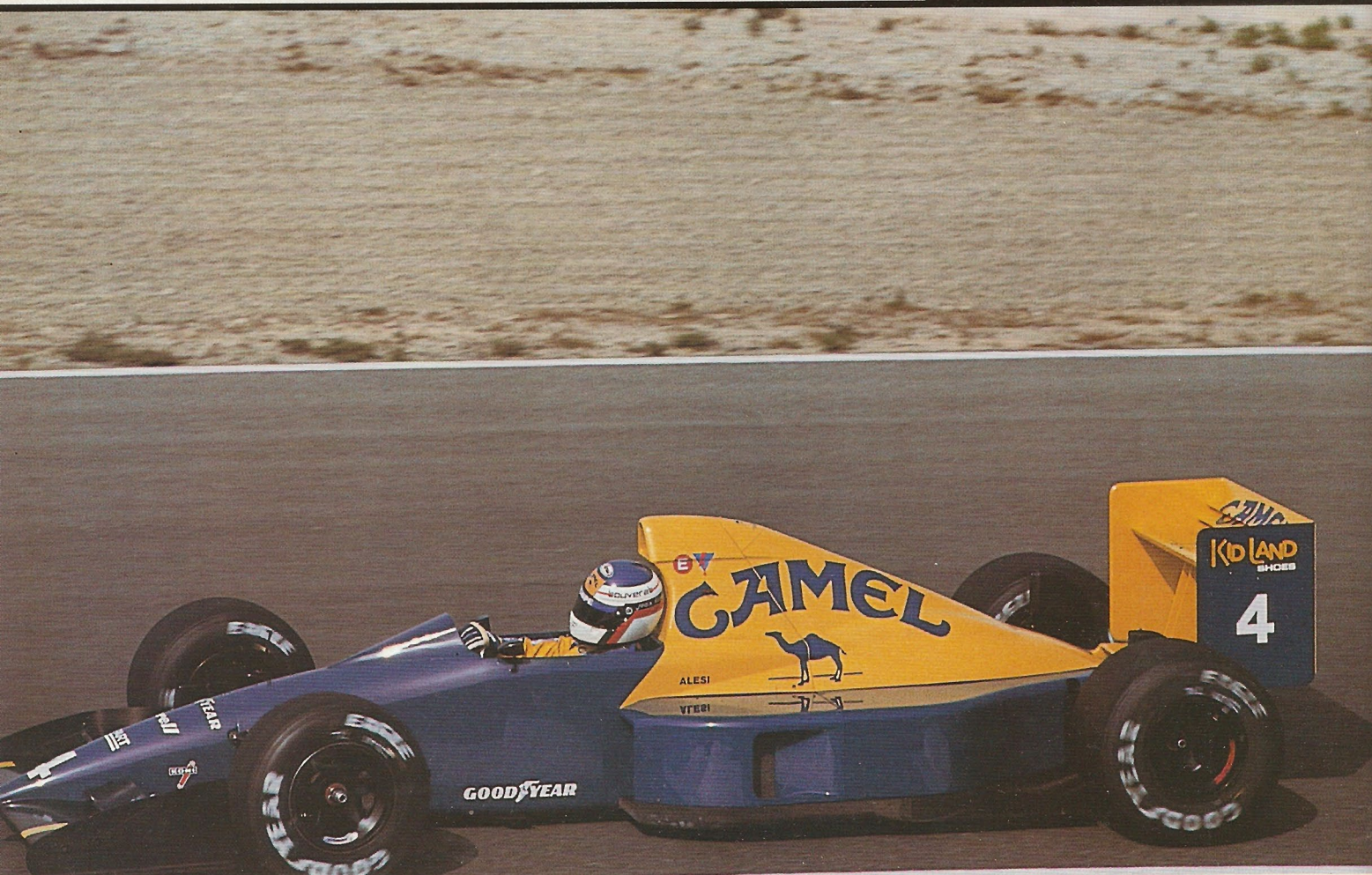
Jean Alesi, (Below) had a titanic battle with Martin Brundle, which the Frenchman finally won when he dived inside the Englishman on the way to the first right-hand corner on lap 22.

RACE RESULTS

After 73 Laps

Pos	No.	DRIVER	CAR	LAPS	RACE TIME
1	1	A.SENNA	McLAREN HONDA V10	73	1:47'48.264
2	28	G.BERGER	FERRARI V12	73	1:48'15.315
3	2	A.PROST	McLAREN HONDA V10	73	1:48'42.052
4	4	J.ALESI	TYRRELL FORD V8	72	-1 LAP
5	6	R.PATRESE	WILLIAMS RENAULT V10	72	-1 LAP
6	30	P.ALLIOT	LOLA LAMBORGHINI V12	72	-1 LAP
7	22	A.DE CESARIS	DALLARA FORD V8	72	-1 LAP
8	11	N.PIQUET	LOTUS JUDD V8	71	-2 LAPS
9	9	D.WARWICK	ARROWS FORD V8	71	-2 LAPS
10	3	J.PALMER	TYRRELL FORD V8	71	-2 LAPS
11	10	E.CHEEVER	ARROWS FORD V8	61	ENGINE
12	20	E.PIRRO	BENETTON FORD V8	59	SPUN OFF
13	21	A.CAFFI	DALLARA FORD V8	55	ENGINE
14	7	M.BRUNDLE	BRABHAM JUDD V8	51	DAMPER/SPUN OFF
15	15	M.GUGELMIN	MARCH JUDD V8	47	ACCIDENT
16	24	L.SALA	MINARDI FORD V8	47	ACCIDENT
17	5	T.BOUTSEN	WILLIAMS RENAULT V10	40	FUEL PUMP
18	26	O.GROUILLARD	LIGIER FORD V8	34	ENGINE
19	23	P.MARTINI	MINARDI FORD V8	27	SPUN OFF
20	16	I.CAPELLI	MARCH JUDD V8	23	TRANSMISSION
21	37	J.J.LEHTO	OYNX FORD V8	20	GEARBOX
22	18	P.GHINZANI	OSELLA FORD V8	17	GEARBOX
23	19	A.NANNINI	BENETTON FORD V8	14	SPUN OFF
24	8	S.MODENA	BRABHAM JUDD V8	11	ELECTRICAL
25	17	N.LARINI	OSELLA FORD V8	6	SUSPENSION/CRASH
26	12	S.NAKAJIMA	LOTUS JUDD V8	0	ACCIDENT

FASTEST LAP: A.SENNA - 1'25.779 ON LAP 55 (177.022 KPH = 109.996 MPH)



change on lap 12. His team were more than a little peeved as this premature pitting meant he would have to stop twice - or at least he would have done if he had not spun off into a gravel trap.

Nakajima had managed to collect Capelli's March while spinning his Lotus on the opening lap and while the Japanese driver's race came to an immediate end, the Italian pitted and rejoined after the mechanics had changed most of the left front suspension. This may seem strange to more modern converts as these days such damage normally results in an early bath. Larini bashed the barriers and was out in the Osella and Modena went out with electrical problems in the Brabham. On the other hand, all that inside of 12 laps draws one to the conclusion that cars are a bit more reliable these days. There was more carnage to come, as Lehto's great F1 debut ended when his gearbox found itself in desperate need of a dentist and although Capelli put on a spurt to pass a couple of cars, his miserable day came to an early close when the differential refused to differentiate any more. At around third distance, Martini was no longer in the running having spun into the gravel, nearly taking Cheever's Arrows with him. But we still had the Alesi-Brundle scrap to entertain us and the Frenchman finally got ahead on lap 22 as he dived inside the Englishman on the way to the first right hand uphill corner. Martin tried to fight back but found himself squeezed onto the grass and that was the end of that particular scrap.

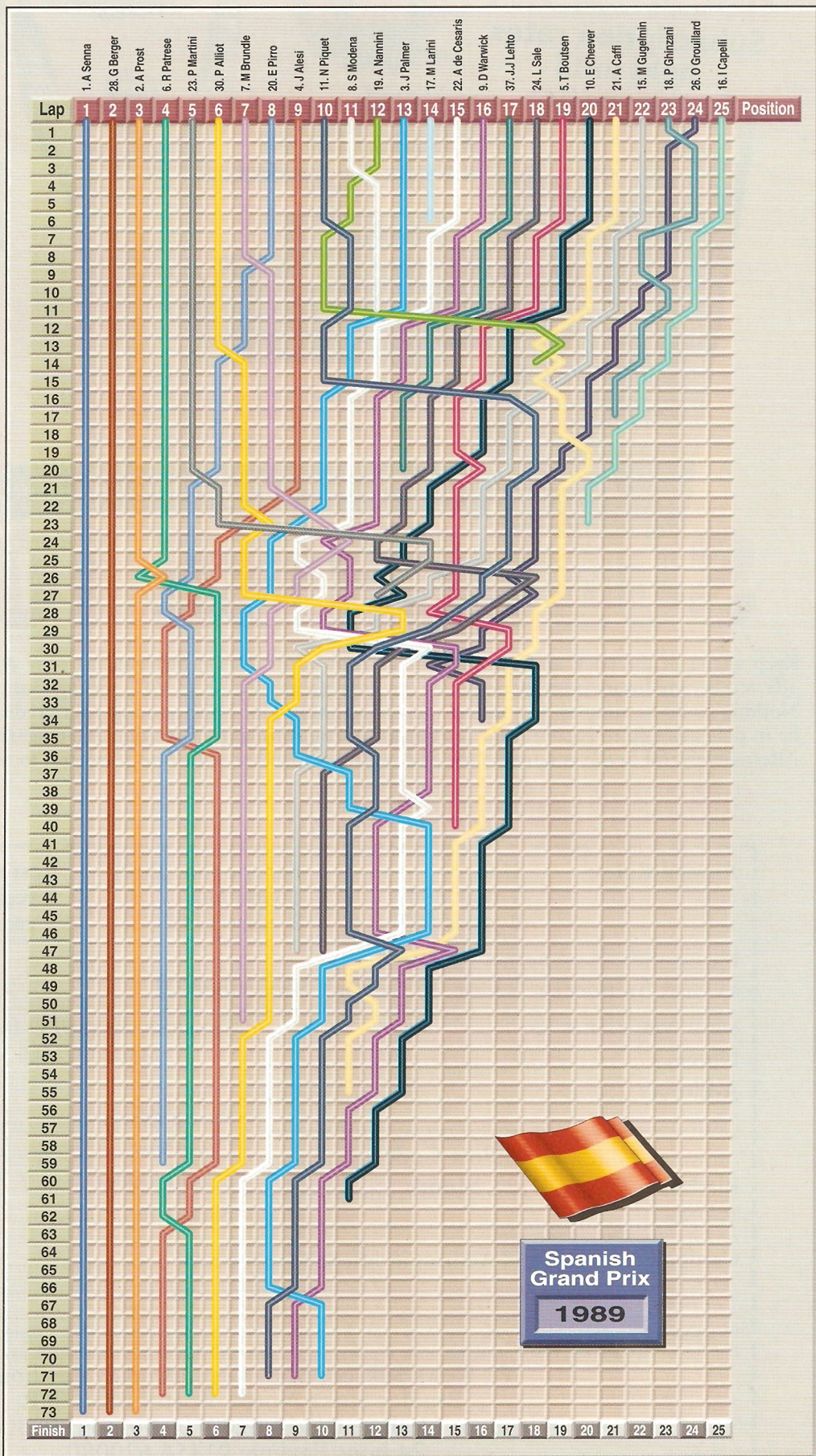
Anyone expecting the pit stops at half distance to liven things up was to be sadly disappointed. Two more runners were lost to impetuosity when Minardi's Luis Sala decided it was vital for him to take ninth place off Maurizio Gugelmin. The result? Two more cars in the sand trap. The Arrows boys, Derek Warwick and Eddie Cheever decided to liven up a dull afternoon by colliding in the pit lane. Things perked up in the closing laps. Emmanuele Pirro looked set for a great fourth place in the Benetton, but the Roman racer was getting tired and when cramp prevented him hitting the brake pedal, he lost control and spun out of the race. This left Patrese looking fairly safe in fourth, except that the Williams driver had not bargained on a hard-charging Alesi who stormed by just ten laps from the flag. Wily old Patrese knew what he had to do and dived into the pits for fresh rubber. By the time they got to the chequered flag he had almost managed to get past Alesi again, but almost is never good enough.

After the race, Senna, who it has to be said, drove the perfect race, rather spoiled it with his arrogance. He complained that some of the backmarkers had not been as co-

operative as they might. "These drones should know their place," he said, before reminding everyone that he was trying to win the World Championship and that the rest of the field would do well to bear this in mind for the remaining races. This would at least bring a smile to Prost's face;

the Frenchman claiming he had driven like a taxi driver. He was a very fast taxi driver and his third place meant that team-mate Senna would have to win the remaining two races to claim the Drivers' crown.

Eric Silbermann



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The Clash Of The Titans And A Clash Of The Tartans

In 1945 British secret agent Cameron Earl was given a very special mission. He was sent off to Germany in a rain coat and regulation trilby hat with orders to rifle through the archives of Mercedes-Benz and AutoUnion to discover as much as possible about the pre-war Grand Prix Silver Arrows racing cars which had enjoyed such success in the 1930s with the "Titan" drivers. The intention of the British government appears to have been to use the information gathered to enhance its car industry.

The result of the mission was a report entitled: "An Investigation into the Development of German Grand Prix Cars 1932-1939". Unfortunately the government had spent all its money on planes, ships and things that go bang and had more important things to worry about than investing in motor racing and so it decided that the report should be published in the hope that aspiring engineers might use the information contained within. Seven hundred and fifty copies of the report were printed and they sold (very quickly) for 25 shillings (£1.25) each. The report contained the full technical specification of the German cars, radical design concepts, the budgets; everything. It was a brilliant piece of work.

At the time there were many young engineers who had been trained on wartime military projects and who were looking to have some post-war fun. There was no money about but the Austin Seven was there and this was used to great effect as the basis for many do-it-yourself "Specials" which were raced, rallied, hill-climbed and crashed by the happy-go-lucky generation.

The amazing thing was that the really great ideas hidden away in Earl's report were not used and it was not until 1957 - 12 years after the war - that John Cooper built the first rear-engined racing car of the modern era. AutoUnion had done it in 1932. The rear-engined revolution marked the acceleration of

Britain's domination of the motor racing industry as the business snowballed around itself.

Today the racing industry is a showcase for British technology and innovation.

It is ironic that over 50 years after Earl's report the German car companies are beginning to get their own back. Having bought up the British car industry - from the Rover Group to Rolls Royce and Bentley - the Germans are now in the process of taking over McLaren as well and there have been a lot of suggestions that BMW will

and the rest.

It is great news that the company has decided to use Grand Prix racing as a promotional tool to sell Jaguars. It underlines what an effective form of advertising F1 has become and hints that other car companies will probably follow. Already we have seen General Motors personnel popping up in the F1 paddock saying that they are "on holiday". VW is looking and BMW, Honda and Toyota are all actively involved in projects. Renault too will soon be back.

We are looking ahead to what should be a really great era for Grand Prix racing, as the big guns open fire on one another. At the same time the Jaguar announcements highlight the fact that big corporations are not always logical. People at the Ford Motor Company will tell you that the firm bought the Stewart team because it was not happy with the way it was developing and wanted more control. That made sense. But then came the announcement that the same management was being kept on. I am not wishing to be unkind to the Stewart Family, but that does not make any sense at all because now Ford has handed out something like £30m to buy the team but has left the same people in control.

One can only marvel at those canny Scots who have pulled off the deal.

It is clear that this curious situation has only come about because of the vagaries of corporate politics. There can be no other explanation, despite the best efforts of some to convince us befuddled pressmen that this was all part of a long-term corporate master plan.

Politics is the great danger for Formula 1 in a corporate era. The big corporations will tell you that they have chosen F1 because it is a sport which teaches people how to think and act quickly. This is a very valuable training ground, but all big corporations have politics. In order to be successful, race teams need to be run by mini-dictators who do not have to worry about some calculator in a suit sliding a stiletto into their back while they are trying to win races. The only way that

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eventually buy Williams Grand Prix Engineering as well - although F1 insiders know that Patrick Head and Frank Williams will fight the Germans on the beaches rather than give up control of their mini empire.

At the same time Volkswagen is sniffing around F1 and may also end up owning one of the top teams. Take note that the Benetton team - in particular - is looking like a canard on crutches.

Of the great British car companies only Jaguar and Aston Martin have escaped German ownership. They have been gobbled up by the giant Ford Motor Company - and as we all now know Ford has not only bought Stewart Grand Prix, but now intends to rename it Jaguar and compete head-to-head in F1 with BMW

“corporate” race teams can work is if they are run independently of the main company. The boss can be fired if he fails to deliver, but all other decisions must be left up to him. He must be the only man allowed to wield a knife. There can be no factions. If a race team turns political everyone is too busy protecting their own backs to worry about winning races.

The car companies aim is to filter the racing culture through their staff but what often happens is that the corporate culture screws up the racing team. The obvious example at the moment is British American Racing, which is clearly split between a number of rival factions. Until one or the other is wiped out that team is going nowhere.

Probably the best examples to date have been the way in which the Renault and Peugeot competition departments have operated in the past. Originally Renault tried to run its own team to company rules. It was a horrible and disastrous failure. Renault became an engine supplier instead and found success.

Peugeot did it the other way around. When Jean Todt was in charge at Peugeot Talbot Sport the organisation was incredibly successful, but when he was replaced by others the top management suddenly started getting involved and

everything went wrong - and is still going wrong.

That is why the current relationship between manufacturers and racing teams has come about. The teams are independent organisations. They can be bullied, but the political fighting stays within the car company and does not affect the racing programme. It works. When Jaguar entered the World Sportscar Championship it did not try to do anything in-house. It contracted Tom Walkinshaw to do the job and dressed everyone up as if they were factory men.

One has to say that the Stewart deal with Jaguar can hardly warm the cockles of Tom Walkinshaw's heart. He and Jackie Stewart do not exactly form a mutual admiration society - even when they are on their best behaviour - and for Tom to see the marque with which he enjoyed such success linked up to a rival must hurt, even if he does not like to admit it.

The Jaguar which was launched in Frankfurt looked great - apart from the red and white HSBC sponsorship which just does not fit with the car - even if the £15m a year warrants the space - and there was much talk at the Nürburgring that the Jaguar colour scheme may not remain green. Some suit with a pie chart is apparently arguing that green does not

look good on TV and that white is a much better colour.

Maybe it is just me, but I have noticed something about motor racing over the years. Italians cheer red cars; Frenchmen like blue cars and Germans are really rather keen on silver ones. These are the old racing colours from the old days. Thus a British team, promoting a British image should run cars in green.

It would be ironic, would it not, if the Jaguars were to appear in white livery. Germany's national racing colour was not silver as many people think. It was white. The Arrows were silver because not painting the cars saved weight.

Another little secret.





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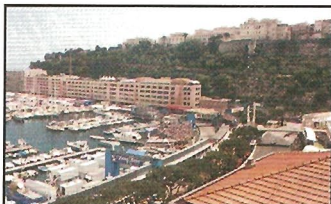
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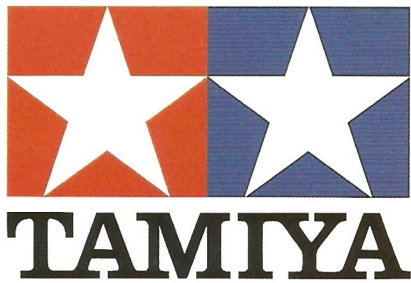
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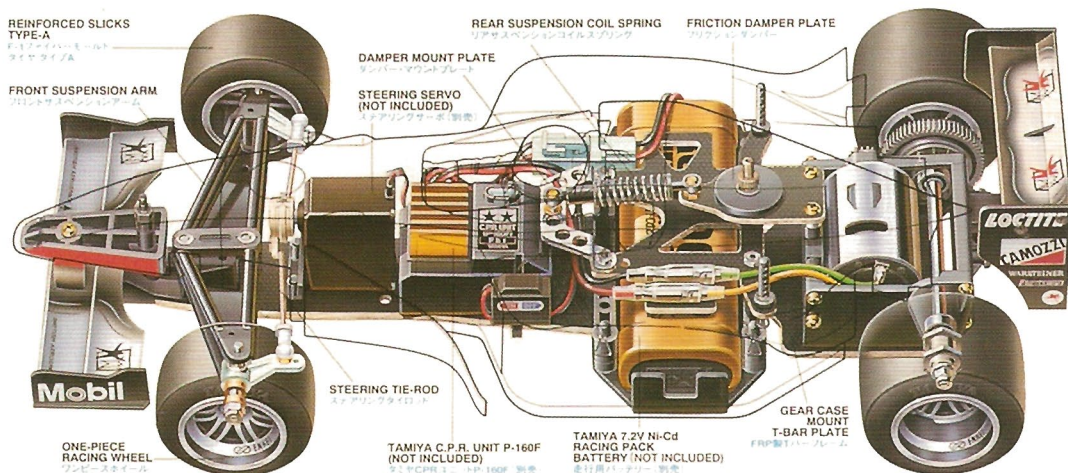
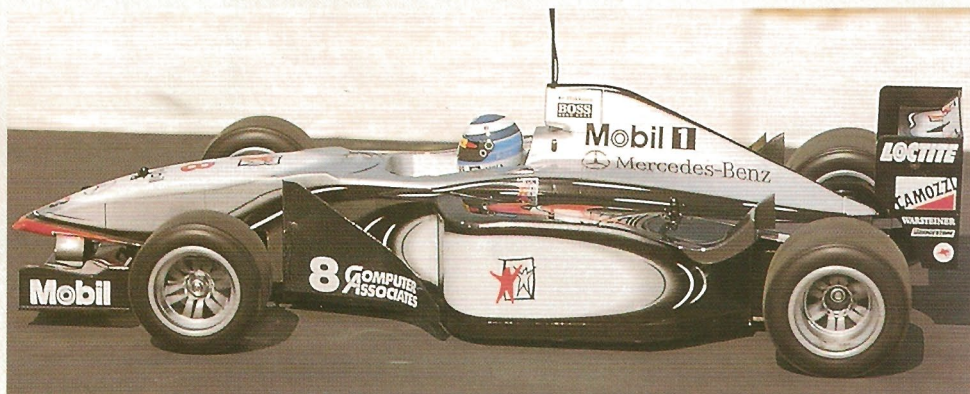
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B. Which driver crashed, landing upside-down during the European GP?

- 1) Jean Alesi 2) Pedro Diniz 3) Mika Salo

C. Which driver qualified third for the European Grand Prix?

- 1) Mika Hakkinen 2) David Coulthard 3) Eddie Irvine

D. Which team had both cars finish in the top six in the European GP?

- 1) BAR 2) Prost 3) Stewart

HOW TO ENTER:

Simply answer the four multiple choice questions above and send your answers on a postcard with your full name and postal address clearly identifiable to:

**F1 News(17) - Tamiya Grand Prix Quiz,
116-118 Liscombe, Bracknell, Berks RG12 7DE.**

RULES: 1. Entrants are required to answer four multiple choice questions using their skill and knowledge. Those entrants with all four correct answers will be entered into the draw for the prize. 2. Entrants must not be employees of F1 News, Tamiya or their agents. 3. All entries must be made by midday on 29th October 1999. 4. All entries must have full name and postal address clearly identifiable on their postcard. 5. F1 News/Richard Kohnstam Ltd. will be fully responsible for the provision of any prizes. 6. The prize winner will be selected at random at 12 Noon on 30th October 1999. 7. No cash alternative will be offered.

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SPECIFICATIONS

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A HERMANN TILKE ORIGINAL

The Sepang circuit in Malaysia hosts that country's first Formula One race in two weeks time. The track itself is spectacular not only for its shape, but the architecture as well. Indeed, it has already been called 'the best circuit in the world.' It is an honour rarely accorded, particularly to a brand new circuit, but the man behind the design of the track and buildings that make it so spectacular is no stranger to motor racing. His name is Herman Tilke. He comes from Aachen in Germany, and when it comes to racing, his heart is firmly in the right place: when he has a free weekend, he races in Germany's Touring Car Endurance Championship, pounding around the old Nürburgring in a BMW M3! He once won his class sharing a car with Alexander Wurz. Curiously though, the Austrian is the only Grand Prix driver he knows.

"I started my business 14 years ago," says Tilke "I was already a keen racing driver and had already started my own architecture and engineering company, but I wanted to get involved in a race track. The nearest track to my home is the Nürburgring and as I raced there a lot, it was an obvious choice. I won my first contract with the circuit, to change a safety road or something, and the business has all grown from that.

"Within two years I was doing the re-design and supervising of all engineering and architecture for the Nürburgring and I still am. We are now demolishing the pit building and making a new one. That's the first stage in the upgrading of the circuit, the second stage comes the year after. They're doing a lot."

Tilke's talent is as specialist as it is remarkable; he's been involved in many circuits.

"We are making changes to the Sachsenring for the motorcycle Grand Prix and the upgrading of Estoril should be finished very soon. We are also working on Brands Hatch, which is a huge and very interesting project.

"We are still working on China's proposed Grand Prix circuit at Xuhai. We didn't design it originally, but we are doing all the changes that they want: the extension to the pit buildings and some small safety measures which should bring it up to Formula One standard. We should finish this job by the spring of next year. They will certainly be ready if Formula One wants to go there. We also did the A1-Ring. We are also doing some development studies and act as consultants to other circuits."

Tilke employs some 70 engineers and architects, but not all these are employed on racing projects. His company designs and supervises the building of normal commercial premises together with the infrastructure measures for the engineering and architecture of those buildings.

Of course, there are many aspects to designing a race circuit and also many constraints. "We have to work closely with the FIA because they have to give their approval at the end of the day, so we have to liaise closely with them. Every project has to be approved by the FIA and, of course, the FIM (motorcycle racing's governing body) where motorcycling takes place."

So what is Tilke's philosophy in designing a race track?

"If you design a race track, your first responsibility is to the spectators, because they are the customers of the race track and they make the track viable by ultimately financing it. You have to look after the spectators, because they are there to enjoy a day at the circuit. But you don't just look after them in the grandstands. You want them to see a lot of the action, but they should also feel it, they have to smell racing and hear it. So you try to get spectators close to the action and ensure that they can also see a lot of corners at the same time. Having said that, I don't feel it's right to make a track where they can see the whole circuit because then it becomes like a kart circuit. The spectator should be able to see the whole field and see how close they are for a long time, but then the field should disappear, so that the spectator feels the anticipation of wanting to see the cars again.

"Another thing is that it's important to have a reason for a corner. There's





The first corner at Sepang is like a serpent, winding downhill, according to Tilke.

no point in having a corner and people asking 'why is that corner there?' At Sepang, the corners turn around a grandstand, another goes around a hill, the first corner is like a serpent because it goes down and winds around, it has a reason. We try to give every corner a reason. It's important for the eye.

"Another important point is to make it challenging for drivers, to ensure that there are overtaking possibilities, and that must be combined with safety of course. When it comes to overtaking, there are differences between motorcycles and cars, but there's not so much difference between Formula One and other categories. If you promote overtaking in Formula One, it happens in other categories, but motorcycles are a different matter.

"It is possible to create a track where you have good possibilities for overtaking. We have learned a lot about this, but we still have a lot to learn. We watch television programmes of races in the past to see where overtaking takes place, and it's not simply a matter of saying that one needs a slow corner, a straight, followed by another slow corner. There's more to it than that.

"For instance, in Austria it's very important to get the first corner right in order to overtake into the second corner. But the first corner isn't just a sharp corner, it is also a very difficult corner because you come over a small brow on the approach. In this case, a car can easily be nervous and then it becomes difficult to put the power down. If one car needs an extra five metres before the driver can put the power down and the next driver does it better, then he has a five metre advantage and he can get closer on the straight, with the opportunity of overtaking into the second corner. So it's not just slow corners, it is three dimensional, with traction involved as well. You have to make a corner which is difficult to drive so that it's hard for drivers to get right every time."

The A1-Ring hasn't been well received by the purists, so does it hurt Tilke when it's criticised?

"No, it doesn't hurt me when people talk about old circuits. The old time is the old time, and the new time is the new time. We only had a small area to play with to make the A1-Ring and the money wasn't very great either. You have to see what you can do with what you have. Furthermore, the A1-Ring is on a slope, there isn't much that you can do. The old Nürburgring is the same. It's perhaps the best in the world, but you can't make a new old Nürburgring."

Sepang was, in some ways, a dream project.

"The Malaysians virtually gave us a free hand. We had a white sheet of paper and that doesn't happen very often. But if you want to do everything that you would like to do, then you need a 20 kilometre track, and we had only 4.5 to 5.5 kilometres. They said, 'We want a circuit which is going to be well known in the world, which has something unique.' So we had the idea of the double grandstand and the mall inside." Other little touches include the shape of the double grandstand roof, which resembles a banana leaf, and the shape of the Canopy Tower roof, which is similar to Malaysia's national flower, the hibiscus.

"We have some very fast corners at Sepang, very challenging for the drivers. They should achieve around 220kph through turns five and six. Just before the penultimate corner, the cars should be doing well over 200kph, very nearly flat out, but not quite, depending on the line. This will be good, right on the

edge. The penultimate corner is fast to begin with and then tightens, with five different radii. That's going to be challenging, because it's very important to carry speed for the following straight. You have to brake in the corner itself." Tilke should know; he raced a Proton in the very first event at the track!

"I think the shape of the Sepang circuit is already recognisable," continues Tilke. "When you see it, you immediately know it's Malaysia. This was something that we really wanted to achieve. It has got to be the best project we've ever done and it was very good for all of us because, although it was nice, it was also very difficult. If the projects aren't difficult, they don't need us."

So what about Brands Hatch?

"That's now at the planning permission stage. We are trying to keep the character of Brands Hatch because it's a classic track, even now. I think it will be a unique and special race track in the future, one that you won't be able to compare with others, just as you can't compare Malaysia with others."

Hermann Tilke is a circuit designer and architect whose heart is very definitely in his work. His best work is about to be seen by the world and the world's reaction will be very interesting to see.

Bob Constanduros

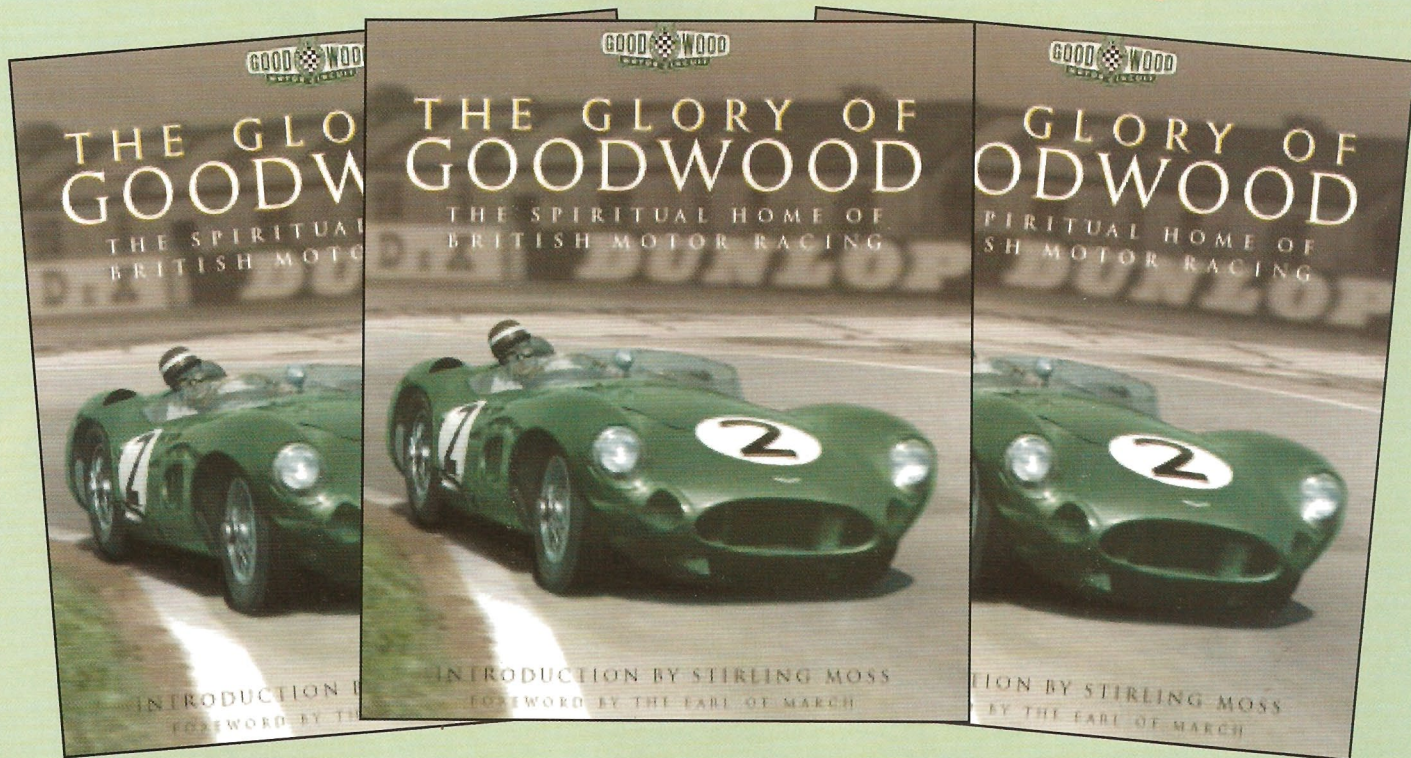
It is just a little touch, but the shape of Sepang's Canopy Tower roof resembles the Malaysian national flower, the hibiscus.



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**The Spiritual Home of British Motor Racing
Published by Virgin Publishing**



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HOW TO ENTER:

Simply answer the questions below and send your answers on a postcard with your full name and postal address clearly identifiable to:

F1 News(17) - Goodwood Quiz, 116-118 Liscombe, Bracknell, Berks RG12 7DE.

GOODWOOD BOOK QUIZ

- A. Who has written the foreword for 'The Glory of Goodwood'?
- B. When is Stirling Moss's birthday?
- C. In which English county is Goodwood situated?
- D. Which company publishes 'The Glory of Goodwood'?

RULES: 1. Entrants are required to answer four questions using their skill and knowledge. Those entrants with all four correct answers will be entered into the draw for the prize. 2. Entrants must not be employees of F1 News, Virgin Publishing or their agents. 3. All entries must be made by midday on 4th November 1999. 4. All entries must have full name and postal address clearly identifiable on their postcard. 5. F1 News/Virgin Publishing, will be fully responsible for the provision of any prizes. 6. The prize winners will be selected at random at 12 Noon on 5th November 1999. 7. No cash alternative will be offered.

REVIVAL

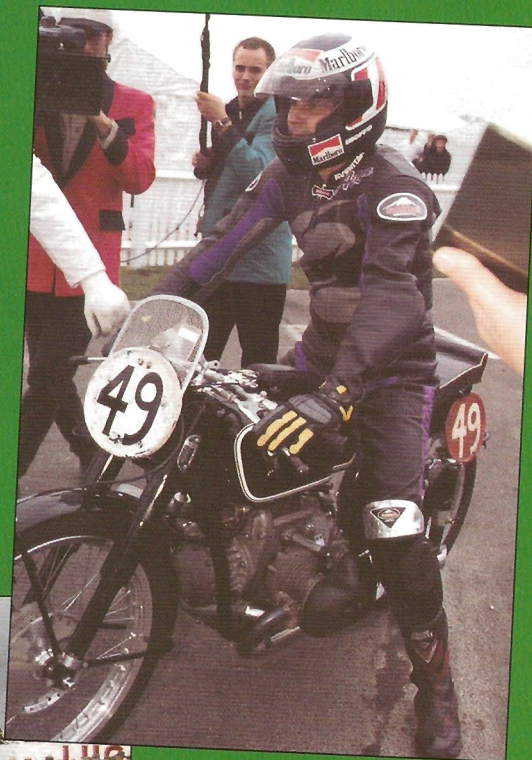
17TH TO 19TH S



"This is the first time I've managed to get here and I have to say it's a wonderful event. I mean it's unbelievable; the cars, the bikes, the planes and so on. You meet everyone out of racing, out of the car business and it's so well organised."

"I went out for three laps on a BMW motor-cycle and really enjoyed it. It was a little bit slippery because it had just started to rain, but it was great fun and it's good that I don't stay any more days because I could see myself getting the itch again!"

Gerhard Berger

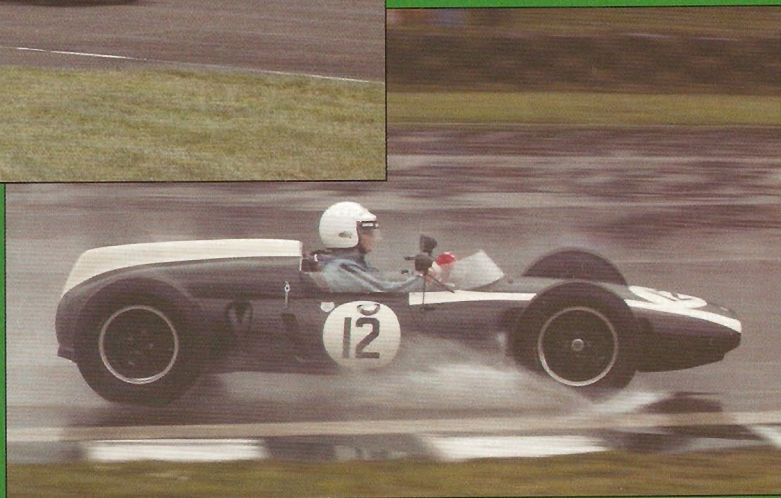
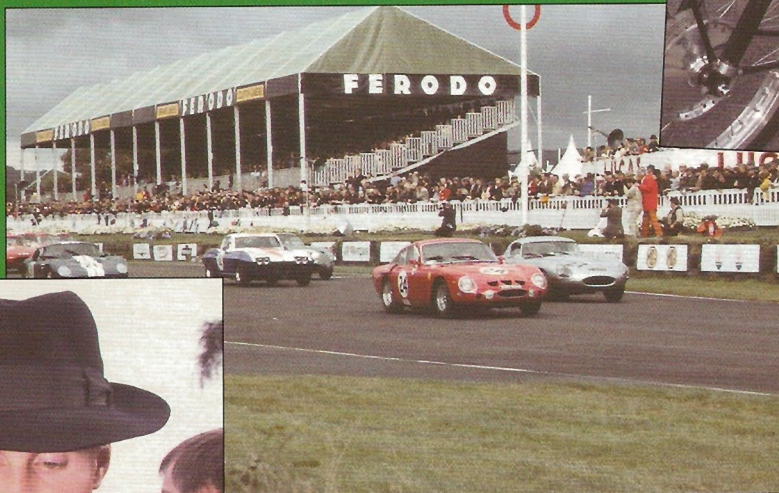


PHOTOS: ROGER DIXON

"If you want to wallow in nostalgia, this is the place to come, see the roots of Formula 1, it's all here. If you want to see how it all started, authentically reproduced, this is it! It's like going back in time. The cars and driving styles are an education. I went out to St. Mary's and watched them sliding sideways through the corners. You just don't see F1 cars in a controlled slide anymore. It really is a wonderful sight."

"Looking out the back at the World War II 'planes, you can see the fuel bowser, the black dog wandering up and down, the air crews sitting in their deck-chairs waiting to scramble, it could be 1942. It's unbelievable. I don't think anybody could do it as well as this and Lord March has got to be congratulated."

Tony Jardine



"It's a wonderful event. I think it is the best retro event in the world. There are many big events throughout the world now, such as the Mille Miglia which is unique, of course, but for sheer character, spirit and actual enjoyment, this has got to be No. 1. I feel very privileged really that I have the chance now, after my active career with modern cars, that I can drive these old cars and play around with them. I think it's tremendous."

Jochen Mass

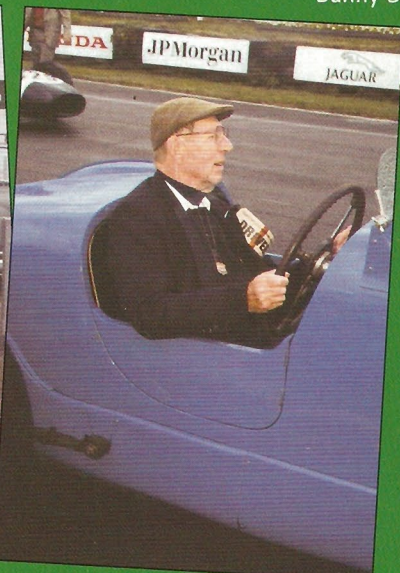
MEETING

SEPTEMBER 1999



"After all the years I've been racing I actually had my first win in F1 at this meeting, last year. It was very exciting and being at Goodwood made it doubly special."
 "What Lord March has created here is unbelievable; the image, the feel. Just look how everybody is dressed-up and getting into the spirit of it. I also believe that this is one of the only places that you could ever do this. You couldn't do it at Brands or Silverstone, they're too contemporary now. This place has the feel of the old circuit and I think it's tremendous. I'm just happy to be a part of it. How could you not enjoy being here?"

Danny Sullivan

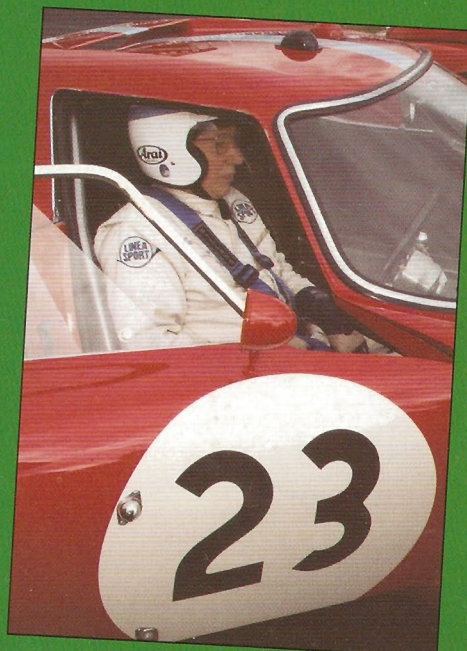


"It really takes you back. It's marvellously arranged and couldn't be better. One meets lots of old friends and so many of my old drivers came up to me to say 'Hello'. There was Stirling Moss naturally, Jochen Mass, Tony Brooks, John Surtees, lots of them, I can't remember them all but they were all quick to remind me what races they won and I've just been speaking to Jeff Farmer who recently bought my Lotus 49 which won the British Grand Prix. He spent a £100,000 on it to get it ready for this meeting. It had an oil leak yesterday and he was at the back of the grid, but he mended it overnight and now he's on pole. He came rushing up to me saying, 'I'm on pole, I'm on pole!' So I told him that's where I should be!"

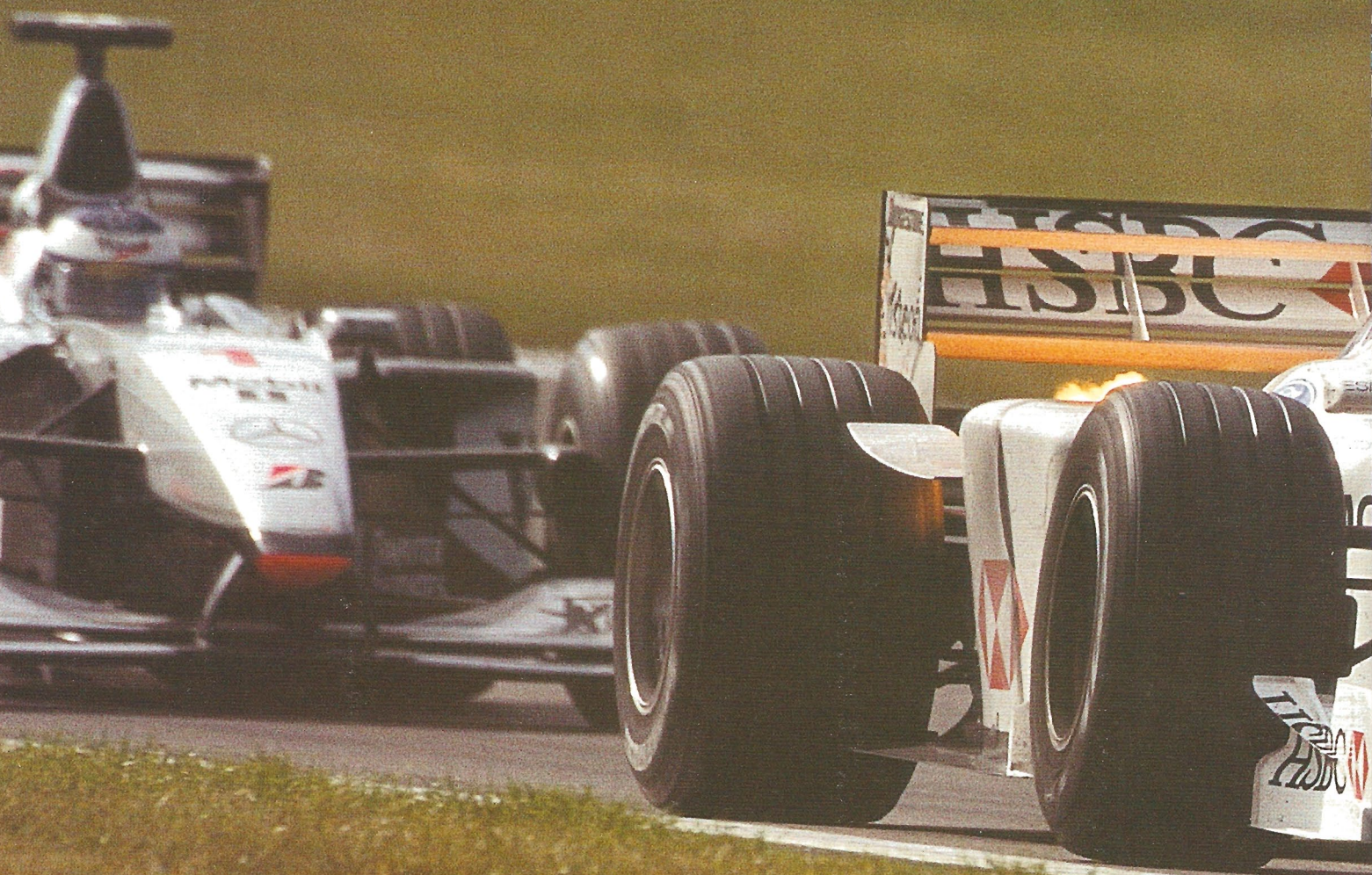
Rob Walker

"I started off, of course, as Patron of the Festival of Speed and then Lord March said, 'Ah, we're going to open the circuit again and you did your first race ever in a car here at Goodwood, so become a Patron.' For my sins that's happened.
 "So far it brings back memories that the cars I'm driving at the moment aren't quite as good as they were in the days when I originally drove them. They're not as quick as back in '63 and '64 when we were lapping in 1'28s with a Ferrari GTO, however it's a wonderful event. What I enjoy so much is all the side-shows and these wonderful aeroplanes. It's a complete show, a family show. That's what it should all be about, we need that in motor sport, the racing's a bit of a side-show. This is a total package and so it's fun, but in the end it's serious, because there's a race!"
 "It doesn't matter what age you are, if you are competitive you're competitive. Obviously not quite the same as when you were at the peak, a few years have passed by, but just the same, you are a competitive person and you want to try and do things as well as you possibly can and get it all together, but I think that could be said of everybody in the paddock."

John Surtees



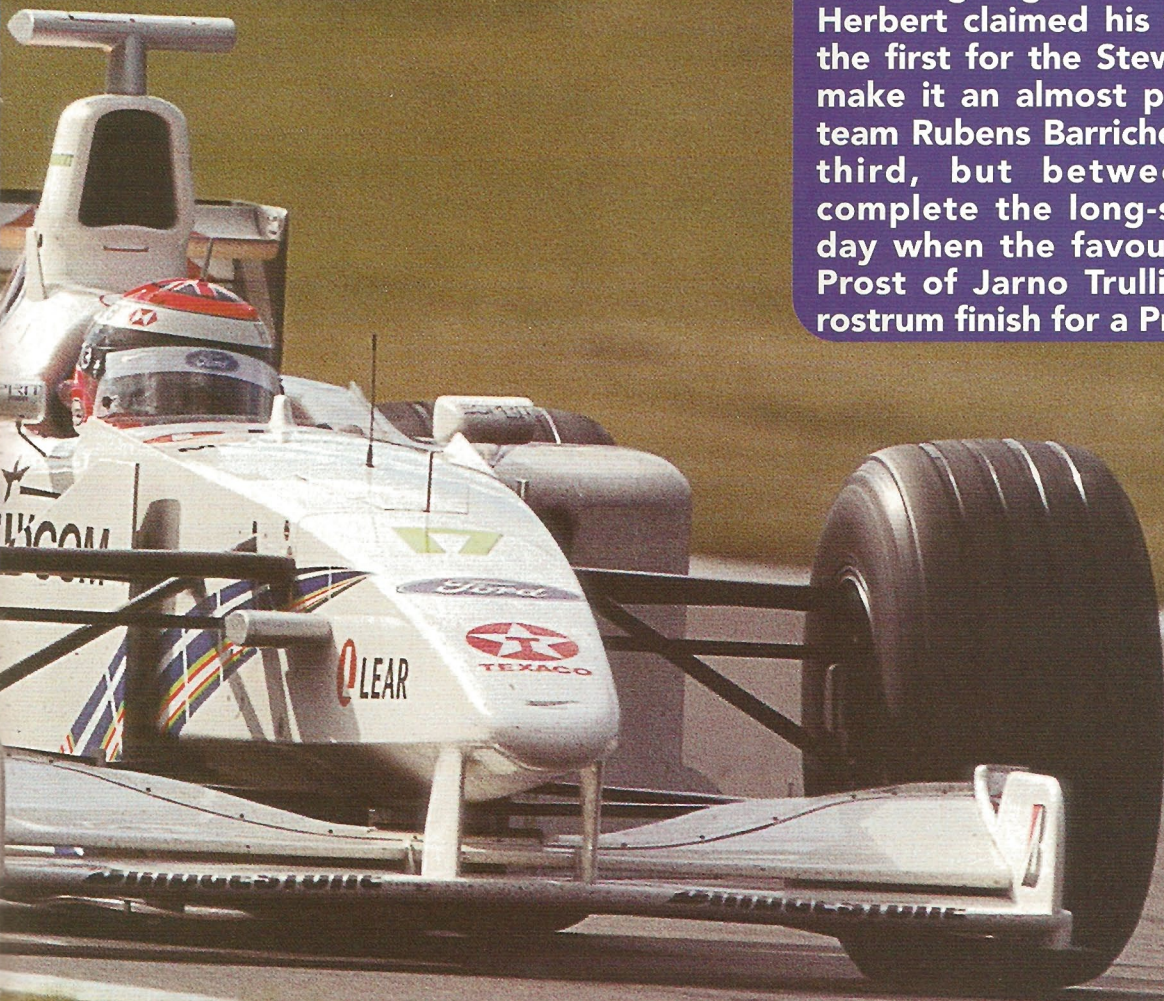
THE EUROPEAN GRAND NATIONAL



DEAN ONAL!

race report **F1** '99
news

One can only imagine what odds one might have got on Sunday morning if one had wandered in to the local bookmakers and asked whether they were taking bets on Johnny Herbert winning the European Grand Prix. They would have thought you were mad. Johnny was 14th on the grid and everyone knows that you don't win Grands Prix from that far back nowadays unless your name is Michael Schumacher. Johnny has been unlucky for most of his career but at the Nürburgring it all came right and J Herbert claimed his third victory - and the first for the Stewart Ford team. To make it an almost perfect day for the team Rubens Barrichello cantered home third, but between the two, to complete the long-shot podium on a day when the favourites fell, was the Prost of Jarno Trulli, scoring the first rostrum finish for a Prost chassis.



The concept of the European Grand Prix is not unlike the idea of the United States of Europe.

The event, according to a pre-race press release, is "something of a mongrel; a stray mutt that roams from town to town, moving on whenever it is no longer wanted". In fact it used to be a great honour to hold the event and one race a year was chosen for this accolade as the title was used in addition to the national name of the event. The first running was at Monza in 1923 and the race kept on popping up until 1983, when it was decided to hold a Grand Prix at Brands Hatch as well as Silverstone. Rather than call it something silly like the Kentagon Grand Prix it was designated the European GP. Since then the event has reappeared when required at various places, notably Brands Hatch, Donington Park, Jerez de la Frontera and the Nürburgring. The French are always complaining that they have never hosted one but they are ignored because Monaco is really a second French GP and Italy has no argument as the San Marino GP is that country's second event.

So, as you can see, the European GP is really only a good excuse for an argument between all the countries involved. If there was a genuine European GP there would be three volumes of rules and regulations decided by an obscure directorate in Brussels and the race would have to take place in 15 different countries on a strictly

rotational basis. In fact the average person in the F1 paddock has a very low opinion of the European Union not least because the directorates are always interfering with the way F1 does business.

However, Germany is an increasingly important market for Formula 1. The German fans seem intent on spending all their money to watch one or other of the Brothers Schumi doing his thing and so the whole F1 circus pretends that we are all happy European cousins and we pay lip-service to the European ideal by sticking up the blue and yellow flag of the union. This is all totally hypocritical as we go on referring to each other as Huns, Frogs, Rosbifs, Boche and all the other names which years ago were used to start brawls.

Having said that, F1 is doing its best to spread the European word: it is full of folk with bizarre backgrounds: there are Swedes who live in Germany, Germans who live in Spain, Finns who live in France and Frenchmen who live in England. There are even Anglo-Greeks who live in Italy, and we mustn't forget the Brits who choose to live in France.

Among the F1 drivers there is no shortage of these Europeans: Damon Hill is an Englishman in Ireland, Heinz-Harald Frentzen is a Hispanic German (his mother having been Spanish) and Jean (Giovanni) Alesi is an Italian who was born in France. Jarno Trulli is an Italian with a Finnish name...

The Schumacher boys are pure German, even if the Algerians have tried to lay claim to them, and so they attract a bigger following than Frentzen, but as Heinz-Harald is winning at the moment there has been a sudden rush of Frentzenitis in recent weeks. Let's face it, every nation likes a winner.

Consequently, there was much rejoicing when HH took pole for the European Grand Prix at the Nürburgring. His practice had not been easy, with mechanical trouble which deprived him of laps and disrupted his rhythm.

"I have to apologise to the team," he admitted, "we had some friction between us about choosing the right moment to go out and at

Mika Hakkinen (Below) topped all the practice sessions, but could only manage third place in qualifying. Eddie Irvine (Right) actually held pole position with 4 minutes to go, then four others held it, before Heinz-Harald Frentzen (Far Right) put in a storming lap in the last minute to take his first pole for Jordan.



PHOTOS: SPORTING PICTURES, FORMULA 1 PICTURES, PAMELA LAUSEN/FOSEA

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qualifying F1 '99 news

one stage we were all shouting at one another. It was a chaotic practice and it is unbelievable that I am on the top of the timesheets."

The excitement involved a race-style pit-stop in the dying minutes of the session for Heinz-Harald to get a set of new tyres, but it worked and he was on pole by two-tenths.

Damon Hill was right up there too, setting the seventh best time and seemed quite happy with that. "I am feeling very good and positive about the car," he said.

Down at McLaren things were not quite as rosy. The two cars were second and third on the grid - which was fine - but they were in the wrong order with David Coulthard ahead of Mika Hakkinen. Everyone was talking about the need for team orders but team boss Ron Dennis insisted that there are no team orders until there are team orders - if you see what I mean.

There is no doubt that the conditions in qualifying were difficult - the track was drying - but given the fact that the grid offered no startling surprises it did not seem to make much difference.

"I was a little disappointed that it was raining at the start of the session," admitted Hakkinen, "but then I thought that the car was too good in both conditions to worry about it. I knew we were going to be competitive whether it rained or not."

Hakkinen seemed to get caught up in traffic but he felt that this was not really that important.

"I don't feel traffic made that much difference," he shrugged.

Fourth on the grid was Ralf Schumacher - which kept the fans happy. Ralf admitted that he had been gambling.

"I ended up in a strong position, but with such weather conditions everything is about being on the race track at the right moment. You can go out at the last minute and waste your fast lap with a yellow flag or traffic, as happened to Alex, so you need a bit of luck."

Poor old Zanardi has not had much luck this year and so found himself down in 18th place on the grid.

"The last minutes of a qualifying session like that become a jungle,"

he said. "I found Salo and Villeneuve in front of me. I lost more than a second there."

Fifth on the grid was a good showing for Olivier Panis, who seems to be getting stronger and stronger as the season progresses. Perhaps it is because he has a new manager (Keke Rosberg) or perhaps it is because he is currently unemployed next year. Who knows? The only thing that matters is that he was quick and fifth was a great result.

"Alain Prost, Alan Jenkins and Vincent Gaillardot judged the track conditions perfectly this afternoon," commented Olivier. "We did well to wait until the final minutes. I was really on the limit on my last lap and it turned out just as I hoped."

Jarno Trulli was going well, he qualified 10th, but he complained that he would have gone better had it not been for traffic.

It was looking better for Benetton after a couple of poor races, with Giancarlo Fisichella taking sixth slot and Alexander Wurz 11th. "I missed the chance to improve on my final lap," said Fisico. "I came out of a corner on the white line which was still wet, the car skidded and I lost a couple of tenths. It is frustrating not to be higher up the grid." Wurz complained that he had been held up by a McLaren.

Eighth was a good effort for Jacques Villeneuve, the Canadian continuing the trend of gradual improvement for BAR. Villeneuve had no traffic problems but made a mistake in the middle sector of his best lap and reckoned it may have cost him fourth on the grid.

Ricardo Zonta had a less successful time. He saved all his laps until the end of the session but then found that his car was understeering. It did not help matters that Ricardo had a stand-in engineer for the weekend.





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qualifying F1 '99

news

Ninth on the grid was what you would be entitled to call a disaster for World Championship challenger Eddie Irvine. In the days leading up to the race Irvine had talked up progress with the Ferrari in testing but there was not much sign of it - particularly as the car should have been very competitive at a track such as the Nürburgring. Irvine complained of traffic on one run and then made a mistake on his final dash. "We have not given up," he said. "The race will be a different story." Hmm.

Mika Salo was also depressed with his outside berth on row 6, complaining that his strategy did not work out because the track dried too quickly. He also complained of bad traffic.

It was not a good weekend for Sauber with Pedro Diniz 13th on the grid and Jean Alesi a miserable 16th. Jean switched his rear wing late in the day and lacked downforce as a result of having to compromise, while Diniz was going well and aiming for a top 10 position when Irvine went off and came back onto the road right in front of him.

There was also disappointment for the Stewart team, with Johnny Herbert and Rubens Barrichello 14th and 15th. Johnny's qualifying started off disastrously when his car stopped with an electrical problem but he was quickly into the spare. Johnny reckoned he would have set a much better time if he had not just missed starting a final flying lap when the flag came out.

Barrichello's session was ruined by traffic on his final flying lap. "We decided to go for just one long run at the end and with hindsight that strategy did not work because just when I had the tyres working, I found myself without a clear track." In such circumstances Rubens is usually very good at predicting the right thing to do. This time it did not work.

Down at the back we had the two Minardis once again outpacing the blunted Arrows. Luca Badoer was again quicker than Marc Gene while Tora Takagi was ahead of Pedro de la Rosa.



QUALIFYING

Europe - ROUND 14 - 24th & 25th September 1999

FRIDAY PRACTICE TIMES

Pos	No.	DRIVER	TIME	DIFF	KPH	LAPS
1	1	M.HAKKINEN	1'20.758		203.095	27
2	3	M.SALO	1'20.920	0.162	202.689	38
3	18	O.PANIS	1'21.134	0.376	202.154	28
4	4	E.IRVINE	1'21.338	0.580	201.647	30
5	6	R.SCHUMACHER	1'21.385	0.627	201.530	29
6	2	D.COULTHARD	1'21.461	0.703	201.342	33
7	16	R.BARRICHELLO	1'21.505	0.747	201.234	34
8	9	G.FISICHELLA	1'21.636	0.878	200.911	41
9	19	J.TRULLI	1'21.750	0.992	200.631	43
10	22	J.VILLENEUVE	1'21.850	1.092	200.386	41
11	11	J.ALESI	1'21.884	1.126	200.302	27
12	8	H.H.FRENTZEN	1'21.933	1.175	200.183	22
13	17	J.HERBERT	1'21.982	1.224	200.063	39
14	7	D.HILL	1'22.207	1.449	199.515	28
15	20	L.BADOER	1'22.311	1.553	199.263	36
16	5	A.ZANARDI	1'22.321	1.563	199.239	45
17	10	A.WURZ	1'22.427	1.669	198.983	46
18	12	P.DINIZ	1'22.462	1.704	198.896	32
19	14	P.DE LA ROSA	1'22.853	2.095	197.960	21
20	21	M.GENE	1'22.872	2.114	197.914	38
21	23	R.ZONTA	1'23.604	2.846	196.182	34
22	15	T.TAKAGI	1'24.282	3.524	194.603	32

SATURDAY PRACTICE TIMES

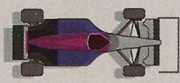
Pos	No.	DRIVER	TIME	DIFF	KPH	LAPS
1	1	M.HAKKINEN	1'18.945		207.759	24
2	6	R.SCHUMACHER	1'19.401	0.456	206.566	26
3	4	E.IRVINE	1'19.666	0.721	205.879	33
4	2	D.COULTHARD	1'19.667	0.722	205.876	31
5	16	R.BARRICHELLO	1'19.812	0.867	205.502	31
6	7	D.HILL	1'19.919	0.974	205.227	35
7	22	J.VILLENEUVE	1'19.979	1.034	205.073	31
8	9	G.FISICHELLA	1'20.012	1.067	204.989	35
9	5	A.ZANARDI	1'20.109	1.164	204.741	34
10	11	J.ALESI	1'20.123	1.178	204.705	26
11	10	A.WURZ	1'20.151	1.206	204.633	38
12	12	P.DINIZ	1'20.211	1.266	204.480	38
13	18	O.PANIS	1'20.313	1.368	204.220	34
14	3	M.SALO	1'20.385	1.440	204.038	28
15	19	J.TRULLI	1'20.389	1.444	204.027	33
16	17	J.HERBERT	1'20.410	1.465	203.974	35
17	8	H.H.FRENTZEN	1'20.643	1.698	203.385	14
18	20	L.BADOER	1'21.163	2.218	202.082	28
19	23	R.ZONTA	1'21.224	2.279	201.930	29
20	21	M.GENE	1'21.811	2.866	200.481	36
21	15	T.TAKAGI	1'22.026	3.081	199.956	19
22	14	P.DE LA ROSA	1'22.191	3.246	199.554	27

QUALIFYING TIMES

Pos No.	DRIVER	ENTRANT	TIME	DIFF	KPH	LAPS	
1	8	H.H.FRENTZEN	B&H JORDAN MUGEN HONDA	1'19.910		205.250	9
2	2	D.COULTHARD	WEST McLAREN MERCEDES	1'20.176	0.266	204.569	12
3	1	M.HAKKINEN	WEST McLAREN MERCEDES	1'20.376	0.466	204.060	12
4	6	R.SCHUMACHER	WINFIELD WILLIAMS	1'20.444	0.534	203.888	12
5	18	O.PANIS	GAULOISES PROST PEUGEOT	1'20.638	0.728	203.397	12
6	9	G.FISICHELLA	MILD SEVEN BENETTON PLAYLIFE	1'20.781	0.871	203.037	11
7	7	D.HILL	B&H JORDAN MUGEN HONDA	1'20.818	0.908	202.944	11
8	22	J.VILLENEUVE	BRITISH AMERICAN RACING	1'20.825	0.915	202.927	10
9	4	E.IRVINE	SCUDERIA FERRARI MARLBORO	1'20.842	0.932	202.884	11
10	19	J.TRULLI	GAULOISES PROST PEUGEOT	1'20.966	1.055	202.576	12
11	10	A.WURZ	MILD SEVEN BENETTON PLAYLIFE	1'21.144	1.234	202.129	12
12	3	M.SALO	SCUDERIA FERRARI MARLBORO	1'21.314	1.404	201.706	12
13	12	P.DINIZ	RED BULL SAUBER PETRONAS	1'21.345	1.435	201.630	11
14	17	J.HERBERT	STEWART FORD	1'21.379	1.469	201.545	11
15	16	R.BARRICHELLO	STEWART FORD	1'21.490	1.580	201.271	12
16	11	J.ALESI	RED BULL SAUBER PETRONAS	1'21.634	1.724	200.916	11
17	23	R.ZONTA	BRITISH AMERICAN RACING	1'22.267	2.357	199.370	10
18	5	A.ZANARDI	WINFIELD WILLIAMS	1'22.284	2.374	199.329	12
19	20	L.BADOER	FONDMETAL MINARDI FORD	1'22.631	2.721	198.492	11
20	21	M.GENE	FONDMETAL MINARDI FORD	1'22.760	2.850	198.182	12
21	15	T.TAKAGI	ARROWS	1'23.401	3.491	196.659	11
22	14	P.DE LA ROSA	ARROWS	1'23.698	3.788	195.961	10



15.T.Takagi - 1'23.401



20.L.Badoer - 1'22.631



23.R.Zonta - 1'22.267



16.R.Barrichello - 1'21.490



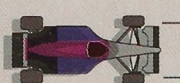
12.P.Diniz - 1'21.345



10.A.Wurz



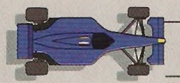
14.P.De La Rosa - 1'23.698



21.M.Gene - 1'22.760



5.A.Zanardi - 1'22.284



11.J.Alesi - 1'21.634



17.J.Herbert - 1'21.379



3.M.Salo - 1'20.920

Pedro Diniz (Below) was in the wrong place at the wrong time when he came out of the first corner. With nowhere to go, he ran over Wurz's back wheel sending him flying through the air. Luckily he came away with only bruises. David Coulthard could have won the European Grand Prix but made a mistake, ending up in the tyre barrier, losing his chance to close up the Championship.



There was rain overnight and so the track was rather cleaner on Sunday morning than it had been in qualifying. The warm-up produced a surprise as Fisichella set the fastest time. Coulthard was second fastest and Hakkinen sixth. Frentzen was third and the Prosts were both on the pace with Panis fifth and Trulli ninth.

The morning conversation centred on the weather: what was going to happen? You can never tell at the Nürburgring. The clouds were swirling about as the grid lined up but the rain was holding off. A first attempt to start the race was aborted when Gene's Minardi stalled. He was sent to the back of the grid - which is no great penalty when you are used to being there.

Second time around the field got away well with Hakkinen getting the better of Coulthard on the run down to the first corner, but both McLaren



2 - 1'21.144	4.E.Irvine - 1'20.842	7.D.Hill - 1'20.818	18.O.Panis - 1'20.638	1.M.Hakkinen - 1'20.376	8.H.H.Frentzen - 1'19.910	➔
14	19.J.Trulli - 1'20.965	22.J.Villeneuve - 1'20.825	9.G.Fisichella - 1'20.781	6.R.Schumacher - 1'20.444	2.D.Coulthard - 1'20.176	➔

drivers were still behind Frentzen at the first corner. Then came Schumacher. Then came Fisichella who had got ahead of Panis. And then there was chaos. Damon Hill was trying to get through when his car suddenly died underneath him.

"I had no power and I could not get out the way," he said. There was considerable jinking and jiving as everyone tried to get around Damon, notably from Alesi who put on an exciting display of rallycross.

But Wurz had nowhere to go. Instinctively he swerved right. It was that or tail-end the Jordan. The only problem was that on his right was Pedro Diniz's Sauber. The Brazilian's rear tyre went over the front of Wurz's car and the Sauber was launched into the air. It came down upside-down and slid across the kerbing at the same time. The rollover hoop was torn off and the car went over again, coming to rest upside-down with Pedro underneath. It looked bad. A few people knew that a few weeks previously a Dutch Formula 3 driver called Wouter Van Eeuwijk had crashed at the same corner. The roll-bar of his Dallara-Renault was torn off and the unlucky Dutchman is now paralysed from the neck down.

The Safety Car was quickly on the scene and the doctors were delighted to see Diniz's hand poking out, giving a thumbs up sign. There were precautionary measures to be taken but amazingly Pedro emerged with only a bruise on his shoulder and another on his knee.

While all this was going on, the Safety Car had come out and for six laps the field circulated slowly. Then the race was on again, with Frentzen holding off the two McLarens. He did not make much

headway but they could not pass him. The three were soon joined in a four-car train by Schumacher while Fisichella held off Irvine, who had managed to scramble past Panis on the first lap after the restart.

Hakkinen tried hard to find a way to pass Frentzen but Heinz-Harald held him off. "I was able to hold back the McLarens which felt really good," HH admitted later.

Suddenly, on lap 18, umbrellas were being hastily opened around the back of the circuit. It was not a great deal of rain but enough to give the tacticians a headache. Alain Prost - who is a great gambler with the weather - called Panis in immediately. It looked like a smart move and a lap later Hakkinen came scurrying in as well, followed by Mika Salo who needed to change a damaged front wing. The Maranello team was clearly thrown out of its stride because when Irvine came in on the following lap the Ferrari men were in a state of complete confusion.

"When Salo came in the mechanics got rid of my tyres," Irvine explained later, "and when I came in they could not find one of them. I lost a lot of time." Unbelievably, the missing rubberwear was found by an Italian TV reporter, but the bemused tyre man lost more time as he wasn't sure whether to accept the outside help. All in all it was a cock-up of epic proportions and effectively ruined Irvine's chances.

Suddenly we had the curious sight of the two World Championship challengers running around in 12th and 14th places. Frentzen must have thought it was Christmas. The rains quickly stopped and the decision to switch to wet tyres suddenly looked like



a daft idea. Now the strategists were faced with a choice. Should the drivers come in and change back to dry tyres or stay out and struggle on wets. One by one the gamblers came back in and dropped further back.

While all this was happening Frentzen was having it easy. Schumacher passed Coulthard during the rains and closed right up on HH but the Jordan driver had everything under control. On lap 27 Schumacher had to stop for tyres. He chose dry tyres. At the end of lap 31 Frentzen pitted, with Coulthard clinging to his gearbox. It was going to be a race between the pit crews. Jordan won by 0.4s. Frentzen was on his way in the lead. It was a joyful moment for the team, but it only lasted until Frentzen reached the first corner. His car did exactly what Damon's had done on the first lap and as he coasted to a halt, his dreams in pieces, HH gave the steering wheel a healthy thump, climbed out and walked back to the paddock. "Everything had gone so well," he said wistfully, "but these things happen in motor racing."

The World Championship fight is not over yet.

This left Coulthard in what seemed to be a pretty strong position and for five laps David was happier than a skylark. Ten points would bring him almost level to Hakkinen and Irvine. And then it started to rain again. On lap 38 David got the equation relating to speed and conditions all wrong. He slipped and slid across a sandtrap and ended up tapping into a tyre barrier, QED.

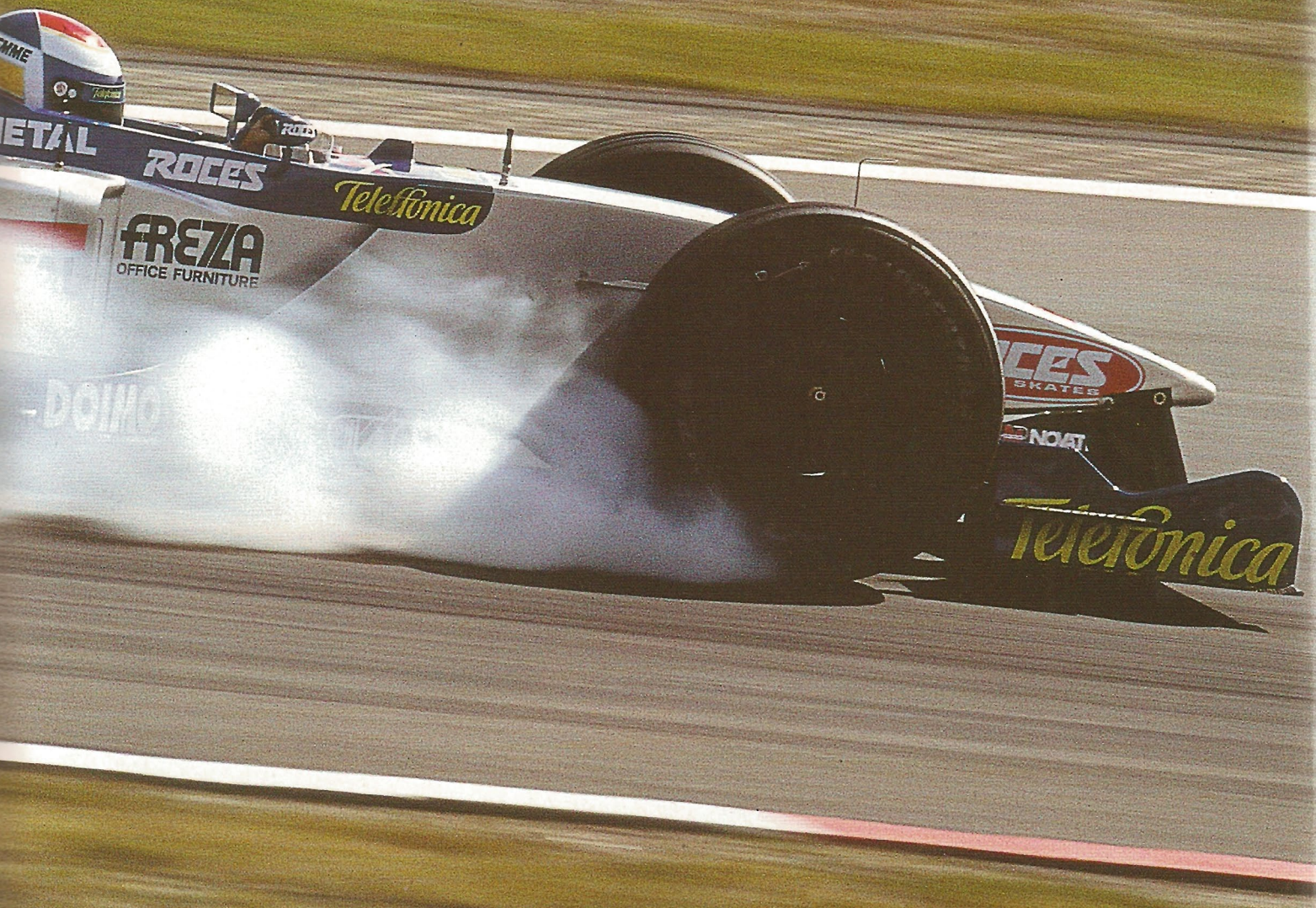
"I am sorry for the team," he said. "It is the first time I have put the car off in a race this year - but that is little consolation."

Hakkinen was struggling after his switch to wets and back again. To save time later in the race the team filled him full of fuel on lap 24, leaving Mika with a 42 lap stint. This made overtaking even the Arrows difficult. As the fuel load burned away so Mika looked a little more like himself and he chased after Zonta and then Irvine. By that point of the race they were fighting for seventh and with a Minardi a few seconds up the road it was clear that if Hakkinen could pass the Ferrari he might be able to pick up a couple of points. The battle raged for seven laps and then Irvine overcooked his entry into the chicane and Hakkinen was ahead. It took a couple more laps to nail the Minardi and so Mika ended the day with two points and regained the lead in the World Championship.

Irvine could not even catch Gene. "The balance of my car was not right," claimed the frustrated Ulsterman.

Mika Salo's race ended on lap 45 with a brake problem, but he had been out of the hunt after his long early stop. It was a monumentally bad day for Ferrari.

When Coulthard retired the lead passed to Ralf Schumacher. He had driven a fabulous race as usual and he seemed to have everything



under control until he suffered a right rear puncture and went sliding wildly across a sandtrap. He managed to get back to the track but had to do almost a full lap with his tyre coming apart. He pitted, picked up new tyres and charged again, but his reward would be only fourth place.

Zanardi was even less fortunate. At the start he overtook a bunch of cars but then he had to take to the countryside to avoid Diniz's careening wreck and when he got back on to the black stuff he was back in last place. He was working his way through the field when on lap 11 he found himself side-by-side with both Zonta and de la Rosa as they went into the first corner. Zonta decided that he did not want to be the cucumber in the sandwich and lifted off but the other two somehow contrived to run into one another. It was a bit of a silly accident. Alex spun and then his gearbox failed.

Schumacher's misfortune handed the lead to Fisichella and for a while we contemplated the unlikely spectacle of a Benetton victory and then on lap 48 Giancarlo dropped the ball and spun off. He has a rather alarming tendency to do this when he is under pressure. He admitted it was his mistake - but that did not make it any better. Benetton have not had many crumbs on which to nibble this year and it was not the right moment to fall face first into the cake.

With Fisichella out Schumacher went back into the lead for a lap, but his strategy dictated another stop and so suddenly we had Johnny Herbert heading the field. Fortunes were changing faster than a Government re-shuffle.

Johnny had been trolling around in 13th early on, keeping everything on the island and burning off his fuel load. He was going for a one stop strategy and just as he was about to pit it started to rain. Johnny spotted a big, black cloud moving steadily towards the back end of the circuit and decided that the soggy stuff would last for a few laps and so he decided to go for wet tyres. It was the right thing to do at the right moment. When the rain fell at its heaviest Herbert could handle it. As the track began to dry, the wets held up well. He had to pit again on lap 47 but by then he was far enough ahead not to lose a place and so when the lead fell into his lap he grabbed it with both hands and held on.

He spent the final laps praying that the car would hold together and

on this occasion it did. It was a well-deserved and very popular victory - and a great day for the team as well.

It was almost the perfect result because Barrichello ended up third. In the early part of the race he was ahead of Herbert but he stayed out rather too long on his dry tyres and so lost time. When he pitted on lap 37 - two laps after Herbert - he had to go for dry tyres because the rain was easing off. He not only dropped behind his team-mate but he had to take it easy so as not to fall off the island with a heavy fuel load and very slippery conditions. As the race went on he got quicker and quicker but although he caught Trulli in the final laps he could not find a way to overtake the Prost driver. Stewart had to settle for a 1-3 and there was much rejoicing. Yes, it had been a little fortunate, but you grab your chances when they present themselves and the team did just that.

Trulli's second place was recompense for Panis' misfortunes. Olivier's early gamble on tyres left him down at the back with Hakkinen. He charged along but ended the day ninth.

Trulli was delighted to have scored his first podium. The team had called him in when it began to rain but he decided to take a risk and stay out. He pitted as planned for a two-stop race but then had to pit again when the rain came a second time. He then had to stop to change back to dry tyres, but by then he was far enough ahead not to have to worry too much. In the final laps he drove very well to keep Barrichello behind him. "I had no intention of letting him have second place," grinned the Italian.

Ralf Schumacher (Below) was another who could have won the Grand Prix but for a puncture. Having said that, he did a superb job getting back to the pits and continuing on to take fourth spot. Rubens Barrichello and Jarno Trulli (Right), with the latter winning out and taking second place. Stewart Ford and Johnny Herbert (Below Right) made all the right decisions to win the team's first and Johnny's third Grands Prix.





Sixth place went to Marc Gene's Minardi. This was an amazing result for the little Italian team which has not scored a point for several seasons. The team and the drivers did everything right and with 15 laps to go Luca Badoer was running in fourth place. On lap 54 his car let him down. He deserved better and no-one begrudged him a few tears of frustration.

In the closing laps Gene was running fifth but no-one complained that he could not hold back a fired-up Hakkinen. It was an excellent performance.

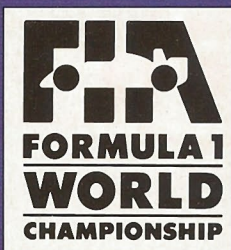
But it was more than that. It was worth about \$10m to the team because one point means that at the end of the year the team will be one of the top 10 and will qualify for the TV money and travel funds. BAR has just two races to try to snatch the loot away and the Brackley team gave it a good try at the Nürburgring with Villeneuve running fifth in the closing laps. He had some excitements along the way, including a spin, but he looked to be on course for the team's first point when the clutch failed him. Team-mate Zonta's afternoon was a strategic disaster involving three stops but he finished eighth. As weekends go it was not a success. Dropping from 10th to 11th in the Constructors' Championship may not seem like a big deal - but it is... a very big deal!

Diniz's accident was a big fright for the Sauber team. Jean Alesi did what he could but he had an off and lost a few places early on. He then suffered a transmission failure. "What can I say?" he shrugged, "It has been a very disappointing season for me."

Arrows had a poor day - now there's a surprise! De la Rosa's race was spoiled in the incident with Zanardi. He struggled on with a damaged rear suspension and did not stop for wet tyres. In the end he went out with gearbox failure. Tora Takagi's race was compromised when he stopped for wets early on but his recovery drive was a little too adventurous and he ended up smacking into a wall - another faller in a race which had more twists and nail-biting tension than the Aintree classic. It was even won by the Housewives Choice.

Joe Saward





RESULTS

WARM-UP TIMES

No.	DRIVER	TIME
9	G.FISICHELLA	1'26.935
2	D.COULTHARD	1'27.305
8	H.H.FRENTZEN	1'27.604
6	R.SCHUMACHER	1'27.986
18	O.PANIS	1'28.168
1	M.HAKKINEN	1'28.297
10	A.WURZ	1'28.317
3	M.SALO	1'28.558
19	J.TRULLI	1'28.640
4	E.IRVINE	1'28.728
12	P.DINIZ	1'28.760
16	R.BARRICHELLO	1'28.941
22	J.VILLENEUVE	1'28.969
11	J.ALESI	1'29.021
23	R.ZONTA	1'29.376
5	A.ZANARDI	1'29.425
21	M.GENE	1'29.643
17	J.HERBERT	1'29.703
14	P.DE LA ROSA	1'30.291
20	L.BADOER	1'30.611
7	D.HILL	1'30.626
15	T.TAKAGI	1'30.852

RACE FASTEST LAPS

No.	DRIVER	TIME
1	M.HAKKINEN	1'21.282
2	D.COULTHARD	1'21.835
8	H.H.FRENTZEN	1'22.082
6	R.SCHUMACHER	1'22.237
9	G.FISICHELLA	1'22.244
4	E.IRVINE	1'22.332
22	J.VILLENEUVE	1'22.564
16	R.BARRICHELLO	1'22.960
17	J.HERBERT	1'23.010
23	R.ZONTA	1'23.067
11	J.ALESI	1'23.097
3	M.SALO	1'23.404
21	M.GENE	1'23.657
19	J.TRULLI	1'23.742
20	L.BADOER	1'23.745
18	O.PANIS	1'23.905
5	A.ZANARDI	1'24.300
15	T.TAKAGI	1'24.848
14	P.DE LA ROSA	1'24.857

PIT STOP SUMMARY

No.	DRIVER	LAP	STOP	DURATION	T.TIME
14	P.DE LA ROSA	12	1	30.908	30.908
18	O.PANIS	19	1	28.712	28.712
23	R.ZONTA	19	1	28.855	28.855
15	T.TAKAGI	19	1	28.478	28.478
1	M.HAKKINEN	20	1	31.727	31.727
3	M.SALO	20	1	59.290	59.290
4	E.IRVINE	21	1	48.124	48.124
15	T.TAKAGI	22	2	26.499	54.977
18	O.PANIS	23	2	32.793	1'01.505
3	M.SALO	23	2	27.533	1'26.823
1	M.HAKKINEN	24	2	27.484	59.211
23	R.ZONTA	24	2	26.818	55.673
6	R.SCHUMACHER	27	1	26.564	26.564
19	J.TRULLI	28	1	27.025	27.025
11	J.ALESI	28	1	31.720	31.720
8	H.H.FRENTZEN	32	1	26.050	26.050
2	D.COULTHARD	32	1	26.816	26.816
9	G.FISICHELLA	32	1	25.972	25.972
22	J.VILLENEUVE	33	1	32.375	32.375
21	M.GENE	34	1	30.081	30.081
17	J.HERBERT	35	1	33.009	33.009
19	J.TRULLI	35	2	27.726	54.751
20	L.BADOER	35	1	57.181	57.181
11	J.ALESI	35	2	31.224	1'02.944
16	R.BARRICHELLO	37	1	32.592	32.592
4	E.IRVINE	40	2	28.754	1'16.878
6	R.SCHUMACHER	44	2	29.356	55.920
23	R.ZONTA	44	3	29.241	1'24.914
18	O.PANIS	44	3	27.910	1'29.415
17	J.HERBERT	47	2	26.922	59.931
14	P.DE LA ROSA	46	2	1'09.242	1'40.150
19	J.TRULLI	48	3	26.646	1'21.397
4	E.IRVINE	49	3	25.726	1'42.604
6	R.SCHUMACHER	50	3	33.687	1'29.607

RACE RESULTS

After 66 Laps

Pos	No.	DRIVER	ENTRANT	LAPS	RACE TIME	DIFF
1	17	J.HERBERT	STEWART FORD	66	1:41'54.314	
2	19	J.TRULLI	GAULOISES PROST PEUGEOT	66	1:42'16.933	22.618
3	16	R.BARRICHELLO	STEWART FORD	66	1:42'17.180	22.865
4	6	R.SCHUMACHER	WINFIELD WILLIAMS	66	1:42'33.822	39.507
5	1	M.HAKKINEN	WEST McLAREN MERCEDES	66	1:42'57.264	62.950
6	21	M.GENE	FONDMETAL MINARDI FORD	66	1:42'59.468	65.154
7	4	E.IRVINE	FERRARI MARLBORO	66	1:43'00.997	66.683
8	23	R.ZONTA	BRITISH AMERICAN RACING	65	1:42'08.914	1 LAP
9	18	O.PANIS	GAULOISES PROST PEUGEOT	65	1:42'18.099	1 LAP
10	22	J.VILLENEUVE	BRITISH AMERICAN RACING	61	1:35'55.300	DNF
NON-CLASSIFIED						
11	20	L.BADOER	FONDMETAL MINARDI FORD	53	1:24'11.281	DNF
12	14	P.DE LA ROSA	ARROWS	52	1:25'36.308	DNF
13	9	G.FISICHELLA	MILD SEVEN BENETTON PLAYLIFE	48	1:15'30.379	DNF
14	3	M.SALO	FERRARI MARLBORO	44	1:12'43.287	DNF
15	15	T.TAKAGI	ARROWS	42	1:09'22.026	DNF
16	2	D.COULTHARD	WEST McLAREN MERCEDES	37	57'09.682	DNF
17	11	J.ALESI	RED BULL SAUBER PETRONAS	35	54'59.537	DNF
18	8	H.H.FRENTZEN	B&H JORDAN MUGEN HONDA	32	49'22.232	DNF
19	5	A.ZANARDI	WINFIELD WILLIAMS	10	18'28.092	DNF
20	7	D.HILL	B&H JORDAN MUGEN HONDA	0	0'00.00	DNF
21	10	A.WURZ	MILD SEVEN BENETTON PLAYLIFE	0	0'00.00	DNF
22	12	P.DINIZ	RED BULL SAUBER PETRONAS	0	0'00.00	DNF

FASTEST LAP: 1 M.HAKKINEN 1'21.282 (201.786 KPH = 125.332 MPH) - On Lap 64

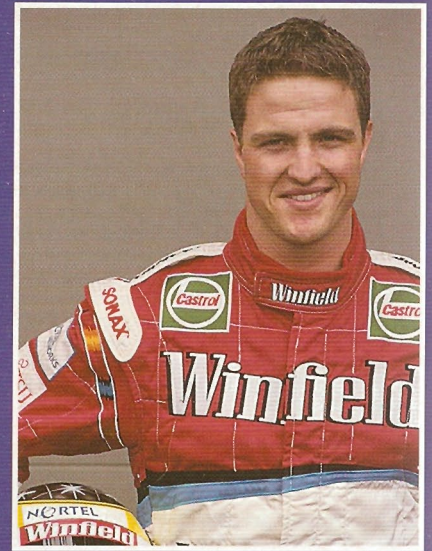
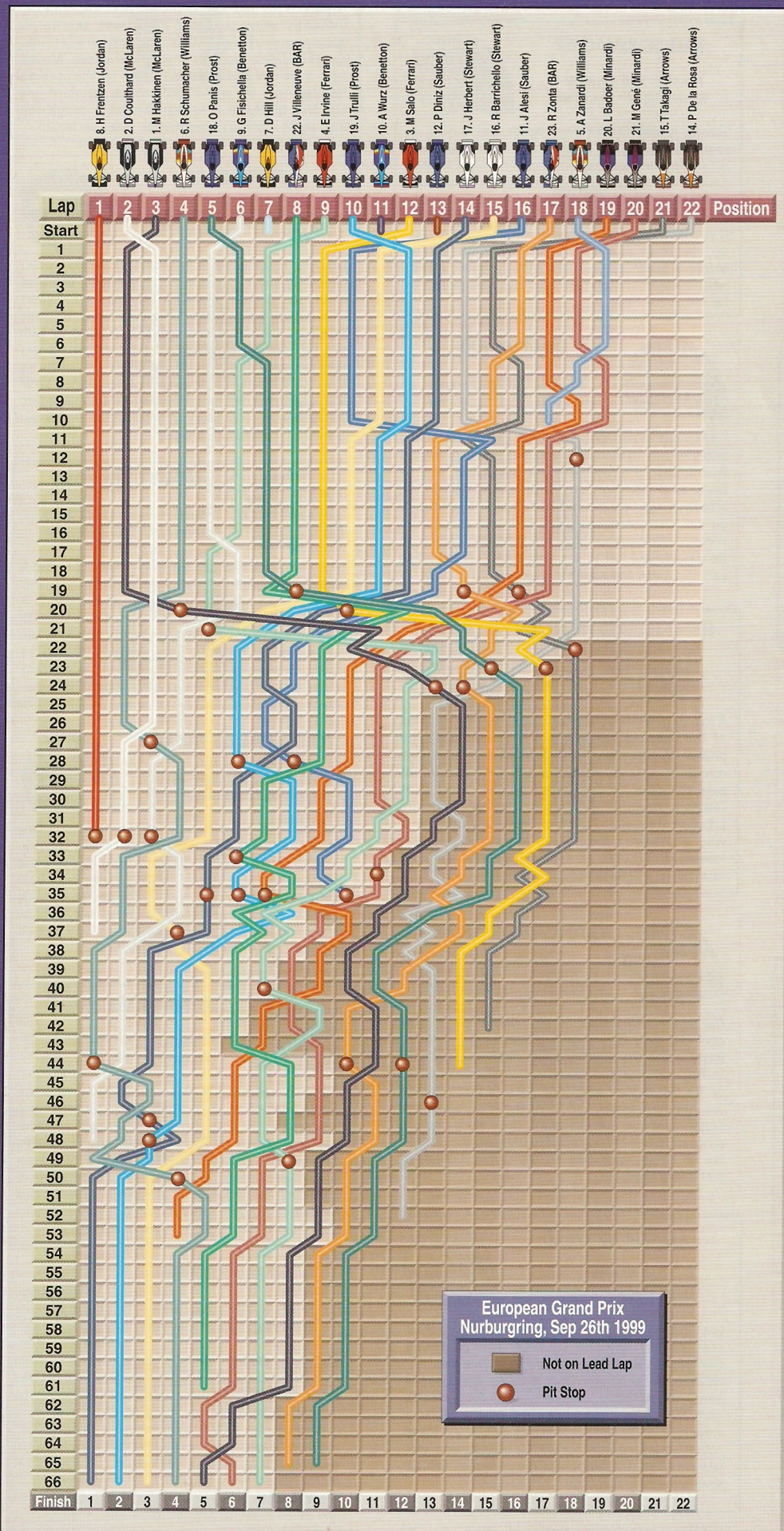
WORLD DRIVERS CHAMPIONSHIP

M.HAKKINEN	62
E.IRVINE	60
H.H.FRENTZEN	50
D.COULTHARD	48
R.SCHUMACHER	33
M.SCHUMACHER	32
R.BARRICHELLO	19
G.FISICHELLA	13
J.HERBERT	12
M.SALO	10
J.TRULLI	7
D.HILL	7
A.WURZ	3
P.DINIZ	3
O.PANIS	2
P.DE LA ROSA	1
J.ALESI	1
M.GENE	1

CONSTRUCTORS CHAMPIONSHIP

McLAREN	110
FERRARI	102
JORDAN	57
WILLIAMS	33
STEWART	31
BENETTON	16
PROST	9
SAUBER	4
ARROWS	1
MINARDI	1

Europe - ROUND 14 - 26th September 1999



DRIVE OF THE DAY RALPH SCHUMACHER

Nominees included Johnny Herbert, Heinz Harald Frentzen and the entire Minardi team, but the eventual winner has to be the Williams driver for twice leading the race, keeping a cool head when his tyre blew as he regained the lead and battling his way back to a fighting 4th at the flag.

TOTAL NUMBER OF WINS

M.SCHUMACHER	35
D.HILL	22
M.HAKKINEN	13
J.VILLENEUVE	11
D.COULTHARD	6
E.IRVINE	3
H.H.FRENTZEN	3
J.HERBERT	3
J.ALESI	1
O.PANIS	1

TOTAL NUMBER OF POLES

M.SCHUMACHER	21
M.HAKKINEN	21
D.HILL	20
J.VILLENEUVE	13
D.COULTHARD	8
J.ALESI	2
R.BARRICHELLO	2
H.H.FRENTZEN	2
G. FISICHELLA	1

NUMBER OF FASTEST LAPS

M.SCHUMACHER	37
D.HILL	19
M.HAKKINEN	12
J.VILLENEUVE	9
D.COULTHARD	9
H.H.FRENTZEN	6
J.ALESI	4
G.FISICHELLA	1
A.WURZ	1
E.IRVINE	1
R.SCHUMACHER	1

F1 CAR BY CAR



MIKA HAKKINEN

Practice: 1st Qual: 3rd
Warm-Up: 6th Race: 5th

Topped the chart as usual during free practice but lost out in the lottery that was Saturday's damp qualifying hour and found himself consigned to the second row of the grid. Got the jump on Coulthard at the start to take 2nd place. Called in very early for wets and dropped to 11th. Changed back to grooved rubber just 5 laps later and rejoined 14th, a lap down. Took a while to get over the shock but eventually remembered who he was and as others faltered he climbed back up the order. Took both Irvine and Gene in the latter stages to salvage two valuable points.

DAVID COULTHARD

Practice: 4th Qual: 2nd
Warm-Up: 2nd Race: DNF



Ended the first day in sixth position and hit a plastic bollard in final practice, breaking his front wing which delayed him a little. Dithered over set-up in qualifying but his engineers took the right decision and he powered to the outside berth on the front row. Lost out to his team-mate at lights out and then to Schumacher on lap 20. Second to Frentzen when Ralf pitted and took the lead when the Jordan died on lap 33. An unforced error ended his weekend as he slithered into the barrier just four laps later.



MIKA SALO

Practice: 14th Qual: 12th
Warm-Up: 8th Race: DNF

Finished a creditable second fastest on Friday but failed to improve his times on Saturday morning which left him 14th fastest. A faulty strategy on Saturday afternoon meant he was consigned to the outside of row 6. Climbed to ninth position when the lights went out, but pitted for a new nose section and wrong tyres on lap 20 and dropped to the back of the field. Another stop for tyres just 3 laps later didn't help his cause and a brake problem eventually put him out of a race he was never really in.

EDDIE IRVINE

Practice: 3rd Qual: 9th
Warm-Up: 10th Race: 7th



Ran with revised bargeboards on Friday and reported better grip. With cooler track conditions on Saturday morning he tried a new set-up which worked well but tripped over himself as the track dried in qualifying, leaving him an embarrassing 9th. Made up two places at the start, on lap 6 he overhauled Panis to take sixth, pressured Fisichella into making a mistake on lap 17, pitted on lap 21 and dropped to 13th whilst his crew played hunt the tyre. Stopped twice more but was still in contention for a point until he locked up at the chicane, under pressure from Hakkinen, and came home 7th.



ALESSANDRO ZANARDI

Practice: 9th Qual: 18th
Warm-Up: 16th Race: DNF

Ninth fastest in free practice despite a spin. Looked set for a top ten slot in qualifying but went out on new rubber as the track dried, got caught in traffic and found himself back on row 9 of the grid. Quick away from the lights but ended up last after a cross-country detour to avoid the first corner incident. Got past both Minardis, then things went wrong at the beginning of lap 11 as he outraked de la Rosa and was nerfed into the kitty litter.

RALF SCHUMACHER

Practice: 2nd Qual: 4th
Warm-Up: 4th Race: 4th



Second fastest in free practice, despite having a spin and stalling the engine. Got it just right on Saturday afternoon session to gain his highest grid position of the season. Held his spot at the start and managed to squeeze his way past Coulthard on lap 20. Made his first stop on lap 27 and led for seven laps before making his second stop on lap 44. Fought through to the front again on lap 49 before a puncture sent him limping back to the pits. Rejoined and pressed hard but had to settle for 4th at the flag.



DAMON HILL

Practice: 6th Qual: 7th
Warm-Up: 21st Race: DNF

A blow-out caused by a loose drain grating threw him into the tyre barrier on Friday, but this was the old Damon and he recovered to set 6th fastest time on the second morning. Seemed to time it right in the afternoon and held provisional pole with 4 minutes to go but lost out in the final dash and dropped to seventh. Made a good start and then lost all drive as he was coming out of the first corner. Accelerating cars all around and nowhere to go. Eurgh!

HEINZ-HARALD FRENTZEN

Practice: 17th Qual: 1st
Warm-Up: 3rd Race: DNF



A loss of gearbox oil pressure sidelined him for most of the opening morning and it was back to the pitwall on Saturday morning whilst a fresh engine was fitted. Left his qualifying runs until late, which paid off when he claimed his second career pole. Led from the lights until he pitted on lap 20, despite pressure from first Hakkinen and then Coulthard, who pitted with him. Came out ahead and was looking strong until an electrical gremlin caused a total power cut at the second corner.



GIANCARLO FISICHELLA

Practice: 8th Qual: 6th
Warm-Up: 1st Race: DNF

Damaged the chassis of his Benetton when he spun over the kerb on Friday, but was happy to have finished the day eighth fastest. Took another spin in final practice and again in the afternoon while on his last flying run, but did well to finish on the 3rd row for Sunday. Quick off the mark when the lights went out, he moved up the field as others dropped out or pitted and actually took the lead on lap 45 before executing his fourth and final spin, just 4 laps later.

ALEXANDER WURZ

Practice: 11th Qual: 11th
Warm-Up: 7th Race: DNF



Lost time with a recurring electrical sensor problem on Friday and never looked really comfortable with the car throughout free practice. He claimed that traffic and a dodgy tyre stopped him climbing higher than 11th slot for Sunday's grid. Got off the line well but was caught behind a slowing Damon Hill. Took immediate avoiding action - straight into the path of Diniz, who was launched into the air, whilst Alex's launch vehicle spun into the gravel trap.



JEAN ALESI

Practice: 10th Qual: 16th
Warm-Up: 14th Race: DNF

Much happier with the balance of the car here, he ended the first day seventh fastest, but as others improved he had found the limit of the Sauber. Unhappy with the rear wing wet set-up in qualifying so changed it for one with dry settings, but this didn't work as it was still damp. Moved from sixteenth grid position to 10th on the opening race lap. Took the scenic route on lap 10 which lost him five places, but he was moving through the field again when his transmission failed on lap 35.

PEDRO DINIZ

Practice: 12th Qual: 13th
Warm-Up: 11th Race: DNF



Lost his front wing in spectacular fashion after clobbering a chicane marker cone on Friday. Improved on the second morning and looked a top ten contender in qualifying before having to back off when he came across a recovering Irvine, and thus dropped to 13th slot for Sunday's race. Tidy off the startline, he was then launched into the air when Wurz cut across his bows on the entry to the second corner. Turned turtle and landed inverted on the kerbing before rolling into the gravel. He was taken to hospital for checks but thankfully received only bruising.



PEDRO DE LA ROSA

Practice: 22nd Qual: 22nd
Warm-Up: 19th Race: DNF

Only completed two laps on Friday morning before a hydraulic problem left him stranded in the pit-lane. Spent the rest of free practice learning the circuit. A poor team strategy on Saturday afternoon left him to prop up the grid. Shot to 14th on the first race lap, but a coming together with Zanardi on lap 11 damaged the rear suspension and he eventually retired on lap 52 when the gearbox popped its cogs.

TORANOSUKE TAKAGI

Practice: 21st Qual: 21st
Warm-Up: 22nd Race: DNF



Thought he'd found the right set-up early on Friday while running on old rubber, but tried new boots in the afternoon which refused to grip. Made little headway on Saturday and was frustrated with 21st grid slot. Passed by his team-mate on the opening race lap, he stopped early for wets but perhaps overestimated their sticking power as he careered into the tyre barrier as the track dried.



RUBENS BARRICHELLO

Practice: 5th Qual: 15th
Warm-Up: 12th Race: 3rd

A top six contender in free practice and top of the charts in the first part of qualifying. Decided on a long stint as the track dried but got caught in traffic and dropped to a disappointing 15th slot. Climbed to 11th on the first race lap and began a race long battle with Jarno Trulli. They passed each other twice and were no more than 0.5s apart for the last ten laps but Rubens couldn't find a way past and had to settle for the bottom step of the podium.

JOHNNY HERBERT

Practice: 16th Qual: 14th
Warm-Up: 18th Race: 1st



Made little progress in free practice. His race car died on him on his first run in qualifying and he was forced to qualify the spare. Under the circumstances, the outside berth on row 7 was no disgrace. Made a reasonable race start and circulated 13th for the first ten laps. Stayed out when others came in for 'wets' and was able to make up vital places. He also kept it on the island when others fell off around him. Took the lead when Schumacher's tyre shredded on lap 50 and sailed home to take his third and Stewart's first Grand Prix victory.



OLIVIER PANIS

Practice: 13th Qual: 5th
Warm-Up: 5th Race: 9th

Overcame a hydraulic leak and a faulty engine timing device to finish the first day with third fastest time. Struggled a little in Saturday morning's cooler conditions but the team judged track conditions perfectly in the afternoon, sending him out as the track dried to take 5th slot on the grid. Held 7th place in the early stages of the race but Prost gambled on bringing him in early, which lost him four places. Pitted again when the track began to dry and finishing a disappointing 9th.

JARNO TRULLI

Practice: 15th Qual: 10th
Warm-Up: 9th Race: 2nd



No major drama's for Jarno in the practice sessions. Felt good on wet tyres in the drying conditions and was second fastest with ten minutes of the session left, but as with many others was caught in traffic on his final run, which dropped him to the 5th row of the grid. Ran 11th for most of the first stint but stayed out and gained several places. Held off Barrichello brilliantly in the closing stages to take second spot on the podium, his highest ever F1 finish.



LUCA BADOER

Practice: 18th Qual: 19th
Warm-Up: 20th Race: DNF

Fifteenth fastest on day one and was looking to improve on Saturday. Much happier with the car in dry conditions than the wet afternoon session, but managed to squeeze into the top twenty ahead of his team-mate. Ran with the back markers during the early race laps but the team left him out both times it rained and Luca suddenly found himself fourth and set to take three Championship points when the little Minardi appeared to die of shock, just 12 laps from home. It was a hard heart which didn't feel for both him and the team.

MARC GENE

Practice: 20th Qual: 20th
Warm-Up: 17th Race: 6th



Spent most of free practice finding his way around the 'Ring. Content with his qualifying session and felt he achieved a good if less than perfect lap to put him 20th on the grid, 0.6secs ahead of the first Arrows. Ran a one stop strategy and kept it on the island when those with a lot more experience threw it away. Held off Irvine's Ferrari to take Minardi's first point of the season. Oh go on, read it again!



JACQUES VILLENEUVE

Practice: 7th Qual: 8th
Warm-Up: 13th Race: DNF (Clas 10th)

Running a new clutch and hydraulic differential he claimed 7th fastest time in free practice. Got a clear run towards the end of Saturday's qualifying, his first and third sectors were almost as fast as Frentzen's, but made a mistake in sector two which dropped him to 8th on the grid. Looking for a good start with the new clutch, he held station and survived a spin during the first spell of rain. His one stop strategy looked like earning BAR's first points of the season before the new clutch became an ex-clutch with just four laps to go.

RICARDO ZONTA

Practice: 19th Qual: 17th
Warm-Up: 15th Race: 8th



Didn't have the new parts that Jacques was running and then developed an engine problem in the second practice session. Failed throughout practice to find a set-up that suited him which didn't help in the qualifying hour, when he was left to contemplate starting from the 9th row. It was his decision to make a stop for wets early on and that probably cost him a higher finish than he achieved because he had to stop again when the track dried.

LAP-BY-LAP RACE COMMENTARY

Conditions: It's partly sunny with an ambient temperature of 14° and a track temperature of 17° as the cars form up on the grid.

Start 1: Just as the lights are about to go out, Gene signals that he has stalled his car, and the start is aborted.

Start 2: With Gene at the back of the field, they get away this time. Frentzen doesn't make a fantastic start from pole, but gets into the lead from Hakkinen, then Coulthard and Schumacher. Further back, however, Hill suddenly slows in the first corner, the Castrol S, due to an electrical problem. Alesi goes inside of him on the grass, but Wurz hits the back of the Jordan and swerves right, hitting Diniz's Sauber which flips over and rolls across the gravel. With the car upside down, the pace car is quickly sent out. Zanardi goes wide and rejoins last.

Lap 1: Frentzen leads behind the pace car with Hakkinen second, from Coulthard, then Schumacher, Fisichella ahead of Panis, Irvine up two places to seventh, then Salo up three places, then Alesi, Barrichello, Trulli and Herbert in 13th.

Lap 6: Diniz is removed to hospital in Bonn but he is suffering only bruising to his shoulder and leg. The pace car goes in on this lap.

Lap 7: Already the first four have got away from the rest: Frentzen leading Hakkinen, Coulthard and Schumacher, then a small gap to Fisichella and another one to Irvine, now ahead of Panis whom he overtook at the chicane. Then there's another small gap to Villeneuve tailed by Salo, Alesi, Barrichello, then Trulli and Herbert.

Lap 8: Irvine has now caught Fisichella, but he proves harder to pass.

Lap 10: The first four are really getting away, the gap back to Fisichella is now 6.1s while Fisichella and Irvine have now been joined by Panis before another gap to Villeneuve from Salo with Alesi, Barrichello, Trulli and Herbert.

Lap 11: Alesi has a moment at the chicane and drops back to 15th while further back Zanardi collides with de la Rosa and both spin. Zanardi's gearbox breaks and he's unable to rejoin. Although he continues, de la Rosa's rear suspension is damaged. He pits on the next lap.

Lap 13: Irvine gets alongside Fisichella at the chicane but has to drop back. Behind Panis, Villeneuve is being pushed by Salo, and then there's a small gap now to Barrichello pushed by Trulli then come Herbert and Zonta.

Lap 15: The first four are still very close, before a 7.3s gap back to Fisichella still pushed by Irvine, then 1.9s to Panis, just over a second back to Villeneuve and Salo, then 1.6s back to Barrichello just ahead of Trulli before Herbert, Zonta and the recovering Alesi.

Lap 17: Fisichella runs wide at the RTL Curve and Irvine rushes by, moving up to fifth.

Lap 18: There are spots of rain and Ralf Schumacher is pushing Coulthard very hard, pulling alongside him as they go through the first corner. Fisichella has had another brief off-circuit moment, which means Irvine is 2.0s ahead of him.

Lap 19: It's wet now, allowing Frentzen to pull away by 2.0s from Hakkinen. Ralf Schumacher is again alongside Coulthard at the end of the lap, going ahead into the Castrol S. Panis pits from seventh on this lap, Zonta from 14th and Takagi as well, all three going onto wets.

Lap 20: Hakkinen pits in 8.1s, going onto wets while Salo also stops for wets but it's a very slow one (nearly half a minute) as he needs a new nose section and he rejoins 17th. Schumacher is now second to Frentzen.

Lap 21: Frentzen has a 3.5s lead over Schumacher still pushed by Coulthard, while Irvine comes in on this lap (they had been expecting him when Salo came in) and they can't find one of his tyres as he's decided to stay on 'drys', a late decision! It's a shambles and takes 28.2s.

Lap 22: The rain has eased. Frentzen is still just under three seconds ahead of Ralf Schumacher who is relieved of pressure from Coulthard when the Scot goes straight on at the chicane. Nine seconds behind the McLaren, Fisichella is now fourth before a similar gap to Barrichello, 1.3s back to Trulli, then a little more back to Herbert being pushed by Alesi. Villeneuve is next, then Hakkinen and the Minardis. Takagi comes back in for dry tyres.

Lap 23: Panis and Salo both stop for dry tyres, while further back, Herbert and Alesi have caught Trulli.

Lap 24: Frentzen now has Schumacher and Coulthard right up behind him with a 9.9s gap back to Fisichella, then 14s to Barrichello, 3.2s back to Trulli who has pulled away from Alesi battling with Herbert. Hakkinen stops for dry tyres on this lap in 6.4s and Zonta comes in too.

Lap 25: Alesi overtakes Herbert for seventh place.

Lap 27: Schumacher pits in 7.0s for dry tyres.

Lap 28: Frentzen sets fastest time but Coulthard in second then goes quicker. Trulli and Alesi both pit on this lap.

Lap 30: Frentzen takes the escape road at the chicane, but stays in the lead - just. Fisichella is 16s back in third from the rejoined Schumacher, then Barrichello, now followed by Herbert, then Villeneuve, Trulli, Badoer, the rejoined Alesi just ahead of Gene and Irvine, who soon overtakes the second Minardi.

Lap 32: Just before half distance and Frentzen pits, as does Coulthard in 7.4s, the pair rejoining in their original order, but almost immediately Frentzen slows and is out of the race with a similar electrical problem to that of team-mate Hill. Fisichella also pits from third.

Lap 33: Coulthard has a 6.4s lead over Schumacher, then there's 7.3s back to Barrichello. Villeneuve pits.

Lap 34: It's beginning to rain again. Gene pits.

Lap 35: Coulthard is pulling away from Ralf Schumacher in second place with Barrichello dropping back in third but Fisichella is gaining in fourth place. Herbert pits for 12.7s on this lap, changing to wets, while Trulli, Badoer and Alesi all pit as well. As Alesi rejoins, his transmission fails.

Lap 37: It's beginning to dry again and Barrichello pits from third place for dry tyres.

Lap 38: Coulthard spins off at the first corner and hits the tyre barrier, out of the race. Schumacher leads now by 19s from Fisichella in second, 20s ahead of Herbert who is 14s ahead of the rejoining Barrichello, just ahead of Trulli. Villeneuve is sixth, just ahead of Irvine, Gene, who is lapped, then Badoer, Hakkinen and Panis.

Lap 39: Barrichello is struggling and Trulli moves up to fourth.

Lap 40: Leader Schumacher has a moment off the circuit, while Irvine stops for tyres in 7.9s.

Lap 42: Fisichella goes wide at the chicane and suddenly Schumacher's lead is 25s from the Italian, but Herbert is now just 3.4s behind him in third place, ahead of Trulli, these two lapping particularly quickly. Then come Barrichello and Villeneuve.

Lap 43: Takagi crashes out of the race.

Lap 44: Schumacher had a 24s lead and comes in for 7.9s on this lap, dropping to third place, just behind Herbert. Zonta also pits on this lap and so does Panis.

Lap 45: New leader Fisichella is pulling away easily in front as Herbert struggles to keep Schumacher behind him. Salo retires with the brakes binding on.

Lap 46: De la Rosa pits for some 40s on this lap.

Lap 47: Herbert comes in to change to dry tyres in 6.2s.

Lap 48: Trulli stops for dry tyres and re-joins 4th.

Lap 49: Fisichella spins at the Veedol chicane again, and this time it's terminal, so that Ralf Schumacher leads again, by 18s from Herbert, then a gap of 13s back to Trulli, who is 8.9s ahead of Barrichello. Badoer is next from Villeneuve after Irvine pits for the third time on this lap.

Lap 50: Schumacher suffers a puncture from a metal object, according to Bridgestone, and has to crawl around to the pits for an 8.4s stop, rejoining in fifth place. Herbert now leads by 16s from Trulli with Barrichello 9.2s behind in third place, ahead of Badoer.

Lap 53: de la Rosa retires with gearbox trouble.

Lap 54: Badoer crawls into the pits with a broken gearbox casing, retiring heartbroken from fourth spot. Schumacher inherits the place from Villeneuve, Gene and then Irvine's out of balance Ferrari being caught by Hakkinen.

Lap 57: Barrichello is now 2.2s behind second placed Trulli, while Hakkinen tries to pass Irvine at the Veedol chicane but it doesn't come off.

Lap 60: Barrichello is now right behind Trulli, while Hakkinen is still nibbling at Irvine, the pair 8.7s behind sixth placed Gene.

Lap 61: Barrichello gets alongside Trulli into the Veedol chicane, but has to drop back.

Lap 62: Villeneuve, heading for fifth place and BAR's first points, retires when his clutch fails, while further back, Hakkinen gets past Irvine when the Ferrari goes wide onto the dirt, the McLaren 5.7s behind fifth placed Gene.

Lap 64: Barrichello gets alongside Trulli again, but cannot get past. Further back, Hakkinen is right behind Gene.

Lap 65: Hakkinen overtakes the Minardi to move into fifth.

Lap 66: Herbert wins from Trulli just ahead of Barrichello. Schumacher is in fourth with Hakkinen fifth and Gene scoring Minardi's first points in sixth, 1.5s ahead of Irvine seventh. Zonta and Panis are the only other finishers but Villeneuve is classified 10th.

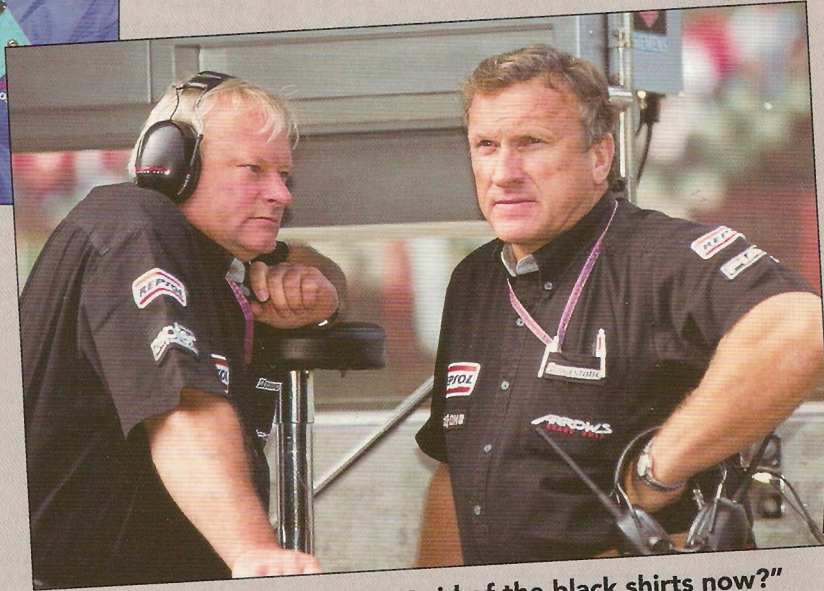
Scene at Nürburgring



"But he said he was collecting all drivers passes on your instructions!"



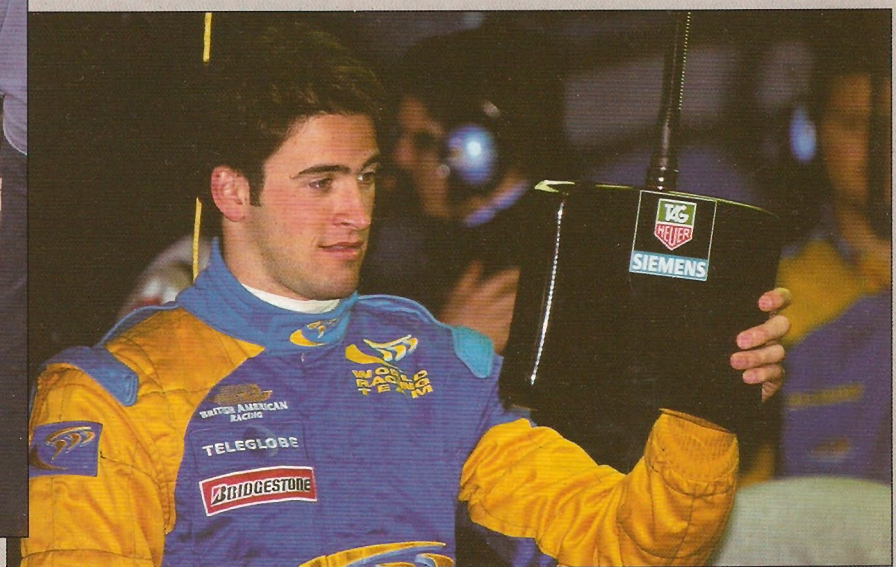
"Then you move across to... Shh, he's listening!"



"Does this mean we can get rid of the black shirts now?"



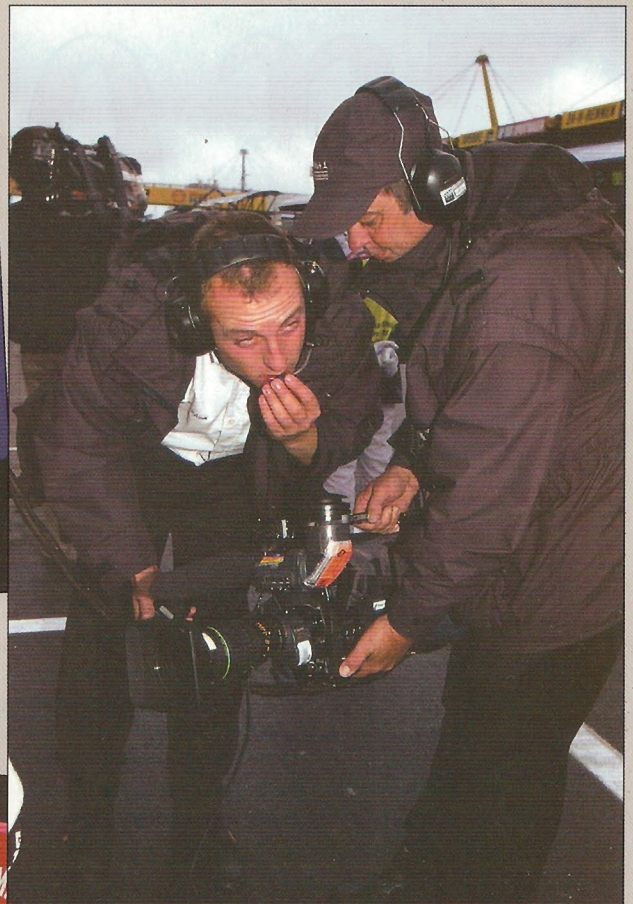
"I'm sorry Pedro, but you're not allowed in the paddock without a pass!"



"Well, that's Sauber out of the way. Now let's see who's next!"



"Make your minds up, lads. We've only got one seat available!"



"We've fitted the device, boss. Can you see it on the screen?"



"Well, Luca did say he was getting rid of all those responsible for the cock-up!"



"Shall I leave your bag here Mr Hill, in case you leave early?"



"Cor, it's just like being a brain surgeon!"

Eff One



I think we are going to re-name this magazine "F1 Boo hoos." (Well, it makes a change from *F1 Booze*. Ed.) Mika Hakkinen has definitely started a trend after bawling his eyes out in Monza and it is now alright for men, or at least Grand Prix drivers, to cry like pubescent ice-skating girlies do when they hit the deck mid-triple Salco. Even when the rain eventually eased off at the Nürburgring, there was a danger that cars would skid off on the tears of the overwrought drivers as they pirouetted into retirement. Not since Ali McGraw went belly up in the film "Love Story" have so many tears been shed by so many people old enough to vote, fight for their country, but evidently not drive very well. It gave a whole new pronunciation to tear-off visors.

What has happened to the more manly methods of expressing one's feelings, like swearing, hitting a marshal as he leads you to safety, or throwing your helmet to the crowd? If this goes on, drivers' overalls will have to be made, not from Nomex but Kleenex. Prof. Watkins will be accompanied to the scene of every accident by a nanny armed with a box of tissues, a comfort blanket and a cuddly pink bunny. The small hole in the chin piece on the drivers' helmets will have to be enlarged to enable some serious thumb sucking after crashes, or should that be crèches. At the European GP, the blubbing was not restricted to the drivers either. (I know. You should have heard Eff when the equivalent of a German *auf licence* charged him ten marks for a bottle of Coke to mix with our Voddie night-cap! Ed.) There were times when I wondered whether we were in Jerusalem rather than Nürburgring as the pit wall had apparently been transformed into the Wailing Wall. At least I now know why engineers use those see-through waterproof sheets over their clip boards.

Of course, there was plenty of scope for tears of laughter as well at the 'Ring, with the most professional teams proving they too could lay on a bit of slapstick comedy. Admittedly, McLaren's Ron Dennis is known as a stickler for cleanliness, but bringing Hakkinen in at the first sign of rain just so the car's bodywork didn't get all mucky is probably taking things too far. Meanwhile Ferrari lost interest in the race and decided to play Pass The Parcel with the right rear wheel. Sadly for Irvine, the wheel was in the hands of an Italian TV man when the music stopped. Meanwhile, Ross Brawn and Jean Todt stood on the pit wall watching the drama unfold while performing a great head-scratching, hands-on-hips Laurel and Hardy impersonation.

Meanwhile, somewhere on a Swiss sofa, twenty five million pounds worth of broken German leg was no doubt breathing a sigh of relief that Ferrari would not be winning any world titles without the name Schumacher etched on the cup. The incompetence factor was dialled into this race even earlier as Alex Zanardi was unable to work out where he should line up on the grid for the start, choosing to miss out one row, thus giving himself an even bigger gap to make up to the front runners.

The Italian driver has not had much to smile about this year, but he hasn't lost his sense of humour. On Friday at the Nürburgring he went up to Pedro Diniz with a strange request. Alex claimed that his wife Daniella wanted to be driven round the old Nürburgring circuit. "But she doesn't want to come with me as she is scared I will drive too fast," explained Alex. "So I thought I would find someone slower to take her round. Would you be interested Pedro?" Diniz took the joke like a man, while his Sauber team-mate Jean Alesi thought it was the funniest thing he had ever heard

and rushed around telling everyone in sight. I am sure he didn't cry about it, because he comes from an age when anyone claiming to be a "New Man" was simply known as a cissy, but BMW's Sporting Director Gerhard Berger was in great pain and had to be rushed to hospital on Friday morning. Staying at the Dorint Hotel in the grounds of the Nürburgring Circuit, the Austrian suffered a severe attack of kidney stones. It was serious enough for the emergency services to put the former racer on a drip. He was then taken to a nearby hospital for treatment. Asked for a comment about this medical matter, FIA doctor Prof. Sid Watkins is alleged to have said that it was caused by "too much sex and not enough whisky." Seems like kidney stones are something I won't have to worry about then. (Sometimes he takes the words right out of my mouth. Ed.)

Weak kidneys are evidently an Austrian weakness as Niki Lauda had some problems in that area a while back. Thankfully, he was baled out by his brother who donated one of his own. On hearing of Gerhard's plight, Niki rang his mobile and left the following message: "Hi Gerhard, this is Niki. I have three kidneys and I can sell you one at a good price." Perhaps because he came so close to death at the Nürburgring when his Ferrari burst into flames there in 1975, Niki has always adopted a down to earth approach to his injuries and appearance. Last year, he was showing some friends the spot where the accident happened, when he was recognised by a group of hikers. "What are you doing here Niki?" they cried. "Oh, you know, still looking for my ear," he replied.

After attending a West Promotional event in Cologne prior to the European GP, McLaren's Team Co-ordinator Jo Ramirez was dropped off late at night outside his hotel. Waving goodbye to the people in the car, he strode confidently up to

the front door and pushed. Nothing happened... he pushed again... still nothing. So he rang the doorbell but nobody was awake. He tried to climb up the side of the hotel to get in through a window but to no avail. Eventually he was forced to spend the night in a shed in the hotel grounds. To say he was cold all night would be an understatement! *(Oh, I see, coordinate - cold-all-night. If you got that pun in under three days, you probably qualify for MENSA. Either that or you write the world's worst poetry. Ed.)*

For obvious reasons there was no Mercedes party in the Nürburgring paddock. Merc boss Norbert Haug is famous for being the ultimate F1 party animal and every McLaren win is followed by a massive bash at the Merc motorhome. Always happy to congratulate his rivals and evidently keen to party despite the poor result, Haug ambled down to the Stewart team bus, clutching a Magnum of champagne. He was amazed to find that everyone had already left. With a shake of his head and a friendly expletive, the German engine boss generously left the Magnum next door at Ford before heading back to his own motorhome. It seems that while Stewart might have finally cracked the art of winning Grands Prix, they still have a lesson or two to learn when it comes to celebrating victory.

There was precious little partying going on in the paddock on Sunday night, but it was cold and dark and it was also the last race of the season for the TV. Some were packing up in better humour than others. A group of journalists, myself definitely not included, staged a vote to discover the best team motorhome in various categories, such as food, wine and atmosphere and then handed out prizes to the winners. Foolishly, the hacks were so keen to see their names in print that they were printed in bold at the foot of the winning certificates. This has guaranteed that they will, at best, be denied access next season by all the runners up and at worst, suffer every spurned chef's favourite form of revenge - the "spitter soup," which I am sure needs no explanation. *(Needless to say, Effy is bound to be invited everywhere, having just suggested that F1 chefs would behave so disgustingly. I know which side my bread's buttered! Ed.)*

The Malaysian GP people are making very big efforts to ensure that the international media has an easy time when we go there for the next Grand Prix. We have been given all sorts of information

about the country, the circuit and the language. In Nürburgring, we were given a list of useful phrases. By putting the words together, we could come up with some great sayings. For example, we could learn to say: Selamat Petang Tuan, berapa upacara masuk tandas. This means "Good evening dear sir, how much to have a ceremony in the toilet?" I thought that might come in handy in case George Michael or any members of the newly liberated British Armed Forces were planning to make the trip. The locals evidently think we F1 folk are not very bright when it comes to travelling as they even issued instructions about what to do when one gets off the plane. What is particularly odd about the instructions is that they appear to have been written by the Malaysian Poet Laureate:

Once you leave the airport train
Which has brought you from the plane
Follow signs to Baggage Reclaim.

But then air travel has never been easy. Shortly after taking off in his private jet to fly to the Nürburgring, Supertec supremo Flavio Briatore had a nasty shock as the aircraft suddenly banked right. It was a worrying moment, but the pilot regained control and made an emergency landing. "It was scary," said Briatore, "but then I realised it was not my time." Close inspection of one of the engines revealed that five feathered friends had flown into it. Typical Briatore; he's only just split up with supermodel girlfriend Naomi Campbell and he's already pulling the birds!

Back to Kuala Lumpur airport and a very stern warning on the immigration form, which carries the following message in red ink: "Death for drug traffickers under Malaysian law." Track marshals at the Nürburgring did not face the death penalty, but it was the first time I have heard of race officials being breathalysed before starting work. Apparently 300 volunteers were tested for high alcohol levels before being allowed to get on with their work. I gather none of them failed the test, but all those found with cameras about their person were sent home.

It's a far cry from the days when I used to marshal at Brands Hatch, where we would all be given a tot of rum first thing in the morning at the Boxing Day meeting. Believe me, I knew exactly which of my fellow flag wavers were teetotal. I certainly would not begrudge the Malaysian marshals a spot of Dutch courage before going to work. When the motor cycle grand prix visited the

Shar Alam circuit, not far from the Sepang track we will be using this year, there was one corner, where if a rider went through the straw bales into the undergrowth, none of the marshals was too keen to go and fish him out, as the undergrowth was full of snakes. When the press office was opened up for the first time after its winter lay-off, a huge python was found nestling in the rafters. I'm not quite sure what difference one more snake in the press office would make. *(It's lucky Eff's not a real journalist or he might offend his colleagues. The silly asp! Ed.)*

Mika Hakkinen, who has developed something of a reputation for crashing into wildlife at race tracks, with young seagulls and groundhogs orphaned by his passion for roadkill, will want to be on his guard in Malaysia. During this year's motor cycle Grand Prix at Sepang, a 125 cc rider had an interesting experience during practice. Too late to take any avoiding action, he spotted a piece of debris in the middle of the track and prepared himself for the impact. Imagine his surprise when the "debris" reared up and turned into a Cobra. The locals saw nothing strange in the incident, claiming it was just one of those fangs.

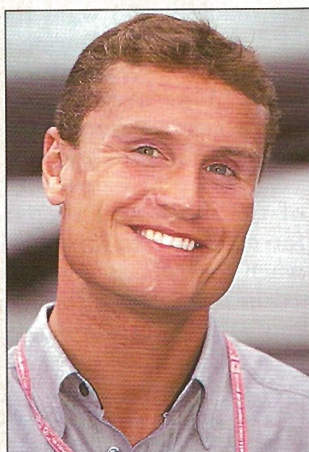
Snakes will not be the only worry for us when we travel to Malaysia. Only the other day I read a story about a group of Kuala Lumpur tailors who have been thrown in jail. They had been making counterfeit police uniforms and selling them to ruthless brigands who wore them at bogus roadblocks, where they would flag down unsuspecting tourists and rob them. This doesn't seem too bad to me because in third world countries like France and Italy, the real policemen do precisely the same thing. Road blocks are always a problem in countries where the military and the police wander around with guns. If you stop at a road block where you are only expected to slow down, then the police think you are dangerous criminals about to shoot them all, opening fire on you immediately. If you slow down at a road block where they wanted you to stop, then they shoot at you as you drive by. Personally, I will be approaching this Grand Prix with a growing sense of Malaise.

Eff One

Formula F1 Junior news



DAVID COULTHARD



Date of Birth: 27th March 1971

Star Sign: Aries

Place of Birth: Twynholm, Scotland

Residence: Twynholm and Monaco

Marital Status: Single

Current Team: West McLaren Mercedes

Car Number: 2

First GP: Spain 1994 for Williams Grand Prix

First GP Victory: Portugal 1995 for Williams Grand Prix

F1 World Championship Rankings: 8th 1994, 3rd 1995, 7th 1996, 3rd 1997, 3rd 1998.

Fan Club Address: Official David Coulthard Fan Club, PO Box 7604 Hungerford, Berks.RG17 0YD

There is a David Coulthard museum in Twynholm run by David's parents.

DID YOU KNOW

In 1993, Rubens Barrichello when asked during an interview who he tipped for future stardom, chose (Michael) Schumacher and Mika Hakkinen.

The 1979 Tyrrell 009 was based on the Lotus 79. In fact, it was rumoured that Tyrrell had obtained the plans of the Lotus 79 from a Japanese model car firm and used these to build the car.

QUOTE OF THE DAY

"The winner of the 1999 Drivers' Championship will be the one with the most points!"

Bernie Ecclestone to Martin Brundle on the grid at the 1999 European Grand Prix.

CLEVER COGS

J. T. Rushbrooke, Stafford: Mr Rushbrooke is missing video taped copies of the 1997 Australian and the 1994 San Marino Grands Prix from his collection. If anyone can help him with this problem, please write c/o Box No. 817Cogs.

Tadgh, Co. Mayo: Thank you for your fax about the Mika Hakkinen fan club. I am sorry that you and all the other Mika fans can no longer join this club, due to its closure. Here is the address of the Team McLaren club, as we know you are great fan of theirs too, Tadgh.Team McLaren, Admail 622, Woking, Surrey, GU21 1WH. Hotline: Mon-Fri 9am - 5pm 01274 771833

Caroline, Winterbourne: The latest information we have is that it costs £12. for the UK and £14 for Europe, to join the Johnny Herbert fan club. The address is: c/o Jane Herbert, The Nutshell, Swan Lane, Margaretting Tye, Essex. CM4 9JU. tel: 01277 841093, fax: 01276 90 802, and if you have the facilities, his web site is: www.johnnyherber.co.uk - E-mail: JHFanClub@aol.com

THAT WAS THE YEAR 1979

Jean-Pierre Jabouille won the French Grand Prix at Dijon, in the Renault RS10. This was the first turbocharged car in the history of F1 to win a race.

The lead of the Belgian Grand Prix changed a total of six times, but was finally won by Jody Scheckter in a Ferrari.

The '79 Monaco Grand Prix was the final race for James Hunt. After the finish, he left the Wolf team and retired from Formula One.

During practice for the Canadian Grand Prix, Niki Lauda announced that he was finished with racing.

Ferrari won the '79 Constructors title and their drivers were first and second. - Jody Scheckter being World Champion, with Gilles Villeneuve runner-up.

1979 saw the inauguration of la Federation Internationale du Sport Automobile (FISA), with Jean-Marie Balestre as president. Fisa replaced the CSI as the governing body for Formula One motorsport.

PEN PALS

KAY: 18 year old who loves Ralf and Eddie Irvine; also loves football, tennis and more. Would like to hear from like-minded Ralf fans and anyone around the same age. Box No. 81701

JEAN: 30 year old F1 fan who likes Hill, Villeneuve and Hakkinen, but dislikes M. Schumacher and Ferrari would like to hear from other fans of similar age and interests. Box No. 81702

SANDIE: 30 year old, crazy about Mika Hakkinen. Also likes Villeneuve, but dislikes Irvine, Schumacher and Coulthard. Would like to hear from anyone, anywhere, but especially Finland. Box No. 81703

CAROLINE: 18 year old Irvine and Herbert fan would like to hear from anyone of 18+ who loves Formula One too. Other hobbies include travel, cinema and music. Box No. 81704

GILLY: Obsessive 15 year old F1 fan who loves McLaren and has a soft spot for most teams. Likes all drivers apart from Michael Schumacher, Rubens and Eddie. Also likes rock music. Would like to hear from anyone anywhere. Box No. 81705

NICOLA: 23 huge McLaren fan, who also likes Ralf, Zonta and Irvine. Other interests include Music, keep-fit and films. Would like to hear from anyone, anywhere. Box No. 81706

To reply to your chosen pen pals, place each letter in a separate stamped envelope with the recipient's Box No. clearly marked in the top left hand corner of the envelop. Seal each envelope and place in another envelope addressed to:

**Pen Pals, 116-118 Liscombe,
Bracknell, Berks. RG12 7DE**

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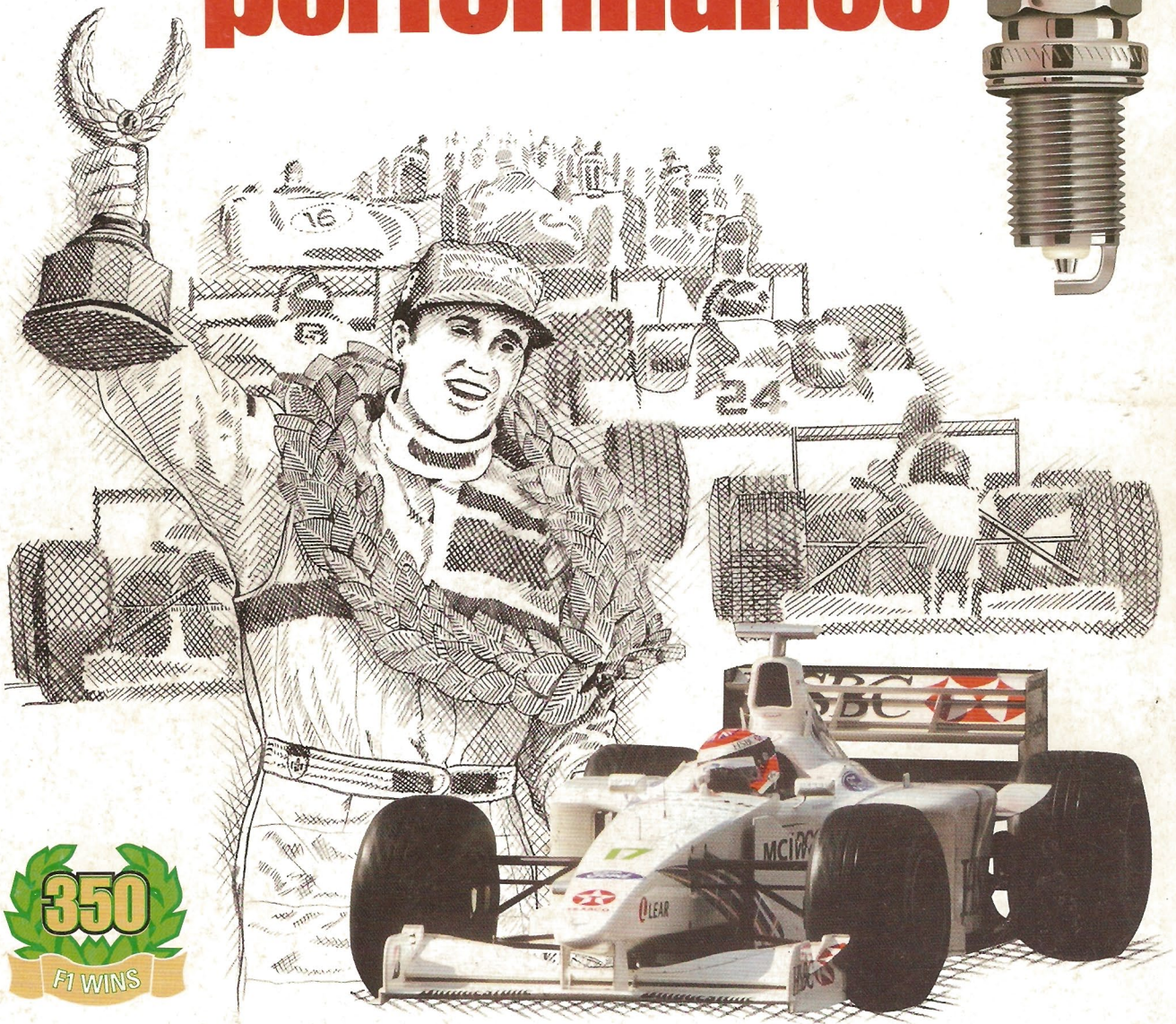
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