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# F1

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**INTERVIEW**  
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June 2003

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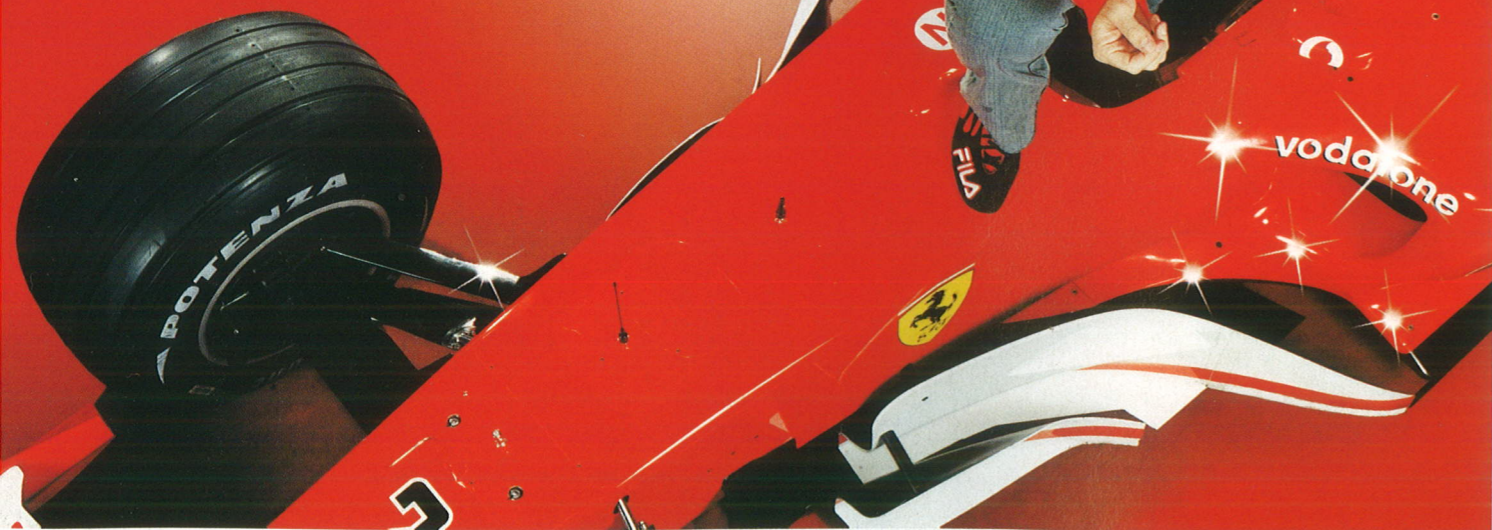
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**Rubens: 'Wanna see my new Ferrari?'**  
Barrichello loves his F2003-GA and couldn't wait to show it off to us. Here's the guided tour. Enjoy...



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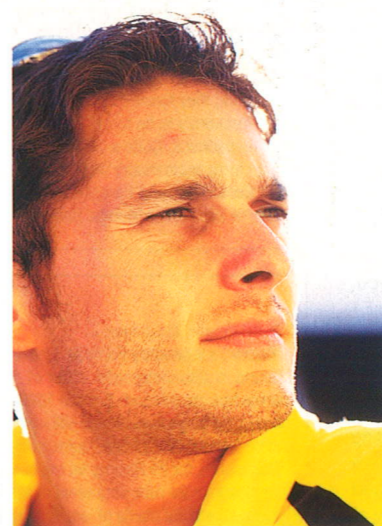


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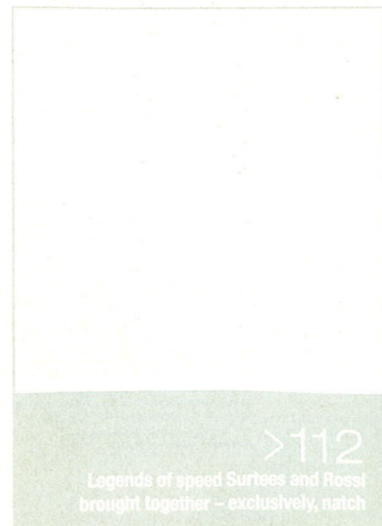
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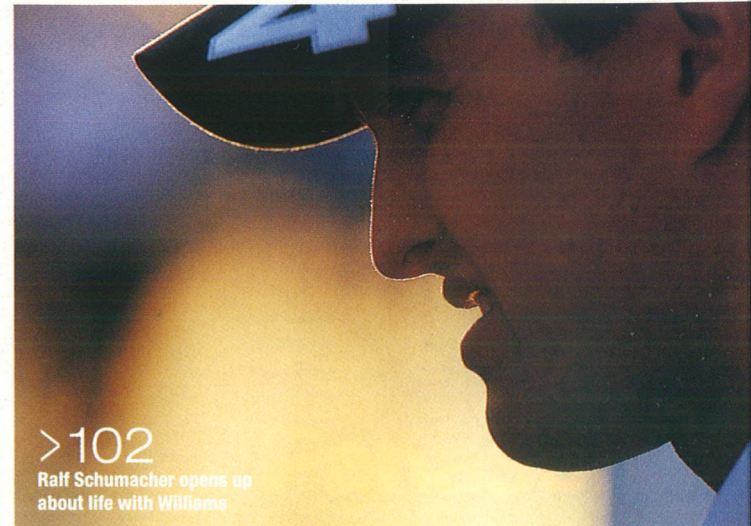
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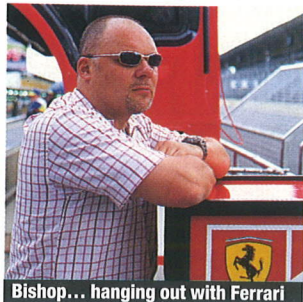


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Ralf Schumacher opens up about life with Williams



## Sideways to victory. Not!

The new Ferrari conquered all – with traction control, as all its wins will be



Bishop... hanging out with Ferrari

As expected, the new Ferrari won on its debut. We were not surprised – which is why we decided in advance to devote so much space to it this month. Over six pages (38 to 43) Rubens Barrichello, by some margin the more journalistically orientated of its two drivers, has written a fascinating article for us on the subject of what makes the F2003-GA so good. And if that is not enough for all you technophiles, we have analysed its most innovative design details, complete with super-revealing technical graphics, on pages 134 and 135. Unmissable!

Apart from the Ferrari, the Barcelona talking points were (1) traction control and (2) Antonio Pizzonia/Alex Wurz. And, at the risk of antagonising some of you, I should tell you that on both subjects *F1 Racing's* view is not the conventional one.

Cast your minds back to Imola 2001, the last grand prix to be contested by cars not equipped with traction control. Did we see Enrique Bernoldi powersliding his Arrows A22 through Piratella? Did we

see Luciano Burti hanging the back end of his Jaguar R2 out on the ragged edge through Rivazza? No, we did not. We saw much the same as we saw at Imola this year – magnificent cars being handled with mesmerising skill, their rear tyres never more than two or three per cent out of line. Like it or not, modern tyres are so efficient that they grip hardest when 'on rails'; slide them Gilles Villeneuve style... and you will be slow.

Imola '01 was also the last race at which our sport had to suffer the ignominy of having its stars routinely accused of cheating; modern electronics are so complex that this will always be the consequence of trying to police their banning.

And if all that were not conclusive enough, F1 cannot afford to ban traction control (having already required the teams to engineer their cars for it); even the skint-and-proud-of-it Paul Stoddart concedes that much.

Pizzonia? Undoubtedly, Jaguar have mishandled him. But, now that the damage has been done, they should pay Ron Dennis his \$2 million transfer fee and poach the excellent Wurz (retaining the wretched Antonio as a test driver).

**Matt Bishop** editor in chief

## contributors

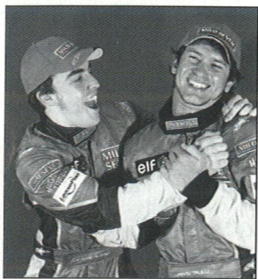
### > Rubens Barrichello

Rubinho's enthusiasm and love of life are boundless. So when he realised just how impressive his new Ferrari was, he was bursting with excitement and almost begging to tell us – and you – all about it. We could hardly say no, could we? So here, exclusively, you can read in his own words the story of the F2003-GA. See page 38



### > Fernando Alonso/Jarno Trulli

When were team-mates ever so lively a double-act as these two? Thrust together for work, they formed a strong bond and are frequently to be found joshing together in the paddock. Quite a contrast to the grim intra-team rivalry we're used to in F1. Here, Jarno and Fernando tell us why they're such great friends. See page 78



### > Andrew Benson

'Benny', a legendary Formula 1 news hound, is also motorsport editor of [www.bbc.co.uk/sport](http://www.bbc.co.uk/sport). Back in 1996 he broke the news that Damon Hill was about to be sacked by Williams. Quite a coup. This month, for *F1 Racing*, he explains the implications for race engineers of the new rules – there are plenty of 'em! See page 90



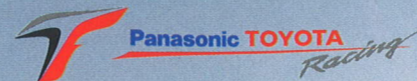
### > Andy Earl

Only photographs the very greatest, does Mr Earl. Good job that's what we could offer him. Look at the cover of this very mag – that's one of his. Think you'll agree he produces some serious art. Then we got him to snap F1 veteran John Surtees with motorbiking legend Valentino Rossi. See pages 38-48 and 112-116



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**Out on his own...**

... in just about every way possible. The sublimely gifted Fernando Alonso gets in some early morning track time. Circuit sweeper? Don't think so...

**Circuit:** Imola, San Marino

**Time/date:** 8.46am, Friday April 18

**Photographer:** Darren Heath, Canon EOS 1V, 600mm lens, Fuji Velvia film, 1/500 at F7.1





**Flying fins**

Well, gills, actually – as deftly sculpted into the magnificent new Ferrari F2003-GA's right-hand radiator cover, from the inside. No wonder it flew

**Circuit:** Barcelona, Spain

**Time/date:** 2.05pm, Saturday May 3

**Photographer:** Darren Heath, Canon EOS 1V, 600mm lens, Fuji Velvia film, 1/200 at F4



**Flower power**

Cristiano da Matta kicks up the dirt at Variante Alta in final qualifying for the San Marino GP. It's a bold effort, but still only good enough for P13

**Circuit:** Imola, San Marino

**Time/date:** 2.11pm, Saturday April 19

**Photographer:** Darren Heath, Canon EOS 1V, 200mm lens, Fuji Velvia film, 1/500 at F7.1

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#### Phase three – live challenge

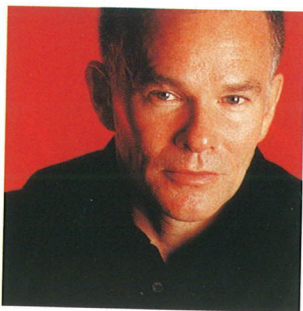
This is the big one. All finalists will enjoy a fantastic day behind the wheel of a Peugeot 206 GTi 180, but only one driver will win the car. A range of judged driving activities, including a final shootout, will decide the Peugeot 206 GTi 180 Performance Driving Challenge. Will you hold your nerve? Find out by entering today.

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## Peter Windsor

Before the Spanish GP the drivers played pro-am tennis. They looked as different on court as they do on track

What I love about Chris Styring's pre-Spanish Grand Prix tennis-F1 pro-am is that it gives you a chance to see the drivers up close and serious. It's the tennis pros, of course, who take it easy – the Albert Costas who dolly up the lobs that anyone can hit if they have a mind to do so. On the other side of the net, by contrast, are drivers *who do not want to fail*. And so you see them in their natural state, about as they would drive a racing car if there were but three minutes to go and the pole was in the offing (ah, the good days!).

A charity tennis match gives JPM a chance to strut his stuff – in 'style'. He's a little more polished in his Williams-BMW FW25, though...

Juan Pablo Montoya, for example, is all suppleness and projecting tongue as he whips topspin forehands cross-court. Does he drive with his tongue out – as Jim Clark did on occasions? The answer is probably yes – although Juan would be unaware of it. He is, too, a sweat-ball, as you'd expect him to be alongside someone thin and bony – like, say, Heinz-Harald Frenzen. Juan wears long shorts and a Montoya T-shirt; his tennis shoes are large, clean and appropriate. He shows uncanny skill despite himself – as he does, indeed, in the Williams-BMW FW25.

Mark Webber, Juan's opponent in the final, is cool and laconic in Rip Curl board shorts and trainers that appear to be built for running rather than for tennis; even so, he is right where he needs to be, sprinting and bobbing, sprinting and bobbing, returning smashes and punching volleys. There is no sweat on Mark; he plays as if it's a Sunday afternoon cakewalk. He laughs a lot – as you suspect he does in the race car. And nothing fazes him – again as you'd expect of this new Australian star. In the end, Webber-Sanchez

go down to Montoya-Sanchez-Vicario in a hair's breadth tie-break.

Antonio Pizzonia, by contrast, needs to impress in these difficult times. He therefore wears a sleeveless Carlos Moya-style T-shirt to the tennis, the better to show off his biceps. Antonio is frantic and energised in his movements – as he is, of course, in the Jaguar: no-one has wrenched the wheel more violently than Pizzonia since the day Keke Rosberg drove his last race for McLaren. The opposite is true of Nick Heidfeld: quiet and studious, he dons the correct Puma outfit for the match and keeps his mouth shut. He is ungainly but effective on the clay: there is an underlying technical soundness to his game that suggests he will continue to improve, year by year – as he has, of course, as a driver.

And then there's Giancarlo Fisichella, who perhaps looks a bit wan next to Spain's tennis heroes but is all dazzling reflexes and two-handed backhands nonetheless. Face framed in concentration, he middles his shots and goes for winners. He is deceptively – genuinely – good, but for the most part he stays in the background, letting others take the glory; it is also thus in his F1 life.

Heinz-Harald is nervous about the day, about his ability to be competitive, but in the end his fears are groundless. With his great hand-eye co-ordination, and with his aggression, he carries it off without problem: and this, too, is how he drives the Sauber-Petronas. Perhaps the build-up is a little shaky; the result, usually, is what it should be.

They raised money, all these guys, for Northampton Hospital – for the service that worked on Michael Schumacher after his accident at Silverstone in 1999. Michael was going to play but withdrew after his mother passed away (too many questions from the press, too much intrusion); and DC was keen but in the end had to acquiesce to McLaren's corporate correctness – which, in itself, also told its story. McLaren International didn't get where they are today by allowing their drivers to play in charity tennis tournaments that also feature other drivers and other teams! In terms of public and commercial image, they reminded us, there is still McLaren and then the rest.

And I suppose that is why – later that day in Barcelona – Patrick Head wore a checked sports jacket for the official interviews he was obliged to give to the world's major TV networks. His McLaren counterpart, Adrian Newey, you can be sure, would have worn full team regalia for the benefit of the sponsors and for... team neatness.

No judgement intended here: it is just the world of F1, showing its differences. The common factor, in this post-Irvine era, is that the bulk of the guys who make up this world are polite and co-operative people. ①

MARK THOMPSON/GETTY IMAGES

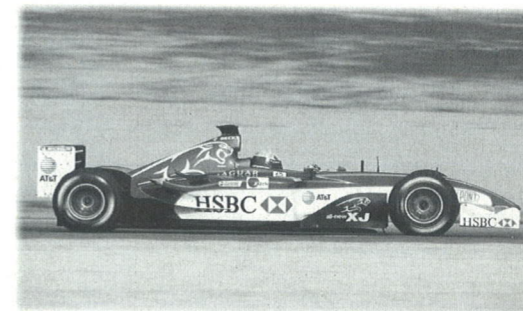
**'Juan Pablo Montoya is all suppleness and projecting tongue as he whips topspin forehands cross-court. Does he drive with his tongue out? Probably...'**



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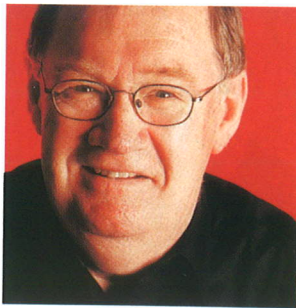
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## Alan Henry

Despite Webber's super form, Jaguar have concentrated their PR efforts on highlighting Pizzonia's deficiencies

In an ideal world we would all be cheering for Jaguar Racing in Formula 1. There is a terrific brand; their latest R4 a serious piece of kit (albeit still a touch too unreliable); Mark Webber is riding the crest of the wave of self-confidence, driving superbly and attracting huge respect in the process. Yet, despite all this, the BRG boys' unparalleled ability to score own goals has been put on public parade yet again over the issue

**(Below) One thing Jaguar's new bosses are very good at is counting the pennies. They even asked JYS to fly commercial!**

of whether or not Antonio Pizzonia should continue to drive for them.

A turbulent two weeks for 'Jungle Boy' ended on Sunday when it was all but confirmed that Jaguar would not, after all, be stumping up the \$2 million transfer fee to acquire the services of McLaren's test driver Alex Wurz. A balanced view had prevailed (in my opinion) and they had decided to stick with the gifted youngster whom Niki Lauda had perceptively signed last year just before Niki himself was booted out of Jaguar's infamous revolving door by their brave new managerial regime.

Not that Wurz would have been a bad choice. There is none better than McLaren when it comes to the business of coaxing the best out of a driver and isolating him from the pressures of the moment – that is how they revitalised Olivier Panis's flagging career. They have now done the same for Wurz, and have just embarked on an identical process with Jaguar reject Pedro de la Rosa.

"You know, I've learned

more at McLaren in the few weeks I've been there than I did in all the time I was at Jaguar," said a visibly chipper de la Rosa in the Barcelona paddock. Sadly, given the events of the past few weeks, I cannot pretend to be surprised.

But, getting back to Pizzonia, I have been a fan ever since he shared a BMW sportscar with Nelson Piquet in a Brazilian national race at Fortaleza, just before he started on his very successful British Formula 3 campaign (in 2000). Moreover, I would claim to be in good company. Take the opinion of Williams' technical director Patrick Head, for example – someone who knows more about the F1 business than I do... and considerably more about the F1 business than anyone at Jaguar Racing does.

"All I know is that he [Pizzonia] did nearly 9,000 miles of testing with us [Pizzonia was a Williams test driver in '02], and he was instantly fast when he got in the car the first time," said Patrick in Barcelona. "Two or three laps and he was down to competitive times. He was immensely consistent – and, generally, I would have to say that, in tests, he was always as quick and sometimes even quicker than the two drivers we were racing at the time [Ralf Schumacher and Juan Pablo Montoya]. It's still very early in the season, and I certainly expect him to pull through this one. He really should have a good career in F1 – and I think he deserves it."

One thing Jaguar Racing *do* seem to be handling with zealous proficiency is the issue of keeping costs under control – so spurning the opportunity to hire Wurz for a couple of million dollars (and continuing with Pizzonia on a stipend of just \$300,000) is very much in keeping with their 'good housekeeping' principles.

In that connection, I was amused to hear that Jaguar Racing's chief operations officer Sir John Allison had asked fellow Jag bigwig Sir Jackie Stewart to consider foregoing the convenience of a chartered private jet in which to attend European grands prix in favour of the 'comforts' of easyJet. I must congratulate Allison on his keen sense of humour – although, in truth, I suppose he might be forgiven for thinking that a Scot as canny as wee Jackie just might have been receptive to the notion of saving a few bob.

It costs about \$19,000 to charter a Citation eight-seater jet for the London-to-Barcelona round trip. A quick visit to the easyJet website reveals that, booking well ahead, an identical sum would buy you half the 190 seats on one of their 737s for the same journey.

However, I understand that Jackie was, to say the least, underwhelmed by the suggestion. And politely declined. As a colleague remarked, "You'd be more likely to see Ron Dennis on the top of a number nine bus." Assuming, of course, that Ron knows what a bus is. **1**

**'I was amused to hear that Jaguar Racing's chief operations officer Sir John Allison had asked fellow Jag bigwig Sir Jackie Stewart to forego the convenience of a chartered private jet in favour of the "comforts" of easyJet'**



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THROTTLING BACK

## Traction control *in* as F1 gets grip on costs

When all 10 teams told Max Mosley that a traction control ban was a no-no, he listened. Took a pound of flesh, though...

On May 2, five weeks to the day after the FIA first shocked the Formula 1 world by announcing their intention to delay the banning of traction control from this year's British Grand Prix to next year's Australian, they sent the sport's nostalgia merchants into an even bigger spin (no pun intended) by revealing that they had since decided not to ban traction control *at all*.

In the past few months FIA president Max Mosley has often made clear his implacably 'anti' attitude to traction control – so why the volte-face? Because at a London meeting between Mosley and the F1 team principals, on April 29, all 10 bosses opposed a ban.

First, the teams claim that a ban would be prohibitively expensive – they have engineered their cars to run with traction control and would have to re-engineer them comprehensively to run without it. Mosley has told *F1 Racing* he thinks the teams were unnecessarily trenchant on this point, but he was unwilling to be the lone voice against their unanimous opposition. We are told he finally gave in when it became clear that even Minardi's Paul Stoddart, who Mosley had assumed would support any move to make the cars less complex, declared his opposition to a ban on traction control on the grounds that it would cost him a fortune to adapt his cars to run without it.

Second, the teams do not accept Mosley's view that traction control is damaging to F1's spectacle. The days of the 'lurid' powerslide in F1 are long gone, they say, and its departure has nothing to do with traction control. Today's ultra-efficient, super-sticky tyres work best when running 'on rails' and less well when running 'out of line' (or, in the vernacular used by self-anointed 'purists' such as Max, *sideways*).

Third, the teams regard it as nonsense to say, as some 'purists' do, that any monkey could drive an F1 car equipped with traction control. BMW-Williams' chief operations engineer Sam Michael told *F1 Racing* that the common perception that a driver merely has to nail the throttle once he gets to each corner's apex was "totally wrong". So damaging would be the tyre degradation wrought by such a technique, he explained, that "the drivers have to feed in the power with every bit as much delicacy now as they ever have". When *F1 Racing* asked David Coulthard to confirm or deny, he said: "Oh yes, you still have to feed in the power. It's not a question of just stamping on the throttle."

Of even more significance is that Juan Pablo Montoya, F1's most touchy-feely driver – a man who the purists had hoped might be furiously pro-ban – is very much not so. "This is really good news," he said. "Anyway, you can still go sideways with traction control. The limit to how sideways you can go is tyres, not electronics."

Traction control only comes into play when the driver has unleashed more power than the rear tyres can cope with – ie on the exits of corners. But this is not the hardest part of an F1 driver's job: that bit is the entry to corners, the knife-edge pre-apex balancing of steering and brakes. The late Mark Donohue, American F1 ace of the '70s, put it best: "Exiting a corner is like walking a tightrope; entering it is like jumping onto a tightrope blindfold."

Fourth, whatever the FIA claim, the teams were not convinced that a ban on traction control could be policed any better than it was last time around – ie pre-Barcelona '01. (Some of Michael Schumacher's world championships will be for ever marred by mutterings about a less than scrupulous attention to electronic probity on the part of his teams, for example.)

Fifth, to be fair to the FIA, they have exacted a quid pro quo (or three). They have banned launch control and fully automatic gearboxes from '04 onwards, which decision will be popular with everyone and has no downsides. More challenging is their insistence that, also from '04, the independent teams (Sauber, Jordan and Minardi) must be supplied with engines "at a fully affordable cost relative to the current business climate". Mercedes-Benz have reacted to this stipulation with guarded enthusiasm (see *Pitpass*, page 25); BMW and Ferrari with consternation; Toyota, Honda and Ford (ie Cosworth) not at all (yet).

Over time they will probably come round; the 'purists' almost certainly never will.

**'THE LIMIT TO GOING SIDWAYS IS THE TYRES, NOT THE ELECTRONICS'**  
JUAN PABLO MONTOYA

### > Big air: engine covers to grow



The JS5 'teapot' Ligier (above) of 1976 marked a high point in airbox dimensions – great for sponsor Gitanes. Back to the future and – as of '04, following the trend for ever-slicker (ie smaller) airboxes – all engine covers will be enlarged, solely to

allow sponsors better exposure. By the same token, rear wing endplates will be extended 100mm backwards, while two planes will be the max for rear wings. It's the first time that sponsors' interests have been placed ahead of designers' in F1.

## On the inside

Our man TC on Formula 1's lesser-known Little Big Man



Everyone in the Toyota 'home' was on edge. Team boss Ove Andersson was drumming his fingers on a metal table, while drivers Olivier Panis and Cristiano da Matta were nervously running sweaty palms through their hair like first grade pupils waiting for an audience with the headmaster – which, in effect, they were.

And then he appeared, suddenly, amid a mêlée of Japanese minders – Mr Toyoda, honorary chairman of the Toyota Motor Company. *Le Grand Fromage*. Barcelona was Toyoda-san's first appearance at a grand prix in 2003, and he ventured from the Paddock Club on Sunday morning to meet and greet the troops. Myriad exaggerated bows ensued (in Japan, the deeper the bow, the more noble is the bowee) while an interpreter passed on platitudes from one and all. Within a few minutes, however, conversation had dried up and Little Big Man moved to a table where a huddle of Japanese journalists were awaiting an audience. I thought of joining them, but it soon became clear that language and logistics would prove insurmountable barriers.

Ten minutes later LBM was off, on his way to the grey bus at the other end of the paddock. Here he would meet F1's other Little Big Man, Bernie Ecclestone, giving the team a few moments to relax as the LBMs spoke. For Ove, Olivier, Cristiano et al, this brief meeting would be almost more important than any on-track exploits, because the future of Toyota's F1 adventure lies with Shoichiro Toyoda.

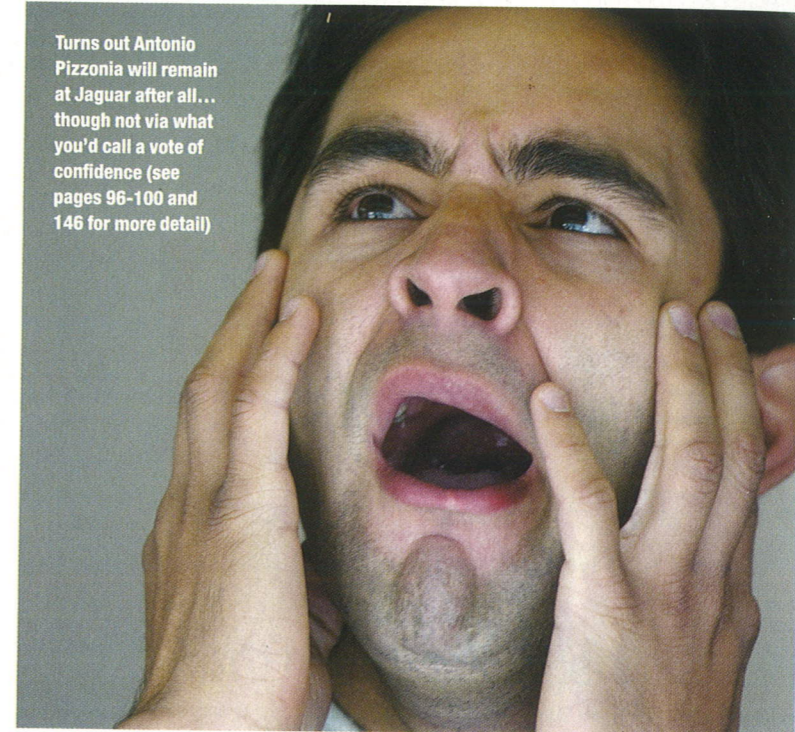
Doubt not his ambition: as the entourage toured the paddock they stopped briefly outside Honda's motorhome – for a look-see as much as to trumpet LBM's presence.

The message was oh-so-clear: *we'll stop at nothing to beat you*. Cost-saving era or no, F1's Japanese superpowers are at war. Big time.

TOM CLARKSON

STEVE ETHERINGTON/LAT; STEVEN TEE/LAT; SCHLEGEL/MALCH PHOTOGRAPHY; BRYN LEWIS/GETTY IMAGES; MARK THOMPSON/GETTY IMAGES

Turns out Antonio Pizzonia will remain at Jaguar after all... though not via what you'd call a vote of confidence (see pages 96-100 and 146 for more detail)



### 'WURZONIA-GATE'

## "What?! You say I'm staying?!"

So, after two weeks of rumour and counter-rumour, it is now clear that Alex Wurz will not, after all, be joining Jaguar Racing.

At Imola, Jaguar principal Tony Purnell approached Ron Dennis, his mission being to broach the subject of the McLaren test driver's moving to Jaguar in place of the struggling Antonio Pizzonia. We understand that Dennis didn't say no – but when, in *The Guardian* newspaper, on the following Thursday, *F1 Racing's* editor at large Alan Henry wrote a story suggesting that Ron might be about to say yes, it became clear that this, too, was not the case.

Over the Barcelona weekend the deal broke down. Understandably reluctant to lose the input of a test driver as proficient as Wurz at such a crucial time in the McLaren MP4-18A's development, Dennis insisted Jaguar could have Alex only if they agreed to pay a \$2 million transfer fee. For Jaguar Racing, despite the fact that they are owned by one of the world's largest corporations (the Ford Motor Company), this sum was big enough to scupper the agreement.

Wurz, Formula 1's most senior tester, is paid \$3 million a year by McLaren; Jaguar pay Pizzonia precisely one tenth of that. Clearly, Alex was aware that he would have to take a sizeable pay cut to go to Jaguar – indeed, we understand that, having already earned around \$1 million at McLaren since January 1, he was prepared to work the rest of the season at Jaguar for 'only' \$750,000. Even that comparatively measly stipend would have represented an extra \$550,000 over and above the \$200,000 Pizzonia was due to earn between now and December 31. Most rival team principals consulted by *F1 Racing* are of the view that Purnell should

have persuaded the Jaguar Racing board to dig deep and find the necessary \$2.55 million to secure Wurz's services; this, however, Purnell was unwilling to do. Bluntly, Jaguar Racing have not got \$2.55 million knocking around – and, stung by criticisms of past profligacy, are unwilling to rewrite their budgets to make such a sum available.

But, despite the delicacy of their PR situation, perhaps they should think again. Wurz is intelligent, experienced and very quick. He is also good enough to give Jaguar's emerging star Mark Webber the spur to produce even more. Webber-Wurz would have been an exciting pairing – and, without wishing to 'diss' Pizzonia at a time when he needs all the support he can get, Jaguar will be the worse off for not having made it happen. Moreover, the miserable Antonio now knows that his paymasters do not really want him (despite inevitable after-the-event protestations to the contrary) – hardly a situation conducive to remotivating a driver who looked close to despair on the few occasions he emerged from the Jaguar motorhome over the Spanish GP weekend.

Wurz, too, is bitterly disappointed – for, much as he enjoys his McLaren work, he remains a racer at heart. What he must now do is throw himself into the task of making MP4-18A a Ferrari-beater. If he succeeds, the qualities that Jaguar identified in him, combined with a few more months' McLaren know-how, will make him a very attractive proposition for midfield teams finalising their '04 line-ups. Sauber, for instance, would benefit enormously from Wurz's technical input; besides, he is every bit as quick as, and perhaps even quicker than, Nick Heidfeld and Heinz-Harald Frentzen.

### Splash 'n' dash

#### ▽ Firman to lose out to Paffett?

Ralph Firman's Jordan seat *should* be relatively safe... because sponsor Benson & Hedges insist that at least one driver be British. But rumours were circulating in Spain that the team are having secret talks with Gary Paffett (below), who has tested for McLaren (and is a true-blue Brit). EJ said the stories were "not true", but we advise you to watch this space



#### ▽ Amended Brazil result

Almost a week after the Brazilian Grand Prix, Giancarlo Fisichella (below) was awarded the win. Revised results:

- 1 Giancarlo Fisichella
- 2 Kimi Raikkonen
- 3 Fernando Alonso
- 4 David Coulthard
- 5 H-H Frentzen
- 6 Jacques Villeneuve
- 7 Ralf Schumacher
- 8 Jarno Trulli



#### ▽ Reducing costs and workload

Jordan's Gary Anderson has devised a cost-saving plan: no testing between races; two test sessions on Fridays; practice and first qualifying on Saturdays; final qualifying and the race on Sundays (and more time for mechanics to eat ice cream, right?!)



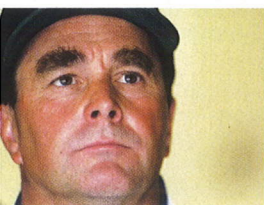
Splash 'n' dash

▼ **A little less complication**  
Bernard Dudot, Renault F1 deputy managing director, has admitted that their wide-angled RS23 engine is overly intricate. He said: "Sometimes your thinking doesn't need to be this complicated. Maybe we've gone too far in that direction. We're simplifying several processes and designs"



▼ **Mansell mobbed**

A bunch of young men stumbled into Nigel Mansell's garden at his Jersey home last month. They later told police they had been cut off by the tide and were trying to get home. The men "broke through" fencing only to find themselves confronted by the 1992 world champion himself. Five men were arrested after the incident



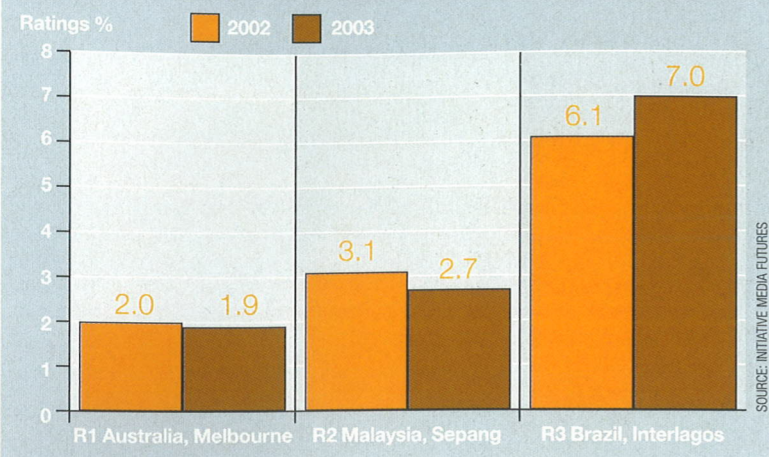
▼ **New Honda boss is F1 lover**

The appointment of Takeo Fukui as president of the Honda Motor Company is great news for their Formula 1 efforts: he's a racing man. At Imola he told B.A.R.-Honda that he had to leave "urgently" for Japan, but didn't say why. The next day he was at a press conference in Tokyo, where he was announced as president



HOW FANS ARE TUNING IN

Our graph shows that after a sluggish start, TV audiences have picked up strongly. Analysts believe the encouraging figures signal a long-term upturn in F1 TV audience ratings



EXCLUSIVE: VIEWERS BACK F1

Race fans: don't touch that dial!

After a winter of discontent, Formula 1 appears to be heading for a season of mist and mellow fruitfulness. Anecdotal evidence from the first three races of 2003, suggesting that 'the show' had been improved dramatically by changes to the rule book, has been borne out by encouraging statistics on viewing figures.

The widely reported 'slump' in television audiences in '02 was far less severe than feared, while '03 viewing to date is showing signs of increase, according to figures from Initiative Media Futures, an international media research agency who collected F1 audience data from 38 countries.

In the UK, for example, throughout '02, audience ratings for the year fell by just 0.4 points (an audience rating being the percentage of the total possible audience a broadcast can reach). The worst '02 drop (in France) was 0.7 points, but in Brazil the

audience rating *increased* by 0.7 points.

So far this year, the first two races of the season showed a marginal decline, but by Brazil there was a dramatic 0.9-point rating gain. (Brazil was arguably the first race where the realisation took hold that F1's rules shake-up had had an effect.) There's further good news in figures which show a 12-point audience rating for the live broadcast from Brazil across European countries monitored.

Initiative Media Futures, who provide audience analysis for corporations such as Tesco, Unilever, Reebok and General Motors, undertook the study in order to analyse the global appeal of F1 in the wake of a season in which the sport endured something of a mass media drubbing.

"It's clear that year on year only football can pull in a global audience comparable to that enjoyed by F1," a spokesman said.



YOU READ IT HERE FIRST  
F1 kicks fag money habit

As exclusively predicted in *F1 Racing* last December, Williams have signed a deal with one of the world's leading pharmaceutical firms that could revolutionise Formula 1 sponsorship.

For the remainder of '03, Williams will run prominent branding from NIQuitinCQ. The product, made by GlaxoSmithKline, is designed to help smokers quit; the irony of an F1 team being financed in part by anti-smoking products is not lost on observers. F1 has, after all, been heavily bankrolled by tobacco cash since the late 1960s.

Williams' deal, estimated to be worth around \$8 million annually, is for three years, with options to, ahem, quit on both sides at the end of the first year.

Jim Wright, Williams marketing chief, said: "GSK are good for F1. This is good for us and good for the sport."

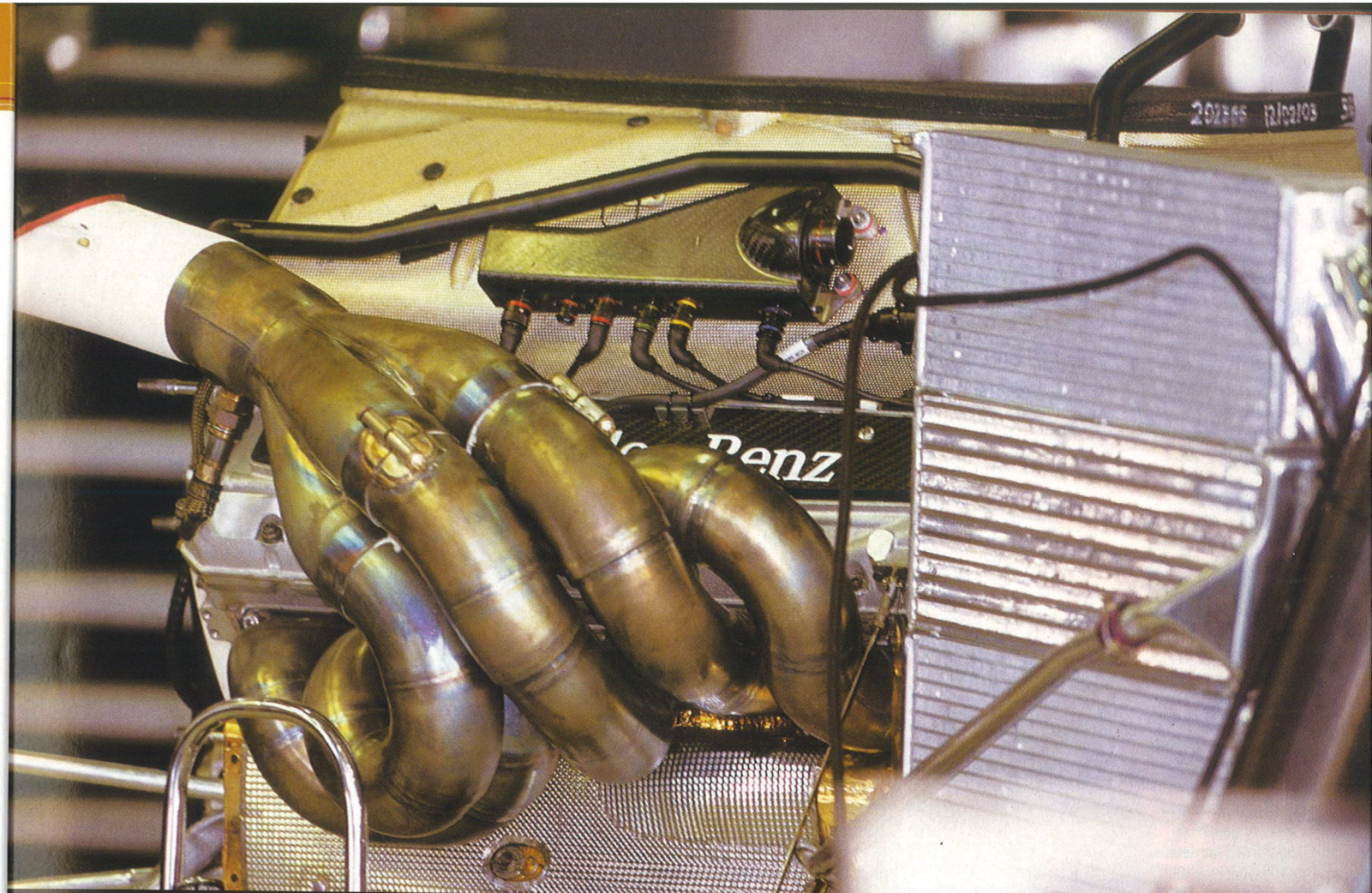


BAHRAIN GP PROGRESS

Sand sans San Marino?

The first Bahrain Grand Prix could take place as early as April 2004 – six months earlier than first estimated. It had been tipped for an October '04 slot, but representatives of Bahrain's General Organisation for Youth & Sports, which is helping to stage the GP, said meetings had been held with the FIA to discuss bringing the race forward to avoid a clash with Arab holy festival Ramadan. Perhaps by coincidence, the San Marino GP, one of the current Formula 1 races most under threat of losing its calendar slot, has traditionally enjoyed an April date.

LORENZO BELLANCA/AT; MICHAEL COOPER/AT; LAT ARCHIVE; BERNARD ASSET; ALEX LIVES/GETTY IMAGES; IAN BENNETT



POWER PLAY

Roll up, roll up, get your cheap Mercs here

So Mercedes are offering cut-price engines for a mere \$11 million in 2004. Sounds almost too good to be true for teams like Jordan and Sauber, who have to find around \$20 million a season for their motors. Can it be altruism? *F1 Racing* investigates

Jordan and Sauber are in talks with Mercedes-Benz about a supply of customer engines for 2004, *F1 Racing* can exclusively reveal.

Their interest in the Ilmorbuilt V10s is driven by their bargain (by Formula 1 standards) \$11 million price tag which, at the time of writing, is significantly cheaper than any other customer engine.

Both teams were cryptic when asked if they had approached Mercedes – but neither denied it.

"We talk to everyone in the course of doing business," said Eddie Jordan, "but we've made no formal approach to Mercedes-Benz." Translation: they *have* made an informal approach.

Peter Sauber, whose Mercedes ties go back almost 20 years, said: "I've exchanged thoughts with [McLaren-Mercedes boss] Ron Dennis on different topics, one of them being subsidised engines in general, and for Sauber in particular." Translation: his links with Mercedes are strong, so he wants Ron to green-light Merc engines for Sauber.

Mercedes Motorsport boss Norbert Haug, meanwhile, said the price of a year's engine supply had not been finalised, but confirmed the offer is genuine – and that he had spoken "informally" to Jordan and Sauber about '04. "The cost could be \$11 million or \$12 million," he said. "These are difficult times for F1 financially and we've made this offer for the good of the sport."



Cut-price Mercedes engines (top) would be a godsend for Sauber and Jordan (above)

Laudable stuff, but a cynic might question these apparently noble motives. Mercedes, in common with F1's other engine suppliers, are wary of the FIA's desire to make engines last an entire race weekend from '04 (and even longer thereafter).

The FIA maintain long-life engines will save money. The engine makers, however, believe they will, in fact, be extremely costly to make reliable. Better, say Mercedes, to offer cheap engines in an attempt to keep the FIA's cost-saving faction quiet.

By way of tacit acknowledgement of the politics surrounding the issue, the FIA issued this statement over the Spanish GP weekend: "If fully affordable engines were indeed available to all teams from '04 onwards, the proposals for multi-race engines in '05 and '06 would

be withdrawn. Translation: the FIA are going to play hardball over one engine per weekend for '04, but if the engine manufacturers show willing over making cheaper engines available next year, they will not be forced to make one engine last six races, as has been mooted.

As things stand, Mercedes' offer is very attractive. Jordan pay \$18 million for their Ford-logoed Cosworth CR-4s; Sauber pay \$24 million for their Petronas-branded '02 Ferraris and both fear increased engine bills next year. Why? Because with one-engine-per-weekend agreed for '04 (as it was, at Barcelona) year-old engines will not be credible, as they are now – '03 engines will not be able to last a weekend unless they are dramatically detuned. And with Ferrari expected to charge \$30 million for a year's supply of '04-spec motors, cheaper options are most welcome...

Sauber are fortunate to have major sponsor Petronas footing their engine bill, so their need to save cash is less pressing than is Jordan's, who have to fork out from the team's annual budget. No-one, therefore, should be surprised if EJ jumps at the chance to (almost) halve this particularly hefty bill.

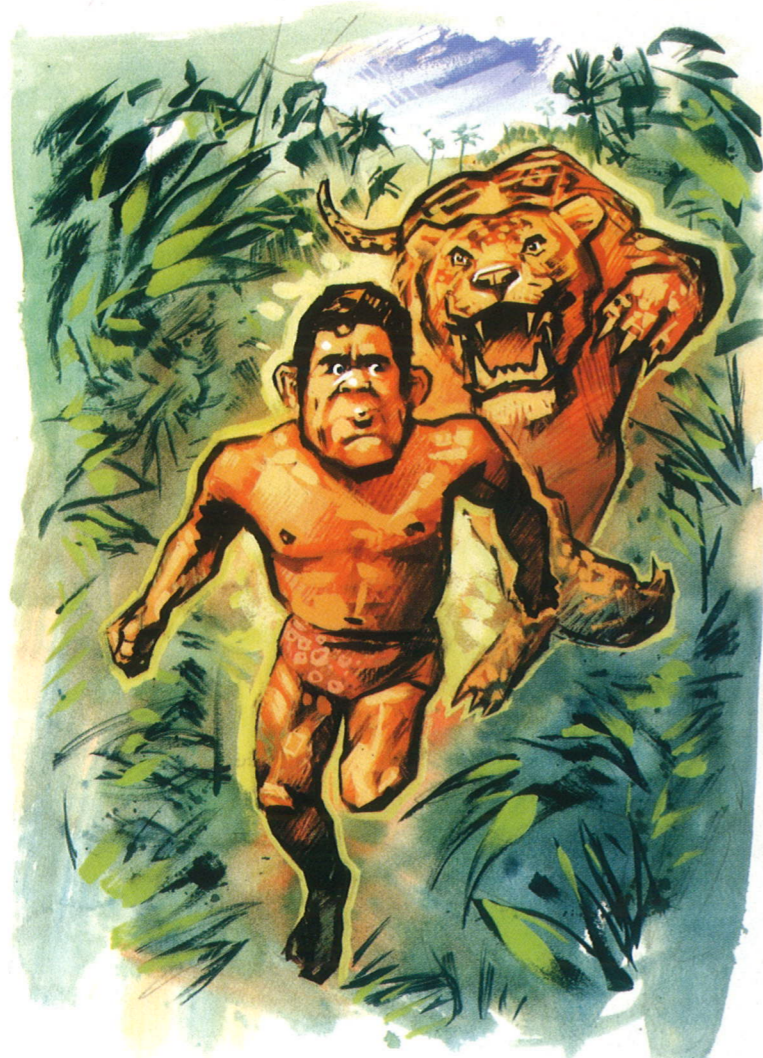
**F1**  
RACING

Experience

▽ Grab a taste of Monaco

Nip down to London's Café Grand Prix on June 1 to enjoy the Monaco GP with a champagne reception in the Rascasse restaurant, buffet lunch, free drinks and expert analysis from motorsport legend Derek Bell MBE (among others).

This amazing day costs just £65 each. To book, call Café Grand Prix on 020 7629 0808 quoting 'Monaco Grand Prix'. Café Grand Prix are planning another champagne reception for the British GP on July 20. Call for details. These events are in addition to F1 Racing's own GP lunches, which are already sold out



The boy's a bit special

Your guide to F1's next hot property: Neel Jani

Who on earth is Jenny Neal?

It's Neel Jani, stoopid! And our sources in Switzerland say he's the next Clay Regazzoni. But he could be a daytime TV presenter with a name like that. **Maybe, but I can't think of anyone else who spells it 'Neel'. Is he quick?** He looks pretty hot. After a successful karting career he was runner-up in last year's Formula Renault EuroCup, and this year he's competing in the Formula Renault V6 Championship. He's the favourite, having won the first two races of the year in Spain.



And the Formula 1 connection?

He has aspirations, of course. And he's recently been signed up by Sauber as their test driver, filling the position that was originally offered to Felipe Massa. On his first day in the C22 - at Vairano, near Milan - he did a "solid job", according to Sauber's Beat Zehnder.

Yes, yes - but how quick was he?!

The team refuse to talk specifics - after all, it was only his first day. Afterwards, predictably, he enthused about the power and braking capabilities of the car, which suggests that he has yet to get to its maximum. He was in awe.

Yes, yes - but has he got potential?

Lots, but he's going to have to get on with it - because, by Sauber's recent standards, he's pretty old: a fine 19 years of age, indeed.

How long is his Sauber contract?

Just one year, but you can be sure they'll snap him up for longer if he's any good. A Swiss driver in a Swiss car is too good an opportunity for the team to miss. Credit Suisse - geddit?

Anything else we need to know?

He's bright. He combined his karting career with a business school course, which makes him more broadminded than your average F1 driver. Should make for a decent interview - even on daytime TV!

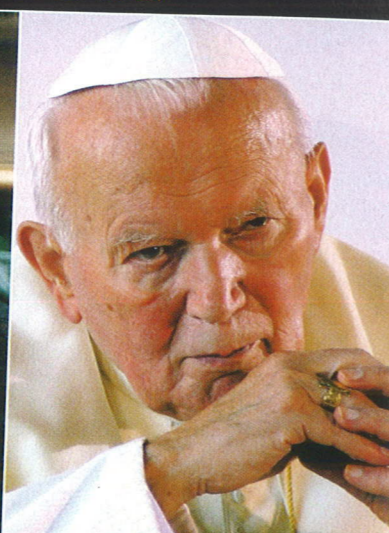
'Jungle Boy' mauled by Jaguar

The Big Cat seems to have tired of its young catnip mouse. Yes, the boys in British Racing Green are trying to get rid of Antonio Pizzonia. He copes fine with piranhas at home in the Amazon (see page 96), but F1 piranhas? They're a different kettle of fish...

LOOKY-LIKEY No 38: HEROES OF ITALY



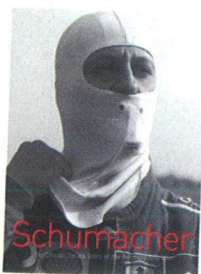
The Pope  
Born a Pole



John Surtees  
Born on pole

▽ Read all about it! Book offer

Attention Michael Schumacher fans. To celebrate the launch of the new autobiography, called, er, *Schumacher*, we've negotiated a special discount with WH Smith. Just £15 will get you the July issue of *F1 Racing* plus a copy of this eagerly awaited tome, a saving of £6.59. Our July issue goes on sale on June 5, and this offer is available at all participating WH Smith stores while stocks last. Make a diary note now



THEY'RE ALL SEEING RED

Bernie, Ferrari and the \$50 million carrot

There might be a breakaway series. Or there might not. It all seems to depend on Ferrari and whose money they'd rather accept. Confused? No problem. We're here to explain...

Formula 1's crown is red": the recent sentiments of a London City banker close to the GPWC (the threatened breakaway championship). Roughly translated, he means that whoever best romances Ferrari's president Luca Montezemolo, thereby getting the famous scarlet cars from Maranello on side, will win the battle for the future of the F1 business.

'Twas ever thus. Back in the early 1980s, when Bernie Ecclestone and Max Mosley (in his pre-FIA days) were fighting a war against the FIA for commercial control of the sport's future, the patriarchal Enzo Ferrari toyed with the combatants, playing each off against the other to secure the best possible deal for his company.

Later, when the FIA sought to ban V12 engines in F1 during the mid-'80s, in favour of an eight-cylinder limit, the Old Man (who favoured V12s) not only threatened to quit F1 in favour of the Indy 500 but actually built an Indycar car to demonstrate that his threat was not an empty one.

Small wonder, then, that the car manufacturers backing the GPWC have come up with a \$50 million 'fighting fund' to attempt to lure Ferrari into their fold. They fully understand how important it is that any successful F1 or F1-style series is graced by the presence of motorsport's most evocative name.

The money would be paid on Ferrari's signing up and would be in addition to the extra four per cent (over any other team) that they (and



they alone) currently enjoy from Bernie Ecclestone's 53 per cent share of the TV commercial rights pot. That four per cent sweetener will probably continue as and when the new GPWC regime take control of the F1 purse strings.

Trouble is, this plan to keep Ferrari on side was, let's say, omitted from the GPWC sales pitch when the teams met in Munich on April 10 to sign their memorandum of understanding (despite the GPWC's pledge to be open in all their dealings). It caused a few raised eyebrows in the paddock at Imola - where Eddie Jordan and B.A.R's David Richards, in particular, were robust in their efforts to seek clarification. The GPWC mandarins belatedly acknowledged their mistake.

"Not that I can see why the teams should be worried," said one leading GPWC-positive figure rather sniffily. "It's coming out of a special fund, not out of their potential income."

According to the FIA, however, that was hardly the point. The GPWC had been trumpeting about the need for transparency in all F1 dealings, and now they had apparently tripped themselves up at the first fence. All rather embarrassing.

On paper, of course, the GPWC numbers look pretty tidy. The theory is that by the fifth year of the new championship's running, the teams would be sharing in excess of \$500 million plus another \$240 million in profit bonuses. Yet critics suggest that the GPWC are being over-optimistic about future income streams.

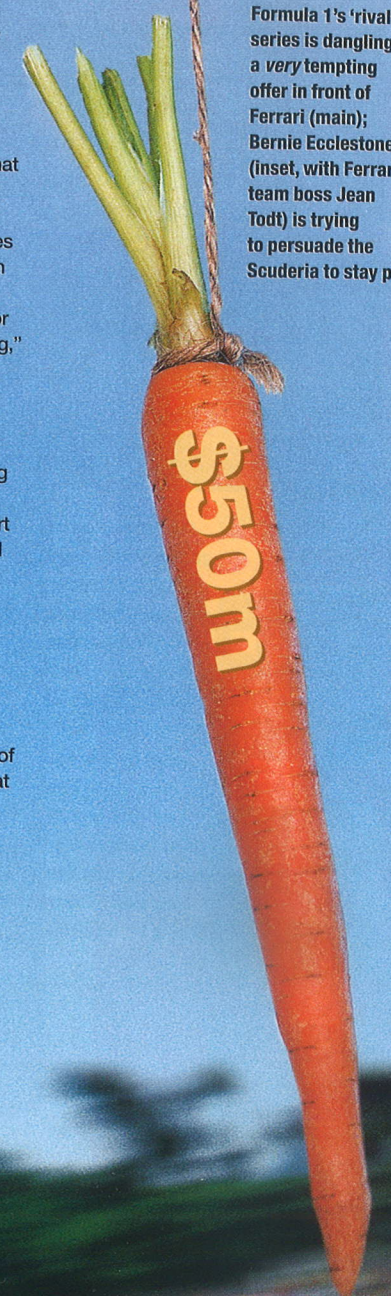
FIA president Max Mosley believes it likely that Bernie will cut a deal with the teams in due course. "It will be quite a straightforward calculation for Bernie, which he's very good at doing," said Mosley. "In the end they'll all sit down and reach a compromise, for the simple reason that it'll be too expensive not to."

Ecclestone, meanwhile, is hedging his bets, and has already offered a compromise deal to the teams as part of the softening-up process intended to keep them in F1 as is - not that it has been exactly welcomed.

"It was fucking derisory," said one indignant team principal.

The teams' mood will not have been helped by a failed legal action brought by Williams and McLaren in Switzerland's International Chamber of Commerce, in which they claimed that they (and all the other teams) should have benefited from the sale of a stake in F1 commercial rights holder SLEC Holdings in '01. The court in Lausanne set costs of \$1.1 million against the teams - hardly the \$40 million win they had been hoping for.

The stakes, manifestly, are high. This one looks set to run and run.



Formula 1's 'rival' series is dangling a very tempting offer in front of Ferrari (main); Bernie Ecclestone (inset, with Ferrari team boss Jean Todt) is trying to persuade the Scuderia to stay put

STEVE ETHEINGTON/LAT; OLIVE ROSE/GETTY IMAGES; REX FEATURES; DDPH; ILLUSTRATION BY GRAHAM HUMPHREYS





(Above) Your hearts go out to Michael and Ralf Schumacher, who raced on the day their mother died; (above right) Mark Webber's pace has impressed you this year; (below right) many of you loved our exclusive Jim Clark interview last month; our star letter writer wins a Castrol Racing jacket (below)

star letter

Schumacher sympathy

Never have I seen the level of commitment Michael and Ralf Schumacher showed to their teams and fans in San Marino. The brothers Schumacher play such a large part in the world of Formula 1, and they excelled by racing each other just a few hours after their mother's death.

My sincere thanks to them – the race would not have been the same without them – and my congratulations to Michael for his first win of this season. My heart goes out to you both and I hope you can now grieve in peace.

Heather Burfitt  
Cambridge

New rules, new fans

Monday morning, at work. Colleagues are talking about the brilliant race. Until then, I'd thought they didn't even know what an F1 car looked like. Max Mosley's change to the qualifying rules is probably the best thing to happen to F1 for a decade.

Justin Hall  
Sheffield, South Yorkshire

Making his Mark

Ace cover story on young Kimi Raikkonen in your May issue. No doubt he's extremely fast given the right equipment, but with a

worse car – a Jaguar, say – would he deliver miracles like those from Mark Webber? For my money he's the next Schumi – not that I'm biased! Go, Mighty Mark!  
Roberto Collura,  
Sydney, NSW, Australia

Could be Wurz

Why does Mark Webber have to put up with slow team-mates? There can be no excuses for Antonio Pizzonia after testing so successfully for Williams. If Jaguar do get Alex Wurz into the cockpit, he should be a top replacement – and Mark will finally have the stimulus of a good team-mate to make him push even harder.

Jon Kijurina  
Sydney, NSW, Australia

Monaco with Page & Moy

I'm pleased to see Renault doing so much better this year, especially in the twisty stuff. Makes me look forward even more to my trip to Monaco – what chance an all blue and yellow front row there?

I always go to Monaco on Page & Moy's fabulous package tours, and am hoping to go to Monza this year, too. My favourite window shopping? Why, it's www.motorracingtours.com, of course!

Jacqueline Musk  
Via email

Hurrah to straight talking

The May '03 issue of *F1 Racing* was an absolute corker. That wonderful treat, *I could eat up anyone* – Graham Gauld and Ian Scott Watson's interview with Jim Clark from '63 – gave us a magnificent insight into the great man. His words sure beat the



platitudes served up today – thanking team, sponsors, fitness guru, manager, girlfriend... And what a refreshing *F1-to-one* with Eugène Martin, a man from an era when forthright talk was not only permitted – but expected. Bravo, Monsieur Martin!  
Clyde P Berryman  
Via email

Jos the boss? No way!

Why does Jos Verstappen bother? He has nothing left to prove: we already know he's not as good as he thinks he is. His saving grace used to be that he could overtake, but Justin Wilson has stolen his thunder this season. Look at Australia, where Justin ran well inside the top 10 in the opening laps of his first ever GP.  
George Francis  
Wick, Caithness, Scotland

Interlagos v Silverstone

How can there be questions over Silverstone when Interlagos lacks proper drainage? In previous years advertising hoardings have even fallen onto the Brazilian track! Once again politics and greed have got in the way of a serious appraisal of facilities.

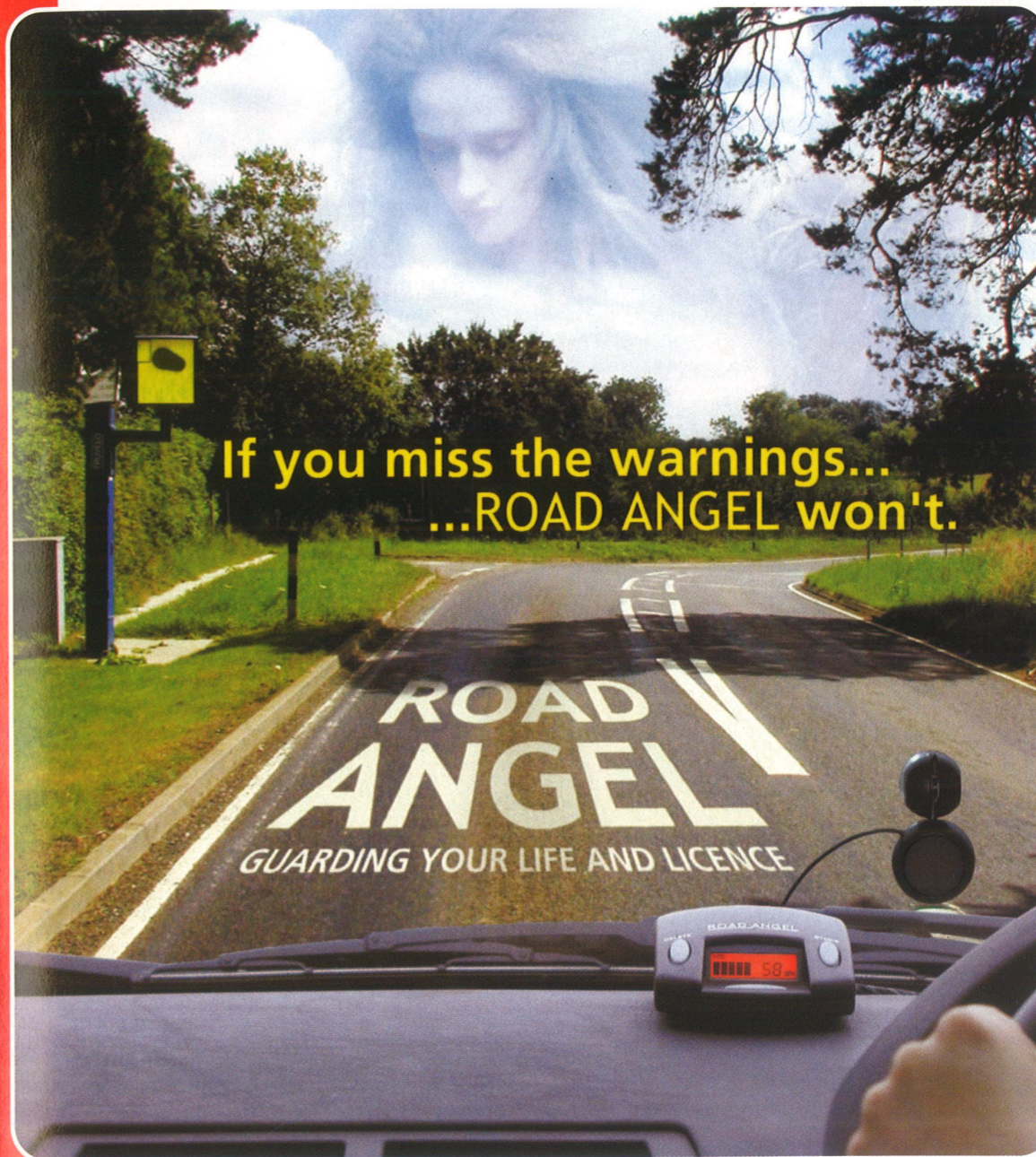
Jay Dobson  
Via email

Who's the guru?

As a journalist, I'm intrigued by the appearance of Nav Sidhu in the F1 press – sometimes referred to as "Jaguar's PR guru". Who is this man? I have always been told that unless the messenger is vital to the message he should not be in the story.

Justin Palmer  
Ely, Cambridgeshire

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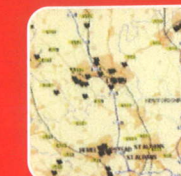
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Cornering analysis

## Finding their G-spots

Every driver finds a way through a corner that does it for him, and he'll keep doing it that way. That's what a white patch of track revealed in Barcelona...

Words by Peter Windsor; photographs by Steven Tee/LAT

Some say that all Formula 1 stars drive the same way – that the only defining difference is the quality of the car in which they sit. On-board data and lap times say it all, they claim; drivers, otherwise, are subject only to generalities – to being quick, slow, not aggressive enough, too aggressive, focused, not focused, a good guy, a boring guy, a rebel, a clone etc etc.

(Main) Schumi heads down the pitlane, F2003-GA's refuelling flap open. The lap he's just finished was fast and efficient, every corner judged with incredible accuracy

Which perhaps explains why there is currently such a difference of opinion about the ability of Antonio Pizzonia. Williams engineers said that he was quick, based on the data that they could accumulate – but did that data take into account the pitch of Antonio's initial steering inputs, his late turn-in and his penchant for oversteer? Probably not. Those are three

characteristics that cannot be measured with sensors but which instantly hit you when you watch him at work in a corner.

What we are talking about here, therefore, are *signature* lines – constants that every driver will display, regardless of whether his car is neutral, pointy, high-fuel or low-fuel. F1 drivers adjust to these frequently changing conditions within the parameters of what they do – with less throttle or more, with more steering lock or less. The basic characteristic, though, never changes – not from what you can tell with the naked eye.

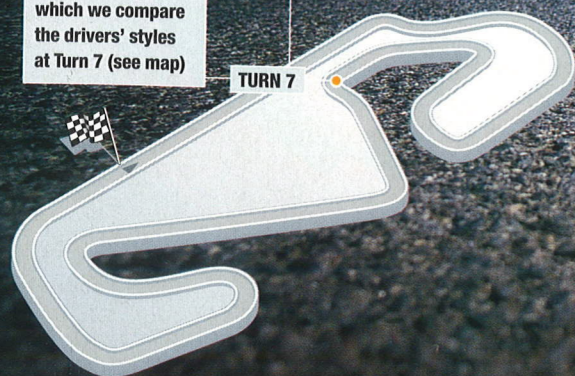
And there is probably not a better place to watch these styles than at Barcelona, where everyone tests to distraction and the variables are therefore minimal. We chose on this occasion the entry to Turn Seven –

a tight left-hander with an S-bend exit. The latter is not particularly significant: much more interesting is the run-up to the corner – a downhill, flat-out acceleration section on which the road increasingly curves to the left. The late-apex guys teeter on the outside of the track, staying wide, staying wide... and then brake following the curve of the white line, with virtually no margin for error. It was this situation that on Saturday in Spain caught out both Juan Pablo Montoya and Kimi Raikkonen. The early-apex drivers, by contrast, on this section have it easy. They straight-line the 'curve', let the radius of the track take them back to the outside, steer left and then brake in another straight line to their apex. Simple.

Most helpful of all, however, is a patch of light-coloured Tarmac in the middle of the

## TURN STYLES

A white patch (right) marks the spot via which we compare the drivers' styles at Turn 7 (see map)



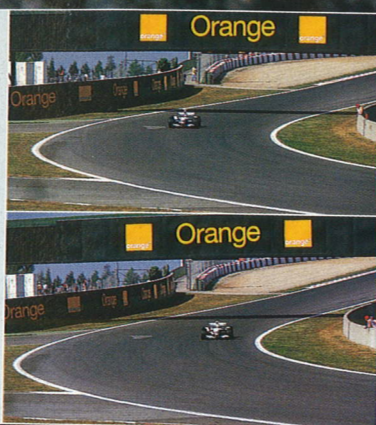
track at the entry to Turn Seven. The speed of the cars is such that you cannot notice differences between the drivers if you let your eyes stay with them from corner entry to exit. The same can be said of TV shots that follow the car without reference to any fixed point; nor can the on-board views tell you precisely where a driver has placed his car relative to the apex, or how he is braking.

Focus on something like Turn Seven's white patch, however, and you will see instantly the astounding differences. Two metres may not sound much, nor look like much in the adjoining photos, but it

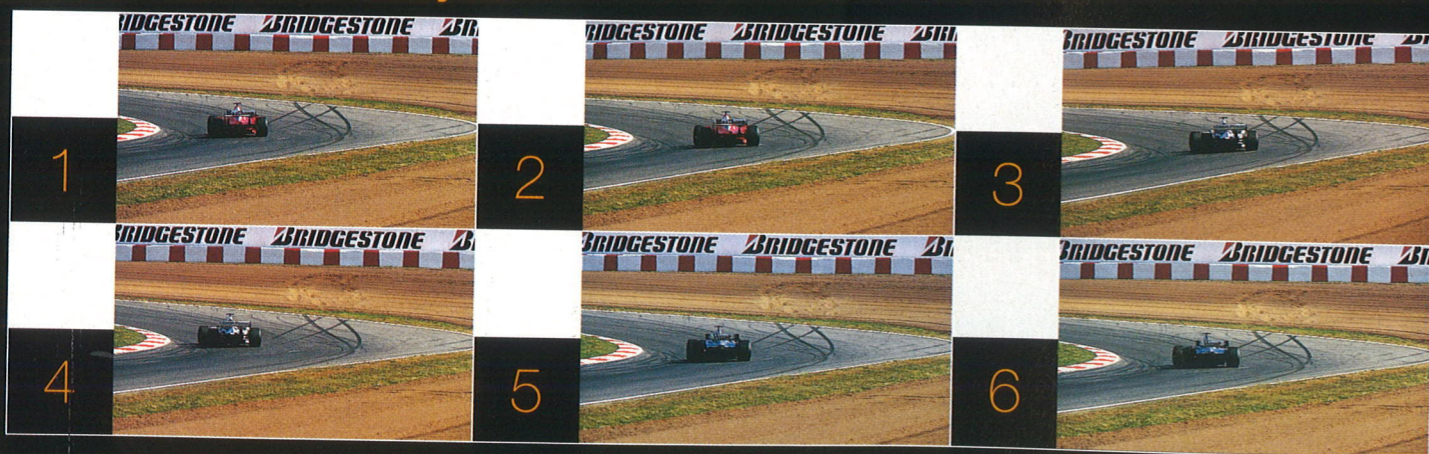
is a chasm in the context of the speed at which the cars travel (probably 90mph at this point, in the midst of decelerating from about 150mph down to 75mph) and the frequency with which they arrive here (every 80 seconds, just at this one corner). It is the difference between a tennis baseliner and a serve-and-volleyer.

None of the observations made here are therefore intended as judgements: the white patch merely highlighted the differences in style – between the grid as a whole, from top to bottom, and, yes, between the drivers whom you could arguably call The Best.

Major contrasts in turn-in style induce very different approaches to the previous 'straight'. While Ralf Schumacher (right, below) hugs the inside, Juan Pablo Montoya (right, above) is about to run near the outside white line all the way. It was just after this point that JPM spun (see tyre marks in all other pics)



## > Driver-by-driver analysis



### 1 MICHAEL SCHUMACHER

About a foot inside the white marker every time. Hits his very early apex four laps out of five and then manages to induce a touch of oversteer (traction control? Left-foot braking?) to line up the car for his exit. Mistakes, when they occur, are a result of slightly excessive turn-in speed, resulting in mid-corner understeer. Left of centre through the kink preceding the corner, Michael turns quickly to the left and brakes in a diagonal line across the road towards his apex.

### 2 RUBENS BARRICHELLO

Consistently brushes the white marker with his right rear, resulting in a very late apex and enabling him to use his basic oversteer attitude to recover from small errors without losing significant time. Conversely, he physically covers more road than Michael and has less overlap between braking and cornering forces; his very wide, curved run-up to the corner also gives him very little margin for error under braking.

### 3 JUAN PABLO MONTOYA

A wider entry even than Barrichello's, with the right rear fully covering the white marker. Excessive entry speed frequently results in oversteer moments mid-corner – which enable Juan to dazzle us with his reflexes and car control. Wide,

arcing approach to the corner means he has to be millimetre-perfect at turn-in. His massive spin is a result of his turning in with the right rear on the white line.

### 4 RALF SCHUMACHER

Slightly further left of the white marker even than his brother. Frequently runs out of front-end grip mid-corner, saying much about FW25, but Ralf's entry speed is still amazingly high. Divides approach to the corner into two distinct straights, like Michael and Jarno Trulli.

### 5 DAVID COULTHARD

Almost identical to Ralf but with far fewer mid-corner moments (probably because of the McLaren's higher grip level). Very fast and efficient to the point where he doesn't appear to be quick. Missed his apex two laps out of seven – and that was with the 17D chassis in which he wasn't particularly comfortable.

### 6 KIMI RAIKKONEN

Slightly tighter turn-in than Barrichello's but still drives to a relatively late apex from a wide, pitched approach – the opposite of Michael and DC. This can occasionally result in the sort of moment he created in qualifying but generally he is virtually error-free, with perfect-sounding throttle control and car placement. Strangely, he takes a DC-like line on his out-laps!

### 7 JARNO TRULLI

With the Renault handling perfectly, Trulli is over there with Michael and DC in terms of being way left of the white marker and dividing the corner and its approach into a series of simple straight lines. Although economical (in terms of ground covered), his style doesn't necessarily adapt well to changing conditions: he needs a brilliant front end above all, and preferably no oversteer after that.

### 8 FERNANDO ALONSO

Almost interchangeable with Raikkonen, with the right rear brushing the white marker. Also virtually faultless, despite inducing slightly more oversteer than Kimi before the apex. Although he actually has to cover more road than Trulli (because of his late entry), Alonso compensates with his smoothness and his rhythm.

### 9 NICK HEIDFELD

Nick, Heinz-Harald Frenzen and Cristiano da Matta are very similar. Slightly left of the white marker, and generally neat and tidy, they nonetheless see the apex less often than, say, Michael or DC. Nick's approach is more angular than that of H-HF or Da Matta, giving him a flatter line to the braking area.

### 10 HEINZ-HARALD FRENTZEN

Makes it obvious that he wants more from his car than it is able to give. He frequently almost-locks the unloaded front tyre, causing him to run fractionally wide, and seems to be slightly more aggressive with steering input than team-mate Heidfeld. Great throttle control, though, and generally very consistent.

### 11 GIANCARLO FISICHELLA

Definitely left of the white mark, but in a curvy sort of way: he is not as extreme in his use of the early apex as DC or Ralf but then he is also an age away from, say, Rubens. Consistent, generally error-free and unobtrusive, he also looks good on his (wide, curved) pre-corner trajectory.

### 12 RALPH FIRMAN

Very much a wide, late-apex, power on, pitch-the-car sort of driver who is currently making a lot of small-ish driving errors (braking too late, turning in too late, turning in too early etc). There's no doubting his reflexes and car control... or his bravery.

### 13 MARK WEBBER

Up there in the Raikkonen-Alonso mould: wide-ish entry (brushes the white line) but very good use of the throttle and steering to keep him out of trouble and to lead him to his apex. Very consistent under braking (wide-ish approach) and economical from apex to exit.

### 14 ANTONIO PIZZONIA

Extremely wide, and frequently ragged, approach. The car and driver look nervous, in the physical sense, from the moment he jabs the brakes and steering. Not helped by very wide, perilous approach to the braking area – a result of his wanting to be as open and as late as possible before charging to the apex.

### 15 JACQUES VILLENEUVE

Very similar to Olivier Panis in that they both comfortably cover the white mark as they reach for a late apex. Makes a number of small mistakes – too much kerb, back end out of line – but recovers well with the throttle and steering. Loses out to his team-mate in having to cover more road.

### 16 JENSON BUTTON

Noticeably earlier turn-in than Villeneuve's (just inside the white line) and, on a good lap, extremely precise and economical – very reminiscent of Eddie Irvine in his later Ferrari days. Strangely, though, Button doesn't endlessly repeat his signature laps. His turn-in point varies by as much as a metre over a 10-minute period – something that may or may not be caused by the ever-changing balance of his car. Impossible to judge from the outside.

### 17 JUSTIN WILSON

Very early turn-in, very few errors, very good under braking. Neat and precise. Justin Wilson looks Fisichella-ish out there – proof that basic driving style has nothing to do with the quality of your car or its particular handling traits.

### 18 JOS VERSTAPPEN

A classic Villeneuve-Panis, wide-entry-type driver, giving the impression that every journey to the apex is something to be savoured and to be enjoyed – particularly if it involves a bit of opposite lock, lots of throttle and the odd locked brake or two.

### 19 OLIVIER PANIS

A very wide entry, as per Villeneuve, with a trace of oversteer as he chucks the car towards the apex. Panis isn't on this day the smoothest-looking of the drivers out there but he has proved over the years that he can easily reproduce his style for lap after lap, regardless of the car, the circuit or the conditions.

### 20 CRISTIANO DA MATTÀ

Although he approaches the braking zone way wide, following the outside white line (like his team-mate), Da Matta then strangely turns in relatively early – about where the Sauber drivers do (but from much further outside). One suspects he would have gained more by taking a Trulli-like approach to the previous straight. Very subtle throttle blips mid-corner are also unusual. 1

**SEAT** *travel alternatives*  
**Austrian Grand Prix**

THERE'S MORE TO AUSTRIA THAN OOOM-PA-PA MUSIC AND LEDERHOSEN... WE CHECK OUT THE EUROPEAN CULTURAL CAPITAL AND SEE WHAT THRILLS LIE IN THE MOUNTAINS



**SEAT** auto emoción

Imagine the map of Austria is a giant tadpole. Then place the capital, Vienna, in the East at the point of its 'nose' and the city of Innsbruck is in the tail in the West over near Switzerland. Salzburg is on the Western German boundary of the country (West South West of Vienna) and Graz, Austria's second city, is in the South of the country South West South of the capital not too far from the Slovenian border...

Got that? Right, you can put the leather elbow-patched sports jacket away now because the Geography lesson is over. Hopefully, this has given you some idea as to what goes where – so now it's time to hop into your favourite chair, fire up the motor and take to the road.

The A1 Ring is right in the guts of Austria – so the choice of direction is up to you. Do you head for Vienna and its inevitable grand royal palaces, the Spanish Riding School and its *The Third Man* locations which have provided Midge Ure with plenty of royalties...?

No? Well, there's always the challenges of Innsbruck's slopes – but you didn't bring your skis – and well, there isn't any snow at the mo'...

How about Salzburg with its Amadeus Mozart theme...? Still, that is all a bit powdered wigs, crinoline and harpsichords, you need somewhere which will get the heart pumping faster...

Graz it is then. 'Blessed by the Brussels outfit with the prestigious European capital of culture tag, Graz has spent too long in the shadows of Austria's other large urban attractions, luckily though things have at last started to change.

If old dusty palaces packed with red velvet and guilt float your boat, then Graz will oblige. Alternatively, it does do young, chic and left-of-centre particularly well; and not just because of the EU's current endorsement.

Back in the 1960s, during the really nippy part of the Cold War, Graz was a refuge for Eastern Bloc avant-garde artistes who weren't particularly fond of spending their entire existence behind a harsh, ideological metal curtain. However, something can only stay on the cutting edge of cool for so long – and from the 1970s right through until the 1980s –

YES, THERE ARE OLD PALACES, BUT GRAZ DOES DO YOUNG AND LEFT-OF-CENTRE TOO and not just because of its European capital of culture award...



THE ALTERNATIVE GRAND PRIX GUIDE



## A1 Ring



**1 Remus Kurve:** The second corner; it has an uphill approach and is the best overtaking chance on the lap. A seventh gear approach to a first gear corner is a catalyst for fireworks – just ask Juan and Michael in 2001.

**2 Power Horse Kurve:** A downhill approach to this off-camber left-hander; a decent exit is crucial because it is followed by a long straight.

**3 Jochen Rindt Kurve:** The fastest corner on the track but the exit is blind and drops away, as a result, some drivers misjudge it and end up going in to the gravel.

**4 MobilKom Kurve:** There is a bump on the apex that unsettles some cars more than others; a chance to see which cars are working, and which ones aren't.



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Graz ended up looking a little dishevelled, unkept, sad and a bit crumbly; we're talking a bricks and mortar fashion victim.

Stroll about the town today though, and it's hard to imagine Graz before its current air of confidence because the place really packs a youthful punch. Part of this will be down the fact that one fifth of the population are students – so great nightlife is a taken – but this is also because of the new museums and galleries which have taken root, been nurtured and are now flourishing.

If you see a giant three-storeyed seashell poking out of the River Mur or a giant floating bladder – fear not, you haven't been eagerly sampling too many delights of the brewer's art – you've just seen some of Graz's best architectural offerings. Go on and venture beneath the bladder-like roof of the new Kunsthalle to muse, ponder and enjoy the delights of the city's collection of modern art.

Feet knackered? Well, stop off for a bite to eat at a suitably, ahem, cool eatery like Johan which is located in the old City Hall's cold store – or, if it's not too early, then why not check out the Bier Baron. This palace dedicated to alcohol sells nearly 40 different varieties of brewed perfection from all over Europe – so leave the car keys at the hotel and indulge in an exhaustive tasting session...

The following day, leave the city limits in the rear view and breathe in the Styrian countryside – play with the six-speed gearbox and make the tyres feel wanted – and head up, up and away for hills which are alive with the sound of 20-valve, 210bhp music.

In this big country there are plenty of activities: there's white water kayaking (with added oomph thanks to all the snow melt leftovers); or if water isn't your thing, then there's the freedom of hang-gliding; and the challenge of sheer rock faces for the more gritty, fearless individual...

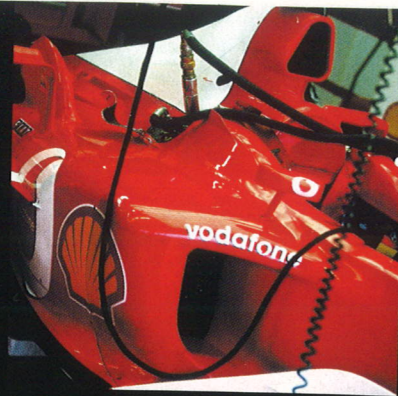
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# 'WANNA SEE MY NEW MOTOR?'

Ferrari's stunning F2003-GA has now run in anger – at last! Rubens Barrichello likes it. A lot. This, in his own words, is why

Portrait by Andy Earl



AS

It was even more beautiful than I thought it would be.

The car was well received by the press and, given the death of Fiat boss Gianni Agnelli at the start of the year, it was right that the car should have his initials in its name: GA. That was a nice touch from our president, Luca Montezemolo, and our team director, Jean Todt.

But, as always, the proof of the pudding will be in the eating. I was curious to see how Michael Schumacher would perform when he tested the car for the first time at Fiorano. It was really cold, so getting heat into the tyres wasn't easy, and the car didn't have its definitive aero package, but he was quick straight away. When he jumped out of the car, he said that it felt good immediately.

Jean Todt quickly decided not to race the F2003-GA in the opening few grands prix. In spite of all the talk about improved performance from McLaren and Williams,

we still expected the F2002 to be fully competitive at the start of the year. So there was no pressure to introduce the new car until we were ready and knew that it had reliability.

I was supposed to test the F2003-GA before we left for Melbourne but, just when I was due to drive it, I had a back problem that made driving impossible. I had to fly back to Brazil to have it treated by my chiropractor, so I didn't get my first drive in the new car until we tested at Barcelona the week after Malaysia.

In hindsight, that Barcelona test was the right time to drive it. Why? Because it was the first time it ran in its definitive spec, with the proper aero package. I had just done a race distance in the old car, so it gave me the chance to make a proper comparison between the two. And I immediately got a very good feeling.

I did one installation lap, pitted to have the car checked over, and my very next

(Main) Rubens' first run in F2003-GA was in the wet at Mugello. Even so, his lap times were impressive; (top) the chassis is all gracefully smooth lines – beauty and functionality; (above left) fitting the bodywork before Rubens takes it on track



## F2003-GA: (r)evolutionary engineering

Take last year's car. Add a little innovation and some judicious tweaks. A new chassis is born

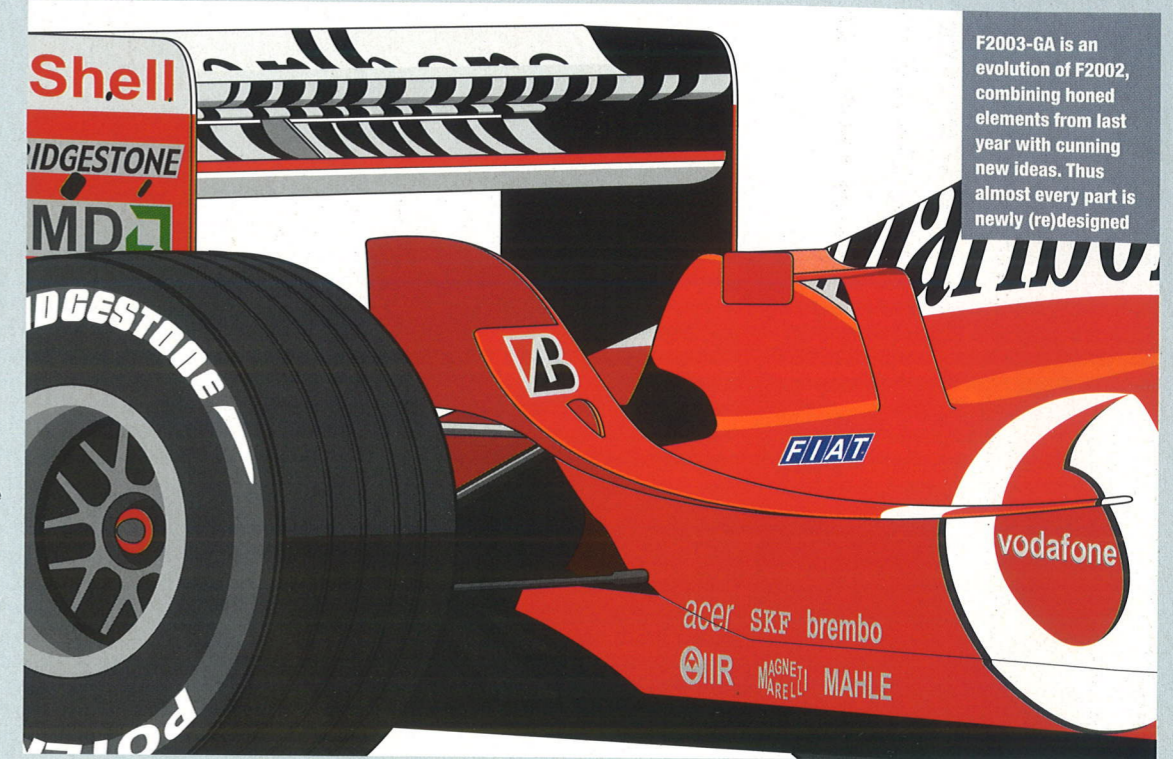
Words by Steve Matchett; illustrations by Patricia Soler

There are two ways to design a racing car: the engineers can scrap much of what went before and start with a clean sheet of paper, or they can hone an existing concept. Revolution or evolution? The decision largely depends on two factors: how successful last year's car was, and/or whether you have a new chief designer or technical director.

Ferrari's inner core remains set in stone, and the decision on the ultra-competitive F2002's successor was simple: massage what is fundamentally one of the most efficient machines the industry has ever seen and the resulting car should be more than adequate for another two championships. A dominant car doesn't have to be perfect – it just has to be consistently better than all the rest.

The aerodynamics of the F2003-GA are noticeably less angular than those of its predecessor: chief designer Rory Byrne's current work seems more inspired by Dali than by Picasso's cubist work.

Whatever the influence, the new car is graced with spectacular lines. Byrne has remained true to the single-keel concept; the underside of the nose and chassis arch rearward to a point beneath the driver's thighs, where the airflow is seamlessly directed left and right. The middle section of the chassis, aft of the shadow-plate, is sculptured in such detail



F2003-GA is an evolution of F2002, combining honed elements from last year with cunning new ideas. Thus almost every part is newly (re)designed

that there is no noticeable transition separating the front and the rear of the car.

Beneath the bodywork itself, the most significant difference is that the forward leg of the rear-lower wishbone is no longer mounted to the transmission, but is connected directly to the engine block. This is a major breakthrough. The torsional rigidity (and hence basic handling) of a Formula 1 car is the sum of three parts: monocoque,

engine assembly and transmission casing – these bolt together to form a single load-bearing unit.

To some degree each will fret against the other; the trick is to reduce this movement to the absolute minimum. The rear-lower wishbones carry the greatest suspension loading, and connecting their inner joints to both the engine and transmission will not only split the load between the two sections of the power train,

but will also help to tie the rear of the car together.

An additional advantage of this split-loading layout is that it allows the transmission casing to be further reduced in size, allowing the tight coke-bottle styling between the rear wheels to be emphasised even more, helping to maintain a clean airflow around the inner faces of the tyres.

If the car has a potential vulnerability, it would seem to rest more with Bridgestone

than with Ferrari. Michelin have made substantial strides in the quality and durability of their dry-weather tyre, clawing back at least half a second on last year's Bridgestone rubber. There's little question that the major gain in overall car performance is achieved via the tyres and, regardless of the extremely close partnership enjoyed by Ferrari and Bridgestone, the Michelin-shod teams are closing in fast.

**TYRES:** Ferrari continue to work very closely with Bridgestone – but they need to watch out for Michelin, whose tyres are fast catching up

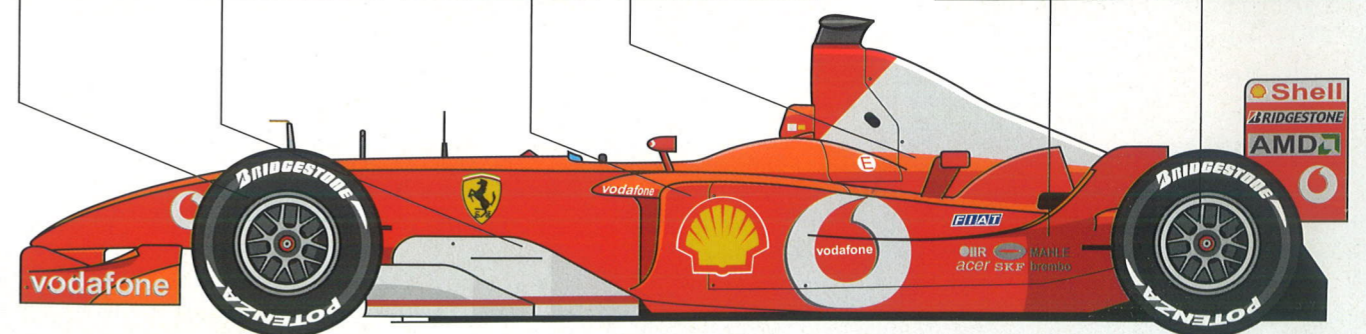
**BARGE BOARDS:** reworked as part of the overall aero package. Carefully sculpted to aid the smooth flow of air over and around the F2003-GA's chassis

**SIDEPODS:** like much of the new car, these delicately styled units have been fundamentally redesigned and revamped to give better performance

**ENGINE:** the new 052 is lighter than its predecessor and is even more integral to the chassis's structure, giving torsional rigidity and great handling

**AERODYNAMICS:** the bodywork is much less angular than previously, rendering the car visually beautiful as well as supremely aero-efficient

**SUSPENSION:** new in-board rear suspension gets the best from the tyres. New materials and manufacturing methods have reduced the weight



RUBENS ON FERRARI

'THE CAR INVITES YOU TO PUSH IT HARD. IT'S VERY PREDICTABLE TO DRIVE AND IS EASY TO CONTROL'



lap was flat-out. The car invites you to push it hard and that first flying lap was faster than anything I had managed with the old car. It's amazing – especially as the set-up was not to my liking (because our test driver, Luca Badoer, had been in it the previous day and it still had his set-up).

It amazes me how Ferrari manage to develop their cars from one year to the next. Even now, before we have really begun developing the F2003-GA, it is a step forward on F2002, which is at the end of its development programme.

We then moved the test programme to Mugello; and it was there, during a wet test, that I discovered the car's true potential. Compare it with my first ever lap for Ferrari around that track in the 2000 car, which had no traction control. On that hot day I managed a high 1m27s – and, in the streaming wet with F2003-GA, I did a

1m28.3s. The balance and driveability were like nothing I had ever experienced before. In all the testing we have done with the car, that day at Mugello gave me the best feedback so far.

Jean and/or technical director Ross Brawn and/or chief designer Rory Byrne might kill me if I write in detail about the new car, but I don't think they'll mind my waxing lyrical about its basic strengths and weaknesses – and it has many more strengths than weaknesses.

Aerodynamically, the F2003-GA is better than the F2002. It is better balanced and has more grip through high-speed corners. This gives us drivers great confidence because it means we can carry more speed into the corners.

The traction is also better, as is the mechanical grip. In all, it's a very predictable car to drive and doesn't

bite you if you overstep the mark. It's easy to control.

There is one thing that I am not yet 100 per cent happy with: the driving position. But it's only a matter of time until we sort that out. I'm still sitting too high in the car, which means that my helmet gets buffeted around by the wind. I've tried adopting Michael's seat in an effort to get me lower in the car, but that's not ideal because I like to sit a little more upright than him. I think I'm quite a difficult person to get comfortable in a racing car because I have long arms and short legs.

There isn't much space for your legs in F2003-GA, compared with last year's car. I bang my knees on the top of the tub on bumpy tracks and there is also less room around the pedals. But it's fine and I will get used to it in no time. I can put some padding in where I'm getting knocked.

(Main) Even in the rain Rubens says F2003-GA has enormous levels of mechanical grip. It handles perfectly, corners well and feels easy to drive; (above left) the rear of the car is ultra-compact, the result of a radical engine-gearbox-monocoque layout



(Main) Rubens has only one complaint: the cockpit isn't so comfortable as last year's and he needs some padding to protect his knees on bumpy circuits. Still, such things are easily fixed and at least he's got a portable 'roof' and three men to give him a push (below)

Once I have got my seat position sorted out, the visibility from the cockpit will be almost perfect – and every bit as good as the F2002's. To the front I can see the top of the front tyres; to the side I can see more than enough; and the view to the rear, in the mirrors, is also very good.

I know that McLaren have got their new car coming some time soon and that Williams are fast developing their car, but I am confident that the F2003-GA is good enough to keep Michael and me fighting at the front of the pack. Put it this way: if McLaren's new car is ahead of ours, they will have done a super-super job – because this F2003-GA is a brilliant car and we are still continuing to get excellent tyres from Bridgestone.


I feel that I am still moving forward as a driver and am mentally stronger and physically fitter this year than at any other time in my career. I think I proved in Brazil where I'm at when I scored pole position in front of all my Brazilian fans, who place a lot of faith in me. So when I retired from the lead of that race, I was inevitably very

THE GESTATION OF F2003-GA

**January 2002:** Early brainstorming for F2003 begins even before the launch of Ferrari F2002 on February 6 '02  
**April '02:** Initial chassis design work is undertaken  
**July '02:** Production of new 052 engine begins  
**Early September '02:** First dyno tests of the 052 engine  
**Late September '02:** Design of first F2003-GA chassis is finalised. Wind

tunnel testing begins  
**October '02 to January '03:** Team work through programme of design and construction of bespoke F2003-spec components  
**Early February '03:** Assembly of first chassis begins – in time for February 7 launch  
**Mid-February '03:** First chassis completed and race-prepped in time for first test on February 11

**February 11:** First test, 78 laps at Fiorano, is done by Michael Schumacher  
**March 27:** Rubens Barrichello drives car for the first time (85 laps of Barcelona)  
**April 12:** Race debut of F2003-GA, previously scheduled for the San Marino Grand Prix on April 18-20, is postponed again until the Spanish GP on May 2-4

disappointed, but I got over it quickly. So I hope that my relationship with the F2003-GA will be like a marriage: a few squabbles, but a very strong partnership. I am sure that I can win lots of races with this car. Fingers crossed!   
 • See Spain Debrief, page 134 ▶



MAIN: BRYN LINDON/GETTY IMAGES; INSETS: CLIVE MASON/GETTY IMAGES

'I'M DOING THIS BECAUSE I LOVE IT, NOT BECAUSE SOMEBODY IS TELLING ME TO DO IT'



# How Ferrari made Rubens Barrichello MEGA!

That which does not kill us gives us strength. And what better way to disprove your naysayers than to flourish in a team they'd said would weaken you? Rubinho has managed to pull off exactly that trick. And with what panache! Alan Henry meets up with him to find out more

Portrait by Andy Earl

(Opposite) Rubens has matured into a confident and forthright member of the F1 elite. And it's mainly thanks to working for Ferrari

He tugs off his helmet and flops down to reflect on another bitter disappointment. Victory in the Brazilian Grand Prix has just evaporated like the last fumes of fuel vapour from the tank behind his shoulders. Another chance of joining Emerson Fittipaldi, Nelson Piquet and Ayrton Senna in that pantheon of legendary Brazilians who have won their home grand prix is gone. For Rubens to be consumed at this moment by bitterness and disbelief would be quite forgivable.

By the time his Ferrari V10 splutters, chimes in briefly, then so cruelly cuts out for good, he has done all the hard work, having kept his grip when all around were losing theirs and charted a safe course through the worst of the conditions. Ten points – and the adulation of a nation – were there for the taking.

Yet although there is disappointment etched deep on his brow as he peels back the balaclava, Rubens controls it well. And, more significant, he controls it instinctively. No trembling lip, no glazed incomprehension; just the visage of a seasoned professional reeling from another blow – a man who knows he's found the eye of the storm while the others are still caught in the maelstrom.

This is the key to Rubens Barrichello in 2003. It would perhaps be too much to suggest that he has emerged from Michael Schumacher's shadow; the five-time champ is simply too powerful a presence to permit total independence to any team-mate. But Rubens has nevertheless begun to develop the sense of assurance which comes only when a driver is at peace with himself and those around him. Witness, for example, his long-term business relationship with

manager Fred Della Noce, a man Rubens describes as "a great leveller".

Rubens recognises that his Ferrari years have not only increased his status and success within the Formula 1 community, but have also produced a hitherto absent degree of confidence and assurance.

Serenity, even. "Sure, sure," he reflects with a satisfied smile. "My father always told me to just give time to time. It was back in '95 at Monte Carlo [when he was driving for Jordan] that I was struggling so much with left-foot braking, I was braking in the middle of the straight without knowing.

"I was tired, over-anxious. It was as if I was in a place that I didn't enjoy. After that I had to reveal my feelings and I worked out that I was doing this because I love it, not because somebody was telling me to do it."

Part of that process, which coincided with his settling in at Ferrari throughout ▶



(Clockwise from left) At Monaco, back in 1995, Rubens lacked confidence and even began to dislike F1; working with Schumi has changed all that; wife Silvana turned up in Australia this year quite literally carrying the men she loves; Ferrari is one big, happy family; fans wait for a glimpse of their hero in Brazil



DARREN HEATH; BERNARD ASSET; MICHAEL COOPER/LAT

'THE CAR'S RED, BUT SO WHAT? I JUST DRIVE IT. ALL I'M REALLY DOING IS DRIVING AS FAST AS I CAN'

> NOT EVERYTHING IN RUBENS' GARDEN IS ROSY...

Like those of team principal Jean Todt, technical director Ross Brawn, chief designer Rory Byrne and number-one driver Michael Schumacher, Rubens Barrichello's Ferrari contract expires at the end of 2004. We do not yet know whether or not Schumacher will re-sign for '05 and beyond – but Rubens, more than three years his team-mate's junior, has already set his heart on so doing.

But will he have his wish? Undoubtedly, Todt and Brawn and Byrne esteem the probity with which Barrichello has discharged his duties as Schumi's number-two – and yet, although they would have abhorred his cussedness had he behaved otherwise, it is Rubens' very obedience that might count against the poor chap on his day

of judgement. For, when their demi-God finally retires, the Ferrari management will try to replace Him with the man who most accurately replicates His self-centred omnipotence. The gentle, sweet-natured Rubinho, by contrast, is the devil they know to be no such thing.

In short, they will try to replace Him with Juan Pablo Montoya. And the more Frank Williams and, particularly, Patrick Head criticise their aberrant genius, the more likely it becomes that he will desert BMW-Williams for Ferrari when the call finally comes.

It is a situation wholly out of Rubens' control. All he can do is drive well – and hope that Patrick keeps his mouth shut. Some hope. **Matt Bishop**

'00, involved learning how to take the tension and over-anxiety out of his driving technique. And that meant applying a philosophy which he had been told about, but had always regarded with a degree of scepticism: slower can be faster.

"In actual fact, it was Jackie Stewart who told me once that things would one day become easier," he recalls, with a tug of the forelock to his ex-mentor. "He said I would become faster by driving in an easier way. Initially I found that difficult to believe. It was so physically tough to drive an F1 car that I thought it was never going to come. Then last year I took the step up; things became easier, my concentration became easier. I could actually go faster without overdriving, so it was nice."

Hand in hand with renewed in-the-cockpit calm came an increasing conviction that he had been accepted into the Ferrari 'brotherhood'.

Famously close-knit, the Ferrari 'family' is a hard place for newcomers to break into. But, by showing great sensitivity towards the prevailing status quo, he worked his way in – and now, he says, that family bond is one of the great joys of being employed by the Scuderia.

"Initially it was a tough thing," he admits. "People said, 'Be careful. Jean [Todt, team boss] loves Michael and Michael loves Jean. They get on so well together that, for sure, they'll throw you away, or freeze you out.'

So I kept my feet on the ground, but I found that Jean is a lovely person who wants me to do well – it was he who chose me to join Ferrari.

"So I loosened up a little bit, and then I started to do quite well. Michael is a wonderful person, too. He enjoys his time with his family as much as I do with mine. We get on quite well when we're on the track. We discuss quite well the changes on the car, so we have no problems."

It wasn't always thus, however; no, siree. For much of his early career Rubens was plagued by constant sniping at the frailty of his mental state. Yet by proving himself consistently able to keep Michael more than honest, he has forced the world to shut up – and this at one of the world's most demanding teams.

Barrichello concedes that the hardening process was accelerated by the double whammy of Austrias '01 and '02, where he was required to give second place and victory, respectively, to Schumacher. The brace of team orders were issued under very similar circumstances, but Rubens' reaction to each was markedly different.

"The first time I was angry," he says. "The second time I was just okay. I wasn't happy with it, but it was at a time when I had taken a step up on driving, a level up on mental toughness. It's all different now."

He attributes much of that toughness – as does Schumacher, incidentally – to the

solid bedrock of stability provided by contentment in his personal life: wife Silvana and one-year-old son Eduardo are never far from his thoughts, or his mobile.

"I know that everybody sometimes has personal problems, but that doesn't have to interfere with our work," he says. "On the other hand, if you're happy with life, you're happy with everything. So if you smile for something, you smile for everything."

Good times, bad times... the good to enjoy, the bad to learn from – and to intensify the pleasure of the highs. Highs like those sent on days when, as a Brazilian sporting hero, he is feted as one of his country's best-loved sons.

That very adulation, however, makes him nervous. He doesn't want to dwell too much on his country's deep-rooted passion for motorsport, for fear of being bracketed with Brazil's greats – perhaps privately anxious that he won't live up to the almost mythical quality of the folklore that follows them.

"No, I'm not really conscious of that," he says. "I might see in the future, you know, that I'm driving for a very important team. But it doesn't get to me now, because I need to do my job. The car's red, but so what? I just drive it. It's my work with the engineers, my work with the whole Ferrari family. But all I'm really doing is driving as fast as I can with a car which is very competitive."

These are surprising words from such a passionate, emotional man – one who ▶

(Opposite) In parc fermé at the Nürburgring last year. Rubens has just taken the first of four 2002 wins – and Kimi Raikkonen, behind him, is third. Who came second? Rubens' team-mate, Michael. Makes the win that bit more satisfying, doesn't it, Rubinho?

RUBENS ON FERRARI

'SO WHAT IF WE HAVE A BAD QUALIFYING? WHY BE GRUMPY ALL DAY? WHERE IS THAT TAKING US?'

blubbed unguardedly atop the Hockenheim podium on the day of his first GP win in '00.

He reflects on the subject for a few quiet seconds, before continuing: "One day I'll perhaps understand that the Brazilian fans were going crazy about a Brazilian driving a Ferrari, but I don't think much about it now."

It's understandable, therefore, that he should claim to feel no pressure from driving under the scrutiny of his home crowd at Interlagos, nor that of the tifosi in Ferrari's Monza homeland.

"No, no, I don't - not at all. But I tell you what was stressful; driving in Brazil at the wheel of a car which wasn't competitive. That was very... bad."

Viewing '02 in his personal rear-view mirror, he shrugs aside the disappointments and prefers to concentrate on the delight and professional satisfaction he derived from the four wins which came his way.

"Well, if I could change something, I'd like to have won Austria," he says, grinning impishly, "although mentally I'm the one who won Austria and Michael is the one

who won at Indianapolis, to be honest.

"Austria was probably one of the best races I've ever driven. But there's no point worrying about it. We only make life difficult for ourselves if we do that. Because... so what if we have a bad qualifying? Why become grumpy for the whole day? Where is it going to take us? Just forget about the bad times. Life's too short. I'm 30 years old, for heaven's sake!"

THAT WAS THEN... THIS IS NOW. When I first asked Rubens about his prospects for '03, and whether he might be in a position to challenge for the championship, we were sitting in the sunshine outside the Ferrari garage at Melbourne. Surely his success would depend solely on his ability to prise possession of the victory rostrum from Michael's vice-like grip.

After the three fly-away races - three non-Ferrari wins (one a Jordan fluke) - his remarks in Australia had assumed a retrospective significance.

"Going for the championship?" he had mused. "I don't think Michael could even say that for certain. But the new rules have changed things, so I suppose it's the best chance I have in trying to go for the title."

Team orders permitting, of course. But Rubens is twinkle-toed around this one: "I have no idea. I've never actually stopped to think, 'This is going to happen, that's going to happen.' I'm just there to enjoy myself

and win the race. If I have six points and Michael has 44, it's probably going to happen again [despite the FIA edict banning such artificial manipulation of the race result, *F1 Racing* can only assume]."

And if you've got 44 and Michael has got six? Another broad grin; "I probably think Ferrari are going to do the same for me."

ONE THE EVE OF THE BRAZILIAN Grand Prix, Emerson Fittipaldi had some words of advice for Barrichello in his quest to become the third of his countrymen to win on home soil.

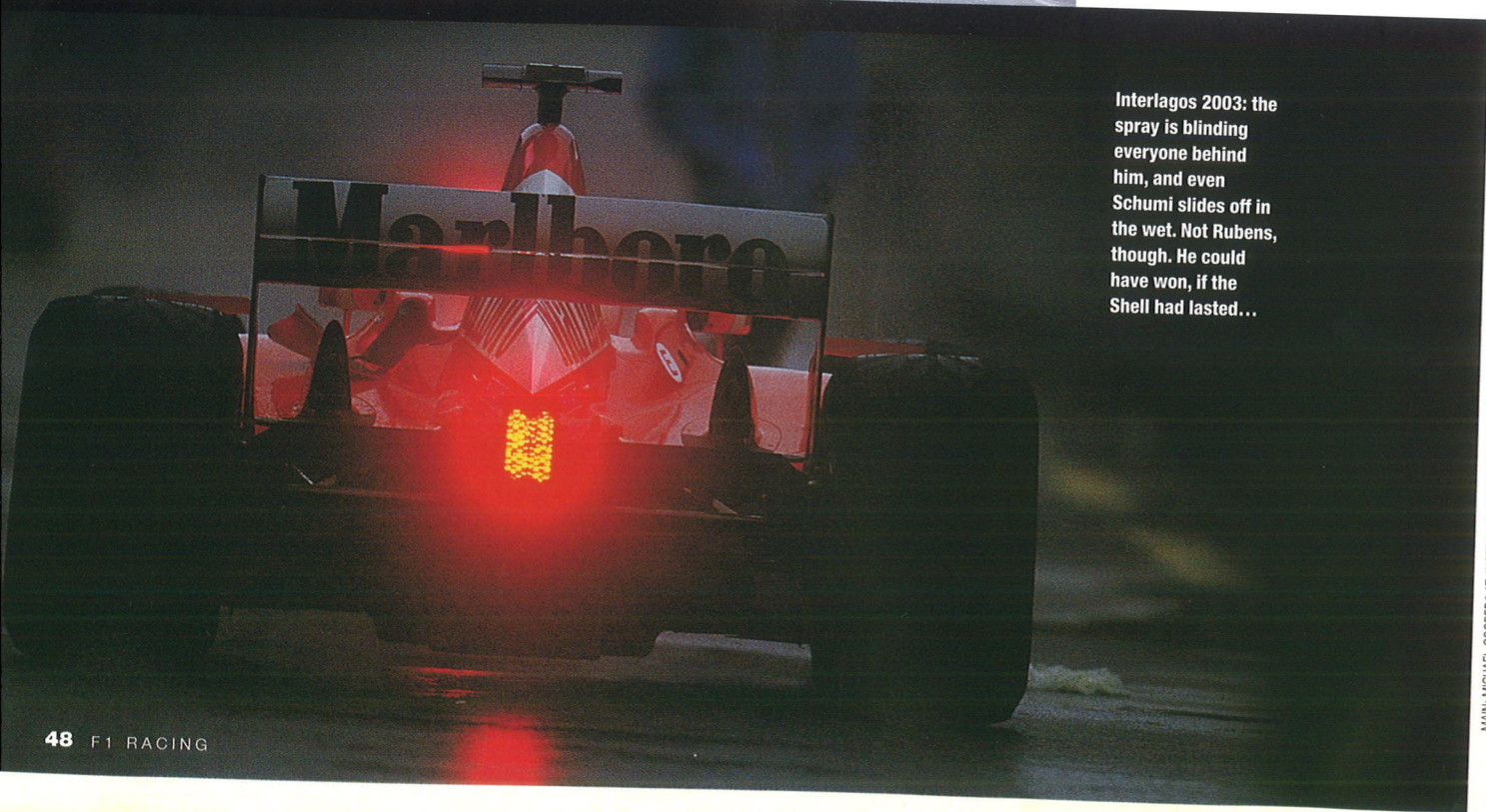
"He must react to the pressure in a positive, not a negative, way." Emmo, now 56, won the very first championship Brazilian GP, in '73, so you could say he's qualified to comment. "I'll be very happy if Rubens can feel the same sense of elation I experienced here 30 years ago. It would be a fantastic day, great for Rubi's career."

Barrichello didn't win, as we know, yet his Ferrari was leading when it rolled to a halt with, ahem, 'fuel-feed trouble'. Let's not forget that this was a gloomy, miserable afternoon and that the mercurial Michael had already spun off the self-same rain-slicked Tarmac from which Rubens was managing to conjure grip.

Perhaps, on reflection, Interlagos '03 was his day of days, after all. And Ferrari, against all the odds, have been the making of him. **1**



(From left to right) Rubens with his parents: family is important to him; Jackie Stewart was an early mentor; leading in Brazil a few weeks ago



Interlagos 2003: the spray is blinding everyone behind him, and even Schumi slides off in the wet. Not Rubens, though. He could have won, if the Shell had lasted...

MAN: MICHAEL COOPER/LAT; INSETS: DAPHNE HEATH; BERNARD ASSETT; LORENZO BELLANCA/LAT

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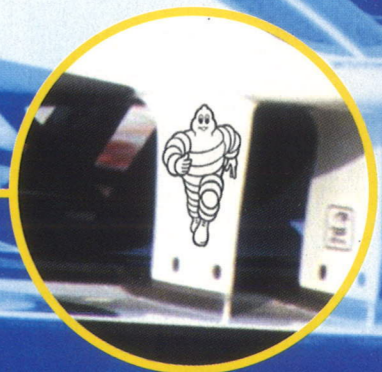
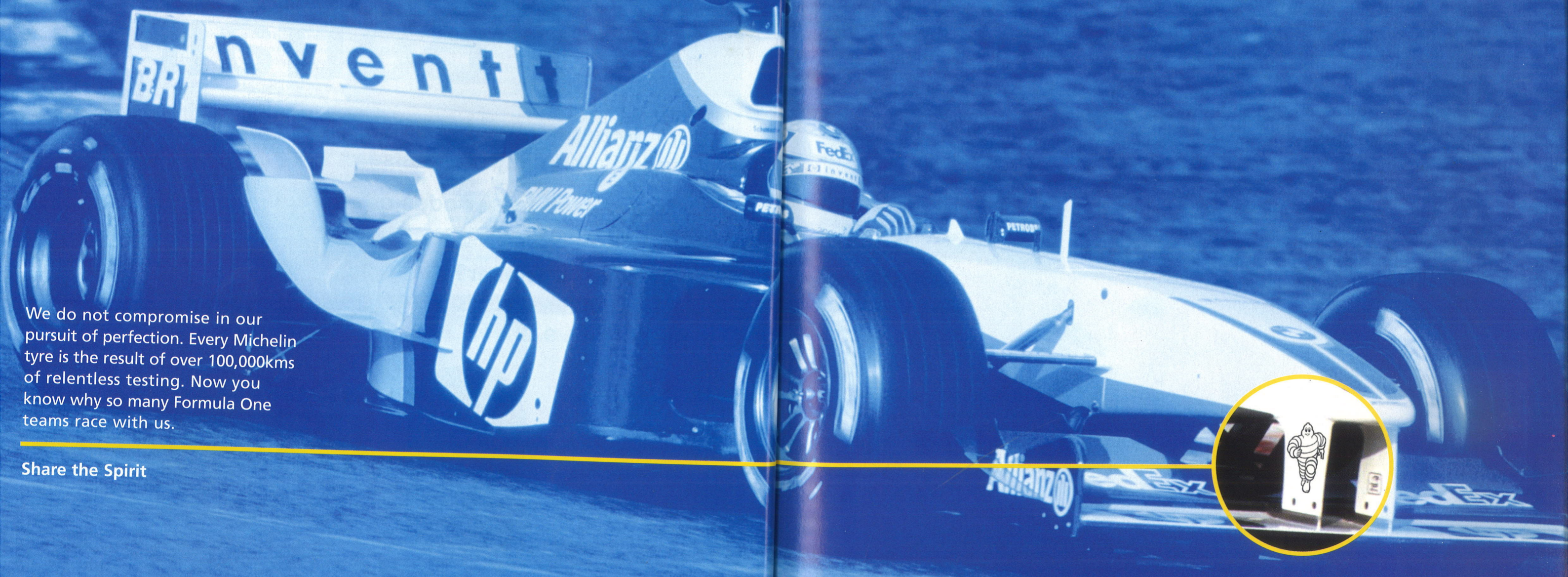
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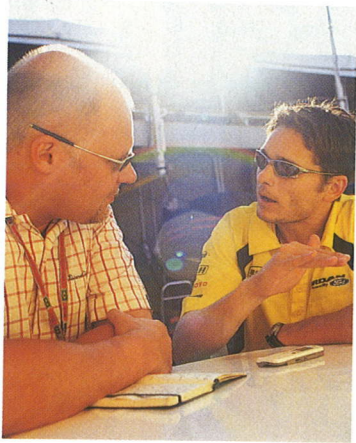


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# BRING ME SUNSHINE

Giancarlo Fisichella is seriously quick. Has been for a very long time. And now, at last, he has won a grand prix. That is great for him – and for Jordan, too, unless he gets snapped up by Williams, McLaren or Ferrari. Matt Bishop explains

Photographs by Darren Heath

Sunday April 6, 6.15pm. After the craziest Brazilian Grand Prix in Formula 1 history, word reaches me that there are no taxis to be had. Not a single one. Worse, it is raining again – hard – and the VIP car park is a veritable quagmire; the smaller and/or lower-slung cars appear already to be marooned axle-deep in glutinous mire. How, then, to get back to the *Hotéis Transamérica* (the swanky 1960s hotel on São Paulo's traffic-choked Avenue das Nações Unidas within whose bland, well-appointed rooms the F1 circus is accommodated en masse for the first week of April every year)?

Predictably enough on this most unpredictable of grand prix weekends, the team best able to cope with yet more unforeseen adversity are Jordan – in this case, to be precise, team manager Tim Edwards and director of race and test engineering Gary Anderson. As I spot them running past me towards the car

park – twin blurs of mud-spattered yellow, one (Anderson) appreciably bigger than the other (Edwards) – I call out to them: "Hey, Gary!" I shout (for he is the nearer, his spryer colleague already at least a dozen or so yards ahead), "Are you going to the Transamérica?" "Yeah. Wanna lift?"

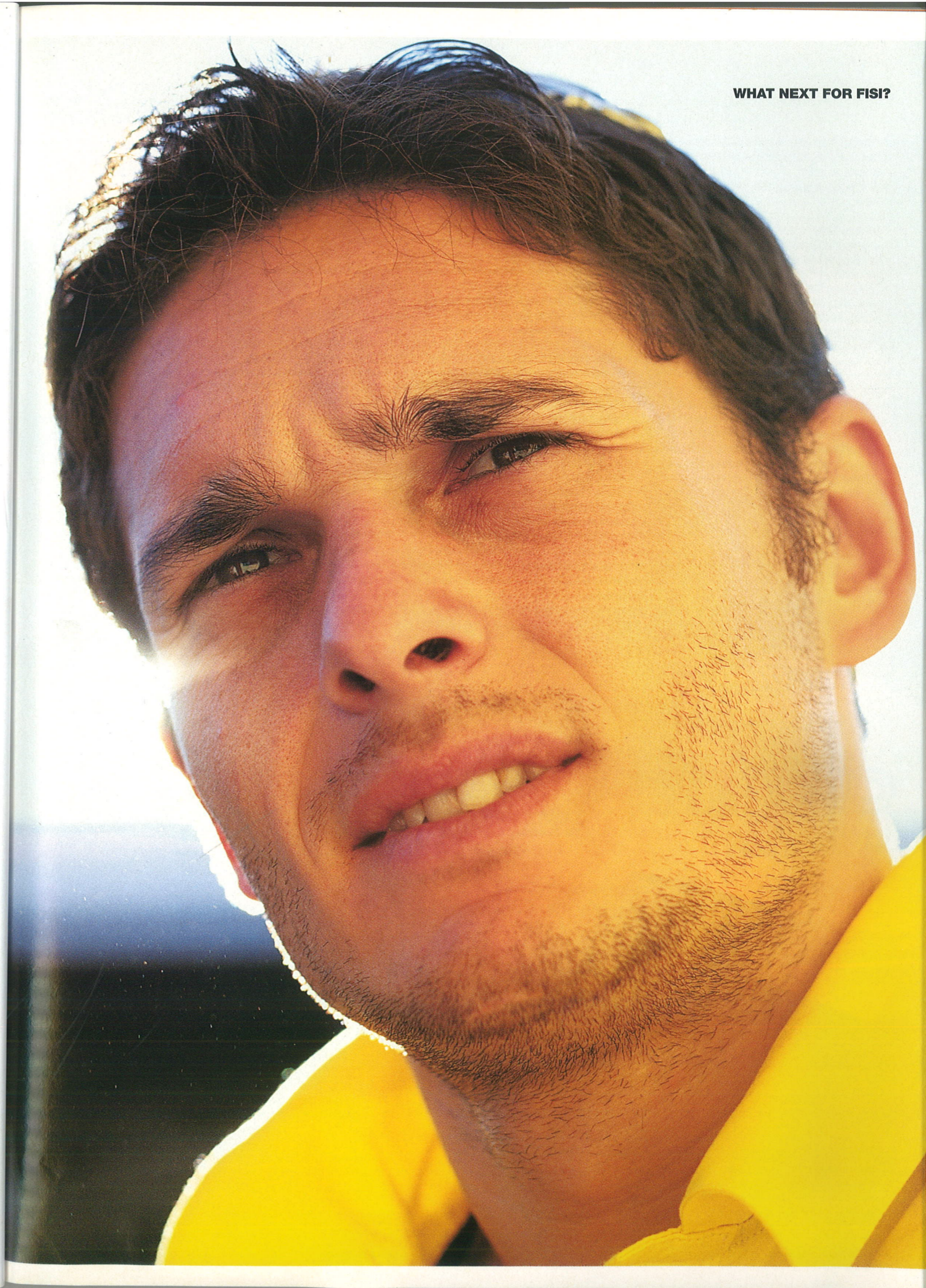
Manna from heaven. And yet, although I am relieved at having successfully blagged a ride, I cannot help wondering, as I splash along in their wake, whether the Jordan men's car will be extricable from the mud.

When we get to it, it is immediately clear that I should not have worried. Why? Because the 'car' in question is a Ford F-150 H-D SuperCrew – a gargantuan double-cab truck equipped with chunky nine-inch-wide Goodriches mounted on hunky 20-inch-diameter chromed alloys. And, predictably, when Tim fires up the supercharged 5.4-litre V8 and stomps on the right-hand pedal, 340bhp and 425lb ft haul us out of the bog with disdainful ease...

... and into a traffic nightmare. Again, however, Jordan will not be vanquished by the conditions. The Avenue Senador Teotonio Vilela, on which we are jammed, is a wide two-lane-in-each-direction highway whose two carriageways are separated by a grassy, hilly, boulder-strewn central reservation. Just as I am trying to conjure up the right words of consolation – for my two companions are bitterly disappointed that Kimi Raikkonen, and not Giancarlo Fisichella, has been declared the winner of the '03 Brazilian Grand Prix – I am interrupted by Anderson. "Go for it, Tim," he shouts, pointing to his left. Chuckling, Edwards hurls the big Ford over the foot-high kerbs and onto the grass, and bounce-lurches us all the way along (between!) the Avenue Senador Teotonio Vilela to the Avenue das Nações Unidas – and the Transamérica. "It's not the first time we've done that," says Gary, grinning, as we climb out.

As I walk into the foyer, I bump into Giancarlo. Regular readers of *F1 Racing* ►

**(Opposite) Pensive in the Interlagos paddock: that surprise win will have put Fisichella higher on the big teams' shopping lists; (above left) Oakley overload with F1 Racing's editor in chief Matt Bishop**



will know that I am an admirer of Fisichella the driver; those who try to read between the lines will suspect that I am also fond of him as a man. It is true. Somehow, he manages to be cocksure yet guileless, charismatic yet ordinary, solicitous yet sincere. He is, in short, a nice guy. And so it is that I am momentarily lost for words. I put my hand on his shoulder, and, after perhaps three or four seconds' silence, say, lamely, "What can I say?"

"Nothing," he replies. "For two minutes I was in heaven. Then they tell me maybe I haven't won and..." His voice tails off. He forces a smile. There is nothing more to say.

FIVE DAYS LATER, after a hearing at the FIA's headquarters at the Place de la Concorde in Paris, history was rewritten – and the '03 Brazilian Grand Prix was retrospectively awarded to Fisichella. Jordan immediately issued a suitably jubilant press release, which included a statement apparently made by Giancarlo (but which was more likely drafted by the team's ever-efficient communications executive, Helen Temple): "I would like to take this opportunity to thank..."

Whoever he would or would not like to take an opportunity to thank, undoubtedly the FIA's volte face made Giancarlo "very 'appy" (which is probably all he said when Helen called him for a quote). He was, by all accounts, *extremely* 'appy. But more important than the win itself was – is – the effect it might have on the next stage of his career. Make no mistake about it: win or no win, the '03 season was always going to be utterly crucial for him.

Ever since '96, when he made his F1 debut for Minardi, he has always looked good on track – sometimes fabulously so. I will always remember what Jean Alesi told me shortly after the '97 Canadian Grand Prix (in which Fisichella's third-placed Jordan-Peugeot had finished just 0.654 seconds behind Alesi's Benetton-Renault, which was second): "I tell you, Giancarlo was brilliant today. Fantastic. I honestly think he's better than Michael [Schumacher]. Honestly, in terms of natural talent, he's better. In parc fermé I saw that his rear Goodyears had massive blisters. Really terrible blisters. Giancarlo and I were running close together during the race – and I could

see his car was all over the place. But, having seen those tyres, I think the way he managed to control his car, in spite of those terrible blisters, was simply incredible."

Just over 12 months ago, in Brazil, Jenson Button was almost as effusive: "When we were at Benetton together [in '01], Giancarlo was way better on set-up than I was," he told me. "He was very good on set-up. He used to just turn up at each race, set the car up, and more or less match his eventual qualifying time straight away. He was always straight on it like that, and he was always *really* quick."

And early this year, when my colleague Tom Clarkson (*F1 Racing's* grand prix editor) asked Jacques Villeneuve to nominate the one driver he feared more than any other, Jacques replied: "There's one guy out there who I think is very, very quick: Giancarlo. He has a really special talent."

Indeed he does. At Interlagos I like to spend at least one session standing on the outside of Mergulho – the long, bumpy, downhill, blind-apexed, fourth-gear left-hander which Allan McNish describes as "the most daunting corner in F1". When I

(Main) A snapshot of Giancarlo's laid-back in-cockpit style. His driving combines great consistency with real verve, and his track positioning is uncannily precise

was watching, on Saturday morning, most drivers frightened themselves at least once – some twice or three times. Fisichella? Time after time, his Jordan swooped into view, on *exactly* the same trajectory, kissing the apex kerbing at *precisely* the same point, jitterbugging on the limit of adhesion all the way round, only its driver's lightning-quick micro-corrections – unconsciously wrought – preventing it spearing off into the tyre wall. And, lap after lap after lap, he was visibly – frighteningly – quick.

After the session I asked him about it: "It's quite a difficult corner, yes. The car goes a bit light, unstable, nervous. Our car needs more downforce, you see, and we're missing that at Mergulho. But, for me, to be honest, it's quite comfortable. I try always to be smooth, you see." Yes, I saw.

But you knew all that. You knew that, among the current 20, only Michael, Juan Pablo Montoya and Kimi Raikkonen are able to do what Fisichella can do – with such *sang-froid*. And yet, while Giancarlo's three peers are employed by the grandee teams you would expect them to be employed by –

'I LOVE JORDAN. I'LL ALWAYS DO MY BEST FOR JORDAN. BUT MY TARGET IS TO DRIVE ONE OF THE BEST CARS'

respectively, Ferrari, Williams and McLaren – Giancarlo drives for the second-most impecunious outfit on the grid.

Last year, at Monaco, Frank Williams said to me: "We reckon Giancarlo is extremely good, extremely quick and deserving of a better drive than he's had so far in F1." It is true; and, at the time Frank said it, Giancarlo was becoming more and more aware of it. And so, at the end of the '02 season, his seventh in F1, he resolved to do something about it. He studied his position, and did not like what he saw. Three statistics stood out. Starts: 107; wins: nil; age: 30 (in January '03).

He telephoned his manager, Gianpaolo Matteucci, and laid it on the line. He wanted a change, pure and simple. A staunch friend since Giancarlo's karting days, Gianpaolo was disappointed – understandably – but, aware that his contacts at the highest F1 echelons were insufficiently good to help bag Giancarlo a drive with a grandee team, he did not argue.

The man whom Fisichella chose to replace Matteucci was Eddie Irvine's manager Enrico Zanarini – who, following Irvine's failure to land a drive for '03, had found himself with no F1 driver on his books. In the Melbourne paddock, in early March, I asked Giancarlo about his decision: "Well, after many years – fantastic years, because Gianpaolo is a fantastic guy – I think I needed a change. I needed to move my career on – and maybe also to make a few headlines, make people

take notice of me. And I already had a good friendship with Enrico, and I'd already seen what he'd done for Eddie. I spoke to some other managers, but in the end I decided Enrico was right for me."

In Brazil, over coffee by the Jordan 'hut', I pressed him further. "Come on, Giancarlo," I began, "don't be shy. We all know that Ralf [Schumacher] will very probably be out [of Williams] at the end of the year. We all know that David's [Coulthard] contract comes up for renewal at the same time. We all know that Eddie [Jordan] will not hold you to the third year of your [three-year] contract – besides, he'll almost certainly fail on the performance clause that says he can only hold you to a third year if Jordan are in the top four in the constructors' championship. So, Giancarlo, we all know you're gunning for a Williams or a McLaren drive for '04, right?"

A pause. A smile. "Look, Matt, I really love Jordan. I'll always do my best for Jordan. But, for me, the target is obviously to drive one of the best cars. The best cars are the Ferrari, the Williams and the McLaren. And I'm an Italian driver, so it would be nice to drive for Ferrari."

"But Michael and Rubens [Barrichello] are both contracted for '04, Giancarlo, so you can't drive for Ferrari next year. What about Williams? I know Frank rates you..."

"Yeah, maybe it'll be an option. It would be a dream. Williams have always been a dream. In '92, when I was in Italian Formula 3, I won ▶



## WHAT NEXT FOR FISI?

the Monaco F3 race [though modesty clearly forbade him from mentioning the fact, he also won 10 rounds of the Italian series that year]. And, when I won at Monaco, which was a big thing, Gianpaolo said we should call Frank. And I said, 'Okay.' So we did. And Frank said, 'Come to Didcot [which was where Williams were then based].' So we did. And I remember that I was so nervous. I was only 19, and my English was zero. But Frank started speaking Italian, which was a nice surprise. We spoke in Italian throughout our meeting. He said, and I'm translating now, 'I know you're a good young driver. Keep going. Keep it up. Maybe one day we'll work together.'"

It could happen next year. When my colleague Alan Henry (*F1 Racing's* editor at large) and I attempted to grill Frank on the subject in Brazil this year, he was unwilling to discuss it – either on or off the record – since to do so would be to admit that one of his drivers was not certain to be retained for '04 (presumably). Since such is probably the case, so disappointing have Ralf Schumacher's performances been of late, Frank probably felt he had to be even more cagey than usual.

So we will have to read between the lines. Luckily, there is an interesting detail in

Frank's Monaco '02 soundbite that warrants such analysis: his use of the royal 'we' (as in "We reckon Giancarlo is extremely good..."). It was not a post-knighthood affectation, I assure you. No, when Sir Frank uses the first person plural, it merely means that he is speaking for his team – or, often, and probably in this case, on behalf of his most intimate circle of advisers. Undoubtedly, since Monaco '02, this inner cabal has discussed Fisichella's strengths (many) and weaknesses (few), at length, many times. Since Interlagos '03 they have doubtless talked again, and more urgently still.

So much for Williams, but what about McLaren? In the summer of '01, when it was looking increasingly obvious that Mika Hakkinen had lost his appetite for grand prix racing, Matteucci telephoned Martin Whitmarsh (McLaren's managing director). Their conversation was civil enough, but history shows that it led nowhere – for when, at Monza a few weeks later, Hakkinen announced his intention to take a 'sabbatical', the identity of his replacement (Raikkonen) was also revealed. That autumn, Fisichella did not attempt to disguise his disappointment at having been overlooked, either on or off the record. But, when I asked him about McLaren again in the Interlagos

paddock this year, his anger had abated and he could barely think of anything to say. When I pressed him he could only mumble, "Yes, they're another great team."

"Come on, Giancarlo," I persisted, "you know what I'm getting at: they might be an option for you next year, mightn't they?"

"Yeah. Could be an option. But I don't know if I'm in their plans." Which, apart from anything else, indicates that he *does* know that he *is* in Williams' plans – or else why would he have made this remark about the one team and not about the other? Gotchal

In truth perhaps Fisichella-Zanarini is too colourful, too damn Italian, a combo for Woking's dyed-in-the-anthracite senior automata. Had Fisichella appointed a non-Italian manager to replace Matteucci, maybe McLaren might have become an easier nut for him to crack. If, say, he had hired the Belgo-Finnish combination of Didier Coton and Keke Rosberg, who used to manage Hakkinen and Olivier Panis (ex-McLaren men, both) but now handle only Panis (who, at 36, is unlikely to keep them busy for very much longer), then the steadfastly Anglo-Saxon Ron Dennis might have looked with more favour on a man whose name runs to seven ostentatiously Latinate syllables. You think I am joking? I am not; I am told the ▶

**(Main)** In Malaysia Fisichella had tyre trouble in both qualifying sessions and then failed to make the start. His reaction? "I have to look forward to the next race." Prescient words

'FRANK WILLIAMS SAID:  
"I KNOW YOU'RE A GOOD  
DRIVER. MAYBE ONE DAY  
WE'LL WORK TOGETHER"'



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'WHEN I ASKED ABOUT A TOP DRIVE, WHY DID FISI REPLY BY TALKING ONLY OF THE SCUDERIA?'

memory of Andrea de Cesaris, and all those beautiful McLarens he so casually destroyed in '81, haunts Ron still...

(Parenthetically, I should point out that McLaren might well re-sign Coulthard after all, leaving no opportunity for Fisichella – or anyone else, for that matter. Although neither Dennis, Whitmarsh nor technical director Adrian Newey has ever taken to DC in quite the way they did to Hakkinen – or, for that matter, now, to Raikkonen – they know that he is a very safe pair of hands, that he does the PR bit well and that he will not rock the boat. But, more important still, they have fallen for Kimi in a very big way; as a result they are probably already pinning their championship-winning aspirations on Raikkonen alone – with the paradoxical result that there is now no need, in their minds, to upgrade their other driver in the foreseeable future. If your driver line-up ain't broke, don't fix it, in other words.)

Which leaves Ferrari. Why, when I asked Giancarlo about a 'top three' drive, stressing possible openings at McLaren and Williams,

did he reply by talking only of the Scuderia? I do not buy all that I'm-an-Italian-driver-so-it-would-be-nice-to-drive-for-Ferrari crap. Everyone wants to drive for Ferrari – but only because over the past few years they have been the best team. No, I would hazard that his answer shows that Giancarlo, bless 'im, was lazily searching his internal databank for a suitable response to a question he had been asked many times, dredged up an appropriately shaped cliché, and trotted it out. Either that... or he was parroting a Zanarini-fed line.

Remember, please, whom that archetype of Italian 50-something 'cool' has been managing all this time. Remember that the driver concerned, Irvine, never drove for either McLaren or Williams. Remember, of course, that Irvine *did* drive for Ferrari – and for four long years. Understand that during that time Zanarini developed excellent contacts at Maranello. Bearing all that in mind, in which direction do you think Zanarini would be most comfortable pointing his new man? Precisely.

When, in the Interlagos paddock, I asked Zanarini about McLaren and Williams, he twinkled his famous twinkle, threw back his head, laughed, and, when pressed further, finally admitted that, yes, he was "certainly considering those options". (Well, thank goodness for that.)

"But," he added, "that's not the limit of my ambition for Giancarlo."

Which is all well and good, of course – except that there is no vacancy at Ferrari for '04. And, because Giancarlo is 30, and has been in the midfield – albeit indisputably its star turn – for some years now, he cannot afford yet another fallow year. Minds and memories are fickle in F1. As recently as the summer of '01 Jacques Villeneuve was being touted as a real player, a man who might soon (re)join a 'top three' team and once again fight for world championships. Eighteen months later, no-one seriously believes that. Fisichella must ensure that he does not suffer such a falling from grace.

"All I can do is drive my best and show my talent," he says. That is true, in the sense that it is the truth; but it is not the whole truth and nothing but the truth. Yes, he can and must show his talent and drive his best. But he must also work diligently with Zanarini to make sure that he is in exactly the right place at precisely the right time – so that, when the right vacancies come available, he is in pole position to optimise his chances of bagging one of them. What he must *not* do is let the best be the enemy of the good. What he must *not* do, in other words, is let the opportunity of driving for Williams or McLaren in '04 pass by on the off-chance of being considered for a Ferrari drive in '05. **1**

(Main) Just before Fisichella's dreams of a first win went (temporarily) up in flames, his car did the same. Now he must work to combine his red-hot talent with an icy determination to bag real glory



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**DRIVER:** McLAREN-MERCEDES

# Kimi Raikkonen

On winning and 'losing' in Brazil, getting scared... and emulating Eminem

**How much of a blow was it to have your Brazil win taken away?**

Of course, I was disappointed with the final result – but it's only right that the positions were put right. Also, I'm very pleased for Giancarlo [Fisichella]. It's good that he has won his first grand prix – because, after Malaysia, I know how good that feels!

**So did that first grand prix win in Malaysia change you in any way?**

No, I don't think it changed me as a driver, although I was a bit more confident going into the next race [Brazil]. But what *has* changed is the way you guys [the media] look at me. There have been a lot more interview requests since Malaysia!

**It must have made up for the pain of missing a win with only four laps to go, at Magny-Cours last year?**

Yes, it has. That was a really bad day, you know, because I felt I'd done everything I needed to win. The team did a great job, they had a good strategy and the car was working really well. I thought I had Michael [Schumacher] covered, but it just wasn't my day. I beat myself up about it for a couple of days, but then I got my head straight. Looking back, I think the experience made me stronger.

**How good is Michael, do you think?**

He's very good, but it's difficult to say who is the best driver because we all have different cars. Still, I'd like to win the championship with Michael around – because, although there are lots of other quick drivers on the grid, it would mean a lot to beat Michael because he's had so much success in F1.

**In terms of how you drove in Malaysia, was it your best race in F1 so far?**

Ah, no. I wasn't pushing at all for the last stint. If you want to know which was my best race, look at Hungary last year. I didn't qualify well – only 11th – but I managed to finish fourth after driving really hard for the whole race. And I didn't make any mistakes.

**Are you surprised at how competitive McLaren have been this season?**

We knew we'd improved the MP4-17D over the winter – it felt much better balanced than last year. So I'm not surprised, no. But I must

also say a big thank you to Michelin, because they've also done a great job.

**How much of a step forward do you expect the new car, MP4-18A, to be?**

On paper it looks a much better car than the one we have, so I'm very excited about it. The competitiveness of the old car has helped us a lot because it has given us more time to work on the new car, which should mean we're on top of reliability by the time it races for the first time. I'm very confident that the new car can challenge Ferrari.

**Do you like one-lap qualifying?**

I do like it, yes – it gives us different grids. But it's a bit boring for us drivers because we're doing nothing for most of the hour.

**Who gave you the nickname 'ice man'?**

Ron [Dennis, McLaren's team principal]. He started it last year – and I don't really know why because I get scared sometimes, just like everyone else.

**How well do you get on with Ron?**

Ron and I get on very well indeed, and our relationship improves the more time I spend in the team. He's a really nice guy – and very funny. My contract with the team is for 2004 and '05, then we'll see what happens. But I'm very happy here.

**Describe your relationship with your manager Steve Robertson?**

We've had lots of good times together – on track *and* off. The fact that he's raced himself helps, too [Robertson raced in Formula Ford, F3, Indy Lights and the British Touring Car

Championship], because he understands some of the pressures of a race weekend – like when to leave me alone! He's not the only one, though; I have a really good group of people around me.

**Has your driving changed since you've been in F1?**

I'm more under control now than I was with Sauber. Smoother, I suppose. I have much more experience – and I'm able to use it in different ways, such as in setting up the car.

**How do you like to set up your car?**

Well, like most drivers, I strive for a neutral car. But, if that's not possible, I prefer slight oversteer to slight understeer. Mark [Slade, Raikkonen's race engineer] is very good – he knows what I like and what I don't like. And I don't like understeer!

**Do you stay in touch with [fellow Finn and ex-McLaren ace] Mika Hakkinen?**

Yes, we see each other occasionally, and speak on the phone. He seems happy with his life, but I've missed him at the races a bit because it's boring being the only Finn here. I've got no-one to chat to during the driver parades now!

**What would you be doing if you weren't an F1 driver?**

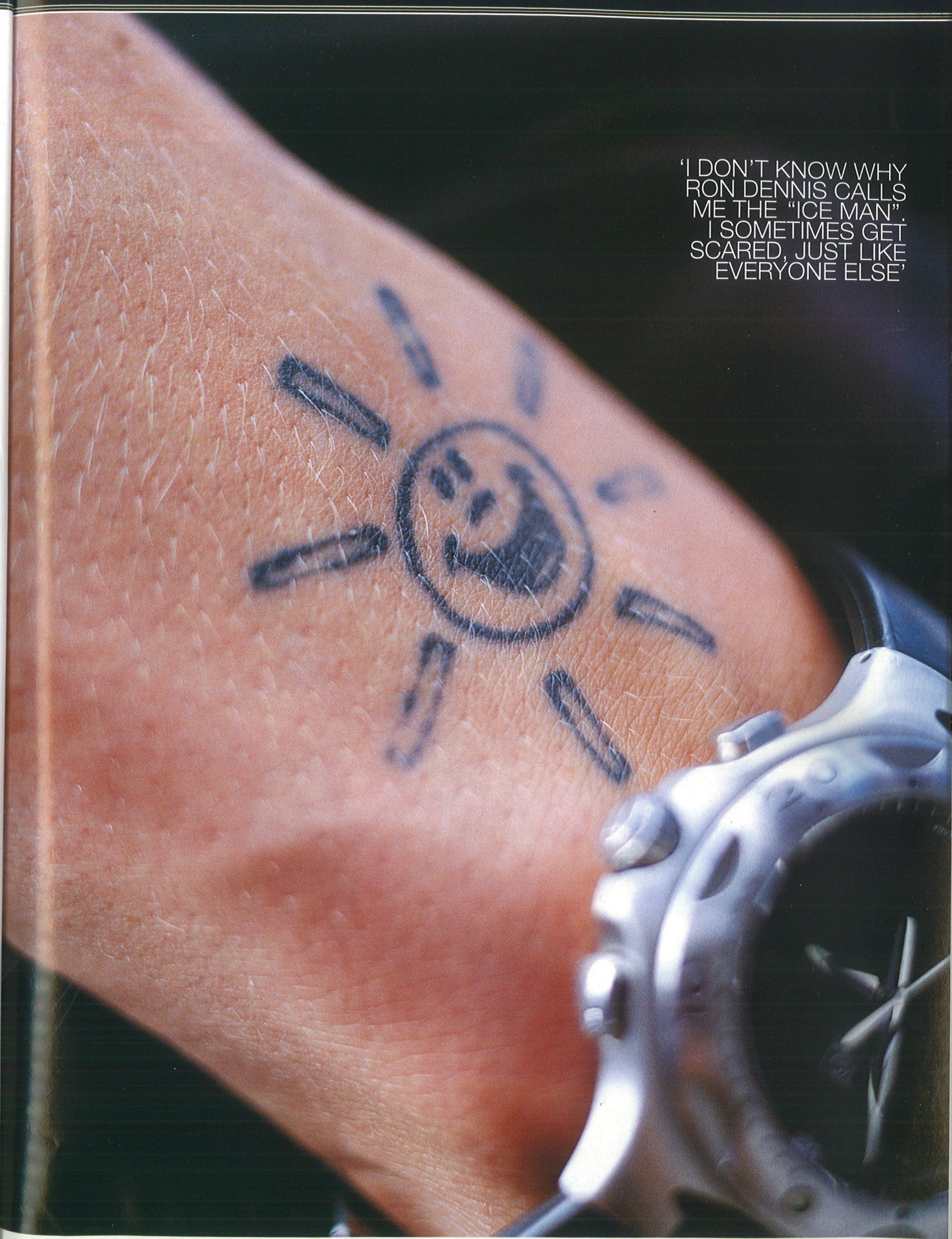
I've never thought about it because driving racing cars has been my life for as long as I can remember. I also like water and I like motocross, so maybe I'd be doing something there. Or in music. I really like Eminem. **i**



(Right) At Imola Kimi hands Fisi the trophy for his Brazil win. Team bosses Eddie Jordan (on left) and Ron Dennis attend; (far right) subtle indicator of Kimi's louder side

MAIN: DARREN HEATH; INSET: CLIVE MASON/BETTY IMAGES

'I DON'T KNOW WHY RON DENNIS CALLS ME THE "ICE MAN". I SOMETIMES GET SCARED, JUST LIKE EVERYONE ELSE'



(Main, from left) Zanarini, Robertson and Della Noce – managers of Fisichella, Raikkonen and Barrichello; (far right) with F1 Racing



## Men in (the) black

So. What *does* a driver manager do (apart from take a 'cut')? Well, in a paddock full of poker-faced negotiators, these guys strike the best deals... for the usual fee

Interviews by Tom Clarkson; photographs by Darren Heath



In his 14 years as a Formula 1 driver, Gerhard Berger never had a manager. "Why would I want to give away my hard-earned money when I could conduct all the negotiations myself?" he says.

Times have changed. Now, every driver on the grid has a manager – and some have a 'commercial assistant' too. Has Formula 1 changed in the six years since Gerhard's retirement, or have drivers become lazy? To find out, we gathered three managers for dinner in Imola. Here they are...

**Fred Della Noce.** A 52-year-old Brazilian businessman with no history in motor racing, before managing Rubens Barrichello from late 1996. A former life as a marketing guru has put him in a good position to exploit Rubens' highly promotable position in F1.

**Steve Robertson.** A former racer who, along with his father David, specialises in talent-spotting youngsters in the junior formulas and paying their way through to F1 – for a small percentage, you understand. They did that for Jenson Button and Kimi Raikkonen. At 37, Steve, a Brit, is the youngest driver manager in F1.

**Enrico Zanarini, 51.** A commercially minded Italian with a lot of experience in the sport. Made a name for himself as manager of Eddie Irvine – with whom he still works – and has just taken over the reins of Giancarlo Fisichella's career. An Italian dream team?

We've chosen to dine at the restaurant San Domenico, in central Imola – the most expensive in the area. Zanarini and Robertson arrive bang on time, 9.00pm; Della Noce is 15 minutes late. He has been delayed at the track in a meeting with Ferrari boss Jean Todt. Tables are scarce, but, judging by the prices, there's little need for more.

Zanarini is on home turf, so we let him choose the wine – a sublime red, Il Poggiolo, Brunello di Montalcino.

Jarno Trulli is eating at the adjacent table with his manager Lucio Cavuto and, at the other end of the restaurant, there is a meeting of representatives of the Grand Prix World ►

**DRIVER MANAGERS**

**'WE DO EVERYTHING FOR KIMI OTHER THAN ACTUALLY DRIVING THE CAR. WE WANT HIM TO FOCUS ON DRIVING'**

Championship (GPWC) – the threatened rival F1 series. Major names like Jurgen Hubbert are absent, but it's still high-powered stuff. Now we, too, must get down to business.

**Tom Clarkson:** How did you get together with your respective drivers?

**Enrico Zanarini:** I'd always thought I'd like to manage Giancarlo because he's an extremely fast driver. But I'm not one to steal drivers from other people so I had to wait for him to get free from his contract. I only spoke to him for the first time six months ago and, as things have panned out, it has been perfect timing for me because Eddie retired at the end of last year so I was free to take on a new, top driver.

**Fred Della Noce:** Well, I have no previous experience of F1 because I was vice president for Latin America of a computer company called Memorex. A friend of mine is Rubens' banker and, to cut a long story

short, he invited me to have breakfast with Rubens back in October '96. The following day I was telephoned by Rubens' father, who asked me to be his son's manager. I was surprised, I must say!

**Steve Robertson:** For me, it started in '97, when I began working with Jenson Button. I'd just finished racing myself and went to Pembrey to watch Jenson test a Formula 3 car. One of the things I remember is that his heel-'n'-toeing was perfect. We signed him up immediately and he was in F1 three years later. At the end of '98 former Benetton boss Peter Collins told me to take a look at Kimi. We organised two Formula Ford tests for him, at Snetterton and Donington, and he was immediately quick. So we signed him up, too.

**TC:** What do you do for your drivers?  
**SR:** We do everything for Kimi other than actually drive the car. We want to make his life as easy as possible, so we look after his finances, his contracts and most of his travel plans. We paid him a salary from the moment he signed up with us in '98. The only thing we want him to focus on is driving for McLaren.

**FDN:** I'm not a talent scout. I've been in sales and marketing all of my life and I try to convert what I know into a useful resource in F1. Rubens and I are friends, but we're business partners too.

**EZ:** Of course I'm here to sort out Giancarlo's

contracts and I must get him into a top drive. But I'm a commercially-orientated manager and I don't waste time with logistics. It's up to Giancarlo to organise his own life. He's a grown-up boy. So far this year I have found him seven personal sponsors, which no-one has done for him before.

**TC:** How do you train to manage drivers?  
**EZ:** I started working in motor racing in '74, although I only got involved in F1 in a serious capacity when I found sponsors for Jordan in '93. It was while I was there that I began working with Eddie Irvine. I found him two personal sponsors and he employed me as his business manager for two years before I became his proper manager.

**FDN:** As I've already explained, I have no motor racing background so, if anything, I've proved that you don't need any training! I went to law school for three years when I was young, but it doesn't really help because you still get a lawyer to draft driver contracts.

**SR:** I have a driving background, which helps me to understand a driver's needs. I still spend a lot of time looking at young drivers, although we're inundated with guys contacting us, each one convinced he's a future world champion!

**TC:** What's your most important asset as a driver manager?

**FDN:** Common sense is the secret. Knowing

(Below) Fred Della Noce had no history in motorsport when he first met Rubens Barrichello in '96. He says he'll quit when Rubens does; (opposite) Steve Robertson with his young charge Kimi Raikkonen and Kimi's girlfriend Jenni Dahlman



Barrichello

Della Noce



Robertson  
Raikkonen

> Different strokes

**FRED DELLA NOCE**

**Born:** September 29 1950, Rio de Janeiro, Brazil

Studies public administration in Brazil and then at the Business Graduate School in Arizona, USA. Becomes a branch manager for Brazilian Bank, but then leaves to set up a partnership in real estate. Later, moves on to represent the American partners in a joint venture with a Brazilian company to manufacture high tech equipment in Brazil '88 Starts managing the Latin American Region for a rival high-tech company based in California's Silicon Valley. His last title there is 'senior vice president, Latin America' '96 Is introduced to Rubens Barrichello by a mutual friend and becomes his manager. The rest, as they say, is history...

**STEVE ROBERTSON**

**Born:** July 4 1965, Hackney, UK

'86 Finishes second in Esso Formula Ford 1600 championship and third in RAC FF 1600 championship '88 Is champion in British FF 2000 '00 Finishes third overall in British Formula 3 (behind Mika Hakkinen and Mika Salo) '93 Finishes third in the Indy Lights championship (is rookie of the year) '94 Wins Indy Lights championship '96 Works driver for Ford in British touring cars '97 Starts considering which driver/s to manage '98 Manages Jenson Button '99 Begins managing Kimi Raikkonen '01 Stops managing Button at the end of the year '03 Currently manages only one driver – Raikkonen

**ENRICO ZANARINI**

**Born:** September 9 1952, Bologna, Italy

'70 Gains an HSC in Bologna and then an advertising and PR diploma from the Sydney Institute of Technology, Australia '74-86 Marketing and PR manager for Alfa Romeo in Australia and the South Pacific including all motor racing activities '89-92 Manages several Formula 3 and Formula 3000 drivers including Emanuele Naspetti, Andrea Montermini, Vittorio Zoboli and Paolo delle Piane '93-96 Italian agent for Jordan Grand Prix '97 Manages Eddie Irvine '01 Manages Tomas Scheckter '03 Becomes Giancarlo Fisichella's manager. Still has Irvine and Scheckter under contract

how to read situations and to act accordingly.

**EZ:** I think communication is the most important thing. With sponsors and with other team bosses up and down the pitlane. You have to keep them informed of your driver's situation.

**SR:** Both of the above, I think. You can argue that everything in life is common sense, but communication in F1 is also very important.

**TC:** Do you consider yourselves to be your driver's psychological guru?

**EZ:** Absolutely not. I think any manager would be totally wrong to take on that role. I'm more concerned with Giancarlo's image because he's a fantastic talent who has never properly exploited what he has.

**FDN:** I agree; it's beyond the remit of the job. **SR:** We're more business partners than anything else.

**TC:** What sort of cut do you take?  
**EZ:** Money is the ugly side of F1 and how you work out your deal with your driver is up to you. It's fair to say that you'll get a smaller percentage if you pick up a driver who's already in F1 than you do if you pick

## DRIVER MANAGERS

### 'MONEY IS THE UGLY SIDE OF F1. HOW YOU WORK OUT YOUR DEAL WITH YOUR DRIVER IS UP TO YOU'

up a guy from obscurity. Is that right, Steve?

**SR:** Yes, I suppose so, because the driver owes you for paying for his career early on.

**FDN:** None of the figures you read about – for instance, that Willi Weber picks up 20 per cent of the Schumachers' salaries – are right because the figures are not leaked. No-one other than the individuals involved knows exactly how much money changes hands.

**TC:** What moves do you see your drivers making in the coming years?

**FDN:** Rubens wants to win races and, we hope, the world championship one day.

Ferrari are a great team, so I don't see any reason to move away from them. He is aware

that Michael [Schumacher] has been there longer, but the only real difference in their contracts concerns the spare car. Michael gets it at every race.

**EZ:** As I've said, I want to get Giancarlo into a top team as soon as possible. But, some of the contractual arrangements of the drivers already in those teams might mean we have to wait until '05 until the opportunity arises.

**SR:** Kimi has a long-term contract with McLaren and they're a great team, so I see no reason to be looking elsewhere.

**TC:** Is it possible to manage two F1 drivers at the same time?

**SR:** Although we're no longer hands-on managers of Jenson, we still have an association with him. But, yes, I think it's possible to manage two at the same time. Kimi has already told us that he doesn't mind us looking at other drivers to bring on. Of course, it's easier if they're not competing for the same drives – say, for instance, if you have one older one and a young one.

**FDN:** I have no interest in any other drivers.

I came into the sport with Rubens and I will leave the sport with Rubens.

**EZ:** I'd love to have another driver in F1. For instance, I'd love to get Tomas Scheckter [whom Zanarini also manages] a drive in F1. But I don't think F1 is the only place to focus your attention. For example, I'd love to have a driver in NASCAR [American touring cars].

**TC:** Are you racing enthusiasts?

**EZ:** I love our sport and, when I was younger, I used to be a rally navigator.

**FDN:** I love it and have always watched it on the television. It's only now, however, that I've started having a go behind the wheel myself in classic car races. I share a Ferrari 250LM, an Alfa Romeo GTA and a Lotus 20 Formula Junior car. I'm not quick, but it's great fun.

**SR:** Absolutely. I've raced in Formula 3, the British Touring Car Championship and in Indy Lights. When I retired at the end of '96 I never imagined that I'd ever get fully involved in racing in another capacity. Obviously, I'm really pleased I am now! **i**

(Below) Enrico Zanarini – a bubbly, colourful character who recently joined up with fellow Italian Giancarlo Fisichella. In their first few months together he bagged new personal deals for Fisi – now to fix Giancarlo a drive in a top three team

### > Unlocking the secrets of driver contracts

Two contracts govern the life of an F1 driver: that between the driver and his manager, and that between driver and team.

The driver-manager contract formalises their relationship and contains several provisions as to how the manager will aim to maximise his star's earnings.

Most managers take an agreed proportion of a driver's income – usually between 10 and 15 per cent, although a few take a flat fee per annum.

The contract stipulates the length of their commercial relationship and emphasises the exclusive nature of the relationship between the two. It is not unusual, however, for a contract to carry clauses that permit the manager to seek independent accountancy and legal advice, for which the driver is charged separately. In addition, many contracts allow the manager to employ staff to help him 'manage'.

Furthermore the contract often includes an 'exit clause' for the driver, allowing him to release himself should a career opportunity arise. This allows a driver to cut loose from, say, a management agreement first brokered in F3 which becomes inappropriate when said driver is offered an F1 drive.

Contracts between a driver and a team, meanwhile, are far bigger and more detailed, often running to 70-plus pages.

Much of their content is legalese intended to protect the team's investment. They state the number of 'sponsor days' a driver must do for the team while strictly limiting his extra-team activity.

A driver's personal sponsor days are extremely lucrative – worth \$15,000-\$30,000 a pop. Drivers are unlikely, though, to be able to use team imagery for personal deals. Teams are jealously protective of their image and will not share it. Contracts for drivers new to F1 are likely to be almost entirely in the team's favour, their attitude being that they have given a guy a break, so he can't expect much more.

This isn't always the case, however. When Ferrari went after Michael Schumacher in '95, they lured the then double world champ with the carrot of considerable freedom as to his personal sponsorship. That's why Schumi's caps carry such prominent personal branding. His manager, Willi Weber, has exploited this most lucratively.

As for 'the basics'... all teams pledge to fly drivers to races in business class, or to cover private jet costs. Should the team demand a driver appearance, they will also fork out for the travel costs (the tab, of course, will ultimately be picked up by the sponsor). *Anthony Rowlinson*



Fisichella

Zanarini

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# FROM THE LABORATORY TO THE FAST LANE

EXXONMOBIL PROVIDES MUCH MORE THAN JUST OIL TO TEAM McLAREN MERCEDES. ITS HANDS-ON TRACKSIDE SUPPORT IS VITAL TO THE DURABILITY AND PERFORMANCE OF THE MERCEDES-ILMOR V10 ENGINES

**A** grand prix team is nothing without the support, collaboration and technological expertise of its partners. And the nature of the relationship between Team McLaren Mercedes and its lubricants and fuels supplier, ExxonMobil, is a classic example.

Oil is as vital to the performance of the Mercedes-Ilmor V10 in the back of David Coulthard and Kimi Raikkonen's McLaren MP4-17D, as tyres are to handling and grip. The challenge, of course, is to manufacture and develop a Mobil 1 lubricant that exceeds the demands of the latest F1 V10 engine specification.

And that, in simple terms, is ExxonMobil's working brief. Martin Whitmarsh, Managing Director of McLaren International, says: "This winter we have improved fuels and we have improved lubricants. So, in our schedule of improvements, ExxonMobil is making that difference."

ExxonMobil's Mike Noorman leads a team of five scientists and researchers supporting Team McLaren Mercedes. He says: "At the end of each day – even during the day – we take lubricant samples from the cars and

analyse them right there at the race track using our mobile laboratory. It's no secret that one of the things we're looking for in lubes development is increased power, and that is something that can only be tested directly on the engine.

"The development of a new race version of Mobil 1 begins with the production of a small-scale batch, which is sent to Mercedes-Ilmor for initial evaluation. If the results are positive, a larger batch is made and tested more extensively. The aim is to develop an improved Mobil 1 racing engine oil that 'proves out' under the harshest grand prix racing conditions and, ultimately, it becomes a team decision on whether to bring a new lubricant forward to race status. Once that decision is made ExxonMobil supplies the new oil to the team for track testing and, finally, grand prix races."

#### Perfect partners

So, if you think of the laboratory at ExxonMobil as the test bed for a new lubricant, the proving ground has to be the grand prix circuit. Trackside support is paramount to the continued success of Team McLaren Mercedes. Tony



Harlow, ExxonMobil's motorsport technical co-ordinator, explains: "The relationships between Mercedes-Ilmor and McLaren are very close. The information we generate and monitor is used by the team in their next phase of development. But we, too, are constantly looking at ways of improving our formulation, which can pay dividends when developing commercial products, such as Mobil 1."

The ExxonMobil development team also plays a vital role in providing an early warning of any potential problems with the Mercedes-Ilmor V10 engines at the track. The engineers aim to get to the cars as soon as they stop in the pitlane. Within minutes a 25ml sample of Mobil 1 is taken from the engine, brought back to the mobile laboratory and subjected to three tests, or 'burns', on an oil analyser. Testing is so precise that 19 separate elements are measured in parts per million. An abnormal result may

indicate high stress or excessive wear – the potential difference between race victory and retirement.

Mario Illien, Technical Director at Mercedes-Ilmor, draws a clear link between the grand prix environment and improved lubricant technology now available to European motorists. He explains: "We are constantly pushing everything to the limit; this includes the race car itself, components on the race engine, the chassis and also the lubricants. Soon the consumer will be able to benefit from this intensive research and development in terms of reduced friction, improved fuel consumption and better engine protection for his everyday car."

Indeed, the technology behind the new commercial product 'Mobil 1 with SuperSyn' was first used by Team McLaren Mercedes and had its race debut in 1997, when David Coulthard won the Australian Grand Prix.



**"Not just an oil for performance cars, but a performance oil for all cars"**

David Ledlie, Regional Director, ExxonMobil Lubricants & Specialties, Europe

In association with

**ExxonMobil**



Max Mosley, as inscrutable in front of a lens as ever, waits for the FIA's Learjet 60 to taxi into position at Biggin Hill airport. *F1 Racing's* editor in chief Matt Bishop made the day-trip to Brussels, too (opposite inset)

## A Max for all seasons

Max Mosley is a racing man – but he's also an able lawyer, a formidable politician, and, via the FIA's road safety campaigning, an increasingly big shot in the car industry. Unique in 21st century Formula 1, in other words. Matt Bishop shadows him for a (busy) day

Photographs by Steven Tee/LAT

Formula 1 people tend to think of Max as but one half of 'Max 'n' Bernie'. They often use the phrase 'joined at the hip'. Predictably, neither Mosley nor Ecclestone is very keen on the image; indeed, when I made so intrepid as to ask them about it one day in 1997, they both repudiated it.

"Rubbish," said Bernie.

Max said the same, albeit rather less curtly: "People tend to think we carefully orchestrate our every word and deed. I sometimes wish it was like that, but it simply isn't. The reality is that we know each other very well. We get on with each other very well, too. And, because of that, it's a lot easier for us to overcome the professional

disagreements that from time to time inevitably crop up between one person whose priorities are mainly commercial and another whose priorities are mainly regulatory. But that's to the benefit of F1."

And there, in microcosm, you have it: the essence of the two men's distinct yet complementary personalities. They sound so different, but they think so similarly. Neither has ever been fully accepted by the British 'establishment' (Mosley because of his notorious father; Ecclestone because of his working-class origins). They both realised at an early age (Ecclestone in the '50s; Mosley in the '60s) that they were not going to be quick enough to excel as racing drivers, though both had tried. Undaunted, they



both had a go at F1 team ownership (Bernie with Brabham; Max with March). By the late '70s, via their very shrewd stewardship of the Formula One Constructors' Association, they had become two of the four most influential people in the sport (the others being Enzo Ferrari and Jean-Marie Balestre, whom Mosley finally ousted as FIA president in '91). ▶

LIFE AT THE MAX

So Max is a racing man, through and through. But, unlike Bernie (or, indeed, Frank Williams and Ron Dennis – who, along with Ecclestone, are the only senior F1 figures who go back as far as Mosley does), he is a whole lot more besides. He describes the FIA presidency as “a political job” – and he is not referring only to the murky world of F1 politics. “Usually, I spend only about 15 per cent of my time on F1,” he said recently, “and perhaps 35 per cent of it on other motorsport. The other 50 per cent I spend on non-motorsporting issues: road safety, road traffic, the environment, that sort of thing.”

I have run that quote past a couple of F1 team principals – and they have scoffed at it, both men adamant that Mosley spends far more than 15 per cent of his time on F1. But the truth is that he does not. The FIA consists of 120-odd organisations from all corners of the world (most of them motoring associations like our AA or RAC), representing hundreds of millions of members worldwide – and, indirectly, these motorists are Max’s electorate. Every four years the FIA president is voted in by representatives of these 120 bodies, you see – not by anyone involved in F1.

So Max has to pay attention to road car issues – but, more than that, he wants to. He enjoys doing so. Always has done. As a result, his contacts at the highest levels of the car industry are better even than Bernie’s – and far better than those of any F1 team principal.

So what, you might ask? Well, time was when that would have been a good question. But now that there are seven major car manufacturers involved in F1 (BMW, DaimlerChrysler (via Mercedes-Benz), Fiat (via Ferrari), Ford (via the blue oval itself, via Jaguar and via Cosworth), Honda, Renault and Toyota), and now that all except Honda and Toyota are committed

to the GPWC (the company that has been set up by the manufacturers to lobby for the inauguration of a new F1-like series in '08, presumably to be known as the Grand Prix World Championship), the fact that the FIA president is chummy with the chief executives of most if not all of that septet of multinational mega-corporations is highly significant. Indeed, combined with Mosley’s great political acumen, his legal expertise (he is a trained barrister, remember) and his long racing experience, it makes his position unique in F1 today.

And that, dear reader, is why I have been badgering him for months to allow *F1 Racing* to shadow him on one of his non-F1 days; I wanted to see what he gets up to, to watch him interact with industry bigwigs, to get a feeling for his profile and standing in a parallel (to F1) universe.

So here I am, early in the morning of Tuesday April 22, sitting next to *Monsieur le Président* in the FIA’s Learjet 60 en route from Biggin Hill to Brussels. Max is in good form, jovial, friendly. I ask him whether we are on the record. “No,” he replies. “Let’s just chat for a bit. Then I’ll need to do a bit of reading. Interview me on the flight back.”

And so it is that we discuss lots of things – F1, certainly, but also Iraq, SARS, football, the price of fish. Very soon we are landing, and shortly after that we are being chauffeured to the Centre Albert Borschette, where I am going to witness the FIA president delivering the introductory address of the first plenary meeting of the European Commission’s newly inaugurated ‘eSafety’ forum.

As ever, Max speaks clearly, well and without notes. To find out what he says and why it is important, see the panel opposite (entitled ‘What does Max get up to when he goes to Brussels?’) – the details need not detain us here. What is significant to the world of F1, however, is the easy familiarity with which Max chats with Louis Schweitzer and Erkki Liikanen during the coffee break (Schweitzer is chairman and chief executive officer of Renault and president of ACEA (Association des Constructeurs Européens d’Automobiles); Liikanen is the member of the European Commission responsible for

‘THEY ALL SIGNED THE CONCORDE AGREEMENT – AND THEY’RE OF SOUND MIND AND OVER 21 YEARS OF AGE!’

enterprise and ‘information society’. Very big cheeses, both).

As I watch the three men joshing one another like school chums catching up on holiday news on the first day of term, it strikes me that Mosley has positioned the FIA so that it straddles the worlds of politics and industry in a way that gives it great power in the automotive world. Occupying the middle ground as it does, it is able to exert enormous influence in each area while never quite falling out with either camp. It is a role that Ferrari have played in F1 for a generation – remaining close to and supportive of the governing body (whether it be the CSI, the FISA or, now, the FIA) while never becoming too disengaged from the other teams. A far-fetched analogy? I do not think so; besides, to be honest, it is not mine. During the coffee break I overhear it whispered by a couple of very high-ranking motor industry people – and, straight away, it strikes me as dead right. Max learned a lot about brinkmanship in the FISA-FOCA war of ‘80-82, remember – most of it from Enzo Ferrari himself.

Schweitzer’s company, Renault, is of course a leading light of the GPWC (which putative series most F1 people would say Mosley is very anti). Max denies it, of course: “If such a series does come into being, the FIA would be completely neutral; we’d continue with the F1 world championship, because we have a contractual obligation to do so, but we’d put no obstacles in the way of a GPWC series.” Maybe so, but the fact that he is so pally with Renault’s mainest of main men must be more than somewhat unnerving for Patrick Faure (Renault’s sporting director), who has recently been openly critical of the FIA’s handling of F1 and remains unremittingly GPWC-positive. ▶



(Opposite) The oh-so-distinctive silhouette, boarding at Biggin; (below) last-minute preparations for the EC meeting; (left) Max’s regular pilots Mike Lawson and James Aiden



(Above, left to right) Louis Schweitzer, CEO of Renault and chairman of ACEA; Erkki Liikanen, senior Euro Commissioner; Max Mosley, FIA president and chairman of ERTICO: trois grands fromages

>What does Max get up to when he goes to Brussels?

Max Mosley is not only the president of the FIA – he is also the chairman of ERTICO (a European body whose mission is to devise and promote intelligent transport systems).

He opened his speech at the first plenary meeting of the European Commission’s newly inaugurated ‘eSafety’ forum by stressing the importance of making sure that car makers commit to doing research into finding hi-tech improvements to road safety. He underlined the need for pressure to be

brought to bear to *accelerate* the rate at which the fruit of that research is translated into new hi-tech safety features being fitted to new cars: “Every day we allow to elapse is another day we’ve allowed someone to be unnecessarily killed or injured,” he told the assembled delegates.

Immediately afterwards, Max told me he thought the meeting had gone “reasonably well” – but, discussing it on the plane later, he found it hard to hide his frustration

at the European Commission’s congenitally slow-moving nature: “It’s the follow-ups that count. Moving it forward. I’ll have follow-up meetings with Schweitzer and with Liikanen. This ‘eSafety’ thing is very big, and I intend to drive it on. But – and this is the key – the car industry will only react if they’re given a commercial reason to do so. We *have* to incentivise the move towards safer cars. But at least we’ve set an agenda. Things are starting to move.

“And when you *do* start to see real results, it’s very heartening. Look at Euro NCAP [the European New Car Assessment Programme, which the FIA have fostered over the past few years]. It’s now having a very big effect on the number of deaths and injuries on the road. Okay, that kind of progress would have happened anyway – but Euro NCAP accelerated it. And it’s marvellous when you can accelerate it, because accelerating it saves lives.”

## 'THERE ARE TWO MANUFACTURERS WHOSE LONG-TERM INVOLVEMENT IN F1 IS QUESTIONABLE'

As we climb aboard the Learjet for the flight back to Biggin, I decide that the GPWC – and the dissatisfaction among teams and manufacturers that has brought the GPWC about – will be the first area into which I shall probe. So I slip my Dictaphone into the breast pocket of Max's well-tailored jacket, and begin asking difficult questions: "Bernie has recently been quoted as follows: 'The manufacturers wanted to come into F1 because they saw it as a big car showroom which would help them sell cars. Now, they're just holding out to take control of F1 without paying any money for it.' Do you agree with Bernie, Max?"

"Yes, I think I do," he replies, refusing to duck controversy from the outset. "The manufacturers didn't build F1 up, did they? They didn't do any of the things that made F1 what it is today – and yet now they think they should own it. Which is fine, of course – except that, understandably, Bernie would prefer them to buy it rather than take it."

"But the 10 teams currently share only 47 per cent of gross TV revenues – a figure that drops to just 23 per cent when trackside signage and Paddock Club revenues are factored in. Do you regard that as an equitable distribution, Max?"

The president leans back into his seat, pauses for thought, smiles, and begins to speak: "A lot of people could have tried to

do what Bernie has done – but Bernie was the one who did it. There are lots of companies any of us *could* have set up – but we didn't. I sometimes wish I'd studied information technology rather than physics, and then perhaps I'd have set up Microsoft. But I didn't – and that's why I'm not asking Bill Gates for some of his shares. But, besides that, even if you remain firmly of the view that the current distribution is inequitable, then you have to remind yourself that the teams have known all about all the terms and conditions since '98, which was when they signed the current Concorde Agreement. They knew everything, because of the proposed float in '97. Everything was very clear. And now some of them are saying, 'I wish I hadn't signed.'"

A pause. A steelier smile. "Well, Matt, I suppose that's just about acceptable when it's said by a harassed housewife with four small children who's been confused by a clever double glazing salesman – but it's

arguably less acceptable when it's said by people who are in charge of very successful companies, with multi-million-dollar turnovers, each of whom has been advised by the biggest firms of lawyers and accountants in the City of London. They signed the Concorde Agreement. They signed it! And they're of sound mind and over 21 years of age! Of course, when it comes up for renewal [in '07], they're free to negotiate new terms and conditions, if they want to. But at the moment they're bound by something they freely entered into."

It is such statements that cause F1 team owners to accuse Max and Bernie of being joined at the hip – and, to be honest, despite his protestations to the contrary, it would indeed appear that Mosley is largely GPWC-negative. But, when I press him on it, he again refutes the charge: "I wouldn't say we [the FIA] are in any way aligned against them [the GPWC]; we're aligned in favour of a compromise, rather than against *anyone*."

Because Mosley is such a practised and fluent orator, he requires no 'crib notes' for public speaking; a bit of last-minute airborne revision is usually all he needs (above)

Mosley says he isn't interested in owning, and could not afford, a jet of his own – but the FIA's Learjet 60 is a pukka piece of kit



Despite what Ron Dennis and various GPWC-positive others have been saying for some months now, a compromise between Ecclestone and the GPWC still looks the likeliest outcome. Bernie understands the team owners extremely well, and has recently offered them a higher proportion of TV, track signage and Paddock Club revenues. Will they 'bite'? Well, some of those who have grown used to having their bacon saved by Ecclestone's famous 'bung' might well find such an inducement too tempting to refuse. And then, once again, as he has done so often and so successfully before, Bernie will be dividing and conquering.

Predictably, when I put this scenario to the two team principals I quizzed about the jointly owned Ecclestone-Mosley hip, they were scathing about it – insisting that GPWC solidarity was of Scargillian fervour. But what if one or more of the five GPWC manufacturers were to leave F1 before '08,

I pressed them? Surely that would weaken their resolve? They said it would not.

Seven miles above the English Channel, I run my findings by Mosley. He nods, saying nothing. I press on: "Do you think we can rely on the GPWC manufacturers to remain in F1 until '08?"

"Not historically, no," he replies. "For example, this is Mercedes' sixth time in grand prix racing. Their average stay has been about five years, and they're now in their longest ever stay."

"So which of the current manufacturers involved in F1 do you expect to be among the first to leave, Max?"

"It would be invidious for me to answer that, but there are at least two whose long-term involvement I regard as questionable."

(Parenthetically, although he will not thank me for pointing it out and would not confirm it to me even off the record, I think it is reasonably clear that one of Max's two is Mercedes-Benz. The other, in my view,

is probably BMW – who are not enjoying nearly as much success with Williams as they had expected to, and would have less need to remain in F1 once their bitter rival from Stuttgart had left the stage.)

So much for the GPWC. But it is not only in connection with the economics of F1 that the teams – or some of them – have been staunchly anti-Mosley of late. No, there has also been the thorny issue of the new rules. So incensed have McLaren's Dennis and Williams' Williams been, indeed, that they are seeking independent arbitration on the issue. And during the Brazilian Grand Prix weekend a rumour began circulating to the effect that Ferrari and Sauber were about to add their support to the McLaren-Williams axis.

"No," Mosley insists. "Okay, it's true that Ferrari don't particularly like the new regulations. But that's natural, because they were – and arguably still are – the leading team. And if you're the leading team, then you want to leave everything alone. But if ▶

LIFE AT THE MAX

(Right) Whizzed by chauffeur-driven Mercedes through downtown Brussels to the EC's Centre Albert Borschette, Mosley rehearses his opening address (as if he needs to...)



(Above) Both fists clenched, he drives his points home – Mosley feels very strongly about 'eSafety'; (left) the 125-delegate audience consists of dozens of motor industry bigwigs



(Left) Mosley heads for the airport – with Bishop and FIA communications director Richard Woods (below)

'I TRY MY HARDEST TO DO MY BEST FOR F1 – AND ALL I GET IN RETURN IS AGGRAVATION'

Ferrari had objected in the way that McLaren and Williams did, they would undoubtedly have followed the normal course of action – which would have been to put in a protest with the stewards. And if they hadn't been satisfied with what the stewards had ruled, then they could have gone to the FIA Court of Appeal. And there would have been no question of their going down an arbitration route unless and until they had first exhausted those normal routes.

"As for Peter Sauber, his was just a perfectly genuine, straightforward letter. He just didn't like some of the things that had happened [to the rules] – and I think that's true of all the teams. But, overall, they've been broadly supportive. Why? Because it's the TV figures that really matter. There's no point having a set of regulations that the teams think is perfect if no-one's watching the races on TV. You see, if you manage to get your head outside the F1 goldfish bowl, you suddenly realise that the general public just aren't interested in all the arcane stuff. People come up to me in the street and say, 'I'd stopped watching it – now I'm watching it again.' That's what matters."

"If the arbitration runs its course, are you confident of victory, Max?"

"Well, the most rational thing would be for them [McLaren and Williams] to stop it."

But, if it goes ahead, our lawyers all think we'll win. You never can tell, of course, but let's just say I'm very confident we'll win."

"And if you don't?"

"Well, then we'd have a very interesting situation – because, as far as this season is concerned, the teams have now agreed all the new rules [they did so at Imola]. So the first three races might have to be declared invalid, mightn't they?"

"Which might be disadvantageous to a certain team, mightn't it, Max?"

"Indeed it might." And Max chuckles the famous chuckle: the almost silent creasing up of the face.

The team in question, of course, is McLaren. And now, watching the FIA president shake with amusement at his own waspishness, it is time to ask a very unobvious question: "People say you and Ron hate each other. Are they right?"

"No. I certainly don't feel any animosity towards him – and I genuinely don't think he feels any animosity towards me. Of course, our interests sometimes diverge..."

"Do you trust him?"

A pause. "I've never known him to break his word – so, on that basis, I'd say yes."

"Go on, Max, admit it: you enjoy bending your remarkable forensic mind to the task of ripping the arguments of Ron, and others, to shreds, don't you?"

A smile. "That's far too flattering. I just try to do my best, that's all."

"Why do you so often allow a sardonic tone to creep into the FIA's public communications – particularly those referring to the teams' apparent errors of judgement and procedure?"

"I'm afraid I do do that, yes. It can be so exasperating, when I'm trying my hardest to do what's best for F1, for no financial benefit [the FIA presidency is an unsalaried post], and things don't go as planned. And then I often feel very irritated. I often feel I'm doing all this work, and all I'm getting in return is

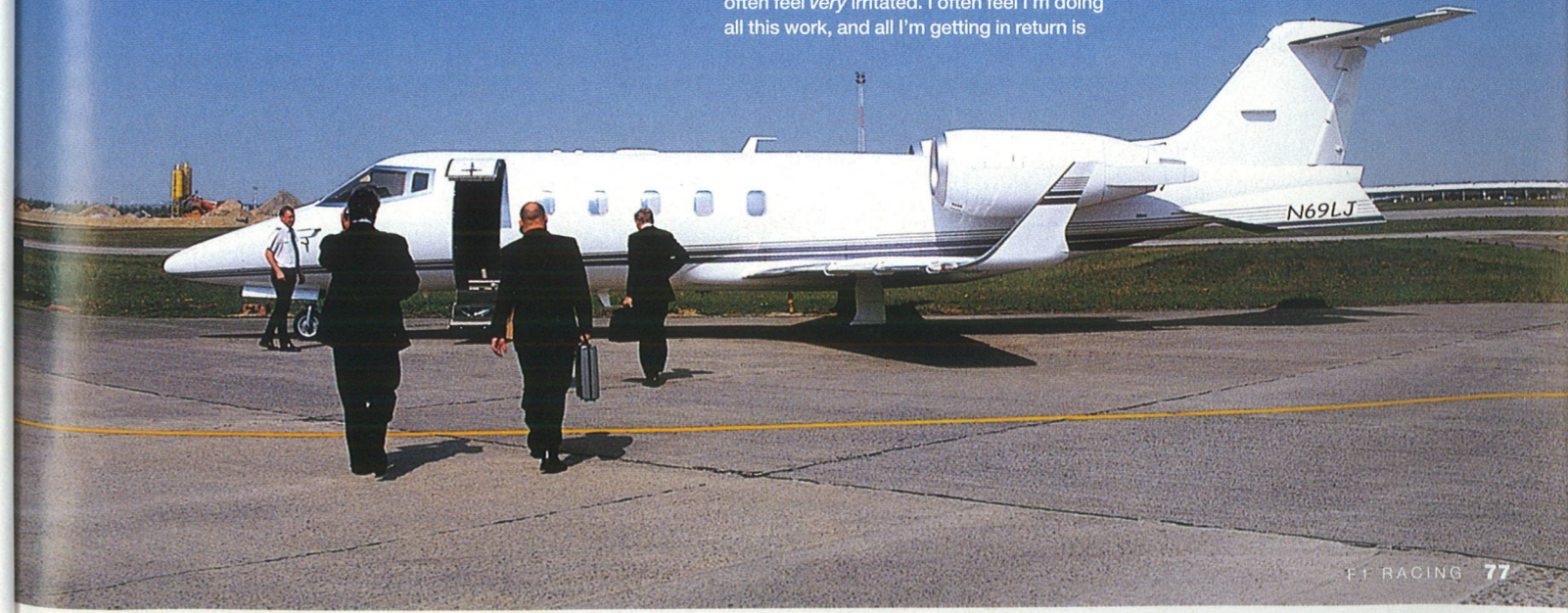
all this aggravation. So, well, I suppose we all have a childish side, and mine is what you've termed my sardonic tone."

Aha! For perhaps the first time in my career, I feel I may have coaxed something out of Mr Mosley which he had not planned to reveal. Emboldened by my success, and aware that our pilot has begun his descent, I push on, hungry for personal revelation.

"Believe me, Max, the team owners just can't understand why you would want to do what you do without the compensations of a suitably substantial salary. Of course, many of them are motivated to a great extent by the desire to make a lot of money, so..."

"That's right! Absolutely – just as many top industrialists can't understand why Tony Blair would want to do what he does for a tiny fraction of the kind of salaries that are paid at the top levels of industry or the City. I couldn't possibly afford my own private plane, but then I don't want a private plane. Most top F1 people can afford their own private planes. That's fine – they want that style of life. I don't. Different things interest me. My job really interests me. It's probably the most interesting job in motorsport. And, because I'm not paid – and, because I've got a bit of family money, I'm lucky enough to be able to work without a salary – I can always walk away. And, for that reason, if someone challenges me, I can be ruthless – because I know I'm still going to be able to put the bread on the table if it all comes to a sudden end. And that means I can do my bit about things that really matter, like road safety, which is what today was all about."

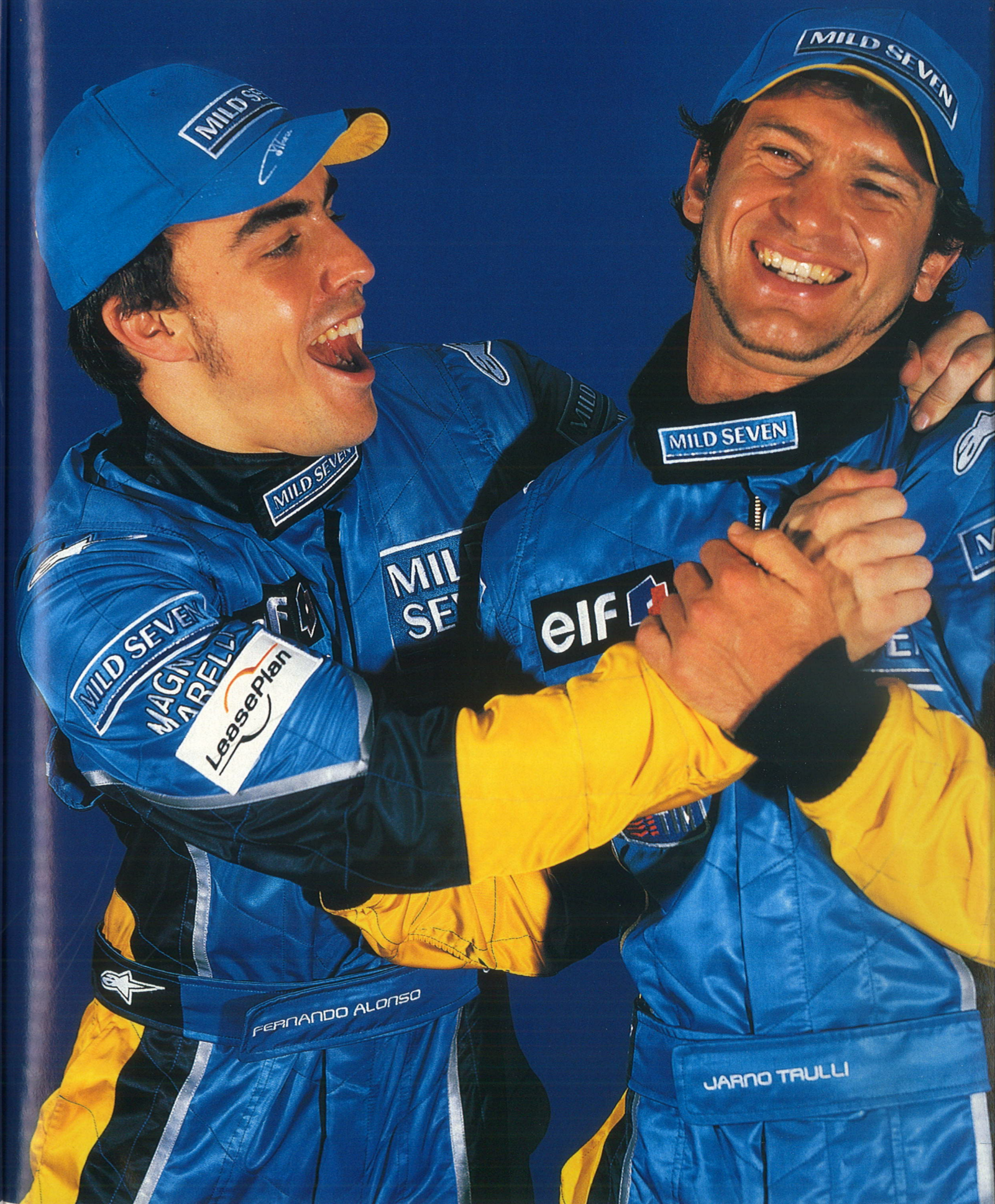
"I'm extremely fortunate, I know – very lucky. But, if you're lucky like that, the quick pro quo is that you've got to take things seriously – and work hard. Well, that's what I think, anyway. You can't just swan around. So, yes, I could sit on a beach all day – but what good would that do? I find the kind of contribution I've been able to make to things that really matter... very satisfying. Very satisfying, personally. I can say, 'I've actually achieved something.' Can't I?"



# FRIENDS UNITED

There's something unusual about Renault's Fernando Alonso and Jarno Trulli: they actually like each other! *F1 Racing* invited them to explain what makes their relationship tick

Portrait by Steven Tee/LAT





# TRULLI ON ALONSO



**I** first met Fernando in 1998, when he was karting in Italy – he's half-Italian, you see. One of his mechanics was a friend of mine and was always going on about Fernando: "He's very good – a very quick driver," he kept telling me. So I was aware of this fast Spanish-Italian kid from early on, and I remember watching him win at Spa in Formula 3000 in '00, but I didn't meet him properly until he got to Formula 1, driving for Minardi, in '01.

Even then, I didn't really get to know him that well. But all that changed when he and I went to Kenya with Renault at the end of that year, when he'd been signed as our test driver, and the two of us – plus Jenson Button, who was to be my team-mate in '02 – went for an extended training session at Flavio Briatore's place.

**In Brazil Alonso (main) finished ahead of his team-mate for the second time in three races. But his speed does not intimidate Jarno. In fact, says Trulli, their working relationship is "mega" (above right); even boss-man Flav seems to be happy enough (above far right)**



And, straight away, Fernando and I just clicked. He tended to spend a lot of time with me on that trip – because, like him, I was Latin, I guess. Apart from Flavio, you see, most of the guys there were English – Jenson, Bernie Shrobsbree (our trainer at that time) and a few others.

Fernando and I had a lot of fun together, but, more important, we became friends. And, from then on, our relationship has been mega. In '02 he came to every race – listening, watching, but always being very discreet. He was fascinated by everything Jenson and I were doing, but he always gave us enough space. That was great.

And so, when at Magny-Cours last year I heard he was going to be my team-mate for this year, I was very pleased for him – although, I have to admit, I felt a bit sad for Jenson, who had done a very good job for the team. But that's life – and life goes on. So, as Fernando and I started Renault's winter testing programme, we got stuck into the hard work we had to do – and became even closer friends.

Why so? Well, I think it was partly because we had so much trouble with the car. I know that sounds paradoxical, but it's true. Like all the team, we were working like mad to fix all the problems – but we still managed to have a laugh about everything. And, in a way, I think that was very mutually supportive.

And, now that we're doing so much

better, and the car is going so well, still we don't seem to be suffering from the rivalries that sometimes affect drivers in other teams. For example, some people think I should be worried about Fernando, that I should feel threatened by his speed – but it's just not in my nature to look at it that way. I've never felt that kind of envy about a team-mate. So although Fernando is very fast, I regard his speed as a good thing. We push each other. Sometimes I'm quicker; sometimes he's quicker. But that's natural when you've got two good drivers in the same team.

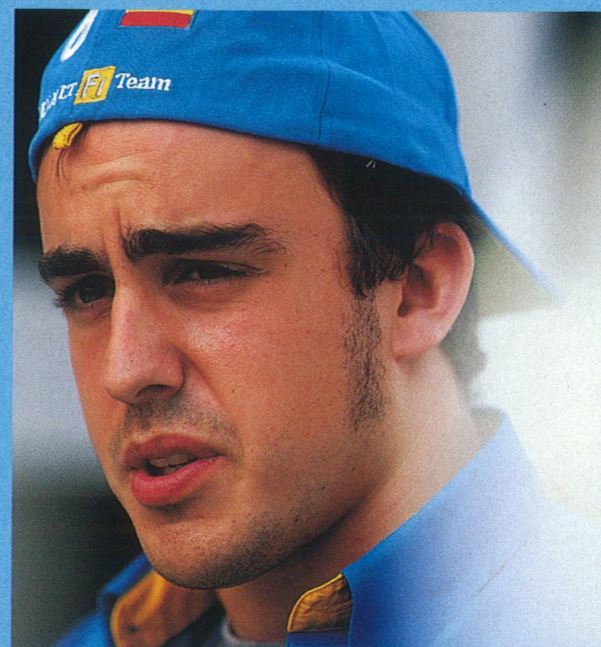
To be honest, I sometimes feel a bit like a big brother to him – he's still only 22, remember. For example, I often ask him if he wants to come to dinner with me during grand prix weekends, and at tests, and I often ask him if he wants to come to the gym with me, too. But I wouldn't do that if I didn't think he was a nice person. I like him, you see. He's a good guy. He doesn't play games; he's not into politics. And, okay, he's extremely quick – but that's not the kind of thing that bothers me in a team-mate. Far from it, in fact.

So just how good is he? Overall, I'd say he has fabulous potential. He's still very young, so it's too early to predict exactly how good he might one day become. But, believe me, if he gets the right breaks, he could go all the way.

Good luck to him!

# ALONSO ON TRULLI

DREAM TEAM



At that point I understood that my team-mate and I really have a lot in common. I also started competing when I was three. I also used to cry when I didn't win. And, up until I was eight, I had a ready answer for when people asked me how I'd done: "I won," delivered with composure and pride, as befits a Spaniard. "He ganado." It wasn't always true, but who gave a damn?

Jarno and I have spent a lot of time together recently. I've spoken fluent Italian since I was 13, when I went to Italy to take part in a karting championship, which means we communicate easily. There's real friendship between us now. Even one small wink is enough to start a laughing fit.

But that's not all we have in common: our love of competing and our approach to racing also seem the same. The glitz and glamour of F1? Neither of us can bear it. We're more likely to want to spend an evening looking through our telemetry than splashing the cash in a nightclub. That doesn't mean we don't go a bit wild when the time is right. Ask Flavio's neighbours in Kenya. They still remember the sound system on full blast and our screaming like madmen as we dived into the pool fully dressed this winter!

Things are very straightforward with Jarno. He values honesty and openness very highly. Rumours, snide comments and

mind games don't exist. I respect him a lot for that attitude. We both know we're lucky to have a drive in F1. We're also well aware of the superficial elements in the paddock. As I've often said, I aim to learn, to take in everything going on around me. And I know that I've got one of the most talented drivers in the sport right next to me.

We have a similar driving style, although I brake a bit later and come across as more aggressive behind the wheel. Jarno answers all my questions patiently. His self-sacrifice knows no bounds. He puts himself through a draconian daily schedule. So much so that I sometimes feel I have to loosen him up a bit, to take some of the pressure off. But I also want to take after him, especially in his physical preparation!

I knew F1 was a team sport – but also one which is fiercely individualistic. So I didn't expect to establish a relationship as good as the one I have with Jarno. In São Paulo I was waiting for test results in room 1114 of the São Luís hospital. I'd just crashed into a wall at the end of the race. The worst accident of my career. And the telephone rang. "Ciccio, how's it going?" I don't think I need to tell you who it was. **1**

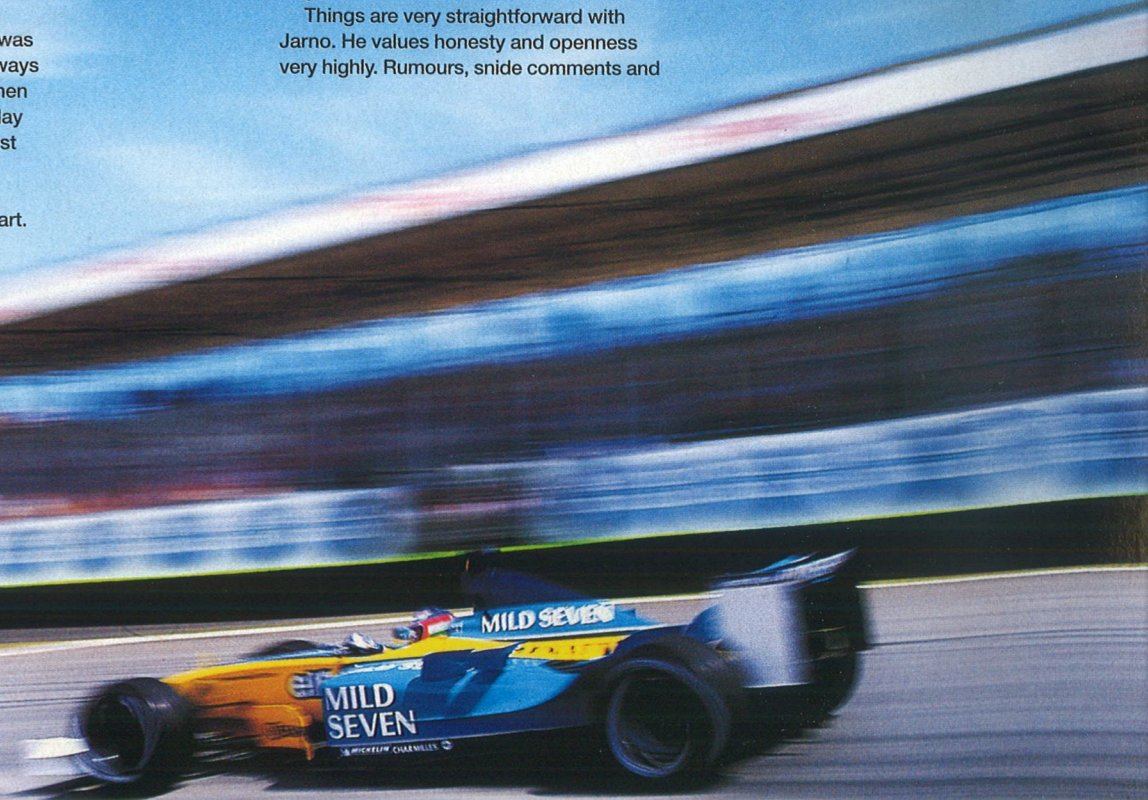
*It all happened in Brazil* a few weeks back. Me and Jarno were in a Beechcraft, with Renault's marketing staff, going to Curitiba to visit the Ayrton Senna Renault factory. Not long after take-off we got chatting about how we started out on four wheels. And that's when Jarno told me a very revealing anecdote.

When he was three or four, his mother used to take him to a square in Pescara, in Italy, where there was a track marked out by piles of straw with a dozen or so electric go-karts buzzing round it. Jarno would go through the same routine every time: he'd watch for a few minutes, decide which kart was fastest, jump in as soon as it was free... and win the race. His mother always took some small trophy, which she'd then ceremonially present to him. But one day Jarno couldn't get his hands on the best kart. He lost. Floods of tears. Straight afterwards, he asked his kart-driving father's mechanic to repair the faulty kart.

**Look at Fernando's face when he and Jarno share a joke (above right) – they goof around like brothers, not super-competitive team-mates. He was very touched by Jarno's calling to check on him after his shunt at Interlagos (above far right); (below) a rare natural talent**

DARREN HEATH, CHARLES COATES/LAT, STEVEN TEE/LAT

DARREN HEATH, CHARLES COATES/LAT, STEVEN TEE/LAT



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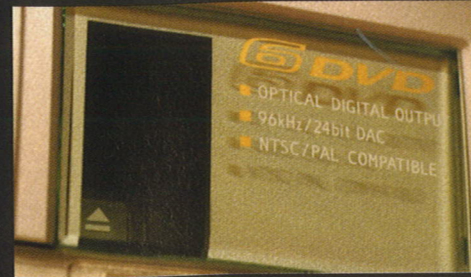
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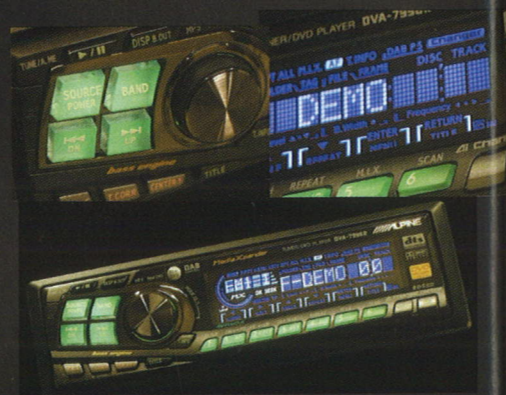
No wonder Alpine is the choice of premium car makers across the world. Jaguar, Aston Martin, Land Rover, Mercedes and BMW all fit Alpine equipment as standard.

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technology to help you by-pass jams, leaving you to concentrate on arriving at your destination refreshed, on time and stress-free. And with DVD's enormous storage capacity, not only will one disc be enough to guide you across Europe, Alpine's system will help you find the nearest petrol station or even a restaurant if you or your car are low on fuel.

Whether you choose a full screen version or more compact standard-size in-dash unit, a combination of crystal-clear step-by-step display and a soothing voice will guide you to your destination on your choice of motorway or trunk roads.

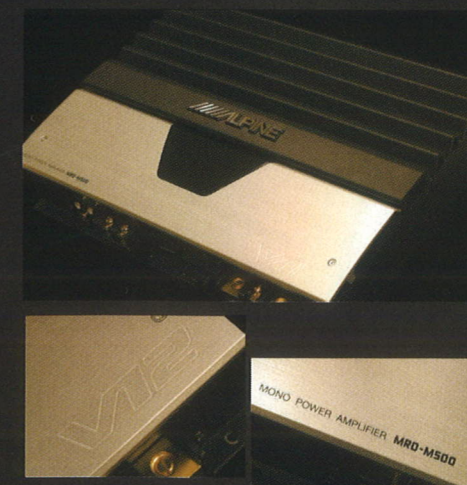


But it's not only the driver who'll feel as though journey times have been shrunk. Those in the back get a widescreen view with a choice of headrest-, seatback- or roof-mounted screens showing the latest TV soap or DVD blockbuster.

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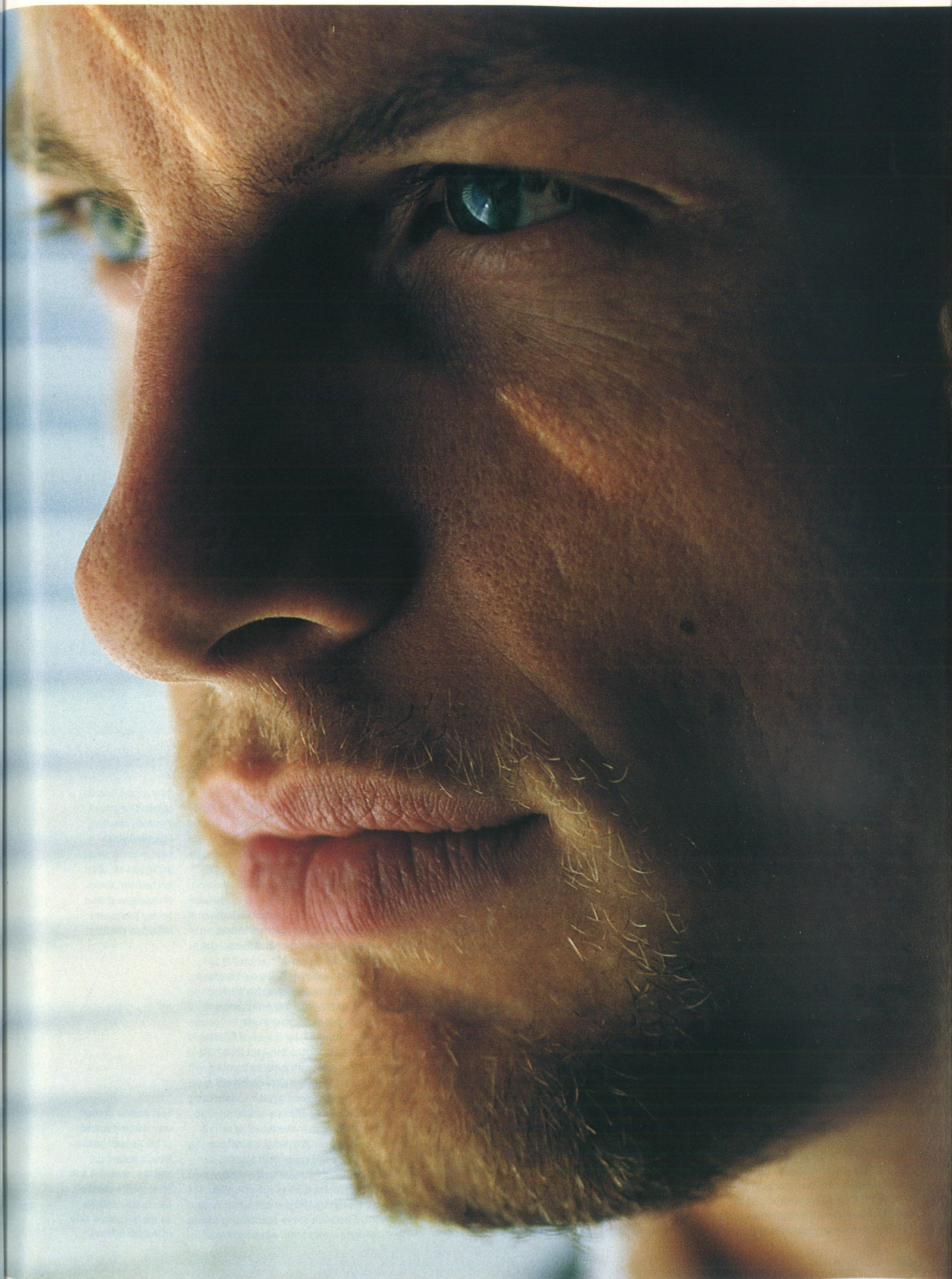
To receive a list of events we will be attending, please e-mail us [customer\\_enquiries@alpine-electronics.co.uk](mailto:customer_enquiries@alpine-electronics.co.uk)

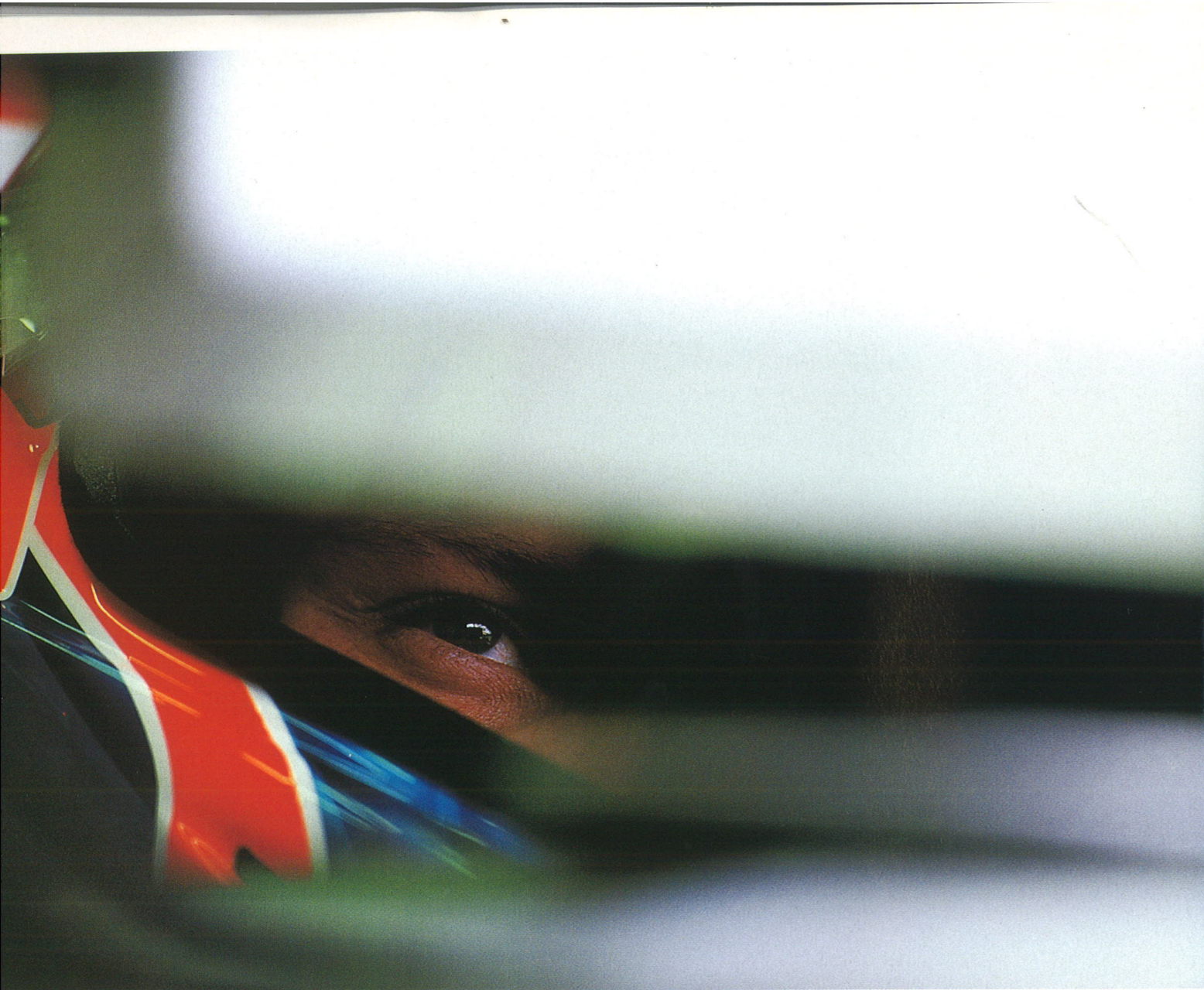


# WAR! AND PEACE?

Jenson Button seems destined never to have a quiet time in F1. Golden boy at Williams, then tarnished by Renault, before the move to B.A.R, where an abrasive team-mate was waiting to scuff his reputation still further. But now... things are calmer. Has he found the peace to let his talent flourish?

Interview by Stéphane Samson; photographs by Lorenzo Bellanca/LAT





There's happiness in talent given free rein. The ability to shine in doing what you love best can only lead to your hair hanging loose, as you go from strength to strength, riding your luck and leaving the humdrum in your wake, all the while becoming something ever more special.

But if, for whatever reason, that freedom is threatened or restrained, just watch that smile disappear. Work becomes a grind. Horizons shrink. One bad performance leads to another. And the main thing – the sheer talent, unique, pure and unrestricted – gets clouded over in the spiral of failure.

When Jenson Button came hurtling into Formula 1 with Williams back in 2000, he was almost giddy at being able to display his talents unhindered. British hopes for their future star were raised in a matter of weeks, as Jenson swiftly became a media darling. He had a quick, solid car, a wallet-comforting salary. Almost too easily, things seemed to be falling into place, in an ordered, logical sequence.

Race by race his performances kept getting better, as the new boy went almost overnight from learner-driver to potential world champion. What with magazine cover shoots, a celebrity lifestyle and global TV

fame, Jenson was transformed. Until...

Wasn't long before a few degrees of personal oversteer crept in. It looked for a while as if money and image had stolen the lead over the most important thing – racing.

A mauling at the hands of the media brought a strong reaction from Jenson: brand new management and a lower profile after two years of hell with Renault.

It's impossible not to notice that his image is now handled with kid gloves. The high-jinks and press intrusions into his private life are things of the past. As for the racing... well, there's a clean slate there, too. For the first time, indeed, Jenson has a pretty much made-to-measure environment and that little detail could make all the difference. It can bring that little smile back, provide the balm of relief and, accordingly, allow that talent to shine again, brighter than ever.

Jenson feels at home with B.A.R... well, almost at home. The Union Jack painted on his helmet sits well with the bacon and eggs in the team motorhome and with team boss David Richards' very British pride.

"I feel good here," Jenson admits. "The people are friendly, but they also know what they're doing. And there's no bitchiness – unlike both the teams I was in before. The

## 'JACQUES AND I SORTED THINGS OUT NOT LONG AGO. THINGS WILL BE CALMER NOW'

most important thing is to work together, and not blame each other for mishaps. That's what's happening at B.A.R and it's quite unique in F1, I think."

His confidence can only be a plus point. No matter how determined a driver is, happiness with his working environment will always play a major role in his performance. After all, isn't one of Michael Schumacher's strengths the fact that he's surrounded himself with people loyal to him and created the 'Schumi-culture'?

With hardly a moment's pause, Jenson seizes the idea: "The team's attitude towards a driver can make a hell of a difference, no doubt. It's very important for a driver to be happy and fit mentally. A wrong environment can really harm you. You can push as hard as you want, you think you're driving 100 per cent, but in fact you're not. There's always something at the back of your mind that shouldn't be."

**Last season Jenson was running scared of his Renault bosses. Now, a decent car and the relaxed B.A.R atmosphere enable him to concentrate on the in-cockpit side of the job (above)**

**(Above) Joking with F1 Racing's Stéphane Samson. Jenson's body language speaks of his calmer mind. He has taken stock, worked out how to manage his image and gained stability in his life**

Flavio Briatore, Button's boss for two years at Benetton/Renault, has a reputation for sometimes being extremely hard on his drivers. Jenson didn't escape his wrath. He also discovered, a mere six races into the '02 season, that his contract would not be renewed. By Monaco, Button was on the market... regardless of how well he went later in the season. One, two, even three wins would probably have changed little. Button admits it was a hard time.

"At Williams," he says, "it wasn't too bad because I was new. I could make mistakes or sometimes be a bit too slow. At Renault, it was another story. In the first year, they expected me to be on the pace immediately but the car wasn't good. I couldn't really work on it properly, but that wasn't the main thing. What really annoyed me is that people were so shallow. They would say bad things before you gained experience, judge before you'd had time even to drive."

In the end, Jenson finished '02 a strong seventh overall. "I think I embarrassed quite a few people last year at Renault with my performance, in finishing 'best of the rest'. Mentally, F1 can be tough on a driver. But I wouldn't suffer that much now if I ever found myself in a similar situation." In other words, '02 would have been a lot better if

Button had been more emotionally stable.

At Williams, he learned how to battle it out against the best and how a top team are organised. At Renault, he learned to be harder and how to manage in times of crisis. He knows he must now make the most of those three seasons of experience.

Seasons of sacrifices, too. Travelling frequently, F1 drivers inevitably lose out on some things. Jenson sees less of his friends, misses his sister. F1 devours you. Regardless of your age, it expects your reactions to be measured. Mature. Your most insignificant utterances, even your clothing, will be closely analysed and criticised. It takes some serious body-armour. Taking hard knocks... and getting used to them. At only 23. Then there's the media, who can be savage and changeable.

But it's important to remember that, when push comes to shove, the positives win over the negatives. And to ensure the effort put in on the track pays off, Jenson's attitude to racing has changed noticeably... although not in ways you might expect.

"I'm involved as much as I have to be," he says. "There's no need to hang around in the paddock until 9.00pm if there's nothing to do. But it was something I had to do at Renault because I was told to, just to

look good. There's only so much you can discuss with an engineer, only so much video footage you can study, and then you should relax and prepare for the next day."

Which is precisely what Jenson does now. He needs his points of reference – his own world – to regain some stability and calm after the frenzy of the track. To wit, he bought Mika Salo's personal motorhome when Mika quit F1 at the end of '02. He has learned from those lessons of the past. The priority now is always the same: keep calm, keep cool. Be himself.

The goal hasn't changed. That, as ever, remains the world title, *of course* – and preferably with B.A.R.

As for his team-mate, well, so far, being compared with Jacques Villeneuve hasn't been a problem. "I don't think of Jacques as a world champion," he says, "but more as a driver doing his best to help the team go forward, like me. He's at B.A.R for a lot of reasons, but also because he's quick. And I'm learning every day."

The verbal spats between the two have been manna from heaven for the more sensationalist elements of the press. From day one it was obvious a discussion was needed. "We sorted things out once and for all not long ago," he says. "We needed to ►

I'M WISER NOW. I DON'T SEE THE POINT IN BEING RUDE OR ARROGANT'

have things out – there's no point saying otherwise. On the plus side it was good that we discussed things at the start of the season. Things will be calmer now."

There's still no love lost between them, but at least they can now deal with each other. Olivier Panis, Villeneuve's team-mate for two seasons ('01 and '02), also had to go through the banging-his-fist-on-the-table routine. After which, things were calmer. You need to gain Jacques's respect if you don't want a hard time – on and off the track. Give him a bollocking and he'll think you're someone; if it's excuses and apologies, you're a coward. Team-mates should expect no mercy.

But, after a stormy start, Jacques and Jenson now try to give each other as much information as possible, believe it or not. "I was right and so was he. We should have

spoken to each other before talking to the press about our problems," JB concludes.

Still, however mutual the *rapprochement*, Jacques is always going to think of Jenson as the boss's protégé. DR, after all, was the man who tried to ditch Jacques last winter.

Button tries not to worry about it. As far as he's concerned, his situation is a good 'un; for the first time in his career, he has an employer who's 100 per cent behind him.

"I'm still only 23. I'm happy with the way I am," Button says when asked briefly to describe himself. "I'm wiser now. I don't see the point in being rude or arrogant. The only thing is, when I'm focused on something, I'm very difficult to talk to. In the car, I can get very stressed. I shout, I get angry. I'm training for four hours a day, getting fitter." Is that it? "Yes... Er, no. I still want to be world champion one day."

Jenson will now have to work hard to gain B.A.R.'s respect if he wants to be seen as the future of the team when Takuma Sato takes Jacques's seat in '04. So he's trying, without tying himself up in knots, to get the staff on side. *Really* on side. Being leader as well as driver and playing as straight a bat as possible to command loyalty. "It's an

awful thing to say, but people tend to think that a driver should be on a different level from the mechanics... which is crap," he says. "We just give our best, all of us, so there's no reason not to go for a drink with the team. They're good guys to work with. We're all competitive, but that's what goes into creating a good atmosphere."

Atmosphere is paramount. A bad one sullied the relationship between Williams' management and their drivers last winter. A bad one hindered Jaguar every step of the way for three years. On the other hand, a good atmosphere is one of Ferrari's and McLaren's greatest strengths. B.A.R have yet to experience calmness. Time to change... if parent company British American Tobacco agree and leave them in peace.

It's a peace Jenson will relish, as and when it arises. "When I was going to a grand prix last year," he reflects, "I was always a bit worried, asking myself, 'What are they going to say this time?' It was a nightmare. Now I'm much more relaxed. I'm happier. And I'm in control. Yes, I'm happy."

It's the happiness that flourishes when talent is given free rein. And that, after all, is what being an F1 driver is all about. **1**

Button's outlook is noticeably more laid back this season. He's in a team he's happy with and F1 has become fun again. Bring it on!



RACE ENGINEERS: ALL CHANGE

Ferrari



> **CHRIS DYER**  
Engineer to Michael Schumacher

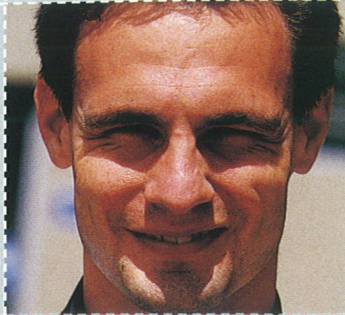
Australian, 35, who joined Ferrari in 2001 after race-engineering Jos Verstappen and Tora Takagi at Arrows. Michael's man since late last season



> **GABRIELE DELLI COLLI**  
Engineer to Rubens Barrichello

Italian, 36, who holds a passion for rock music and motocross. Learned his craft in touring cars, before F1 with Minardi, Sauber and Jordan

BMW-Williams



> **GORDON DAY**  
Engineer to Ralf Schumacher

British, 30. Nephew of tech boss Patrick Head. Joined BMW Le Mans programme in 1999 then F1 in '00. Became Ralf's race engineer this season



> **TONY ROSS**  
Engineer to Juan Pablo Montoya

British, 36. Worked with Rover and Nissan before joining BMW Le Mans programme in 1997. F1 test engineer '99. Became race engineer this year

McLaren-Mercedes



> **PHIL PREW**  
Engineer to David Coulthard

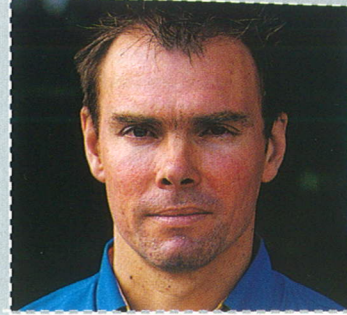
British, 31. Assistant to Pat Fry on David Coulthard's car until 2001, when he was promoted to race engineer, as Fry took on overseeing role



> **MARK SLADE**  
Engineer to Kimi Raikkonen

British, 35. Long-time McLaren staffer. Worked with Mika Hakkinen before taking on Raikkonen when Kimi joined McLaren last year

Renault



> **ALAN PERMANE**  
Engineer to Jarno Trulli

British, 36. Was an electronics engineer at Benetton from 1989. Race engineer to Jean Alesi in '97, and later to Giancarlo Fisichella and Trulli



> **PAUL MONAGHAN**  
Engineer to Fernando Alonso

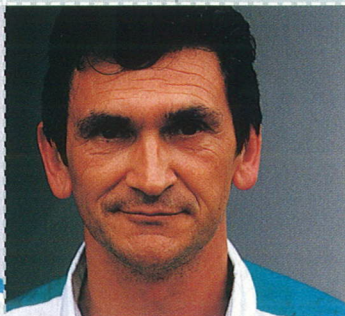
British, 37. Started in F1 with McLaren in '90 as a design engineer. Moved to Benetton in '01 as test engineer. Jenson Button's race engineer from '02

Sauber-Petronas



> **REMI DECORZENT**  
Engineer to Nick Heidfeld

French, 39. Worked with Heidfeld on the McLaren Formula 3000 team before joining Sauber as a data acquisition engineer in 1999



> **JACKY EECKELAERT**  
Engineer to Heinz-Harald Frentzen

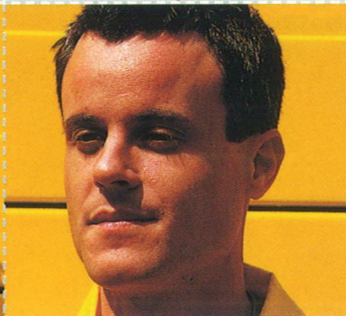
Belgian, 47. Worked in F3, F3000, sportscars and touring cars before joining Peugeot F1 programme with Jordan in 1995. Joined Sauber in '00

Jordan-Ford



> **ROB SMEDLEY**  
Engineer to Giancarlo Fisichella

English, 29. Was a mechanical designer at Reynard, then did touring cars with Peugeot and Williams. F3000 with Fernando Alonso; Jordan in '01



> **DOMINIC HARLOW**  
Engineer to Ralph Firman

British, 28. With Ford and Williams in BTCC before joining Jordan in 2000. Has worked with Heinz-Harald Frentzen; Giancarlo Fisichella; Jarno Trulli

B.A.R.-Honda



> **CRAIG WILSON**  
Engineer to Jenson Button

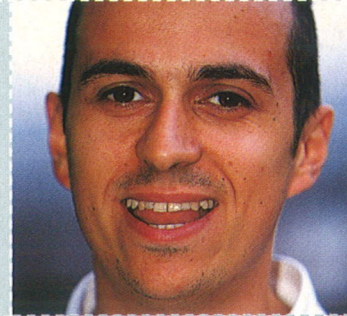
British, 31. Worked in F3 for Paul Stewart Racing then entered F1 with Tyrrell in 1995. Was at Williams from '98, before moving to B.A.R. this year



> **JOCK CLEAR**  
Engineer to Jacques Villeneuve

British, 39. Became a close friend of JV at Williams in 1996. Left with him for B.A.R. in '99. Has also worked in F1 for Lola, Leyton House and Lotus

Jaguar-Cosworth



> **STEFANO SORDO**  
Engineer to Antonio Pizzonia

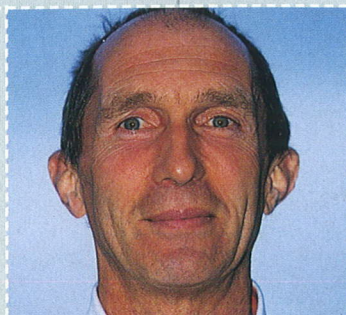
Italian, 31. Arrows in 2000, then Jaguar in '02. Has worked with Enrique Bernoldi, Jos Verstappen, Johnny Herbert and in F3000, F3 and touring cars



> **PETER HARRISON**  
Engineer to Mark Webber

British, 35. Arrived in F1 in 1999 with B.A.R. test team. Joined Jaguar as Pedro de la Rosa's engineer in '02. Also worked in touring cars, F3 and F3000

Toyota



> **HUMPHREY CORBETT**  
Engineer to Olivier Panis

British, 54. Vastly experienced engineer who started in F3 in 1970. Also worked in F3000, then to F1 with Simtek before Ligier, Prost and Jaguar



> **OSSI OIKARINEN**  
Engineer to Cristiano Da Matta

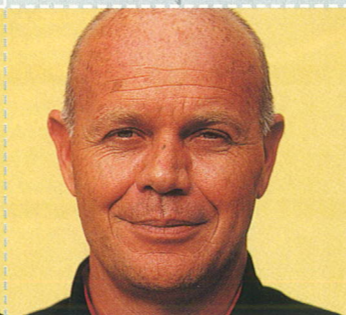
Finnish, 32. Worked at Dynamic Suspensions before joining Arrows in 1997. Moved to F1 with Toyota in '00. This is his first season as an F1 race engineer

Minardi-Cosworth



> **ALEX VARNAVA**  
Engineer to Justin Wilson

British, 36. Joined Williams in 1997 then went to Tyrrell before moving to Honda's abortive F1 team. Then went to Jag and finally Minardi in '01



> **GREG WHEELER**  
Engineer to Jos Verstappen

South African, 45. Worked in Formula Holden, rallying and touring cars. Entered F1 with Williams in 1999. Went to Arrows in '01, then Minardi '02

**LESS PRESSURE, MORE PRESSURE. LESS TIME, MORE TIME. LESS PRACTICE, MORE PRACTICE. WHAT DOES IT ALL MEAN? AAAAAAGH!**

Been having a little trouble making sense of the new rules, have we? Well, imagine how hard it has been for Formula 1's race engineers – the backroom boys who have had to interpret the changes to make their cars go quicker. *F1 Racing* asked them to share their pain. Ouch!

Words by Andrew Benson; additional reporting by Desmond Tumulty

LORENZO BELANCA/LAT; CHARLES COATES/LAT; STEVEN TEE/LAT

RACE ENGINEERS: ALL CHANGE

Preparation, preparation, and, er, preparation. It's the new mantra of the Formula 1 race engineer. Changes to the regulations have elevated diligent analysis, foresight and planning to a position of unrivalled primacy. Without this detailed work, teams stand no chance of competing in a newly unpredictable arena.

New rules have meant a new approach in the quest for the perfect race set-up, and it is upon the race engineers (working hand-in-hand with their drivers) that the burden of finding an F1 car's sweet spot falls.

It is no easy task, especially as the sweet spot itself has changed: no longer can teams refuel between qualifying and race, so cars now have to qualify in race trim. For the race engineer that means all but forgetting their machine's ultimate speed potential over two and a half miles and concentrating instead on its performance over 190. The whole focus, indeed, of the weekend has changed – and, with it, the race engineer's job.

Several reckon it is "different and in some ways easier" (there is no longer any need to make a car produce the perfect flat-out lap, for example). One, though, pining for that very singular challenge, described his new role as having "moments of frenetic activity interspersed with times of terrible boredom", although few went quite that far!

Certainly, the phrase 'frenetic activity' rings true. The cutting of practice by an hour and the ban on adjusting cars between

qualifying and race... mean time is at a premium... which brings us back to that word again: preparation. With a capital 'P'.

Few deal better with future uncertainties than McLaren – Ron Dennis prides himself on the rigour of his company's planning – so perhaps that is why they have started the season with such a bang.

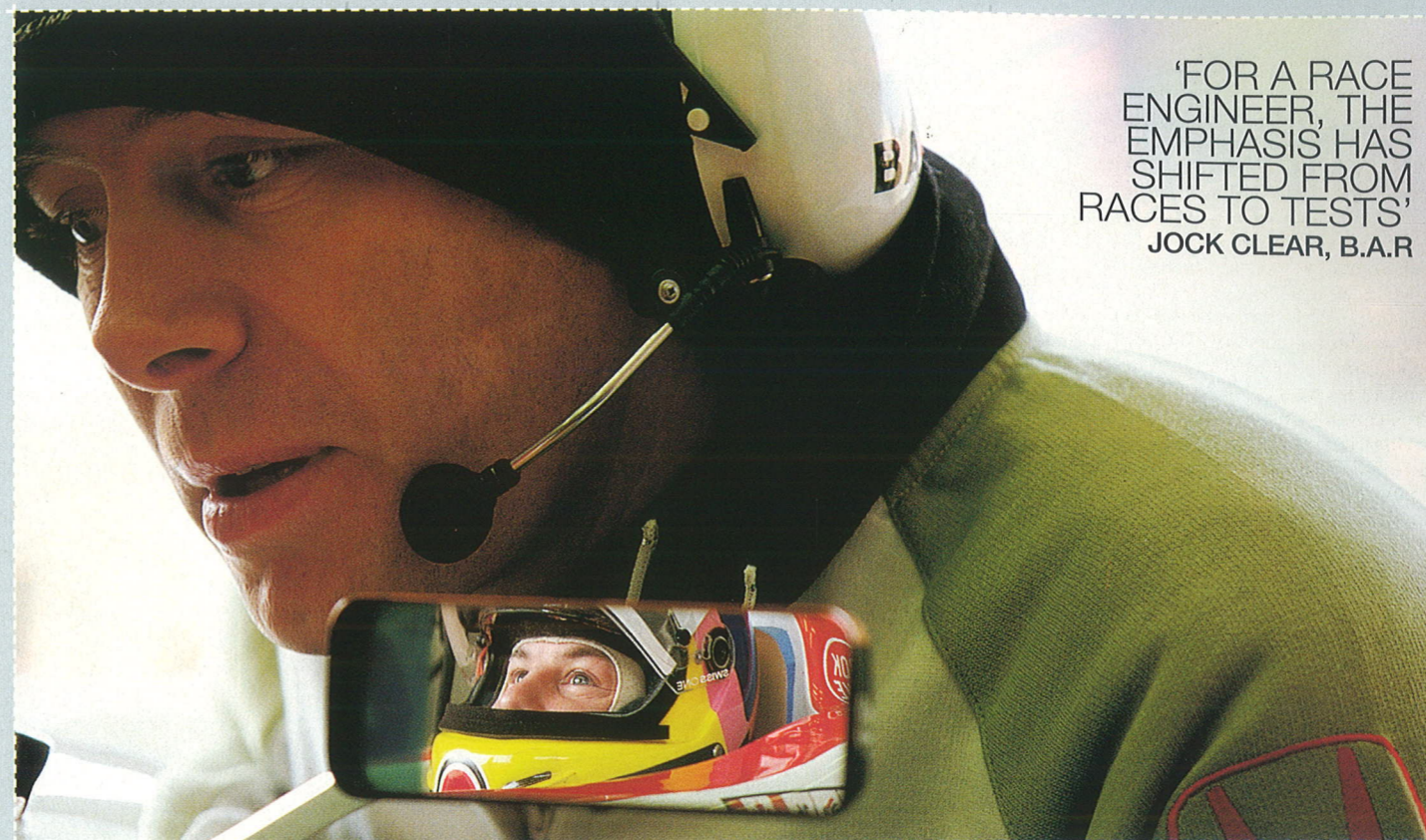
"You have so little practice time now," says McLaren's technical director Adrian Newey, "that it's difficult to evolve a set-up over a race weekend." That lack of time has made it ever more vital to bring the car to as near a state of race readiness as possible before the teams start running. Simulation – or accurate testing – has, accordingly, become even more important than before.

Sam Michael, senior operations engineer at Williams, says: "The pressure is on from Thursday night. We do all race preparation then – so the workload on Thursdays, Fridays and Saturday mornings is higher. As soon as qualifying is finished, though, it's much easier – although we've still got some strategy to do. I guess it's shifted everything from three days to two days."

In theory, that should have handed an advantage to the four teams – Renault, Jordan, Jaguar and Minardi – who have signed up to the two-hour early-morning Friday test sessions.

There is no doubt the extra session for the 'Friday track cleaners', as Ron Dennis disparagingly christened them, has helped

(Below) With less time to change the car, Jock Clear and Jacques Villeneuve are under more pressure to get it right first time, every time



'FOR A RACE ENGINEER, THE EMPHASIS HAS SHIFTED FROM RACES TO TESTS' JOCK CLEAR, B.A.R

For B.A.R.'s Jock Clear (above), race weekends are about a rush to qualify and then a whole lot of brain work – trying to find plans for every possible race scenario

> JOCK CLEAR, Villeneuve's engineer, describes his weekend

"For a race engineer in one of the teams who haven't opted for limited testing, the rules have shifted the emphasis from races to tests. There isn't enough running time at races to evaluate set-up changes or car developments – and, as a result, my job has become a little less interesting.

"We now have to go to a race with a much clearer idea of the specification that we're going to run the car in than was the case last year – and that means we have to do much more set-up work in the test the previous week.

"At a grand prix you have to maximise your running time, which means the driver must not throw the car off and you have to have reliability. Here's how we play the weekend.

"On Friday, from 11.00am to 12.00pm, there is just enough time for the driver to get into the groove. We might make a

quick change to the front wing level and a change of front springs or rear bar, but only very basic things that will help trim the car to the circuit.

"Almost before you know it, you're into one-lap qualifying. Friday is pretty much a low-fuel lap, although we don't run the car down to the wire in terms of weight like we did last year. But this is pretty much the quickest specification that we run the car in all weekend.

"During Saturday's two 45-minute sessions we do the work that we used to do on Friday afternoon. You strive to have the car not hit the deck too much with 50 kilos of fuel



on board, yet not run too high when it's empty. You also need brakes that are going to last, and you have to get the driver comfortable with the balance.

"We view the two Saturday sessions as one, and it's only

in the final 25 per cent that you begin to worry about getting one timed lap out of your particular set-up. That process continues in the 15-minute warm-up before the afternoon's one-lap qualifying session, because the track conditions are much closer to the ones that you're going to experience during the session.

"We can't refuel the car after qualifying, so we ask the drivers to go as slow as possible on their in-laps in order to conserve fuel. Then the car is locked in parc fermé and the only thing left for you, the race engineer, to do is to think up different scenarios for race day and to predict how you'd react to them.

"Sunday is easy – we know we can't change strategy. If the weather changes, we can make basic changes to the car – but, otherwise, we're on our own."



them attune their cars – as Renault, in particular, have proved. Jordan, too, have won a race, albeit freakishly, and Jaguar are proving ever more competitive. But it helps the other teams as well.

"Sometimes you have to carry your tyre comparisons on into Saturday morning," says Humphrey Corbett, race engineer for Toyota's Olivier Panis, "but it's not dramatically different from last year – and in some ways it's easier, because the Friday testing teams have ensured there's already plenty of rubber laid down so you can do a good comparison."

Come Friday afternoon, race engineers are preparing their cars to run as quickly as they will all weekend. This session, which will determine the running order for Saturday's 'one-shot' qualifying, is the nearest F1 now gets to old-style Saturday afternoons – but it hasn't yet proved to be quite the pressure cooker many had feared.

Corbett says: "Initially, we were worried about Friday qualifying, but it has turned out that the position you start qualifying from on Saturday is not that important.

"Until this year, track conditions changed a lot through qualifying; now, because so few laps are being done, and therefore so much less rubber is being added to what has already been laid down the day before, there isn't that much difference. So you don't really worry whether you're the fifth or the 15th guy to go out for your qualifying run on Saturday."

The grid slot from which a driver starts the race remains as vital as ever, of course – particularly at circuits where track position

LORENZO BELLANCA/LAT; CHARLES COATES/LAT; STEVEN TEE/LAT



'FRIDAY IS A LONG OLD DAY WITH THE 8.30AM START - BUT WE HAVE A USEFUL ADVANTAGE, I THINK'  
ALAN PERMANE, RENAULT

For teams (like Renault) who run on Friday mornings, set-up work is less frenetic, says Permane (right). Thereafter, they find they're less busy than they used to be

off the startline is crucial in determining the race result - Monaco, for example.

For the engineers - and, for that matter, for the mechanics - Saturday evenings are now oddly relaxed. Gone are the days of radical overnight 'fixes'. Teams are no longer able to change anything substantial on their cars after final qualifying, so engineers have to decide on race strategy by Saturday lunchtime - a whole 24 hours earlier than before. After that, their thorniest problem is choosing which local restaurant to go to on F1's new 'big night out'.

"That makes the weekend more relaxed," says one noted mechanic/bon viveur. "But, work-wise, it's more intense now - albeit in shorter bursts." Moreover, the newly available extra time provides greater opportunity for creative strategic thinking - and more scope for devising clever 'what if?' race strategies.

But here's the rub. While the new rules have given spectators lots to talk about, and engineers a whole new set of priorities, those at the coalface aren't convinced that 'new' necessarily means 'better'.

"Speaking as a purist, I just don't like it," says one leading engineer who prefers not to be named. "It's not so much of a challenge as it was before. There's no question it has spiced things up, and qualifying is very exciting - everyone's glued to the TV screen for the whole hour, which they certainly weren't before - and the buzz is definitely still there."

"But I want to see the quickest car with the quickest set-up - and we don't get that any more. There's too much left to chance."

To which, of course, there can only be one answer: be prepared! **1**  
Andrew Benson is motorsport editor of [www.bbc.co.uk/sport](http://www.bbc.co.uk/sport)

### > ALAN PERMANE, Jarno Trulli's 'man Friday', tells all

"The new rules haven't had the massive impact on us that they've had on the teams who didn't go for Friday running."

"We do a lot of simulation work away from the track, but a lot of our preparation is done in the Friday morning test session, when we do tyre evaluation and set-up work."

"It's a long old day with the 8.30am start - but we have a useful advantage, I think. Why? Because the one-hour session before Friday qualifying is so hectic. And we've been pleasantly surprised not to have been adversely affected by running on a dirty track surface early on the Friday."

"Having said that, we're fortunate that the Renault is absolutely fantastic and tends to be very easy to set up, so we can start on the fine-tuning work almost straight away."

"Friday afternoon is where it starts to be different from last year. In the free practice, you start to work towards set-ups for the one-lap qualifying; but, because it's such a short time, you can't do much."

"Our Friday evening work



hasn't really changed much, although preparation is more geared to the race than it was."

"Everyone is trying to find the right balance between grid position and not compromising race strategy. That's where a lot of simulation comes in. Our engineering director Pat Symonds spends a lot of time doing that."

"It does matter where you qualify on Friday because it shows you where the car is and builds up the drivers' confidence. And the track does improve through Saturday qualifying, even if not by as much as last year."

"After qualifying, there's less to do. We'll apply to the FIA to do checks on parts we might be worried about and you can make minor adjustments. And there is strategy to think about."

"But Saturday afternoon is

when we get back the time we lose on Friday. The car goes back to parc fermé at 6.30pm, and the mechanics go home. The engineers will leave the track before 9.00pm as a rule."

"We get the car back on Sunday morning and have a look to see if anything is broken or damaged, and then we'll reapply to change things - we're talking O-rings or tie-wraps or little things like that."

"On Sunday we continue to go through strategy options because you're only committed to your first pitstop. You have a base plan but you can work around that and you want to be prepared."

"In general, though, the run-up to the race is much more relaxed because your fuel's in and the car's set and ready to go."



CHARLES COMTESIAT; MICHAEL COOPER/LAT

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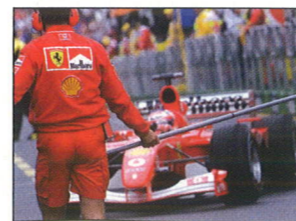
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## Rumbled in the jungle

Before the Brazilian Grand Prix, Antonio Pizzonia went home – to the Amazonian rain forest. *F1 Racing* went with him, but, behind the scenes, trouble was brewing...

Words by Tom Clarkson; photographs by Darren Heath

It wasn't supposed to be like this. This *F1 Racing* feature – brimming, as it is, with spectacular Darren Heath photography – was intended to be gloriously illuminating of a young Formula 1 driver's extraordinarily exotic homeland. And, despite everything, it will be – and is. But, now that Antonio Pizzonia's F1 career has been rocked by an unexpectedly early vote of no confidence from his bosses at Jaguar Racing, there is something unavoidably poignant about the proud and confident way he showed Darren and me his native Amazonia in the days leading up to his first home grand prix.

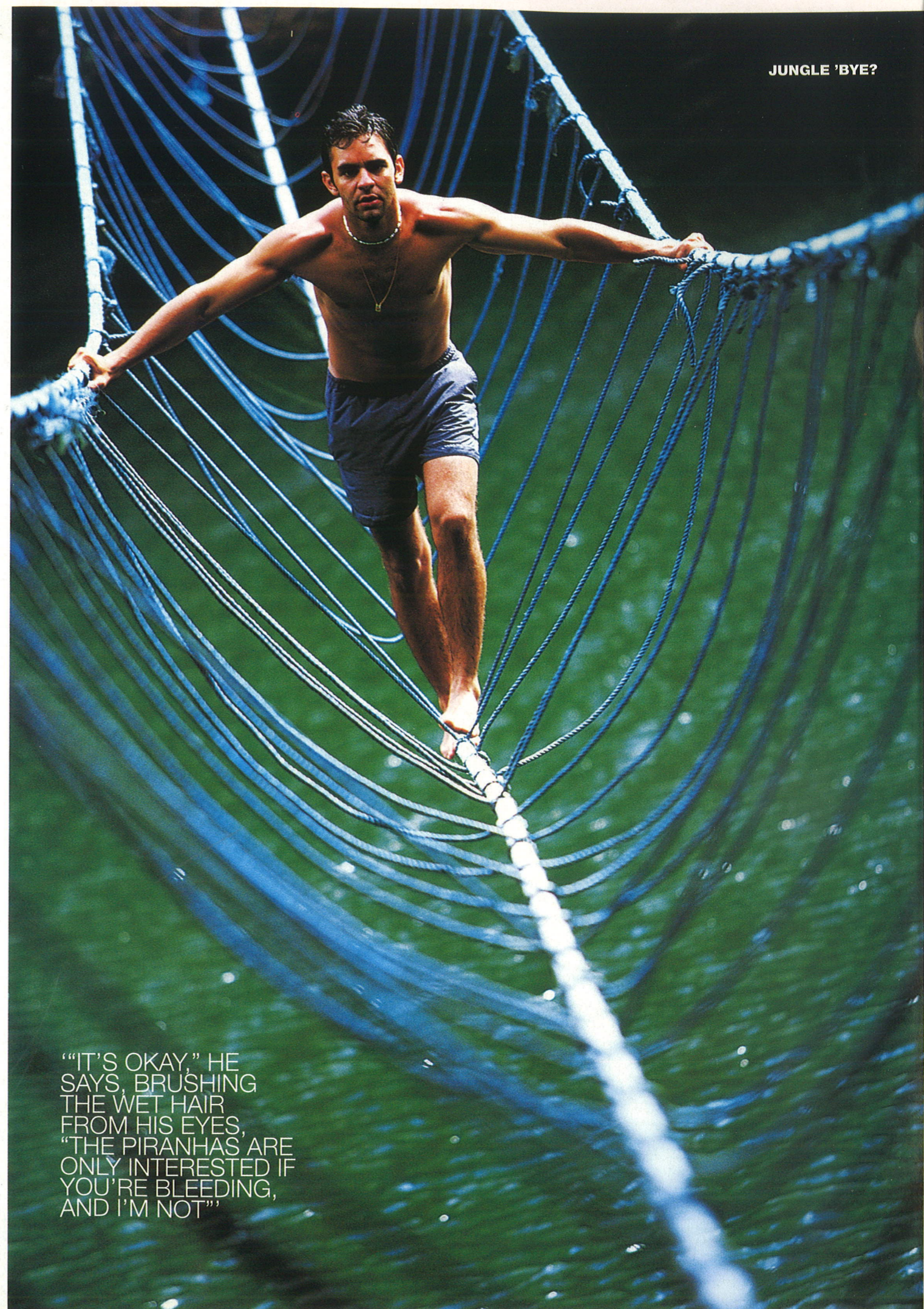
Whichever way you look at it, however, Antonio has been outdriven by his Jaguar team-mate Mark Webber so far this year. Yes, he has had car problems in virtually every race; but, unlike the inspirational yet stoical Webber, he hasn't so far managed to convince the team's high-ups that he is going to be able to ride out the hard times and lead them into the promised land. And who knows, now, whether he ever will?

But is he *really* more than a second a lap slower than Webber, as he usually has been in qualifying this year? Of course not. At BMW-Williams, as a test driver last year,

he showed enough raw speed to convince even technical director Patrick Head, never a man to allow romantic notions about a driver's potential to get in the way of the evidence of the telemetry screen and the timing monitor, to admit that, yes, Antonio was "pretty damn quick". No, the problem has been one of 'settling in'; at Jaguar, somehow, he just hasn't.

For while, in late March, an engagingly enthusiastic Pizzonia was basking in the beautifully dappled shade of his home town of Manaus (and its surroundings), his name was being whispered in smoke-filled rooms ▶

(Above) Antonio Pizzonia poses in the dappled light of the Amazon basin. He loves his lush homeland, and he wanted to show *F1 Racing's* readers why; (right) a bridge far away from the troubled waters of Jaguar



JUNGLE 'BYE?

"IT'S OKAY," HE SAYS, BRUSHING THE WET HAIR FROM HIS EYES, "THE PIRANHAS ARE ONLY INTERESTED IF YOU'RE BLEEDING, AND I'M NOT"

**JUNGLE 'BYE?**

at Jaguar's Milton Keynes headquarters. Then, when asked over the Brazilian GP weekend whether Pizzonia's poor form was a concern to him, team principal Tony Purnell replied, "It isn't top of my worry list." It sounded like a denial – but, when you analysed the statement, of course, it wasn't. Antonio might not have been at the top of Jaguar's worry list – but, as sure as eggs is eggs, he was well and truly on it. And then came San Marino, during which (though he did not know it) Antonio was being very critically appraised by his paymasters... and delivered a qualifying lap 1.1 seconds slower than Webber's.

A few days later the hapless lad was thrust into the centre of a furiously eddying series of rumours and counter-rumours – exacerbated by Jaguar's ultra-high-profile PR man Nav Sidhu, who, sanctioned to do so by Purnell and David Pitchforth (Purnell's number two), told *F1 Racing's* editor at large Alan Henry that Pizzonia was "under review" (around which sensational soundbite Henry immediately wrote a much-talked-about news story for the *Guardian*). Yet, just a few days after that, the same Nav Sidhu issued a press release which revealed that the same David Pitchforth had pledged to "continue to support his [Pizzonia's] development and growth". Not surprisingly, no-one in F1 knew what to make of that.

What everyone in F1 did know was that Jaguar had wanted rid of Antonio, and that the man they had wanted to replace him with was McLaren's 'third driver' Alex Wurz.

So what will the unloved Jungle Boy do now? Well, even if the Jaguar-Wurz deal eventually gets the go-ahead (which, since Ron Dennis is better at playing contractual hardball than anyone in the F1 paddock, is by no means a foregone conclusion), all will not be lost – for Antonio will probably be retained by Jaguar as a test driver.

And if he is not? Then he will probably shed a few tears, blame everyone he can think of blaming (including himself)... and get on a plane bound for Brazil. He will doubtless visit the same freshwater lagoon he showed Darren and me in late March. It is where he used to hang out as a boy, with his mates; it is where he says he finds peace.

**FLASHBACK TO LATE MARCH.** The lush undergrowth on the river banks is thick – rainforest thick – and it hugs the edge of the black water. A guide has warned us about alligators and piranhas. Swarms of mozzies are hovering over us, waiting for the right moment to pounce on our damp, sweat-smattered bodies. We are right on the equator, the ambient nudging 35 degrees C, the humidity 75 per cent. The overhanging trees hold the moisture like a sponge.

Suddenly, Antonio stands up, making the boat lurch from side to side, and jumps in. Pandemonium – when we think he's about to be eaten alive – is followed by relief.

"It's okay, guys," he says, brushing the wet hair from his eyes. "The piranhas are only interested if you're bleeding, and I'm not."

He swims around a bit, tries to capsize ►



(Left) Pizzonia at speed – but not quite enough speed for Jaguar's new management. It's a tough world, F1

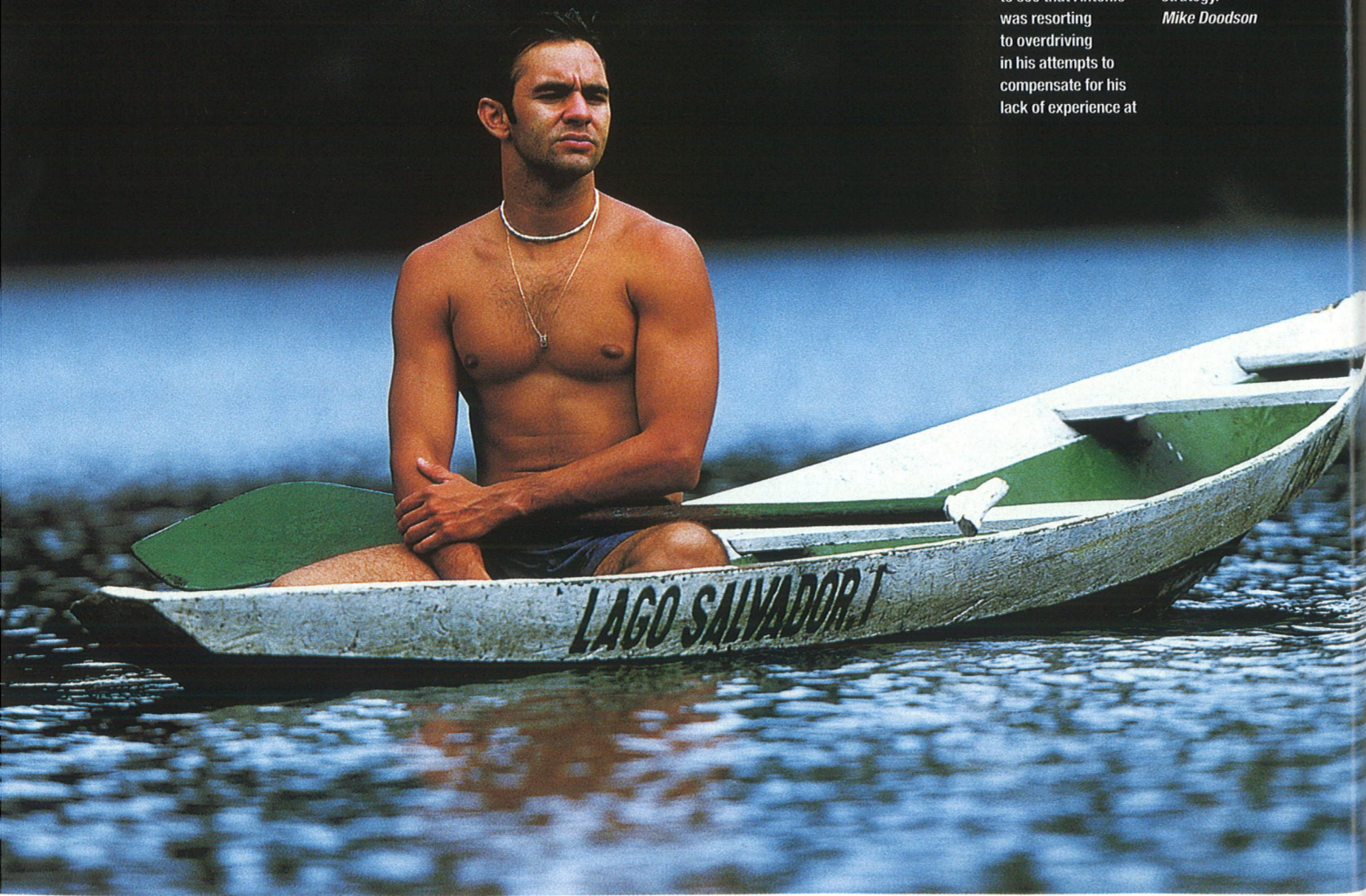
**>Pizzonia's very difficult start**

After three grands prix Jaguar Racing's bosses were already beginning to shake their heads and scratch their chins. If you're looking for something positive to report (as we are) about Antonio Pizzonia's first three Formula 1 races, you could draw attention to the fact that he completed more laps (118) than his team-mate Mark Webber (103). You could also point out that, although he failed to finish all three races, two of those – a suspension failure in Australia, a broken brake bell

in Malaysia – were not his fault. Alas, there is also a distressing number of negatives. The blackest mark, whichever way you look at it, is that Pizzonia has been thoroughly dismantled by team-mate Mark Webber. Okay, yes, Antonio actually nosed ahead in qualifying at Sepang (15th to Webber's 16th), but that was largely because he had opted for the softer Michelin (and was therefore stuck with a much less flexible race strategy). You don't have to delve too deep to see that Antonio was resorting to overdriving in his attempts to compensate for his lack of experience at

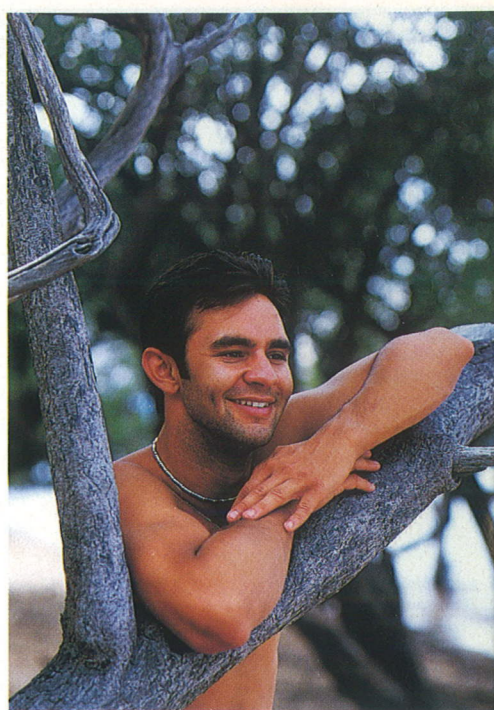
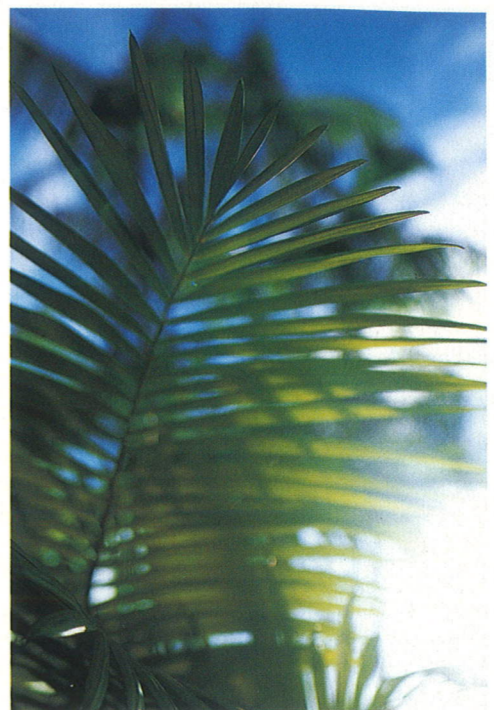
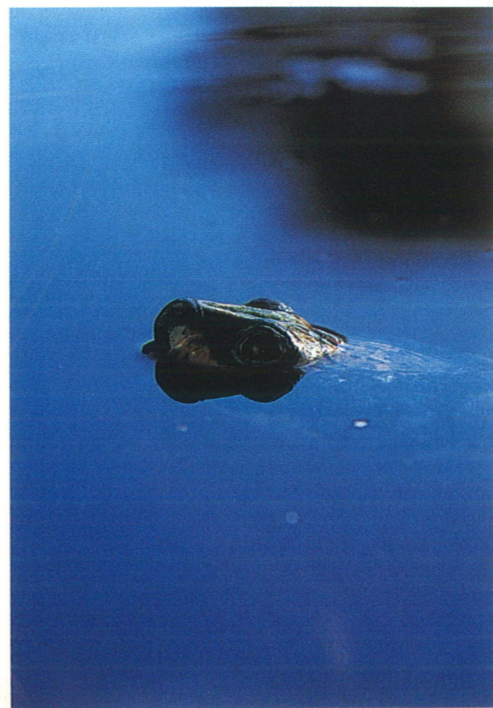
the fly-away circuits. The Jaguar guys were lamenting this as early as the first practice session in Australia, and in Malaysia the management at Williams (who should know their former test star well enough) placed the blame firmly on him for the first-lap clash with Juan Montoya. The balance sheet for highest fly-away running positions is also revealing. Webber's is fourth, seventh and third; Pizzonia's is ninth, 12th and seventh, even before you consider his light-fuel qualifying strategy.

Mike Doodson

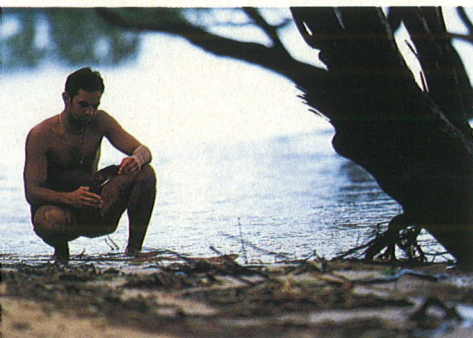
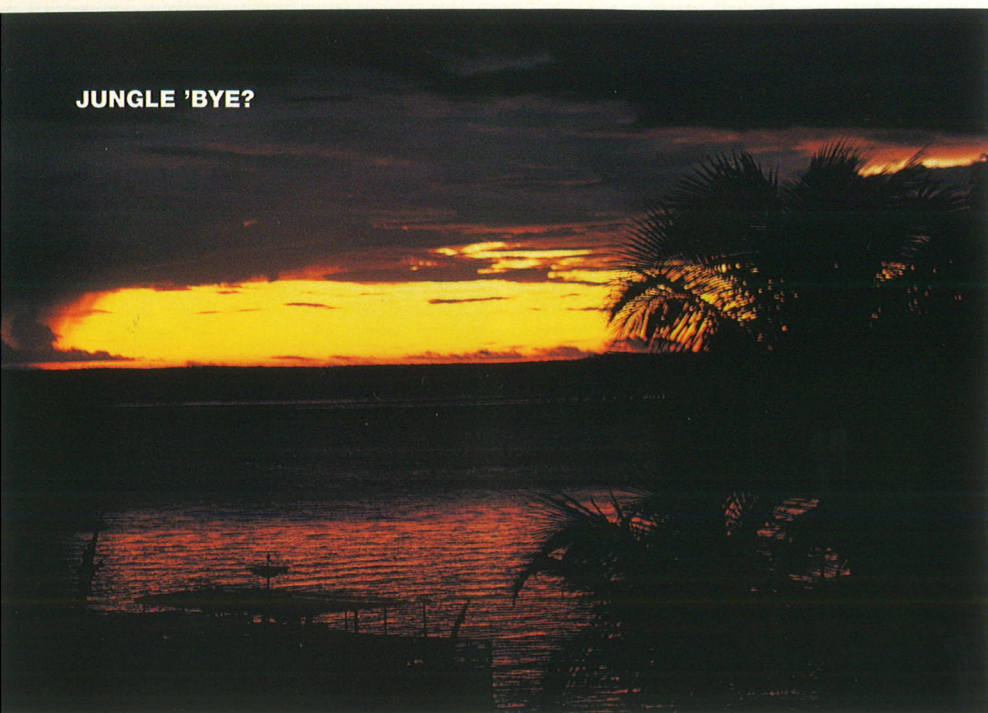


(Left and above) Pizzonia's carefree demeanour on the Amazonian water shows how comfortable he is with the local denizens (below); (above right) the

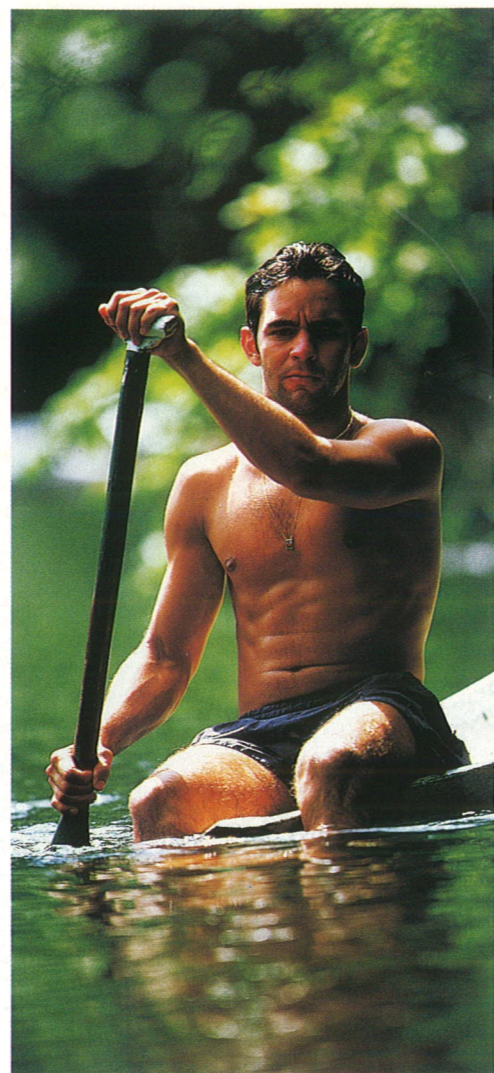
bright sun and heavy greenery help him relax – the harsh glare of British Racing Green dissatisfaction will not; (right) on a more substantial boat, catching a few rays



JUNGLE 'BYE?



(Above) In the jungle, nature puts on a *son et lumière* show that can't be matched – starring hoards of clamorous iguanas and monkeys; (left) the second-largest river system in the world inspires awe, even in those who know it well; (right) careful, Jungle Boy, you might not be frightened of real piranhas... but the F1 variety are *seriously* dangerous



'EVERY TIME I COME HOME TO THE AMAZON, I THINK IT'S SO BEAUTIFUL THAT I JUST DON'T WANT TO LEAVE'

our boat, does a somersault and then hauls his impressively toned body back aboard.

To Antonio, swimming with piranhas is no more intimidating than surviving an hour in a public swimming pool in Europe – and, if you'll excuse the obvious quip, a lot easier again than coping with that other piranha club (as Dennis once famously termed it), the F1 paddock. In Amazonia, believe me, Antonio is *totally* relaxed. Spookily so.

There cannot have been another driver in F1 history who has hailed from so remote a spot. Manaus sits on the banks of the Rio Negro, so called because of its orange-black colour – a vast, scale-less (to my eyes) 15 miles wide. Even to the north of the city, where there are fewer rivers but still lots of rainforest, there is only one road out of town. It heads directly towards the Venezuelan capital of Caracas... 1,400 miles away.

The Pizzonias live in a large (not very large) apartment in the centre of Manaus. There is no middle class to speak of in Brazil, but Antonio's family are comfortably off. His father – Antonio senior – runs a small-time plastic recycling business, and benefits from Amazonia's tax-free status.

The city's economy relies on the Rio Negro, for both food and tourism. These are river people, *par excellence*. Fishing is the core industry – but there is tourism now, too. Manaus is closer to Miami than it is to São Paulo, and a few intrepid Florida-based holiday makers have noticed its proximity.

In an effort to promote this tourism, Antonio has enjoyed personal sponsorship from the Amazonian government – and he makes it his prerogative to show us the area's major attractions. He takes us to one of his favourite spots, a place where 200 waterfalls convene in one huge basin. He also takes us to Las Aguas, a short boat ride downriver, where the Negro meets the Rio Solimoes. So different are the chemical contents, temperatures and colours of the two rivers that they fail to mix for several miles, leaving a visible divide. Antonio has been here many times before, but his enthusiasm remains uninhibited.

"This is one of the many amazing things I need to show you," he says, before pointing out some pink dolphins – yes, vivid pink – swimming alongside the boat. "Every time I come home, I think it's so beautiful that I just don't want to leave. To the Amazonian people the dolphins are a sign of fertility. We welcome them because the waters are an important resource for us."

The Pizzonias never followed motorsport until Antonio introduced them to its entry level when a family friend gave him a go-kart for his eighth birthday. "I knew nothing about racing when I was little," he says. "There was

no kart track, so there was no history of racing in my family. But when I drove a kart for the first time, I loved it. I didn't want to stop. I kept going up and down the street until after dark."

His enthusiasm proved infectious, and it wasn't long before every member of his family was racing around the city's streets – including his mother Lucilene and brother Andre, who now works for Mercedes-Benz in Stuttgart.

Only Antonio was *really* quick, though, and he soon had an offer to race in São Paulo, the nearest place with an established karting infrastructure. He won first time out.

He was signed by a professional team, and began racing in and around São Paulo every weekend. Championships followed, but there were sacrifices. He had to play truant every Friday in order to fly from Manaus to São Paulo. Then, in 1997, he moved to England to begin his car-racing career – and what turned out to be a five-year climb towards F1.

It's been a while, therefore, since he lived full-time in Manaus, and the weekend of our visit is the Pizzonias' biggest family reunion of recent years. Antonio's sister Andresa is married on the Saturday, and she has invited Antonio to bring his new girlfriend, Mauren Maggi, to meet the parents. Mauren is an Olympic long and triple jumper – and a star in Brazil. He will need her strength – both mental and physical – to help him through the weeks and months that lie ahead. And she will provide it.

Their life will go on. **1**

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# Now you see him...

... now you don't. Allegedly. But, whatever the rumour-mongers say about Ralf Schumacher (and they say *a lot*), he insists he's staying at Williams. Hmm...

Interview by Anthony Rowlinson



## SCHU-LY SHOME MISTAKE?

### 'RALF'S ENTIRE IMOLA WEEKEND IS ADMIRABLE FOR PROVING THAT HIS FLAME STILL BURNS'

Thursday afternoon, and he arrives like sunshine. San Marino is warm as chocolate – and, dressed in jeans and a short-sleeved BMW-Williams team shirt – tucked in at the waist the way The Brothers prefer – Ralf Schumacher seems light, young, carefree. He knows what none of us knows yet. That his 55-year-old mother, Elisabeth, lies terminally ill in a Cologne hospital. She will

die on Saturday night, a few hours after Ralf and Michael Schumacher have sewn up the front row of the grid.

In Saturday morning practice he shunts his race car – hard – on the exit of Variante Alta, Imola's difficult hilltop chicane, where drivers need broadsword and rapier to clatter the kerbs but still finesse the exit. He has already – earlier – done a flier good enough for P2 in this session, but a bent steering column means the T-car is his sole option for qualifying proper.

An eventual front-row start slot, second only to his brother, is just reward for his spice. In the circumstances, the Schumachers' efforts are remarkable.

Ralf's boss, Frank Williams, later admits as much: "His performance was a credit to him – we all knew that his mother was terminally ill and probably wouldn't make the night. It was a great recovery from his accident in practice this morning. He was really flying – the car was dancing."

Ralf's entire Imola weekend, in fact, is admirable for proving that his flame still burns – and for showing his vaunted team-mate Juan Pablo Montoya the way, Thursday through Sunday.

It was precisely this kind of simmering potency that caught Frank's eye during Ralf's first two Formula 1 seasons at Jordan in 1997 and '98, where he kept Giancarlo Fisichella honest and then made Damon Hill realise he would soon be better off at home.

It was precisely this kind of simmering potency that was absent in Australia, Malaysia and Brazil '03. Not what the world expects of a Williams driver. Not what Williams expect of a Williams driver – least of all one who has been a mainstay since '99, blowing off Alex Zanardi 35 points to nil in '99 and rising (though not always with conviction, it must be said) to the successive challenges of Jenson Button ('00) and Montoya ('01 to date).

He took three wins for Williams in '01 (his first, at Imola, breaking a Williams win drought that had lasted since Nürburgring

'97). Last year, while JPM took the glory with seven pole positions, Ralf was the only Williams man to visit the top step of the podium, at Sepang.

Why, then, should Ralf be a driver whose star at Williams is in the descendant? Why is he a man about whose future Williams are holding talks at the very highest level – a man who, in truth, is driving for his career (and at Imola went like one who knew it)?

Tricky one, this.

Sir Frank has been very supportive of Schumi Jr of late, even going so far as to issue a public vote of confidence at Imola.

"Will Ralf be in the team next year?" Frank is asked.

"There's no doubt about that." (But how cynical would a journalist have to be to interpret Frank's words thus: "There's no doubt about that because the decision to replace him has already been taken"?)

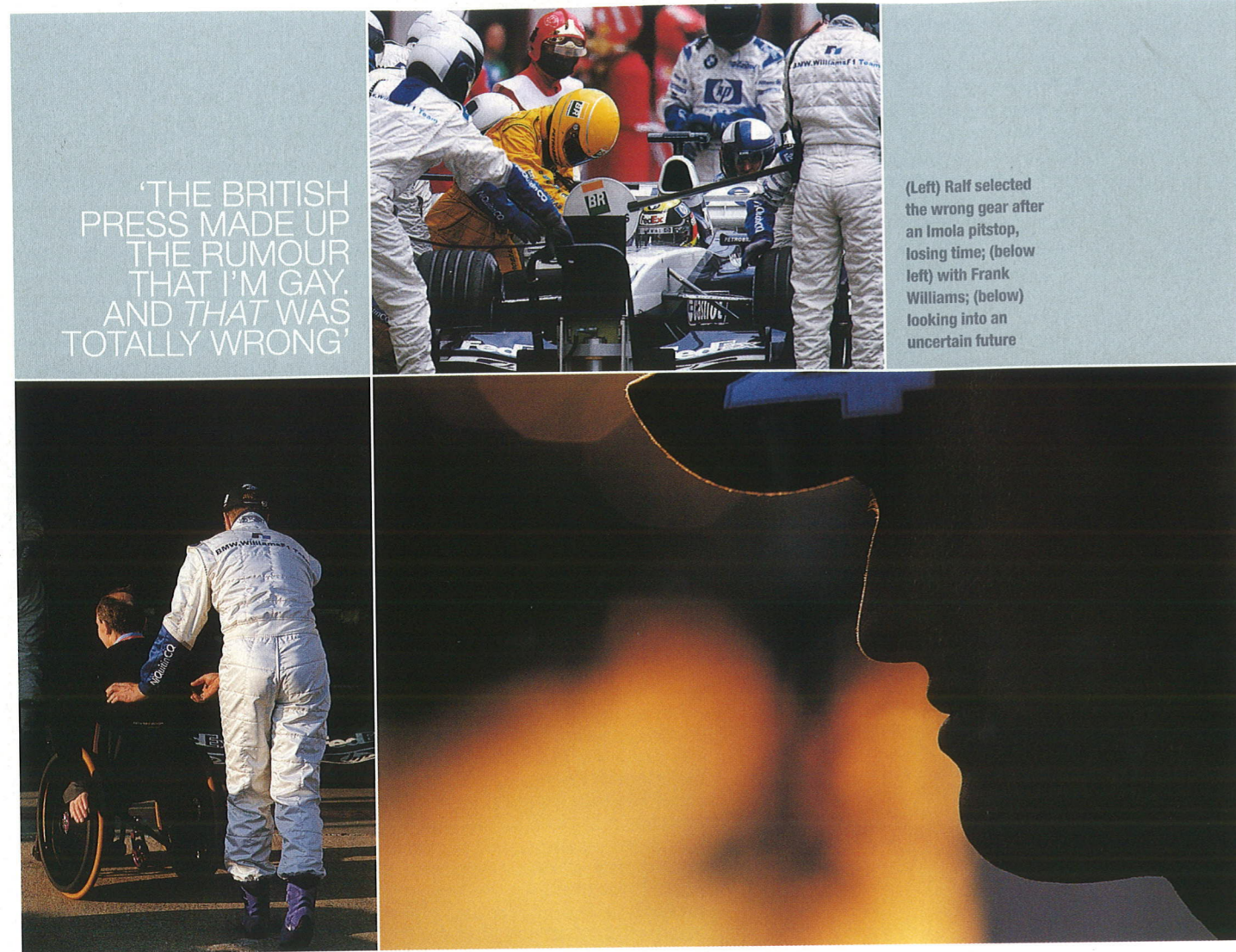
We continue. "Are you concerned about his driving?"

"He's been a little inconsistent, although he'll probably hate me for saying that, but he's always been around at the end of races." We learn later that Frank has considered producing a graph to chart the peaks and troughs of Ralf's performances.

"So is he worth his [\$14 million] salary?"

"I don't want to answer that one." Frank delivers his response with a chuckle and ▶

Williams appeared to support Ralf at Imola (pictured) – and the result was a front row grid position. But will he still be racing with Team Willy next year?



'THE BRITISH PRESS MADE UP THE RUMOUR THAT I'M GAY. AND THAT WAS TOTALLY WRONG'

(Left) Ralf selected the wrong gear after an Imola pitstop, losing time; (below left) with Frank Williams; (below) looking into an uncertain future

MAIN: LORENZO BELLANCA/LAT; INSETS: CHARLES COATES/LAT; STEVEN TEE/LAT; LAT ARCHIVE

what appears to be an indulgent grin... but it may be the thin smile of an assassin. In '96, after all, Frank sacked his champion, Damon Hill, without his knowing it. Likewise Alex Zanardi, Williams' '99 great white hope (who turned out to be more of a great white elephant). Nigel Mansell came a cropper when he tried to play contract hardball with Frank and Patrick at the end of '92. Later, in mid-'00, Jenson Button found that he was to be moved sideways (to Benetton, losing his Williams seat to Montoya).

History, then, would not appear to be on Ralf's side, and Frank's ongoing infatuation with the skills of Giancarlo Fisichella must also be taken into account. FW and Fisi's manager, Enrico Zanarini, are said to have met for dinner during the week before Imola, although both deny it. Williams: "There was no dinner with Giancarlo last Thursday"; Zanarini: "I've never had the pleasure of Frank's company."

Not that any of this seems to concern Ralf. *F1 Racing* grabbed him for a quiet tête-à-tête at Imola, during which he told us that he feels secure with his contract, which runs until the end of '04. "There's no reason to leave," he says. "There's still a year and a half remaining.

"I've had good times and difficult times, like anyone," he continues, "but it's still pretty early days. I have no intention of leaving Williams before the end of my contract next year."

Well, he wouldn't, would he – not when he's driving for a top-three team on the up? But the decision, alas, is not his to make. And doesn't his answer sound suspiciously like a dissembling politician's "no plans" response?

We should consider, too, the recent comments of his manager, Willi Weber, who describes Toyota as "a team of the future" [ie Ralf's future]. Why should Weber – a master of F1's fiscal dark arts – be keen to make so public a proclamation? Could it be that he is cocking a contractual leg to mark territory he wishes to claim as his own (Toyota are certainly the only non-top-three team who could afford to keep Ralf in the manner to which he has become accustomed)? Could it be that he is attempting to up the ante on Williams and call their bluff? To force them, even, into realising they have a valuable commodity on their books, by making real the threat of departure? Or does Weber just know the game is up?

Alternatives to Williams are few. McLaren are in love with Kimi Raikkonen (and a flying Kimster means a still-more secure DC as the perfect foil); Ferrari have Michael and Rubens Barrichello contracted until the end of '04 – and, besides, could Ralf ever hope to be a replacement for Michael? A combo of sibling loyalty/sibling rivalry would likely prove as much a barrier to such a move as it would an attraction.

"I don't know anything about that," Ralf says. "Maybe Ferrari are something for the future, maybe not. I don't think about it. The only thing I want to think about is to try and finish my contract with Williams and then see what happens."

Where else, then? Toyota? See above. Jaguar? Not without a \$10 million wage cut.

Neither, in any event, would be likely to satisfy the ambitions of a man convinced that he can still win the championship – in this year's Williams: "We could win it, sure. The mechanical and aero side need a lot of development, but look at how far we've come since the season started. All the potential is there."

The same remains true – frustratingly – of Ralf. In terms of outright, blinding pace, he is among F1's top six drivers – but his

### >Schumi Jr is one of Williams' 'stayers'

Ralf is Williams' third-longest-serving driver of all time. If he finishes his contract, he'll top the list

Driver	starts	titles	wins	poles	f/laps	points
Nigel Mansell	95	1	28	28	21	369
Riccardo Patrese	81	0	4	6	10	180
Ralf Schumacher	71	0	4	1	6	163
Damon Hill	65	1	21	20	23	326
Keke Rosberg	62	1	5	4	3	131.5
Alan Jones	60	1	11	6	11	171
Jacques Villeneuve	49	1	11	13	9	180
Juan Pablo Montoya	38	0	1	10	6	91
Heinz-Harald Frentzen	33	0	1	1	6	59
Thierry Boutsen	32	0	3	1	1	71

Correct up to and including the 2003 San Marino Grand Prix



Williams' favourites: Alan Jones (far left) and Keke Rosberg (left) in their championship-winning years: 1980 and '82, respectively

Some Williams drivers will be remembered for their quintessential 'Williams-ness'. Alan Jones and Keijo 'Keke' Rosberg, for example. Hard drivers with a personality to match. Blokey blokes whom Frank Williams and Patrick Head truly, madly, deeply loved.

Ralf Schumacher doesn't fit that mould. You get the impression that Patrick, certainly –

and, to a lesser extent, Frank, too – do not even understand him, let alone love him. Yet he is now in his fifth season with FW and PH, and they have never been shy of parting company with drivers who irk or even confuse them.

So how and why has Ralf managed to survive so long? Part of the answer must be provided by Williams' engine partner BMW –

who, desperate to have at least one German driver carrying their colours, insisted that Frank retain Schumi Jr when Ron Dennis came a-knocking for him in mid-2001 (and, by all accounts, stumped up a goodly portion of the \$14 million stipend that Ralf – or, more likely, his ultra-shrewd manager Willi Weber – used McLaren's overtures to negotiate).

Ralf is contracted until the end of the '04 season – by which time, assuming there will be 17 grands prix that year (as mooted), he will have driven precisely 100 grands prix for Team Willy (as, we can safely assume, he does not refer to them). And that would make him the longest-serving Williams driver of all.

Will it happen? We'd be surprised. Sorry, Ralf.

ability, maybe even his desire, consistently to access his gift remains fickle. A case of familiarity with his surroundings breeding contempt – or, at least, complacency?

"Ha! I don't think so. Every day I seem to learn something new. Okay, I've been here a while, but this team has gone through a lot of changes. When I came here back in '99, they were a totally different team, with a different way of working. They were used to winning races in a more relaxed way. Now it's much more dynamic here."

A dynamic team, indeed, with expectations of similar dynamism from their drivers. Even Montoya – brimstone personified – has been dulled, some Williams insiders believe, by the knowledge that week in, week out, he no longer has to dig into his very deepest reserves to 'handle' Ralf.

Williams don't like their drivers to be too cosy (think of the tensions between Alan Jones and Carlos Reutemann; Nigel Mansell and Nelson Piquet; Hill and Jacques Villeneuve), and there's the suspicion that just lately things have gone a little soft.

Ralf, naturally, doesn't quite see it that way: "I don't think Frank and Patrick [Head, technical director] ever let their drivers get comfortable! It's part of their job. They own the team, so they have to make sure everyone performs at their best. It has to be whatever works for the company."

That's a remarkably philosophical view if "whatever works for the company" means a P45 on the doormat. Philosophical... or just secure? Could that, in fact, be the case? That the speculation over Ralf's future is completely wrong and that he will, indeed, spend '04 with Team Willy?

"You know," he says, "it was the British press who made up the rumour that I'm gay... and that was completely wrong."



(Opposite) Williams' FW25 rode Imola's kerbs very well. On the Friday Ralf had complained that it was problematic under braking, but things had improved come race day

COMPETITION DIRECTOR: MICHELIN

# Pierre Dupasquier

On the slippery post-Brazil issues of wet tyres, testing and getting it right

**How have you gained so much tyre performance since last season?**

It's difficult to say exactly who has improved things – Michelin or our partners – but between us, it's obvious that there *has* been an improvement.

**How do you reconcile the demands of three very competitive teams – McLaren, Williams and Renault – with two who are nearly there (Jaguar and Toyota)? Isn't that more difficult than the Bridgestone approach of focusing on just one top team (Ferrari)?**

We're accustomed to this in other disciplines we've competed in and we do it very well. At Le Mans we've had three, four or even five manufacturers all using our tyres and we didn't have any problems. It's the same in Formula 1. Particularly this year, when the teams have the option of developing tyres to suit their car. If they want to test something new, we'll try to develop it for them. It's no big deal. But because the top cars are similar to each other, their demands are not that different technically – so when we make an improvement for the front cars, it's likely to be an improvement for all of our partners.

**So you think you have an advantage over Bridgestone's focused approach?**

I think the Bridgestone approach is a mistake. It's impossible to separate tyre performance from aero and car performance, so how do they know whether it is their tyre or the Ferrari that is quick? When you have more than one competitive team, it's easier to separate and compare data. If you try a new tyre and all your teams are quicker in the same way, it's easier to be sure that it's your tyre that has made the difference.

**The perception is that the Williams FW25 uses its tyres very differently from the McLaren MP4-17D...**

No, that's wrong. But it *is* true that the team building the fastest car is the one best placed to ask us to do something new.

**Are Renault gaining an advantage by testing on Friday mornings at races?**

They don't know yet. They need a few more races before they can understand whether or not they should have opted to test more

between races. Our concern is that they run on a 'green' track. At 8.30am on a Friday, it's dirty and dusty and cold, so we're in conditions that are not really what we expect from the race. Only the last part of the two hours is useful for tyre evaluation.

**Is there a 'gentlemen's agreement' with Bridgestone to test on a Friday morning only tyres which could be one of that weekend's race compounds?**

No, there is no agreement at all. We can test any number of compounds – there are no limitations. Bridgestone know there's no agreement. It's quite possible for us to test compounds for future races.

**So do you automatically bring new compounds for the teams to test?**

We don't push for this, particularly. Any decisions are made with our partner teams. If they want to test a particular compound, we do our best to help. But the initiative is usually on their side. If they make a request that we can't fulfil, we explain why it won't work. They're usually receptive to that. They don't want to waste time. One lap is very expensive [about \$5,000 at Barcelona, for example], so they don't want waste. We plan our testing programme together.

**Why are you so adamant that tyre companies should supply only one compound of wet tyre per weekend?**

It's based on our experience. A team such as Ferrari have never selected more than one type of non-dry tyre, whatever the

conditions, so why make more than one? Also, F1 is not driveable in very heavy rain and the FIA send the safety car out when conditions are bad. Thus, F1 is not designed to be run in very heavy rain... so why make a tyre for those conditions? The FIA hold the key. They make the decision when to use the safety car and we have to guess in what conditions they'll do so. From there, we can work out exactly the type of tyre we need to deal with conditions at that time and still be stable for many laps as the track gets drier.

The Bridgestone 'wet' is almost a 'dry'. Their runners couldn't have started in Brazil at the correct time. Ours could have done.

**So do the rules favour Bridgestone?**

If the race had been started on time in Brazil, the Bridgestone teams would have had to stop their cars and the Michelin teams would have been lapping away up the road.

**How would you compare Michelin's approach with Bridgestone's?**

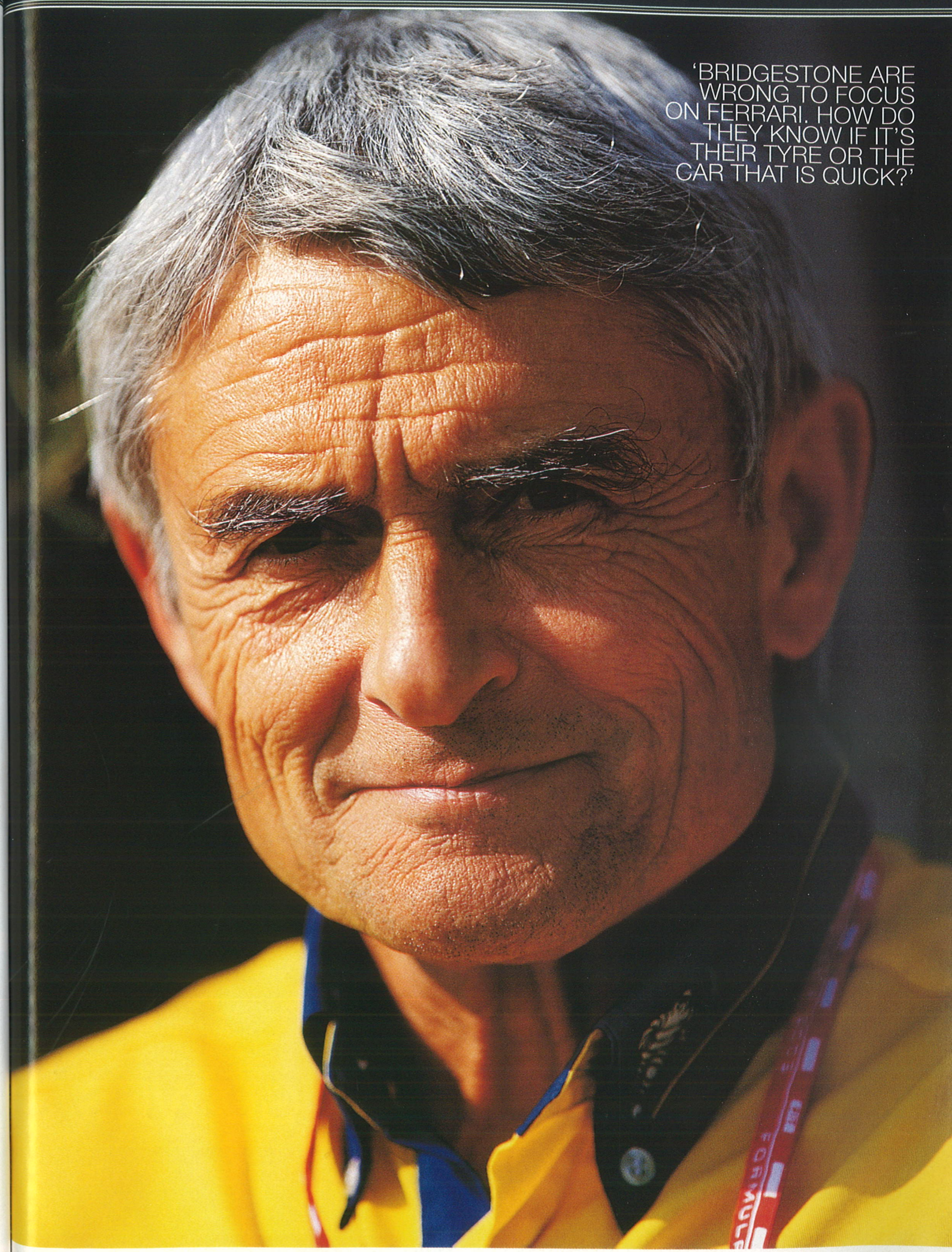
We're very different – the company culture, the mentality and the country culture. That's good for F1. Michelin's approach has always been to understand the problem and then to solve it. Finding the answer is often the easiest part. It can be much harder to work out what the problem is when there are so many parameters. There's the human element, too. Sometimes our engineers come up with something that provides fantastic data, but the drivers say they can't use it. Then it's back to the computers! **i**



(Right) Rubber bullets are being fired in F1's tyre war. Michelin chief Dupasquier (main) thinks Bridgestone are misguided in their approach – and says so, too

DARREN HEATH

'BRIDGESTONE ARE WRONG TO FOCUS ON FERRARI. HOW DO THEY KNOW IF IT'S THEIR TYRE OR THE CAR THAT IS QUICK?'





## IRON FISTS IN VELVET GLOVES

Cristiano da Matta drives with rare delicacy – but, as he proved in Champ Cars last year, he's also a mighty fierce competitor. Now he's starting to show his mettle in Formula 1...

Interview by Peter Windsor; photographs by Darren Heath

## RAW MATTA

These are very early days in the Formula 1 career of Señor Cristiano da Matta but the contrast between him and his Toyota team-mate, Olivier Panis, could not be more vivid: Olivier is amongst the last of the late brakiers – the latest of the late-apexers, an oversteer man with a heavy right foot. Cristiano is the opposite. He turns into the apex early, braking as he does so. Give him a car with great turn-in and not too much oversteer and he will use it to extend the outer extremities of the envelope. Show him understeer, though, and he'll be looking pretty average. About where he looks right now, to be sure.

This year's Toyota is certainly a better car than its 2002 predecessor. It has better aerodynamics, better traction, a seven-speed gearbox and seems to be less pitch-sensitive. So far, though, you'd have to say that Da Matta – and Panis – do not look any

better (relative to their opposition) than did Mika Salo or Allan McNish. Part of this may be adaptation – the time it takes to get the programme to move with new people – and part of it may be real: maybe Salo and McNish were pretty good after all.

Either way, this is the Toyota line-up for '03 and few people in racing – least of all the Japanese – have the time or the capacity to look backwards. Cristiano talks and drives with the air of a man who knows he can do the job and that he'll be improving with every race – improving in the knowing-how-to-work-in-F1 sense of the word. His ability to win has to date not been in doubt. His Formula 3 peers speak of him in tones of awe and respect; and, in recent years, he has been winning a lot of races in America – on ovals and on road courses (see panel, page 110). He was part of a Brazilian-Miami triumvirate in those days, hanging out with

'DA MATTA HAS ADJUSTED TO F1 LIFE AS EASILY AS YOU PULL ON A TOYOTA JACKET'

Tony Kanaan and Helio Castroneves, which explains why his English is perhaps not as good as you would expect of someone who has lived and worked in the States.

For all that, he has adjusted to F1 life as easily as you pull on a Toyota jacket: racing was in his blood from the moment he was aware that his dad, Antonio, was a very quick saloon/sportscar driver (Da Matta Sr won 14 Brazilian championships in addition to famously writing off an Alfa T33 in a fiery accident at Interlagos's notorious Curva del Sol). Cristiano roomed in England, in Cambridge, with Rubens Barrichello in the early '90s; but, like all of his countrymen, he loves returning home – in this case to the town of Belo Horizonte. On the Tuesday preceding his first Brazilian Grand Prix, Cristiano jammed with his neighbour – a singer with the ultra-popular Brazilian band, Jota Quest. He is a hero in the region, a ▶

(This page) Cristiano hasn't been afraid to stand tall in F1 (even though he's only 5'4"); (opposite) his F1 destiny lies in his own hands



RAW MATTA

'I USUALLY ONLY USE BRAKE WITH THROTTLE WHEN I NEED TO GET THE BACK END OUT'

straightforward guy who seems to act about the same, win or lose.

Which may account for the impression he gives that he's been around for a while. He is fit, for example, but not obsessively so. Born with a ridiculously low resting pulse rate – 37 on a bad day – he prefers to do the things he enjoys (cycling, swimming, anything competitive) rather than trudge away in a gym. He is much more Ayrton Senna's end of the spectrum, in other words, than he is Michael Schumacher's. He won a triathlon in '01 (swimming a mile, cycling 10 miles, running three miles) and today will try just about anything so long as it isn't boring.

We were talking about Ayrton – about his incredibly soft throttle return springs and the way he used to dance on the throttle pedal as he searched for the moment for full power – when Cristiano suddenly said, "But have you ever heard Michael Andretti going into an apex?" It wasn't so much the comparison that struck me as interesting as Cristiano's awareness not only of his former team-mate's style but also of his own. Most drivers talk in generalities; few seem to look beyond their own field of perception.

Not so Da Matta. His style, he says, is quite close to that of Juan Pablo Montoya,

although he turns in earlier and likes to slide the rear less. This was evident on race day in Brazil, when the TF103 began to lose balance at the rear on the drying track. Like Montoya's, Cristiano's steering and throttle inputs are generally small and precise; unlike Montoya, he doesn't drive to extremes.

He's a left-foot braker, of course. He learned to use the left foot when he switched from Lolas to Reynards in America and now cannot think of driving in any other way.

"Having said that," he says, "I can quite understand that Rubens still likes to brake with the right foot. There is quite a lot of talk about balancing the car with the left foot, but I usually only use brake against throttle if I need to get the back end out. Right-foot braking is still a very pure way to drive a car."

He usually has friends or family around him at races, enjoying the distraction they can provide, but is quiet and technical rather than outgoing and superficial. There is a Rubens-like serenity about him that suggests a deeper person inside.

These are strange times for Toyota, though. The initial promise of Year One is giving way to the inevitable anti-climax. The car is better in some dimensions, still lacking in others. The team, as a whole, are still establishing their character. And it is in this dip that Cristiano da Matta now finds himself. He needs to balance delicately his learning curve against that of Toyota – a task much more difficult than, say, growing with the team from Day One.

He looks good and he works hard: next on the agenda is a solid result. **1**

>View from the USA

He didn't have the famous heritage of Jacques Villeneuve, the media-friendly charisma of Alex Zanardi or the breathtaking style of 'Wun' Montoya.

But, before following that trio into Formula 1, Cristiano da Matta left his mark in CART with a combination of speed, smarts and a cool in the cockpit that never wavered regardless of the heat being applied.

He bullied his Champ Car rivals in 2002 with seven wins and seven poles – a performance worthy of anyone in the glorious history of Newman-Haas.

In 19 starts, he made only one mistake (throwing it into a sand trap while running second at Mid-Ohio) and could easily have racked up three more victories.

He possessed the mental and physical toughness to rule in the most versatile series in motorsport: "I rate him very, very

high," says veteran engineer Peter Gibbons, whose previous drivers include a couple of Andrettis and a fella named Mansell. "Of course, he was quick; but he gave extremely good feedback and he was unflappable, too."

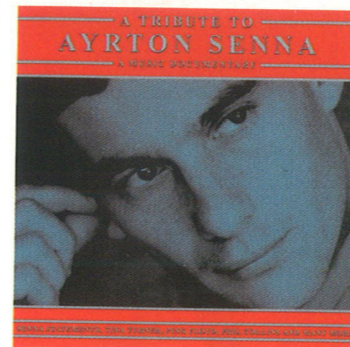
CDM's even-keeled attitude, excellent feel and uncanny smoothness made a perfect package for a guy replacing CART's top winner (Michael Andretti) in '01. But Cristiano also won over his team with his sense of humour (his impersonation of a NASCAR 'spotter is hysterical) and lack of ego. There was a genuine affection on both sides that rarely exists in today's big-business world.

Newman-Haas miss 'Shorty' just as much as he probably misses running up front.

Robin Miller



At Interlagos (left) Da Matta had a torrid time: after three pitstops and dreadful balance problems he ended up finishing last of the classified runners. At least he didn't shunt!



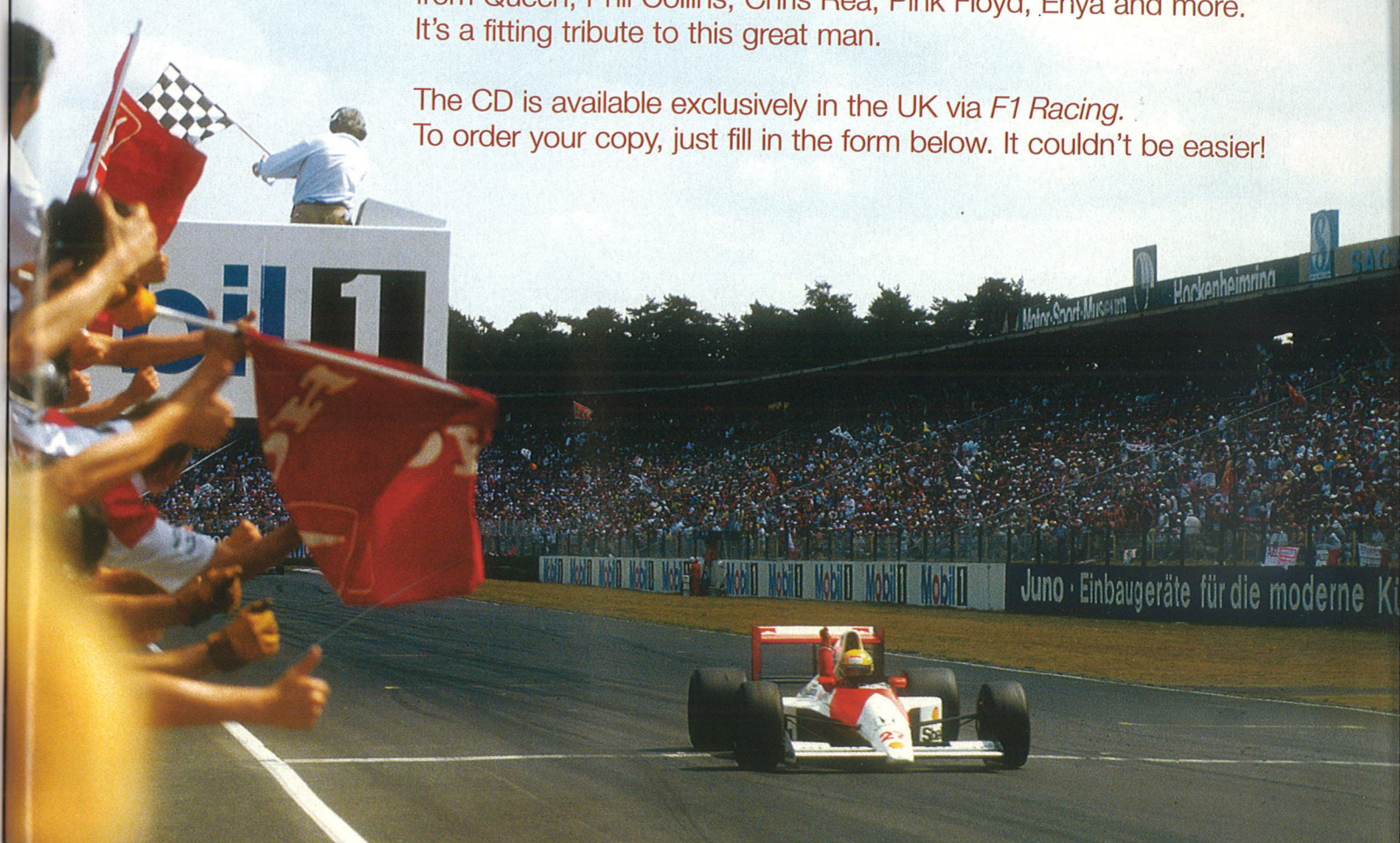
# SENNNA

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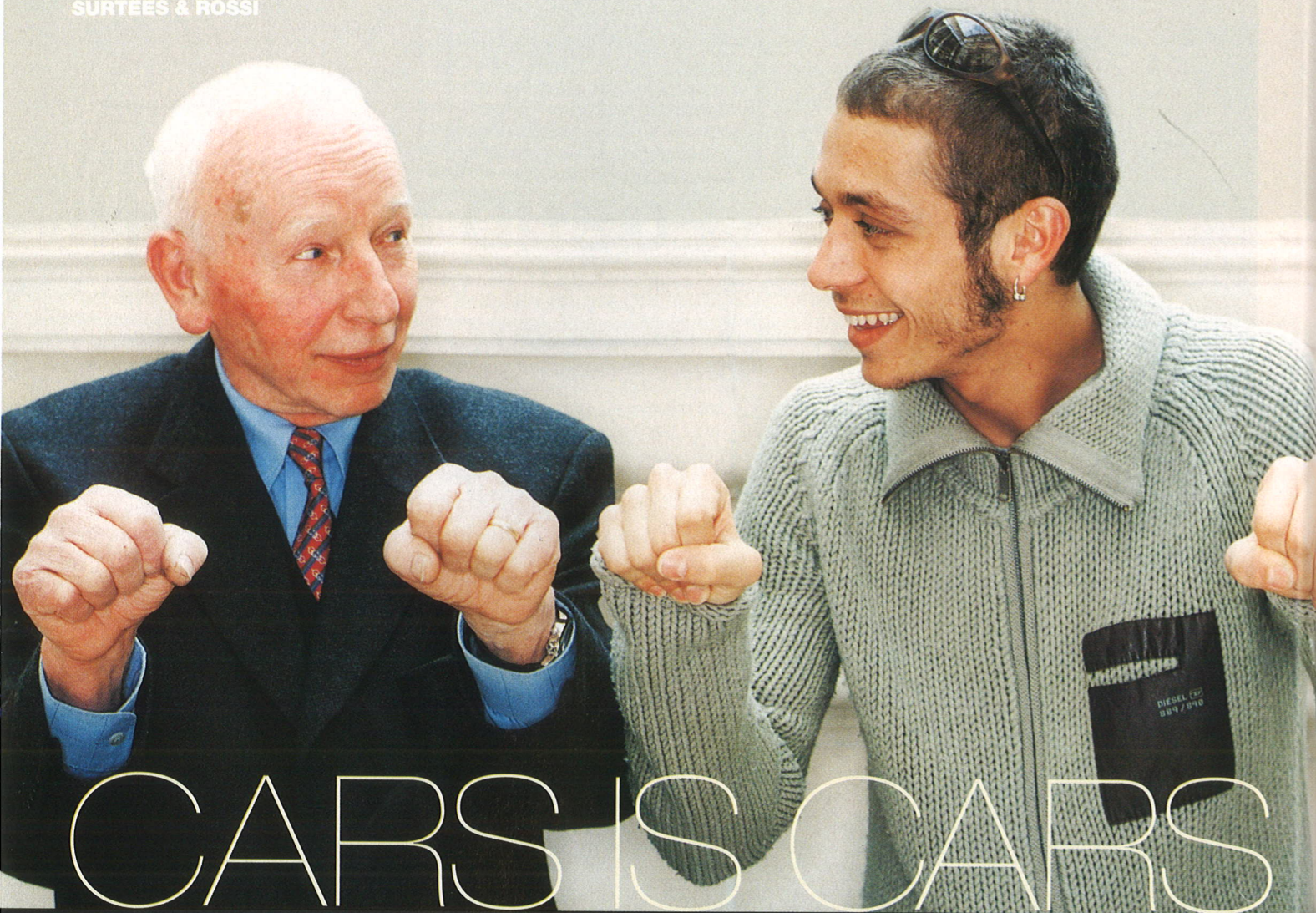


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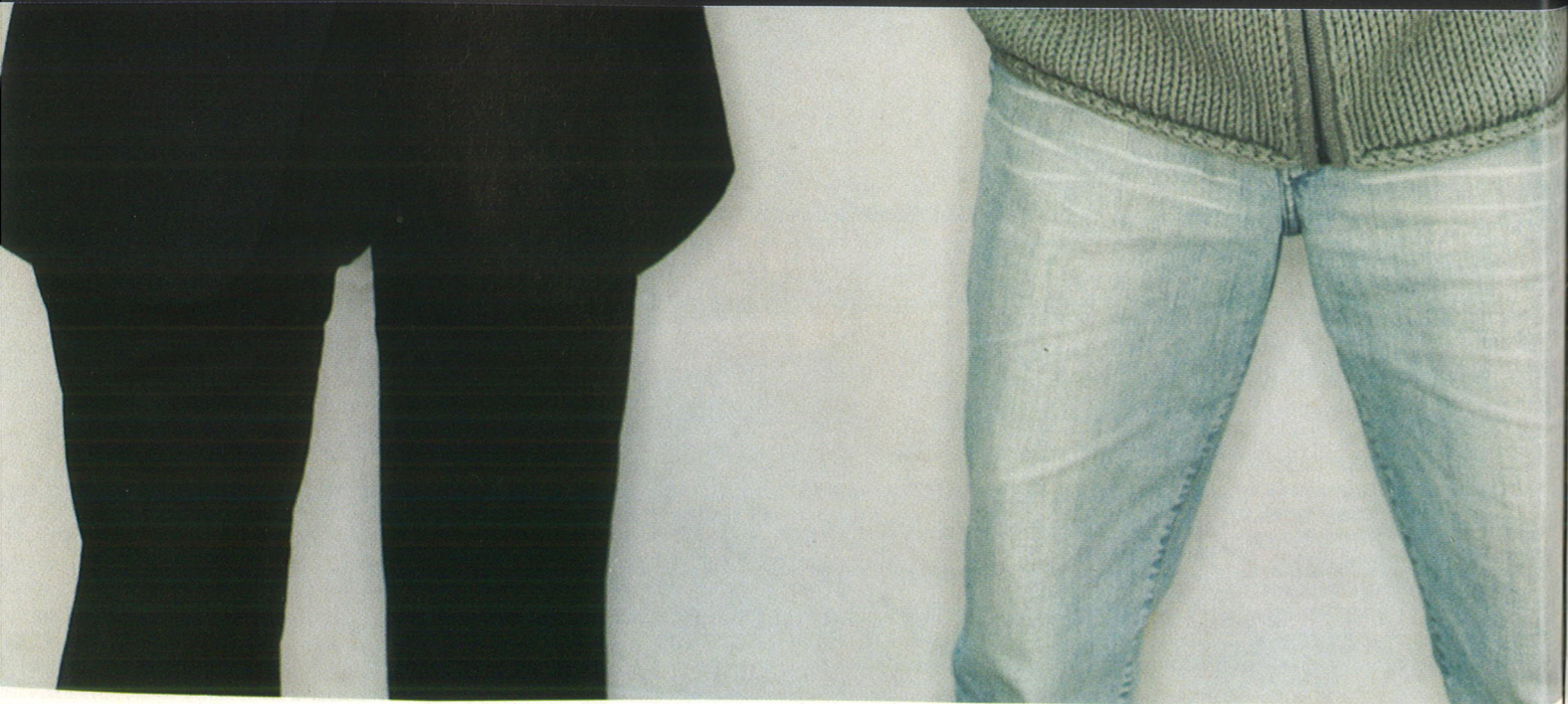
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# CARS IS CARS AND BIKES IS BIKES

... and the twain met successfully only when John Surtees took world titles on two wheels *and* on four. But now Italian biking megastar Valentino Rossi wants to do the same. We introduced 'em, sat back, and listened in

Interview by Anthony Rowlinson; photographs by Andy Earl



'SURTEES IS SO UNAFFECTED BY EGO THAT HE'S EXCITED ABOUT MEETING ROSSI'

(Above) Superstars past and present. John Surtees conquered the racing world on bikes *and* cars in the '50s and '60s; (opposite) his insights thrill Valentino Rossi, 24, who has ambitions to match him

"So," says Valentino, "ow many bike ty-tels did you ween?"  
"Seven," says John, "between 1956 and '60."  
"And 'ow old were you," says Valentino, "when you switched to cars, to *Formulawon*?"  
"Twenty-six," says John. "I drove my first season for Lotus in '60."  
"Oh," says Valentino, helplessly surrendering to a bemused smile.  
"It's your turn to do it now!" says John, beaming with mischief as he tweaks Valentino's tail.  
Until this moment, I had never heard a penny drop, but now I know what it sounds like. It's an "oh" spoken by a young Italian male who, while safe in the knowledge that he's the absolute dog's maracas in MotoGP (the Formula 1 of motorbikes), has just realised that the slightly shorter, infinitely whiter-haired and 40-plus-years-older chap standing next to him was just as super a star

in his day and went on to achieve something that the said Italian motorbiking male has only just begun to think about.  
Yes, Valentino Rossi is looking ever-so-slightly gobsmacked. He knew John Surtees was the only man to have achieved the still-flabbergasting feat of world titles on two wheels *and* four, but only here, now, in the rococo lobby of London's Landmark Hotel, has he realised that the name in the history books is a real bloke. A bloke, moreover, so unaffected by ego that he's properly excited about meeting 24-year-old sports-legend-in-the-making Valentino. "I haven't come for the interview," he says. "I want to meet Rossi!"  
Nice to know we're appreciated...  
F1 Racing, you see, has managed to bring together Mr Surtees and Mr Rossi on the pretext that Valentino might – just might – be in a position to make the leap to cars that John made so successfully four decades ago when he traded his saddle for tests with

Vanwall, then Aston Martin, before settling into a four-wheeled career in a Lotus 18.  
You'd be forgiven for thinking that the dictates of 21st-century sport would prevent bikes and cars from ever again getting close enough to allow one of their gladiators to switch arenas. But talents such as Surtees and Mike Hailwood set a clear precedent in their respective decades – and there's also the small matter of Bernie Ecclestone's having already put on record his desire to bring Rossi's feist and fireworks to F1. Then there's the useful coincidence of Rossi's works ride – a Honda RC211V (990cc, five cylinders, four-stroke) – being built by the same company who make the engine in the back of the B.A.R 005 chassis. Kinda handy for a bike champ with latent F1 ambitions, you might conclude.  
This link has already been spotted by that arch opportunist (and B.A.R team principal) David Richards, who has hinted at how glad ▶



'ROSSI IS THE RIGHT AGE TO WIN IN F1 AND BIKES. HIS PEAK IS STILL TO COME'  
JOHN SURTEES

(Above) Some things never change. Surtees explains to Rossi how featherlight throttle control can be an advantage in an F1 world with no traction control – as will be the case next year

he would be to offer up one of his team's steeds to give young 'tino a test run.

A tantalising prospect, no? One which must somehow be *made* to happen – not only to satisfy the romantic in motorsport fans everywhere, but also to evaluate Rossi's box-office potential for the inexorably approaching post-Schumi F1 era.

Such are the commercial forces which may come to dictate his future, but let's put questions of cash to one side for now and focus instead on the common ground shared by this throttle-jockeying duo.

Much unites them: talent, obviously, passionate enthusiasm for their sport, which becomes apparent the longer they talk, and multiple world titles.

Their bike achievements are remarkably comparable (see opposite) – but between them lie two generations, and they are worlds apart in style. Rossi has arrived in a gold lamé Parka, Surtees in a restrained blue

wool jacket; Rossi sports pneumatic trainers, Surtees calm black leather slip-ons; Rossi has bum-fluff and the odd zit, Surtees is (of course) smooth faced and clean-shaven.

We wonder, for a moment, if these two will have anything in common. What will they talk about? Everything!

Initially, it's Surtees in the, um, driving seat, as Rossi listens over cappuccino and biscotti with just a suspicion of *déjà-gagé* languor about him. He picks at the callouses on his throttle hand, fiddles with his earring.

We appear to be witnessing the older generation imparting knowledge to the whippersnapper as John, 69, declaims on the merits of bike racing for mastering the filigree art of throttle control: "I think the way F1 is now, a rider coming to a car would not have to translate the same degree of sensitivity from his right hand to his right foot, because traction control covers up so many mistakes – until next season, at least!"

There's an exclamatory note in Surtees' voice as he relishes a return to what he calls "proper throttle control" from the start of '04 – but not just for nostalgia's sake: "If Valentino wants to make the switch, that would be the perfect time for him to do it. I think any top motorcyclist who was able to handle the car could even find himself with an advantage because he would be very conscious of the way you put power down and balance that against grip. When I was riding I was always quick in the wet, because delicacy with the throttle was one of my strengths, but I also found that straight away in cars I was quick in the wet, too. The demands were the same."

He's enjoying this, is Mr Surtees, holding court in front of a captive audience. But it isn't one-way traffic. Oh no. Valentino has a keen ear for his master's voice, and when John starts talking about how essential it is for a rider to have an instinctive, intuitive

## >CV: JOHN SURTEES



(Above left) On an MV Agusta in the 1958 TT; (above right) his first F1 win, in the '64 German GP



(Above left) Watkins Glen, '63, in a Ferrari; (above right) France '71, Surtees heading Mike Hailwood



**Born**  
February 11 1934, Surrey, England

'51 Begins racing seriously on bikes  
'56-60 Seven world titles at 350cc and 500cc plus six Isle of Man TT wins  
'59 Tries his hand at racing cars for Vanwall and Aston Martin  
'60 Switches to cars. At Goodwood he wins in Ken Tyrrell's Cooper Formula Junior car. He buys a Cooper Formula 2 car then is offered a Formula

1 drive by Lotus. Is second in his second grand prix  
'61 Races in F1 with Yeoman Credit Racing Team, taking two fifth places  
'62 In F1 with Bowmaker Racing Team, he collects two seconds, a fourth and two fifths – coming fourth overall  
'63 In F1 for Ferrari, his technical knowledge improves the car. His first grand prix win is at the Nürburgring. He finishes fourth overall  
'64 Two wins, three seconds and a third

make him F1 world drivers' champion with Ferrari – and the only man to have won world titles in motorbikes and F1  
'65 He takes fifth in F1 with Ferrari. Wins a sportscar race at the Nürburgring and runs his own Lola T70 in North American sportscars, but a bad crash at Mosport hospitalises him for weeks  
'66 Begins with Ferrari but switches to Cooper after two races. He is second in F1 and enjoys more success in sportscars

'67-68 F1 with Honda Racing  
'69 F1 with BRM  
'70 Team Surtees make their debut with a McLaren. The Surtees TS7 launches at Brands Hatch. His best championship result is fifth in Canada and he finishes 17th overall  
'71 Finishes 18th overall in F1  
'72 Stops racing and instead runs the team  
**Now** Enjoys occasional drives in historic races and the Goodwood Festival of Speed and Revival Meeting

## >CV: VALENTINO ROSSI



(Above) Charging for Honda in Australia last year



(Above) Testing himself in Cardiff in Rally GB '02



**Born**  
February 16 1979, Urbino, Italy

'94 Races in 125 Sport Production and wins the Italian national title  
'95 Becomes the youngest ever Italian 125cc champ and takes third in the European championship  
'96 Races in bike grands prix. His first win is in the Czech Republic  
'97 Wins 125cc world championship with 12 wins

'98 Races in the 250cc class. Takes second overall with four wins  
'99 Wins the 250cc championship, winning nine races along the way  
'00 Moves up to the 500cc class: two wins, 10 podiums and second in the series make him rookie of the year  
'01 Wins the 500cc championship, aged 22. He has now been world champion in all three classes  
'02 Wins the MotoGP class aged 23 with 10 victories

relationship with his machine ("You have to be able to act and react almost before you think"), Rossi engages gear.

His thoughts turn to the two-stroke Honda NSR500 on which he won his 500cc world title in '01 aged just 22: "Ay did 'ave a very special relationship with that bike. She [always 'she'] was a very special bike. She was more nervous than the four-stroke we 'ave now, but, you know, she, ah... she pushes back at you, you know?"

Valentino's simian features beam as his gangly frame shifts from side to side, animating his passion with exaggerated arm movements. I'm not sure if he's fully aware of what he's just said and how it's either a moment of unlikely lyricism or a priceless quip that miraculously *gains* in translation.

Whatever, it adds to the bonhomie, and John most certainly is not fazed by the fleeting double entendre.

"It's like the difference between a real

racehorse and a steeplechaser," Surtees continues, "... or maybe between an F1 car and a sportscar."

He's talking about thoroughbreds, and it's fascinating to observe how little things change in the pursuit of perfection.

Surtees remembers when he drove for Honda in '67 and '68, how the first engines they produced were borderline undriveable as flexibility had been slaughtered on the altar of power. With time, and Surtees' renowned technical and developmental expertise, their engineers learned that all the power in the world was no use if a driver, even a supremely talented and sensitive one, was unable to access it.

And so, in spades, for Rossi, some three and a half decades later. The 500cc two-stroke unit that gave mighty grunt to his championship charge in '01 was notoriously peaky and would have caused even the most benign chassis to twitch and snake.

Rossi, though, a youth blessed with an ability to stretch the envelope of his machinery as if it were made of bubblegum, mastered his wayward iron horse, facing it down with the atavistic cool of a Crocodile Dundee. Decades apart, these two, but with parallel abilities.

What separates them is that one has proved to himself (and the world, not that it matters) his absolute ability in the two purest forms of motorsport. The other, while unquestionably great in his chosen field, has yet to explore pastures new. He admits as much, too: "What John *deed* was something very special, I think. I don't know if I can *doowit*. I like very much riding the cars – I started in karts before I rode bikes – but *Formulawon ees* different."

Rossi is being a little modest here, it must be said. He's a massive fan of rallying, and he competed in last year's Rally Great Britain in a privately entered Peugeot 206 ▶



'ROSSI DOESN'T NEED A SURFEIT OF AMBITION TO GET ON IN F1. ABILITY CAN CARRY HIM'

(Above) Valentino Rossi is still only 24 but already dominates international motorbiking. He also enjoys racing cars and counts Bernie Ecclestone among his fans. Watch this space...

WRC. His run was brief and relatively inglorious, yet it demonstrated not only his exceptional car control but also his desire and intent to succeed on four wheels – a need, indeed, to find a new challenge.

Surtees knows all about this restless compulsion. When he finally hung up his competition leathers, there was little left for him to achieve on bikes. In addition to his seven world titles, across the 350cc and 500cc categories, he managed to squeeze in six (no less) wins in the Isle of Man TT – an event truly red in tooth and claw.

But far from being jealously protective of his unique record (did I forget to mention an F1 world drivers' title; six GP wins; 11 fastest laps, eight poles...), he's itching for someone – someone worthy, like Rossi – to take it on.

"He's the perfect age to do it. People are like an engine, you know, with power and torque curves – except that humans have performance and experience curves. Where

they overlap, you're at your very peak.

"I remember feeling it myself, and I think Valentino still has that to come. He's plenty young enough to gain lots more experience while his performance curve is still going up."

As they relax into conversation, Surtees slips suddenly into extremely fluent-sounding Italian, remembered from his Ferrari years of '63-66. I can't vouch for what he's saying, but from his hand movements and Rossi's engaged, flattered reaction, I guess he's explaining that he thinks Valentino is mega – and still improving.

"Is nice what John says, you know, and for sure I would like to drive a *Formulawon* car on the limit, but ees no possible when I ride bikes full-time. Maybe we can think about it in two or three years."

If that all sounds just too darn casual, consider this. Rossi might look like a loping Italian street urchin made good, high on fashion and low on ambition – but, my oh

my, you'd be wrong to judge him so. He's one of those rare creatures who is so quick, so talented, that being ultra-fast and out there, skittering skim-footed around the limit, is the only kind of world where everything makes sense. That being so, there's no way he could imagine ever not competing against – and beating – the very quickest. MotoGP, F1... it would be a natural progression. And, unlike those less blessed, he doesn't need a surfeit of ambition to get him there. Ability can carry him all the way.

There's an echo here of a younger Michael Schumacher, speaking about how he never set his heart on the world championship ("I thought I would be a mechanic") and never understood the importance of Ferrari when he first rolled up at Maranello. He got to where F1 needed him to be simply because from the very first, he was so deliriously fast in a racing car.

Talent will out, my dears. Talent will out. **1**

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# Race report

Schumacher starts winning and Raikkonen's run of podiums comes to and end. By Peter Windsor

Contents: San Marino GP report: page 120 • Spanish GP report: page 130

Austrian GP preview: page 142 • Monaco GP preview: page 144



## > As Ferrari reverse their fortunes, McLaren fade

How quickly it changes...

Michael Schumacher bounced back from a mediocre season's start to take two crushing wins at Imola and Barcelona. At Imola, hastily reversing a decision to race the new car, he gave the F2002 its 15th and final victory,

overcoming as he did so the anguish of losing his mother on the eve of the race.

And then at Barcelona, that great tester of chassis balance, grip and downforce, he fittingly gave the new Ferrari F2003-GA a debut win. If you can win at Barcelona – as McLaren used to prove – then you can win just about anywhere.

Speaking of McLaren, Kimi Raikkonen's sparkling run of podium finishes was interrupted by a stationary Jaguar in Spain, giving Michael the sort of double-whammy that only world champions know and love. Strangely, given Kimi's strong championship position, McLaren chose to start him from the back of the grid (after he had spun out of qualifying)

rather than from the relative safety of the pitlane. Their thinking, no doubt, was that he was probably going to pick up a few cheap places on the acceleration run down to the first corner, but shoot-outs from standing starts are not necessarily areas where top teams have a marked advantage. Given the downsides – slow starters, suicide late-brakers etc – surrounding Kimi in cotton wool for a minute or two would have been the far better option. And that's said without hindsight.

Renault, meanwhile, continued to display brilliance in every department – with car, drivers, pitwall management and preparation. At Imola, on a circuit where they were going to suffer on the acceleration runs, they compensated with a brilliantly imaginative, three-into-two fuel pitstop strategy. Light fuel for qualifying but only two stops in the race. Simple. At Barcelona, where their car proved to be a gem, they not only maintained their reliability but also almost matched Ferrari.

Michael's concentration at Imola, and the support he received from his team, will not quickly be forgotten. In Spain, two weeks later, Fernando Alonso's drive was memorable in a different way. "It's what you dream about," he said, wide-eyed. "Yes, I'm sure it is a dream..."



# #4: Dark clouds; silver linings

Schumi has faced few greater challenges than racing after his mother's death. As always, he rose to it. By Peter Windsor



Was there pressure on Ferrari and Michael Schumacher prior to their home grand prix – after their 5-3-0 opening score, after that troublesome, pre-Imola test at Mugello?

Michael would dismiss his season's start as just three unusual races that failed to form a pattern. He would talk of the races

to go – 13 – and not of the races past. And Ross Brawn, Ferrari's technical chief, would remain stoic in the face of the tifosi's expectations: "We will try not to let them down..."

Even so, the body language was revealing. In Brazil, on the day after he decided not to attend his regular press interview session, Michael knocked a

microphone from the hand of a TV journalist. Michael was trudging up from his shunted Ferrari, the TV man walking towards him.

"Michael? Can I ask a question? We can go live."

No response. Michael stares straight ahead, trying not to notice.

"I assume that means yes. So can you tell us what happened over there?"

**Schumacher (main) was under immense pressure: three bad races; the death of his mother hours before the race... He rose to the challenge with great dignity**

## > Drivers' championship: Round 4 San Marino

1	Kimi Raikkonen	32	11	Jacques Villeneuve	3
2	David Coulthard	19	12	Jenson Button	3
3	Michael Schumacher	18	13	Nick Heidfeld	1
4	Fernando Alonso	17			
5	Rubens Barrichello	14			
6	Ralf Schumacher	13			
7	Giancarlo Fisichella	10			
8	Juan Pablo Montoya	10			
9	Jarno Trulli	9			
10	Heinz-Harald Frentzen	7			

## > Constructors' championship

1	McLaren-Mercedes	51
2	Ferrari	32
3	Renault	26
4	BMW-Williams	23
5	Jordan-Ford	10
6	Sauber-Petronas	8
7	B.A.R.-Honda	6



(Above) Michael starts from pole but brother Ralf was soon past him to seize an early lead; (right) three stops kept Michael light and quick



DARREN HEATH; BOTTOM RIGHT: CLIVE MASON/GETTY IMAGES

### Ka-pow!

You trod quietly, then, when you spoke to Michael after qualifying at Imola. You could have said something like, "Michael – you've made three amazing mistakes in a row [choosing wet tyres in Melbourne, hitting Jarno Trulli from behind in Malaysia, spinning off under the yellows in Brazil], plus the new Ferrari isn't yet race-worthy, despite expectations – so how do you feel before Ferrari's first home race of the year?"

Instead, though, in the knowledge that his mother was gravely ill and that he was, after all, on the pole, you kept it soft: "Michael – it's been a disappointing start to the year. Talk us through the build-up to the race and the decision not to run the new car."

"It hasn't really been disappointing. There are still 13 races to go etc etc..."

Which is why Michael Schumacher was able to win the Foster's San Marino Grand Prix: he looks backwards about as often as

I drink grappa. The decision to race F2002, for example, was taken cleanly and efficiently on the Friday after Brazil – long after the Ferrari boys had begun race preparation with the F2003-GAs. The new car had proved to be quicker at Mugello – "blisteringly quick!" according to Rubens Barrichello – but had twice failed to complete long runs (Ferrari were unsurprisingly reticent about the problems but conventional wisdom spoke of dramas with the lighter, lower engine). That is not an easy thing to swallow for a driver like Michael, particularly after having said goodbye to the old car after that messy race in Brazil, with McLaren on a roll and Williams-BMW likely to be quick at a circuit like Imola.

As a distraction, therefore, and as part of his Imola preparation, Michael decided to get involved with the Brazilian race result controversy. Half-points would be better than full, of course – and Fisi would be a ▶

## TECHNO FILE

### The key is riding, not bouncing...

... over the kerbs, doncha know? It's crucial at Imola, says Steve Matchett



Over the past few years, Imola has become a collection of short bursts and narrow chicanes.

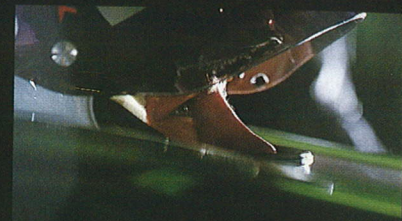
Excluding the run past the pits, there are few straight sections. There is nowhere for the drivers to relax – they are constantly threading their way through one turn, or positioning the car for the next.

A quick lap depends on how the suspension copes with slamming over the kerbs. The springs, dampers and roll-bars must be pliant, forgiving; for, although a stiff set-up will assist the aerodynamics, the downside is that the car's mechanical grip will be hideously compromised.

Toyota struggled with this during Friday's free practice and, regardless of any improvements they made before first qualifying got under way, their two chassis remained visibly skittish. After some serious overnight number crunching, however, the cars seemed transformed, riding the kerbs rather than bouncing over them, and gaining much better grid positions (aided by a low fuel load).

Teams ran more wing than in the previous races – especially Minardi, who opted for a large single element on the PS03's rear. But even this couldn't nail Jos Verstappen's chassis to the track: the car broke free approaching the Variante Alta in Saturday's qualifying session and shunted heavily at the exit (below).





much more acceptable winner than Kimi. When the maths proved the latter, Michael was quick to tell German TV of his thoughts. Things were at last moving his way...

Michael made mistakes on both days of practice at Imola, with a Friday incident costing him about 40 minutes of running time, but these, in the context of the weekend, were not a problem: the car wasn't badly damaged and Ferrari had tested at Imola in February. The Jackie Stewarts and the Stirling Mosses point out that Michael makes more visible errors than any other great driver in the history of the sport but the truth is that Michael is racing in an era in which you are invited to make mistakes without penalty. Michael therefore plays this card regularly. It's a bit like BMW or Mercedes blowing up 100 engines in order to find the one spec that works: it's logical.

And then on Friday afternoon, when you maximise your chances for qualifying on

'MICHAEL WAS IN GREAT SHAPE, LOOKING LIKE AN IMPREGNABLE BARRIER. IT WAS MICHAEL'S RACE'

Saturday, Michael was fastest by about half a second – despite not being last on the track. It's possible, of course, that Ferrari have now induced Bridgestone to produce some "very soft race tyres" for their exclusive use on Fridays. On Saturday, to be sure, when Ferrari were running about the same fuel load as Williams-BMW, Michael was only fractionally quicker than his brother. Michael said later that he had made a small mistake in sector three (where Ralf was quickest) – but that did not explain the disappearance of his half-second margin.

Whatever way you look at it, though, Michael Schumacher, his Ferrari F2002 and his Bridgestone tyres were the fastest short- and long-term combination at Imola. The round-shouldered Bridgestones looked better over the jumps (kerbs) than their opposition – as emphasised by Ralf's massive moment on Saturday morning, when he took off awkwardly in his Michelin-tyred Williams – and the Ferrari looked more consistent over long runs, too. Michelin's tyre spread seemed to be too extreme at Imola (the softs too soft, the hards too hard); Bridgestone's was right there on all three days. On light fuel, on Friday, the Ferrari drivers found more from their soft (three-stop) race tyres

than did the Williams-BMW drivers. This was the opposite, indeed, of Malaysia.

Michael and Ralf left quickly after qualifying to fly to Germany to see their mother – a decision that in days past would have cost them much time. Now, with the cars impounded and race decisions already made, they could allow their minds and souls to be somewhere else. On Sunday, after their mother had passed away, and the brothers were back in Imola, they were excused from all pre- and post-race commitments.

No-one – not even the Schumacher brothers – knew everything about strategies as the grid formed up for the start, however. Were the Williams-BMWs much quicker than the McLaren-Mercedes on the same fuel load? Were Williams-BMW, on two-stop fuel, almost as quick as the three-stop Ferraris?

The answers came quickly. Ralf out-accelerated Michael down to the first chicane and continued to be as quick through the opening laps, particularly under brakes and on exit – a sure sign that he was on light fuel. Ralf was driving beautifully – a man absolutely on the limit of a car with an excruciatingly small sweet spot. Michael, behind, seemingly had acres with which to play – different parts of the track, different jump zones, different turn-in points: and so, of course, he painted red the mirrors of Ralf's FW25. Maybe his younger brother would make a mistake. If not, bearing in mind the difficulty of overtaking at Imola, it would all come down to pitstops.

Behind, though, it was now clear that McLaren-Mercedes' poor grid positions were not a function of cars in trouble: they were giving every indication of being on heavier-fuel, two-stop strategies. Michael's

Thanks to good teamwork and the right strategy, Kimi Raikkonen (left) came in second, retaining the lead in the drivers' title chase. Michael (below), though, is catching up



FACT ATTACK: This win means that the F2002 has won 15 of its 19 grands prix – 79 per cent – including its first and last races



(Above left) David Coulthard qualified a lowly 12th and was never a threat; (above) a parc fermé hug for Michael, wearing a mourner's black armband, from team-mate Rubens Barrichello; (left) a wave for the crowd



DARREN HEATH; MICHAEL COOPER/LAT; STEVEN TEE/LAT

race therefore became one of track position – it would be nice to be leading – and of beating Kimi Raikkonen (for David Coulthard had qualified nowhere and would therefore take more time to emerge from the pack).

Ralf drove well enough to oblige Michael to wait for the first of their three stops for fuel and tyres. Michael stayed out a couple of laps more, driving his F2002 absolutely on the limit, and had the lead by the time the pitlane action was over. Coloured by Ralf's relatively poor second and third sets of tyres, the race for track position was now won. Michael could dictate his own pace; he could concentrate on Raikkonen.

Kimi was behind Michael, and pushing him hard, as the race approached two-thirds distance. Michael had by now made his second stop, and was in great shape on

another new set of Bridgestones (the Michelin runners again tended to favour scrubbed sets) but was in that uncertain zone where Kimi's two-stop strategy wasn't going to be a reality until Kimi had actually stopped for a second time. Michael was great at this point, looking like an impregnable barrier with the threat of McLaren looming behind him... and then Kimi was gone, relieving the pressure and braking for the pitlane speed zone. It was Michael's race.

Whereupon Michael, probably relaxing a tad, ran wide as he left the quick left-hander at the top of the hill – out of Piratella. Practised, as he is, at dealing with these moments, Michael feathered back the throttle, relaxed his grip on the wheel and nursed the Ferrari back onto the black stuff. It was close but it was a view of another

dimension of Michael Schumacher: those mistakes – more than just ways of perfecting the limit – are also rehearsals for recovery. Michael extricating himself from trouble is Tiger Woods playing brilliantly from the rough... because of practice. You could argue, of course, that these mistakes shouldn't happen – but then what is the relationship between perfection and leaving margin enough for an error-free, but imperfect, performance?

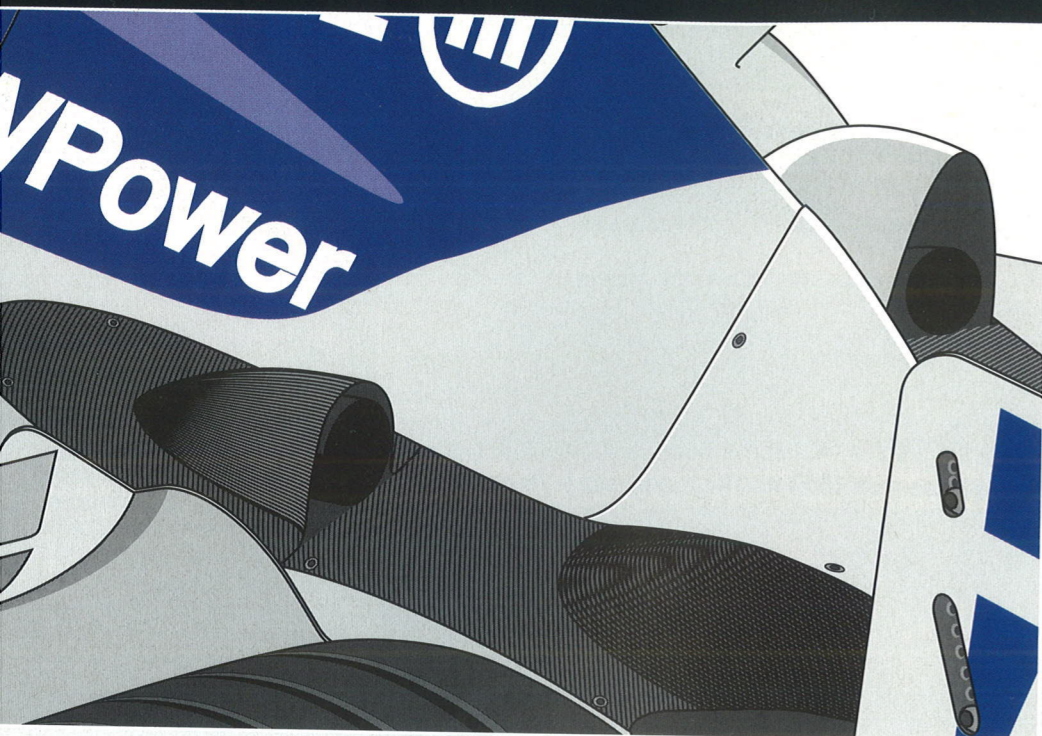
Michael stood to attention on the podium as they played his country's anthem, jaw rigid, eyes staring skywards. As wins go, this one at Imola was about as controlled and as precise in detail as any that he has produced.

And he did this on a day, of course, when new dimensions of his life ensured that the win had never meant more. 1



# It's written in the wind

To be quick at Imola, you needed aero innovation. Stéphane Samson explains; illustrations by Patricia Soler



Having said that, lap times are still not consistent during the race. Moreover, the team had a few problems in San Marino with their tyres. Michelin had not expected the resurfacing of some areas of the track to have such an impact on tyre wear. Unfortunately, their fronts suffered graining, forcing the teams to use worn tyres during the race. It took about seven laps before they were able to deliver their maximum performance, meaning all the Michelin

**'ON PAPER, THREE STOPS WERE FIVE SECONDS QUICKER THAN A TWO-STOP RACE STRATEGY'**

SAM MICHAEL

runners had problems with their first stint, because they had to start the race with the tyres they used in qualifying (as all teams now have to, incidentally).

Williams therefore decided to go for a three-stop strategy. "On paper, it was five seconds quicker than a two-stop race", said chief operations engineer Sam Michael. But Juan Pablo Montoya's race was ruined by a faulty fuel rig: he had to pit four times.

On the engine side, BMW's P83 now provides well over 900bhp, but it doesn't necessarily rev as high as did last year's P82: it now gives maximum power at around 18,700rpm.

### Renault detail pays dividends

Renault's R23 at Imola was quite similar to the car we've watched since Melbourne. The only visible changes were new brake ducts to cope with the heavy demands Imola makes of brakes and new front wing endplates. The endplates feature a split winglet; previously, it had a single element only. The curved lower edge of the endplate was also new for San Marino.

Renault nevertheless struggled to find the right balance: their weak engine didn't help and mechanical grip wasn't good either. "We can make the difference thanks to our strong aero package in fast bends," said technical director Mike Gascoyne. "But, unfortunately, Imola doesn't have any of those corners." Renault scored three points anyway, which were a bonus: "According to my budget, Imola should have yielded zero points for us," reckoned team boss Flavio Briatore.

The week after the San Marino Grand Prix, Renault tested one car at Silverstone. They successfully ran a new-spec engine, which is likely to race for the first time in Austria. The team also tried revised front suspension geometry designed to make Renault even more competitive in Spain.

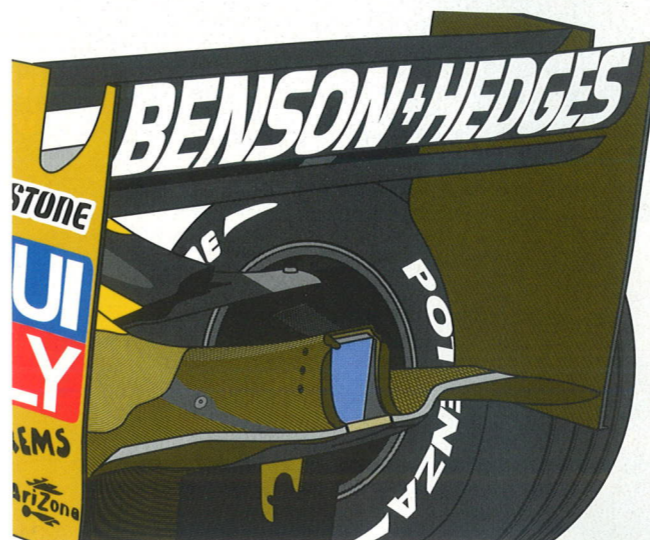
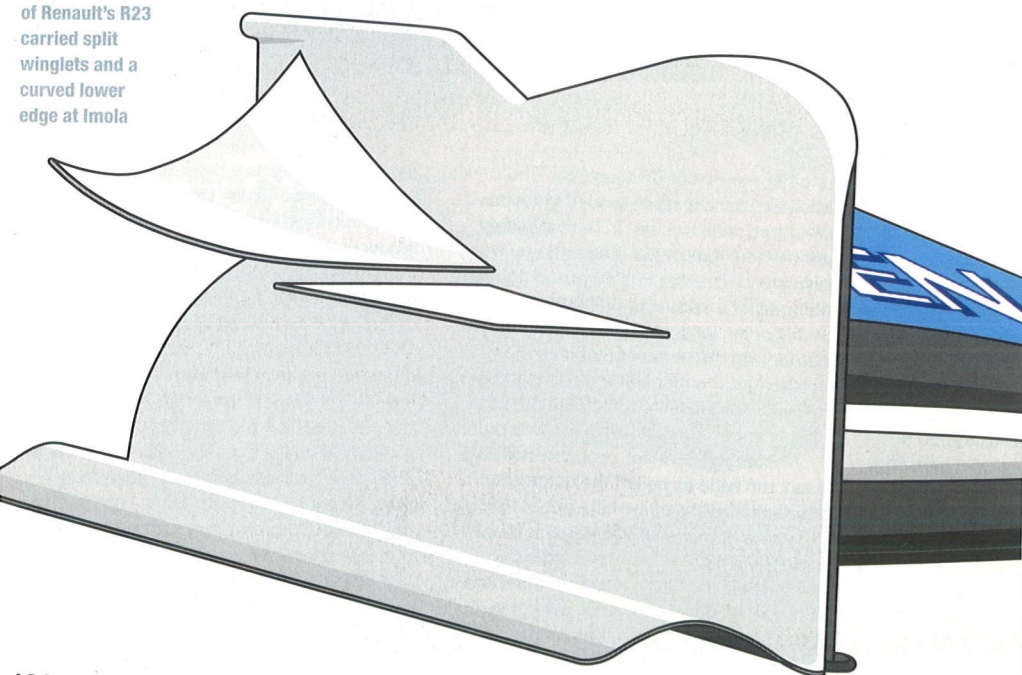
(Above) No, your eyes do not deceive you – FW25 did run asymmetrical exhausts at Imola

### FW25 gets faster again

The Williams FW25 keeps on evolving race by race. At Imola, the car used a slightly different aero package from before, mainly focused around the floor and the diffuser. The team also used asymmetrical exhaust exits to maximise the cooling efficiency of the car's oil and water systems.

FW25 is now very different from (and much better than) it was on its debut in Melbourne. Many elements have been changed since then, including the rear suspension and gearbox, the front wing and the chimneys. The barge boards seen on the launch version are still missing, but Antonia Terzi's team are working on them.

(Below) The front wing endplates of Renault's R23 carried split winglets and a curved lower edge at Imola



### Jordan simplify to amplify

A key challenge in designing the EJ13 was to simplify the concept of the chassis as much as possible.

Look, for example, at the rear wing assembly which was used in San Marino (above). The lower element almost forms part of the impact absorption box and its shape is quite unique among this year's cars. Moreover the upper wishbones of the rear suspension are profiled in order to reduce drag.

Now, glance at the odd-looking device

in front of the sidepods' entrance (above right). The concept isn't new: it has been used by several teams, including Williams, for at least a year. But whereas their elements were quite sharp and totally flat, EJ13 adopts a chunky shape. This is a sign of meticulous aerodynamic design – a great strength of Henri Durand, Jordan's new director of design and development.

A brand new front wing is scheduled to appear later in the season. At the moment, the assembly is very similar to last year's.

On the mechanical side, the monocoque

Jordan used a new rear wing assembly at Imola (above left) as well as new aero parts like that in front of the sidepods (above)

is lighter and the drivers' feet are lower – to correct a vision problem that Giancarlo Fisichella had with the high '02 nose.

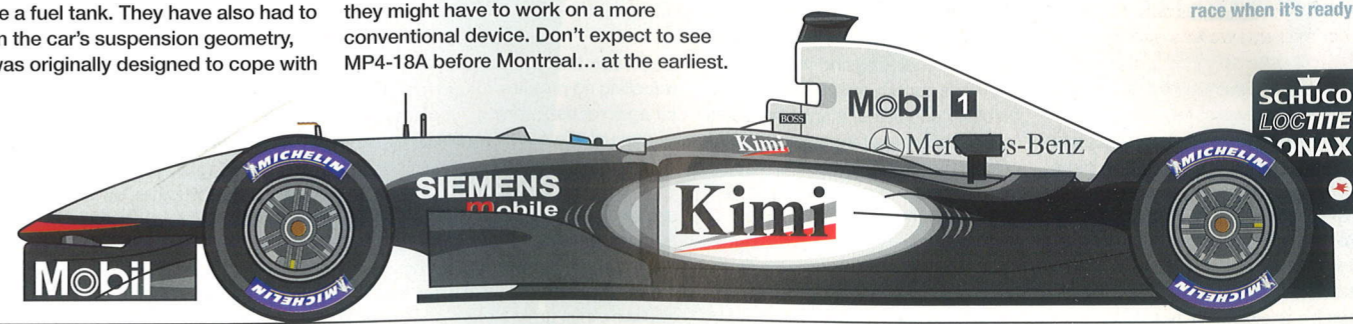
The front suspension is new, with twin vertical mounted dampers and torsion bars plus a third spring, and retains a kind of 'twin keel' philosophy. It is also stronger since Ralph Firman's Interlagos accident. The rear suspension uprights are cast, not fabricated, titanium. The rear layout is conventional with inboard shock absorbers and springs with pushrods. And the front caliper is lower position on the upright.

### 'Old' McLaren stays until Canada

McLaren's MP4-18A is late. Production of certain mechanical components is overdue and the team have had to accommodate too large a fuel tank. They have also had to redesign the car's suspension geometry, which was originally designed to cope with

the (now postponed) ban on traction control. McLaren are also, we understand, experiencing problems with their new double-clutch gearbox. It is too slow and they might have to work on a more conventional device. Don't expect to see MP4-18A before Montreal... at the earliest.

McLaren's MP4-17D (below) may run until mid-season. MP4-18A will only race when it's ready



Sauber's C22 has been pretty reliable, but it lacks speed as its aero package isn't among the best

### Sauber lose out in aero race

Tenth position is the best result C22 is likely to get if its rivals all achieve 100 per cent race reliability. So says Peter Sauber in a frank assessment of C22's potential.

Right from the beginning, it was obvious that C22's aerodynamics were not the

most efficient. Sauber have tried to fix the problem and adopted a new aero spec at Imola – but it wasn't enough. Part of their problem is having to share a wind tunnel – their bespoke new facility won't be ready until December. The C22 should have a Williams-like front wing by Montreal. 1



# #4: Race shorts

Renault and Toyota lack pace, Montoya and Wilson lack fuel and Jordan come down to earth. Tom Clarkson reports



(Left) Justin Wilson pits... and retires due to fuel-feed problems; (top) Montoya also has refuelling dramas; (above) not Jarno Trulli's best race - in the spare car set up for Fernando Alonso

DARREN HEATH; MARK THOMPSON/GETTY IMAGES

### Ready, steady... stall!

Both Jaguars suffered from launch control problems at the start of the race. The team found a malfunction on Mark Webber's car when he did a practice start at the pitlane exit. But there was nothing they could do on the grid to improve the situation.

A systems failure caused Antonio Pizzonia to stall at the start; Webber kept his engine alive, but dropped from fifth to 11th by the first corner.

### Pizzonia topped?

Did this race decide Pizzonia's fate? He was 1.1 seconds slower than Webber in qualifying and a string of race problems and errors increased speculation about his future.

He stalled at the start (see above) and his pace was way off Webber's, their fastest laps 0.475 seconds apart. He also failed to tell the team that he was pitting on lap 38, so the mechanics were not ready for him.

### Where did all the speed go?

The Renaults struggled, mainly due to a lack of horsepower. They were slowest through the speedtrap in

Saturday qualifying and the race, and the R23's superb aerodynamics had no chance to shine, thanks the point-n'-squirt nature of the track.

Still, Fernando Alonso did a better job than team-mate Jarno Trulli. He qualified eighth and finished sixth; Trulli never recovered from having to qualify in the T-car, then race it.

"I had a problem before qualifying and it's thanks to my mechanics that I didn't miss the session," he said. "The spare was set up for Fernando and I didn't feel comfortable with it."

Trulli eventually finished 13th, a lap down on his team-mate.

### Schu boots Juan

Juan Pablo Montoya was outpaced by Ralf Schumacher all weekend - even with the car set up to his liking on Friday (with a bit of oversteer). His pace in Saturday qualifying was compromised by understeer, and the gap to Ralf was 0.448 seconds.

In the race, pitstop problems - both of his own making and of the team's - limited his chances. On his first stop he lost more than five seconds after overshooting

his pit box and, at his second stop, a refuelling rig problem forced him to pit again or risk running out of fuel. "An unlucky race," he said.

### Jordan blow hot and cold

Jordan suffered a double engine failure, raising concerns over EJ13's cooling. Giancarlo Fisichella and Ralph Firman retired within five laps of each other, amid clouds of smoke.

"If you're not in good condition," said director of race and test engineering Gary Anderson, "it's best just to learn as much as you can."

### Don't get heavy with B.A.R

The B.A.R-Hondas were quick on light tanks but, as previously, they struggled on heavy fuel loads.

Jacques Villeneuve and Jenson Button had a new-spec Honda engine, with slightly more power than its predecessor, and lined up seventh and ninth on the grid.

Both cars were on two-stop strategies in the race, but JV retired when a fire caused an electrical failure on lap 19; JB drove a solid race to take a point for eighth place.

### Toytas crawl over kerbs

This was Toyota's first two-car finish of the season, but they were slower than expected. They tested at Imola before the season, but continued to struggle over the kerbs, as last year.

Olivier Panis and Cristiano da Matta qualified 10th and 13th, but pitted early in the race, proving that they had a low fuel level in qualifying. They finished ninth and 12th.

The cars' pace during Saturday qualifying in sector two - where there are no kerbs - gave some hope for the rest of the season. Da Matta was fourth fastest, Panis fifth.

### More fuel Minardi

Justin Wilson started from the pitlane after electing for a fuel top-up at the end of the formation lap. He then sat on Ralph Firman's gearbox until he pitted on lap 21, when a problem with Minardi's refuelling rig forced his retirement: it wouldn't dispense fuel.

He'd done well to keep his car on the track that long, having trimmed out the wing to increase straightline speed. He was 10th fastest through the race speedtrap.

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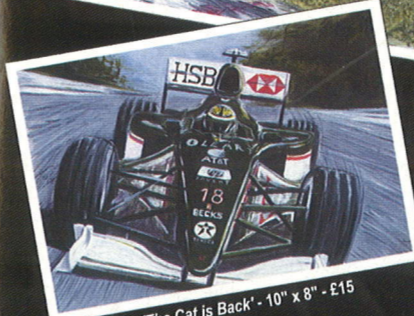
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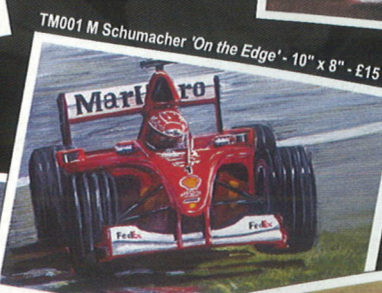
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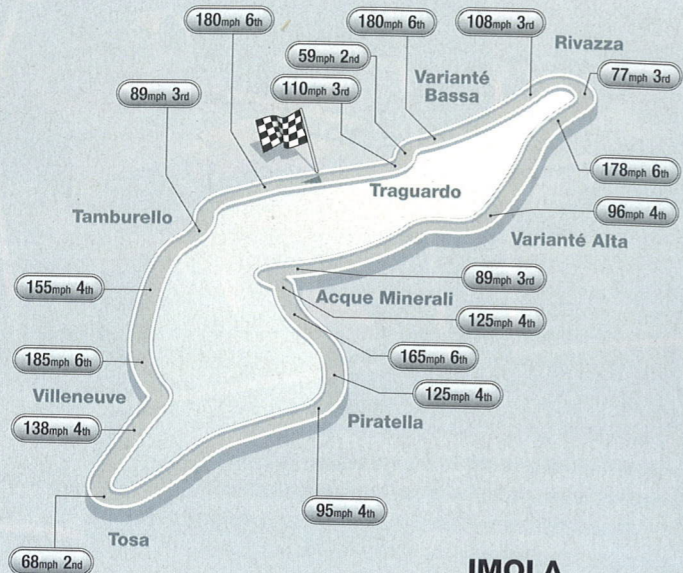
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# All the facts Imola

Date April 20 2003; Weather Cloudy, 18°; Track temperature 21°; Laps 62; Race distance 189,905 miles; Attendance 82,000

## Qualifying times

Position	Driver	Time
1	Michael Schumacher	1m22.327s
2	Ralf Schumacher	+0.014s
3	Rubens Barrichello	+0.230s
4	Juan Pablo Montoya	+0.462s
5	Mark Webber	+0.688s
6	Kimi Raikkonen	+0.821s
7	Jacques Villeneuve	+0.833s
8	Fernando Alonso	+0.842s
9	Jenson Button	+1.054s
10	Olivier Panis	+1.133s
11	Nick Heidfeld	+1.373s
12	David Coulthard	+1.491s
13	Cristiano da Matta	+1.511s
14	Heinz-Harald Frentzen	+1.605s
15	Antonio Pizzonia	+1.820s
16	Jarno Trulli	+1.863s
17	Giancarlo Fisichella	+1.990s
18	Justin Wilson	+3.499s
19	Ralph Firman	+4.030s
20	Jos Verstappen	no time



**IMOLA**  
Circuit length 3.065 miles  
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## Did you know?

This is the first time since 1983 that the season's first four races have been won by four different drivers. It was the seventh all-Schumacher front row and Michael's fifth Imola win. The crowd was 20 per cent down on last year, perhaps because it was Easter Day

## Lap by lap

**START** Ralf Schumacher beats polesitter Michael Schumacher away from the line  
**LAP 1** Ralf leads, ahead of Michael, Rubens Barrichello, Juan Pablo Montoya and Kimi Raikkonen  
**LAP 4** Ralf and Michael cross the line side by side, but Ralf holds onto the lead  
**LAP 11** Olivier Panis is the first to stop  
**LAP 16** Ralf pits, giving Michael the lead  
**LAP 17** Michael sets the fastest lap  
**LAP 18** Michael pits and rejoins the track ahead of Ralf  
**LAP 22** Race leader Kimi stops  
**LAP 31** Ralf has his second stop  
**LAP 34** Michael pits again, coming out in the lead just ahead of Kimi  
**LAP 44** Kimi pits  
**LAP 48** Ralf's third stop drops him behind Kimi and Rubens  
**LAP 49** Michael stops again  
**LAP 52** Rubens overtakes Ralf and sets about chasing Kimi  
**LAP 62** Michael wins from Kimi and Rubens. Ralf finishes fourth

## Speeds and stops

**FASTEST LAP**  
Michael Schumacher  
1m22.491s on lap 17 (133.776mph)  
**FASTEST THROUGH SPEED TRAP**  
Michael Schumacher 192.945mph  
**SLOWEST THROUGH SPEED TRAP**  
Jarno Trulli 184.183mph  
**FASTEST PITSTOP**  
Ralf Schumacher 23.352s  
**SLOWEST PITSTOP**  
Antonio Pizzonia 41.989s

## Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Michael Schumacher Ferrari F2002 (Bridgestone)	1h28m12.058s	2
2	Kimi Raikkonen McLaren-Mercedes MP4-17D (Michelin)	+1.882s	5
3	Rubens Barrichello Ferrari F2002 (Bridgestone)	+2.291s	3
4	Ralf Schumacher Williams-BMW FW25 (Michelin)	+8.803s	1
5	David Coulthard McLaren-Mercedes MP4-17D (Michelin)	+9.411s	8
6	Fernando Alonso Renault R23 (Michelin)	+43.689s	6
7	Juan Pablo Montoya Williams-BMW FW25 (Michelin)	+45.271s	4
8	Jenson Button B.A.R.-Honda 005 (Bridgestone)	1 lap behind	10
9	Olivier Panis Toyota TF103 (Michelin)	1 lap behind	7
10	Nick Heidfeld Sauber-Petronas C22 (Bridgestone)	1 lap behind	9
11	Heinz-Harald Frentzen Sauber-Petronas C22 (Bridgestone)	1 lap behind	16
12	Cristiano da Matta Toyota TF103 (Michelin)	1 lap behind	12
13	Jarno Trulli Renault R23 (Michelin)	1 lap behind	14
14	Antonio Pizzonia Jaguar R4 (Michelin)	2 laps behind	20
15	Giancarlo Fisichella Jordan-Ford EJ13 (Bridgestone)	engine - 57 laps	15
NOT CLASSIFIED			
	Mark Webber Jaguar R4 (Michelin)	driveshaft - 54 laps	11
	Ralph Firman Jordan-Ford EJ13 (Bridgestone)	engine - 51 laps	18
	Jos Verstappen Minardi-Cosworth PS03 (Bridgestone)	electrics - 38 laps	17
	Justin Wilson Minardi-Cosworth PS03 (Bridgestone)	lack of fuel - 23 laps	19
	Jacques Villeneuve B.A.R.-Honda 005 (Bridgestone)	electrics - 19 laps	13

## Races to date

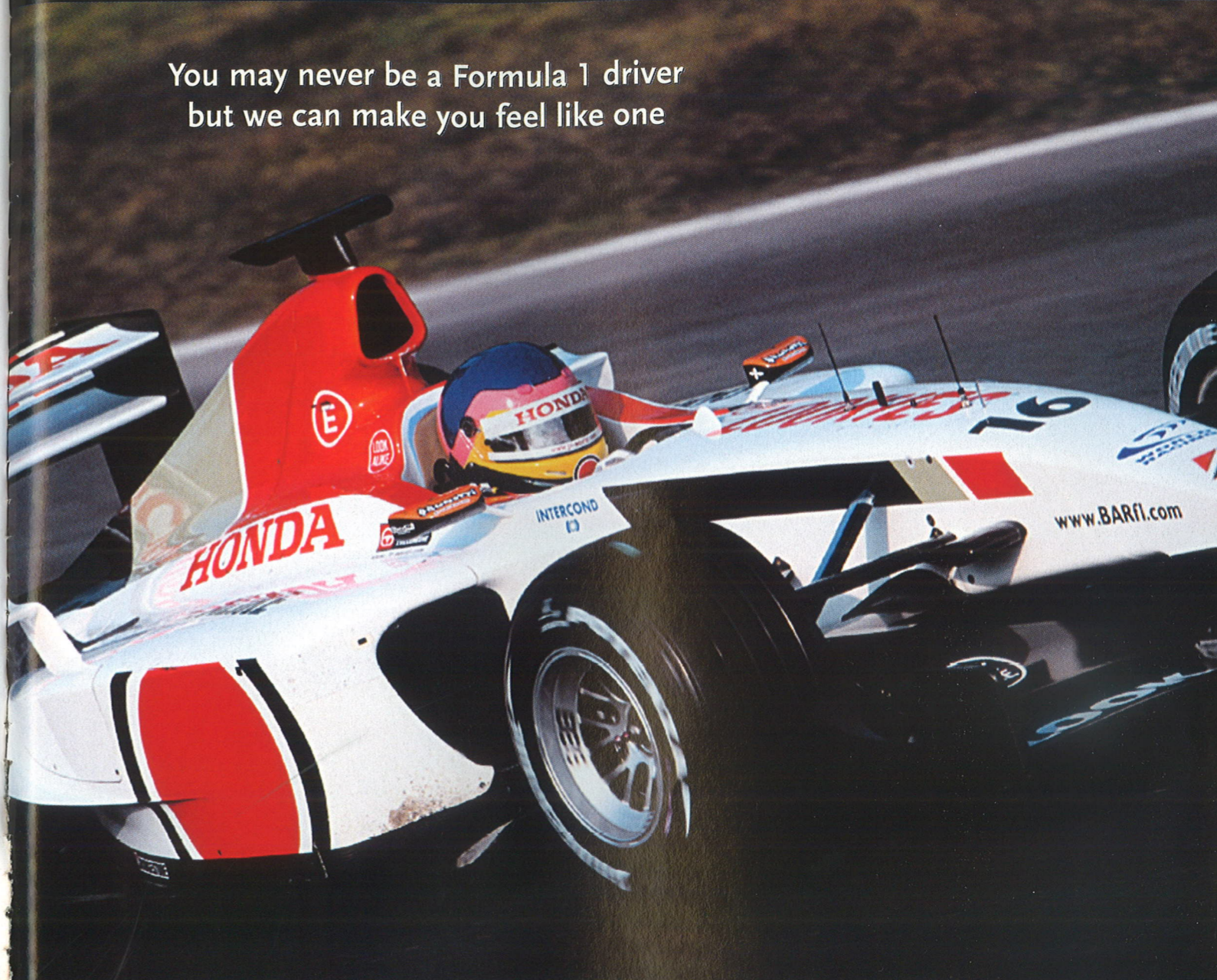
Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	France	Britain	Germany	Hungary	Italy	USA	Japan
Michael Schumacher	4	6	R	1	-	-	-	-	-	-	-	-	-	-	-	-
Rubens Barrichello	R	2	R	3	-	-	-	-	-	-	-	-	-	-	-	-
Juan Pablo Montoya	2	12	R	7	-	-	-	-	-	-	-	-	-	-	-	-
Ralf Schumacher	8	4	7	4	-	-	-	-	-	-	-	-	-	-	-	-
David Coulthard	1	R	4	5	-	-	-	-	-	-	-	-	-	-	-	-
Kimi Raikkonen	3	1	2	2	-	-	-	-	-	-	-	-	-	-	-	-
Jarno Trulli	5	5	8	13	-	-	-	-	-	-	-	-	-	-	-	-
Fernando Alonso	7	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-
Nick Heidfeld	R	8	R	10	-	-	-	-	-	-	-	-	-	-	-	-
Heinz-Harald Frentzen	6	9	5	11	-	-	-	-	-	-	-	-	-	-	-	-
Giancarlo Fisichella	12	R	1	15	-	-	-	-	-	-	-	-	-	-	-	-
Ralph Firman	R	10	R	R	-	-	-	-	-	-	-	-	-	-	-	-
Mark Webber	R	R	9	R	-	-	-	-	-	-	-	-	-	-	-	-
Antonio Pizzonia	13	R	R	14	-	-	-	-	-	-	-	-	-	-	-	-
Jacques Villeneuve	9	R	6	R	-	-	-	-	-	-	-	-	-	-	-	-
Jenson Button	10	7	R	8	-	-	-	-	-	-	-	-	-	-	-	-
Justin Wilson	R	R	R	R	-	-	-	-	-	-	-	-	-	-	-	-
Jos Verstappen	11	13	R	R	-	-	-	-	-	-	-	-	-	-	-	-
Olivier Panis	R	R	R	9	-	-	-	-	-	-	-	-	-	-	-	-
Cristiano da Matta	R	11	10	12	-	-	-	-	-	-	-	-	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/DNQ Did not qualify/DNE Did not enter



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# #5: Goliath takes his revenge

It could have been a fairy tale: Fernando Alonso could have won at home. In the end it wasn't to be, says Peter Windsor

By Friday afternoon both Renault and Ferrari were convinced that it would be close. Michael Schumacher had lapped the new F2003-GA in 1m17.130s, Jarno Trulli the Renault R23 in 1m17.149s. And both teams knew that there was more still to come. These were Ferrari's first low-fuel, new-tyre runs with the F2003; they were treading new ground. And, despite having to switch to the spare car (complete with Michael's seat and throttle pedal!) due to a minor engine problem, Rubens had been only fractionally slower than Michael. For his part, Fernando Alonso had had enough niggling problems to prevent him lapping

faster than 1m18.100s. He loved the Renault in every dimension, as did Jarno.

And so on a golden Spanish Saturday morning, with race strategy fuel levels being run for the first time, both cars were stunningly good. Fernando was comfortably fastest (1m17.670s) on his new-tyre run, half a second clear of Rubens and Jarno. Michael, though, worked on good-looking consecutive-lap sequences: 1m18.623s, 1m19.522s, 1m19.769s, 1m20.197s etc. Both Renault and Ferrari were thinking about three-stop strategies. Both – on about the second-most difficult circuit in the world on which to overtake – were looking at the front row of the grid.

**'SCHUMACHER, COCOONED IN THE COCKPIT OF HIS VERY SLEEK RED BABY, REACHED FOR A NEW LEVEL'**

Except that Fernando, of course, thanks to his Friday problems, was 10th man out – about half an hour shy of when the circuit would be at its best. Ralf Schumacher was fastest at that point in the Williams-BMW (1m19.006s). Fernando responded with a

(Below) After narrowly beating the precocious Fernando Alonso, a happy Michael Schumacher pronounced himself "so much in love with" the F2003-GA

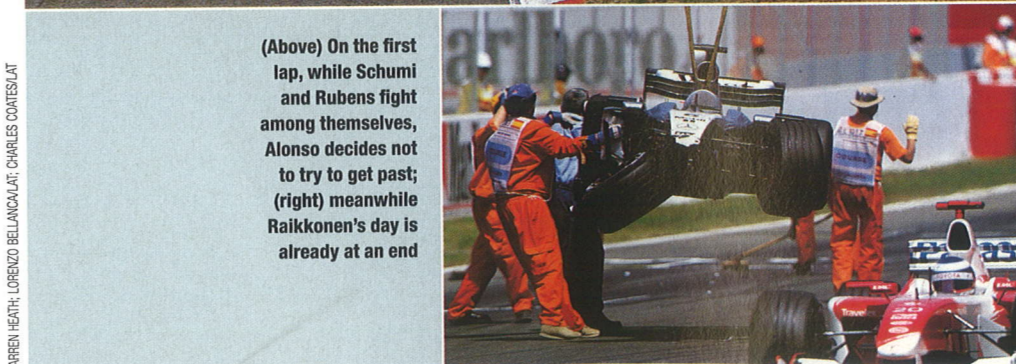


## > Drivers' championship: Round 5 Spain

1	Kimi Raikkonen	32	11	Jacques Villeneuve	3
2	Michael Schumacher	28	12	Cristiano da Matta	3
3	Fernando Alonso	25	13	Jenson Button	3
4	Rubens Barrichello	20	14	Mark Webber	2
5	David Coulthard	19	15	Nick Heidfeld	1
6	Ralf Schumacher	17	16	Ralph Firman	1
7	Juan Pablo Montoya	15			
8	Giancarlo Fisichella	10			
9	Jarno Trulli	9			
10	Heinz-Harald Frentzen	7			

## > Constructors' championship

1	McLaren-Mercedes	51
2	Ferrari	48
3	Renault	34
4	BMW-Williams	32
5	Jordan-Ford	11
6	Sauber-Petronas	8
7	B.A.R.-Honda	6
8	Toyota	3
9	Jaguar-Cosworth	2



(Above) On the first lap, while Schumi and Rubens fight among themselves, Alonso decides not to try to get past; (right) meanwhile Raikkonen's day is already at an end

DARREN HEATH; LORENZO BELLANCA/LAT; CHARLES COATES/LAT

perfect, error-free lap (1m18.233s). Fastest in all three sectors – 'Alo-Alo-Alo' – he enjoyed levels of grip and balance about which you can only dream. The shame was that it was wasted on such an early afternoon run...

David Coulthard was out next – in a hastily prepared spare 17D that actually he greatly preferred to his new race chassis. DC lapped in... 1m19.128s – an age away from Fernando. For Renault, it was getting serious.

Then it was Kimi Raikkonen – polished, calm, confident... and now suddenly running wide into the sand trap on the outside of Turn Seven (see feature, page 30). Then Mark Webber, who on this occasion was running a two-stop fuel load in the Jaguar (1m19.615s). And so the natives became restless: Fernando, this new Spanish hero, was still on the Barcelona pole.

Olivier Panis. Quick, clean – but the Toyota was over half a second shy (1m18.811s). Jenson Button. A good run – a great run, relative to the speed of his B.A.R.-Honda team-mate, Jacques Villeneuve (1m19.563s); still, he was only a tenth quicker than Panis.

And now Jarno, who on Friday had proclaimed the R23 perhaps the best-handling chassis he had ever driven. Out of the pits, though, Jarno did not like the feel of this new set of Michelins. The balance was gone. He was way down on sector one – 0.2 seconds slower than Fernando – and he was 0.3 seconds away on sector two. Only through the last few corners, with mechanical grip imbalances supplanted by high aero loads, did Jarno regain some dignity. He was fractionally faster than Fernando through sector three for an overall lap of 1m18.615s. P2 – which meant that Fernando at worst would now be P3. ▶

## TECHNO FILE

### Balancing tyres and aerodynamics

Tech ed Steve Matchett explains why tyres and aero rule in Spain



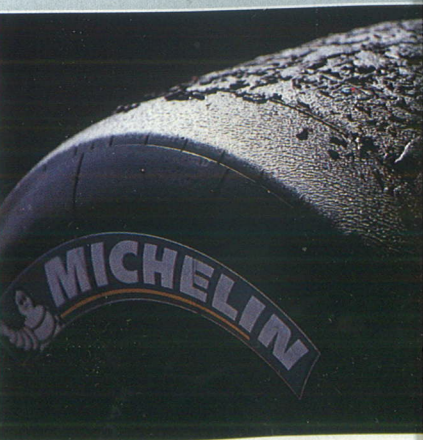
Barcelona is all about tyre wear (below) and aero efficiency. Cars with splendid aerodynamics will be rewarded; those with anything less will always struggle.

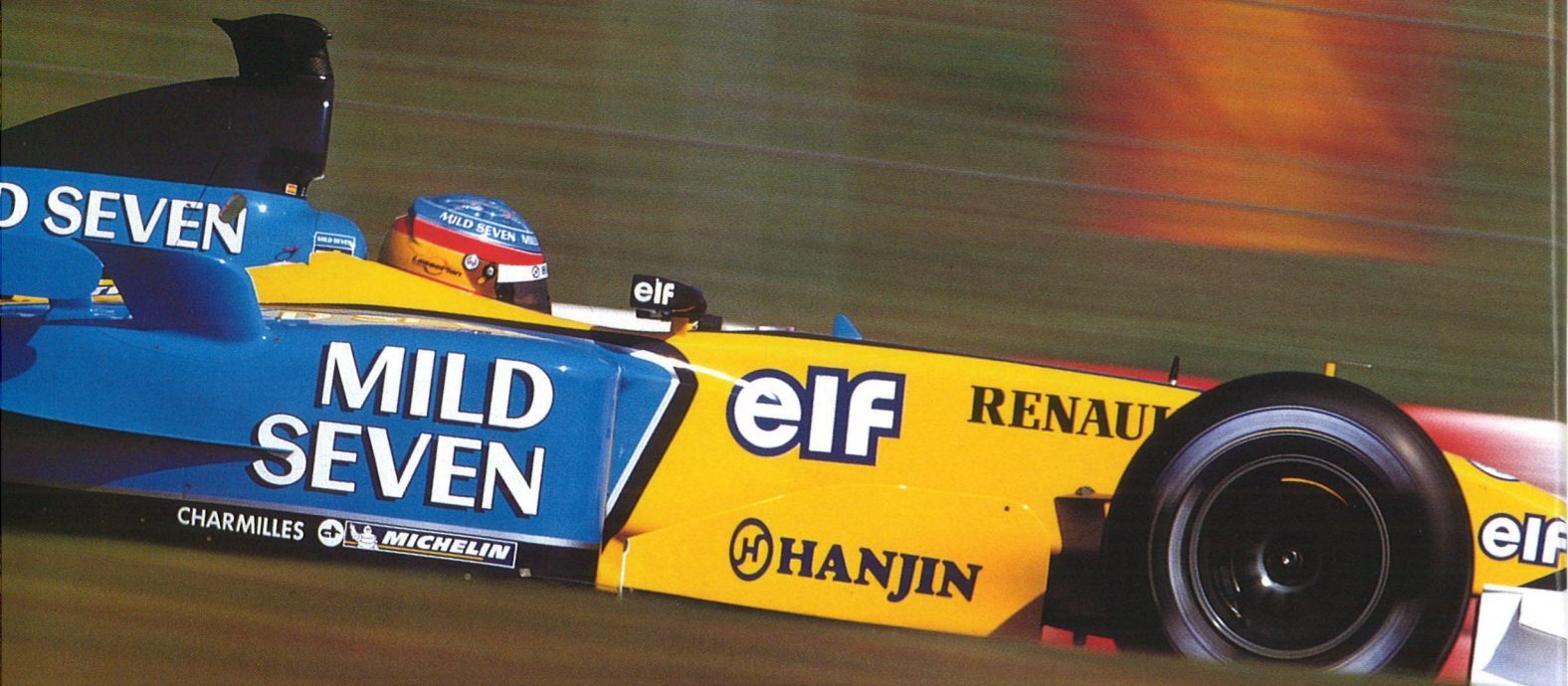
The high-speed corners are known tyre killers. A soft-compound tyre would help the chassis's cornering stability, but the very abrasive nature of the Tarmac would destroy such rubber exceedingly quickly (below).

So Michelin and Bridgestone had to produce a relatively hard compound, and the engineers needed to run a high level of downforce to keep the front of the car nailed to the track. This would compromise the cars' straight-line dash past the pits, but to achieve a competitive overall lap time there is no other choice.

The new Ferrari proved blessed with wonderful aerodynamics, and the R23 Renault has impressed in this department all season; little surprise, then, to see both at the front – though Alonso's performance on Sunday was nothing short of astonishing.

Williams, on the other hand, are struggling with the aerodynamics of their FW25. They were terribly skittish throughout the weekend, and Ralf's car looked positively awful in the race. It must be noted, though, that some of this imbalance appeared after his off-track excursion – and both cars scored points – yet it is clear there is still much improvement to unearth.





Rubens had been impressed by Raikkonen's moment so left margin over his lap. He was quick through sector one – 0.3 seconds faster than Fernando – but then he braked early for Turn Seven and consequently lost speed through Eight and onto the back straight. His 1m18.020s gave him the temporary pole.

Michael Schumacher, cocooned in the cockpit of his very slippery and very sleek red baby, now reached for a different level. The track was at its best. The ambient was slightly down.

He didn't need the split times to tell him that he wasn't particularly quick through the first sector. You don't run slightly wide at Turn Three without paying a penalty. For the remaining 50 seconds or so, however, the man was millimetre-perfect.

Quicker than Fernando through sector two by... almost nothing... faster, by about a tenth, than the Renault drivers through sector three. Michael was on the pole with a 1m17.762s – 0.258 ahead of his team-mate and nearly half a second clear of Fernando.

Except that Fernando, of course, had done his time about 20 minutes earlier.

In the interview room, Michael embraced Fernando and joked about the blue flags



that had dominated the grandstands and banks around the circuit. They were from Fernando's home region, of course (Oviedo), but they also just happened to resemble Renault's racing blue. The two exchanged small talk and you sensed that this friendship, as young as it is, has already exceeded the bounds of the ordinary or the very politically correct. Michael likes Fernando, he plays soccer with him and he believes he is a good person, not to mention a very good racing driver. Beyond that, though, Fernando perhaps reminds Michael of something the older man used to know and cherish – the thrill of knowing that you can do it, the audacity of suddenly climbing the ladder and shaking loose the establishment. Fernando, meanwhile, defers to Michael's

**'IF MICHAEL HAD TRIPPED IN TRAFFIC, OR HAD MADE ANY KIND OF MISTAKE, FERNANDO WOULD HAVE BEEN THERE'**

presence, shows his respect. And knows – above all – that Michael is the man he wants to beat.

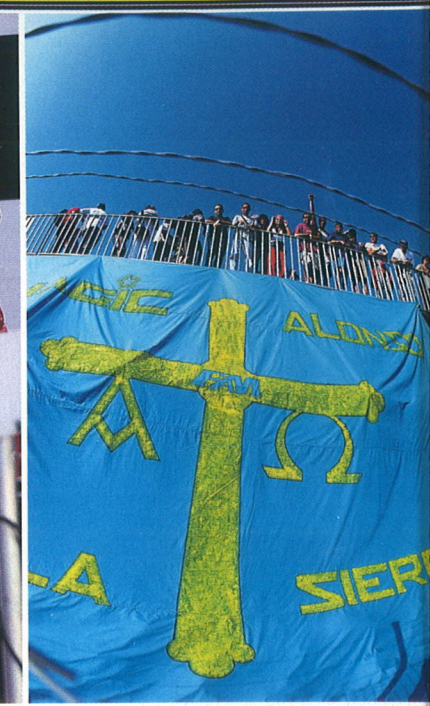
Renault's launch strategy again proved superior to any other on the grid. Fernando was up there, thinking of a way between the Ferraris, when suddenly he got the feeling that it would be better to hang back and wait.

Rubens was thrusting down the outside, cramping Michael as they braked for the chicane. Could this be happening? Could the two team-mates be racing this closely, this early in the season, in this, the first race with their new cars? Fernando could almost smell the impending accident and thus hung back, hoping for a gap.

Rubens squeezed him for as long as he could, hoping that Michael would cede



**FACT ATTACK:** Ralf Schumacher and Fernando Alonso are the only two drivers who have got to the finish in every grand prix this year



DARREN HEATH; RIGHT: CHARLES COATES/LAT; TOP RIGHT: PICTURE/LAT

Alonso was cheered on all weekend by (coincidentally) Renault-coloured flags from his region of Spain (above); it made his highest-ever finish even more special (left); (above left) Rubens, Fernando and Michael spray the champs

**(Opposite) Alonso had a stunning afternoon, pushing Michael hard all the way. Afterwards he promised, "I will try to repeat this every time I come here to Barcelona"; Ralph Firman (inset) also overtook his team-mate Fisichella**

position, but eventually Rubens backed off and gave way, the better to avoid an accident. The two Ferrari drivers probably did just touch – just a light bang, nothing more, so the wonder was why the Ferrari management hadn't briefed the drivers to take it easy, particularly with new-car reliability still an issue. The answer, probably, is that Austria looms as the next race – and no-one wanted to hear about 'team orders' so close to the infamous anniversary.

Michael eked away a lead after that – a tenth here, a couple there. Behind Rubens, though, Fernando was being held up. The Renault could match the Ferrari just about everywhere and actually seemed to have more grip on the high-speed corners. Problem was, Fernando on those parts of the circuit had to leave space for

turbulence: the Renault was slower anyway on the straight, so passing was all but... impossible.

Unless he could do it around the fuel stops. Fernando came in on lap 17, Rubens on lap 20. Fernando was 0.9s quicker than Rubens on his in-lap, 1.2s quicker on his out-lap and 0.6s quicker on his first flyer: P2 Alonso – a classic example of perfection under pressure.

And then Fernando chased Michael – made Michael work for his win. They both had trouble with a certain (two-stop) Ralf Schumacher – Fernando eventually enticed Ralf into running wide at Turn Three – and Fernando, in addition, had a backmarker skirmish with the other Ralph (Firman, in the second Jordan-Ford). Towards lap 50, though, with Michael nearing the end of his

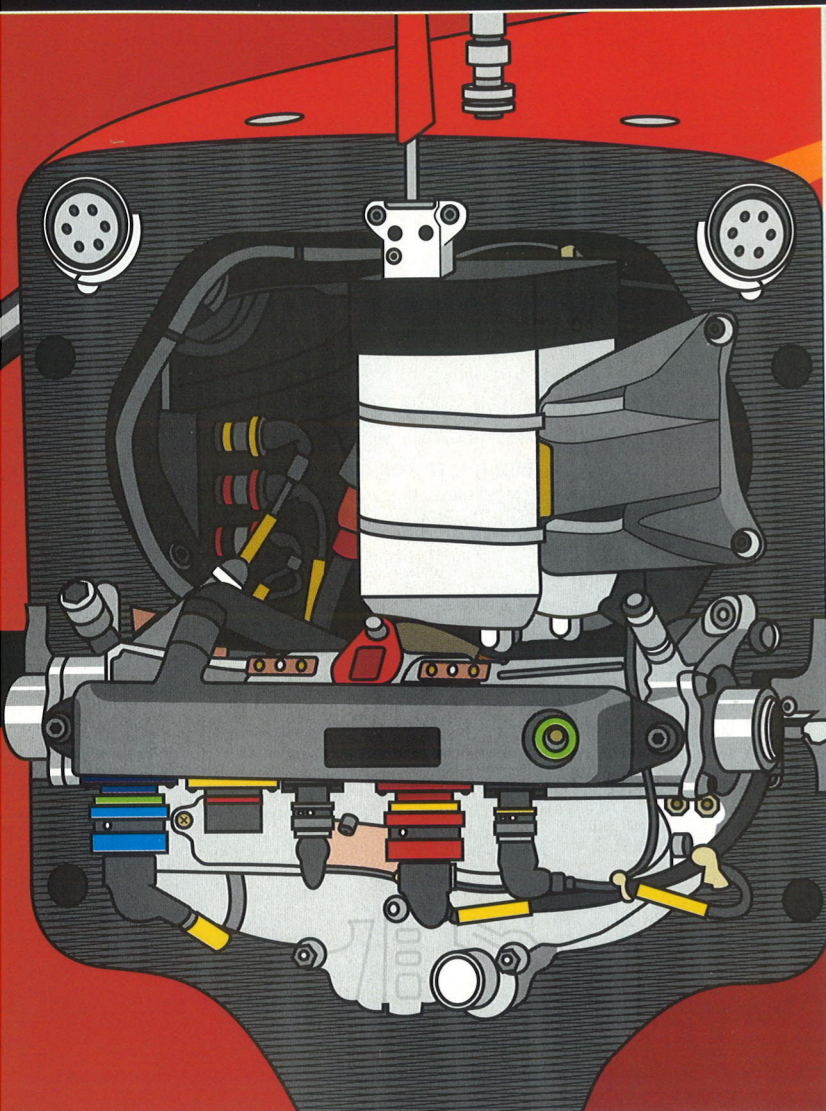
third stint, and with his Bridgestones fading as they neared the end of their cycle, Fernando reduced the gap to just under five seconds. Michael would say later that he was driving at this point with not too much margin in hand. If he had tripped in traffic, or had made any kind of mistake, Fernando would have been there.

With his last set of Bridgestones, however, Michael quickly reinforced his lead. His was a benchmark, conclusive victory for this newest example of the Brawn-Byrne Ferraris; Fernando, meanwhile, was all but a winner in front of his massive home crowd. Michael waited for him after the podium ceremony, gave him a hug and pulled back. "You worked hard today, eh?" he said, smiling.

"Yes," said Alonso, almost embarrassed. **1**

# Ferrari F2003-GA: in depth

After its winning debut, Stéphane Samson investigates another stunning new Ferrari. Illustrations by Patricia Soler



### ◀ New power steering and rear suspension

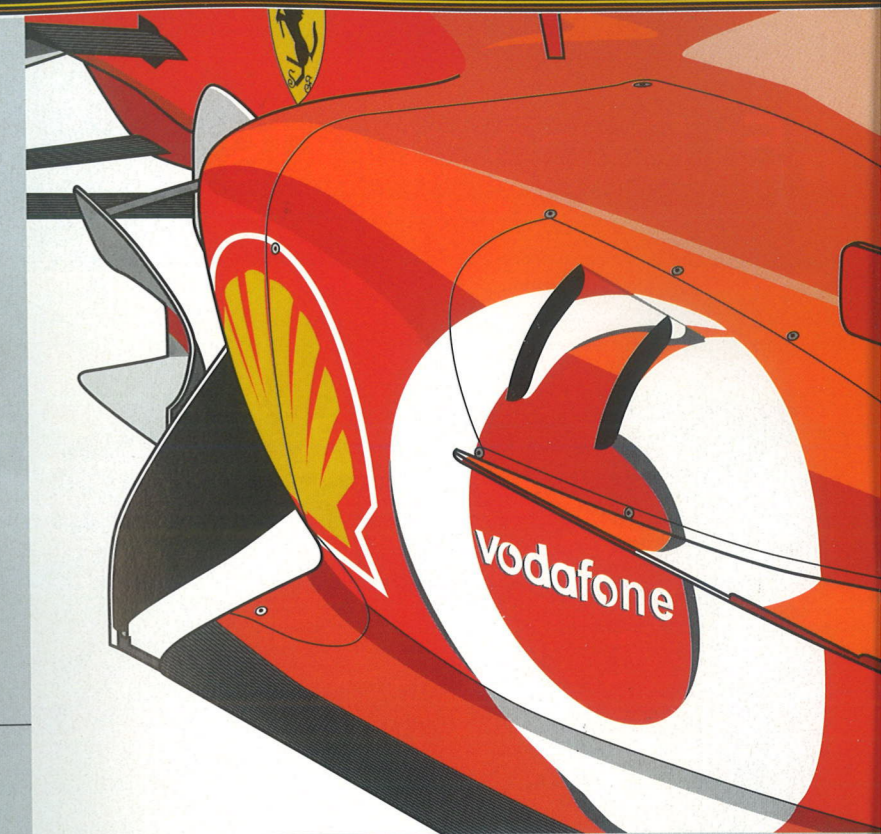
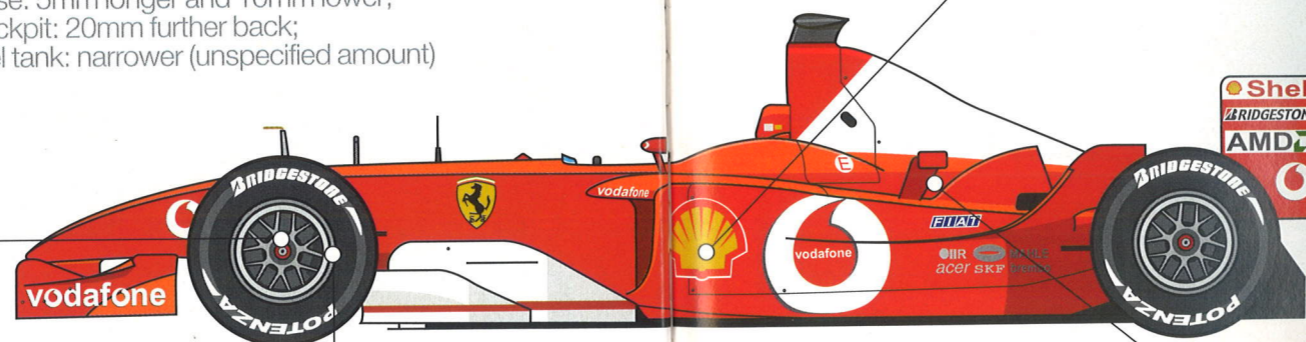
The Ferrari power steering system has been fundamentally redesigned for 2003. As you can see from this illustration (left), it has been fitted as low as possible for optimum weight distribution.

You can also see the front torsion bars at the top left and right of the picture. "A closer co-operation with Bridgestone has resulted in an improved understanding of the interaction between tyre and car and has enabled us to revise the suspension to maximise the performance of the Bridgestone tyres," says chief designer Rory Byrne. "Almost all of the suspension components have been refined, and many have been manufactured using new materials and manufacturing methods in order to reduce weight."

The front suspension is similar to last year's in its philosophy, but the inboard end of the rear suspension has been completely revised and includes a new damper system.

### F2003-GA: vital stats

Wheelbase: 40mm longer than F2002;  
nose: 5mm longer and 10mm lower;  
cockpit: 20mm further back;  
fuel tank: narrower (unspecified amount)



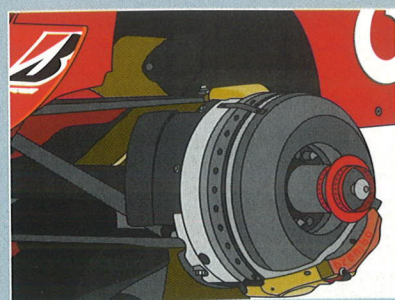
### ▲ Bodywork and aerodynamics

"The sidepods and radiator layout are completely new. This has enabled us to make a step forward in both cooling efficiency and aero performance," says chief designer Rory Byrne. One look at the car (left, above) shows how aerodynamics dictated the design of every aspect of its chassis. The sidepods (above), for example, are unique: the development of a significantly improved cooling system means F2003-GA's 'pods are particularly compact.

The radiators themselves are quite small and adopt the shape of the sidepods (above left). They are a variation and improvement on the '02 system. Even so, the team had to cut a series of slits into the engine cover for

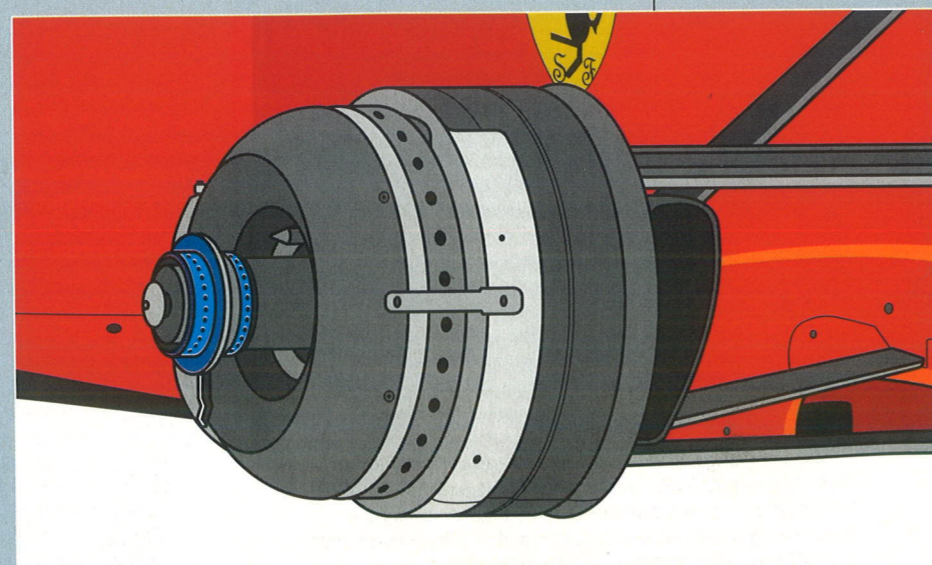
the Spanish Grand Prix to guard against overheating (several observers commented on the shark-like appearance of the chassis with these gills - see Parade, page 12-13). The gills, of which there were fewer on the left than on the right of the bodywork, did not appear on the launch version of the car and may have been designed after Ferrari encountered several engine failures in testing. However they came about, they cause the F2003-GA to sacrifice a small percentage of its aerodynamic efficiency.

Notice, too, how the lower edges of the sidepods are combined with the twin barge boards in order, once again, to improve the airflow around the car. Schumi's 205.994mph race top speed proved its slipperiness.



### ▶ Anti-aero disturbance braking

In '01, Ferrari were the first team to introduce round air intakes to seal the interiors of the front wheel rims. Their aim was to limit aerodynamic disturbance around the wheels, allowing the front wing and barge boards to work better. F2003-GA pushes the idea forward by sealing the external sides of the brake discs at the front (right) and at the rear (above). There is a risk that temperatures might rise during the race, but the air intakes are designed with this in mind.

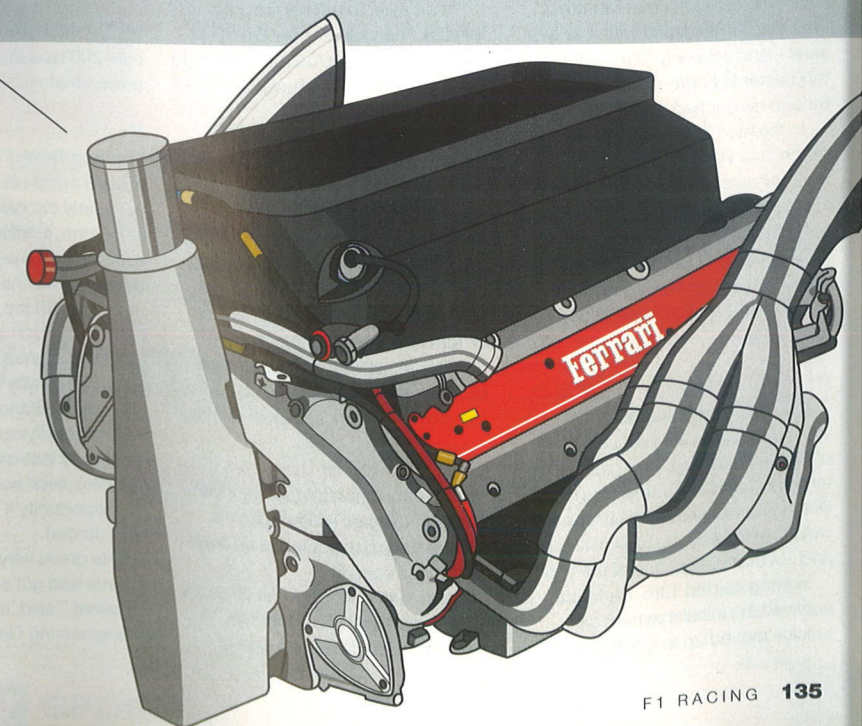


### ▶ New, integrated, engine

The 052 engine project has two specific technical aims: improving performance and driveability, and maintaining the reliability demonstrated by its predecessor, the 051. It has delivered a weight reduction of around five per cent, together with a lower centre of gravity. Cooling and lubrication systems have also been revised and the ancillaries have a new layout. The engine project was carried out and evolved alongside that of the chassis in a completely integrated fashion: the 052 can be fitted *only* to F2003-GA. It had some early reliability problems in testing but finished the race without a hiccup.

The engine block is completely new, manufactured by microfusion, and the heads are lowered... all in an evolution of the structures used in the final 'B' version of the 051. Where applicable, new and innovative materials have been used. In terms of performance, development will be continuous: evolutionary steps are already planned for this year.

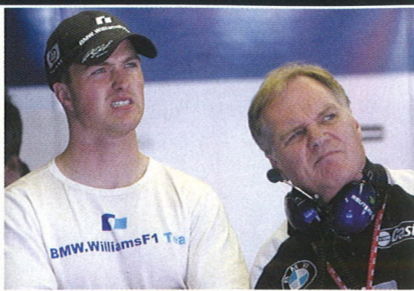
Maximum engine revs in Barcelona were at least 300rpm higher than those achieved with the 051. This allowed the F2003-GA the highest top speed of the race. And Michael Schumacher's car was 6mph quicker than the best non-Ferrari in qualifying - Kimi Raikkonen's McLaren. 1





# #5: Race shorts

Williams struggle for pace; first 2003 points for Jaguar; Firman happy to be eighth. Tom Clarkson has the details



(Left) JPM drives past while DC grinds into the gravel; (top) Ralf and Patrick Head wrinkle their noses in frustration at Williams' lack of pace; (above) Da Matta takes his first Formula 1 finish

BRN LENOX/GETTY IMAGES

### Definitely not an aero-plane

Williams' aero problems left them way off the pace – particularly in the final sector, which has several interlinked sweeping corners. Juan Montoya, in particular, struggled with rear tyre wear – and was only 17th fastest in this sector in Friday qualifying, even though his car had been on low fuel.

In the race Montoya came home fourth, and Ralf Schumacher fifth – but their cars were slow by Williams' standards: "We've struggled with car problems all weekend," said Mario Theissen, BMW's motorsport director. "I guess the best bit was the race." "We have a lot of work to do," added Ralf.

### At last, nothing's Da Matta

Cristiano da Matta had to cope with oversteer in the final sector of his qualifying lap, losing him a few tenths of a second. Other than that, Barcelona was his first trouble-free weekend of 2003: he took sixth place and Toyota's first points of the year.

Having started 13th, Da Matta survived the initial mayhem and quickly moved up to eighth place.

Thereafter he drove a steady and consistent race, hindered only slightly by a long brake pedal towards the end of his run.

"It's a relief to get my first points," he said, "because I know I'm doing nothing wrong. Any doubts that might have been in my mind are now gone."

### Trying times for DC

After a good start David Coulthard's race was more or less over at Turn Two, when Jarno Trulli ran into the back of him. His McLaren's floor was damaged, forcing him in for repairs – but he was making good progress again when he collided with Button at Turn One on lap 18.

"This result was not good," said DC, "but that's racing. We'll take it on the chin and bounce back in Austria."

### First points for Jaguar

Mark Webber gave Jaguar their first points of the year – although you sensed he had expected to do even better than seventh.

From 12th on the grid he dropped to last at the end of the first lap, having chosen the wrong side of

the track after the Coulthard/Trulli shunt. He was forced to take to the grass to find a way through, and lost a lot of time as a result.

"I came out of the first corner badly," said Mark, "but we've done over 200 laps this weekend, which proves that we've found reliability."

### Eighth for plucky Firman

This was Ralph Firman's best race yet. He made his first pitstop when the safety car came out at the end of lap one, in effect changing from a three- to a two-stop strategy. He drove well for the rest of the race, mixing it with the likes of Heinz-Harald Frentzen and Coulthard.

Ralph's lighter fuel load allowed him to outqualify his superfast team-mate Giancarlo Fisichella (whose qualifying effort had been spoiled by last-minute technical glitches); even so, Ralph maximised the opportunity it gave him, delighting all at Jordan.

"He drove very well, brought it home and got a point – which is excellent," said Jordan's director of engineering Gary Anderson.

### "I'm relieved I started!"

Justin Wilson again drove a fantastic opening stint for Minardi. Through the Turn One carnage he emerged ninth, and then climbed to eighth on lap 12 when Jacques Villeneuve retired. He stayed ahead of Webber and DC until his first pitstop – and ended up 11th, his first finish of the year.

"I had an oil leak before the race," he said, "so I was relieved to start at all. But I was *really* pleased to finish!"

### B.A.R right on the Button

Jenson Button had his – and B.A.R.'s – best qualifying performance of the year. He was fifth-fastest on Friday and Saturday, running lower fuel levels than team-mate Villeneuve.

His race never recovered from his collision with DC at Turn One. "He just came across me," said Jenson, who was forced to stop for a new nosecone; he was then further delayed in the pits by trouble fitting a left-front wheel.

"To finish ninth after a 55-second stop shows what we can do with this car," he said. "But it's frustrating not to convert our potential into results."



Read F1's top team only on the ITV F1 website



itv.com/f1



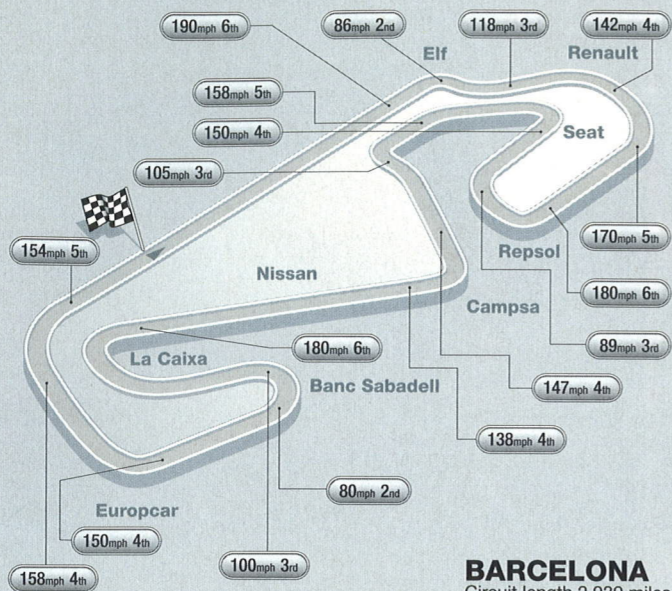


# All the facts Barcelona

Date May 4 2003; Weather Sunny, 25°; Track temperature 27°; Laps 65; Race distance 190.971 miles; Attendance 98,000

## Qualifying times

Position	Driver	Time
1	Michael Schumacher	1m17.762s
2	Rubens Barrichello	+0.258s
3	Fernando Alonso	+0.471s
4	Jarno Trulli	+0.853s
5	Jenson Button	+0.942s
6	Olivier Panis	+1.049s
7	Ralf Schumacher	+1.244s
8	David Coulthard	+1.366s
9	Juan Pablo Montoya	+1.615s
10	Heinz-Harald Frentzen	+1.665s
11	Jacques Villeneuve	+1.801s
12	Mark Webber	+1.853s
13	Cristiano da Matta	+1.861s
14	Nick Heidfeld	+1.884s
15	Ralph Firman	+2.453s
16	Antonio Pizzonia	+2.546s
17	Giancarlo Fisichella	+3.214s
18	Justin Wilson	+4.342s
19	Jos Verstappen	+4.475s
20	Kimi Raikkonen	no time



**BARCELONA**  
Circuit length 2.939 miles  
© 2003 Federation Internationale de l'Automobile, 8 Place de la Concorde, 75008 Paris, France

## Did you know?

In outqualifying Cristiano da Matta for the fifth successive race, Olivier Panis is the only driver not to have been outqualified by his team-mate this year. Barcelona is the test venue of choice for F1 teams: they run here an average of 25 days a year

## Lap by lap

**START** The leaders get away in order. At the back of the grid, Antonio Pizzonia fails to start and Kimi Raikkonen hits him. The safety car is sent out  
**LAP 6** The race gets under way, Michael Schumacher leading from Rubens Barrichello and Fernando Alonso  
**LAP 18** David Coulthard, who pitted during the safety car period, is punted off by Jenson Button at Turn One  
**LAP 19** Michael pits  
**LAP 20** Barrichello pits; Schumacher resumes the lead  
**LAP 26** Schumi's lead is 5.3 seconds  
**LAP 35** Michael pits again, giving Alonso the lead  
**LAP 36** Barrichello pits  
**LAP 37** Alonso pits  
**LAP 41** Michael's lead over Alonso is 8.5s  
**LAP 49** Michael pits a third time  
**LAP 50** Alonso and Barrichello pit; Alonso rejoins six seconds behind Michael  
**LAP 65** Michael wins by 5.7 seconds from Alonso and 18 seconds from Rubens

## Speeds and stops

**FASTEST LAP**  
Rubens Barrichello  
1m20.143s on lap 52 (132.029mph)  
**FASTEST THROUGH SPEED TRAP**  
Michael Schumacher 205.994mph  
**SLOWEST THROUGH SPEED TRAP**  
Jarno Trulli 180.827mph  
**FASTEST PITSTOP**  
Fernando Alonso 28.245s  
**SLOWEST PITSTOP**  
Jos Verstappen 1m21.735s

## Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Michael Schumacher Ferrari F2003-GA (Bridgestone)	1h33m46.933s	1
2	Fernando Alonso Renault R23 (Michelin)	+5.716s	3
3	Rubens Barrichello Ferrari F2003-GA (Bridgestone)	+18.001s	2
4	Juan Pablo Montoya Williams-BMW FW25 (Michelin)	+1m2.022s	6
5	Ralf Schumacher Williams-BMW FW25 (Michelin)	1 lap behind	4
6	Cristiano da Matta Toyota TF103 (Michelin)	1 lap behind	8
7	Mark Webber Jaguar R4 (Michelin)	1 lap behind	17
8	Ralph Firman Jordan-Ford EJ13 (Bridgestone)	2 laps behind	12
9	Jenson Button B.A.R.-Honda 005 (Bridgestone)	2 laps behind	5
10	Nick Heidfeld Sauber-Petronas C22 (Bridgestone)	2 laps behind	10
11	Justin Wilson Minardi-Cosworth PS03 (Bridgestone)	2 laps behind	9
12	Jos Verstappen Minardi-Cosworth PS03 (Bridgestone)	2 laps behind	13

### NOT CLASSIFIED

Giancarlo Fisichella	Jordan-Ford EJ13 (Bridgestone)	engine - 43 laps	11
Olivier Panis	Toyota TF103 (Michelin)	gearbox - 41 laps	14
Heinz-Harald Frentzen	Sauber-Petronas C22 (Bridgestone)	suspension - 38 laps	15
David Coulthard	McLaren-Mercedes MP4-17D (Michelin)	crash - 17 laps	16
Jacques Villeneuve	B.A.R.-Honda 005 (Bridgestone)	electrical fire - 12 laps	7
Jarno Trulli	Renault R23 (Michelin)	crash - 0 laps	-
Antonio Pizzonia	Jaguar R4 (Michelin)	crash - 0 laps	-
Kimi Raikkonen	McLaren-Mercedes MP4-17D (Michelin)	crash - 0 laps	-

## Races to date

Driver	Australia	Malaysia	Brazil	Spain	San Marino	Austria	Monaco	Canada	Europe	France	Britain	Germany	Hungary	Italy	USA	Japan
Michael Schumacher	4	6	R	1	1	-	-	-	-	-	-	-	-	-	-	-
Rubens Barrichello	R	2	R	3	3	-	-	-	-	-	-	-	-	-	-	-
Juan Pablo Montoya	2	12	R	7	4	-	-	-	-	-	-	-	-	-	-	-
Ralf Schumacher	8	4	7	4	5	-	-	-	-	-	-	-	-	-	-	-
David Coulthard	1	R	4	5	R	-	-	-	-	-	-	-	-	-	-	-
Kimi Raikkonen	3	1	2	2	R	-	-	-	-	-	-	-	-	-	-	-
Jarno Trulli	5	5	8	13	R	-	-	-	-	-	-	-	-	-	-	-
Fernando Alonso	7	3	3	6	2	-	-	-	-	-	-	-	-	-	-	-
Nick Heidfeld	R	8	R	10	10	-	-	-	-	-	-	-	-	-	-	-
Heinz-Harald Frentzen	6	9	5	11	R	-	-	-	-	-	-	-	-	-	-	-
Giancarlo Fisichella	12	R	1	15	R	-	-	-	-	-	-	-	-	-	-	-
Ralph Firman	R	10	R	R	8	-	-	-	-	-	-	-	-	-	-	-
Mark Webber	R	R	9	R	7	-	-	-	-	-	-	-	-	-	-	-
Antonio Pizzonia	13	R	R	14	R	-	-	-	-	-	-	-	-	-	-	-
Jacques Villeneuve	9	R	6	R	R	-	-	-	-	-	-	-	-	-	-	-
Jenson Button	10	7	R	8	9	-	-	-	-	-	-	-	-	-	-	-
Justin Wilson	R	R	R	R	11	-	-	-	-	-	-	-	-	-	-	-
Jos Verstappen	11	13	R	R	12	-	-	-	-	-	-	-	-	-	-	-
Olivier Panis	R	R	R	9	R	-	-	-	-	-	-	-	-	-	-	-
Cristiano da Matta	R	11	10	12	6	-	-	-	-	-	-	-	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/DNQ Did not qualify/DNE Did not enter



# Grand Prix Ball Silverstone

Friday 18th July 2003

For further information please call +44 (0)20 7384 1960 or E-mail sean@grandprixball.com



- Every year 1,000 people in the UK sustain a serious spinal cord injury.
- The most common causes of injury are road traffic accidents and sports such as rugby, skiing, horseracing and motor sports.
- Our motto is "life needn't stop when you're paralysed", and we provide much needed advice and support to enable people to rebuild their lives.
- SIA has already helped thousands of paralysed people to lead independent lives. The funds raised at the 2003 Silverstone Grand Prix Ball will help us reach thousands more.

## ITINERARY

- 07.00 Champagne Reception
- 07.15 F1 Drivers Activity
- 08.15 Gourmet Dinner
- 09.30 Charity Auction
- 10.30 Coyote Girls
- 10.45 Human League
- 11.15 Firework Spectacular & Royal Philharmonic Concert Orchestra
- 11.30 Amber Lounge
- 11.45 Special Blend
- 00.45 International DJ
- 02.30 Carriages

**CLOCKS - COLDPLAY**

**SMELLS LIKE TEEN SPIRIT - NIRVANA**

**SPACE ODDITY - DAVID BOWIE**

**BY THE WAY - RED HOT CHILI PEPPERS**

**GOING UNDERGROUND - THE JAM**

**KILLER QUEEN - QUEEN**

**HANDBAGS AND GLADRAGS - STEREOPHONICS**

**SHOULD I STAY OR SHOULD I GO - THE CLASH**

**SOLSBURY HILL - PETER GABRIEL**

**TIMES LIKE THESE - FOO FIGHTERS**

**SWEET DREAMS - EURYTHMICS**

**MESSAGE IN A BOTTLE - THE POLICE**

**WHY DOES IT ALWAYS RAIN ON ME - TRAVIS**

**DON'T YOU (FORGET ABOUT ME) - SIMPLE MINDS**

**SWEET CHILD O'MINE - GUNS N' ROSES**

**IF YOU TOLERATE THIS - MANIC STREET PREACHERS**

**A HARD DAY'S NIGHT - THE BEATLES**

**YOU DO SOMETHING TO ME - PAUL WELLER**

**WHEREVER YOU WILL GO - THE CALLING**

**BETTER  
MUSIC  
MORE OF IT**

**ONE - U2**

**COOL FOR CATS - SQUEEZE**

**HOW YOU REMIND ME - NICKELBACK**

**WONDERWALL - OASIS**

**I'M WITH YOU - AVRIL LAVIGNE**

**JUMPIN' JACK FLASH - THE ROLLING STONES**

**EVERYBODY HURTS - R.E.M.**

**BOHEMIAN LIKE YOU - THE DANDY WARHOLS**



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# #6: The hills are alive...

... but not with the sound of music. Rather, with the sound of screaming V10s, gasping hard in the thin mountain air



### Travel info

- You'll get some stunning race photos with the Styrian mountains (left) as a backdrop
- In Graz, visit the Landeszeughaus, where you can find more than 30,000 pieces of armour and weaponry, most of it from the 17th century
- Feeling brave? Why not bungee jump 150m off the Danube Tower in Vienna. View the city from the two restaurants atop the tower
- Later, relax at the well-named Bier Baron in Graz at Heinrichstrasse 56

BETTY IMAGES; LAT ARCHIVE

### 2002 results

#### Top eight finishers

- 1 Michael Schumacher**  
Ferrari F2002, 1h33m51.562s, 122.002mph
- 2 Rubens Barrichello**  
Ferrari F2002, +0.182s
- 3 Juan Pablo Montoya**  
Williams-BMW FW24, +17.730s
- 4 Ralf Schumacher**  
Williams-BMW FW24, +18.448s
- 5 Giancarlo Fisichella**  
Jordan-Honda EJ12, +49.965s
- 6 David Coulthard**  
McLaren-Mercedes MP4-17, +50.672
- 7 Jenson Button**  
Renault F202, +52.229
- 8 Mika Salo**  
Toyota TF102, +1m9.425s

#### Top eight qualifiers

- 1 Rubens Barrichello**  
Ferrari F2002, 1m8.082s, 141.923mph
- 2 Ralf Schumacher**  
Williams-BMW FW24, +0.282s
- 3 Michael Schumacher**  
Ferrari F2002, +0.622s
- 4 Juan Pablo Montoya**  
Williams-BMW FW24, +1.036s
- 5 Nick Heidfeld**  
Sauber-Petronas C21, +1.047s
- 6 Kimi Raikkonen**  
McLaren-Mercedes MP4-17, +1.072s
- 7 Felipe Massa**  
Sauber-Petronas C21, +1.146s
- 8 David Coulthard**  
McLaren-Mercedes MP4-17, +1.253s

#### When to watch ITV

- Qualifying 1**  
00.00 Saturday May 17
- Qualifying 2**  
12.40 Saturday May 17
- Race**  
12.05 Sunday May 18  
*Times subject to change*

#### Fastest lap

**Michael Schumacher**  
Ferrari F2002, 1m9.298s, 137.627mph  
NEW RECORD

#### Number of laps

71  
**Race distance**  
190.861 miles

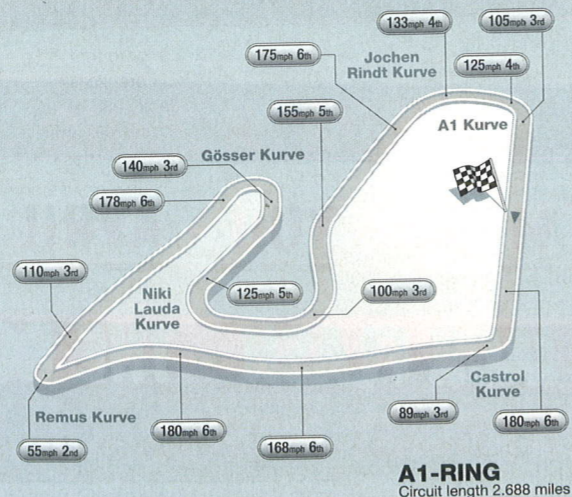
### Driver's eye



#### Rubens Barrichello

"The A1-Ring is quite good to race on because there are several overtaking places, even if it's not that demanding from a driving point of view. When we go there this year everyone will want to talk about what happened last year [Rubens was ordered to pull over from the lead to gift team-mate Michael Schumacher the win], but I won't be sucked into that. I have to focus on winning.

"There are lots of straights, so power is important, but we'll be okay there. The track is usually quite slippery initially, because it isn't used much, but it's abrasive so it rubbers-in quickly. The weather can change suddenly from sunshine to rain – you have to react fast!"



### MEMORY (PIT)LANE

## Not with a bang but a whimper

Years ago, Austria had a truly great circuit. Now, it's unloved and unlikely to be missed

Setting aside 2002 and 'Austria-gate', it's always been tricky to get a hold on the Austrian Grand Prix. The great Osterreichring was unceremoniously dumped after the '87 race, while the 26th and last running of the event, at the A1-Ring this year, looks likely to pass without too much kicking and screaming.

Of course, Austria may one day return to the calendar. The race's death knell has been sounded before and twice it has been resurrected, at the Osterreichring in '70 following Zeltweg's solitary race in '64, and at the A1-Ring in '97. The recent emergence of Bahrain and Shanghai makes this unlikely now, however.

None of today's teams will be too disappointed to see the race go, as none of them have ever been able to

dominate there. McLaren have had most success recently, but even this is relative. Six wins in the past 10 races sounds impressive, but those are McLaren's only Austrian wins.

Ferrari, meanwhile, triumphed with Michael Schumacher in '02 and Eddie Irvine in '99, but prior to that could only look back on Lorenzo Bandini's '64 win and Jacky Ickx's dominant display in '70. And Williams only have victories from Alan Jones ('79), Nigel Mansell ('87) and Jacques Villeneuve ('97) to shout about.

Only one driver, Alain Prost, has managed to win three times in Austria: in '83, '85 and '86.

The race has been kinder to some drivers, though. Vittorio Brambilla, the 'Monza Gorilla', would probably have been shouting about his only

GP win (his only podium, indeed!), which came in the rain-shortened '75 race, had it not been for the practice accident that claimed the life of Penske driver Mark Donohue.

At least John Watson managed to erase some of those memories for Penske when he gave them an emotional first (and only) GP win in Austria the following year. But it did cost Watson his beard as the result of a bet with team owner Roger Penske.

Penske had already pulled out of GP racing by the '77 race when another team won their one and only race in Austria. Alan Jones benefited from James Hunt's retirement for a fairly straightforward victory for Shadow, but it was a little too late. Shadow ceased to exist by '81.

**Stewart Williams**

'JOHN WATSON WON IN 1976. IT COST HIM HIS BEARD AS THE RESULT OF A BET WITH ROGER PENSKÉ'

### CRYSTAL BALLS

Who loves ya, baby?  
Er, we don't

It's Austria's last GP (for now). F1 won't be shedding a tear



For culture vultures, there is nowhere better on the Formula 1 calendar than the Austrian Grand Prix. You can fly into Vienna, visit St Stephen's Cathedral, watch the Lipizzaners and visit the opera house. Then meander your way through the Styrian mountains to Zeltweg, drinking in some of the most spectacular scenery in Europe.

There, however, your Alice in Wonderland trip ends: a less inspiring track than the A1-Ring is hard to find. It's just eight corners joined by straight lines. There is only one fast corner, yet there is more gravel alongside each bend than on Brighton Beach – which leaves you, the spectator, far from the cars.

There are no hidden secrets to driving the corners: time is found on the entry. For the drivers, it's a question of braking late, then almost immediately stamping on the throttle. Momentum is vital, otherwise top-end speed is punished on the ensuing straight, so you can expect the ultra-smooth Rubens Barrichello, Jenson Button and David Coulthard to fly.

The long straights provide the track with its one redeeming attribute: racing. There are three overtaking points on the lap and, unless a car is as dominant as was Ferrari's last year (above), there is usually some excitement at the front.

The cars are on full throttle for 75 per cent of the lap, which puts an emphasis on power and reliability. Look no further than BMW and Ferrari on the grunt front.

Heavy braking makes carbon discs wear and overheat, which is why Ferrari adopted sophisticated drum brake ducts last year. Meanwhile the abrasive track surface causes heavy tyre graining – to the off-front in particular, which is heavily loaded through two off-camber, medium-speed left-handers.

All that matters little, though, for the best thing about this year's Austrian GP is that there won't be another one! It will be taken off the calendar next year to make way for the inaugural Chinese Grand Prix. Good move, Bernie.

**Tom Clarkson**

# #7: Wham, bam, thank you glam!

F1 needs Monaco like Monaco needs F1. Hear the dollars chime amid the Moët and caviar. Why, there's even a GP to see



### Travel info

- The views are stunning, but don't drive in Monaco on race weekend
- Fancy a treat? Try dinner at David Coulthard's hotel, the Columbus, ave des Papalins
- Or head for La Maison du Caviar in Beausoleil, France. It's a short walk from Casino Square and is recommended by Jacques Villeneuve
- Get dressed up if you're going to the Casino. Good luck!
- Visit Phoenix Park, in Nice. Its huge greenhouse is home to seven different climates

### 2002 results

#### Top eight finishers

- David Coulthard**  
McLaren-Mercedes MP4-17, 1h45m39.055s, 92.758mph
- Michael Schumacher**  
Ferrari F2002, +1.050s
- Ralf Schumacher**  
Williams-BMW FW24, +1m17.450s
- Jarno Trulli**  
Renault R202, +1 lap
- Giancarlo Fisichella**  
Jordan-Honda EJ12, +1 lap
- Heinz-Harald Frentzen**  
Arrows-Cosworth A23, +1 lap
- Rubens Barrichello**  
Ferrari F2002, +1 lap
- Nick Heidfeld**  
Sauber-Petronas C21, +2 laps

#### Fastest lap

- Rubens Barrichello**  
Ferrari F2002, 1m18.023s, 96.623mph  
NEW RECORD
- Number of laps**  
78
- Race distance**  
163.176 miles

#### Top eight qualifiers

- Juan Pablo Montoya**  
Williams-BMW FW24, 1m16.676s, 98.221mph
- David Coulthard**  
McLaren-Mercedes MP4-17, +0.392s
- Michael Schumacher**  
Ferrari F2002, +0.442s
- Ralf Schumacher**  
Williams-BMW FW24, +0.598s
- Rubens Barrichello**  
Ferrari F2002, +0.681s
- Kimi Raikkonen**  
McLaren-Mercedes MP4-17, +0.984s
- Jarno Trulli**  
Renault R202, +1.034s
- Jenson Button**  
Renault R202, +1.456s

#### When to watch ITV

- Qualifying 1**  
00.00 Friday May 30
- Qualifying 2**  
12.40 Saturday May 31
- Race**  
12.05 Sunday June 1  
Times subject to change

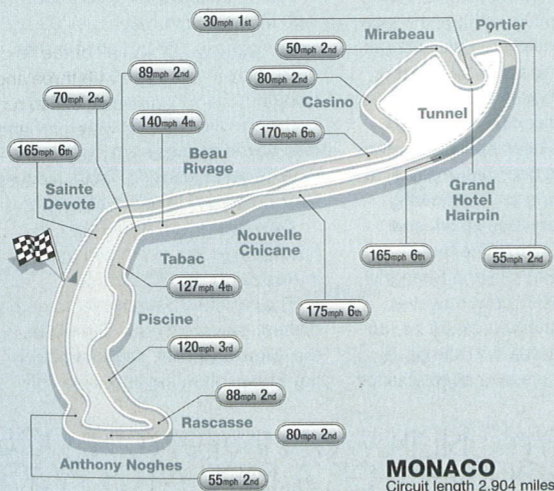
### Driver's eye



#### Jos Verstappen

"I haven't raced at Monaco since 2001 and I can't wait to go back there because I love it. The challenge of the streets is greater than at any other track because the barriers are so close and, although overtaking is not possible, it's a place where the driver can make a big difference, and that's always a great source of motivation."

"I hope that Minardi can get a good result here, because we have a good little car. We know it's not as good as a Ferrari, but the gap won't seem that big here, so this has to be one of our best chances of the season."



The start: enjoy the view. This is 1950 and half the field will soon crash out on the first lap

### MEMORY (PIT)LANE

## Don't rain on our parade (lap)

What with the harbour 'n' all, water has played a big role in the Monaco GP's history

Now paraded as the jewel in Formula 1's crown, Monaco didn't get off to a particularly glamorous start in the world championship back in 1950.

Eight days after Silverstone had hosted the inaugural race, the teams decamped to Monte Carlo. A healthy grid of 19 cars, bolstered by three Ferraris, promised much, although weather conditions were not ideal. A particularly strong wind was causing problems at Tabac, where spray from the harbour was wetting the track.

Unfortunately, it was this that caused the Maserati of Froilan González to slide into Guiseppe Farina's Alfa on the opening lap. And because they were running just shy of leader Juan-Manuel Fangio at the time, there was chaos behind them.

Another eight cars were caught up in the incident and had to retire on that first lap, along with Farina. González made it to the next lap before pulling out because of the damage caused.

Fangio picked his way through the wreckage at the end of the lap and went on to win, but half of the field had been eliminated with three and a quarter hours of racing still to run.

First lap incidents were part and parcel of Monaco for many years – especially before Ste Devote was tightened in the '80s to try to stop the almost compulsory wiping out of three or four cars there. In '80 Derek Daly proved that a washing machine could fly when his Candy-sponsored Tyrrell was launched over the back of Bruno Giacomelli's Alfa as everyone braked for the first corner.

Mario Andretti (Alfa) and Andrea de Cesaris (McLaren) continued the theme in '81 by tangling at the same place, although, for once, the drama had been focused elsewhere in the run-up to the race.

A blaze in the Loews Hotel, above the tunnel, was enthusiastically and rapidly extinguished by the local fire brigade. Rather too enthusiastically: water leaked onto the track below.

So the drivers faced a totally dry track, except for one small area in the darkness of the tunnel. Common sense prevailed and the start was delayed by over an hour, but even when the race did start the track was still wet. Unlike '50 though, everyone managed to make it through the damp patch without mishap...

Stewart Williams

'IN 1981, UNLIKE '50, EVERYONE MANAGED TO MAKE IT THROUGH THE DAMP PATCH WITHOUT MISHAP...'

### CRYSTAL BALLS

Where only the brave will triumph

Blind corners, in-ye-face barriers: all F1 skill is here



There isn't a bad corner at Monaco which is why we keep going back. The track is really too dangerous for modern F1, but it's a challenge that the drivers can't pass up. The exit of each and every corner is blind and it takes incredible skill and self-belief to nail the throttle while aiming at a steel barrier. Get your line wrong, or have the back end step out on the exit, and you're going to take a hit. Only the most disciplined drivers win here, as the record books show: Ayrton Senna won in Monaco six times, Graham Hill and Michael Schumacher five and Alain Prost four.

But Monaco is not really about the race. For many people the weekend is a chance to flaunt their wealth and, for the teams, it's only a race in so much as the is a start and a finish. Overtaking is nigh on impossible, so the most intense on-track action takes place during qualifying on Saturday, because grid position virtually dictates finishing position. It will be particularly interesting this year to see how the teams reconcile this need with the new regs. The best places to watch the session are at the exit of Casino Square, where the road crests and unsettles the car, the entry or exit of Tabac and the exit of the Swimming Pool. All are medium-to-fast corners and you can see who has confidence in their car and their ability – and who hasn't.

"I used a little bit too much kerb on the entrance to the Swimming Pool," says last year's pole-sitter Juan Pablo Montoya. "The car got unsettled, but I had to keep my foot buried because I knew I was on a good lap."

There are grandstands at Casino, the Pool and Tabac, allowing you to watch balls driving better here than anywhere.

As for the result... look more at a driver's ability than at any perceived car advantage or disadvantage. For that reason, my money's on Michael. He is supreme around F1's only true street circuit, making it the perfect place for him to give Kimi Raikkonen a driving lesson.

Tom Clarkson

Dear Alex,  
I need help with this one, old chap. Why? Because, first, Jaguar dished out the dosh to be rid of Pedro Deliriosa (to make room for Antonio Pizzeria) amid lots of robust chat about stability, commitment and "keeping our nerve". Then – presto! – Pizza Boy is threatened with the boot and you are being ushered towards his R4.

I may have said this before, Alex, but these team principal chappies are a breed apart, as far as I'm concerned. Most of them shouldn't really be allowed out after dark without their mittens sewn onto the cuffs of their duffel coats. Just my opinion, you understand. And the Jaguar brigade are no exception. Top brasser hardly has to get up onto his hind legs and clear his throat before you can hear the ringing of a cash register as some hapless soul gets paid off and consigned to a healthy year's gardening leave, with only a thick wad of absorbent £50 notes to wipe away the tears. As I say, funny old business.

On the same theme, I must say I'm a little surprised at your wanting to join the Leaping Cat as it recovers from its last visit to the vet. Thought you were nicely fixed; handsome little stipend, spruce set of silver overalls, flat in Monaco with the memsahib – and the prospect of a McLaren-Merc Formula 1 drive in the event of either the mute one from the Arctic wastes or the Boy Coulthard being afflicted with an unexpected bout of Aztec two-step and thus being unable to vacate khazi for long enough to take allotted place on starting grid.

Of course, I do appreciate that running untold 50-lap stints on an empty, rain-soaked Paul Ricard, carrying out back-to-back assessments on 55-MegaGig ABS/NBG

McLaren's 'third driver' Alex Wurz could well replace Antonio Pizzonia at Jag. If he does, this is how we think he'll look



hydro-plastic electronic control systems, might have developed a certain sameness after the first few hundred sorties. However, I think it's probably fair to say that you've done more to burnish your own personal reputation in your two and a bit years as McLaren test driver than during all those 52 grands prix you completed for the Italian rag trade johnny who owns that team run by the chain-smoking swarthy bloke who's always cropping up in the society magazines.

Yes, I know you finished third in the 1997 British Grand Prix, but from then on it looked like a gentle decline, even though the Bishop who runs this magazine (quite why the publishers need a clergyman to edit an F1 rag is also rather beyond me, but no matter) seems to think that the very fact you shaped up well against that Fisichella chappie marks you out as Superman without the cape. Just between ourselves, he does rather bang on about brother Eyetic's genius behind the wheel, but best just to smile sweetly and agree, I find. And if it reflects well on you, wise to humour him along (to see the light, turn to page 52 – ed).

So, really, what you're faced with is a choice between the current status quo and trying to beat that Mark Webber fellow in the other Jag. A very nice chap, by the way, but I'm sure he'll be straining every sinew to see you off if you do in fact take up the challenge. And while you're out doing a bit of freelancing, De la Rosa will be assiduously chumming up to RD and Whitmarsh, murmuring sweet nothings into their ears and hinting that the Wurzcove wasn't really up to much on the old testing front so how about committing to the flamenco brigade on an open-ended basis?

Another thing you've got to remember, of course, is that the Jaguar F1 team have a proven record of loyalty and consistency matched only by Stalin and Genghis Kahn. If you get the gig and fail to win, say, the French Grand Prix... you can expect the management to be fluttering their corporate eyelids in the direction of another likely lad, such as Gary Paffett – and you'll be for the skip. Talk about setting your watch by the last clock you passed! Then they'll be queuing up for De la Rosa's services and everything will be back to where it was a year ago – except that they'll have shelled out a million or so dollars more for nowt, of course.

Finally, there is a very serious point to bear in mind. If you're promenading around, say, Magny-Cours in the old Mark 10, make sure you keep an eye on the rear-view mirrors. Old Ronaldo's sense of humour won't extend to the Kimster being turfed into the ditch by a wayward Jagwar, even one driven by a member of his extended family. Could be the last chicken vol-au-vent you ever consume in F1's very own GCHQ, otherwise known as the McLaren Community Centre.

Yours, facing testing times,

the SCRUTINEER

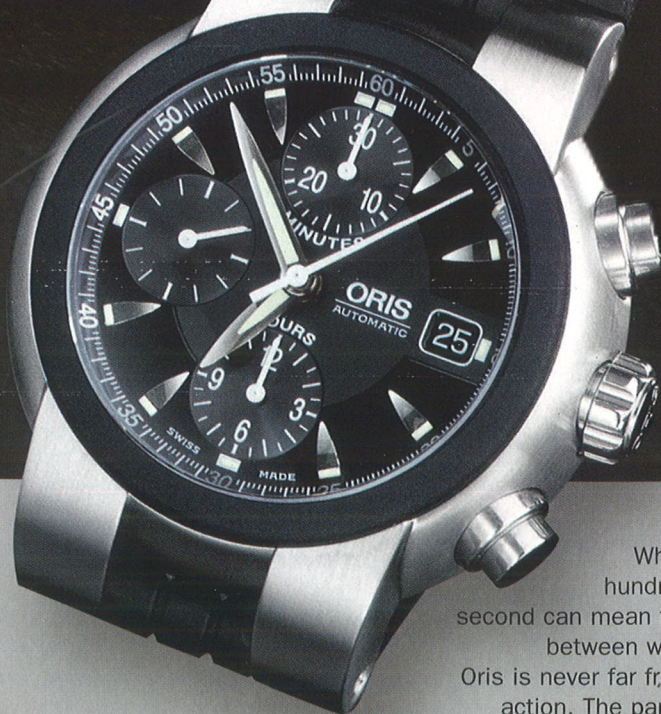
'I'm a little surprised at your wanting to join the Leaping Cat as it recovers from its last visit to the vet. You're nicely fixed in silver'



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