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**Streetwise
in Monaco**

All the glam and goss

Ayrton Senna

The first doctor
on the scene

**EXCLUSIVE!
Rubens**

Down on his
farm in Brazil

PLUS

FRENTZEN

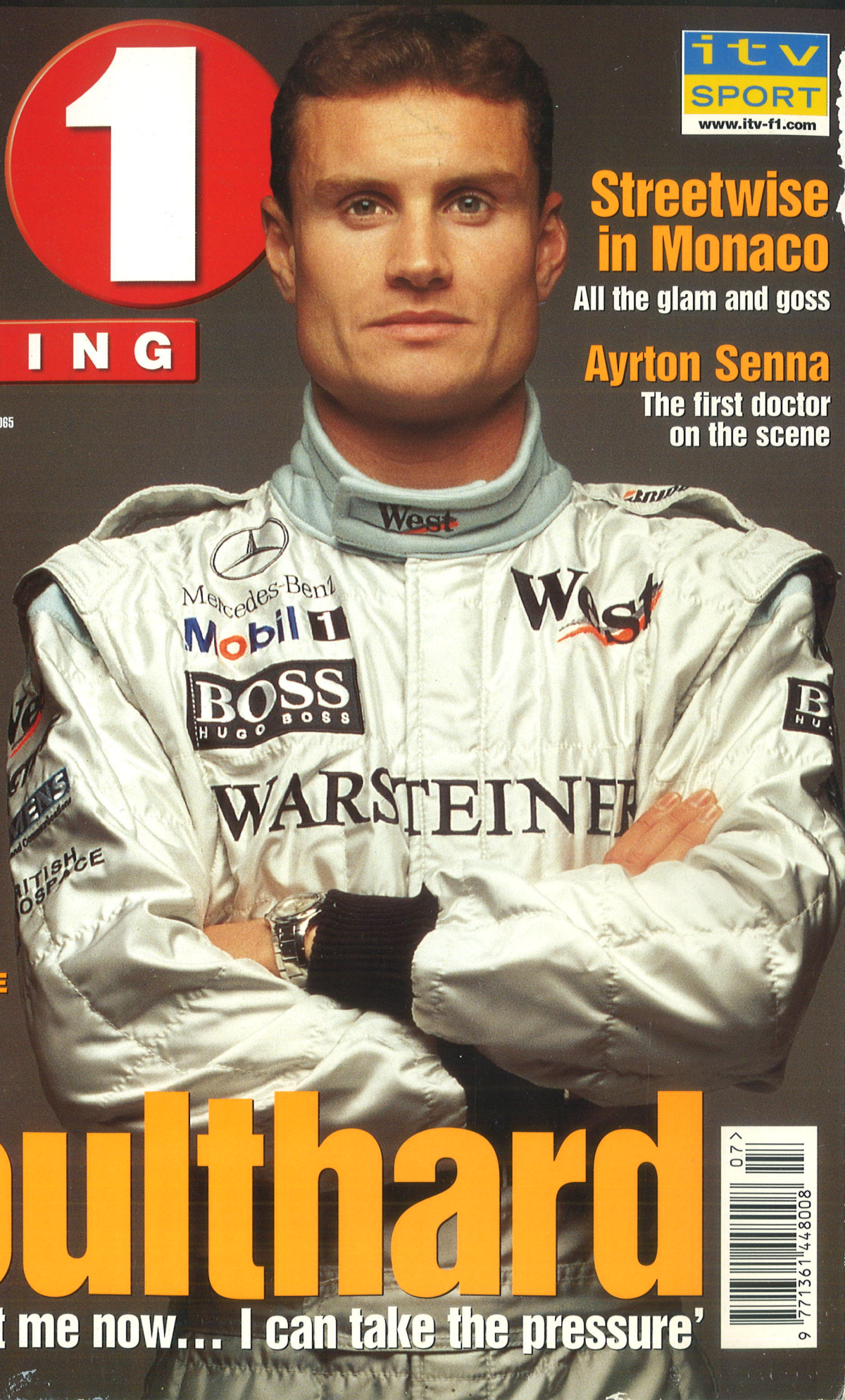
The man Damon
simply has to beat

PRINCE OF F1

New boss to put
Arrows on target?

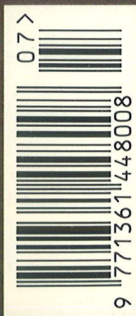
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apron and the C-pillars have been designed to minimise the risk of the car being blown sideways. And maximise the driver's control. Another example, you could say, of BMW thinking laterally.



The Ultimate Driving Machine

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> 80 I'll get by with a little help from my friends. Frozen out at Williams, Frentzen is red hot at Jordan

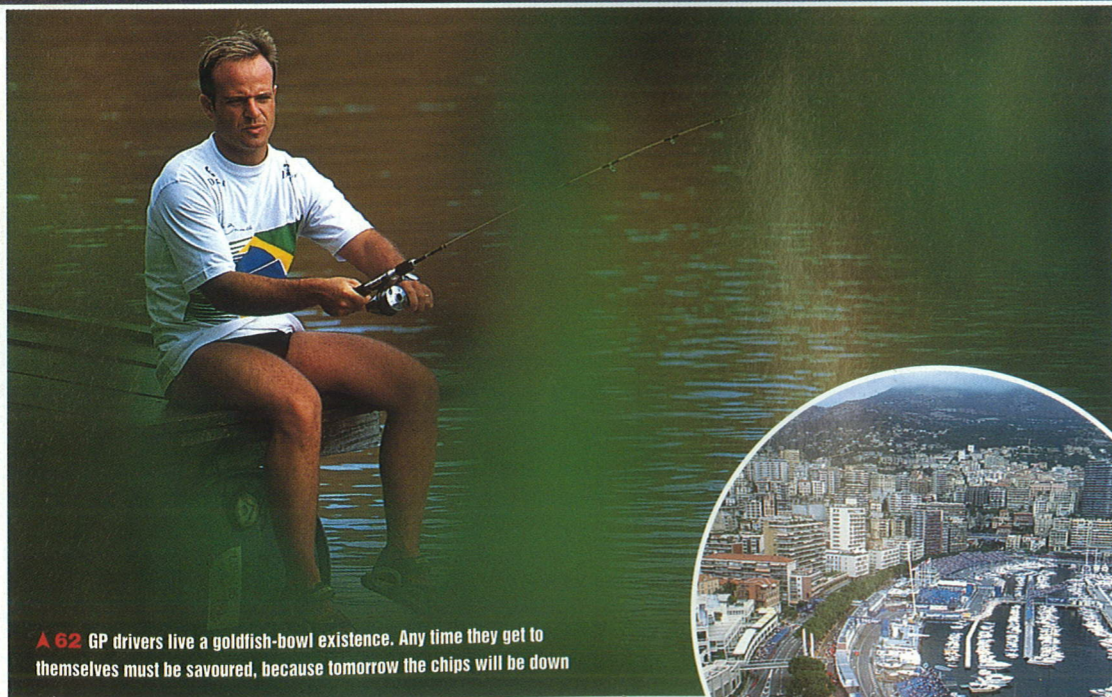
F1 RACING

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▲ 62 GP drivers live a goldfish-bowl existence. Any time they get to themselves must be savoured, because tomorrow the chips will be down



> 120 It's utter madness, downright dangerous, but it's unmissable. It's Monaco. Brilliant. Read our GP report



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He went a calendar year without a win – in the best car. Was he downhearted? Was he crushed? Not a bit of it

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The San Marino GP was a lesson to us all – and to the three title contenders in particular, says Peter Windsor

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An hour's drive north from São Paulo; 15 minutes down a pot-holed track – this is how he gets away from it all

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He touched so many lives in so many ways. We speak to six people with more reason than most to remember

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Battered and bruised at Williams, this talent is being nursed back to health by Jordan. Watch out, Damon!

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He owns one of the smaller F1 teams, but he has big ideas. So is he heading for a big fall? He reckons not

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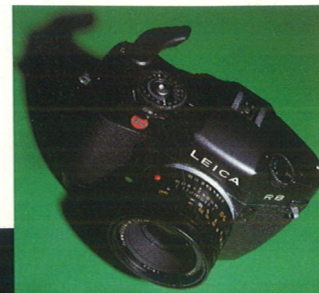
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The truck's doors swung open. The skies darkened. A chill wind whipped up. Senna's Lotus had arrived...

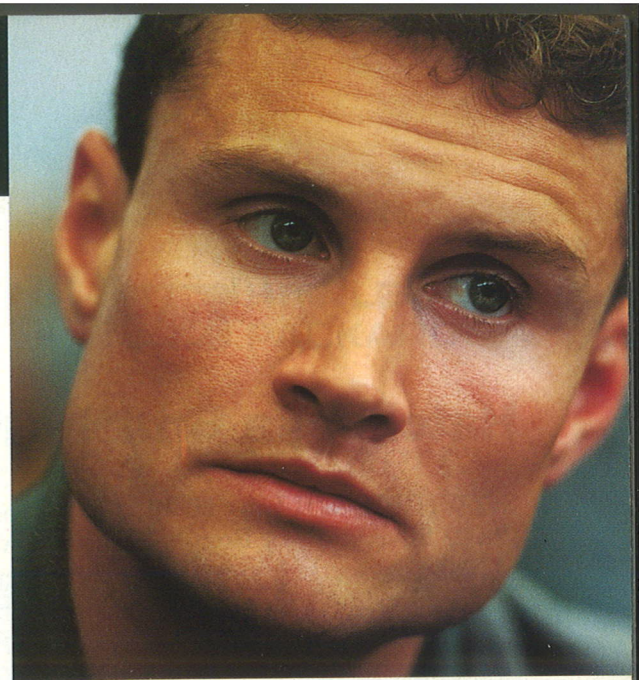
HESKETH TO HONDA

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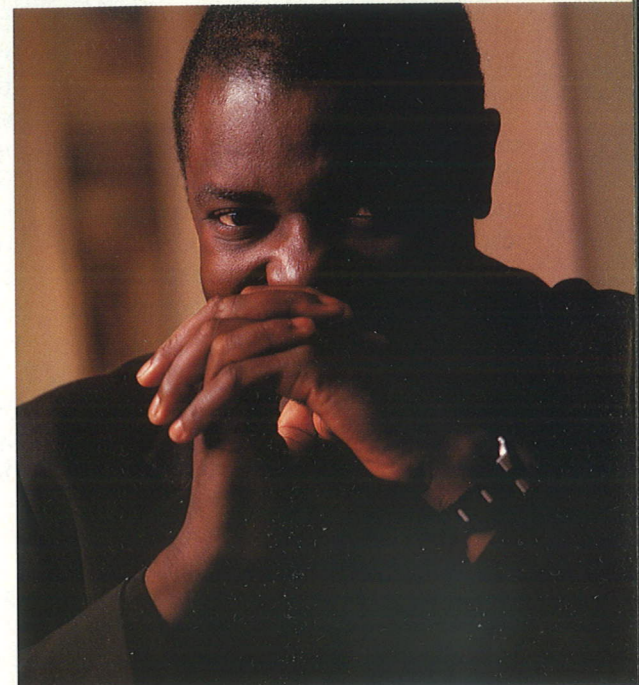
From hands-on innovator to guiding hand; from hooray Hesketh to fanatical Ferrari. A career that spanned F1



> 54 You're in the zone. Everything's happening in slow motion. Then ... bang! You're in the wall. Was Imola Mika's wake-up call?

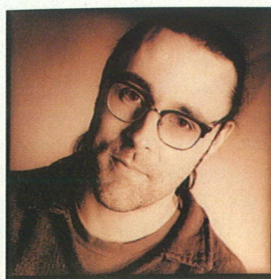


▲ 44 Scot on the rocks? Coulthard toils as Mika just gets quicker and quicker. But DC's still raring to go. Still confident. Still in with a chance



▲ 90 Princely sums: the new boss of Arrows is adamant that some of the old lags have got their figures wrong. He aims to make the most of it





Hatching a British GP plot

SO WHERE WILL we all be in July 2002? Silverstone or Brands Hatch?

To be perfectly honest, I couldn't give a monkey's! As long as there's a British Grand Prix – we don't have a Bernie-given right to one, remember – I'm happy.

Okay, okay, so who hosts 'our' race is an important issue, but do you, can you, *really* care right this minute – with months of claim, counter-claim, hedging and ditching to go before the matter is completely resolved? And then there's the small matter of three more Silverstone treks between now and then. For me, the impending sprint to Ste Devote between the two title rivals was far more compelling than a typically see-all-hear-all-say-nowt Bernie live-on-camera answer.

I know, I know, I'm naive. But talk of millions and millions of pounds, to be invested over the next decade or two, causes me to glaze over. I do my best to keep up with the business side

of F1, but it was its sporting aspects which got me hooked and keeps me enthused. I admire people who can espy and grasp business opportunities, but that allows me very little instructive insight into their world.

But what is patently obvious, even to me, is Mr E's antipathy towards the British Racing Drivers' Club, the owners of Silverstone. Their only major contract is with him, yet he was not kept informed about a bid by John Lewis (Who? Exactly) to buy Silverstone last November. You can imagine his mood. And he tends not to forget. So, a total, utter revamp of the Land That Time Forgot (the grand prix loop at Brands Hatch to you)? If that's what it takes...

My bet, however, is that he'd like the British GP to stay at Silverstone. Only this time, it would be the BRDC who'd be kept in the dark.

Gee, I guess I do give a monkey's.

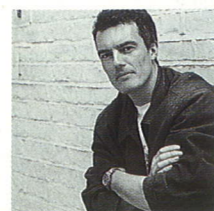
Paul Fearnley

contributors



Eddie Jordan

Our Blarney-blessed columnist can hold forth and entertain on most topics. To prove it, this month he's talking about his love of Coventry City FC – for which he was recently decorated (see page 22). For bravery, we presume.



Charles Best

One of the top portrait photographers in the business, he was impressed by Prince Malik's willingness to play to the camera. "Can you imagine Ron Dennis taking his shoes and socks off for a photo shoot?" Check out page 90.

The Scrutineer

Born in the shadow of the cooling towers at Didcot power station, and educated at the Bernie Ecclestone School of Dramatic Arts and High Finance, our man in the know says what he likes, and likes what he says. See page 138.



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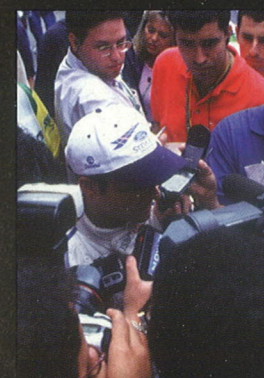
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parade



Wavy barrier, waving flags

You can't help but be swept up in a Michael Schumacher victory lap. It's always as though he's secured his first, not his 35th win. And this win was one of flowing beauty. A mixture of flat calm assurance and a raging storm of commitment. *And Monaco's right by the sea. Desist!*
Photograph by Darren Heath, Canon EOS 1RS, 600mm lens, Fuji Velvia film, 1/500th at F5.0



Walk, don't walk?

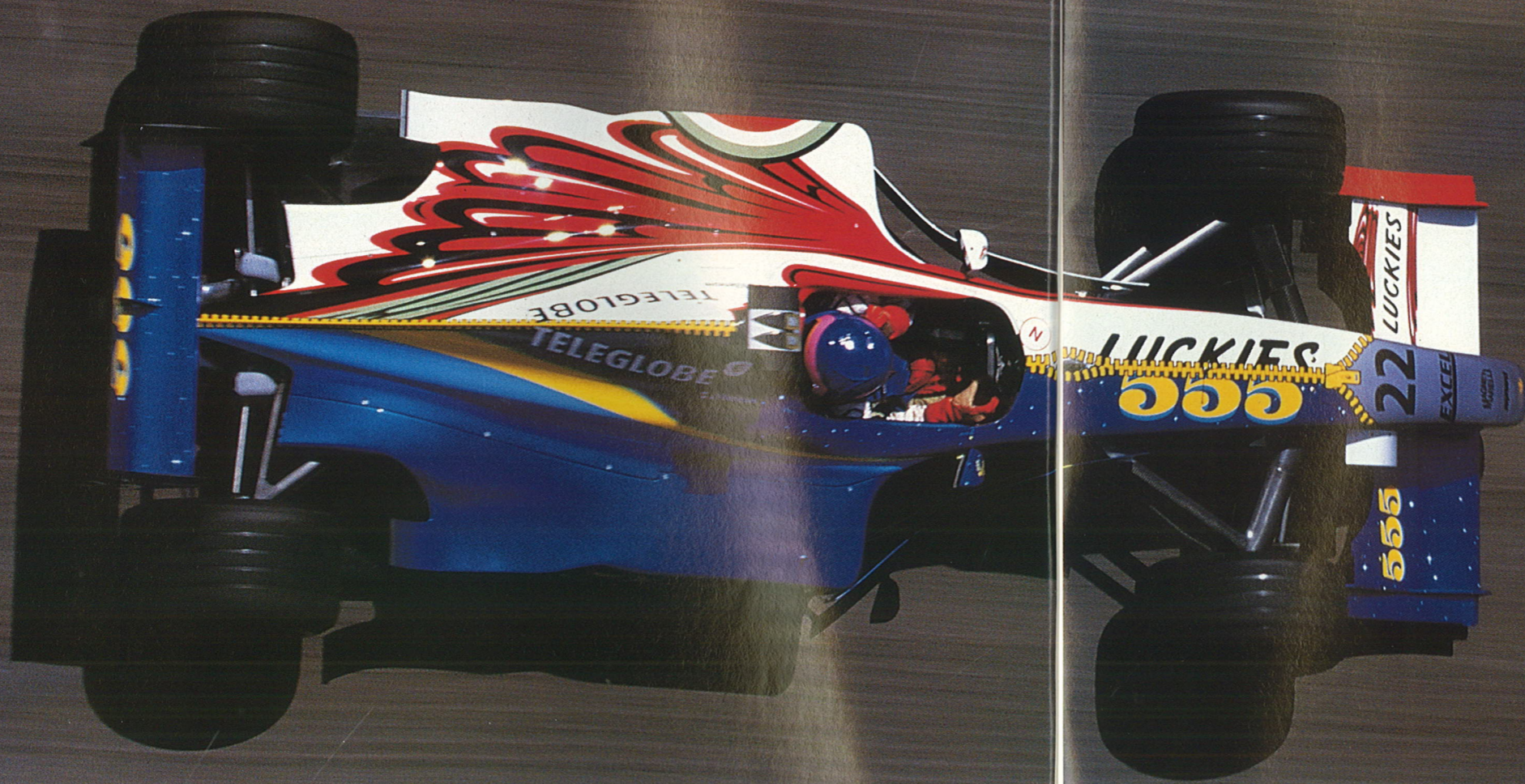
So what does he do now, Our Damon? Dig his heels in, or turn on them and walk away from it all? He knows better than most drivers that there is more to life than F1. The easygoing Damon Hill does, that is. The cussed, stubborn Damon Hill won't know what you're talking about. Our guess is that the latter version is pictured here, and the only thing *he's* walking away from is a collision with Ralf Schumacher. **Photograph by Darren Heath, Canon EOS 1n, 200mm lens, 1.4x converter, Fuji Velvia film, 1/500th at F7.1**

Bobbin' along

He lives in Monaco and he's very much at home at Jordan. Frentzen couldn't fail – was expected to do well. Just like in 1997/8. Er ... not. A real sea change

Photograph by Darren Heath, Canon EOS 1RS, 35mm lens, Fuji Velvia film, 1/100th at F13





Sweet then sour

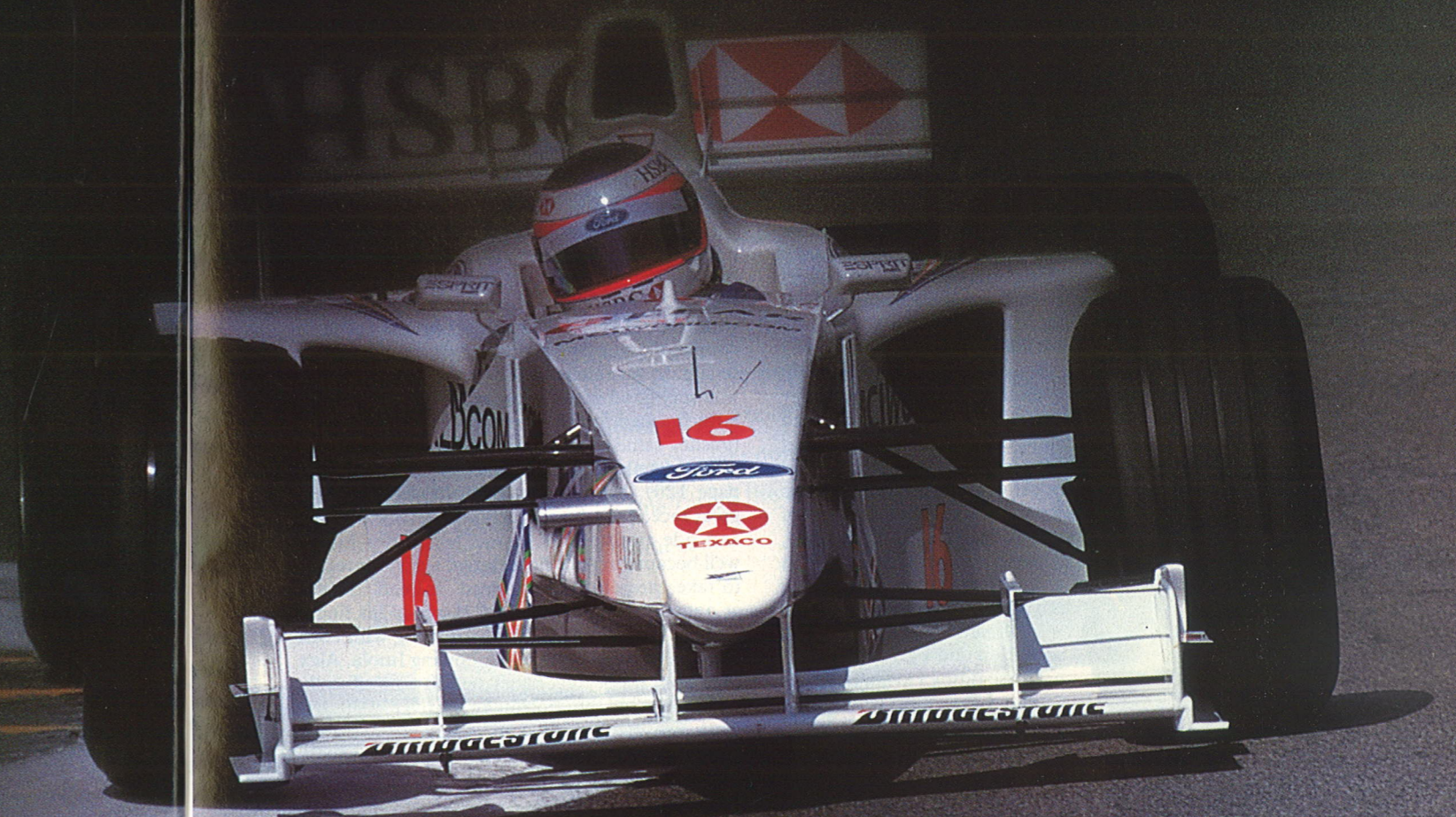
This feels okay. No, it's better than that, it feels great. Out of the pits, up through the gears, heading towards that fifth place on the grid. Race day. The lights go out ... and so do the gears. It's time for an early bath as the rest of the field storm by his stranded BAR-01. It's time to savour that sweet qualifying moment. Jacques, you just gotta hang in there.

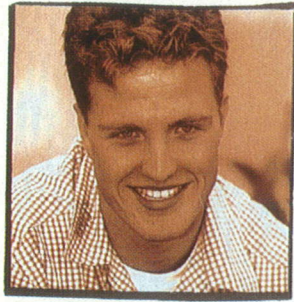
Photograph by Darren Heath,
Canon EOS 1RS, 80mm lens, Fuji
Velvia film, 1/100 at F13

Next step – top spot

He knew. We knew. You probably knew too. Everyone knew what Rubens could do; he just needed the right equipment. In Imola he had it. Lap after lap the SF-3 let him show off. And it's going to get better. Ford are working solely with Stewart Grand Prix next year. Rubens for the top step? Place your bets please.

**Photograph by Darren Heath,
Canon EOS 1n, Fuji Velvia film,
600mm lens, 1/640 at F6.3**





Ralf Schumacher

F1 drivers don't have time for hobbies. But they can dream. One day Ralf will view his farm on horseback

I WAS INVITED to play in the charity soccer match before the Monaco Grand Prix. I liked the idea of the charity, and did all I could to help promote it, but I wasn't exactly excited about the idea of kicking a ball around for a couple of hours. It's not that I don't like soccer; it's just that I'm not one of those people who thinks he's any good at it. In fact, I'm not good at it at all. I quite like team sports – working with the other guys to get something done – but, if I look back at the sports I've played, most of them have been individual, like tennis, horse riding ... and Formula 1.

My tennis is not brilliant, it has to be said, but I think I could be reasonable if I spent time with it. The problem is finding that time. You may think that my life leaves lots of spaces that could be filled on a tennis court; the reality is that I spend most of my time racing, testing and travelling. My next priority after that is to be as fit as possible, which means spending a couple of hours a day running and working out in the gym, so other sports, sadly, fall into neglect. I'm the sort of guy who plays tennis as much as he can for a couple of months – until something else gets my attention and I give it a rest.

Horse riding I loved for quite a while. I took it up when I was at school because there was a

stable nearby and several guys from our area had proved to be very good in competition. I really enjoyed racing karts, and felt very natural in them, but horses represented a complete contrast. Animals are unpredictable, of course, with their own minds and instincts, but they also respond to finesse and correct management. You have to be confident and clear about what you want the horse to do. When you can achieve that, and you get the best from the horse over a timed section, over jumps, there is a fantastic feeling of exhilaration. To ride well you need balance, poise and judgement – qualities you also need to drive a racing car efficiently.

I had three horses – Sinclair, Clarence and Gigolo they were called – and I used to love looking after them. I don't ride regularly now, except for the odd occasion, like Canada last year, when Michael and I did a bit, and I don't own any horses. If I did so, I would want to groom and look after them myself, so I guess that that puts me off a bit: I just don't have enough time. Riding, though, is something that I may do again in the future. I have this dream sometimes. I am on a farm. It is very peaceful. And I am riding across the fields for hours and hours ...

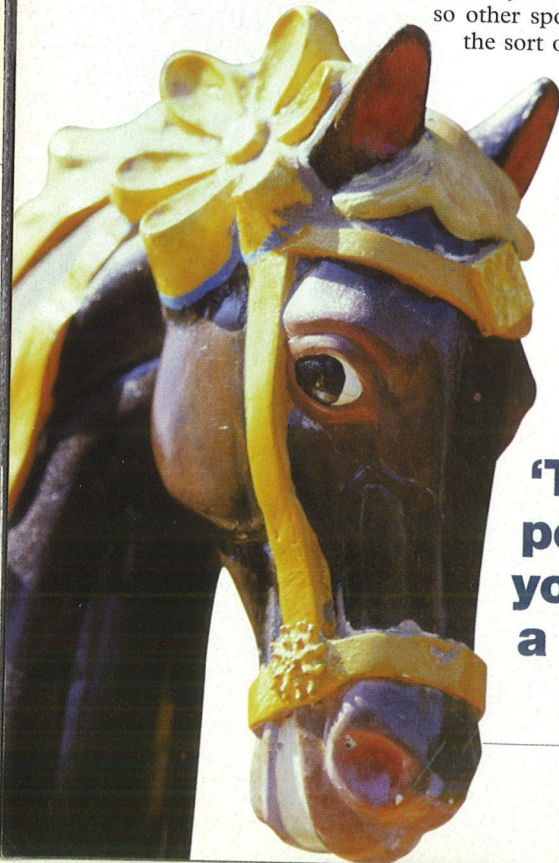
Back to reality. We've been to two very different circuits recently – Imola and Monaco. We weren't brilliant in qualifying at Imola, mainly because this is a graunchy sort of circuit with a lot of kerbs. You can set up the car for a couple of quick laps without really finding a race set-up, so we concentrated on the latter. The car was very good in the race, and I think we would have finished fourth, but then my recent run of finishes came to a halt with a blown engine.

The details of Monaco you can read about (see page 120). From my standpoint, Monaco is a great race. I can be self-contained, stay at home and ride around on a scooter – which is just as well because my physiotherapist was not present to take care of my every need. Instead, he was at home nursing two broken bones in his finger – a result of a bout of hand-wrestling with Alex Zanardi at the Nogaro test following Imola. Alex thought it was a great laugh, he can now officially be known as the Formula 1 driver with the strongest fingers.

What with DC hurting his foot playing football, I was glad to be out of it all, safe in the F1 car – assuming it wasn't throwing oil onto the rear tyres and spinning me into a barrier, that is.

What was that about cars being more predictable than horses?

'To ride a horse you need balance, poise and judgement – all qualities you need to drive a racing car... It's a fantastic feeling of exhilaration'



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eddie jordan

Our man says he will watch any sport so long as it's played well. So why does he support Coventry City?

HAVING SOME FORM OF RELAXATION is more important than ever now that motor racing seems to fill most of my waking hours. I'm not saying I dislike it – of course I like it! – but it's much more demanding than ever before. At Imola, for instance, the only time I had to myself was the half-hour walk from our hotel to the track. This was a great opportunity to enjoy the morning air and clear my head ready for the day ahead.

Funnily enough, that bit of free time seemed to take on an even greater significance when I bumped into Rubens Barrichello. I was instantly reminded of how we used to go running together when he raced for Jordan. There's no time for that now, and it brought home the need for the occasional diversion from the Formula 1 business in hand.

Last month, we talked about the place music has in my life. I would say that sport follows a close second. At this time of year, I'm fascinated by the end-of-season dogfights in soccer as clubs either battle for promotion or try to avoid relegation. I can write this with a light heart because, by the time you read these words, 'my' team, Coventry City, will have kept their place in the Premier League.

I'm often asked why I chose to be a fan of Coventry. In 1976, when I used to come over to England and race in Formula Ford and Formula Atlantic, I became friendly with a great motor racing fan called Harvey Pallett. He was a man of many parts. He owned a small pub in Ireland, he was the vice-president of Coventry City and he was the chairman of Nuneaton Borough. He was a huge man who used to love drinking

pints. Apart from being a wealthy builder, he also used to breed donkeys! A bit of a character, to say the least.

If there wasn't a race and it was Saturday, he would take me to watch Coventry. That's how my association with the team began and it never occurred to me for a minute to support anyone else. I follow Oxford United because I live in Oxford, but my allegiance to Coventry, even through dark times – and there have been a few of those – has stayed very strong. More so now I have got to know the chairman, Brian Richardson; a superb man who has done great things for the club.

The interesting thing is that Coventry City has got closer to Jordan Grand Prix over the years, and vice versa. For instance, when we had a celebration dinner in January at the Birmingham NEC, Gordon Strachan, the Coventry manager, and a couple of players came along. I'll do charity events for the club and, on our rare days off, Brian and I will go horse racing in Ireland – which is a story itself, as you can probably imagine!

I'll play golf when I get a chance, but the problem is that takes up the best part of a day. My wife Marie plays representative golf for Oxfordshire, so I'll go to tournaments and give her as much support as I can. In fact, given a chance, I'd watch any sport played well.

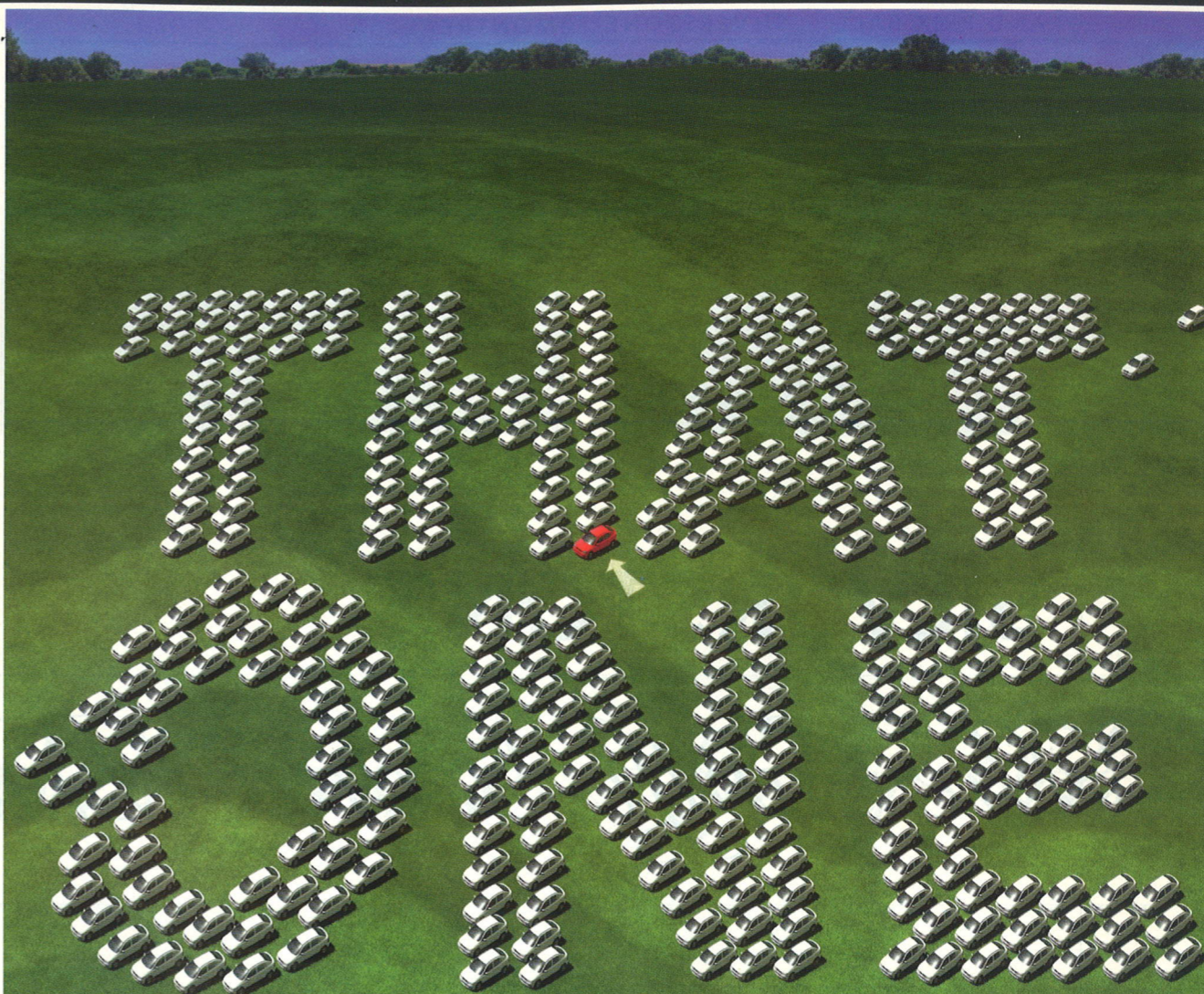
It's easy to forget, when you're in the thick of a grand prix, that there are people watching you. But there is no doubt that, since Benson and Hedges Jordan came of age and we won our first race, the public perception of the team has risen considerably. Certainly, it's come to the notice of some senior people in Ireland and, as a result, that has led to one of the greatest honours I think any man in the street could have. I have just been appointed to represent Ireland in an ambassadorial role. It's unique because it hasn't come through the foreign service or through work inside the government. It's come as a recognition of the Irishness of the team, and the style and charisma which I think it represents.

The new role combines the two things in which I am particularly interested: sport and tourism for Ireland. It's about getting people to visit a great country and it's about all sport with an Irish connection. It could be Ryder Cup golf, international rugby, or soccer – not just motor racing.

For me, this will be a very easy task because it will be an absolute delight. It's also a privilege, one which really will combine business with pleasure. I can't think of a better solution to the difficulty of finding time in an already busy schedule to enjoy myself. It will involve a bit more talking – so, before you say anything, I'll make no further comment... 1



'My allegiance to Coventry City, even through the dark times, has stayed strong'



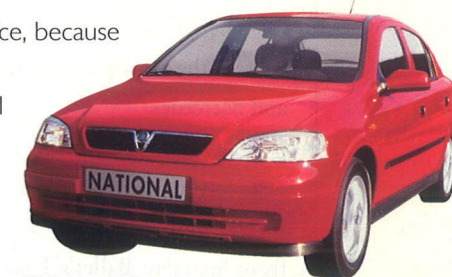
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SILVERSTONE

The Swift Grand Prix Ball 1999 - July 9th

The annual ball - held as the curtain raiser to the British Grand Prix - has announced a new five-year sponsorship deal with Swift Rent-a-Car.

The decision to sponsor the event - The Swift Grand Prix Ball - is a reflection of the company's determination to reinforce its position at the forefront of the market for prestige replacement vehicle rental, to drivers involved in non-fault accidents.

Swift chief executive, Colin McLean, said: "Last year Swift sponsored a Formula Palmer Audi car but has now decided to move up a gear into the Formula One arena. Many owners of prestige cars are avid Formula One fans and these drivers are precisely our audience."

"There is an excellent synergy between our business and Formula One - we rent the most prestigious marques of vehicle such as Porsche, BMW Audi and Mercedes."

The Swift Grand Prix Ball will be held on Friday 9 July 1999 at Stowe, near Silverstone, attracting drivers and team owners including Eddie Irvine, Johnny Herbert and Eddie Jordan; 1,350 guests; and performances from Spandau Ballet's Tony Hadley with band plus The Bootleg Beatles.

A charity dodgem race will be held among the drivers and celebrity guests, with proceeds from the race, raffle and auction donated to the CLIC (Cancer & Leukaemia in Childhood).



"Many owners of prestige cars are avid

Formula One fans and these drivers are

precisely our audience."

Colin McLean - Swift Rent-A-Car



For more details contact Paul Marshall at Event Vision Grand Prix Ball Ltd
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ENTERTAINING BUSINESS

BRANDS HATCH OR SILVERSTONE? A CASE OF CIRCUIT AND SEE

GP puts Brands on map

BRANDS HATCH BOSS Nicola Foulston has won the Battle of the British Grand Prix with an "absolute and exclusive" six-year deal with Bernie Ecclestone costing £45 million.

Foulston announced on the eve of the Monaco GP that Brands Hatch Leisure will stage the race from 2002 to 2007, with a further five-year option clause.

At the same time she unveiled plans for a £20 million redesign of Brands Hatch to bring the Kent circuit up to F1 standards. The proposed changes have been given the green light by the FIA Safety Commission, and the construction work will be undertaken by German company Tilke GmbH, who built Malaysia's Sepang GP circuit.

Foulston's tabled bid of £7.5 million per year is 50 per cent more than that being paid by Silverstone.

"We believe that we have paid the right sum of money for the race - we think we have value for money," said Foulston. She stated that the race will boost her profit margin by "40 per cent". For many, however, such a figure doesn't warrant a £65 million investment, leading

to speculation that the deal has more to do with Bernie Ecclestone's desire to wrest the control of the race from the BRDC. The club made it clear last month that they

wanted no part in any deal with Foulston, who was hoping to buy Silverstone and continue to stage the race at the Northants track. "Silverstone is run like a

big national racing club - effectively it's like a big old boys' club," said Ecclestone. "I'm 100 per cent confident that this will be a profitable race for Brands Hatch. Nicola has all the finance in place already, so I have no need to help her."

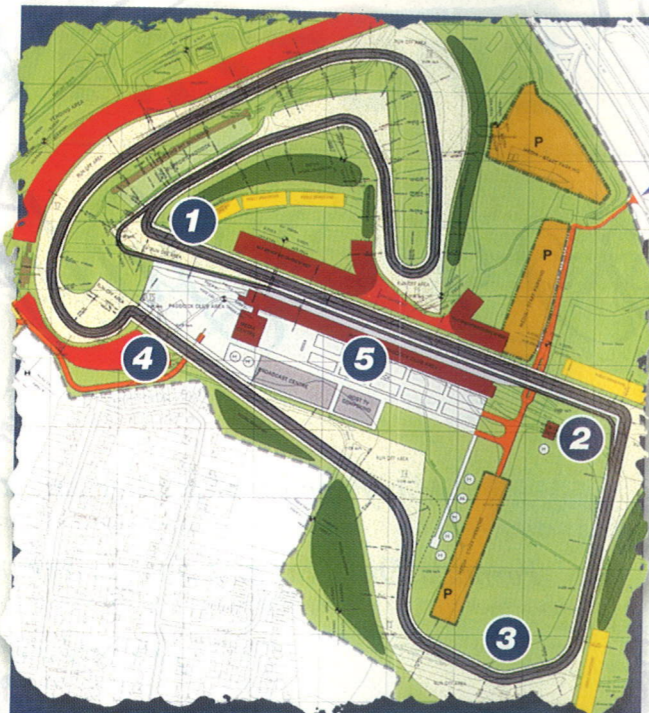
Foulston, meanwhile, has not given up on the purchase of Silverstone, and many feel there is a chance the British GP might stay put, albeit under her control.

"We were interested in acquiring Silverstone as a venue with Formula 1, now we are interested in acquiring Silverstone as a venue without Formula 1, just as we are interested in acquiring venues elsewhere in the world."

But she added: "Mr Ecclestone has made it very clear to me that he wants the British Grand Prix to be staged at Brands Hatch.

"I look forward to making this the biggest and most successful grand prix ever.

"I believe that our record speaks for itself. Since our flotation in 1996, we have consistently beaten all the market's financial expectations, and defied our motorsport critics. It will be an emotional moment."



1 Surtees will be significantly tightened and lead on to the new pitstraight
2 Hawthorn used to be a fast corner for the committed, now it will require second gear and heavy braking
3 From Westfield through to Dingle Dell will become a series of fast sweeps
4 Super-quick Clearways will become a very stop-start chicane
5 Woodland will give way to a huge pit complex

What they said about what they heard...

Jackie Stewart "Silverstone run a well-packaged race. They have spent the money whenever they've had to and, let's face it, it's not physically possible to stage a GP at Brands unless you bulldoze the place. So I don't understand why there is a case for it going to Brands."



Stirling Moss "It's three years away - a lot can happen in that time. If you go to Silverstone you will see all the work that has been done since last year. I desperately hope we [the BRDC] keep the race. I think it should belong to the best club in the world of motor racing."

Ron Dennis "Silverstone is the only track in the world where all the profits are put back into the sport. There are some fairly mature people at the top of the BRDC, perhaps too mature, but I think it's wrong that the race could go to Brands Hatch, and I'm not afraid to say so."



Nigel Mansell "This is fantastic news. The circuit holds great memories for me - I won my first grand prix there. The circuit's undulations and demanding corners made for great racing for the drivers and a huge spectacle for the fans. The atmosphere was always electric."



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Silverstone will not be panicked

SILVERSTONE HAS NOT given up the fight to keep the British Grand Prix.

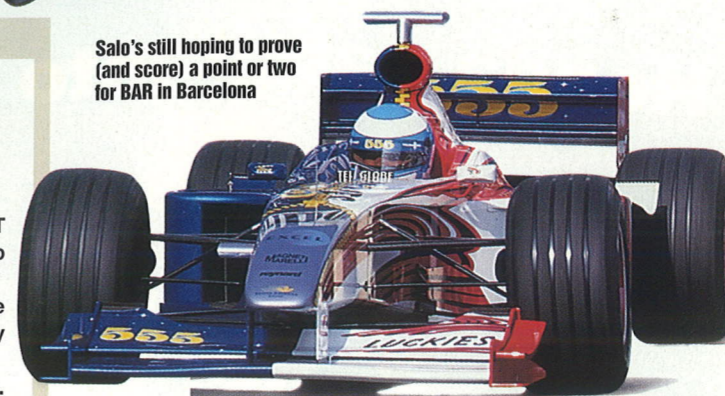
Denys Rohan, MD of the track, said: "It's a long way from being over.

"There are two agendas. The first is to lift the price of the GP. The second is that Nicky wants Silverstone. She has been turned down by the BRDC; now she is trying to get them to panic.

"Nicola's made an offer, but she has to bring Brands up to the correct standard. So her's must only be a conditional contract.

"Bernie has said that if we can match Nicky's offer we can have the race. But the sort of money she is talking about is only sustainable with a substantial hike in the ticket price.

"Everybody is tweaking our tail. But I am not going to get into a bidding match with Nicola when she has not even got a circuit yet."



Salo's still hoping to prove (and score) a point or two for BAR in Barcelona

Salo has foot in door

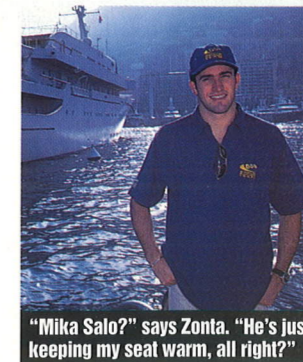
BAR'S STAND-IN driver Mika Salo looks all set to keep his place at the Spanish GP after the FIA's medical delegate Prof Sid Watkins concluded it was too early for regular driver Ricardo Zonta to return.

Zonta, who crashed in Brazil, is still recovering from the foot injuries he sustained in the accident.

"I spent three nights in hospital in São Paulo and then went to stay with my manager," he said. "There's still a pain on the left side of my right foot, but what can you expect when you cut

eight tendons in your foot? I've had physiotherapy every day - it'll be another month before I am fit."

That'll be Canada then.



"Mika Salo?" says Zonta. "He's just keeping my seat warm, all right?"

GP winners at Brands

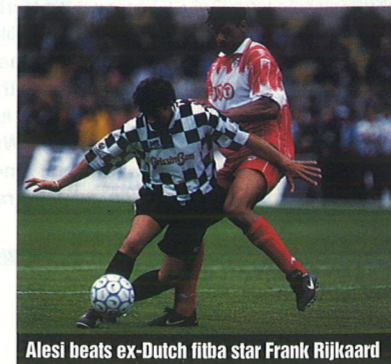
- 1964 Jim Clark LOTUS
- 1966 Jack Brabham BRABHAM
- 1968 Jo Siffert LOTUS
- 1970 Jochen Rindt LOTUS
- 1972 Emerson Fittipaldi LOTUS
- 1974 Jody Scheckter TYRRELL
- 1976 Niki Lauda FERRARI
- 1978 C. Reutemann FERRARI
- 1980 Alan Jones WILLIAMS
- 1982 Niki Lauda McLAREN
- 1983 Nelson Piquet BRABHAM*
- 1984 Niki Lauda McLAREN
- 1985 Nigel Mansell WILLIAMS*
- 1986 Nigel Mansell WILLIAMS

* denotes European Grand Prix

FOOTIE IS KING Monaco's equivalent of the Hackney Marshes came alive just prior to the grand prix when current Formula 1 drivers took part in a children's charity football match against Prince Albert's celebrities.

The match ended 5-2 to the celebs-'n'-royals, but no-one cried foul such was the range of sporting talent on show. Those donning their footie boots included Michael Schumacher (and brother Ralf), David Coulthard (who injured his foot during the match) and Jean Alesi (left) who displayed a strong commitment to the 'beautiful game'.

Their rivals included Prince Albert of Monaco, rally driver Carlos Sainz and Juventus' boy with the golden feet, Alessandro del Piero. No wonder they won.



Alesi beats ex-Dutch fitba star Frank Rijkaard

fact

The latest paddock gossip

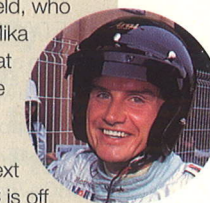
Whiting in team's black books?

Charlie Whiting, (right) the FIA's technical chief, has been offered a team job from Benetton and it's causing an all-mighty ruck down the paddock. Rival teams are fearful that Whiting, the only person privy to all their secrets, might spill the beans, thus helping Benetton move up the grid. Can't see Bernie agreeing to that, can you? Thought not.



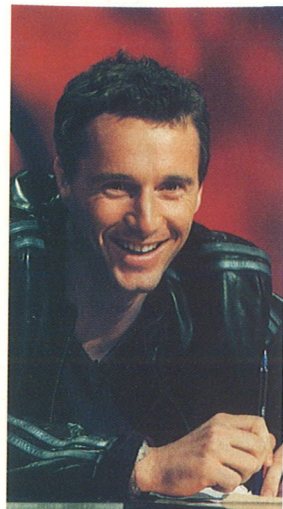
The wheels on the bus...

The who-goes-where rumour mill was in full flow at Monaco and here's a summary. F3000 title favourite Nick Heidfeld, who went quicker than Mika Hakkinen in testing at Magny-Cours before Monte Carlo, will replace Coulthard (right) at McLaren next year. Apparently, DC is off to join his fellow Scotsmen at Stewart Grand Prix - he had dinner at Paul Stewart's house the week before Monaco, so it must be true. Herbert is the one making way for DC at Stewart GP; everyone's favourite 'cheeky chappie' is said to be retiring. According to some, Irvine has already signed for Jordan. His place at Ferrari is set to be filled by Trulli or, wait for it, Diniz. In full gossip mode, young Pedro is set to pay a substantial wedge (\$22 million) to be Schuey's lackey.



Irvine gets the feelin' someone is after his drive

LAT: LAT ARCHIVE; DARRIN HEATH



"Er ... pass. Er ... pass. 1999 Oz GP? Er ... oh yeah, that was me"

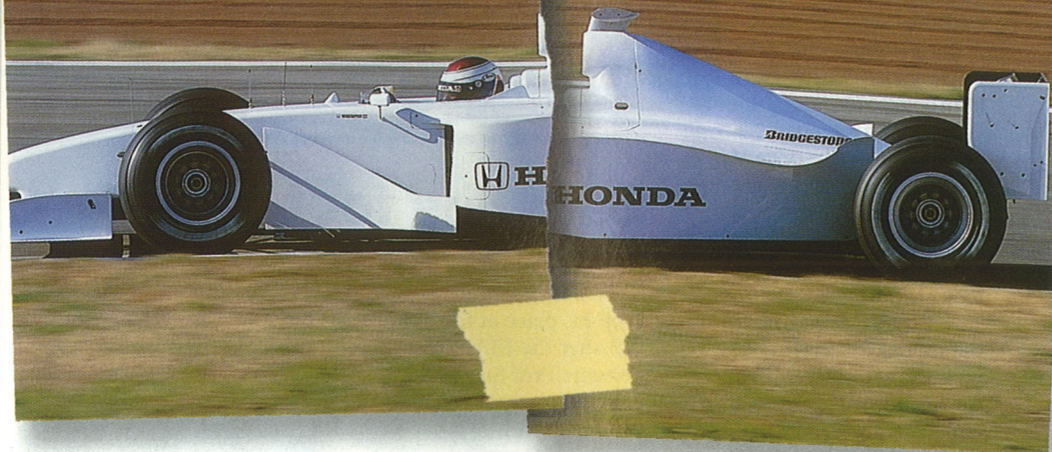
Irv 'bleeps' on the Beeb

WHILE DAMON HILL has been beavering away on Channel 5, Eddie Irvine went for an audience for his TV appearance.

'The Swerve', appeared on the BBC's *They Think It's All Over* and succeeded in calling regular team member Rory McGrath an "arsehole". A nice touch, we think you'll agree. But it was tame in comparison to the froth that 'comic' Bradley Walsh spouted.

At least Eddie made us laugh. Good work.

Honda patch into BAR



BAR HAVE BEATEN Jordan to the Honda engine punch.

Craig Pollock's team have strong Honda connections through Reynard's Indycar successes, and the Japanese manufacturer have been swayed by the potential of the massively-funded, Brackley-based team rather than the current form of Jordan Grand Prix.

An announcement

confirming that BAR will benefit from works Honda engines in 2000 is expected soon. Jordan, meanwhile, will have to make do with an extension of their deal with Honda's Mugen arm.

What happens about BAR's Supertec contract, which still has a season to run, is unclear.

"If Craig wants to run four cars - two Honda and two Supertec - that is okay,"

said Supertec boss Flavio Briatore. "I have BAR and Benetton next year."

Craig Pollock said: "I don't want to discuss the deal, and I'm not prepared to say how I would get out of the deal I have with Supertec. Actually, I don't know how. I've never tried to break a contract."

• The Monaco meeting to discuss any future exclusive use of V10s was cancelled.

COATES/LAT

Bernie E to give rallying new look

RALLYING IS SET for a revamp after Bernie announced he's to spend £75 million on it.

He aims to revolutionise the sport by using his TV expertise, but says there is much to do: "The problem with rallying is that you can't see who is leading," he said. "With F1 you can see, more or less, where everyone is."

Try telling that to us ITV viewers.



"No flasks of tea, bobble hats or scotch eggs, OK"

LAT

Flat over crest, into 30 right, but not into any living rooms via TV!



LAT

TON-UP SAUBER BOYS Imola was Sauber's 100th GP and here is their family tree. From left: Lehto's C12 finished fifth on its '93 debut; '94 saw Wendlinger's crash;



BABY SPICE AND Johnny Herbert are one and the same as our morphing experiment shows. *Sound of Music* star Julie Andrews (second from left) and Courtney Love of rock group Hole (centre) are both visible, but we want more. How about Eddie Irvine morphing into a pint of Guinness or Rubens Barrichello into William Hague? Suggestions on a postcard.

Engines: who, why, what, where, when

BMW'S ENGINE test programme has finally begun. Jörg Muller shook down the new V10 in the back of a 1998 Williams FW20. The 1997 F3000 champ completed 476km during three days of running at BMW's Miramas test track in France.

The Munich marque is continuing to recruit, and the latest addition to their workforce is Andy Cowell, who was a key player in the development of this year's Ford V10.



LAT/ILLUSTRATION: MAX ELLIS

TOYOTA HAVE REFUTED rumours they will enter F1 as an engine supplier next year by way of a prelude to their full 2003 assault. Jordan, Benetton, Sauber and Minardi have all made approaches.

FORD WILL ONLY supply engines to Stewart Grand Prix next season. This leaves Minardi in the lurch, especially as Supertec boss Flavio Briatore has stated that his company will not fill the breach for the little Faenza-based outfit.

PEUGEOT'S NEW ENGINE for 2000 will be tested on the dyno in June. "This is early," said Alain Prost. "There will be a big development with this engine."

BENETTON ARE ANGLING for a deal with Renault. "We'll have to wait and see what Renault wants to do. It's too early to get frustrated," said Rocco Benetton.



Clay Regazzoni: once a tough cookie, always a tough cookie

Marathon for 'Regga'

CLAY REGAZZONI, the former BRM, Ferrari and Williams F1 driver paralysed in an accident during the 1980 US GP West at Long Beach, has set his sights on a new sporting challenge.

The Swiss driver, who was renowned for his no-nonsense attitude on the track, is preparing to tackle the wheelchair class of the New York Marathon.

Despite his injuries, 'Regga' has recently competed in Paris-Dakar-type rally-raid events.

on the inside

Tunnel vision in the best sense

Monaco is about yachts the size of apartment blocks and cars faster than the women in them. But it's also about the whitest knuckles and the biggest balls. And none come whiter or bigger than those of Mika Hakkinen.

We are at the exit of the tunnel. Fifth gear. 175mph. The chequered flag is out; Mika is on his do-or-die last lap. This is the one; his car hasn't been working well up until now, and Schumacher is on pole position.

A glance behind me, across the harbour, reveals a great deal: the beautiful people are sunbathing, not watching.

Hakkinen is at the hairpin. I can hear his Merc V10 running idly as he yanks on full lock in first gear. Then I lose him in the muffled confusion of ricocheting noise between the walls of Portier. Any moment now he'll be with me.

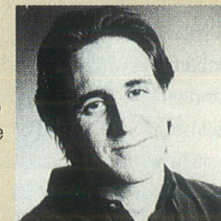
Monaco's tunnel is much sharper in reality than TV would have you believe. It's not easy flat, as Zanardi told me after the first practice session of the weekend. It's dark and dingy, too. Below, the sea is at high tide and condensation levels are high; drips of water threaten to fall from its ceiling onto the racing line. Mika's line to yet another pole position.

Suddenly there he is, kissing the three layers of Armco I'm leaning against. I am so close I can read the label on his driving glove.

Mika's stance is very aggressive, his head dipped slightly forward, leaning into the curve, hugging the inside barrier until he is forced to let his MP4-14 run wide. Towards me. Behind him all hell is breaking loose: a decibel level 3000 times over the EC's recommended maximum, and lots of sparks. Mika is running his car very low.

Half a minute later he gets his pole and the grin on his face is wide. He's stuffed Schuey. And he's just defeated the world's toughest circuit. Nowhere is F1 purer than right here. They express concerns about safety in the lead up to the race, then they drive it and, to a man, relish it.

Men in fast cars who just can't help themselves.

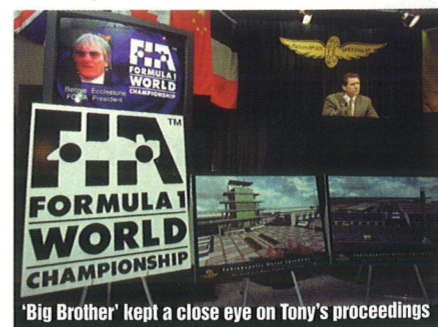


by TOM CLARKSON

September date for Indy

THE UNITED STATES GP at Indy will be held on 24 September 2000.

Bernie had wanted the race to run in June so that it tied in with the Canadian GP, but Tony George, boss of Indianapolis, held his nerve, saying that the suggested date was too close to the Indianapolis 500.



'Big Brother' kept a close eye on Tony's proceedings

'95 was the start of the Red Bull partnership; a poor '96; Ferrari power for '97; enter Alesi for '98. 1999?



IT'S A TECHNOLOGICAL MARVEL, CAPTAIN



Paragon's main building will be big enough to house nine (just count 'em) 747 jumbo jets



Ron's brave new world

THIS IS PARAGON, the TAG McLaren Group's new HQ which is currently being built in Woking.

Designed by Sir Norman Foster (who brought us the Lloyds Building in London and revamped the German parliament, the Reichstag), Paragon has been 10 years in the making and is set for completion in 2001.

All the group's activities

will be based here, including the new wind tunnel.

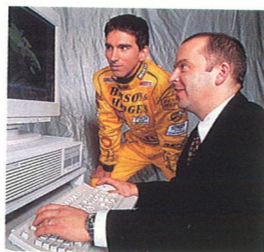
The principal building is divided into 18-metre wide strips, and the production floor where the F1 cars are assembled is on the ground floor for easy access.

It will be linked to a smaller satellite building by a tunnel which will house the McLaren car collection.

With so much water on

the site, Paragon will have a one-metre thick concrete wall dug 27 metres below the surface to protect it from the water pressure.

But despite the glamour, it's a place of work too, as Ron Dennis knows: "I have very strong views about what you can do to put people in an environment where they will be productive." So no slacking you lot, okay?



Damon Hill needs you!

HEWLETT-PACKARD have teamed up with Jordan for the 1999 Design Challenge for CAD professionals.

Mike Gascoyne, (above), designer at Jordan, said of the challenge: "We are looking to give designers industry experience, and the winner will go to a race - maybe we'll find the next great F1 designer!"

The three categories are mechanical, composites and aerodynamics.

For info check out www.jordangp.com/hpdesignchallenge99.

The TAG-2000 Powertrain Control System (below). Fascinating, but would you visit the Dome to see it?



... but there's no place like Dome, is there?

MCLAREN WILL HAVE one of their technological products on display in the Millennium Dome after winning an award from the Design Council.

The TAG-2000 Powertrain Control System, already used by the McLaren, Jordan, Prost and Arrows F1 teams, is a revolutionary unit that handles the control requirements of motorsport engines, gearboxes and chassis. It incorporates a gold-plated, multi-layer circuit board for "reliable performance".

So it won't come cheap then.



MICHAEL SCHUMACHER IS the new 'hair' of L'Oréal. Schuey's taken over from Jean Alesi and is telling us to "think about hair loss before it happens". Yep, that's right, he's pushing an anti-balding lotion. But the best bit? It's the sentence that reads: "Because I'm worth it." Of course you are, Mike.



Tambay (below) tells Schuey to stick to the rev limit. As if

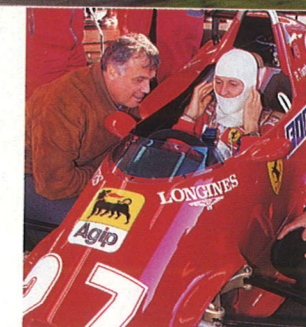
Schuey samples real power

SCHUEY HAS TESTED the last Ferrari to win the San Marino GP before his F399 - Patrick Tambay's 1983 126C2/B.

A run at Fiorano in the 900bhp, turbocharged, winged monster (above) left him amazed at the advances

F1 has made: "When I tell myself that it is 16 years old, the only thought that comes into my head is that F1 is evolving very quickly.

"What frustrated me was not being able to get the revs up beyond 10,000rpm. With mine I use 7000 more."



New mods for those BAR rockers

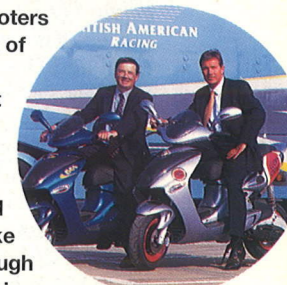
MALAGUTI SCOOTERS will provide British American Racing with a fleet of Firefox scooters

for the rest of the season.

The eight nippy little runabouts (available in 555 and Lucky Strike liveries, though minus the zip -

thankfully) will help Villeneuve get from one end of the F1 paddock to t'other. Or, indeed, from the starting grid to the pits should his BAR break down.

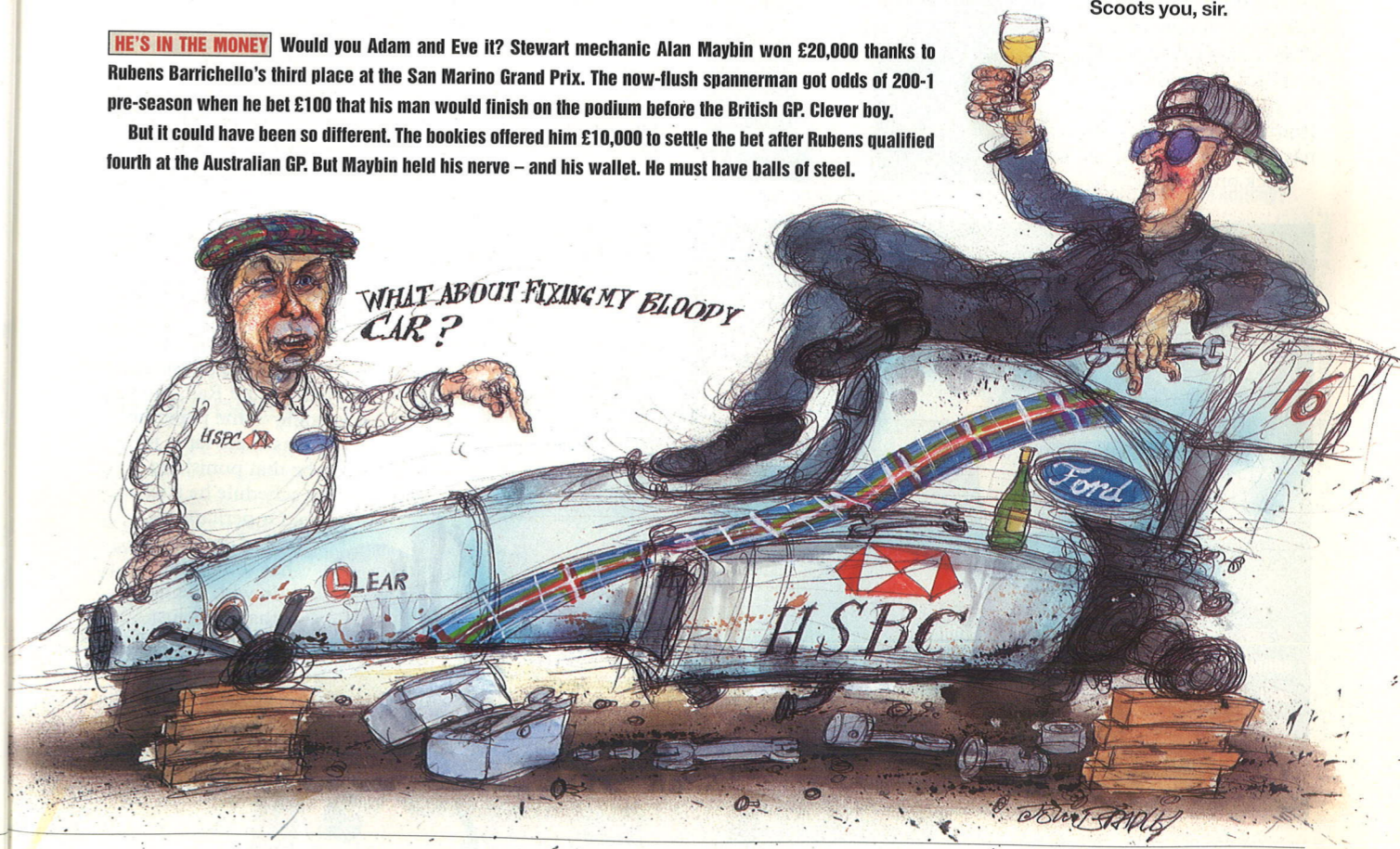
Scots you, sir.



Pollock adopts the Italian-scooter-rider look: hand on leg, suit and no helmet

HE'S IN THE MONEY Would you Adam and Eve it? Stewart mechanic Alan Maybin won £20,000 thanks to Rubens Barrichello's third place at the San Marino Grand Prix. The now-flush spannerman got odds of 200-1 pre-season when he bet £100 that his man would finish on the podium before the British GP. Clever boy.

But it could have been so different. The bookies offered him £10,000 to settle the bet after Rubens qualified fourth at the Australian GP. But Maybin held his nerve - and his wallet. He must have balls of steel.



'Demon' Damon changes his spots

WHAT HAVE DAMON Hill and heavy rockers Def Leppard (right) in common?

Not a hearing problem, but a propensity to play the guitar – very loudly. And so Damon has teamed up with Joe Elliot, Def Lep's singer and near Dublin neighbour, to play on the new album *Euphoria*. 'Demon' – as the band calls him – supplies the 'ride-out guitar solo' on the opening track, *Demolition Man*, a "jagged riff building into a big, brash, bombastic chest-beater of a number."

As Joe explains, the whole session went like a dream: "We rang him up and said, 'How about coming along now?' and he was at my house in less than 15 minutes. I don't think he even put his shoes on! He was great. It only took him three hours to record. He went for a sound between the Slash and Andy McCoy from Hanoi Rocks." No, we haven't heard of Andy either. Rock on, Damo!



So, I just grow my hair, wear black and start this headbanging lark, right?

Damon even met the Gimp (top) during the filming of his new series

As well as rocking on, Damon has begun presenting his own TV show, perhaps as a prelude to a future career on the box should he decide to retire from F1.

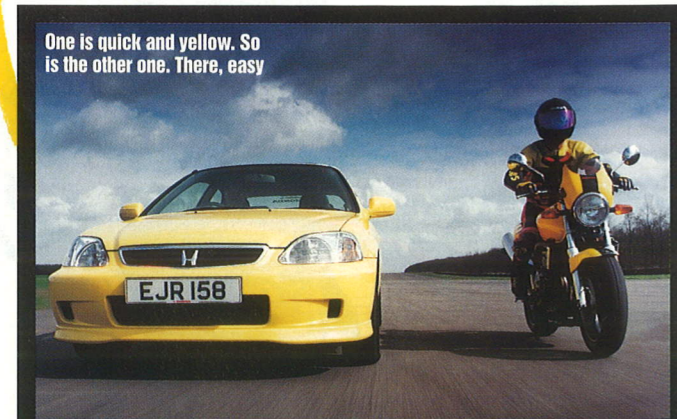
Damon Hill's Wild and Whacky Races, now showing on Channel 5 on Wednesdays at 8.30pm, is devoted to unusual forms of motorsport, like the British Lawnmower GP and ice racing on motorbikes with spiked tyres.

Could his choice of channel have been influenced by a wish not to be compared with ITV's commentating maestro – and recent TV Sports Pundit of the Year-winner, Martin Brundle? Nah, surely not. No competition there, we'd wager.

Ralf plays hard to get

HOW'S THIS FOR a classic love story: "Topless model Jordan (real name Katie Price) is making a play for ex-Jordan driver, the baby-faced Ralf, but according to the paper he just wants some kip – it must be that punishing testing schedule he sticks too. Or perhaps his lack of enthusiasm has something to do with the fact that she's just ditched muscle-bound Ace from TV's *Gladiators*?"

"No, not tonight petal, I've got to race me motor"



F1 FOR B-ROADS Jordan have teamed up with Honda to produce the limited-edition Jordan Honda VTI, a vivid yellow version of the 160bhp Civic VTI. As well as Jordan trim and a carbon gearknob, the £17,995 VTI comes with an Eddie Jordan-signed plaque. Cool. Alternatively, you could get your hands on a Jordan Honda Hornet motorbike. You'll have to be quick though – only 50 of the £4,195 two-wheelers are to be built.

AN ASTUTE READER spotted this advert for bigger, juicier Rowntree's Fruit Pastilles. Look closely and you'll see that the kid is a younger



version of David Coulthard. It goes to show that if 'all you can do is chew' you too could end up with a jawline as chunky as DC's. (Joke.)

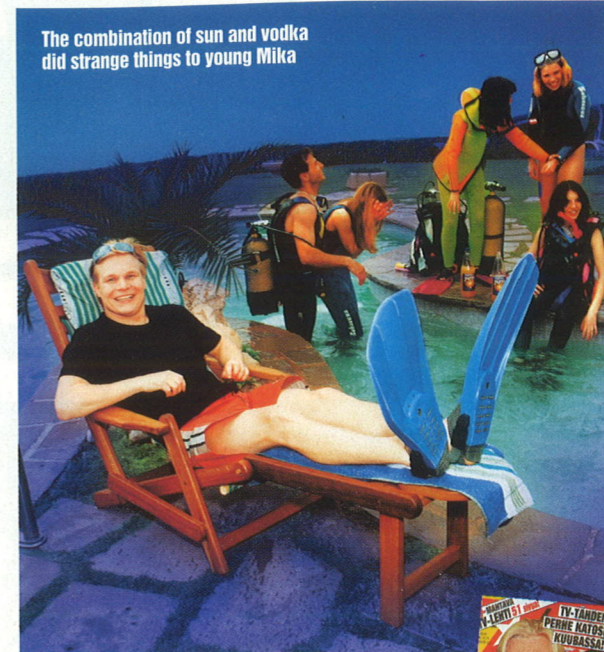


Water 'shed'

THE SNAPPER, EJ's rather resplendent Sunseeker yacht, made an unplanned pitstop in Guernsey just days after the Brazilian Grand Prix.

A damaged bulkhead was suspected, but the problem was later diagnosed as little more than a couple of broken hinges on the galley's oven.

Captain Hogwash?



The combination of sun and vodka did strange things to young Mika

SALO NO LONGER SOLO? Mika Salo is front-page news in the Finnish gossip magazines (right), who claim that he's on the verge of walking down the aisle with his long-term girlfriend, Noriko. Mika, however, has vigorously denied these rumours.

What he can't deny is that he recently donned blue scuba diving flippers (above) to advertise a new orange drink. No, we don't get the connection either.

Nor is he denying rumours that he will join Honda's R&D programme, alongside Jos Verstappen, when his stand-in spell at BAR has ended.



"Hands off!" warns EJ through his smile

He shoots, he scores...

EDDIE JORDAN HAS been inducted into football's Hall of Fans recently – along with England's rugby union captain Lawrence Dallaglio and actor Robson Green.

EJ is a keen supporter of Coventry City (hey, there's no accounting for taste).

Another honour has come EJ's way: he has been asked by the Irish government to become one of their roving sporting ambassadors.

Wonders never cease.

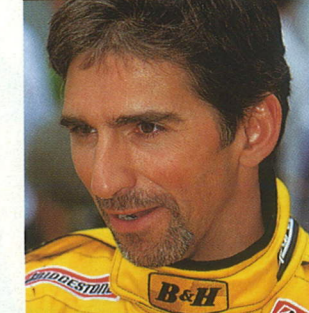
Fisichella becomes a dad

GIANCARLO FISICHELLA became a father just before the San Marino Grand Prix when his girlfriend, Luna, gave birth to a baby girl called

Carlotta. Weighing in at a healthy seven pounds, four ounces, baby Fisi is proof that at least Giancarlo can rely on his own, if not his car's, performance to see him through. Ahem...



hot seat



DAMON HILL JORDAN

Do you believe in God? In my own way, yes.

Who was your childhood hero? Evel Knievel. I saw him jump 13 double-decker buses at Wembley.

Are women good road drivers? If you mean Georgie, she's excellent, but she has had a first-class teacher. She brakes late, though.

What do you look at first in a girl? Eyes and then all over.

Your favourite place to holiday? Can't beat America. Every time I've been I've found it uplifting.

What's your favourite road car? I don't have a favourite, but I'm idly considering buying a Ferrari 360.

What will you be doing aged 50? Surfing, playing the guitar, answering awkward questions from my kids with confidence. Being active.

What's your worst habit? Not making my mind up... no it's not... yes it is...

What's your best attribute? How can anyone answer that?

Are you good in the mornings? Generally, yes.

What's your best non-F1 memory? I have lots, usually with the family.

STREET F1 FIGHTER



TYRE & WHEEL
PERFORMANCE
CENTRE

Goodyear hits performance drivers with the ultimate combination. Our new Accredited Tyre & Wheel Performance Centres match Goodyear's most advanced tyre technology – the stunning EAGLE F1 – with the slickest alloys around to maximise the performance, style and value of your car.

GOODYEAR

EAGLE F1

FOR DETAILS OF YOUR NEAREST ACCREDITED TYRE AND WHEEL PERFORMANCE CENTRE FREECALL 0800 622581

What are your thoughts on the Prost APO2?

It's a big step compared to last year, but we're not using the car's full potential yet. Our 1998 car was very bad and so we have to work harder than everybody else this year to catch up.

How painful do you find your current run of form?

Very painful. In three races I haven't yet got what I want, what I can really show. I'm disappointed by our performances, especially because I work very hard for the team.

You are being outspoken about the team this year...

I only speak to the press in this way to make the team realise that we have a chance to get results this year, to hit the top. We mustn't make errors in qualifying or the races. I am not criticising the team this way, I'm trying to push them to grow up.

How does Alain take your public comments?

He understands what I'm doing. He knows of my frustration, that I care very much about my job. It's normal to use the press like this.

Is it true that a rift is developing between you and Panis?

The press have written that it's changed, but that's completely untrue. Nothing has changed – we go out together, we have dinner together.

Despite your poor results, are you driving well?

I'm doing well, especially when I don't have any problems on the car. I'm pushing hard to grow up and be strong and, from the beginning of the season, I've worked very hard. Even Alain has agreed with that.

How much pressure do Prost GP put on you?

Being the number one driver is not a big pressure because if you want to be the number one in the world – in Formula 1 – you have to be the number one in your team. All my life I've had to be the number one, in karting and in Formula 3. I was never afraid to be a number one. You have to be number one to get what you want.

How are you getting on with John Barnard?

Really well. He's a really good person and he's an amazing engineer. He's done a lot for F1 over the years – the carbonfibre monocoque, electronic gearbox – and he's now helping us grow up. I spend a lot of time with him, trying to understand his philosophy. It's important to speak to people who know more than you.

Is he improving the quality of your feedback?

Of course. Every time we talk it's an experience. I always get something new from him.

You are being linked with Ferrari ... would you go?

I am just a driver and cannot answer whether I've been asked; if you want to know the answer you should speak to my manager. All I do is concentrate on my driving. To drive for Ferrari would be very nice, but it could also be dangerous, especially if you are not put in the right position.

Would you go as Schumacher's number two?

That depends, but I can say that Ferrari are a more competitive team compared to what I have now. It would be a good step for me, but I don't know if it would be the right step at this stage.

How does it feel to race in front of your home crowd?

To be honest I don't really like Imola as a circuit because I have always been really unlucky here. I prefer Monza to Imola because it has a better atmosphere. I don't really have any memories from 1994, other than we lost two drivers.

How effective is the GPDA at improving safety?

It's useful, but it's not being used properly. I like to listen to what the others have to say and I like to express my own ideas. We are doing well, but I think we can do better.

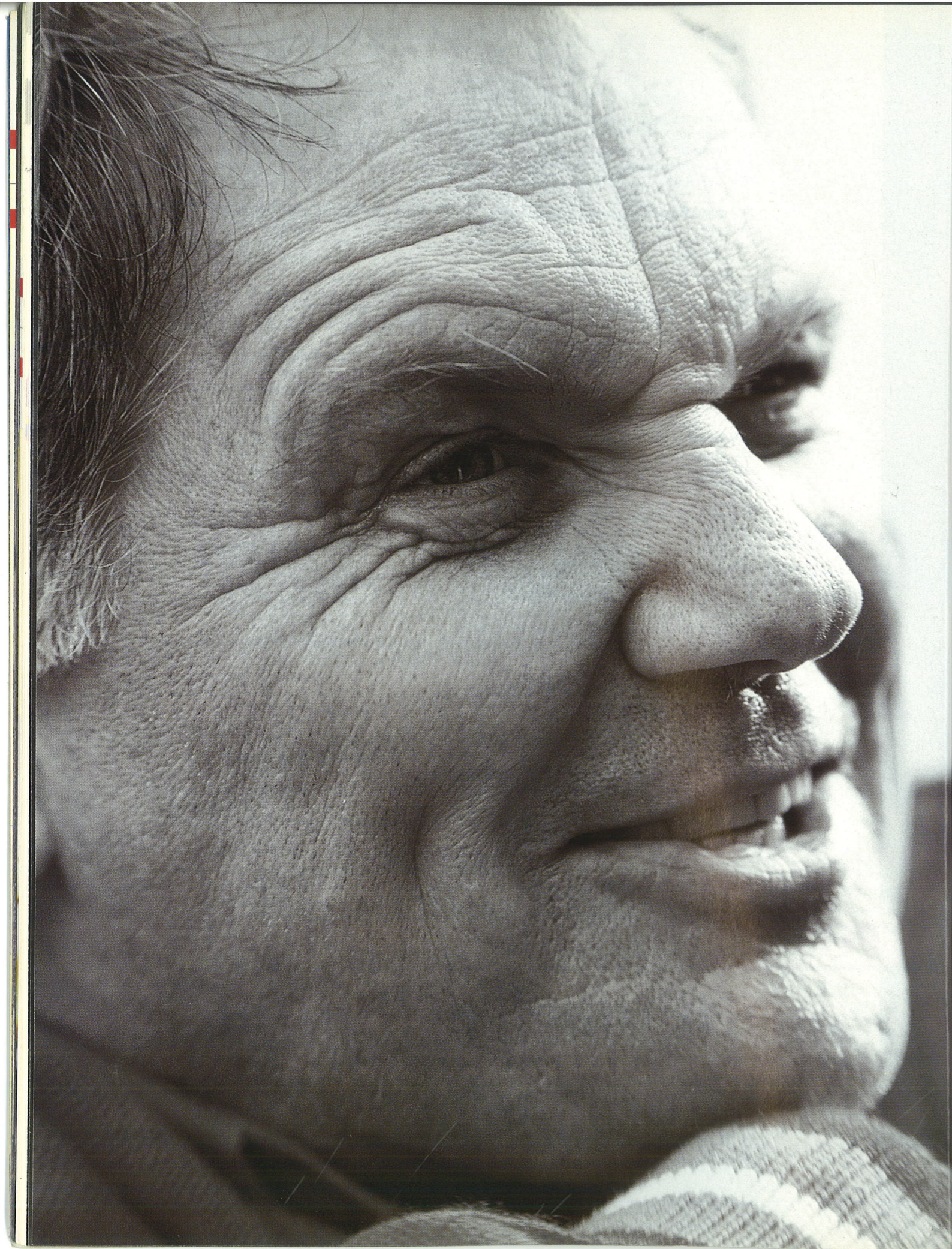
Manchester Utd beating Juventus in the European Cup...

It really doesn't matter; I really don't care about football. I don't support any teams in Italy and I didn't even support Italy in the last World Cup. I am a bit strange; I am not a typical Italian. ❶

F1 to o n e

Jarno Trulli

The Italian speaks out on being outspoken, Ferrari, and his un-Italian dislike of football



F1 t o o n e

Patrick Head

Williams' tech chief reckons they'd be up at the front given a Mercedes V10

Are you pleased with this year's Williams FW21?

Well, last winter we actually found the sweet spot with the FW20 and, on paper, this car should be faster. In truth, I think it is a little bit faster than the FW20, but I don't think by as much as it should be. We're still working on getting the best out of the new car.

How restrictive are the current regulations?

The days of design revelations are over only until somebody comes up with something that's a revelation. The current F1 regulations are certainly restrictive and I would have to say that the biggest revelation this season is the power of the Ilmor-Mercedes. It is significantly ahead of the other engines but, with regard to the cars, I don't look at any in particular and think, 'Bloody hell, we must copy that.' I'm of the view that, if we bolted the Ilmor-Mercedes into our car, we'd be in the same place as McLaren. I don't think the MP4-14 is a better car than ours.

Are you a fan of the current regulations?

You have to slow the cars continuously in order to keep speeds and performance within the capabilities of the circuits. But I'm not an advocate of the grooved tyres or controlling the performance of the cars by increasing the number of grooves and using harder compounds. I don't agree with these relatively narrow, restrictive rear tyres on the car. I would like to see slicks; I would like to see wider rear tyres on the car.

So why does Max Mosley not agree with you?

You know Max, and his view is that it's obvious to a 15-year-old student that what Max Mosley says is correct. Well, I have to say that there are a lot of people well above that level of education who don't agree with him.

How much pressure are you putting on BMW?

They have a very realistic view on what they have ahead of them. The thing is that their factory facility was completed only six months ago and I think that they are still debugging the dynos. It's not like Ilmor-Mercedes, where they bought into an existing programme. Don't forget that the V10 in the McLaren in '96 started life in 1991 in the back of a Leyton House.

So why are BMW going in-house?

That was their decision and it is not something I spend too much time talking about. They looked at it and they are well aware that, in Germany, the employment situation is not necessarily conducive to the sort of hours normally associated with a motorsport activity. But I'm sure they know how to deal with that.

Will the BMW programme impinge on this year?

It's certainly a challenge to our manufacturing resources because what we're doing with BMW is similar to when we got involved with Honda in 1984. We have to commit some of our manufacturing resources to their test programme as well as continue racing this year.

Are you pleased with your new drivers?

Alex Zanardi has had a considerable transition to make from a Champcar to a Formula 1 car. I'm not saying whether it's a step up or a step down, but it's a step to something different. F1 cars are a lot lighter and, in truth, are not as nice to drive as a Champcar. And Ralf? He's very quick, no doubt about that.

Is it a compromise being team boss and technical director?

Possibly, and I am aware of the cost-effectiveness of design. I think that when you're younger you might be more prepared to take technical leaps because your imagination is not good enough to understand the downside of getting it wrong. When a team produces a car which is seriously bad – which you have to say happens very little these days – the commercial implications and the threats to the stability of that company are pretty serious.

How much longer will you be in Formula 1?

I haven't made any terminal plans, and whether I stay involved with Williams is something I will have to sort out. But I don't intend to be going up and down the pits on a Zimmer frame! **1**

DARREN HEATH

backfire

Scheckter talks rot
So Jody Scheckter thinks Irvine should be sacrificed for Ferrari glory (*F1 Racing*, May)? Rubbish! Has he forgotten about all the consistent podium finishes Eddie delivered throughout 1998? The same season that saw Schuey 'raise his game' and crash into Coulthard twice and stall on the grid in Suzuka?

If the FIA sanction a world championship for politics and intrigue, Ferrari would win hands down every year. A guaranteed victory courtesy of the Italian press, the team themselves, and the endless hype that's generated by every F1 pundit and hanger-on. Scheckter should give Irvine credit where it's due. The only thing preventing Ferrari from beating the rest is the myth, not the man.

MARTIN GREGORY
SUTTON, SURREY

Nelson's number one

Murray Walker did indeed put his money where his mouth is, but the pay-out was a little short in my opinion (*F1 Racing*, April). In his top 10 list, he forgot about a three-time world champion who regularly beat his team-mate (who happened to be on Murray's list). I am talking about Nelson Piquet, Brazil's other great driver, who managed not only a trinity of world titles, but also took the chequered flag on more than one occasion in an average Benetton. He's on my list and probably quite a few other people's too.

MORGAN SMITH
MANITOBA, CANADA

Strung along

The Brazilian Grand Prix demonstrated that quick-fix ideas are not the answer. Tethered wheels are another



example of a badly thought out solution to a perennial problem, and it won't stop the Formula 1 cars riding over each other either.

The natural shape of a highly-developed race car dictates that wheels should be encased for both design and safety reasons. Wheels on string? So much for cutting edge technology.

JOHN MEDHURST
HAWKHURST, KENT

FIA restructure

With the rules that Ecclestone and Mosley have introduced over the past few years, and ITV's coverage of the sport, axeing the nation's GP would be the final nail in the coffin as far as the British F1 fan is concerned.

Ecclestone states that Silverstone is one of the worst F1 venues, but surely its location is ideal – central England, close to motorways and airports. It's popular too; there is no way you could turn up and expect to buy tickets on the gate. Silverstone needs updating, but show me a GP venue that doesn't.

Ecclestone would be doing us a favour if he took F1 away from our shores because we may be lucky enough to tempt CART to Silverstone; we are always

being told by our friends across the water how it outshines Formula 1.

A restructure of the FIA would be far more beneficial for F1 than a restructure of the BRDC. You could start by getting rid of Mr Bernie Ecclestone.

SANDRA HOLMES
BUXTON, DERBYSHIRE

Scrote's offside

For 'The Scrote' to slag off football by asking who would want to "show any interest in that array of spoilt brats" is a bit rich (*F1 Racing*, May). F1 is full of monied and egotistical spoilt brats, yet still people watch it.

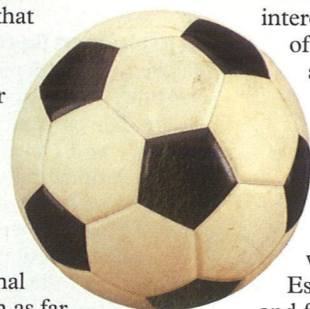
Essentially, drivers and footballers are the same – perhaps that's why Bernie Ecclestone could soon be taking a leaf out of Murdoch's book...

DAVID SHAW
STONE, BUCKINGHAMSHIRE

God save our stripes

Unlikely as it seems, what would happen if BAR did manage to get one of their drivers onto the podium this year? Would we hear a Stars and Stripes/God Save the Queen remix? Trouble is, it would all no doubt end up a horrendous mess...

SEETAL BILLING
LONDON



Is Bernie to grab fitba by the balls?



Nelson Piquet always held Murray Walker in the highest esteem...

ADDRESS YOUR LETTERS TO: F1 RACING, 38-42 HAMPTON ROAD, TEDDINGTON, MIDDLESEX TW11 0JE. FAX: 0181 943 5022 LETTERS@F1RACING.HAYNET.COM (EMAIL BACKFIRE LETTERS ONLY)

COMPETITION

WIN! A RIDE WITH RUBENS OR JOHNNY



Be a passenger with Rubens Barrichello or Johnny Herbert at a test before the British Grand Prix, plus win merchandise and a VIP tour of the Stewart-Ford factory in this simple competition



The Prize

- A lap of Silverstone in a road car, driven by Rubens Barrichello or Johnny Herbert
- A day at the official Silverstone test before the British Grand Prix
- Travel tickets to London
- A chance to visit the Stewart-Ford garage
- A VIP guided tour of the Stewart-Ford Grand Prix factory in Milton Keynes
- Exclusive Ford Racing clothing
- A chance to meet the stars

Competition Questions

- 1) What year did Stewart-Ford driver Johnny Herbert win the British Grand Prix?
- 2) Where will the Stewart-Ford team be racing on June 13, 1999?
- 3) Which driver scored Stewart-Ford's first ever world championship points?

TIE-BREAKER (answer in not more than 20 words)
I would like to be driven around Silverstone by one of the Stewart-Ford drivers because....

Closing date for entries is June 21, 1999

Answers on a postcard with your name and address to:
F1 Racing 'Win a day with Stewart Ford' competition
38-42 Hampton Road, Teddington, Middlesex, TW11 0JE

Competition Rules

1. To enter you must be aged 18 or over. Please mark your date of birth on your entry. 2. No entries will be accepted from employees or their families of this publication or any other companies associated with the competition. 3. The winners will be the first correct entries drawn, who have completed the tie-breaker to the judges' satisfaction. 4. The judges' decision is final, and no correspondence will be entered into. No alternative prize will be given, and the closing date for entries will be Monday 21st June 1999. 5. The winners will be notified as soon as possible after the closing date. 6. No responsibility will be accepted for entries lost, damaged or delayed in transit, illegible or altered entries will be disqualified. 7. By entering the competition, competitors will be deemed to have accepted and agreed to be bound by these competition rules and all entry instructions given are deemed to form part of the rules of the competition. 8. No telephone enquiries or enquiries will be accepted. 9. Prize details correct at time of going to press. 10. Winners and guests will be responsible for their own transportation costs to and from the circuit. 11. The prize offered is for one day only, not both days.
Promoter: Haymarket Publishing Services Limited, 38-42 Hampton Road, Teddington, Middlesex, TW11 0JE
Please state on your entry if you do not wish to receive further information from Ford or associated companies

Ten days in June

Ford is more committed to motor sport than any other car maker, competing around the world on circuits, gravel tracks, ovals and drag strips



June 6: Milwaukee CART
Ford are one of the most successful manufacturers involved in CART racing, and that record has already continued this year with Adrian Fernandez winning at Motegi in Japan. Since its debut in 1992, the Ford-Cosworth XB engine has won more than 25 races.



June 13: Circuit Gilles Villeneuve CANADIAN GP
Rubens Barrichello and Johnny Herbert will hope to continue Stewart-Ford's impressive start to the season in Formula One's annual visit to Montreal. Barrichello is a former podium finisher in Canada and there is no reason why he cannot repeat that result this weekend.

June 6: Vila do Conde FORD FIESTA CHALLENGE
This women-only race on this Northern Portugal circuit forms part of a four-round championship for journalists, VIPs and personalities.



June 5: Wales FORD KA RALLY
The punishing Welsh forests will play host to the fourth round of this popular rally championship. David Henderson has impressed in his debut season in the tough series.

June 11-12: Finland SM WALTIKKA RALLY
The Finnish Rally Championship comes together for this event in the Valkeakoski area.

June 11: Fort Worth NASCAR CRAFTSMAN
Ford's contingent will carry hopes of victory in this event.



June 5: Tennessee NASCAR CRAFTSMAN
This popular series for pick-up trucks, which has already supported the CART World Series this year, features a host of Ford stars. These include Rick Crawford and Kevin Cywinski.

June 6: Delaware NASCAR WINSTON CUP
Ford's successful Taurus, which won 15 races in its inaugural season last year, will fight for victory in the hands of leading stars like Bill Elliot, Rusty Wallace and Darrell Waltrip.

June 13: Zandvoort TROPHY OF THE DUNES
Formula Ford cars will again be in action around the Zandvoort track which used to host the Dutch Grand Prix.

June 3-6: Nürburgring NÜRBURGRING 24 HOURS
This famous event features a host of Ford cars, while the meeting includes a round of the German Formula Ford Championship, the German Touring Car Challenge and a Puma Cup race.

June 8-11: Cyprus TOUR OF CYPRUS RALLY
Mohammed Bin Sulayem, the 10-time Middle East Rally Champion, will fight for victory again in his Ford Escort WRC.

June 6: Hidden Valley AUSTRALIAN TOURING CARS
The fifth round of the national series features a host of Ford Falcon V8 Super Tourers. Supported drivers include Dick Johnson, Paul Radisich, Jason Bright and Neil Crompton.

June 13: Monza EURO CUP
Formula Ford's annual European championship, the Eurocup, has its first round at Monza, the home of the Italian Grand Prix.



June 6-9: Greece ACROPOLIS RALLY
Colin McRae will carry Ford's hopes of overall victory in his Ford Focus, already a winner in its debut season, while in a Ford-backed Escort WRC Greek champion Leonidas Kyrkos will want to please his home fans.



June 13: Michigan NASCAR WINSTON CUP
More teams in this world famous championship are supported by Ford than any other manufacturer. The Ford Taurus cars generate more than 700bhp and travel at speeds of more than 200mph on some tracks.

June 10-13: Columbus, Ohio NHRA WINSTON DRAG
Ford's Castrol GTX Mustang driver John Force will be hoping to break his own dragster world record of 323.89mph in just 4.787secs. His team mate is Tony Pedregon.

June 3-6: Route 66 Raceway, Illinois NHRA WINSTON DRAG
Ford's motor sport commitment is not reserved for race tracks and rallies. Two Castrol GTX Mustangs will be fighting for glory in the unique discipline of drag racing.

June 12-13: Northern Spain AZORES RALLY
Two Ford Ka Rally cars will compete in this Spanish event, driven by Rui Almeida and Miguel Monteiro.

June 4: Dijon FORMULA FORD
The world famous junior single seater category moves to the former home of the French Grand Prix for a round of the French championship.

June 6-7: Spa-Francorchamps FINA TROFFY
Lores de Sorde races his Ford Mondeo at the daunting Spa-Francorchamps track in Belgium.

Ford's activities in motor sport stretch around the globe. On any weekend during the racing season, Ford can be found supporting some kind of racing category, somewhere in the world. However, at the start of June, Ford Racing's global involvement will reach one of its season-high peaks.

Ahead of its focal event, the Canadian Grand Prix in Montreal on June 13, lies a non-stop 10-day run of races, rallies and events.

It begins in the United States at the Route 66 Raceway in Joliet, Illinois, with a round of the NHRA Winston Drag Racing Series.

From there, Ford will find itself supporting cars and drivers at a wide range of locations, from the historic 24 Hours race at the Nürburgring circuit in Germany to a touring car race in Australia.

En route, Ford's activities will also visit Britain, Greece, Finland, Portugal, Spain and the Netherlands. It is a massive programme.

ford fact file

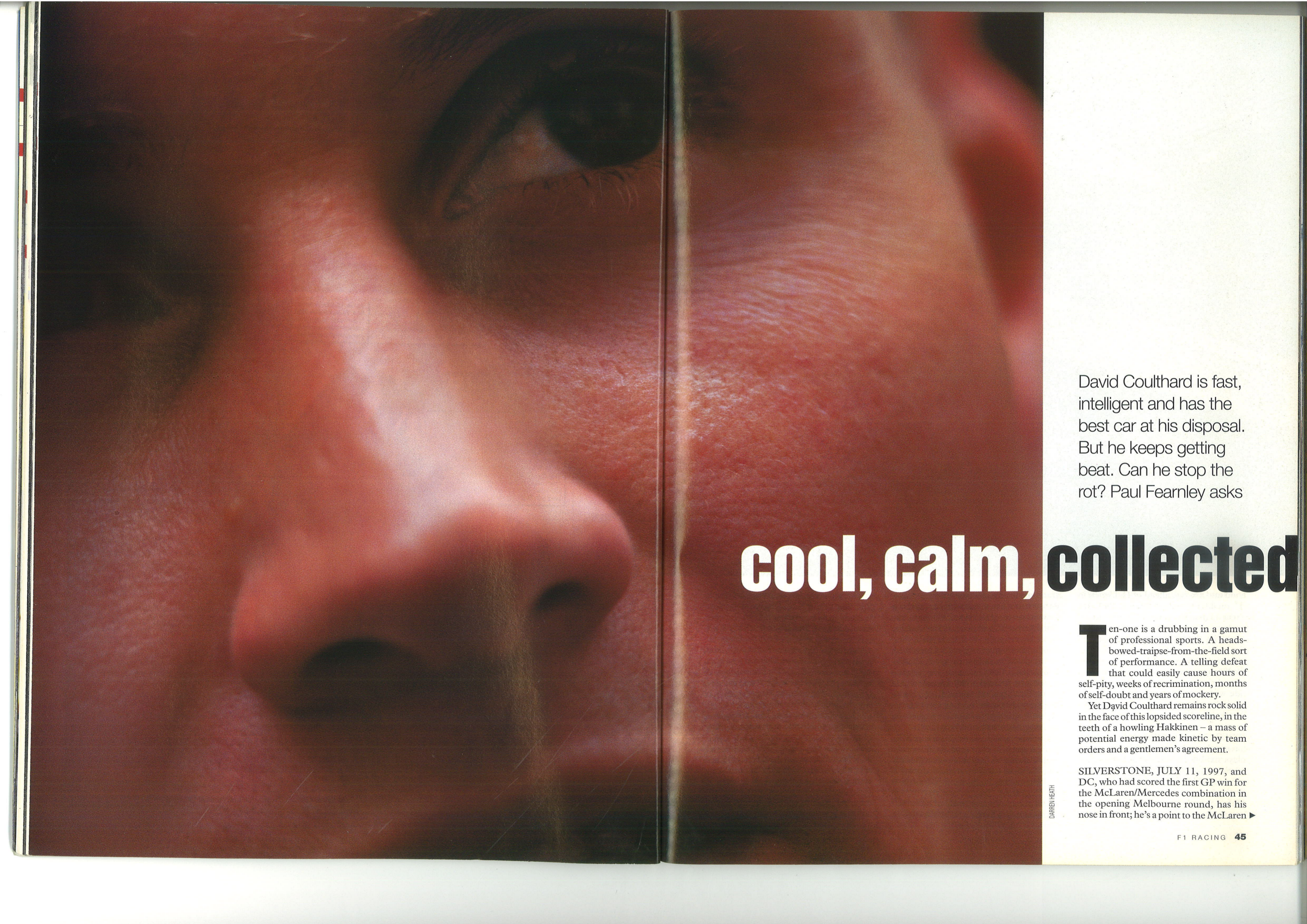
● Ford's incredible series of events during this 10-day period does not include a round of the British Touring Car Championship. Ford have won more championship titles and races in the BTCC than all of their current rivals put together.

● Ford's involvement in the 34-round NASCAR Winston Cup is unrivalled. Their impressive line-up of Taurus drivers, which includes former champions Bill Elliot, Darrell Waltrip and Rusty Wallace, have won more than 245 races between them.

● Ford and Cosworth have taken more than 300 victories in Indycars, including 49 500-mile race wins. This is more than all their current Champ Car competitors put together.

www.fordracing.net

Send your questions to Ford Racing via: question@ford.com



David Coulthard is fast, intelligent and has the best car at his disposal. But he keeps getting beat. Can he stop the rot? Paul Fearnley asks

cool, calm, collected

Ten-one is a drubbing in a gamut of professional sports. A heads-bowed-traipse-from-the-field sort of performance. A telling defeat that could easily cause hours of self-pity, weeks of recrimination, months of self-doubt and years of mockery.

Yet David Coulthard remains rock solid in the face of this lopsided scoreline, in the teeth of a howling Hakkinen – a mass of potential energy made kinetic by team orders and a gentlemen's agreement.

SILVERSTONE, JULY 11, 1997, and DC, who had scored the first GP win for the McLaren/Mercedes combination in the opening Melbourne round, has his nose in front; he's a point to the McLaren ▶

DARREN HEATH



'I had an agreement with Mika and I wasn't going to break it. I got a lot of flak because of what I did, but it's more important that I'm true to myself. I don't lie'



Clockwise from top: DC's relationship with Mika has its lighter moments, but once that famous Saltire helmet is donned, the mind games begin

good and six-two ahead of Hakkinen in the qualifying stakes. Then it clicks for Mika – a man bestowed with huge speed yet bereft of poles and wins. Their next qualifying battles, from Silverstone to Jerez, go his way. A blown engine robs him of a maiden victory at Silverstone, and at the Nürburgring (where he scores his first F1 pole position). Coulthard stems the tide with a well-judged win at Monza, but it's surely only a matter of time. Make that team orders.

JEREZ, 26 OCTOBER, 1997 and DC has lost the season's qualifying battle, 11 plays six; but he's still ahead on points, 30 plays 17. And ahead on the track; he's running third, Mika's fourth. Running first and second are the title combatants, Messrs Schumacher and Villeneuve, the latter's chase of the former helped by the

stand-aside compliance of the Silver Arrows after a deal is cooked up by those British barons of F1, Frank Williams and Ron Dennis. Villeneuve and Schumacher clash memorably. A title is won. And another deal, an in-house McLaren deal, is struck. Wouldn't it be great if Mika could start 1998 without the winless monkey on his back? Think how it would boost him. That's all he needs, you know. With a victory under his belt – a victory at his 96th attempt – think how good he could be. Yep, that's it. Frank...

Over the radio it comes: David, let Mika past. A win is of no import to Villeneuve and Williams, so they kowtow on the final lap. The deed (dirty for some) is done. To Hakkinen, this is salvation. Closure. A new beginning. Okay, so it isn't a victory in the heroic, gladiatorial sense, but he isn't complaining. He reckons he's earned it.

He's always had the talent and he's waited for a long time, pushing and pushing. And nobody truly begrudges him it. Not even Coulthard. But that's not to say he is enamoured with his team's decision. He speaks in politic terms – as always – but a grimace here, a frown there are worth a 1000 muttered words. He is narked, make no mistake. But Melbourne and the new season are five months away – plenty of time to forget, relax and prepare.

That Hakkinen pips him to pole in Australia by 43 thousandths of a second is of little consequence as they are a mile ahead of the rest. Yet another deal is struck – a sort of bet between the drivers this time around. A bet Coulthard is confident, supremely so, of winning. He loses it. Hakkinen proves he has thrown off his other monkey – his team-mate's startline advantage – beating him into the first

corner, and so winning the race. And that makes it two-nil to the boy Hakkinen.

IT'S ODD THAT the further we are removed in time from that race, from that deal, that bet, that unnecessary pitstop, that slice of unfashionable sportsmanship, the more important it is deemed (by some). This was where Hakkinen grabbed the initiative. This was the foundation upon which he built his title challenge. Imagine if he'd blown a guaranteed win: Mika's quick, but Coulthard's surely the man for the championship – fast, smart, consistent. Might it have destabilised Hakkinen's new-found confidence? We'll never know, although we can guess. For Coulthard, though, it is done. No regrets.

"People keep questioning if I'm hungry enough, if I'm aggressive enough," he says. "Mika Hakkinen is not an aggressive

guy out of the car. He's had a series of victories, but you don't see him shouting about it. The reason why they accuse me of this is that they think I gave this race away. But I had made an agreement with Mika and I wasn't going to break it. I got a lot of flak because of what I did, but it's more important that I am true to myself. I don't lie and I don't break promises – that's how I want to live my life. If people criticise me for it, that says more about them than it does about me.

"Mika is an honourable man, a team player, and, if the boot had been on the other foot, I am sure that he would have done the same thing. Winning the F1 championship has always been my ultimate goal – I've thought about winning it since I was a kid – but I'm able to realise there are more important things in life."

What the chivalrous Coulthard did in

Melbourne is a strength, not a weakness. That day was meant to be Mika's. His would come. He was confident of that. He still is. Rock solid. But he has paid for that strength. Not in a diminution of his own confidence, but in a buttressing of Mika's, whose speed and flair is now blended with winning know-how. He was ready for some more. He'd gotten a taste for it.

INTERLAGOS, 29 MARCH, 1998, and Mika dishes out a driving lesson in Brazil. Three-nil. Another in Spain. Four-one (more of the one later). In Monaco, he staves off Coulthard until DC's engine lets go. Five-one. Back-to-back victories, in Austria and Germany, make it seven. It would have been eight in Hungary but for a suspension niggle. Then he beats Schumacher to the rebound, in Luxembourg. Eight-one. To cap off a superb



Anti-clockwise from top: Read 'em and sleep on it. The screens usually have Mika ahead, but with his team's help, DC is still a strong on-track force

'People tend not to look below the surface, find out what's going on. The 10-one statistic doesn't make me a bad driver. I am comfortable with my speed and my future'

season he slots home his ninth, in Japan. Interlagos, 11 April, 1999, and Hakkinen makes it double figures. All of which brings us to now.

IMOLA, 29 APRIL, and it's Thursday, three days before the San Marino GP. And Coulthard is rock solid. Amazingly so. The questions are becoming tougher though. More urgent. The Fleet Street boys want to be writing about victories not excuses, however plausible. Their press conference with Coulthard kicks off with some banter about Scotland's inevitable (according to Coulthard) one-nil football triumph over Germany. But there is an edge to the atmosphere. Coulthard is liked by the national journos for his easygoing manner, but he is not filling their brief in the way Nigel Mansell did and Damon Hill does. He's not one for the sensational, surreal or slanderous – controversy tends to come at him only in the shape of a

wound-up Michael Schumacher. And to make things worse, right now, he's not winning races.

But, right now, we're hopeful, for his 'one' to Mika's 10 was scored at this track 12 months ago – a pole position, lights-to-flag solo effort that contained much to be admired. It was meant to be the start of his comeback...

Right now, he's facing another comeback. A couple of no-fault-of-his-own DNFs have not proved the disaster they might have been, but he and McLaren must stop the rot here and now. Here where Coulthard's late-braking edge over Hakkinen makes him the favourite.

His answers for the jostling, straining TV cameras and thronging fourth estate are upbeat... in a reined-in sort of way.

"It's nice to come somewhere you have had success in the past..."

"But every circuit is challenging."

"I am not thinking about last year."

"It's only the third race of the year. I'm not worrying about the numbers just yet."

"There is nothing I am doing that's worrying me. I am not physically breaking the car."

"If I'd been the sort of person to give up that easily I wouldn't have got this far."

He responds to the inevitable Ayrton Senna-five-years-on question (he was Williams' test driver in 1994 and spoke briefly to Ayrton at Imola on Saturday night before jetting off to race in a Bank Holiday Silverstone F3000 fixture) and the 'pack' slopes off. Four of us stay on for a time. Then we are one-to-one, making eye contact, and that's how he prefers it.

"Speculation is one of the unfortunate sides of the sport," he says. "I understand why it exists, that it's what keeps people's interest up, but that doesn't mean I have to like it. I am only really interested in the team I'm in and in my driving. The talking, explaining, I could do without.

But I know that the press wants, needs their stories, so I make sure that I meet with them, talk to them, that way I have some influence on what they write."

We begin. I put it to him that 10-one is an unfair statistic. That it could easily have been nine-four, eight-five. Such figures would still need addressing in Coulthard's own mind, but would have headed the current pressure off at the pass. Not that he's feeling any pressure.

"The pressure's not on." Told you. "I'm 12 points behind Eddie Irvine, the championship leader, and I don't think he's going to be my main title rival. The hill's a bit steeper because of what has happened in Melbourne and Interlagos, but I'm not allowing myself to even see the hill yet."

What about the pressure of driving the best car in the field? The pressure of being expected to win?

"If anything, the pressure on me is less,

because Mercedes are such a well-run organisation. Their board members are coming to the races; they know when the engine has been on the dyno, how much fuel we used in testing. They are part of the team. The spirit is definitely very strong. McLaren are a big team with a particular public image which is very different to the situation we see from the inside.

"But people tend not to look below the surface, find out what's going on. They look at McLaren, that 10-one statistic, and jump to conclusions. I'm not saying that Mika hasn't deserved his wins, he's a great driver – I've always known that – but this statistic doesn't make me a bad driver. I am comfortable with my speed and my future."

"There have been a number of grands prix where I've been leading and suffered mechanical failures – Canada and Italy last year. That's not a hard luck story – it just goes with the territory."

And qualifying is Hakkinen territory. He holds a one-lap hex over Coulthard. He's in the zone. Can you remember a ragged Q lap of his? Precisely. A session usually goes something like this: a fast opener applies the pressure on his teammate; the admirable Scot responds; Mika puts it just out of his reach, more often than not at the timed hour's final tick. Coulthard is sanguine about it – perhaps out of sheer necessity.

"The differences are small," he says. "And it's not as if there are no explanations. In Melbourne this year, for example, on my last qualifying lap, the yellow flags were out. This means that you are supposed to substantially reduce your speed, which is what I did. Mika went past the same yellow flag, but his first sector time was only a couple of hundredths slower than his previous best – and that lap became the one on which he took pole. He took a chance and got away with it. ▶



'It's far better to be thinking about the future, to save my energy and channel it into what I will do and not into what I should have done'



Top: Over here, boss! Some say that Ron Dennis only has eyes for Mika Hakkinen. Above: Joy confined on Imola's podium

"There are always explanations. I get to see the telemetry; you don't. You make your opinion using the knowledge you have; I make my opinions from the knowledge I have.

He smiles a lot as he gets his message across. He's been answering questions, a host of them repeated, for the past two hours. But he's relaxed. Qualifying is 40 hours away. And it can wait. There is a calm to Coulthard. A balance.

"Mika is very confident at the moment. He's always been very quick, and now he's having a run of success, with a little bit of luck thrown in. That makes him very difficult to beat. He has the confidence and the kudos of being world champion, but, without my support, he would not have become world champion. Last year I wanted McLaren and Mercedes to win the championship, not Ferrari. Once it was clear that I could not win the championship, I did everything I could to help Mika. If that means I have made him stronger, so be it."

IMOLA, 1 MAY, 1999, and it's Saturday qualifying. The day proves a microcosm of Coulthard's recent Formula 1 career. The chequered flag has fluttered, but he's already begun his final lap and he's three tenths up on his previous best, on the verge of taking pole position. He crests the plunge to Rivazza only to find Villeneuve's BAR cruising. Those three tenths are lost and the pole goes to Hakkinen - by 22 thousandths of a second. What he would

have given for them. Taking pole would not have halted Mika's momentum, but it would have at least flat-spotted it.

Coulthard (as you will have guessed by now) remains confident for the race.

IMOLA, MAY 2, 1999, and Mika, racing away on a two-stopper to Coulthard's one, slaps it in the wall. Ten-two?

No. Inattentive backmarkers and an incredible second stint by Schumacher conspire against Coulthard, who bears a demeanour we haven't seen since his 'disappointment' of Jerez, 1997. Imola is a race he could have won and he knows it - and admits it.

NOTSUREWHERE, MAY 3, 1999, and although I have no proof of this, I am sure these words (his of Thursday) will be ringing in Coulthard's ears. A mantra.

"It's important I stay relaxed if I'm to exploit my strengths. I feel confident in my ability, in my contribution to team, and that the best is still to come.

"I can't change what has happened. It's better to be thinking about the future, to save my energy and channel it into what I will do, not what I should have done."

He's only 10 points behind the series leader - this is no time to doubt himself. He won't. His confidence is intact. Right now, this hasn't been enough to turn the tables on Hakkinen, but it is what has kept him in the game - just.

They think it's all over, but this might, just might, be the beginning. **1**

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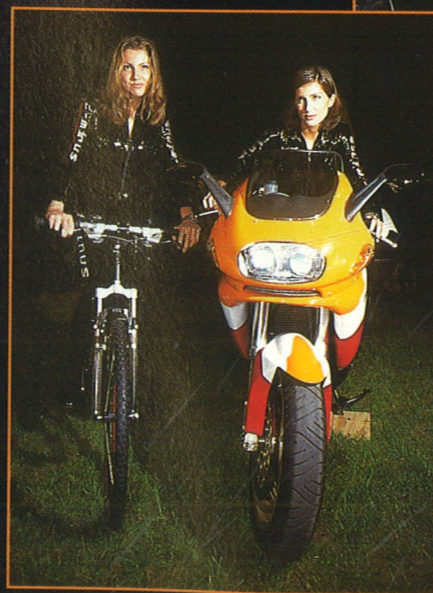
A new lifestyle brand, *t-minus* represents a cool and vibrant attitude, targeting the young and image conscious Formula 1 fan. From clothing and computers to bicycles and telephones, from iced-tea and energy drinks to Lamborghini Diablos and Ducati motorbikes, *t-minus* will have it covered. In essence, *t-minus* is everything that Formula 1 stands for.

Present at the launch were Prince Malik, Team Principal Tom Walkinshaw and drivers Pedro de la Rosa and Tora 'Tiger' Takagi. Guests of honour included Mr Minoli, President of Ducati motorbikes and Mr DiCapua, President of Lamborghini.

The Diablo, Ducati and Extralite mountain bike will all be available in limited numbers through dealer networks and the Arrows website, www.arrows.com.

t-minus - it's what F1 is all about.

Above: Prince Malik, with Arrows drivers Pedro de la Rosa (left) and Tora Takagi, presents the *t-minus* Diablo



Above: Do you fancy leg or engine power? The choice is yours with this Ducati ST4 or A20 mountain bike which features an adjustable rear damper and carbon front shocks



Left: Formula 1 is a fast moving world and *t-minus* aims to capture a slice of the action. Appealing to the younger, cooler generation of F1 fans, *t-minus* products will be available on the Arrows website (www.arrows.com) and through dedicated dealer networks



Above from left: Prince Malik, Morgan Grenfell representatives Scott Lanphere and Emma Osborne, and Tom all enjoy the party



Above from left: Tom Walkinshaw, Mr Minoli President of Ducati, Mr DiCapua President of Lamborghini and Prince Malik with the Diablo



Thirsty? Try the refreshing peach iced-tea (right). Need a pick-me-up? Try the *t-minus* energy drink (far right). Both will be available soon



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TURNING POINT

When this season is discussed in the future, the race at Imola will have a special significance

Words by Peter Windsor

PAUL HENRI CAHIER

TWENTY-FOUR HOURS before, Michael Schumacher had made two small errors. He ran wide, into understeer, on his first qualifying run, and he graunched a kerb hard on his second. He came off the throttle a tad, while his hands danced with the steering, and he held the moment perfectly, as if demonstrating to digital TV viewers why backwards-facing cameras should for every race fan now be mandatory. Then he was away, pinging through the gears.

Time was lost, though, and Michael knew it. He knew he could have won the pole. The mistakes were his – as were the lessons. Remember: (1) it's easy to run wide at Rivazza; and (2) the exit kerbs bite you at Imola.

David Coulthard, too, was virtually on the pole, for the more they asked him about this being a critical race, about feeling the pressure and resigning himself to being a number two, the more he felt up, buoyant and confident. Jacques Villeneuve's wayward BAR, though, left him a shade away from Mika, and the subject was on DC's mind as he returned to his hotel that evening: traffic, traffic, traffic.

On Friday, by contrast, it had been that moment in front of the ▶

pits. He'd been driving pretty much as normal, running the McLaren out onto the exit kerbs, but had squeezed on the power maybe a nanosecond too early. The car had snaked sideways, left and then right – a real tank-slapper – and he'd only just caught it before he flicked up through the gears.

Remember: the pitstraight chicane exit kerbs – particularly as they're all watching!

So it had been Mika again. Cool in shiny overalls, locks blonder than ever against the sort of suntan that only world champions seem to wear, Mika had driven what appeared to be a perfect qualifying lap. The back end would fly and simultaneously Mika would catch it, feathering the throttle, easing the steering, flicking the wrists. His judgement was scalpel-sharp, his smile, as yet another pole unfolded before him, that of a kid on Christmas Day.

For Mika, then, life had never been better: as world champion, he already had three 1999 poles and a win behind him. And still he sat in the best car.

Hakkinen, Coulthard and Schumacher chose the same, hard-compound, Bridgestone tyres. West McLaren have for a while tended to do this because they are quick enough to lean towards conservatism; in Imola, additionally, the balance and feel seemed to be better on the hard tyres. Knowing that he was going to have to drive his Ferrari absolutely to the limit, Michael concurred. Irvine would race softs, Michael hard. Which meant, logically, that Irvine would make two stops to Michael's one.

At McLaren, though, the fuel choice was less obvious. Pre-race calculations, based on time spent in the pit lane, fuel consumption, projected tyre wear, brake wear and time lost relative to the fuel load carried (0.3 seconds per 30kg at Imola) showed that there was virtually nothing in it. Traffic and changing track conditions were the unknown variables. Putting them to one side, or even filtering them in as assumptions, winning from the front with a two-stop strategy seemed to be marginally quicker than doing the same with one stop. Although both Hakkinen and Coulthard were on identical tyres, McLaren chose to spread their load: Mika would start with light fuel and would make two stops; DC would be heavier and would stop only once. As a side bonus, there would be no decisions to make about leading: even if DC won the start he would quickly give way to Mika.

SO HERE THEY WERE, the three names that will ultimately colour the 1999 world championship, here they were at Imola, all starting virtually with the same chance of winning. Not since late last year had it been so close. The difference now was with the McLaren

'HE WAS ON THE GRASS... AND... BANG!... HE WAS IN THE WALL. HE SAT THERE MOMENTARILY IN SHOCK'

drivers: Mika has the confidence that winning the championship brings with it; DC is a long way finishing second.

Villeneuve could not find any gears on the grid but that didn't affect them: the red lights faded and both McLarens were away together, DC fractionally quicker, but on the outside. He dropped back into line as they tucked into the first chicane. Michael was right behind him.

Almost immediately, Michael realised that DC was on a heavier fuel load. He could see Hakkinen accelerating away into the distance as they charged down towards Tosa – and the suspicion was confirmed as Mika lit up the back of the McLaren on the run up the hill.

So: Coulthard was probably on heavy fuel and Mika was on light. Obviously Michael would (for the moment) race Coulthard. If he could pass him, fine. If he couldn't then maybe he would think about switching to two stops, with a very light load in the middle run.

Mika felt perfect in the McLaren. He had to be in front to capitalize on his strategy, and everything was going to plan. He had a clear track and he was pulling away from Schumacher at about one second a lap. That was exactly what he had hoped to do. Michael's speed had surprised him in qualifying – but then nothing should be a surprise when you are talking about Ferraris racing in Italy. For whatever reason, they were quick: that was what McLaren had to deal with. And, right now, in the face of a number of things that could have gone wrong – more gear selection trouble, for instance, or Michael also being on a two-stop strategy, and running ahead of DC – things could not be better. David was falling into the distance, too, which meant that the gap to Michael had some nice McLaren protection around it.

Five laps. Seven laps. Twelve laps. The car was fantastic. Mika Hakkinen had never been better or more on top of a difficult race. He was driving in that zone when things start to happen in slow motion, when there seems to be all the time in the world to do whatever he wants.

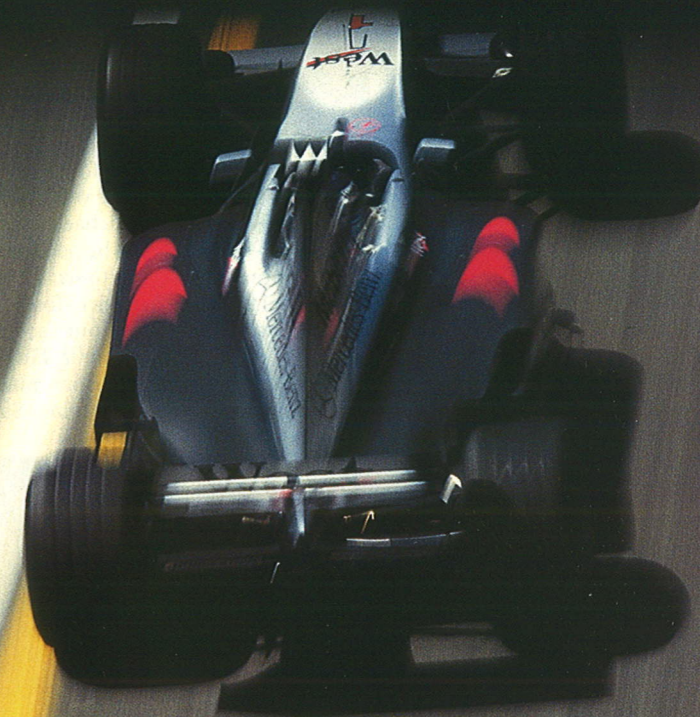
Then suddenly, as if something had broken on the rear, the McLaren snapped left as Mika ran hard out of the pit straight chicane. He was on the grass... and... bang!... he was into the wall. He sat there, momentarily in shock, unable to comprehend what had happened. Then slowly, as he replayed the incident in his mind, he had that feeling that he always gets when he knows he's made a mistake. It was the same as Melbourne, when he'd lost the back end going into the last corner during practice. Now he'd done more or less the same thing. In the race. At Imola. While leading.

He's been through a lot, Mika, and he knows that what's done is done and that there's no point in sidestepping. Bottom line is that he's got a brilliant life with a brilliant team and sometimes he makes mistakes. He climbed out of the car, removed his helmet, ran across the track and walked back to the garage.

"My mistake. I just got on the power a little too soon. The car just turned left."

Coulthard and Schumacher couldn't believe it. They saw the McLaren on the grass, crunched into the wall, as they pulled out of the corner, and they heard the news on their radios as they headed off towards Tosa. Both of them reacted the same way: remember the Imola exit kerbs. They bite.

And then Michael thought more. He was nine seconds behind Coulthard. He was closer than he was last year, and his car felt fine, but, even if he could catch the McLaren, there was no guarantee that he would be able to pass it. If he switched to two stops, he would have a guaranteed clear road ahead of him for at least one-third of the race. Imola was knotted with traffic, and red Ferraris are always going to have an easier time with slower cars than silver Coulthard McLarens. Also, there was that other, simpler, thought: if Coulthard is on one stop, and is going to stay that way, then where is the downside in doing the opposite? At worst, he, Michael, would have fresher tyres, and less fuel on-



PAUL HENRI CAHIER

Top: Hakkinen led until he made that mistake. Above: Schuey swapped strategies and won

board, in the closing laps of the race.

He radioed back to his pit. Should they change to two stops? Affirmative. He would still run right through to his scheduled stop time – lap 32. Until then, he would drive absolutely on the limit, trying to bring in the gap to Coulthard. After that, with one more stop ahead of him, he would need to be leading by about 25 seconds if he was going to beat Coulthard in the pitlane.

In the cockpit of the McLaren, DC was driving at about eight-tenths. He was surprised by Mika's accident and mindful of the moments he'd had already that weekend. The brakes were not an issue in terms of critical wear, but, late in the race, when maybe his tyres were losing grip, he was going to need the brakes to be as good as he could have them. He was also taking it easy with the traffic, trying to pass people under acceleration rather than braking. Tucked under a slower car's rear wing, though, the McLaren was losing a massive amount of downforce and Pedro Diniz, particularly, had already cost him time. Rather than backing off slightly on the straight, and making it easy, Diniz had finally given DC a thimbleful of room as they braked for the tight Acque Minerali chicane. Both drivers were off line and DC lost about one and a half seconds in one corner.

Slowly, Michael was catching him. It didn't worry him; he, DC, was driving with plenty of margin. At some point, though, there was going to be some racing. He could see it coming. His job now was to stay safe and protect the car.

Lap 32: Michael comes in! Ron Dennis had seen a Ferrari mechanic adjusting the fuel metre on the side of the refill tank and had suspected that they were switching to two stops. Michael's stationary time – 6.9 seconds – confirmed it. Ferrari were running a quarter-load of fuel and would be in again for a second stop at around lap 45. DC was now 18.6 seconds in front and the tyres were beginning to go off. He was due in on lap 35 – sufficiently late to maximize tyre grip in the closing laps. ▶

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leading by 21.8 seconds. If the stop was faultless, as the first had been, it would probably be all over.

It was. Michael was in, stopped and out in a brilliant 18 seconds. As he burst back onto the circuit, DC, now finally clear of Fisi and Panis, was exiting the start-finish chicane. Michael was still four seconds in front.

It was all over, of course, but DC drove hard and fast and Michael never stopped protecting his cushion. Four seconds were all he needed. Sometimes, when DC found more traffic, it went up to six; as the end loomed, and Michael began to tiptoe, it came back to four.

Four seconds. The reality, of course, is that DC did almost make it. He had the traffic and probably they'd given him the inferior strategy ... yet he only missed retaking the lead of the Warsteiner San Marino Grand Prix by a mere four seconds. For

A second, half a second, three-quarters of a second: Michael ate chunks out of Coulthard's lead over those next three laps. Mainly it was fresh tyres versus old; partly it was Michael finding better holes in traffic. By the time DC stopped, his lead was down to 9.2 seconds.

The next phase was critical. Michael had less fuel and less-than-perfect traffic. DC, heavier with fuel, had horrendous traffic, mainly because Imola is the sort of circuit that produces bunches of cars rather than drifters. Down in eighth place, for example, Prost's Olivier Panis was racing hard behind Giancarlo Fisichella's Benetton. Fisi had had a bad practice - the Benettons simply and mysteriously lacked grip at Imola - but uniquely (apart from the leading three) had chosen to run hard tyres. On a one-stop strategy, his job was not to let the quicker, two-stop cars, take advantage of him. Driving beautifully, he was not making mistakes, either.

Michael lost little time behind the Benetton and the Prost. As DC approached, Fisichella's race engineer was clear with his instructions: "Coulthard's lapping you. Don't hold him up."

For Panis, though, it was more complicated. He could see the blue flags being waved, and he knew that Coulthard was there, but something told him that he had to continue to race with Fisi. He had no option.

One lap became two. Two became three. Schumacher's lead ballooned from five seconds to 15 in the space of four laps. Ron Dennis, who last year was on Hakkinen's radio but now sits in the middle of the McLaren pit desk, in an outward show of bipartisanship, climbed from his perch and jogged down to the Prost pit, stepping over air lines and car jacks, jaw set, eyes fixed. His former driver eventually looked round and nodded. Dennis nodded back.

On the track, DC had finally found a way past Panis. He was now an age from Michael and would have to take every possible risk in order to bring his race back to life. Out of the top chicane, down the hill, into Rivazza, he was right behind Fisi ... but was the Benetton going to move right or left? Fisi should have stepped to the right, making room for the faster car, but suddenly he moved to the inside, at reduced speed, trapping DC, who ran onto the marbles on the outside, keeping the lock shallow, bouncing onto the grass. He brought it back, but it was white knuckle time ... and through again, just as Dennis returned to his seat in front of the monitors, went Panis.

When Michael braked down to the pitlane speed limit (75mph) on lap 44, for another quarter-load of fuel and new tyres, he was



PAUL HENRI CAHIER



BERNARD ASSET

The contrasting fortunes of the two champions. Above: jubilation for Schuey and the Scuderia at home. Left: despair for Mika and McLaren

his part, Schumacher used the variables - the traffic - and a half/two-quarter strategy to take away any performance advantage the McLaren may have had.

AS THE SEASON progresses, and one race rolls into another, Imola will be seen as a defining one in terms of the championship - in terms of the people who make up the championship.

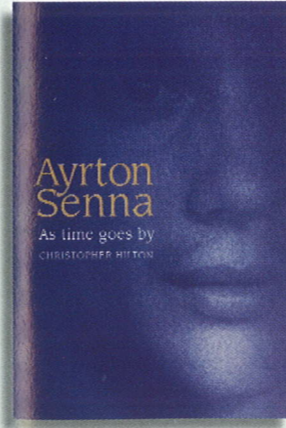
For Schumacher, a winner with a slightly inferior car, it was a reminder that F1 has enough variables, enough side issues, to make technology only part of the answer.

For Coulthard, Imola was a race that he almost won, despite making only one stop and having as much trouble in traffic as most drivers do in a season.

For Hakkinen, it was time to reflect that it often happens to world champions: they are confident, happy, they still have the best car ... and yet they do strange things, the sort of things they wouldn't have done while still fighting for their first title. It happened to Stewart, Lauda and Jones - and it happened to Jacques Villeneuve in 1998.

Mika will win more, as Michael will win more; and DC, head down and still very fast, will win too. The effects of Imola, though, will not quickly pass. If Michael does go on to win the drivers' championship, if he wins again for the third time, then this is the race that will have been his turning point. ①

'IT WAS A REMINDER THAT F1 HAS ENOUGH VARIABLES TO MAKE TECHNOLOGY ONLY PART OF THE ANSWER'



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It is, literally, in the middle of nowhere, and it's what Rubens Barrichello calls home. It's a place to relax, unwind, chill out. It's his little bit of heaven on Earth

Words by Tom Clarkson;
photographs by Darren Heath

The phrase '*cantinho do céu*' means 'a place in heaven' in Portuguese. It is inscribed on the gates of Rubens Barrichello's farm, one hour's drive north of São Paulo. It's his paradise, the place he goes during the off-season to relax and relearn his nationality.

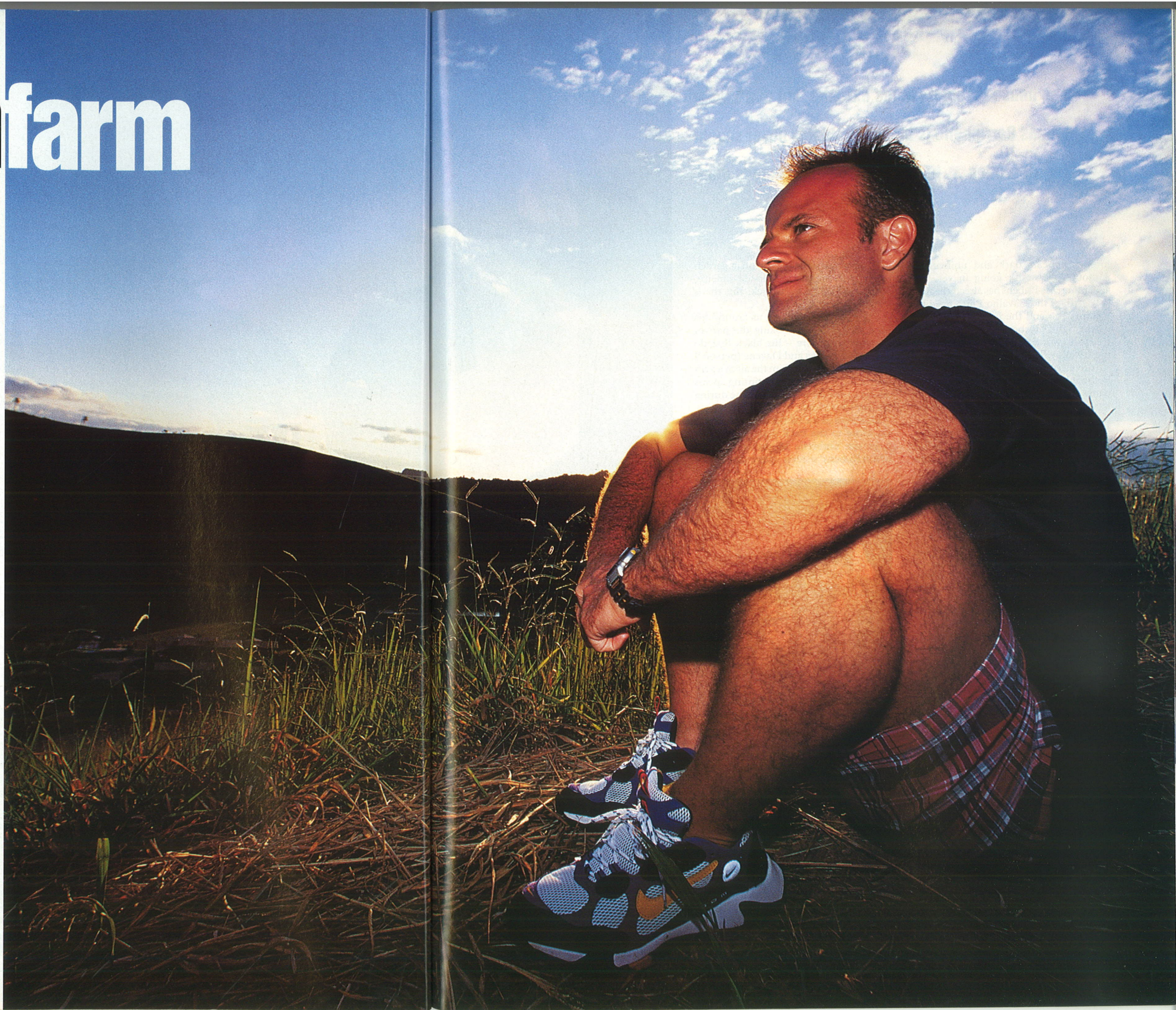
"I don't get back here very much," he says, "because I spend about seven months of the year in Europe – as a result, I feel almost European. I have an apartment in São Paulo, but this is home. This is where I have all my family and where I invite friends. I love it."

What lies inside the gates is *Fazenda Harmonia*, 'Harmonious Farm', which reveals more about the psyche of Brazilian racing drivers, past and present – from Emerson to Rubens – than any amount of harping on about Monaco apartments. This is where you can truly establish the cultural differences young Brazilian drivers traditionally find so hard to bridge as they hone their craft in Europe.

All that lies here is exclusive to Rubens Barrichello. After buying a plot of barren land four years ago, he now has the most astounding country mansion. Everything that he wants in a house is here; everything he likes about Brazil is here.

'Harmonious Farm' is an amazing colonial-style country seat; minimalistic decor, but solid – evidence of Rubens' European heritage. He is the sixth generation of Barrichellos to have been born in Brazil to a family of Italian stock.

There's a path made from concrete blocks surrounding the house and, in the bright sunshine of midday, the house's ►



'The house is remote in the extreme, but that's what Rubens Barrichello is all about. He has never sought adulation ... he is a private and generous man'

interior appears dark and uninviting. Although we aren't going in yet, the adventure *chez* Rubens has already begun.

"Turn off the Cavalho Pinto heading towards Rio and the farm is 200 yards on the right," Rubens had said. He was true to his word. But that's just the start of the driveway. To get to the house you have to drive for another three miles on a potholed track that runs parallel to the banks of the Paraiba river. In a normal car it takes 15 minutes; Rubens claims to have done it in eight in his 4x4.

The house is remote in the extreme, but that's what Barrichello is all about. He has never sought adulation and, having seen his idea of heaven on Earth, the Monaco lifestyle he leads clearly isn't him. In essence, he's a private and generous man.

Which is why I feel so honoured that he's invited me and photographer Darren Heath here on Easter Day. His family only arrived from a holiday retreat near Rio this morning, especially to be on-hand for us. He even sent his driver, Fernando, to pick us up from the airport.

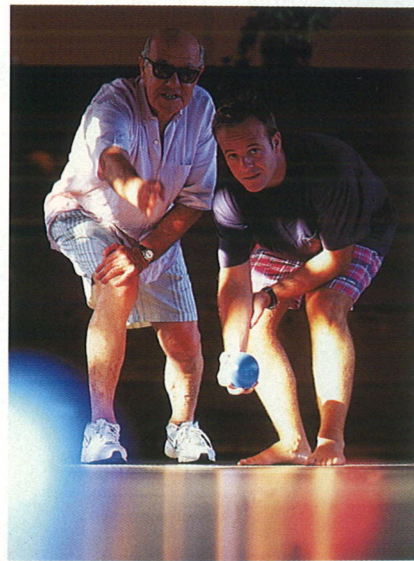
"This is where I come to get away from it all," Rubens says. "My job as a racing driver is a lonely one, because when I put my helmet on, there is no-one else to do my job for me. I can get the same intimacy here, and it's a good place to come and relax and refresh."

Since the completion of the tennis court just before Christmas, Rubens now has everything he needs. Almost. He says that if the adjacent farmer would sell him an area of the Paraiba's flood plain,

which flows past the bottom of his garden towards its mouth at Rio de Janeiro, he would build a kart track. But that's something for the future.

For now, he's showing us around his property. He's not looking the part of the country squire – his black Speedo swimming trunks and Davene (personal sponsor) T-shirt give him the air of a gym instructor – but he's unstinting in his efforts to ensure we feel welcome during the day's festivities.

He shows us the swimming pool, which sits close to the back door. There is a large sun umbrella at one end, under which Rubens' sister is carrying out some



Rubens knows the meaning of relaxation (above). But family values are important too. Here's dad and Allegra (left), and ex-bowling champ granddad (above left)



intensive rest and relaxation. Across the road is the off-road kart track, where two 150bhp, sequential-shift, five-speed karts are throwing up the dirt. And then there's the bowling alley, built especially for his grandfather, who was once a leading player in Brazil. It is special because of its synthetic Tarmac floor – only the second of its kind to be built in Brazil.

Scattered all over the property are small, personal touches so obviously from the hand of Rubens. Little quirks and eccentricities which he takes great pride in showing us, like the outdoor loo with the

glass sidewall, enabling him to gaze at the view while at his daily function.

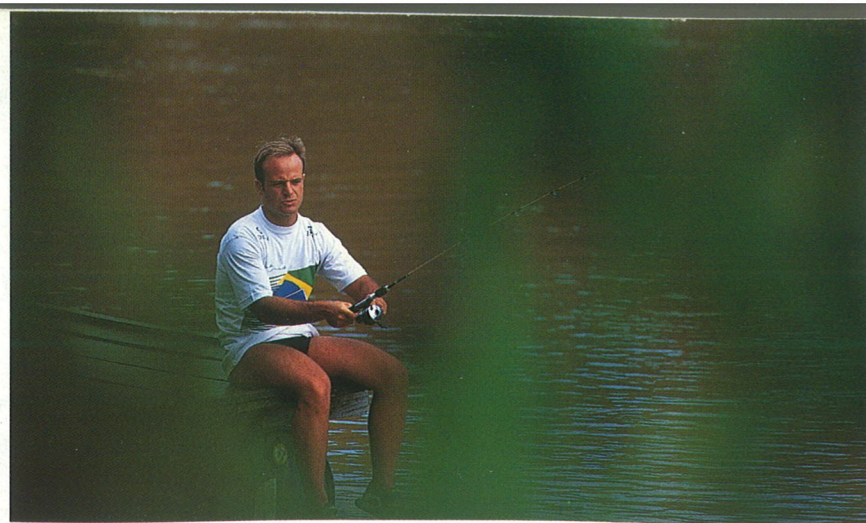
Then there's the fruit gun, which he uses to blow peaches across the bows of his friends – and enemies, if required. This contraption was given to him by Jos Verstappen. Fill the loading chamber with aerosol spray, ignite it via a spark plug, and the resultant explosion fires the fruit 500 yards.

There are hammocks, cars with *double entendre* number plates and barking dogs. Allegra – 'Happiness' – a four-year-old labrador, is the only one allowed out to

play when guests are around.

Rubens is kept busy in his role as host. Having set a benchmark time in the karts for his mates to beat, he turns his attentions to cooking the lunch alongside his father and grandfather (both also called Rubens, hence his real name Rubinho, which means 'little Rubens'). Then he quickly checks on Darren and myself, before returning to the bowling alley to see how the game's getting on. Then it's back to the lunch again. And so it goes on. He's forever doing something.

"I love all these people here," he says. ▶



Never far from some four-wheeled action (below), Rubens is planning a kart track, farmer permitting. A spell of fishing (left) on the Paralba sees the hours drift by

"I hardly ever see them and they don't give a shit about who I am or what I do. To them I'm just a mate, which is exactly how it should be."

Lunch is beef, sausages and salad, followed by ice cream. In one corner of the room, which is best described as a summer house, there is a stereo system blaring out the latest British pop music. In another is grandmother, swinging in a wicker cradle. The young congregate in the room, with Rubens in the middle. He has inadvertently become the centre of attention, such is his engaging personality.

There is a cool breeze blowing through the room, the smells of lush Brazilian savannah hanging in the air.

"I tell you," says Rubens, "this is why it's so difficult for young Brazilians to come and race in Europe. It's so warm and beautiful here; let me tell you something, you'd miss this too." Can't deny it.

Though Rubens never had this when he moved to Europe, aged 16, to race in the Vauxhall Lotus series, his upbringing in São Paulo would be considered cushy compared to the vast majority of the 200 million people living in Brazil who are housed in *favelas*, or slums.

After lunch we venture over to the karts, where only one is operational because Rubens' friend, Jonathan, whom he likens to former Champcar driver Raul Boesel because of his impressive crash tally, has lived up to his reputation.

"We have been trying to roll one of these karts for the past four years," says Rubens, "and finally, surprise, surprise, 'Raul' has managed to do it. Perhaps we should have

left it to him all along."

Although Jonathan is mocked for the remainder of the day, he mentions something to me in private later: "It's really lucky that it was me and not Rubens who rolled—my hand got squashed under the kart. Can you imagine how awful it would have been if Rubens couldn't have raced at home next weekend?" They are all mates, but no-one here can forget—even today, Easter Day—that Rubens is a Formula 1 driver. There is a pleased-to-be-here atmosphere to the place.

Next stop is the jetty on the river, where Rubens sits splashing his feet in the water. His friends are back playing on the toys, but his father and Allegra join us. I have never seen Rubens look happier or more relaxed. For him, life has never been this sweet: he's on *his* farm, with *his* family and *his* friends. He is expecting a good result next weekend at Interlagos, and ticket sales are expected to be the highest since Ayrton Senna—because of him. He wants to tell me about it...

"Yeah, it's all going pretty well at the moment. The car is good, I'm enjoying myself and I'm feeling pretty relaxed too. For me, this is my third year in F1, not my seventh. When I joined Stewart in 1997 I made some fundamental changes to my business and private life, and I am a better driver for it. But the biggest difference between now and my career with Jordan is Silvana. Marrying her was the biggest single event in my life."

To highlight the level of his involvement in the Stewart team, he proffers an opinion on everything, from on-track matters to

personnel movements. Upbeat stuff.

Rubens Senior is an employee of his son, but their relationship is unchanged. Rubinho still defers to his word, like in any normal father-son relationship. But Rubens Senior has recently been taking English lessons, at the behest of his son, and Rubinho is quick to pick him up on any sloppy syntax or vocabulary.

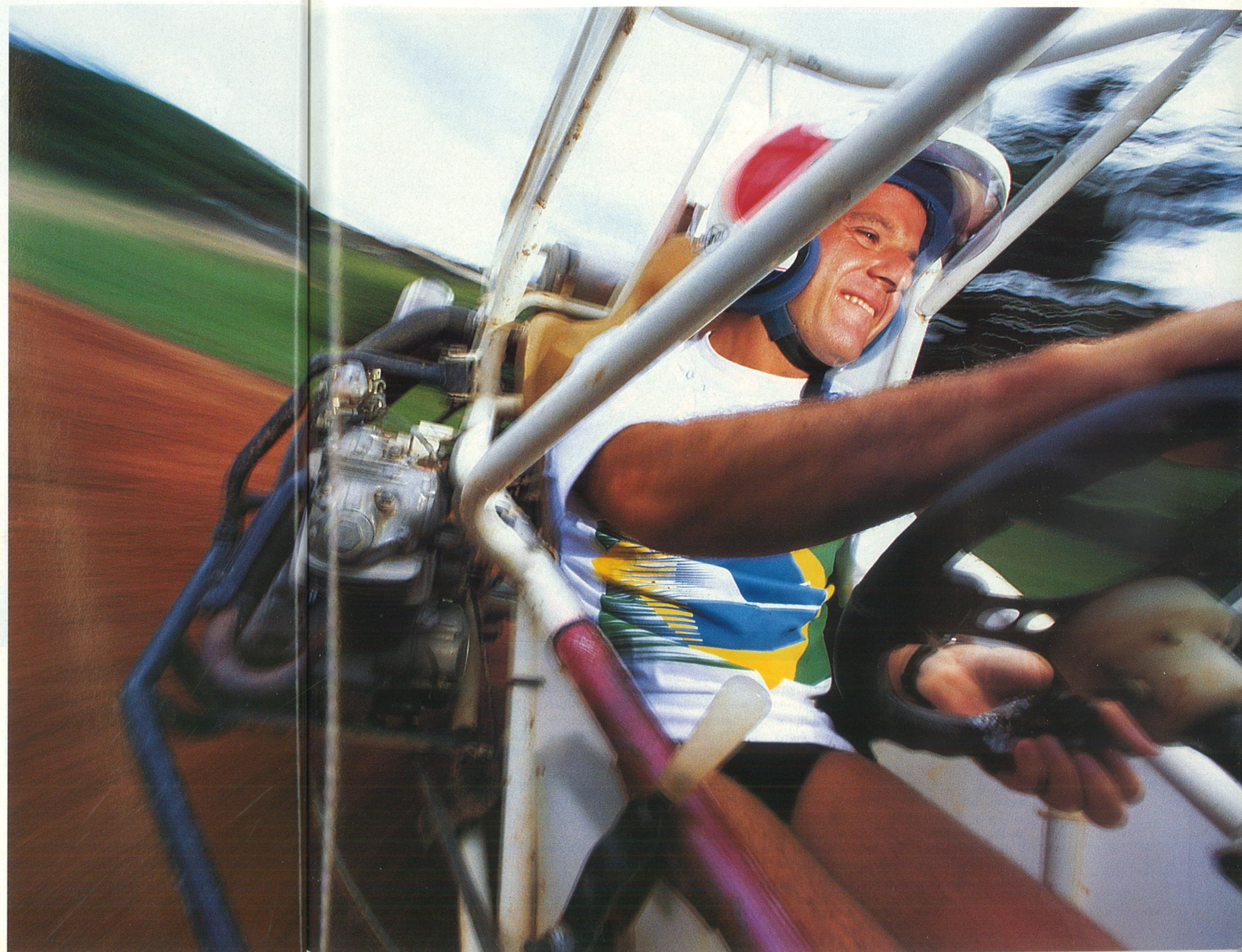
Rubens' rapport with his friends is similarly very natural. One of them, a larger-than-life chap called Marcos, is

a local DJ, and Rubens is giving him the break he needs by going on his show in a couple of days. Rubens also tries to improve Marcos' English during the course of the afternoon but, according to Marcos, progress is slow. "Piss off!" was the first phrase he learnt.

The evening closes in, and we head up the hillside to take an aerial shot of the farm. Rubens rides a baby motorcycle to his favoured location, leaving Darren and I to walk. In the course of the journey,

Rubens accidentally rides over a dead animal, which sets a swarm of flies over us. They get in our hair, under our clothes, just about everywhere. Rubens manages to speed away from the swarm, but he suffers a degree of discomfort too—he can be heard laughing himself hoarse. Until we arrive, that is.

"Shit, I've never seen anything like it," he says, helping pull the insects from my head. "Let's get the picture done quickly and get you both down to the ▶



'I love all these people here. I hardly ever see them and they don't give a shit who I am or what I do. To them I'm just a mate, which is exactly how it should be'

'My extra weight at the back starts to overtake the front, but Rubens, with an angelic touch of poise and balance, holds it all together. We slide sideways for 10 yards'



Rubens and friends: few can count a GP driver among their number, but Rubens knows he has their confidence and their loyalty. He enjoys the informality they bring

house – my mother's a doctor; she ought to have a look at this."

He ferries us home, down the hill, on the motorbike, one at a time. At a sharp left-hander my extra weight at the back starts to overtake the front, but Rubens, with an angelic touch of balance and poise, holds it all together. We slide sideways for 10 yards, just enough opposite lock applied to prevent an accident.

Back at the ranch his parents drown our heads in raw alcohol to disinfect the fly bites. And with that, we leave, though it

will be another quarter of an hour before we're finally off Barrichello property. That infamous drive awaits, remember.

This is a wonderful place, as much for its peace and tranquillity as the materialistic things.

When he invited me to visit his farm, Rubens said, almost embarrassed, "It would be great if you could come – I think you'll like it."

I can't think for a minute why we would have any doubts.

Heaven. **1**

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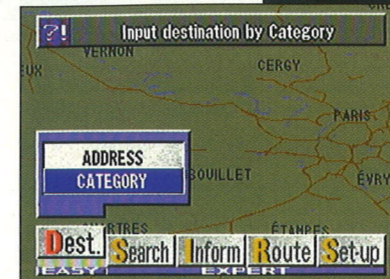
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Remembering Ayrton

He touched their lives. Five years on, his sister, his adviser, his team manager and PR chief, the doctor and marshal who tried to save him, say what Senna means to them

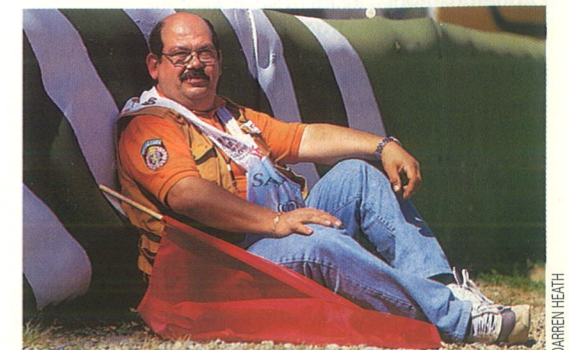
Words by Oliver Peagam

LELIO BENETTI HAS just finished lunch. Pasta, mineral water and bread – trackside, al fresco. In two days' time the *tifosi* will rejoice in Ferrari's first victory at Imola for 16 years. Right now, it's quiet. And hot.

Benetti remembers that win in 1983 – Patrick Tambay in a Ferrari 126C2B – and a lot more besides. He's been marshalling the turns of Imola since 1969.

Forty minutes south-east of Bologna, Imola is Ferrari's second home. More than 90,000 people, fanatics really, gathered to cheer to the echo Michael Schumacher's victory. Five years earlier the same crowd had been subdued as Schumacher took the top step. The death of Ayrton Senna overshadowed all.

Benetti was first on a terrible scene. "I saw his car hit the wall here at Tamburello incredibly hard and spin ▶



Marshal Lelio Benetti was first to the scene of Senna's accident

twice," he says. "The accident was so hard and fast it happened like lightning. We are not allowed to touch the cars or drivers until medical help arrives, but as I ran over I could see the car had stood up well. It was similar to Berger's crash [in 1989] but his car exploded and broke in two - Senna's hadn't. Berger and Senna hit at different angles."

As Benetti talks, an AMG-clad Mercedes thunders into view. He and the rest of the marshals jump into action as Luca, the Italian *F1 Racing* editor, and I are ushered behind a trackside hut, out of sight. Minutes later, the marshals stand down and carry on with lunch. Each is paid 15,000 lire (a fiver to you and me) per day for the privilege of waving flags and keeping the on-track millionaires in order.

The huge pot of pasta is offered around again and talk continues of how Ferrari will fare on Sunday.

As we re-emerge from our 'hideout', Benetti is chatting to a race-suited official. Giuseppe Bezzi, it transpires, was the first doctor to attend to Senna.

"I didn't see the accident because I was in the medical car, but you could see it was bad. I could tell he was alive but badly injured. He was unconscious and losing a lot of blood. He was still alive - his heart was beating and his blood pressure was at 120 [over 80, a normal reading], but he was very badly injured. We got him out of the car and laid him on the track. We attempted to resuscitate him with all the normal procedures, and then the helicopter arrived and took him to Maggiore hospital in Bologna. Normally they go to the medical centre, but this was more serious."

I ask Bezzi about the suspension arm that was alleged to have pierced Senna's helmet.

"It was impossible to see the full extent of his injuries. When we took off the helmet there was a lot of blood."

Benetti interjects: "There are two things that really upset me about the Senna crash. Firstly, all the photos that appeared of the accident, and secondly, all the media attention in the days after it. People were having a go at Imola and the marshals, but let me tell you, Senna's accident was impossible to prevent."

"You know, Senna was always very friendly with the marshals..."

"I NEVER USUALLY went to any of Ayrton's races - I preferred to watch them on the TV with the rest of the family," says Senna's elder sister, Viviane. Immediately after the accident my brother Leonardo telephoned to say that Ayrton had had an accident. My initial reaction was that it wasn't too bad - it had seemed that way on the TV. But when I saw the doctors working on him I knew it wasn't good. Then Leonardo phoned again to say it was bad."

Senna was in the process of setting up The Senna Foundation, an organisation dedicated to helping fellow Brazilians less fortunate than himself, an idea he'd been toying with for a while.

"Ayrton had asked me to set up something to look after poor children in Brazil," says Viviane. "He had a strong relationship with Brazil and wanted to give something back to the poor children - to give them an opportunity to learn, improve their health, things like that. We had our first meeting about the Foundation at the 1994 Brazilian Grand Prix. He said it would be a good idea if a percentage of the *Senninha* [a cartoon racing driver closely modelled on Senna] profits went to the cause. He was even talking about giving the

Clockwise from below: The Williams withstood the big impact well, but still Senna was taken from us. Doctor Giuseppe Bezzi was the first to tend to him at the crash. Viviane Senna (here with Jackie Stewart) made Senna's dream become a reality with the creation of the Senna Foundation



'Ayrton was a very gentle, loving person.'



kids a chance to go to Europe to study. They were very ambitious plans."

"He was thinking more about things away from the track, but in no way do I think Ayrton had eased up on the track," says Viviane. "I don't think that 1994 would have been his last year - he loved racing, he loved speed and all things mechanical."

"I think he wanted to get five world championships [to equal Juan Manuel Fangio's record] before he stopped. I think he would have carried on for as long as that took him..."

"Ayrton was always a very gentle and loving person



He became a different person on the track ... strong and determined'

toward my family. He was very amusing and had a good relationship with our father too. But I think he was a different person on the track, where he became very strong and determined.

"The popularity of the Senna image is as strong as ever, which is amazing. It was while the family was mourning that we decided to continue the creation of the Foundation. Last year its expenditure reached \$9 million - Audi [Senna had helped organise their dealerships in Brazil] have given \$7 million, which is fantastic, and it means we are able to help over 180,000 children."

Viviane continues to avoid racetracks. But she was invited to present the winner's trophy at this year's Brazilian Grand Prix.

"That was my first visit to an F1 race since Ayrton's death, and all our old friends in the pitlane were very friendly. Ron Dennis, Frank Williams, Alain Prost and Bernie Ecclestone are guardians of the trust, and it was nice to see them. They were very welcoming."

"THE WHOLE WEEKEND had gathered momentum in a disastrous sort of way," remembers Ann Bradshaw, press officer for Williams at the time. "Everybody was

consumed in what had happened, from Rubens Barrichello's accident on the Friday onwards. We were going grand prix racing and, after so many years, it had become dangerous again.

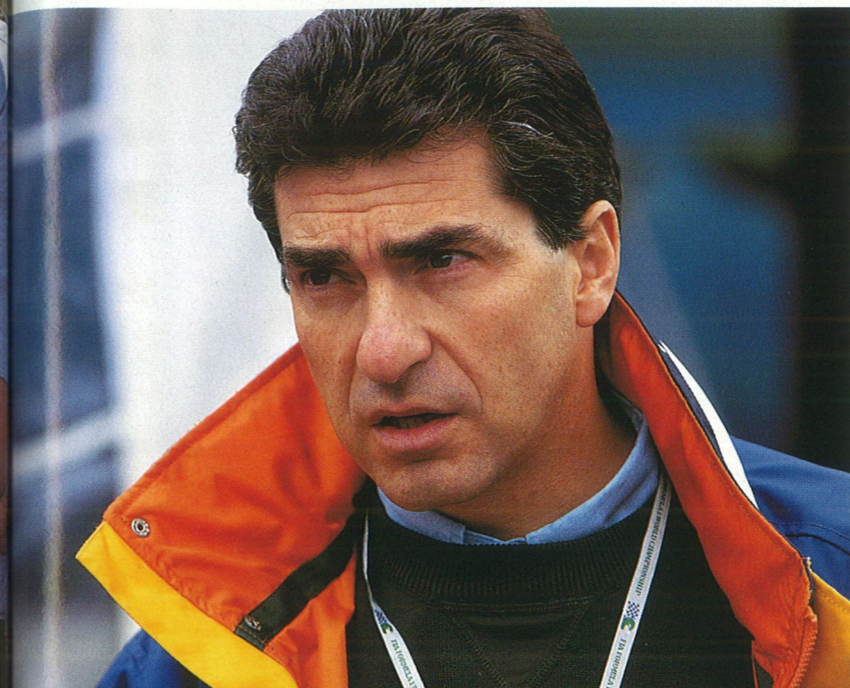
"It was only when I was at the airport that someone confirmed to me that Ayrton was dead. British Airways provided us with a private room and we were able to tell the mechanics he had died. It wasn't easy, but working for Frank Williams teaches you a lot. He was absolutely brilliant, telling us all to put our sunglasses on if we started crying because, he said, if people see you crying then they have a different attitude to you. The important thing was to let the mechanics know the situation and ensure they weren't hassled by anyone."

"When we got to Gatwick all the news crews were there. The police took Damon and Georgie out of a back entrance and I asked the waiting reporters not to talk to the mechanics as they came through. Thankfully, they respected my request."

"I got to Didcot at 7.30am the following day, and already there were hundreds of people there - including many Brazilians. The amount of flowers that accumulated..."

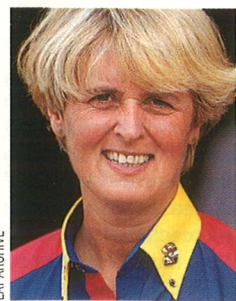


'We have good drivers, but nobody has the sort of charisma that



made Senna a worldwide sports star'

Clockwise from left: This year's Brazilian GP was the first race Viviane (pictured with McLaren's Mansour Ojeh and Ron Dennis) had attended since her brother's death. Julian Jakobi acted as Senna's business manager. Williams' Ian Harrison and Ann Bradshaw were very impressed with Senna in their short time together



LAT ARCHIVE

There have been many stories concerning Senna's state of mind that weekend – that he wasn't himself.

"If all these stories are true," reckons Bradshaw, "that he foresaw all this and so on – well, I have to be honest, if a racing driver thought these things, then he wouldn't be racing. Too much can be read into

such things. Yes, he was sensitive, but he'd seen one of his fellow racing drivers killed. He'd react as anyone would. All the drivers would have felt the same.

"His family always said that he loved racing and he was doing something he enjoyed. At that point he was the best driver in the world. He did something that everyone could admire. He loved it.

"I enjoyed working with Ayrton. He was a total professional. It was easy because everyone wanted a slice of him.

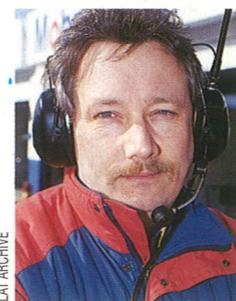
"A lovely, lovely guy."

"SENNA WAS AN outstandingly intelligent human being," says Julian Jakobi, his business manager since 1985, and a trustee of the Foundation. "He had an intelligence and attention to detail that was utterly mind-boggling.

"I was in the motorhome with Damon's wife when I saw the crash on TV. I realised it was serious. I kind of had a sixth sense that it was pretty bad but I didn't know he was dead. I got to the hospital and saw the specialist in charge, who told me Ayrton was on a life-support machine. The specialist then explained that they were keeping him alive and that they didn't hold out much hope.

"What annoys me the most is the fact that he is no longer alive. The reason why is because he had such charisma and no-one has replaced him in the sport in that respect. We have good drivers and not-so-good drivers, but nobody has the sort of charisma that made Senna a worldwide sports star. That comes along once in a lifetime in each sport. To find a star who has charisma is hard. Perhaps Pelé, Muhammad Ali and Michael Jordan – but that doesn't happen too often."

Much has been made of Senna's making-up with Alain Prost before the race...



LAT ARCHIVE

"He had made up with Prost before then. They had spoken in the weeks prior to the race, primarily because Ayrton wanted Alain to get involved with the safety issue. He had also spoken to Niki Lauda and Gerhard Berger on Sunday about safety. That he'd given that message on TV was incidental."

Was Senna upset and unbalanced before the race?

"He was very concerned about the accidents to Barrichello and Ratzenberger; he was very upset on Saturday afternoon. He had a long chat with Frank [Williams] on Saturday night in the hotel and he had a long chat with me later."

About what?

"That's private. But he was thinking a lot about the safety aspect, something we'd already spoken about on the way back from Suzuka, especially the electronic driver aids. He was concerned that there could be a number of accidents that year."

And if his accident hadn't happened?
"Ayrton would have won the championship in '94, and probably the championship the following year as well – he could have equalled Fangio's total. I don't know whether he would have gone for a sixth title. I think he may have decided to stop. He had such respect for Fangio, he would've rather been on a par with him.

"The saddest thing is not that he's no longer around as a racing driver, but that he's not around as a human being. Senna was asked once if he wanted to be president of Brazil. He replied, 'No, because I don't want to be a politician. I can do more good if I'm not a politician.' He had a huge amount that he could have contributed to Brazil and society."

"EVERYONE WAS RATTLED by Barrichello's accident and Ratzenberger's death," remembers Ian Harrison, Williams' team manager in 1994, "and we were no different. But at the end of the day, we stuck the car on pole, and we were like, 'Right, how are we going to win this race?'"

Does Harrison remember these events having any affect on Senna?

"We were all under pressure, but no more than normal. We needed to get the account open [Senna's first two starts with the Williams team had ended in retirements] and start having a go. I'd never worked with Senna before, but the team and I were pleasantly surprised. We all knew that he was going to be bloody good in a car, very professional, but outside the car I found him to be one of the most polite and correct people I have ever dealt with.

"You'd think that if you read about yourself in the press, with everyone saying you're the greatest driver, that it might rub off on you after a while, but I never found Ayrton to be arrogant. He was part of the team. When he first came to us he didn't know anybody so he trod carefully; by Imola it was all first name terms.

"I remember one incident in Brazil. It was our first pitstop and everybody was a bit nervous of using the fuel rigs because it was the first time we had used them in a race. It went okay, not massively fast, but it was as fast as anyone else.

"On his out-lap Senna went past the pits and told us that he wanted this and that adjustment on the next set of tyres, the pressures to be sorted and so on. I remember looking at David Brown [Senna's race engineer] and he was looking at me. We must have both been thinking 'Blimey! Excellent!' He was thinking about the bigger picture.

"The bloke was the business."

To millions around the world, Harrison included, he still is. We will remember. 1

Snapshot from WILLIAMS F1



© Winfield Williams F1

"Oh not now
mum
I'm working!"



CHARLES COATES/LAT

Faster than Schuey. All washed up. The fall and rise of Heinz-Harald Frentzen

Back to the front

Words by Tom Clarkson

Lacking common sense is too strong an accusation. It was more about being politically naive. Until Eddie Jordan threw him a lifeline at the end of last season, 32-year-old Heinz-Harald Frenzen was teetering on the verge of being ousted from Formula 1. And, wait for it, he's never even met Bernie Ecclestone. Amazing. Absolutely amazing. Surely every F1 driver makes it his business to meet The Business?

Yet we're talking to, and about, a grand prix winner here, not a Marc Gené-type new boy. But then it's the *playing of the game* that Frenzen has always got so wrong. If natural talent alone won titles, he'd be world champion. But it's not and he isn't. His is a career littered with wrong or ill-judged decisions. Whereas Michael Schumacher learned his craft under the paternal tutelage of Mercedes via their sports car junior team, Frenzen opted out for 1991 in favour of a spell of Formula 3000 with Eddie Jordan – an ill-fated spell in their *third* car. He declined an offer to replace Ayrton Senna at Williams after Imola in 1994, only to join the same team, three years later, when they had just one season of works Renault backing still to run.

There had been a time when he was judged better than Michael Schumacher – a career momentum well and truly squandered.

Until now.
The Jordan drive came at the behest of team title sponsor Benson & Hedges, who wanted another German to replace Ralf Schumacher, and Frenzen has risen to the challenge. He's just had the best start to a season in his six-year F1 career. He's happier and more focused than ever we saw him at Williams. Jordan's jovial ambience is better suited to his dry sense of humour and he's enjoying his racing again – as much as he did in those eye-catching Sauber days.

"Sauber were great. If I'd had more experience back then I think we would have achieved better results," he says. "We should have finished more races on the podium than we did because the car was excellent. The C13 [of 1994] was the first Mike Gascoyne-designed car I drove and I've got great respect for what he can do because of that. I'm just really pleased that we are working together again."

Gascoyne isn't the only man with whom Frenzen is renewing old acquaintances. Many people holding key positions at Jordan – from managers to mechanics – were with the team in 1991. This family atmosphere, a bit of Tender Loving Care, brings out the best in this thin-skinned and self-effacing driver. Just ask Sauber. You could ask Williams too, but they wouldn't know what you were talking about. That was the problem.

Eddie Jordan knows: "I couldn't be more pleased with Heinz-Harald. His approach and results have been brilliant. He hasn't put a foot wrong."

A different team and a different approach, and what do you get? ▶

PAUL HENRI CAHIER



Frenzen and Jordan hit it off straight away by finishing second in Australia

'He has never even met Bernie Ecclestone. Amazing. Surely every

F1 driver should make it his business to meet The Business?'



DARREN HEATH

At home. At ease. At one. Attuned.
All the things he wasn't at Williams

A different Heinz-Harald and different results. Frentzen, unlike team-mate Damon Hill, doesn't need to be put under the screw to get the best out of him. Equally, Damon doesn't need heaps of praise from his boss, which explains why he blossomed at Williams – and hints strongly at why he has won 22 grands prix to Heinz-Harald's one. Their careers have been inextricably linked for the past three years – from the time it was rumoured in late 1996 that one would replace the other at Williams, even though the other was battling – successfully – for the world championship. And it could be argued that Frentzen has since gone out of his way to make Hill look even better.

Until now. It is to Eddie Jordan's credit that he is able to successfully motivate two such diverse characters.

"I get on very well with Eddie," says Heinz-Harald. "He has a very bubbly charisma, which passes through the whole team. But don't misinterpret that as unprofessional, which is what the German press have written. It's not true: we are relaxed and have fun, but are still just as professional as any other team."

It's hard to believe that anyone could criticise the new, improved Heinz-Harald Frentzen. But a lot of his problems stem from perceptions, not realities. The '70s haircut and wayward fashion sense leave him open to stereotypical ridicule. Bother to dig beneath the geeky exterior, though, and you will uncover an intelligent human being, someone who loves his sport and thinks a lot about its demands and dangers. Thoughts he can expound with a Sennaesque bluntness.

"The important thing in motor racing is to remain focused all the time," he says. "You only have one life – if you make a mistake, that's it. I don't want to end up disabled."

He's at his best as an interviewee when not talking about himself. Modesty forbids. But if you're patient, he will dissect topics, cut to the quick. Take his thoughts on the four-grooved front tyres, for example

"With these new tyres you have to fight the car much more than in the past. It gets sideways much more easily and you need car control and you have to be comfortable driving at the limit. But you know what? It would be as difficult to go back to slicks now because that in itself alters the parameters again.

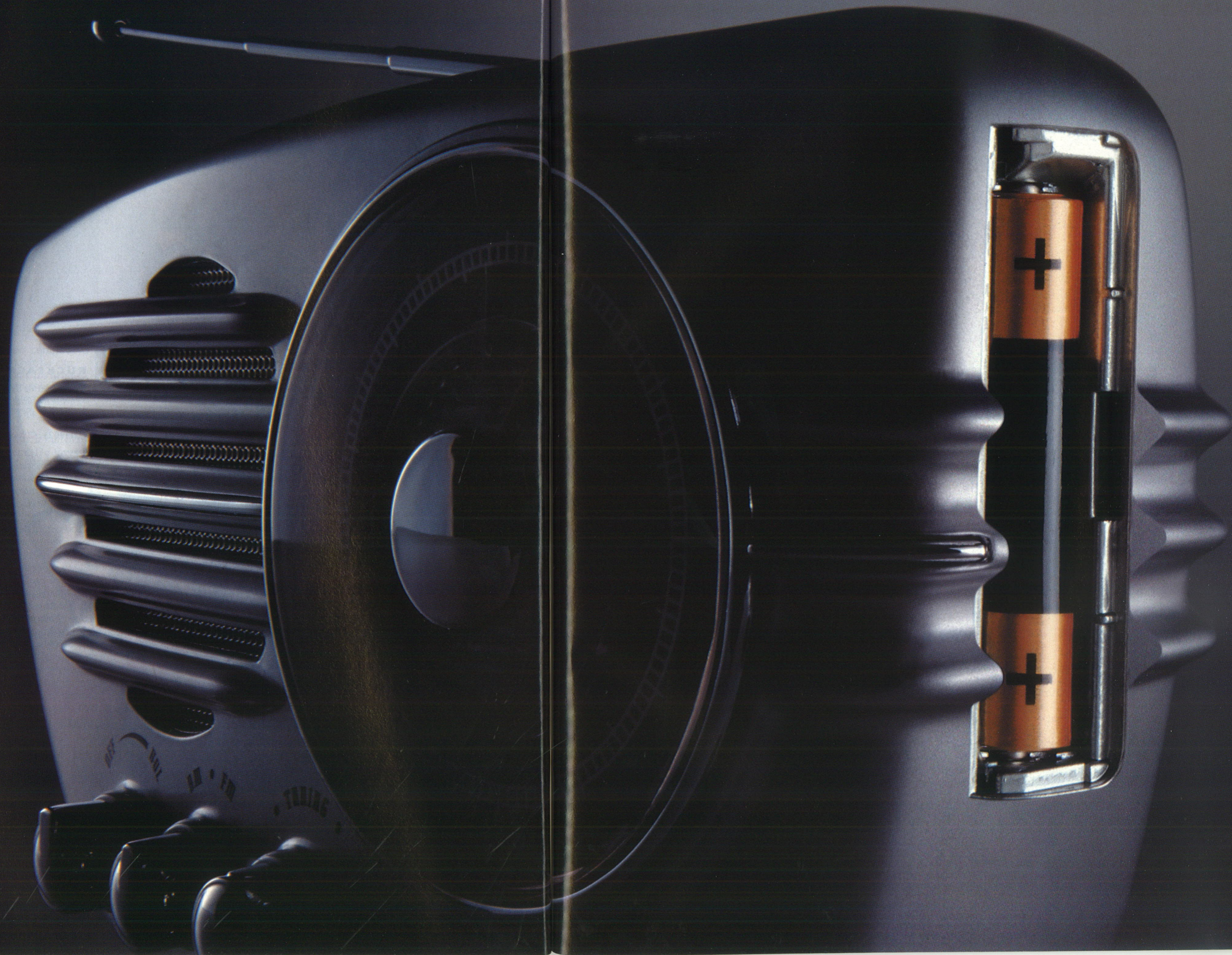
"I'll just take the car as it is, but it's important for the rule makers to understand that this is a sport for drivers first and foremost. It has to be difficult, otherwise you don't get the sport aspect."

Such straightforward and unbiased thinking is unusual in the vested-interest F1 world. As we head towards the millennium, he and Bernie really should get together sometime to discuss the current state of play.

H-HF has got his dander up now. On F1 tracks: "I have done so many miles around Barcelona that the challenge is no longer there. Mind you, I love Monaco – every year we go there it feels ▶

'He doesn't need to be put under the screw to get the best out of

him. Equally Damon doesn't need heaps of praise from his boss'



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The Fresh Prince

The first black F1 team owner could never be a shrinking violet. He isn't...

Words by Tom Clarkson; portraits by Charles Best

BLACK SKIN. BLUE blood. Colourful views. Prince Malik Ado Ibrahim is the most intriguing man of the Formula 1 moment. And he doesn't disappoint.

He has big ideas. As the just-installed boss of Arrows, he believes he can change F1 for the better. He won't be the last newcomer to think that; he wouldn't be the first to fail either. Fail, however, is not in this man's vocabulary. Strident is.

"I've watched this sport for the last three years," he says, "and I've seen big men making big mistakes – business-wise. Most of the people running Formula 1

teams are not real businessmen."

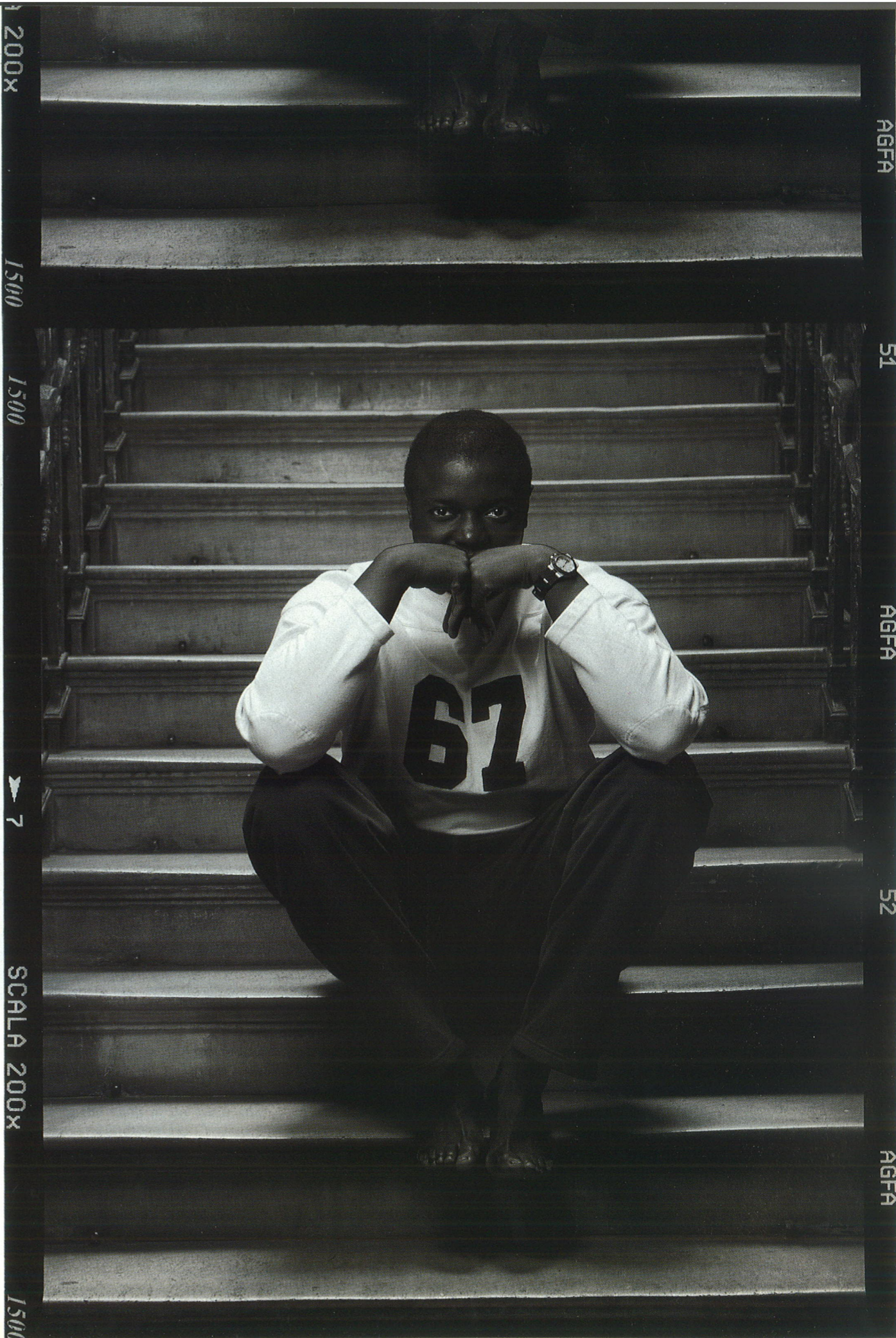
Malik, as he calls himself for the sake of informality, says he is.

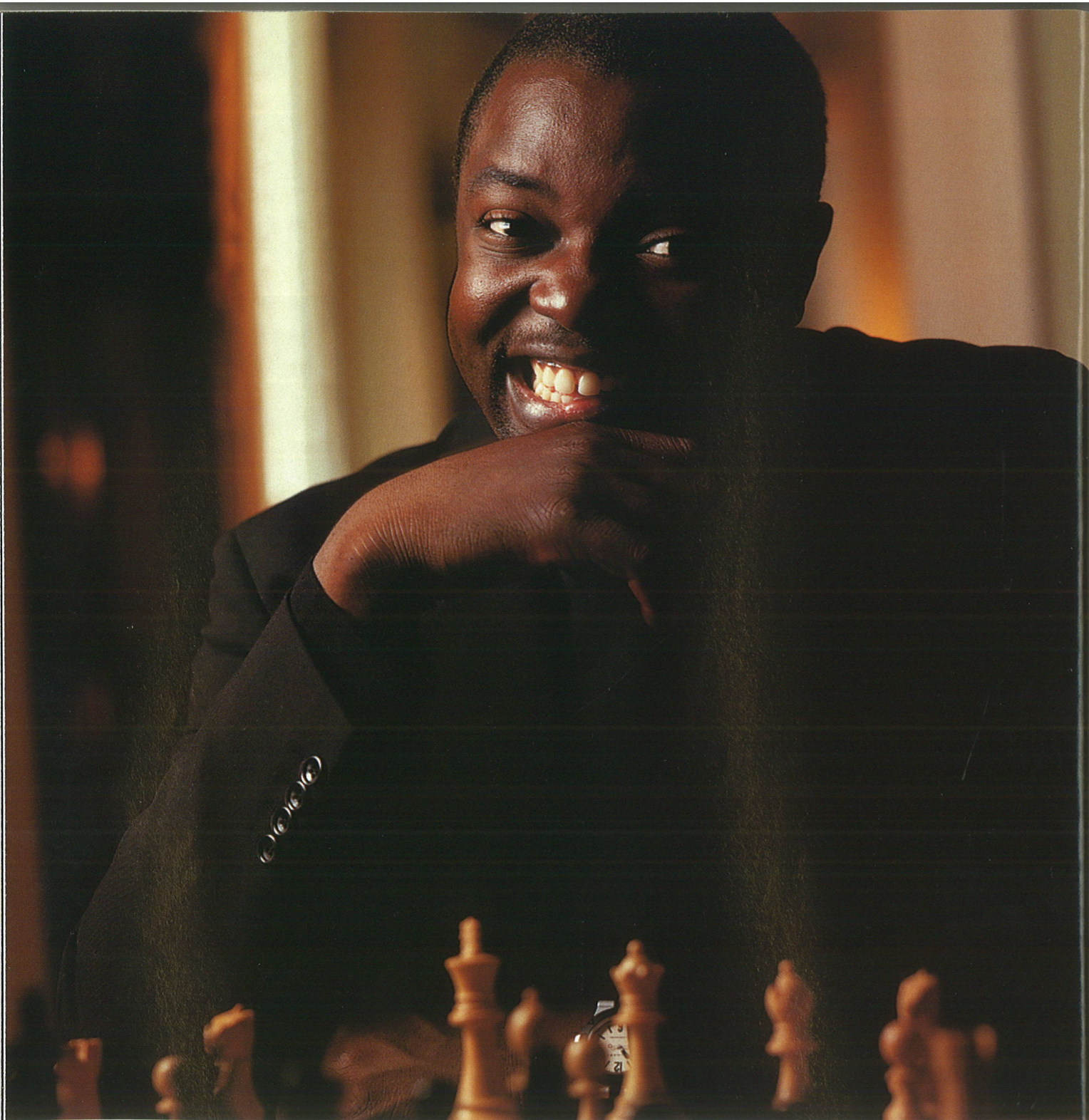
He is the second son of a Nigerian tribal king and is heavily involved in Africa's telecommunications business. Recently he expanded his commercial interests into sports marketing, a move which included looking after the promotion and merchandising of Nigeria's football team at the last two World Cups. Now he's turning his attentions to Formula 1, a political minefield he has no experience of. Yet he's marching throughout it with not a care in

the world. If he sets a few off, then so be it.

To accuse his fellow bosses of being "not real businessmen" is provocative talk hardly designed to endear him to the paddock, but it explains why he sees Arrows, without a GP victory in their 21-year history, as a blue chip must-have. For, according to Malik, former Arrows majority shareholder Tom Walkinshaw is the only man in the pitlane running a business, through the TWR arm of his empire.

"Tom's businesses turn over \$1 billion per year," he says. "As far as I can see, ►





'Malik isn't your average Prince, if that's not a paradox. There is little regal about him. He's

CHARLES COATES/LAT



Malik says his relationship with Tom Walkinshaw is based on friendship and respect

there are no other team bosses in the pitlane doing that. So, as well as being a true friend, I have a great deal of respect for Tom Walkinshaw."

How Malik came to hold the keys of Arrows is a long story. But he prefers to keep his version short. He went close to buying the 40 per cent stake in Jordan which Eddie eventually sold to Warburg's. Malik did the deal with Walkinshaw on the eve of the Australian Grand Prix, which resulted in him and his business partners, the merchant bank Morgan Grenfell, purchasing a 75 per cent stake in the team.

"I've made a lot of enemies along the way because I tried to buy into a lot of teams and they didn't want to talk to me," he says. "I didn't even get the pleasure of meeting up with Bernie; he had nothing to do with the deal. I'll tell you something: if I prove myself to be right, they're all going to rue the day they said I was an idiot."

As early as Brazil, Malik found himself alone at the helm of the team after a business commitment kept Walkinshaw away from Interlagos. The race weekend passed with military precision.

"That was nothing to do with me," Malik says. "Everybody in this team is so good at their job that they just did what they had to do. I was very impressed. I was there as a figurehead, nothing more."

The man who moments before was sarcastic about the sport's big hitters, is now happy to defer to his underlings. But Malik isn't your average Prince, if that's not a paradox. There's little that's regal about him. He's yet to be seen in a tie and blazer, instead he's all designer labels and weighty backslapping.

"How I was brought up is completely different to the way I live now. I was sent to a boarding school in Norfolk, and lived in Britain, Nigeria, America and France, as a kid. But I'm modern; I'm not into grandeur particularly."

He had a strict upbringing which, he says, forced him to eat lots of humble pie.

"I am one of eight children and my family has strict values. I wasn't even allowed to wear a pair of jeans until I was 23. It's things like that which mean I can talk to the doorman of a hotel and laugh and joke with him and not think I'm a

yet to be seen in a tie and blazer, instead he's all designers labels and weighty backslapping'

better person."

He's now four races into his tenure as a team boss and the future is beginning to be shaped as he wants it. At Imola he launched his t-minus brand, which he hopes will provide him with the bulk of his running budget each season. This is how Malik intends to revolutionise the marketing of Formula 1.

The basis for his thinking is this: the

Los Angeles Lakers basketball team make \$125 million per year in marketing... and F1 reaches a far wider audience: "There are two brands on sale - Arrows Grand Prix wear and t-minus. The latter in particular has huge possibilities because it's a brand. We're branding motorcycles from Ducati, energy drinks, clothes, and I am using the greatest advertising medium in the world, F1, to promote it. Nobody before us has taken fashion to F1 and my clothes will be available in the high street. I've got t-minus into Harvey Nichols, into Next - it's where we have to be."

"My job is to look after the commercial aspects of Arrows; Tom still looks after the technical aspects. It is my job to provide the funds to go racing and it is my belief that the traditional forms of sponsorship should not be important to that end. I'm not ruling out traditional forms of sponsorship - that would be stupid - it's

just that we should not have to be so dependent on it."

Taking such a positive view towards merchandising when other Formula 1 teams have been doing it for ages - but badly, according to Malik - is brave when you consider that Michael Schumacher is making less money from merchandising than at any other time since he joined Ferrari in 1996. And Malik is pinning his



t-minus and counting: the numbers on the A20's flanks related to the brand's launch

hopes on punters wanting to be closely associated with Arrows. Are we missing something? Malik thinks so.

"Michael Schumacher's an individual," he says. "He can't reinvent himself unless he has plastic surgery or something. How many Schumacher shirts can you sell to people? With Arrows and t-minus, on the other hand, we can constantly do different things and react to the latest fashions, which gives us greater freedom to give the public what they want. And the F1 fans out there are a sophisticated bunch."

Given that he's veering away from "traditional forms of sponsorship", the competitive - occasionally contradictory

pocketed close to £90 million, so he's either taking a disinterested step back, or believes totally in his new partner.

"First and foremost, Tom and I are friends. Our relationship is built on friendship in the true sense," says Malik. "We laugh a lot, we joke a lot, we fly together, we go on holidays. I think Tom is a real meat-and-potatoes guy - very straightforward, because all he wants to do is win. I don't know his history and, frankly, I don't care. I've got to be more concerned with what we are building here."

"I've gone into this with my eyes open, with an open heart. The worst he can do to me is take my money; he can't take my life.

the tantrums and all the things people do for them, but I suppose that is the arrogance of F1. These guys can get away with anything."

Malik talks a good race and works hard; he claims not to have had a holiday in eight years, for fear of losing a deal. He's a sporting person by nature and is quick to show me the scar on his left arm, the permanent reminder of an old polo accident which temporarily paralysed one side of his body.

His schedule is certainly relentless: from here he goes to America, where he is appearing on the David Letterman show prior to the Canadian Grand Prix. He's

'I know that people have said to Tom, 'Watch out, he's an African, he's a Nigerian'

-side of Malik quickly shines through; the sort of one-upmanship prevalent in F1. He talks with glee about Virgin, the logos of which appeared on the car for the first time in Interlagos.

"I've got Virgin on the car," he says. "How many people have got Virgin on the car? I know that every single team has been trying to get them on their cars, but I've done it. What all these advertisers are seeing is a chance to look hip."

Amid all these commercial dealings, Walkinshaw is minding his own business. Given that his team was valued at £130 million just before it was sold to Morgan Grenfell and Malik, Walkinshaw has just

Anyway, I've come in here and I know that people have said to him, 'Watch out, he's an African, he's a Nigerian,' so I think we complement each other quite well.

"I don't think F1 is racist," continues F1's only black, African, Muslim team leader. "It's just racial in its make-up; you have to be a certain social standard - white upper middle class - to get into racing because it's so expensive. But I won't choose a driver because he's black. I want to win and I want to be proud of the person in the car, and I don't care whether he's black, white, Indian or Chinese."

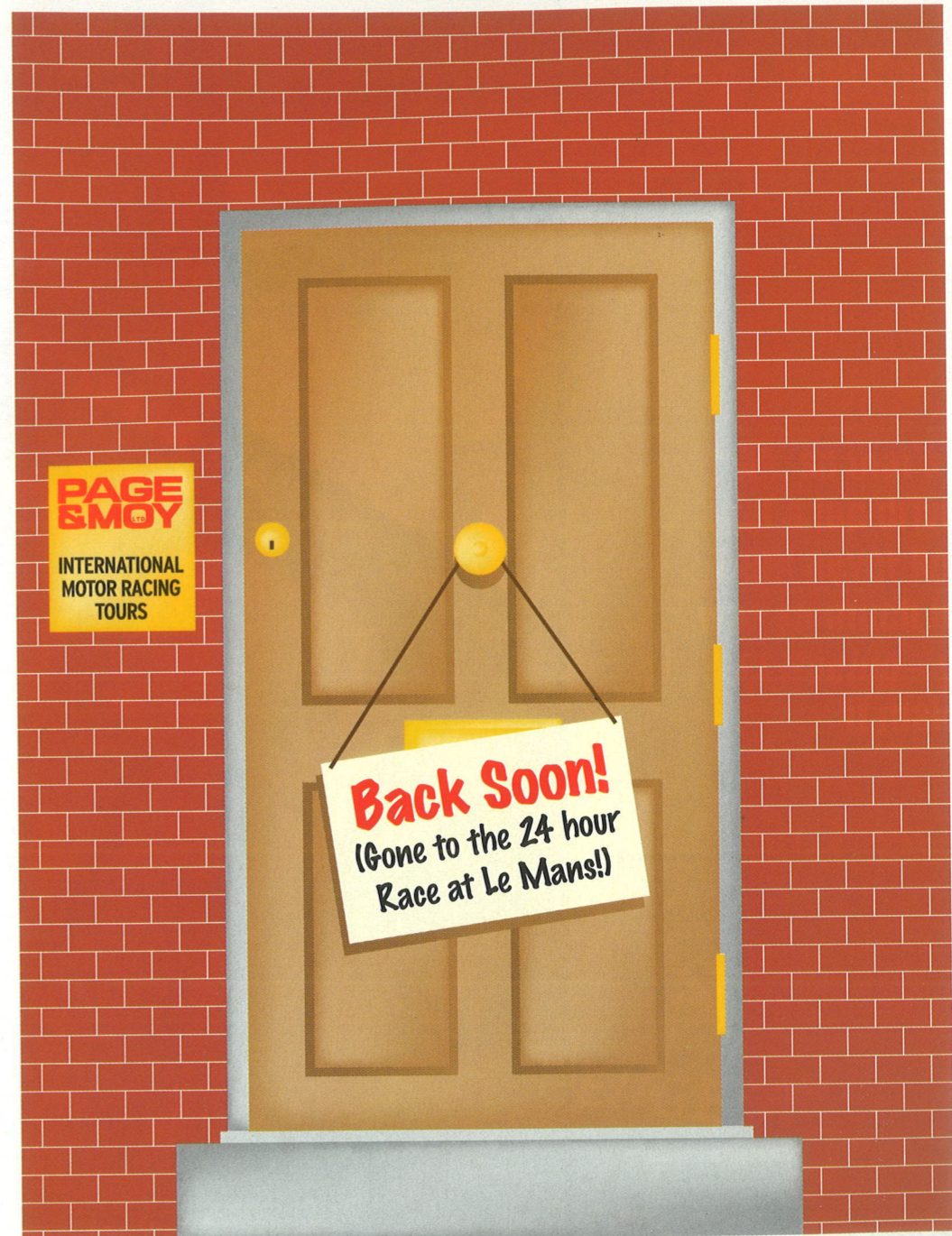
"But I have to say that I think all racing drivers are over-privileged kids. I've seen

also taking the Arrows show car over to Indianapolis in May to gain publicity in preparation for the US GP in 2000.

His life is just one big buzz right now. "I'm on a high," he says. "I even have a tape recorder next to my bed just in case I wake up in the middle of the night with an idea."

"But it's all going to take time. What is it they say? Keep your mouth shut and be thought a fool, rather than opening it and proving it."

Ahem. Well, 'rules', as Prince Malik Ado Ibrahim has proved by breaking into F1, are made to be broken. **1**



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Senna raced 99T-5 just once, finishing third in Germany, but he racked up 2500 testing miles in it

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The Lotus 99T-Honda Turbo of 1987 was not a great car. It was a good car. One that should be remembered for ironing out the bumps of Monaco and Detroit as Senna recorded the first and second wins for active suspension.

In the main, though, it was overshadowed by the Williams FW11B, and it required the sublime skill of Senna to keep it in the title race for so long. His only chance of victories that season was to nurse it through races non-stop. September 6, Monza, and this approach was on the verge of win number three when, six laps from the end, he lined up to lap Piercarlo Ghinzani's Ligier. There was a mix-up. On ragged tyres, Senna ran out of grip and slithered through the gravel on the outside of Parabolica. The win – and his outsider's title hope – had gone.

But most will remember the 99T as an Ayrton Senna car. Peter Ratcliffe does. That's why he's just bought one. And put it in his F1 memorabilia gallery at Windsor.

'He gave me the watch off his wrist once, to raise money for Great Ormond Street Hospital. We got £6000 for it'

Ratcliffe agrees with the "entrepreneur with his heart in the right place" description of himself. He also fits the 'once a collector, always a collector' profile. He was hustling drivers at Brands Hatch for their autographs in the late '50s and selling them for a penny to his fellow six-year-old classmates, that or swapping them for a Dinky toy. But this purchase is different. This is a dream come true. He doesn't own Lotus 99T-5, he's its curator, preserving it for future generations.

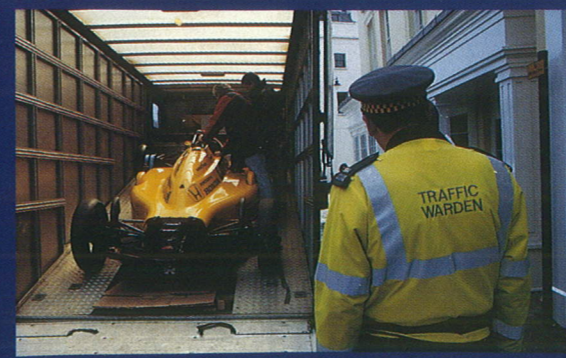
"Like millions of guys around the world, I was, still am, a huge Ayrton Senna fan. I was fortunate enough to meet him on a few occasions. I visited his flat in Monaco, and did two limited-edition prints with him. He gave me the watch off his wrist once, the one he wore while winning the 1992 Italian Grand Prix, to raise money for Great Ormond Street Hospital. We got £6000 for it. He always had a bit of time for me.

"People might laugh at this, but I'm quite a spiritual guy. I've been through deep troughs in my life and come out the

99T-reg

Millions of Senna fans would love one of their hero's F1 cars parked in the front room. Meet the one who has made this dream come true

Words by Paul Fearnley; photographs by Antonio Olmos



"Excuse me mate, you're not thinking of parking that here are you?"



Senna's 1987 Lotus features active suspension ... and BMX wheels!



Ratcliffe with his new pride and joy. The 99T takes centre stage in his gallery at Windsor

THE LIFE AND TESTING TIMES OF LOTUS 99T-5

LOG BOOK

EVERY MILE COVERED by the fifth 99T built was recorded by Ayrton Senna's race engineer in 1987, Steve Hallam ... and Peter Ratcliffe has 200 pages of hand-written notes to prove it.

Senna acquainted himself with the car on 7 May at Nogaro, France. His last drive of it was at Zeltweg, Austria, on 2 October. During the intervening period he clocked up 2929.9 miles.

He raced it just once, at the German Grand Prix, where he finished third. But he used it to qualify at Detroit (2nd), Paul Ricard (3rd), Silverstone (3rd) and Hockenheim (2nd).

The bulk of its work was done developing the active suspension system. It was at a four-day Silverstone test session that Senna's teammate, Satoru Nakajima, had his only two spells in the car, racking up 264.2 miles.

And, if you must know, 99T-5 utilised four steering wheels during its life.



'All we're on is a journey. He finished his journey at Imola. And that was that. It doesn't matter why he died'

other end. I feel strongly about there being a higher power, and Senna felt the same way. All we are on is a journey. He finished his journey at Imola. And that was that. End of story. It doesn't matter why or how he died. He was taken from us at the time he was supposed to be taken from us. I think he knew he wasn't going to live to the ripe old age of 85. And I think he knew I thought that too. Perhaps that's why we got on well in the short time we had." And that's why a Senna car became Ratcliffe's Holy Grail.

Three weeks after Ratcliffe had undergone a serious stomach operation, he rang Clive Chapman, son of Colin, at Classic Team Lotus, on the off chance, to inquire what cars he had up for sale. Ex-Martin Donnelly and Satoru Nakajima offerings did nothing for him. It was then Chapman recalled he had promised to sell him an ex-Senna Lotus some time in the future. The future was now.

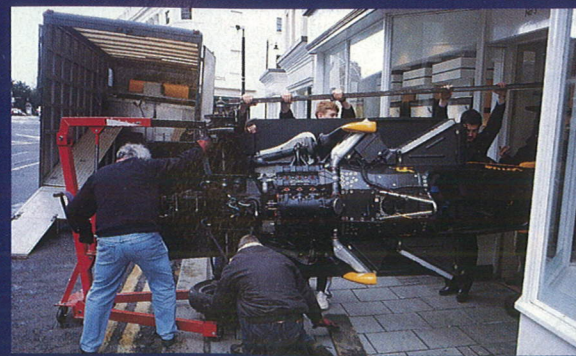
Two hours later a deal was pencilled in. A trip to Norfolk and a six-hour face-to-face later, the deal was inked. But it was only two-and-a-half weeks later, when the car was in his gallery, doors locked, alarms primed, that Ratcliffe felt able to relax. The delivery was a stressful affair too – involving the Queen, traffic wardens, forbidding clouds, an ex-Jim Clark mechanic and an engine hoist.

"In all the years I've been in Windsor they've changed the guard on Mondays, Wednesdays and Fridays. So what happens? Queenie decides to have a long weekend and they change the guard on Tuesday," says Ratcliffe. "They closed the streets to check for terrorists, so the Lotus guys had to stay down a side road in the truck for 90 minutes."

The move was co-ordinated by Eddie Dennis, who was a Lotus mechanic for Clark, Jochen Rindt and Ronnie Peterson. With one eye on the fractional gap between the jacked-up rear end of the car and the lintel of the gallery's double doors, and his other on a swaying chimney stack opposite, he eased 99T-5 into its new home.

"A couple of years ago I was on a TV programme called *Collectors' Lot*, and I was asked what I wanted most of all," says Ratcliffe. "I said an Ayrton Senna F1 car, but added that I was more likely to win the lottery."

This week's winning numbers are... 1



Not like your average sofa-up-the-stairs removal job. No, not at all



Peter thanks Eddie Dennis with one of Jochen Rindt's old trophies

Peter Ratcliffe

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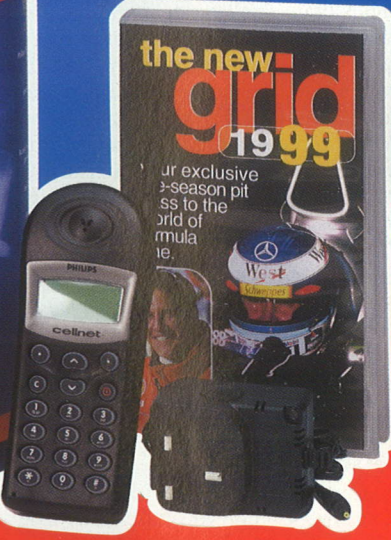
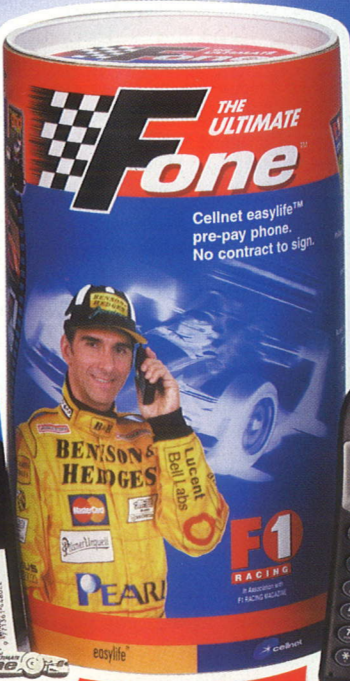
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Formula 1 lost one of its most brilliant minds, one of its most engaging characters, in April. This is our tribute to...

Harvey

Words by Mark Hughes; pictures by LAT Archive

Harvey Postlethwaite spanned not only the decades of Formula 1, but the cultures too – perhaps more effortlessly than any other. How could a man that seemed so at home among the English aristocratic eccentricity of Hesketh take so well to the Latin fervour of Ferrari, the down-to-earth rusticity of Tyrrell and the inscrutability of Honda? Yet there he was in the middle of it all, on his own personal journey, at ease whatever the surroundings, yet still the same chuckling, intellectually challenging ‘honey bear’.

But some things did change. As the hair went from wild, brown and wiry to thinning, grey and receding, Harvey evolved from a cutting edge designer into someone who figuratively sat down, put his feet up, and occasionally peered over his newspaper to keep the boys pointing the right way, share a joke, answer a question or impart a conclusion from his ponderings. He was probably even better at this than he was at designing. When the increasing complexity of F1 led teams to invent the role of technical director, many realised it was what Harvey had been doing for years.

His F1 longevity and flexibility were products not only of his talent, but his sense of proportion and wisdom. Much of his skill *derived* from humanity – unusual in an environment which usually devours it.

Hesketh revisited

It wasn't so long ago – just a few summers back. Until you count the numbers. Then you count the cornerstones – Lord Hesketh, James Hunt, Bubbles Horsley and Harvey – and see that only half of them still stand.

“It makes one wonder what those of us still here have done to deserve it,” muses the team's manager Horsley. “Maybe it's that we got out of that boiling kettle of F1. It must be very stressful.”

The surreal Hesketh team was a cross between *Brideshead Revisited* and *Monty Python*, with their teddy bears, luxury yachts, barefooted blonde driver and bizarre in-jokes and rituals – this was the team that prayed to ‘The Great Chicken in the Sky’ for a new engine. How many of today's teams bring a grand piano in the truck? It dismayed much of racing's establishment that this ‘public school toffs’ day out was an instantly successful grand prix team.

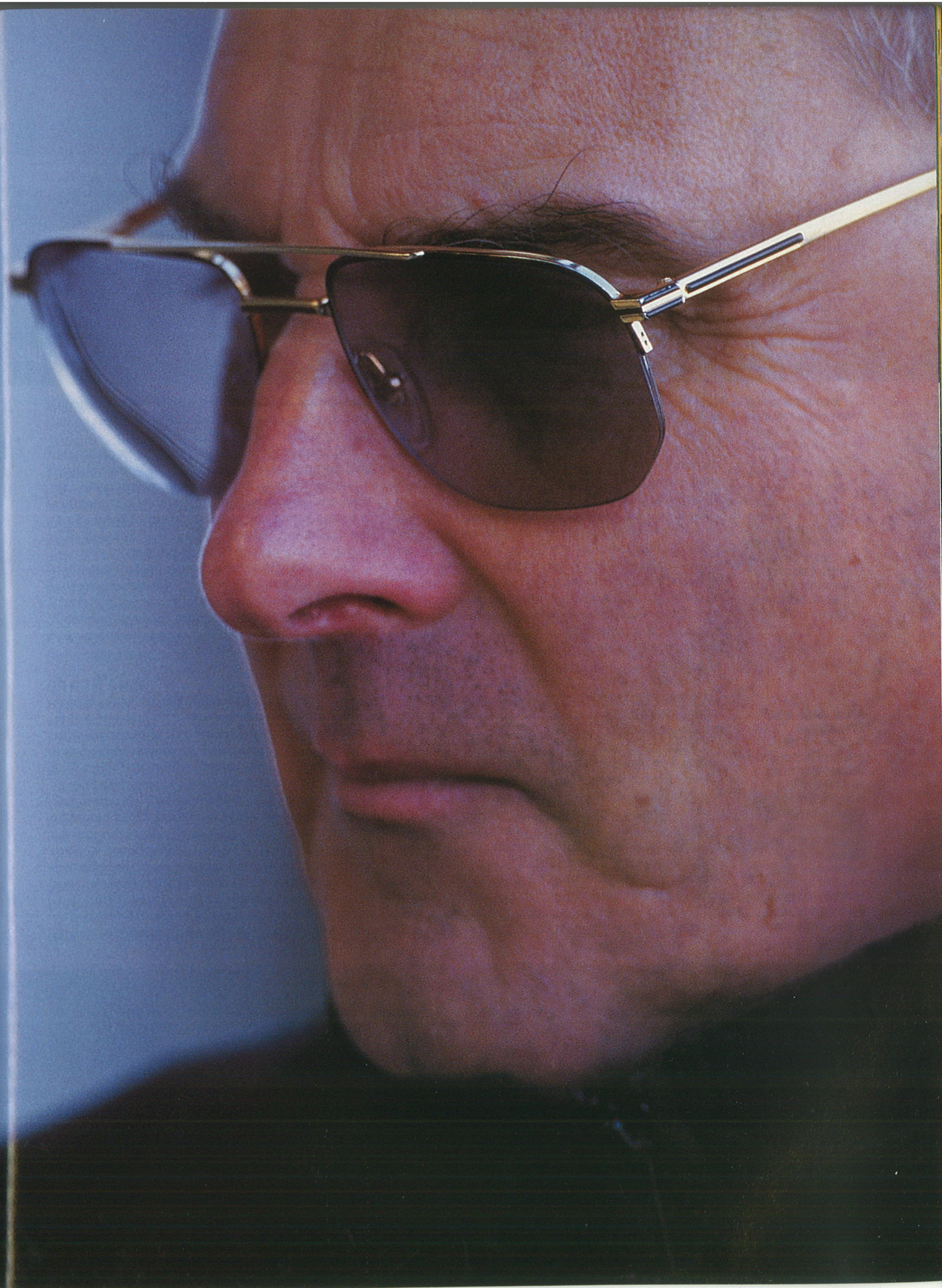
Dave ‘Beaky’ Sims was a mechanic there: “Harvey was the man that put the steel in the centre of that team. They all had their part to play but it would not have been a serious team without him. It would have fallen away very, very quickly.”

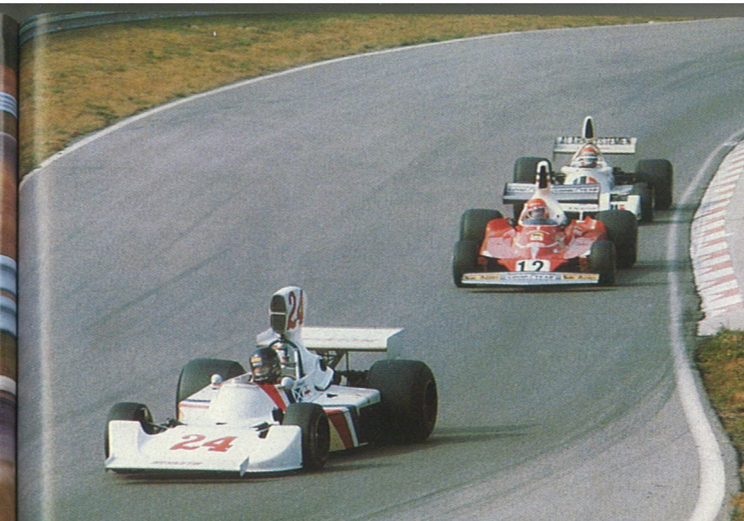
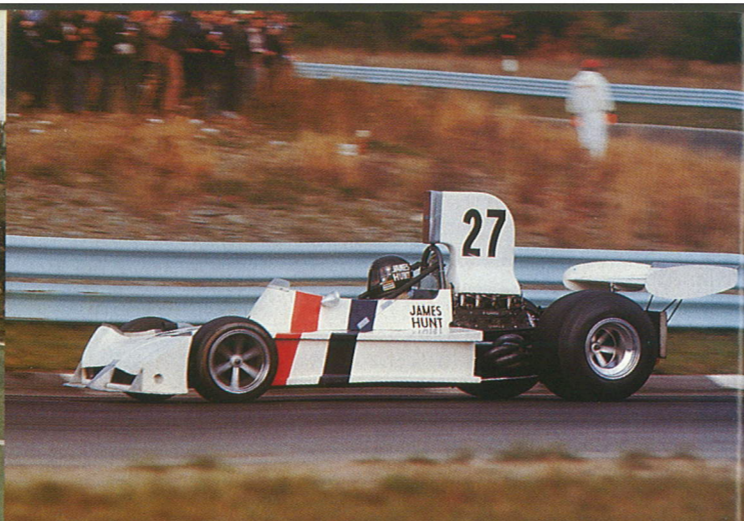
“We'd made a complete balls-up of Formula 2... so decided to do F1 instead,” says Bubbles. “We did a deal with Max Mosley whereby we hired a March for the season [1973] and bought a package of spares.”

March's Robin Herd gives further background to the negotiations: “Bubbles and Alexander [Lord Hesketh] asked Max, ‘How much for the car? We can only afford four sacks full.’ Max said, ‘No, really we need 12 sacks full.’ They settled on eight. Then, the deal agreed, Bubbles asked, ‘How much is a sackful?’”

“We came to the conclusion,” continues Bubbles, “that we not only needed a March – we needed Harvey too. We persuaded him over a very boozy dinner. We simply plied him with honey until he couldn't say no. ▶

‘Harvey put the steel into the centre of that team. It would not have been a serious team without him. It would have fallen away very, very quickly’





'That was Harvey the designer – no Chapman ego-driven striving for the next big thing, just

plenty of innovation. It's just that it tended to be in the details and, as such, went unlauded'

Harvey had served his motor racing apprenticeship at March, race-engineering F2 and sports cars for two years. Prior to that he'd served as an engineer at ICI, in between racing his Clubmans car. He had left Birmingham University in 1968 with a mechanical engineering PhD. This qualified him for his Hesketh title of 'The Doc'.

He soon lived up to it too, as Sims explains: "He did some aero work on the car – made it quicker down the straights. The front platform splitter he did came to be widely copied. He did some geometry work, revised the pick-up points on the back, gave the car a lot more traction. Those Marches always used to understeer, and Harvey used to say to Robin Herd that he could cure it, but Robin was always 'No, no, no.' Then, with Hesketh, Harvey got a licence to do what he wanted with the car."

Hunt came within 0.7 seconds of victory in the 1973 US Grand Prix. He finished eighth in the championship too, in large part thanks to Postlethwaite's policy of lifting components – an innovation.

The following year – in Postlethwaite's Hesketh 308 – Hunt won the International Trophy, and in '75 beat Lauda's Ferrari fair and square to win the Dutch GP. The 308 was probably the first F1 car to utilise composites – it had a carbon composite gear-rod in 1974. "He didn't keep still either," says Sims. "He'd be drawing up a new car early. We tried brake servos 20 years before power brakes in F1. The retardation was fantastic, but James couldn't get any feel from the pedal so it was never developed."

That was Harvey the designer – no Chapman ego-driven striving for 'the next big thing', but plenty of

innovation. It's just that it tended to be in the details and, as such, often went unlauded. Not that he was terribly bothered by it.

But don't get the idea that while the rest of the team partied on, Harvey didn't. "Oh, he was very much involved in that side of it away from the track," says chief mechanic Nigel Stroud, "even at it, sometimes. He would do a marvellous version of Swing Low, Sweet Chariot." When? "Whenever." You don't find Adrian Newey or John Barnard doing that...

He could not have been more at home – something which always puzzled Horsley: "I was never quite sure where Harvey was politically. He hid it well, but I think he was maybe left of centre. Yet he quite happily worked for Hesketh Racing which I don't think you could really call a socialist team."

It's the Wolf...

Towards the end of Hesketh Racing's life, Harvey produced the rubber-sprung 308C. It was a dog, probably the only really bad car he was involved with. It ran in '76 – with metal springs – badged as a Williams, with Canadian oil millionaire Walter Wolf providing the money for Frank's team, with Harvey engineering. For the following year Wolf regrouped. Harvey stayed on, aided by Patrick Head before he and Frank went off on their own midway through the season. The Wolf WR1-4, the combined work of Postlethwaite and Head, was gorgeous. And effective. Jody Scheckter took the first race of the season, won twice more and finished runner-up in the '77 title race.

Peter Warr was the team manager. "Harvey had an outstanding mind. His previous training, particularly

at university and ICI, gave him the capacity for lofty thought. His exceptional talent was in the aerodynamic and structural areas.

"He didn't always get the credit for some of the things he brought to F1. For instance, at Wolf, he was the first to use a rear wing supported on a transverse tube rather than a central upright support in the middle of the wing, with the wing effectively being carried by the endplates. That's standard practice now. He was certainly the first person to use the up-and-over exhaust – the Wolf WR5-6 had that before the Lotus 79 – to keep the ground-effect channels clear. Honeycomb chassis was another of his.

"He had the ability to get the best out of people. Certainly with Hesketh and Wolf there was always a tremendous team spirit."

Oh no it's not...

By the end of '79, Walter Wolf had bored of F1 and the assets of the team – including Postlethwaite – were taken over by Fittipaldi. The Wolf WR7-9 became the Fittipaldi F7. The replacement F8 design showed a strong turn of speed, but the team was underfunded.

Paul Vincent was in charge of Fittipaldi's machine shop. "It wasn't really that long after the Hesketh routine and so Harvey appeared to be almost in playing mode. On the surface he was still a bit flippant.

"Also, early on, I think he was still miffed about how Wolf had ended. When we first moved to their premises at Reading he was heavily into designing a hedgecutter to cut his high hedge. But beneath all that he was very serious about the cars, and they were great cars, particularly the F8.

"He was a lovely bloke. Never had anything bad to say about anybody. He might look a bit askance at someone else's work, but you wouldn't get a comment, just a raised eyebrow."

Then came 'The Call'

The first of Postlethwaite's two stints at Maranello began in 1981, a time when Ferraris had big-boost horsepower and Gilles Villeneuve, but little else. His first car for them, the 126C2, won the 1982 constructors' championship, and a development of it repeated the feat in 1983.

John Barnard joined Postlethwaite there and eventually supplanted him. "Harvey brought Ferrari up to current English spec, something that they had previously lagged well behind on. He was the one who introduced Ferrari to composite monocoques and decent aerodynamics."

Ferrari, in turn, introduced him to the delights of Italian culture. He immersed himself in it and was soon speaking flawless Emilian-dialect Italian. He began collecting Ferraris almost as quickly as the local wines. For someone with his passion for motor racing, it seemed the perfect place.

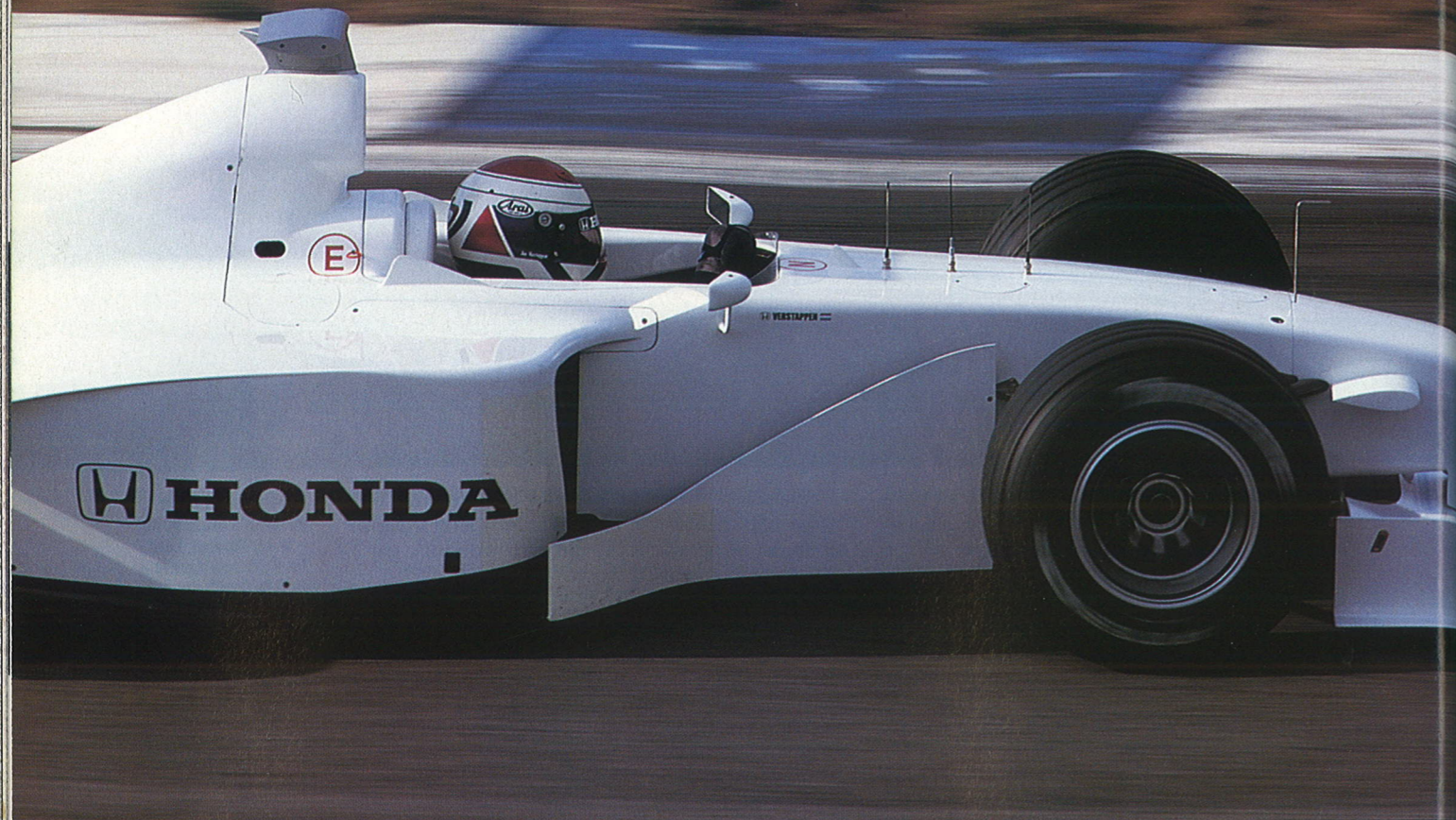
Peter Warr noticed the change in him at the tracks. "He changed his outlook on family very much when he was at Ferrari. He and Cherry got married and had children out there. There were never two more doting parents, which was so much of a contrast to the rebellious ex-university guy who didn't want anything to do with marriage or children."

There was also a watershed in the emphasis of his work. Barnard joined in 1986 and Postlethwaite

Above, left to right: Hesketh's crazy gang – Hunt, Horsley, Lord Hesketh and Harvey – first met with success with a March. They then built their own car, in which Hunt won the 1975 Dutch GP. It couldn't last, though. Walter Wolf bought the team, and Postlethwaite's first design for him won on its debut, Jody Scheckter at its helm

Below, left to right: Fittipaldi took Wolf over in 1980, and Keke Rosberg finished third in the new set-up's first race. But Harvey was destined for bigger things. He joined Ferrari in 1981, and brought them two constructors' titles. His spells at Tyrrell enabled a small team to continue to mix it with the big guns





'He had the ability to inspire but then leave you to get on with it without interfering'



Postlethwaite was enjoying his work with the Honda F1 project (top), but friend and Tyrrell colleague, Mike Gascoyne (above), believed this put Harvey under a lot of pressure

stayed around for a further two years. It was the beginning of his technical director period, standing back, allowing others to work at the coal face. It was during this time Harvey forged a close working relationship with aerodynamicist Jean-Claude Migeot.

They both fell foul of traditional Ferrari politics. "It was a complicated situation," recalls Barnard. "But Harvey was a dab hand at rolling with the punches, politically. I think that's partly how he was so laid-back; he'd seen and done it all." Harvey joined Tyrrell midway through '88 season, taking Migeot with him.

The pair returned four years later, but this time Harvey stayed just a few months, feeling a distinct sense of *déjà vu* when Barnard was also brought back to create a manufacturing facility in England. Postlethwaite the team player didn't care for that structure, feeling that it "made Maranello a desert and disaffected the talent that was there." He rejoined Tyrrell, this time buying a share of the company.

Bringing it all back home

Postlethwaite perfected his technical director role at Tyrrell. He found there a bright young designer in Mike Gascoyne. Together with Migeot, it made for a formidable team, regardless of budget constraints. The 1990 Tyrrell 019 broke new ground, its high nose enabling it to suck more air through to its rear diffuser and at the same time moving the centre of aerodynamic pressure back to a more favourable point. Given that its Cosworth DFR gave away almost 100bhp to the best, many felt it to be the car of the year.

"Harvey didn't specifically come up with the ideas

on that car," says Gascoyne, "or the trick suspension and X-wings we did. But he created the atmosphere where there was innovative thought. He was a fantastic teacher. He had an ability to inspire you but then leave you to get on with it without interfering."


"F1 never passed him by. As it changed, he was intelligent enough to seize the opportunities of new technologies. He wasn't a dinosaur stuck in mechanical design. He understood how to make cars quick through aerodynamics or electronics. He could direct his academic ability towards that. He was forever trying to prove that F1 was an intellectual exercise."

"It was all combined with a huge sense of humour. He could get frustrated when people didn't understand the difficulties you could be working under, and he could be amusing when his temper flashed at those moments. But he'd always stand and have a glass of wine at the end of the day and forget about the toils."

And finally...

Gascoyne: "Harvey was very upset by the sale of Tyrrell. The Honda project was very exciting for him. It provided an outlet for him and for lots of people he knew, giving them a chance to continue their careers, helping people who trusted him. But it was clearly a project that put him under a lot of pressure."

Horsley: "I saw him as recently as last summer and he was on great form. But he had long confided in me that the last day of a race weekend, particularly race morning, really got to him. The pressure. He hid it well."

"He was a very nice bear who liked his honey." 

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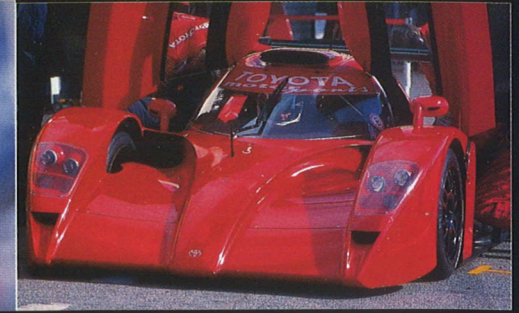
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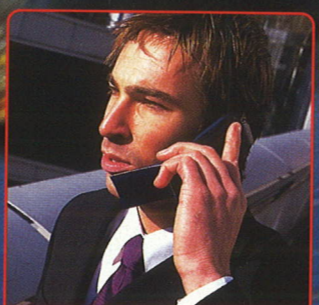
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GRAND PRIX DEBRIEF

The statistics so far...

Australia 7 March, Winner: Eddie Irvine

Brazil 11 April Winner: Mika Hakkinen

REVIEW San Marino 2 May Winner: Michael Schumacher p114

REVIEW Monaco 16 May Winner: Michael Schumacher p120

PREVIEW Spain 30 May Barcelona p128

PREVIEW Canada 13 June Montreal p130

France 27 June, Magny-Cours

Britain 11 July, Silverstone

Austria 25 July, A1-Ring

Germany 1 August, Hockenheim

Hungary 15 August, Hungaroring

Belgium 29 August, Spa-Francorchamps

Italy 12 September, Monza

Europe 26 September, Nürburgring

Malaysia 17 October, Sepang

Japan 31 October, Suzuka

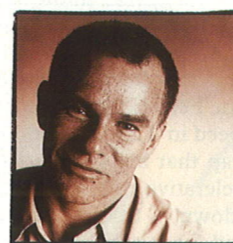
DRIVERS CHAMPIONSHIP

1 Michael Schumacher	26
2 Eddie Irvine	18
3 Mika Hakkinen	14
4 Heinz-Harald Frentzen	13
5 Ralf Schumacher	7
= Giancarlo Fisichella	7
7 David Coulthard	6
= Rubens Barrichello	6
9 Damon Hill	3
10 Pedro de la Rosa	1
= Olivier Panis	1
= Jean Alesi	1
= Alex Wurz	1

CONSTRUCTORS CHAMPIONSHIP

1 Ferrari	44
2 McLaren-Mercedes	20
3 Jordan-Mugen Honda	16
4 Benetton-Playlife	8
5 Williams-Supertec	7
6 Stewart-Ford	6
7 Arrows	1
= Prost-Peugeot	1
= Sauber-Petronas	1

Versatile Ferrari take command



TWO WINS FOR FERRARI but two very different Ferrari wins: in Imola, Michael Schumacher prevailed as a moveable feast, maximising his opportunities, thinking laterally, responding to changes and beating McLaren on a circuit on which they were superior. He

didn't merely switch from a one-stop strategy to two: he ran one half of the race non-stop and broke the second half into two, using a lighter fuel loads and fresher tyres to beat David Coulthard and the Imola traffic. Coulthard, locked into a one-stop strategy in response, failed to beat Michael by six seconds or so – a tiny margin in the context of the 20 seconds he lost in traffic.

Mika, meanwhile, made a champion's mistake when the hard work was over. He took the lead, he gained his margin ... and then he dropped it all on a kerb, right in front of his pit crew. It was a question of a nanosecond of a breather.

Monaco was a different story, for this circuit's tight, enclosed corners and lack of straights were always going to make the Ferraris and McLarens very even. It swung, then, to racecraft and to chassis balance, to compromise over the bumps and to changing grip levels. They were unbearably close, Mika and Michael, as they lined up; in a blur of wheelspin, though, and in the nearest thing to wheel-rubbing that Bridgestone logos allow, Michael was through. And so, in time, was Eddie Irvine. For the McLarens, twitchy over the exit kerbs and less driveable around Monaco than the rock-solid Ferraris, it was all over.

Stewart continued their rise; Jordan showed where Honda logically belong; and Benetton, in a performance slump, reminded us how good they are at race management and muscling-it-home.

Peter Windsor also writes for The Sunday Times



Top: Salo's temporary BAR job. Monaco's rush hour ... Mika faced despair (bottom)

DARREN HEATH

Ford's third degree

They had been saying for a while that Imola would be the real test, the engine test. In Melbourne, the cars were all too new for judgements; Brazil? Brazil... was only five weeks after Melbourne. No, Imola was where the Supertecs and the Mugen-Hondas were going to put the new Ford engine into perspective.

Well, the perspective is: Mercedes-Ilmor, Ferrari and...

Ford wound the revs down for Imola, down to around 17,000rpm, because it was a piston that failed in Brazil, and Rubens Barrichello thus qualified the Stewart only sixth, behind the two McLarens, the two Ferraris and, of all things, the BAR of Jacques Villeneuve.

He was right there, ahead of the rest, throughout the race. Indeed, Rubens wasn't far away from Irvine's Ferrari (which eventually stopped with a blown engine), so his walk to the podium was only 10 per cent luck. Ninety per cent of Barrichello's day was a reflection of his driving - faultless - and his package - the most promising all-new car since Adrian Newey began work at McLaren.

Credits, then: to Rubens, of course. To Jackie Stewart, for stitching the whole thing together. To Nick Hayes and the Cosworth boys for coming up with an engine that is light enough, and powerful

enough, to transform the shape of the grid. To Alan Jenkins and Eghbal Hamidy, who conceived the car in 1998. And to Gary Anderson, who has taken the Stewart into the 1999 championship. They were either going to fall backwards at Imola - into another retirement, or way off the pace - or they were going to consolidate. Good choice.

And it was tough out there. Johnny

Herbert showed that the Stewart is not exactly a piece of cake to drive in qualifying form - he was quick in the pre-race until the final 60 minutes - and that the fine line which lies between reliability and failure is brought sharply into focus at Imola by the high ambient (90 degrees)

temperature and the incessant runs from second-up-to-fifth-and-back-to-third.

Johnny chose soft Bridgestones, like Rubens, but opted for a one-stop strategy. It was paying off; Johnny was heading for a strong fifth place when his engine blew. Or rather erupted. Something of the density of toothpaste leaked from every orifice of the Ford, almost sending Giancarlo Fisichella (who had had a couple of seconds' warning) into the tyre wall. Alex Zanardi, who was right behind Fisi, and was thus also looking at his first points finish of 1999, had no warning and no chance. He skated into

the sand trap even as the chequered flag was being readied.

The race was Ferrari's, of course, in the sense that the 1.3 seconds that separated McLaren from Ferrari in the first two races were never going to survive in the atmospheric conditions of The Hill. Don't ask where they evaporated to; just marvel at the Ferraris' consistently phenomenal speed in T2 - the middle, timed speed trap that includes lots of impressive accelerative runs. It was a brilliant showdown - Schuey versus Mika and David, and it will probably stand as a microcosm of the season (see feature, page 54).

Imola was also a race that produced six different cars and engines in the points, a stat that says quite a lot about the level of competition behind the Stewarts. Damon Hill worked long and hard at his

'It was tough out there. Herbert showed that the Stewart is not exactly a piece of cake to drive in qualifying form'



Hill prepares for a tough run to fourth place



Schumacher took centre stage (above), but Barrichello (above right) and Ford continued to make progress to lie third in F1's pecking order

DEBRIEF ROUND-UP by Tom Clarkson



Benetton suffer all-time qualifying low

NEVER IN BENETTON'S 16-year Formula 1 history have their cars qualified lower than they did here.

Drivers Giancarlo Fisichella and Alex Wurz were separated by just 0.015s on the grid - in 16th and 17th spots respectively! Even worse, they were more than 2.4s off Mika Hakkinen's pole time.

Fisichella slugs it out in the pack, in a car his team couldn't understand

"We had a major set-up problem," said the team's technical director Pat Symonds, "and by the end of the race we were only 50 per cent of the way towards discovering it."

"Both drivers complained of a lack of grip everywhere. They couldn't get the car turned in and they couldn't put the power down."



Not hangin' on the telephone

MIKA SALO'S FIRST race of the year was fraught. He had just two trouble-free sessions and qualified a lowly 19th. He finished seventh in the race after suffering electrical woes.

He revealed: "I did a day of testing prior to the race - then went to Marbella. Only after I'd left Jerez did BAR decide they wanted me for Imola, and wanted me to do more testing. They tried to contact me, but I didn't have my mobile on!"

But there were other reasons for his underperformance. "His machinery wasn't good enough," said Craig Pollock.

Time for reflection: Salo's return to F1 with BAR was a troubled one

SPREAD OUT, BOYS!

Constructors' world champs McLaren had the use of a separate garage for each of their three cars at Imola. Other teams, including local heroes Ferrari, had to make do with one garage from which to orchestrate on-track events. So it was only on the track that McLaren were squeezed out.



Situation normal: the McLarens blast off into the lead. Situation normal: Schumacher doesn't give up... Gravel-bound here, Panis had a key role in the race

fourth place finish, right behind Rubens, and afterwards wore the sort of expression that told you it hadn't been fun. Jordan-Honda were supposed to be almost-winning this season, remember; Imola showed that they are good, but, as yet, not quite as good as the Stewart. Heinz-Harald Frentzen did not have his customary advantage over Damon but was nevertheless running ahead of him, heading for fourth, when he spun on Irvine's oil.

Ferrari's performance aside, the big surprise of qualifying was the speed of BAR. Jacques Villeneuve qualified fifth, comfortably ahead of the Williams and Benettons, and Mika Salo, Jacques' snowmobiling buddy, deputising for Ricardo Zonta, backed him up all the way until the final session, when an hydraulic problem struck. Jacques looked fabulous on his quick laps – smooth over

'Jacques looked fabulous on his quick laps – smooth over the kerbs – and appeared to have a small top speed advantage over the other Supertec teams'

the kerbs and never ragged – and appeared to have a small, but significant, top speed advantage over the other Supertec teams. Willem Toet, the aerodynamicist who joined BAR from Ferrari was, for a while, about as happy as ... Mika Hakkinen.

It all went wrong when JV reported on the grid that he couldn't find neutral. Then his gear display disappeared, producing the second duck-and-dive start in two races. A potentiometer – a device that helps to translate electronic commands into hydraulic energy – was subsequently found to have failed on the

BAR's gearbox barrel. Ralf Schumacher was one of the main beneficiaries of the moment. He flicked his Williams in behind Frentzen's Jordan and was running strongly, also heading for that fourth place, when his engine failed, probably due to an oil system drama.

In the shadow of BAR, Benetton could find neither grip nor balance throughout the weekend, a result that left everyone in the team completely mystified. Fisi ran the front diff system, Alex didn't, but really this was a side issue: the big question was how two drivers of that quality, in a team that good, with a budget

■ SCHUEY SEES RED

Eddie Irvine felt the wrath of his team-mate in the Friday drivers' briefing. When the drivers were asked to vote whether the new-for-'99 rule of two briefings per weekend was necessary, Irvine was alone in voting against the notion. Later, as he got up to leave, Schuey was heard to say, "Eddie, you're an idiot sometimes." What chance Irvine at Ferrari in 2000?



Schuey sees red again

MICHAEL SCHUMACHER IS using an aviation-derived helmet visor display system.

The Ferrari star wanted a device which would help him see the red upchange light in the event of his dashboard being blinded by the sun.

He's the only driver on the grid using the system, but he's not the first to think of it. Lotus developed a similar system before the team was disbanded in 1994.

The Terminator used a red dot to target enemies too

Wall-to-wall safety

A TRIPLE-LAMINATED glass wall was a new feature in the Imola pitlane this year.

A steel-framed transparent wall, aimed at improving the safety of those on the pitwall, was the first of its kind to be used in F1 and was implemented by the track at the behest of the FIA.

Other tracks will follow Imola's lead later this season, according to the FIA.

Clear and present safety. Imola's latest addition

■ SQUEEZE THE TRIGGER

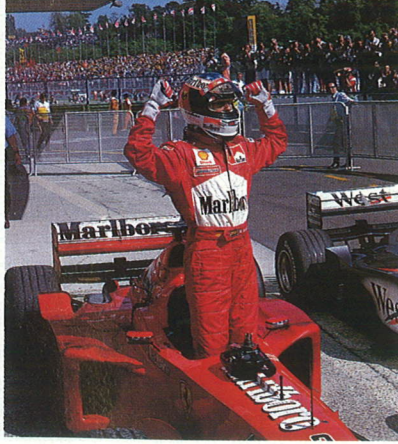
Jacques Villeneuve uses just 1.7cm of throttle travel, according to Patrick Head. "Interestingly," said the Williams tech director, "his traces reveal that his throttle sensitivity is as good as anyone else's." But such a small space in which to feed 800bhp could explain why he struggles in the wet.



GRAND PRIX DEBRIEF SAN MARINO



And the crowd went wild: Schumacher ended Ferrari's 16-year drought at Imola and 90,000 tifosi voiced their appreciation. The German savoured every minute



'Alesi had never turned in earlier, braked later or spent more time on the grass, arms crossed. He was ebullient after the race, intoxicated by the adrenalin'

that large, could be so far adrift. Fisi's fifth place emphasised the point: he drove a near-perfect race on hard tyres and the team managed his day impeccably. All he needed was another 1.5 seconds a lap. Sixth place? Sauber's Jean Alesi, who had never turned in earlier, braked later or spent more time on the grass, arms crossed. He was ebullient after the race,

intoxicated by the adrenalin rush. As we all were, at the season's first European round. The motorhomes and the transporters brought back that most famous of alleyways - Bernie Ecclestone's Walk - and, amongst the Benetton playpen, the BAR erections and the Ferrari lounges, Formula 1 never looked richer. **1**

Alesi gives Sauber some pitstop practice

JEAN ALESI WAS the only driver to use a three-stop strategy at Imola. "I pushed the team very hard to do three stops," he said. "I wanted my brakes and tyres to be fresh for the end of the race because they

always suffer here. But it was the wrong decision. Too many stops." Alesi spent 1m 28.801s in the pit-lane (on his way sixth place) during the race, compared to the winner Michael Schumacher's 48.463s.

Both men were great value out on the track, though.



Herbie goes bananas

JOHNNY HERBERT'S RUN of poor qualifying performances continued at Imola, where he ended up 0.839s behind his Stewart team-mate Rubens Barrichello in 14th place.

"I think I'm overstepping the mark, to be honest," said Johnny. "To get the best out of the car on light tanks I've got to calm down a little bit."

His excitement might stem from Jackie Stewart referring to the stiff nature of the SF-3 as "the Viagra of Formula 1!"



RACE FACTS SAN MARINO

Weather Sunny; Track temperature 22 degrees; Lap distance 3.063 miles; Laps 62; Race distance 189,906 miles; Attendance 182,000

QUALIFYING TIMES

Schumacher was a one-lap threat to McLaren for the first time in 1999. Villeneuve was superb, while Barrichello has yet to be out of the top six

Position	Driver	Time
1	Mika Hakkinen	1:26.362
2	David Coulthard	+0.022
3	Michael Schumacher	+0.176
4	Eddie Irvine	+0.631
5	Jacques Villeneuve	+0.951
6	Rubens Barrichello	+1.047
7	Heinz-Harald Frentzen	+1.251
8	Damon Hill	+1.346
9	Ralf Schumacher	+1.408
10	Alex Zanardi	+1.780
11	Olivier Panis	+1.843
12	Johnny Herbert	+1.884
13	Jean Alesi	+1.891
14	Jarno Trulli	+2.041
15	Pedro Diniz	+2.237
16	Giancarlo Fisichella	+2.388
17	Alex Wurz	+2.403
18	Pedro de la Rosa	+2.931
19	Mika Salo	+3.089
20	Toranosuke Takagi	+3.294
21	Marc Gené	+3.673
22	Luca Badoer	+4.583

THE FINAL STANDINGS

Final position	Driver & car	Total race time	Pos after 1 lap
1	Michael Schumacher Ferrari F399	1:33:44.792	3
2	David Coulthard McLaren-Mercedes MP4-14	+4.265	2
3	Rubens Barrichello Stewart-Ford SF-3	1 lap behind	5
4	Damon Hill Jordan-Mugen Honda 199	1 lap behind	8
5	Giancarlo Fisichella Benetton-Playlife B199	1 lap behind	12
6	Jean Alesi Sauber-Petronas C18	1 lap behind	9
7	Mika Salo BAR-Supertec O1	engine - 59 laps	14
8	Luca Badoer Minardi-Ford M01	3 laps behind	19
9	Marc Gené Minardi-Ford M01	3 laps behind	20
10	Johnny Herbert Stewart-Ford SF-3	engine - 58 laps	10
11	Alex Zanardi Williams-Supertec FW21	spin - 58 laps	11
NOT CLASSIFIED			
	Pedro Diniz Sauber-Petronas C18	spin - 49 laps	13
	Olivier Panis Prost-Peugeot AP02	engine - 48 laps	15
	Eddie Irvine Ferrari F399	engine - 46 laps	4
	Heinz-Harald Frentzen Jordan-Mugen Honda 199	accident - 46 laps	6
	Toranosuke Takagi Arrows A20	fuel starvation - 29 laps	16
	Ralf Schumacher Williams-Supertec FW21	engine - 28 laps	7
	Mika Hakkinen McLaren-Mercedes MP4-14	accident - 17 laps	1
	Pedro de la Rosa Arrows A20	accident - 5 laps	17
	Alex Wurz Benetton-Playlife B199	accident - 5 laps	18
	Jacques Villeneuve BAR-Supertec O1	gearbox - 0 laps	-
	Jarno Trulli Prost-Peugeot AP02	accident - 0 laps	-

FASTEST RACE LAPS

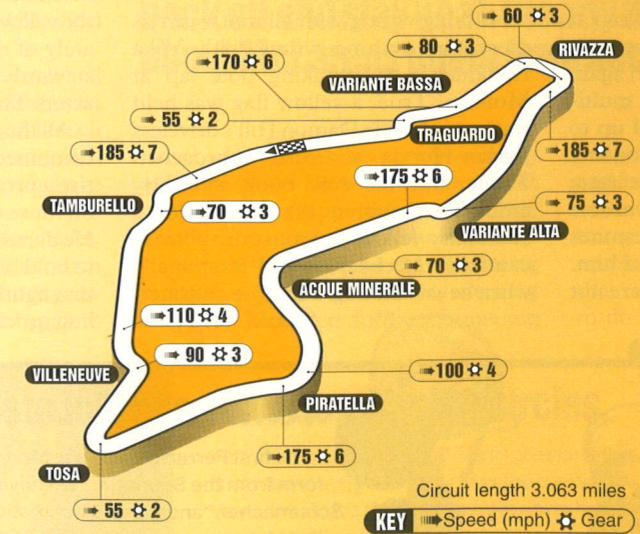
Position	Driver	Time (lap)
1	Michael Schumacher	1:28.547 (45)
2	Mika Hakkinen	+0.598 (15)
3	David Coulthard	+0.652 (52)
4	Eddie Irvine	+1.179 (45)
5	Olivier Panis	+1.534 (28)
6	Damon Hill	+1.593 (37)
7	Heinz-Harald Frentzen	+1.682 (46)
8	Alex Zanardi	+1.707 (55)
9	Jean Alesi	+1.895 (39)
10	Rubens Barrichello	+2.017 (21)
11	Ralf Schumacher	+2.190 (22)
12	Pedro Diniz	+2.361 (24)
13	Giancarlo Fisichella	+2.430 (33)
14	Mika Salo	+2.460 (44)
15	Johnny Herbert	+2.691 (24)
16	Toranosuke Takagi	+3.040 (29)
17	Luca Badoer	+4.304 (35)
18	Marc Gené	+4.628 (38)
19	Pedro de la Rosa	+4.781 (3)
20	Alex Wurz	+4.790 (3)
21	Jacques Villeneuve	no time
=	Jarno Trulli	no time

DID YOU KNOW? Michael Schumacher equalled Niki Lauda's record for Ferrari wins, with his 15th. This was only Ferrari's third victory in the San Marino Grand Prix. Schuey has finished on the podium 67 times in 120 GPs, that's a 56 per cent strike rate. Imola's real name is the Autodromo Enzo e Dino Ferrari. There were 90,000 raceday spectators, but police reported a further 110,000 on the nearby hills.

FASTEST 'IN-PIT-OUT' LAPS

Where the race was won. Schuey's fastest in-lap was 1m 28.547s; nobody else got below 1m 30s. Both of Schumacher's stops were below 3m 20s

Position	Driver	Time
1	Michael Schumacher	3:18.355
2	Eddie Irvine	+3.285
3	Damon Hill	+4.540
4	Heinz-Harald Frentzen	+4.984
5	Olivier Panis	+5.695
6	David Coulthard	+6.013
7	Rubens Barrichello	+7.134
8	Alex Zanardi	+7.754
9	Jean Alesi	+7.765
10	Mika Salo	+8.493
11	Pedro Diniz	+8.966
12	Giancarlo Fisichella	+10.646
13	Johnny Herbert	+12.474
14	Luca Badoer	+13.695
15	Marc Gené	+17.498
16	Toranosuke Takagi	+20.604
17	Ralf Schumacher	no time
=	Mika Hakkinen	no time
=	Pedro de la Rosa	no time
=	Alex Wurz	no time
=	Jacques Villeneuve	no time
=	Jarno Trulli	no time



LAP-BY-LAP

START Hakkinen leads away from pole; Villeneuve stalls after a gearbox problem
LAP 1 Trulli retires after accident with Salo at the first chicane
LAP 5 Wurz and de la Rosa tangle at Tosa, both retire
LAP 16 Hakkinen crashes at the exit of the last corner; Coulthard leads, 3.7s ahead of Schumacher
LAP 28 Schumacher Jnr retires from sixth because of an electrical fire
LAP 29 Takagi retires after suffering fuel starvation
LAP 31 Schumacher pits for the first time, in 6.9s
LAP 35 Coulthard makes his only stop - 8.1s
LAP 39 Panis lets Coulthard through, only for the McLaren driver to lock up at Rivazza and be re-passed
LAP 41 Fisichella lets Coulthard through; Panis tries to follow and they make contact
LAP 45 Schumacher makes his second stop and re-emerges still in front of Coulthard - the race is won
LAP 47 Irvine's engine blows; Frentzen spins on the oil
LAP 49 Diniz crashes tall-happy Sauber
LAP 59 Herbert retires with a blown engine and Zanardi spins on the oil
LAP 60 Salo pits with faulty electronics
LAP 62 Schumacher sweeps by the chequered flag. The tifosi go ballistic

THE DOWN-THE-PUB FACT BIT

FASTEST THROUGH THE SPEED TRAP	Michael Schumacher	183.810mph
SLOWEST THROUGH THE SPEED TRAP	Alex Wurz	164.982mph
FASTEST PITSTOP	Michael Schumacher	23.922s
SLOWEST PITSTOP	Pedro Diniz	3:09.684s

Jean Alesi's Sauber set the fourth-fastest speed with 181.884mph. Takagi's Arrows was sixth!
 Diniz drove into the garage with "a broken" box" before being sent out with a new steering wheel

OPTIMUM LAP BASED ON SECTOR TIMES
 Coulthard/Schumacher/Schumacher 1:28.098s
SLOWEST LAP BASED ON SECTOR TIMES
 Wurz/de la Rosa/Wurz 1:33.429s
 Schuey's best was four tenths slower than the optimum time; the top McLaren was a second off

Painting the town red

Monaco was always going to be about better starts and missed braking points and staying-away-from-the-guard rails... so Monaco was always going to be a hard race in which to beat Mr Schumacher, particularly if the Ferrari is pretty well balanced and especially if your McLaren is proving strangely difficult to drive, power on, out of slow corners. And that's assuming your pride hasn't already been dented by crashing out of the lead, due exactly to that problem, in the previous race.

It came ultimately down to details and management and the man with the briefcase, the laptop, the Harley and anonymous white helmet. Ferrari's star rode to the circuit early on Sunday morning and walked briskly up to the team motorhome where the discussion was quick and concise:

"Mika's likely to do his usual thing and run as long as possible before he stops. He'll be starting relatively heavy. We should stop sooner, run lighter and be ready to switch to two stops if we're getting held up."

Simple. The more so because Michael had at least been able to practise starts on the Monaco tyres at Fiorano: Ferrari again showed their ability to think multi-dimensionally by flying Michael up to Maranello on the free day of Monaco. Ostensibly this was to run-in the latest F399 chassis; in reality, Michael was able to drive on the Monaco Bridgestones with a day's Monaco data behind him. He was also able to do what you are not



Frentzen continued his excellent run of Jordan form with another healthy haul of points in fourth place

allowed to do at Monaco: try full-on starts, wheelspin and all.

Nothing wrong with all that – just as there was nothing wrong with Mika Häkkinen's breathtaking pole lap at Monaco. True, a yellow flag was held stationary beside Damon Hill's driveless Jordan-Honda as Mika approached Tabac, but the rule book is clearly ambiguous: within the bounds of a stationary yellow you must drive "with caution". Michael slowed fractionally when he saw the flag. Mika (he said later) "could have gone

quicker", and, just to be sure, he raised his hand in acknowledgement as he left the yellow zone. Michael spoke immediately of entrusting the matter with the stewards... but the stewards never reacted. The pole was Mika's.

All the variables of Monaco thereafter combined to beat Mika. Unable to practise a proper start on that track surface, on those tyres, he gave it too many revs. He darted immediately to the left, trying to hold back Michael, but Michael, with that lighter fuel load, was already travelling quicker. They were side by side for

an instant, with Mika clearly hoping that Michael would back off and concede, but within a second it was over and Michael had the corner. And the lead.

And the race. Mika could have pushed him hard, of course. He could have raced behind Schumacher the way Mansell danced behind Senna in the closing laps of Monaco '92. He might even have forced Michael into a mistake.

This was not a good day for Mika, however. He tried hard, pushed as much as he could, but the red car in front grew smaller and smaller. Worse, he began to

Twice he nearly lost the car ... twice he decided to back off and stay neat. Clearly there is now this thing about McLarens under hard acceleration over kerbs'

have bad moments, scarily reminiscent of Imola. Twice he nearly lost the car as he straightened it up under acceleration – and twice he decided to back off and stay neat. He'd nearly hit the wall during practice – and DC on Saturday morning had gone one step further, bouncing

away from the exit kerb from Rascasse and bashing the pitwall, right in front of the boys. So, clearly, there is now this thing about the McLarens under hard acceleration on the kerbs. You could say that everyone feels it badly, that it is a lot to do with narrow tracks and grooved ▶

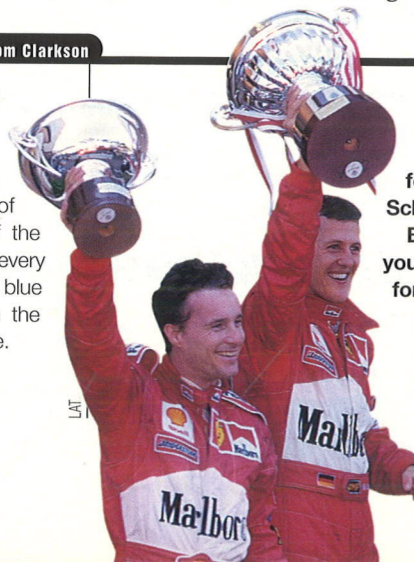


Lap one: Schumacher and Irvine have got the jump on their respective row partners – Häkkinen and Coulthard. The Ferraris never let up and scored a one-two

DEBRIEF ROUND-UP by Tom Clarkson

F1 GETS THE BLUES

There was to be no repeat of the backmarker woes that had plagued Imola, despite the constraints of this street circuit. Part of the reason for this was that every time a car was shown a blue flag, it was registered on the timing screens for all to see.



Ferrari and McLaren still confident

The first Ferrari one-two at Monaco was an impressive upturn in form from the Scuderia. "We have a very well-balanced car," said Schumacher, "and the characteristics of our engine suit the circuit." But McLaren were unworried: "You can't dominate in the same way you could in the past," said Coulthard. "The regulations are too tight for that and, this year, we are all running on the same tyres. Ferrari's

Up for the cups: Schu and Irv are confident of more success in '99

traction is very good, but our top-end speed is better than theirs, so at circuits like Barcelona and Montreal I expect things to pan out differently."

Ever decreasing circles

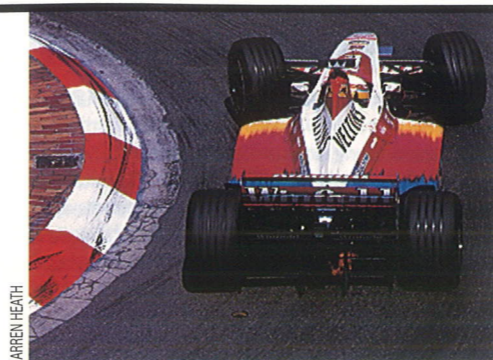
AN ONGOING JOKE in the Williams garage was finally laid to rest in Monaco. Over the past few years, the Grove team's cars have never had enough steering lock to get round the Loews hairpin – they relied on the throttle. But this year, the FW21 made it by steering lock alone.

Told you it was funny.

Luckily, the FW21 has a good turning circle – the Supertec hasn't got the power to flick the tail out

DC LUCKS OUT AGAIN.

David Coulthard was plagued by problems from the moment he arrived in Monaco. He played in a charity football match on Tuesday evening and damaged a tendon in his foot. His race car suffered a suspension failure on Saturday which limited his lappery, and in the race, he was forced to retire with gearbox ills. "I must've been bad in a previous life," he said.





DARREN HEATH

Alesi was never in contention in the understeering Sauber, and eventually retired with damaged suspension caused by a brush against the crash barriers

'The Ferraris were more chuckable and driveable than the McLarens ... no less an advantage than being mega-quick on the straights at Hockenheim'

tyres, but Mika and David are now losing control so frequently that you have to start saying that this is something specific to McLaren, something peculiar to the differential, perhaps, or to the damping.

The Ferraris were more chuckable and driveable than the McLarens at Monaco – which is no less an advantage than being mega-quick on the straights at, say, Hockenheim. When the track conditions at Monaco changed, therefore, Schumacher and Eddie Irvine, who started on

a two-stop strategy, merely thought about it and lived with it.

"The handling was very funny after a few laps, and it stayed that way; but, to be honest, it didn't really affect my speed," said Schumacher deadpan, afterwards.

That translates into something like a massive oversteer moment at the entry to Casino Square and a belief that something must have broken or – as Irvine assumed for a couple of laps, when he felt a vibration – that the tyres had at best lost

their pressures. It was, though, merely Monaco – merely the vagaries of an annually-used street circuit on which the grip levels, like the Mediterranean, ebb and flow. Schumacher's hair was barely wet when he removed his face mask after his afternoon's drive.

For Mika, however, these moments of change were nasty. He worked around them, rather than through them, and, as the steering grew heavier, he became convinced that something had broken. From then on he drove like a world champion in his Year of Responsibility: he stayed cool, driving calmly into the run-off area at Mirabeau when he encountered dropped oil from Takagi, and eventually he finished third. It was disappointing, of course, but it was a

■ SUSPECT SUSPENSION

Stewart drivers Johnny Herbert and Rubens Barrichello suffered similar rear suspension failures in the race. A trackrod on the right rear corner failed on both cars, and the drivers claimed not to get any warning. "We've got no new components here," said Gary Anderson, "I'm at a loss."



DARREN HEATH

Zanardi by the seat of his seat

WILLIAMS' ALEX ZANARDI badly baulked Alex Wurz and Johnny Herbert in the early stages of the race.

He was particularly slow at La Rascasse and Casino Square. "What else could I have been?" asked Zanardi. "The car was awful, and I broke my seat in the middle of the race. I felt like I was swimming. I made several mistakes due to this big problem because I didn't have any more feel in the brake pedal. Sometimes I couldn't even reach the pedals!"

Zanardi broke more than his seat in a shunt during warm-up

DARREN HEATH



The Prost drivers were the only ones bar Irvine to use a two-stop strategy. The difference was the Ferrari had the speed to carry it off. That said, Trulli impressed

Not as good as his dad on this circuit

"THIS YEAR I DON'T expect to go through anything like the agony we went through last year," said Damon Hill. He was well wide of the mark. In 1998, he qualified 15th. This year he was 17th – 1.2 seconds shy of fired-up team-mate Heinz-Harald Frentzen.

To compound his problems, he crashed heavily during free practice on Saturday morning at La Rascasse, and then crashed again with Ralf Schumacher on the fourth lap of the race. Team boss Eddie Jordan said: "I think this is a weekend which he would want to forget."

And Damon: "My weekend didn't go well from Saturday morning – it just wasn't meant not to be." Indeed.



DARREN HEATH

Hill stop: Damon needed to take some risks in the race. But as early as lap four?



DARREN HEATH

Irvine won in Australia, but his drive in Monaco was the clearest indication yet that he needs to become a team's number one sooner rather than later

whole lot better than not finishing at all. Which meant that this was Ferrari's first one-two at Monaco. Days were when Mika might still have finished second, despite his dramas – but this was before the much-improved Eddie Irvine entered the scene. While Michael had his practice dramas – he glanced the wall, causing a steering arm to break as he exited the Swimming Pool, then mis-judged an apex at Ste Devote, throwing him hard into a (new, air-filled) barrier – Irvine was quick from the start, shunt-free throughout and within half a second of Michael on Saturday. He then out-wheeled Coulthard, pushed Mika

'Irvine deserved to drive his slowing-down lap alongside Michael. This was a race in which both the first- and second-place finishers were dominant'

to the limit and comprehensively outraced him. Irvine deserved to drive his slowing-down lap alongside Michael, in tandem, waving to the fans, because he had lived well with handling changes and had driven increasingly hard as the fuel load lightened. This was a race in which both the first- and second-place finishers were dominant.

So is Mika worried about Ferrari's speed? He looked shattered and white-faced next to the bronzed perfection of Michael. He hadn't lost his wit, though: "No, I'm not. And, yes, I am," said Mika, breaking into a smile. Which is Mika saying that it is not over yet and, yes, everything has to be right if you want to beat Mr Schumacher at Monaco. ①

...YOUR RIGHT FOOT IN Johnny Herbert will have a new damping system on his throttle from Barcelona on. "The team haven't got the driveability of my car right yet and, to help me be more progressive with the throttle, especially in qualifying, they are introducing a damper on it to make it less sharp."



DARREN HEATH

Not better late than never

PROST NUMBER TWO Olivier Panis was out-qualified by team-mate Jarno Trulli by a massive 1.147s. According to the team, Panis was Trulli's equal in all the corners, except the two first-gear hairpins, Loews and La Rascasse. This was because he was braking and turning in too late, and suffering from massive understeer when applying the required 180 degrees of lock in just two tenths of a second.

Panis was too fast in the slow corners for his own good

RACE FACTS MONACO

Weather Sunny; Track temperature 33 degrees; Lap distance 2.092 miles; Laps 78; Race distance 163.176 miles; Attendance 120,000

QUALIFYING TIMES

Rubens Barrichello maintained his 100 per cent top six-qualifying record. Mika Salo's 12th gave the 'number two' BAR car its highest placing yet

Position	Driver	Time
1	Michael Schumacher	1:20.547
2	Michael Schumacher	+0.064
3	David Coulthard	+0.409
4	Eddie Irvine	+0.464
5	Rubens Barrichello	+0.983
6	Heinz-Harald Frentzen	+1.009
7	Jarno Trulli	+1.222
8	Jacques Villeneuve	+1.280
9	Giancarlo Fisichella	+1.391
10	Alex Wurz	+1.421
11	Alex Zanardi	+1.605
12	Mika Salo	+1.694
13	Johnny Herbert	+1.701
14	Jean Alesi	+1.807
15	Pedro Diniz	+2.112
16	Ralf Schumacher	+2.172
17	Damon Hill	+2.285
18	Olivier Panis	+2.389
19	Toranosuke Takagi	+2.743
20	Luca Badoer	+3.218
21	Pedro de la Rosa	+3.713
22	Marc Gené	+4.367

THE FINAL STANDINGS

Final position	Driver & car	Total race time	Pos after 1 lap
1	Michael Schumacher Ferrari F399	1:49:31.812	1
2	Eddie Irvine Ferrari F399	+30.476	3
3	Mika Hakkinen McLaren-Mercedes MP4-14	+37.483	2
4	Heinz-Harald Frentzen Jordan-Mugen Honda 199	+54.009	6
5	Giancarlo Fisichella Benetton-Playlife B199	1 lap behind	8
6	Alex Wurz Benetton-Playlife B199	1 lap behind	11
7	Jarno Trulli Prost-Peugeot AP02	1 lap behind	7
8	Alex Zanardi Williams-Supertec FW21	2 laps behind	10
9	Rubens Barrichello Stewart-Ford SF-3	suspension - 71 laps	5
NOT CLASSIFIED			
Ralf Schumacher	Williams-Supertec FW21	accident - 54 laps	16
Jean Alesi	Sauber-Petronas C18	suspension - 50 laps	15
Pedro Diniz	Sauber-Petronas C18	accident - 49 laps	14
Olivier Panis	Prost-Peugeot AP02	stalled engine - 40 laps	18
David Coulthard	McLaren-Mercedes MP4-14	gearbox - 36 laps	4
Mika Salo	BAR-Supertec 01	brakes - 36 laps	13
Toranosuke Takagi	Arrows A20	engine - 36 laps	19
Jacques Villeneuve	BAR-Supertec 01	oil leak - 32 laps	9
Johnny Herbert	Stewart-Ford SF-3	suspension - 32 laps	12
Pedro de la Rosa	Arrows A20	gearbox - 30 laps	22
Marc Gené	Minardi-Ford M01	accident - 18 laps	21
Luca Badoer	Minardi-Ford M01	gearbox - 10 laps	20
Damon Hill	Jordan-Mugen Honda 199	accident - 3 laps	17

FASTEST RACE LAPS

Frentzen's time was set just six laps after his fuel stop. Diniz was over six tenths faster than his famous street-fighting Sauber team-mate Alesi

Position	Driver	Time (lap)
1	Mika Hakkinen	1:22.259 (67)
2	Michael Schumacher	+0.029 (32)
3	Heinz-Harald Frentzen	+0.212 (64)
4	Eddie Irvine	+0.313 (62)
5	Pedro Diniz	+0.378 (48)
6	Ralf Schumacher	+0.578 (47)
7	David Coulthard	+0.624 (31)
8	Alex Wurz	+0.977 (68)
9	Alex Zanardi	+1.035 (49)
10	Jean Alesi	+1.158 (47)
11	Giancarlo Fisichella	+1.214 (67)
12	Jacques Villeneuve	+1.278 (31)
13	Rubens Barrichello	+1.324 (55)
14	Jarno Trulli	+1.387 (49)
15	Olivier Panis	+2.221 (24)
16	Mika Salo	+2.528 (31)
17	Johnny Herbert	+2.660 (26)
18	Toranosuke Takagi	+4.223 (26)
19	Marc Gené	+4.605 (18)
20	Pedro de la Rosa	+4.655 (23)
21	Luca Badoer	+6.432 (8)
22	Damon Hill	+6.589 (3)

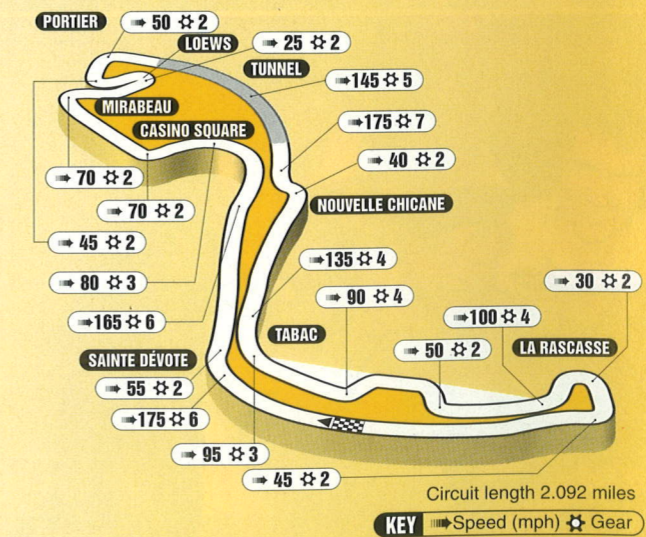
DID YOU KNOW?

This was the first 1-2 for Ferrari in the Principality. Damon Hill's fastest race lap was only 1.792s quicker than the fastest F3000 race lap set by Stéphane Sarrazin. This year marked the Monaco GP's 70th anniversary. That first race was won by an Englishman who competed under the pseudonym 'Williams'. The Supertec V10 is still pulling the same revs and bhp as the works '97 Renault

FASTEST 'IN-PI-T-OUT' LAPS

Irvine and Trulli were both on two-stop strategies. Heinz-Harald Frentzen didn't make his stop until lap 57; Schumacher took his a full 15 laps earlier

Position	Driver	Time
1	Eddie Irvine	3:05.379
2	Jarno Trulli	+2.764
3	Heinz-Harald Frentzen	+4.326
4	Michael Schumacher	+5.897
5	Mika Hakkinen	+6.189
6	Rubens Barrichello	+6.291
7	Ralf Schumacher	+6.358
8	Olivier Panis	+6.798
9	Alex Zanardi	+7.154
10	Giancarlo Fisichella	+7.395
11	Alex Wurz	+7.436
12	Jean Alesi	no time
=	Pedro Diniz	no time
=	David Coulthard	no time
=	Mika Salo	no time
=	Toranosuke Takagi	no time
=	Jacques Villeneuve	no time
=	Johnny Herbert	no time
=	Pedro de la Rosa	no time
=	Marc Gené	no time
=	Luca Badoer	no time
=	Damon Hill	no time

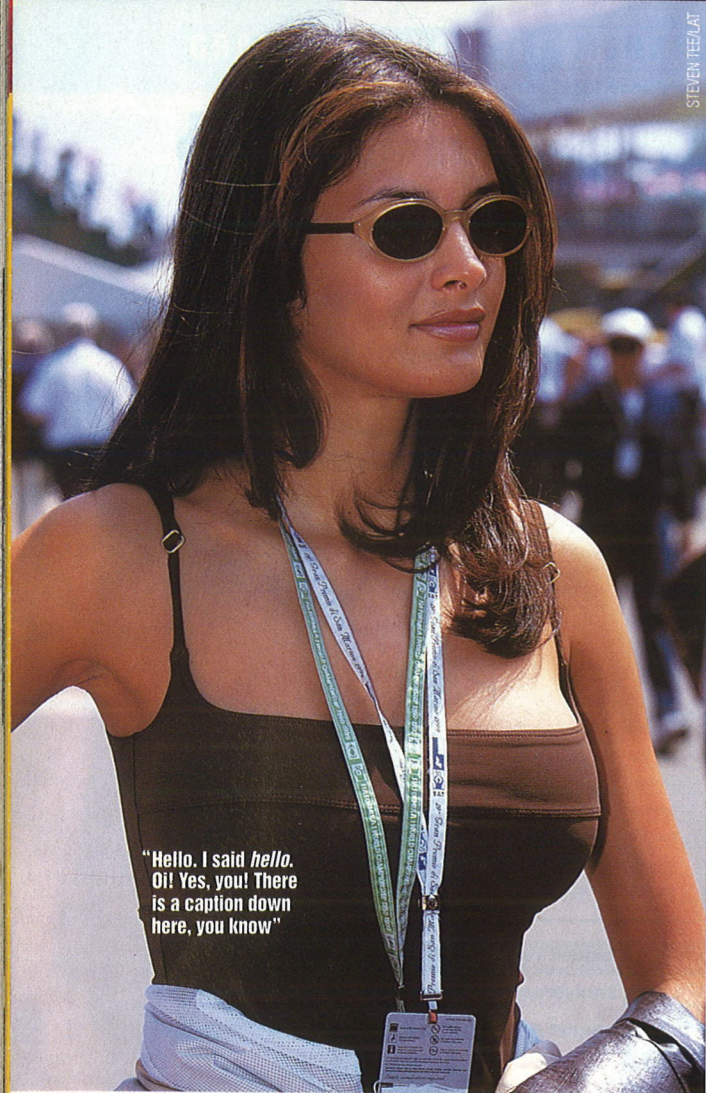


LAP-BY-LAP

START Schumacher leads from the lights; Irvine beats Coulthard into third LAP 1 Schumacher 1.3s ahead of Hakkinen LAP 4 Hill tries to overtake Ralf Schumacher and they collide; Damon retires LAP 11 Luca Badoer retires with gearbox failure LAP 25 Marc Gené hits the wall at Ste Devote LAP 31 De la Rosa retires with gearbox trouble LAP 33 Herbert suffers suspension failure at Casino Square; Villeneuve retires with gearbox problem LAP 37 Takagi retires with blown engine; Mika Salo crashes, the result of a soft brake pedal; Coulthard retires with gearbox woes LAP 39 Hakkinen loses 18s after sliding off on oil LAP 41 Panis stalls at Ste Devote and retires LAP 42 Schumacher makes his only pitstop (9.9s) and keeps the lead LAP 50 Hakkinen makes his only stop (9.1s) and re-emerges behind Irvine; Diniz crashes, his seventh DNF in a row LAP 50 Alesi hits barrier at Casino Square LAP 55 R Schumacher crashes at hairpin LAP 56 Irvine makes second stop (6.3s) and keeps second LAP 72 Barrichello suffers suspension failure LAP 76 Schuey takes flag

THE DOWN-THE-PUB FACT BIT

FASTEST THROUGH THE SPEED TRAP	Mika Hakkinen	124.715mph
SLOWEST THROUGH THE SPEED TRAP	Damon Hill	111.231mph
FASTEST PITSTOP	Eddie Irvine	23.332s
SLOWEST PITSTOP	Jean Alesi	34.261s
OPTIMUM LAP BASED ON SECTOR TIMES	Hakkinen/Schumacher/Frentzen	1:31.843s
SLOWEST LAP BASED ON SECTOR TIMES	Badoer/Hill/Hill	1:39.140s
Frentzen was second-quickest, while Diniz was fifth, ahead of Coulthard, Irvine and Barrichello		
Both of Irvine's stops were timed at 23.3s. Alesi stopped to investigate a suspension problem		
Diniz was second-fastest in the third timed sector. Wurz was fifth-quickest in the second		



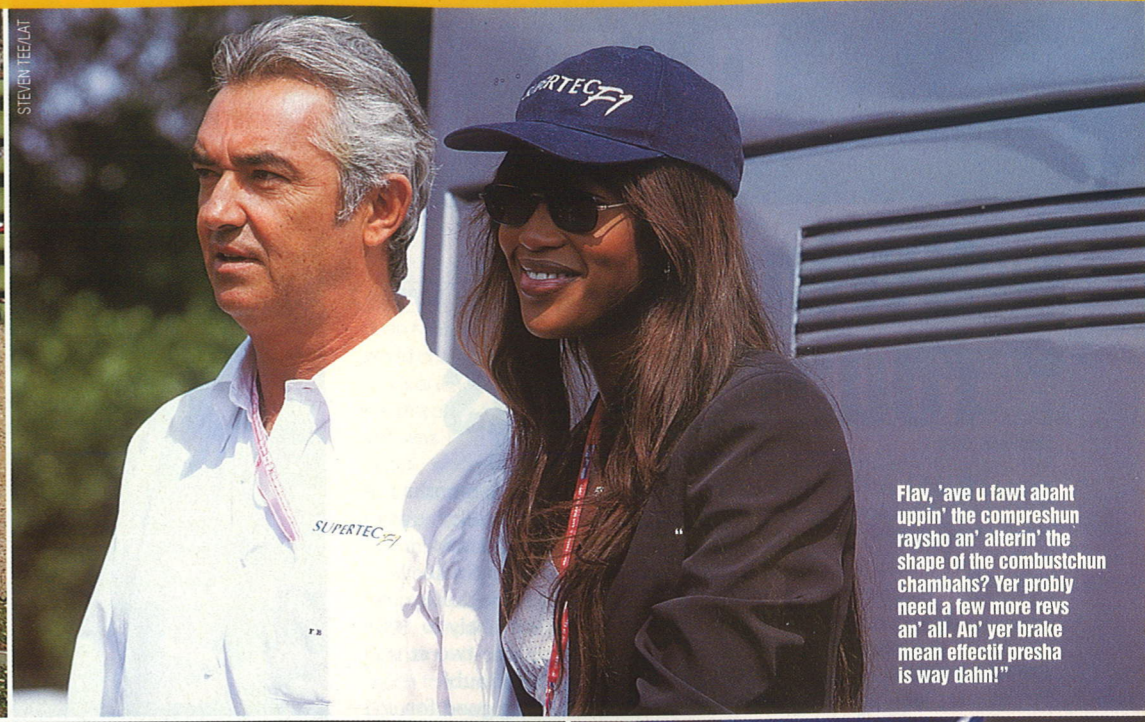
STEVEN TEE/LAT

"Hello. I said *hello*. Oi! Yes, you! There is a caption down here, you know"

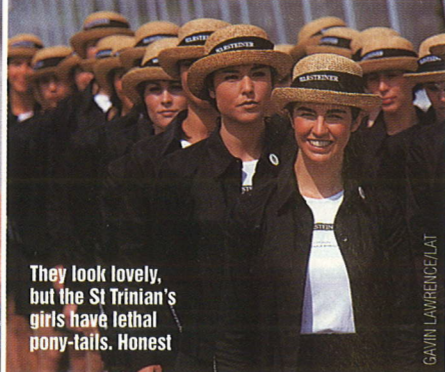


The look-alike competition got off to a bad start when five Ronald McDonalds turned up

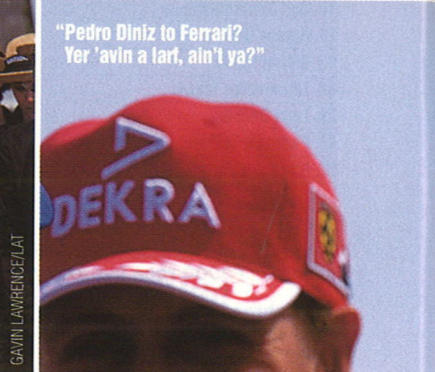
STEVEN TEE/LAT



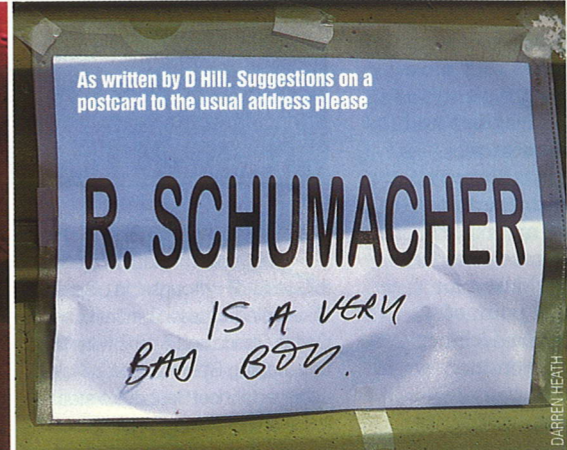
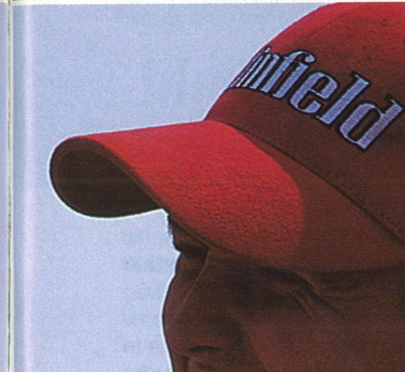
Flav, 'ave u lawt abaht uppin' the compreshun raysho an' alterin' the shape of the combustchun chambahs? Yer probly need a few more revs an' all. An' yer brake mean effectif presha is way dahh!"



They look lovely, but the St Trinian's girls have lethal pony-tails. Honest

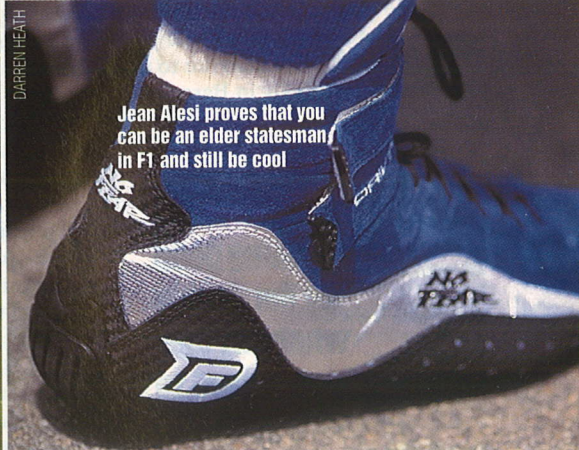


"Pedro Diniz to Ferrari? Yer 'avin a larf, ain't ya?"



As written by D Hill. Suggestions on a postcard to the usual address please

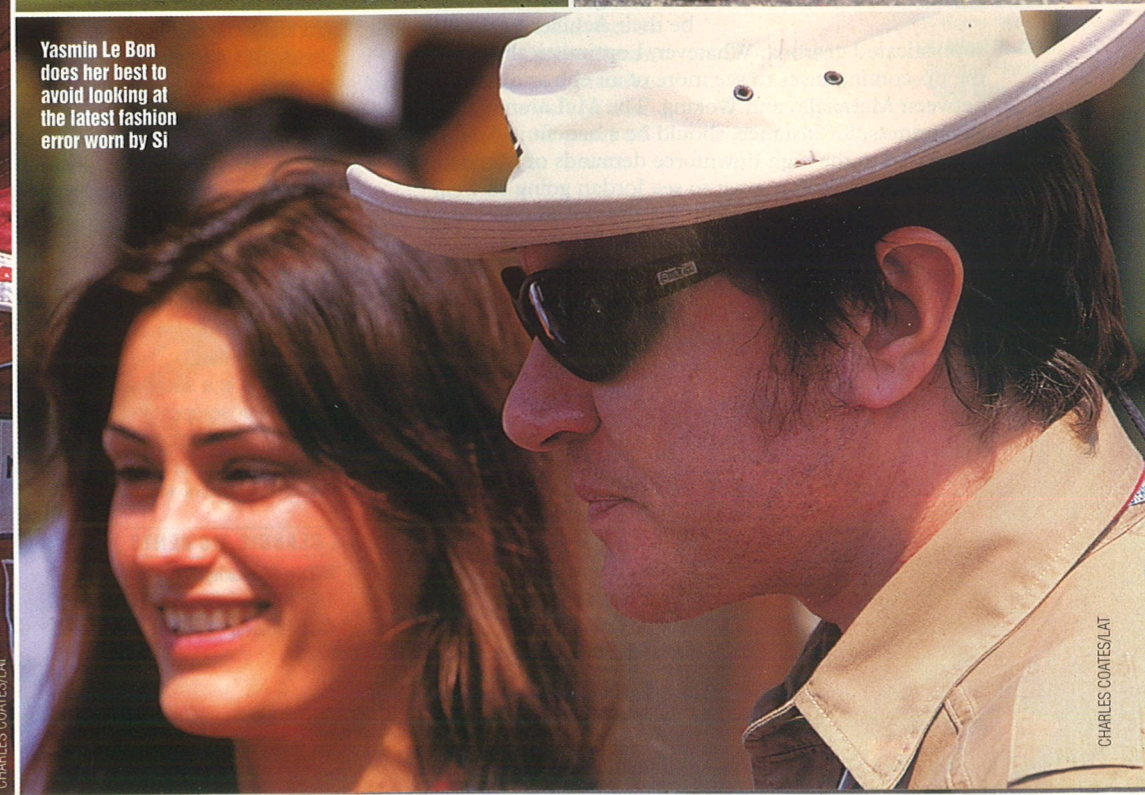
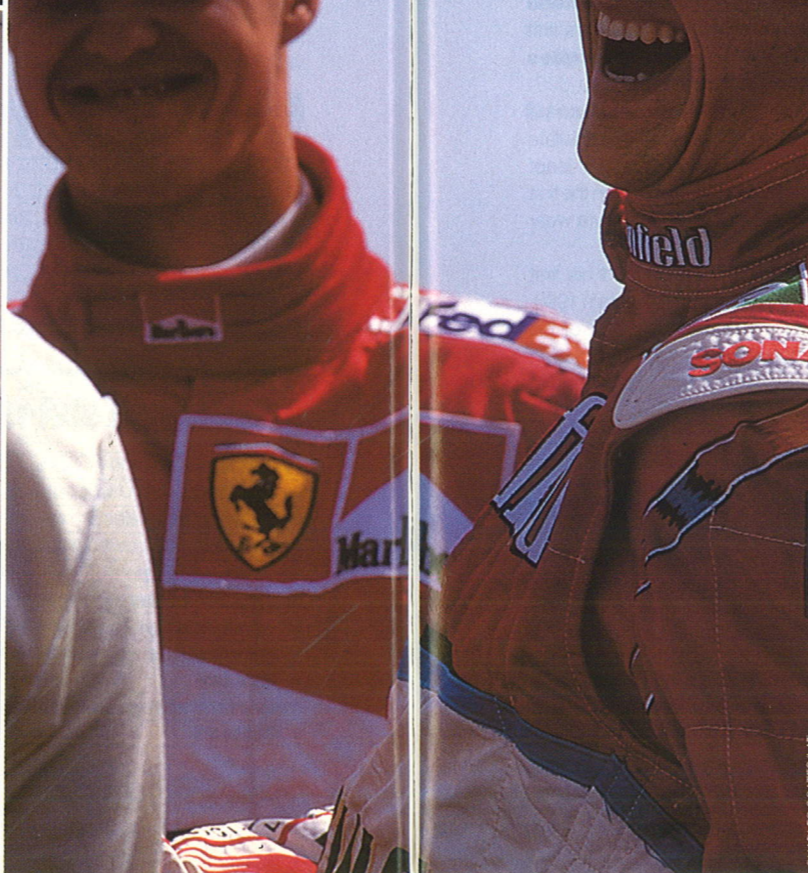
R. SCHUMACHER
IS A VERY
BAD BOY.



Jean Alesi proves that you can be an elder statesman in F1 and still be cool

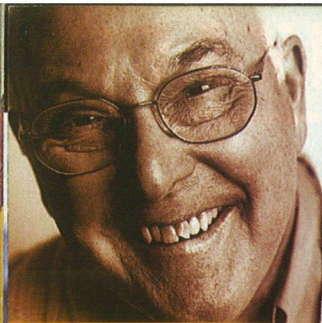


Rubens needs help with the old vanishing-trophy-behind-the-Brazilian flag trick...



Yasmin Le Bon does her best to avoid looking at the latest fashion error worn by Si

CHARLES COATES/LAT



MURRAY WALKER'S PREVIEW

Swings and roundabouts

WHAT A DIFFERENCE a year makes! Twelve months ago McLaren were on a seemingly unstoppable roll, having won three of the first four races. In dominant form, they were then to finish first and second in Spain and go on to sew up both more-than-well-deserved titles.

At the start of 1999, their all-new car looked likely to do the same – but not any more. The Ferrari one-two at Monaco was a whitewash and, with more than double McLaren's points, Maranello are at last looking good for the double whammy they have striven so many years for.

Yes it's early days, and yes, there are still 12 races to go, but if McLaren are to make it two in a row they must recover quickly in Barcelona. Speed they've got plenty of. Reliability is what they need, with both Hakkinen and Coulthard yet to finish in the same race this season.

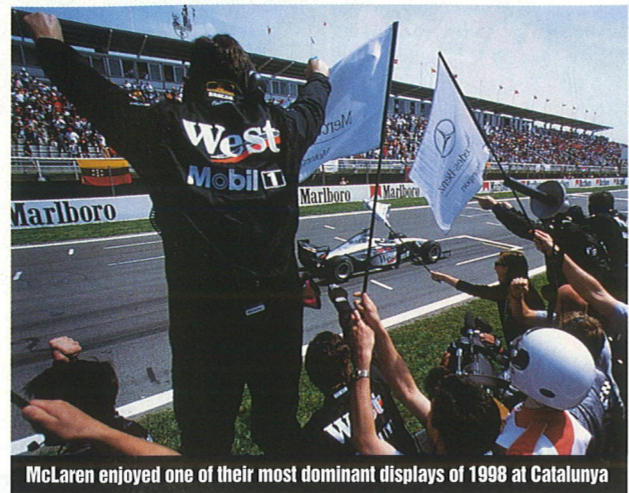
Monte Carlo is always a car-breaker and it certainly didn't surprise me to see so few go the full race distance. Barcelona should be a lot better from that point of view but, as a non-technical man, I have to wonder how soon, with races every two weeks, McLaren will be able to massage what seems to be their Achilles heel – that

'Maranello are at last looking good for the double whammy they have striven so many years for'

sophisticated gearbox. Whatever, I optimistically expect the up-coming races to see more of an ebb and flow between Maranello and Woking. The McLaren's slipperiness, for instance, should be a benefit in Spain, compared to the high-downforce demands of Monaco.

As an aside, isn't it great to see Jordan going so well? Frenzen's achievements with the Buzzin' Hornets have been superb. If Damon can start matching them, McLaren could have more than Ferrari to worry about!

Murray Walker



McLaren enjoyed one of their most dominant displays of 1998 at Catalunya

Local F1 heroes to fight off bike racing culture

THIS MIGHT BE the year that F1 breaks through in Spain. Bike racing is the local culture, and Carlos Checa and Alex Criville, the two leading Spanish riders, have achieved almost Senna-like status in the land of paella. F1, in contrast, usually plays out to half-empty grandstands at Barcelona and Jerez. But this year should be different thanks to two new local F1 heroes, Pedro de la Rosa and Marc Gené.

Barcelona is a circuit where F1 gets down to business. It's a technical track, and although the racing is sometimes spread out, it's a strategist's heaven. If you want to understand the true form of 1999, Catalunya provides one of the best parameters.

But this is a social grand prix too. The cosmopolitan capital of Catalonia is close by: restaurants and clubs – ideal for all of you Formula 1 night owls.

CLASSIC MOMENTS

Mika Hakkinen maintained his 1998 form by beating **David Coulthard**. This result further

highlighted the gap between the silver cars and the rest. **Michael Schumacher** jumped the start and picked up a 10-second stop-go penalty, but stormed back to finish third. **Rubens Barrichello** scored Stewart Grand Prix's first points of '98, beating **Jacques Villeneuve** into fifth place.

In 1997, Villeneuve won his seventh GP to move past his late father's tally. Schumacher leapt from seventh to second on the first lap, only to suffer major tyre wear and finish fourth.

The German secured his first win for Ferrari at Barcelona in 1996, and it was probably one of his greatest. A masterful display in torrential rain left everyone else playing in the puddles.

Benetton starred in '95, Schuey and **Johnny Herbert** finishing



Classic Mansell v Senna '91 duel



Frenzen congratulates Schuey on a majestic win in the storm of 1996

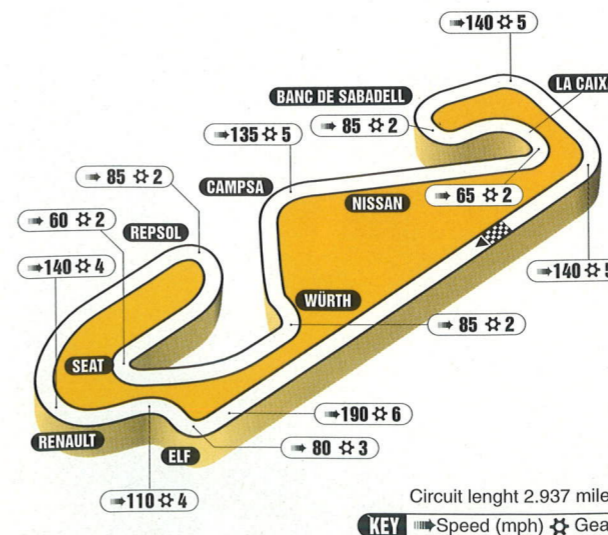
first and second after **Damon Hill**'s engine died on the final lap.

Hill beat Schuey in 1994, but the German's effort defied belief. He lapped his Benetton never more than a few seconds off the pace in fifth gear alone to finish second.

Alain Prost won for Williams in 1993, emulating the drive of **Nigel Mansell** the year before.

The Spanish Grand Prix made

its first visit to Catalunya in 1991 and, fortunately for the organisers, it proved a classic. **Ayrton Senna** and Mansell fought out a famous 200mph, jinking, twitching, wheel-to-wheel battle on the pitstraight. Mansell refused to back down, passed the McLaren of his great rival going into the first corner, and went on to score one of his greatest victories.



Circuit length 2.937 miles

KEY → Speed (mph) ⚙ Gear

ANORAK HEAVEN

Juan Manuel Fangio won the first world championship race staged on Spanish soil, in 1951, to clinch the first of his five world titles. This GP was held on the Pedralbes circuit, which was situated near a monastery, and appeared once more on the world calendar – Mike Hawthorn winning in 1954.

After a 14-year hiatus, the race returned to the championship in 1968, at Jarama. This was won by Graham Hill, a victory that did much to boost the morale of the Lotus team after the death of their team leader Jim Clark. Ironically, Damon Hill performed the same duty as his father, for Williams, at Barcelona, after Senna had been killed in 1994.

Montjuich Park shared the race with Jarama until 1975, when Rolf Stommelen's Lola-Hill crashed, killing five spectators. After that the track, which was situated in one of Barcelona's parks, was deemed too dangerous.

Jarama stayed on the calendar, staging the famous 1981 event when Villeneuve's badly-handling Ferrari held off the field throughout.

The race moved to Jerez in '86 and produced the closest finish in F1 history – Senna beating Mansell by three hundredths of a second. After Martin Donnelly's huge crash in 1990, though, the grand prix moved to Barcelona.

HOW TO GET THERE

There are a number of ways to get to the Spanish Grand Prix. Airtrack (01895 810810) are running three packages, all featuring accommodation in Barcelona.

Motor Racing International (01304 612424) will zip you to the race on their day-charter aircraft, before bringing you back home that evening. The deal costs £249, exclusive of race tickets.

For race tickets only, Just Tickets (01304 228866) will supply you general admission weekend access for £58.

PREVIEW SPAIN

Round 5 Catalunya 30 May 1999

PAST RESULTS

1998 TOP SIX

- 1 Mika Hakkinen**
McLaren-Mercedes MP4-13, 122.325mph
- 2 David Coulthard**
McLaren-Mercedes MP4-13, 122.120mph
- 3 Michael Schumacher**
Ferrari F300, 121.308mph
- 4 Alexander Wurz**
Benetton-Playlife B198, 120.978mph
- 5 Rubens Barrichello**
Stewart-Ford SF-2, 120.083mph
- 6 Jacques Villeneuve**
Williams-Mecachrome FW20, 120.067mph

POLE POSITION

Mika Hakkinen
McLaren-Mercedes MP4-13
1m20.262secs, 128.574mph

PREVIOUS WINNERS

- 1997 Jacques Villeneuve**
Williams-Renault
- 1996 Michael Schumacher**
Ferrari
- 1995 Michael Schumacher**
Benetton-Renault
- 1994 Damon Hill**
Williams-Renault
- 1993 Alain Prost**
Williams-Renault
- 1992 Nigel Mansell**
Williams-Renault
- 1991 Nigel Mansell**
Williams-Renault
- 1990 Alain Prost**
Ferrari
- 1989 Ayrton Senna**
McLaren-Honda

WHEN TO WATCH ITV

- Qualifying**
11.30 Saturday 29 May
 - The Race**
12.15 Sunday 30 May
 - Highlights**
23.45 Sunday 30 May
- Times subject to change



DARREN HEATH

No let-up on the street circuit with no streets

As Formula 1 takes a break from Europe for the annual trip to Canada, we tell you what to expect, what to remember and what to look out for on the track with more than one twist

MONTREAL IS A street track but not in the conventional sense: it requires a transatlantic journey to get there, but it's slap bang in the middle of F1's European tour; it's not easy to overtake there, but it always produces an excellent race.

Situated on the Ile Notre Dame, with the mighty St Lawrence River flowing by either side of the track, the Circuit Gilles Villeneuve is built on the site of Expo 67.

Its tight confines and brace of hairpins – one at either end of its layout – are combined with a set of ultra-fast sweeps and a couple of long straights. The end result is that this is one of the quicker tracks on the calendar. The downside is that its 2.748 miles only get used once a year, so are often dirty and slippery.

Nevertheless, most drivers love its very challenging nature, while its reputation for being a car-breaker adds the extra anticipation of a surprise result. And there have been quite a few of those over the years at Montreal.

CLASSIC MOMENTS

Michael Schumacher won last year and this victory has to count as one of his most controversial and bizarre. The German stunned the field with his pace, but then let himself down by mercilessly running **Heinz-Harald Frentzen** off the road as he exited the pits.

Built on the St Lawrence River (top), the Canadian GP boasts one of the most spectacular backdrops in F1. Parking can be a problem as Trulli's Prost (right, on top of Jean Alesi's Sauber) shows. It was the second of two monumental first corner incidents in 1998. Alesi had better luck in Canada though – he took his only win there, in 1995, for Ferrari (top right). Schumacher scored a controversial win last year (bottom right), but at least he was on the pace – Montreal's traffic police (far right) tend to lose the odd high-speed pursuit



Villeneuve exited stage left with a red face after spinning out early on, thus registering his fourth DNF in seven races. He made up for his poor early-season form by winning the championship...

Damon Hill fared better in his championship year (1996) by taking his fifth win of the season. In contrast, **Jean Alesi** celebrated his first – and so far only – F1 win at Montreal in 1995. Once again Schumacher was the fastest man on the track, but he had to give up the lead when he pitted to change a faulty steering wheel.

An FIA safety blitz meant that the chicane before the start/finish straight was realigned in 1994. Schumacher again stormed the race, beating Hill by 40 seconds.

Alain Prost scored his only

Canada win in 1993, the year of his fourth world title, while **Gerhard Berger** won in 1992 after **Nigel Mansell** and **Ayrton Senna** had both retired.

The 1991 race was a classic: leader Mansell began celebrating halfway through the last lap, only to stall his Renault engine just before crossing the line. **Nelson Piquet** gladly took the victory, his – and so far Pirelli's – last in F1.

Gerhard Berger crossed the line first in 1990, only to suffer a one-minute time penalty after the race for jumping the start. His team-mate Senna was the main beneficiary of the Austrian's error.

In 1989, **Thierry Boutsen** scored his first F1 win by keeping his Williams on the island – literally – in monsoon conditions.

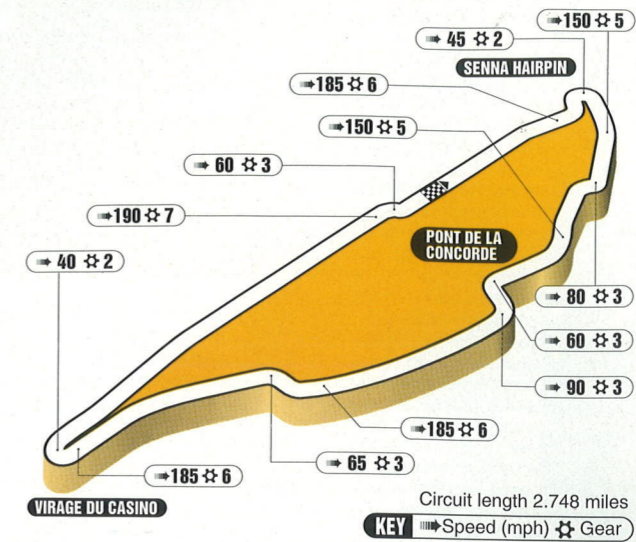
ANORAK HEAVEN

The Circuit Gilles Villeneuve has held its place on the F1 calendar since 1978, after the Mosport track became out of date. It proved an instant success with the paddock and public, aided (no doubt) by the fact that the young Ferrari star, Gilles Villeneuve, notched up his maiden F1 win in front of his home crowd. It made him a national hero.

The circuit has kept a similar format throughout its 21-year history, although the pits complex was relocated in 1987 when the race was forced off the calendar for a year due to sponsorship dramas.

The chicane that now resides before the pits used to be a fast sweeping section. The corner has changed shape a number of times, but had its most severe alteration during the knee-jerk reactions which followed Senna's accident at Imola in 1994.

The circuit is built on the site of the 1976 Olympics rowing basin and, until the mid-'90s, the teams competed in their own raft race across the river. Since then, this has been deemed far too time-consuming (or was it that Adrian Newey's raft kept on winning?), so they all decided to go on a fishing



trip instead. The Benetton team are expert fishers, apparently.

HOW TO GET THERE

Airtrack (01895 810810) offer one trip to the Canadian Grand Prix, which includes a four-night stay in a four star hotel in Montreal.

Motor Racing International (01304 612424) has a variety of packages for the race: four nights in Montreal for £699, or eight nights

(an extra four in Niagara – for the honeymooners in the F1 crowd, we suppose) for £979. Both prices are exclusive of race tickets.

Just Tickets (01304 228866) will help you if you decide to make your own way. They sell general admission tickets for the entire weekend at £49. Or if you'd prefer the upgraded bronze admission which covers all three days, it will cost you £92.



PREVIEW CANADA

Round 6 Montreal 13 June 1999

PAST RESULTS

1998 TOP SIX

- 1 Michael Schumacher**
Ferrari F300, 112.657mph
- 2 Giancarlo Fisichella**
Benetton-Playlife B198, 112.348mph
- 3 Eddie Irvine**
Ferrari F300, 111.551mph
- 4 Alexander Wurz**
Benetton-Playlife B198, 111.493mph
- 5 Rubens Barrichello**
Stewart-Ford SF2, 111.162mph
- 6 Jan Magnussen**
Stewart-Ford SF2, 110.489mph

POLE POSITION

David Coulthard
McLaren-Mercedes MP4-13
1m18.213secs, 126.439mph

PREVIOUS WINNERS

- 1997 Michael Schumacher**
Ferrari
- 1996 Damon Hill**
Williams-Renault
- 1995 Jean Alesi**
Ferrari
- 1994 Michael Schumacher**
Benetton-Ford
- 1993 Alain Prost**
Williams-Renault
- 1992 Gerhard Berger**
McLaren-Honda
- 1991 Nelson Piquet**
Benetton-Ford
- 1990 Ayrton Senna**
McLaren-Honda
- 1989 Thierry Boutsen**
Williams-Renault

WHEN TO WATCH IT

- Qualifying
23.00 Saturday 12 June
- Qualifying highlights
09.25 Sunday 13 June
- The Race
17.15 Sunday 13 June
- Highlights
00.15 Monday 14 June
- Times subject to change

F1 Fantasy

Fulfil your

- HOW TO ENTER**
- You have a budget of £40 million to spend on assembling your Fantasy F1 team. Out of this you need to select your engine, chassis and three drivers, at least one of whom must come from the £1 million category
 - Create a name for your Fantasy F1 team
 - Call 0891 891810 to register your team. At this stage you'll also be asked to predict how many points this year's champion will amass. Your forecast will only come into play in the event of a tie-break. You might like to note that Hakkinen became the 1998 world champion with 100 points
 - You can enter as many teams as you wish, and at any time during the season, but only one team can be registered per telephone call to the 0891 number
- HOW TO SCORE**
- Just like the real thing, the top six finishers score points on the same 10-6-4-3-2-1 system. However, for Fantasy F1 players, all drivers finishing in the top

- six are awarded an extra 10 points. So, for example, the driver finishing second gets six points plus an extra 10 points for being in the top six, thereby earning 16 points. Players will also earn or lose points in the following circumstances:
- Six points will go to the fastest driver in race day warm-up. The second-quickest gets five points, down to the sixth-fastest who receives a single point
- The driver making the fastest pitstop (pitlane entry to exit) during the race earns five points
- At the finish, each place made up over the starting grid position will score that driver an extra point. Points are not lost for losing places
- The first driver to retire from the race will lose five points. Four are lost by the second retirement down to the forfeit of one point by the fifth driver to pull out
- The driver accredited with the fastest race lap will gain five points
- Pole position is worth five points

- A stop-go penalty (for whatever reason) loses the driver five points
- Five points will be awarded to the driver declared by *F1 Racing* as Driver of the Day
- Failure to qualify will mean two points being lost. If a driver fails to take the start on race day, but is on the FIA's published starting grid, then no points will be lost
- Drivers lose all points gained over the weekend if they are removed from the results, for whatever reason
- Scoring for a chassis is the same as that for a top six driver or an early retirement, but only the first chassis home can score for a team. Similarly, only one chassis loses points if it's among the first five retirements
- The rules for engines are the same as those for chassis, but without retirement penalties
- All queries should be addressed to Jacqui Weston at *F1 Racing* 38-42 Hampton Road, Teddington, Middlesex TW11 0JE
- Technical helpline: 0181-288 1321

Fantasy F1 registration hotline:
0891 891 810

Fantasy F1 team positions:
0891 891 811

Top 50 Fantasy team results:
0891 891 812



F1 SIM COMPACT

Top Prize PAGE & MOY

Fancy going to the Monaco GP in 2000? If you lead the Fantasy F1 table after the last race of 1999, a superb VIP trip, courtesy of Page & Moy, is up for grabs. It includes three nights in a luxury hotel, grandstand tickets, flights and travel to and from the circuit.

Monaco & Spain



The Fantasy F1 winners from the Monaco and Spanish GPs will each receive one of these fantastic limited-edition bundle packs from the leading supplier of PC hardware, Digital Edge. Included in the prize is the award-winning F1 SIM COMPACT steering wheel and pedal set for the PC, plus one free software racing game. What more could you ask for? Better get playing if you want to be a winner!

Last month's Fantasy F1 winners

Brazil: Mr Blundy won with his team TK Racing: Hakkinen, Panis, Gené, Minardi, Ford V10 (cust) = 63
Imola: Mrs Kennedy won with her team Jamie: Fisichella, Gené, Badoer, Ferrari, Ford V10 (wrk) = 83

THE RULES
Team entrants must be 18 or over and residents of the UK. Telephone calls are charged at 60p per minute with a typical call to register entries lasting between five and seven minutes. Once registered, teams will be eligible to score/lose points at all remaining 1999 F1 GPs. The deadline for entering a team is midday on the Friday preceding the race and teams start scoring only after they are registered. Team scores are worked out using the official FIA timesheets from GPs. No correspondence will be entered into and there is no cash alternative to prizes. Employees of Haymarket Publishing and their agents are ineligible. The nominal values of drivers, chassis and engines bear no relation to real life. *F1 Racing's* decision is final.



Shopping list

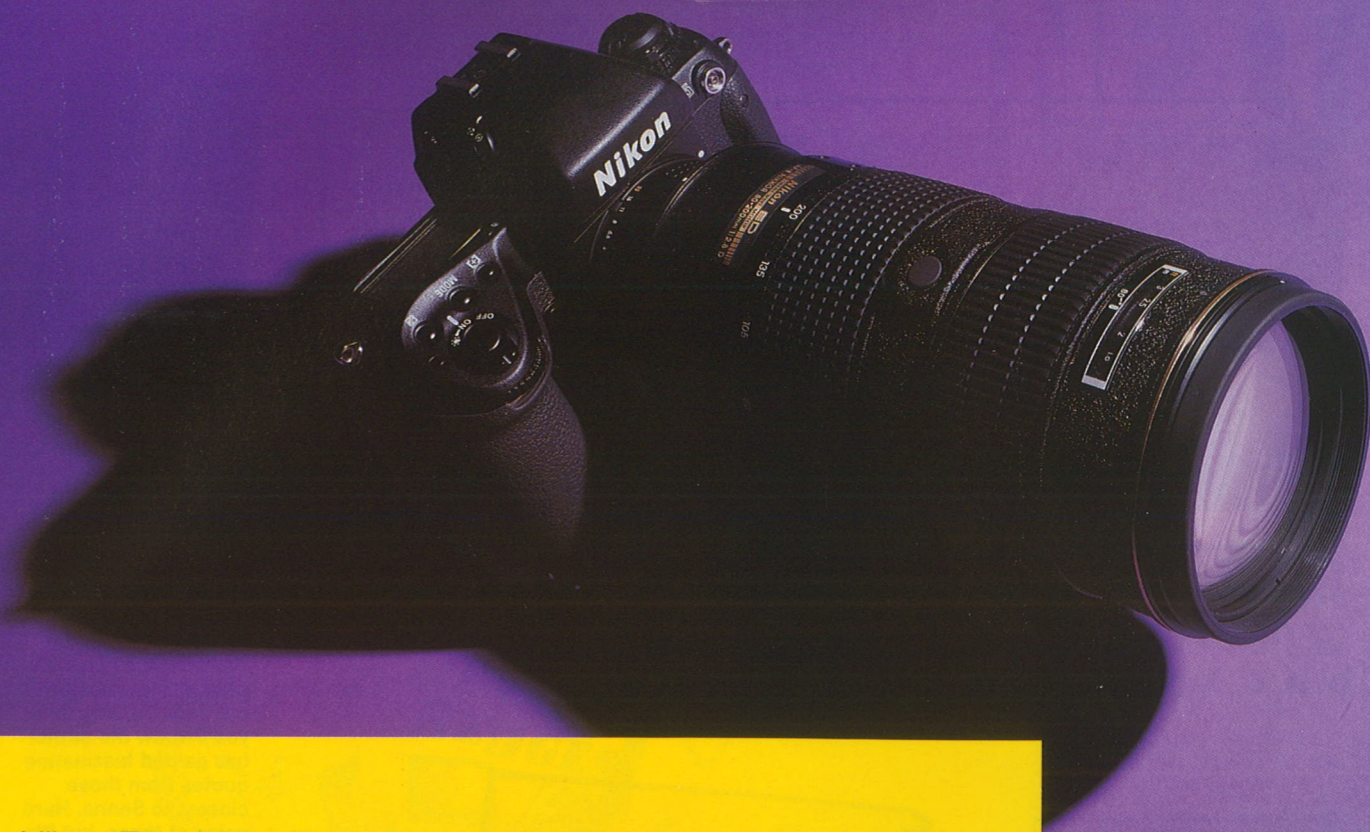
You have £40 million to spend creating a team. We'll update the scores every issue and you can also use the 0891 numbers (left) to check on your progress

Name	Fantasy Price	Brazil	San Marino	Total
DRIVERS				
1 M Schumacher	£25m	22	40	71
2 M Hakkinen	£23m	36	8	54
3 J Villeneuve	£21m	0	-4	-7
4 D Coulthard	£21m	3	22	29
5 D Hill	£19m	-5	18	9
6 E Irvine	£19m	13	5	48
7 H-H Frenzen	£19m	25	0	44
8 A Zanardi	£16m	0	0	0
9 R Schumacher	£16m	20	0	39
10 G Fisichella	£11m	0	23	39
11 A Wurz	£11m	2	-3	-1
12 M Salo	£11m	0	12	12
13 J Alesi	£11m	4	18	17
14 R Barrichello	£7m	2	17	26
15 J Trulli	£7m	-3	-5	-8
16 O Panis	£7m	15	0	17
17 P Diniz	£5m	0	0	3
18 J Herbert	£5m	-4	4	0
19 T Takagi	£5m	12	-5	17
20 R Zonta	£3m	0	0	0
21 J Verstappen	£2m	0	0	0
22 S Nakano	£2m	0	0	0
23 M Gené	£1m	12	12	24
24 J Magnussen	£1m	0	0	0
25 J-P Montoya	£1m	0	0	0
26 D Franchitti	£1m	0	0	0
27 G Moore	£1m	0	0	0
28 P de la Rosa	£1m	0	-2	26
29 N Heidfeld	£1m	0	0	0
30 R Rosset	£1m	0	0	0
31 J-C Boullion	£1m	0	0	0
32 S Sarrazin	£1m	0	0	0
33 L Redon	£1m	0	0	0
34 N Larini	£1m	0	0	0
35 L Badoer	£1m	0	14	14
36 J Müller	£1m	0	0	0
CHASSIS				
37 McLaren	£21m	18	15	31
38 Ferrari	£19m	16	20	56
39 Williams	£19m	13	0	26
40 Benetton	£16m	11	9	33
41 Jordan	£16m	9	13	34
42 BAR	£13m	0	-4	-7
43 Sauber	£13m	-1	11	5
44 Prost	£11m	9	-5	4
45 Stewart	£11m	-4	14	22
46 Arrows	£7m	0	-2	9
47 Minardi	£4m	0	0	0
ENGINES				
48 Mercedes	£22m	20	16	36
49 Ferrari	£19m	16	20	56
50 Mugen Honda	£16m	14	13	43
51 Supertec	£16m	13	12	39
52 Sauber Petronas	£12m	0	11	11
53 Peugeot	£10m	12	0	12
54 Ford V10 (works)	£7m	0	14	27
55 Ford V10 (customer)	£3m	0	0	0

Leica R8

Darren says: The Leica has superb lens quality; it's the ultimate pose. But, to be honest, it's not for an F1 pro. They are expensive and are used more by rich amateurs. Leica make a compact called a Rangefinder. This has interchangeable lenses and is very popular with the paparazzi.

Leica R8, £1,758; Summicron f/2/50mm lens, £598



Nikon F5

Darren says: This is Nikon's flagship camera and it's superb. By all accounts it's very robust, as all Nikons are. It has all the features you want, with loads of exposure modes and a superb flash system. A bit on the expensive side, though.

Nikon F5, £1,399; Nikkor 80-200 AF/S 2.8 zoom lens, £1,399

backstraight

For a professional photographer, like Darren Heath, choosing the right equipment is essential. He reveals what's needed to get that perfect shot

Edited by Simon Strang and Barry Ainslie; photographs by Nick Wright



Olympus OM-4Ti

Darren says: It's built from titanium so it's very light and strong. It's good for people who want the versatility of changing lenses, but also want a lightweight camera. The camera is manually orientated and has a limited system. It also doesn't have the lens range of some others.

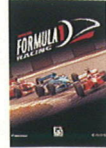
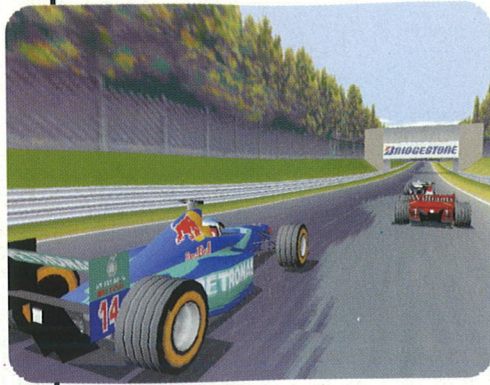
Olympus OM-4Ti, £1,199; F2.8 35-80mm Zuiko lens, £1,699



Canon EOS-1n

Darren says: This is my choice. It's a fantastic camera. It has a brilliant autofocus and a superb lens choice from fisheye up to an EF 1200 F5.6, which sells at £85,000! It's easy to hold, which is important during a GP, and its operating system is all electronic. The best value for money.

Canon EOS-1n, £1,299; EF 28-135 lens, £299

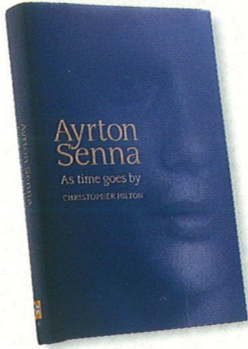


Totally sim-patico

This is the first inch-perfect F1 simulation on the PC for ages. The attention to detail that Eidos (makers of Tomb Raider) have achieved is incredible.

Team colours, drivers, cars, circuits, crashes, retirements and strategies are all superbly reproduced. Tora Takagi tried it out during a visit to F1 Racing's offices and was stunned: "Monaco is superb. So close to reality."

Official Formula 1 Racing from Eidos (PC). Price £39.99. We have 10 copies to give away if you can tell us what Tora's full christian name is. Answers on a postcard to the usual address.



Remembering Senna's time

Christopher Hilton has written about Ayrton Senna before, and, five years after the Brazilian's death, he has produced his best work yet. If you read our serialisation, then you'll know the author has gained fascinating quotes from those closest to Senna. Hard going at times, but it's well worth it.

Price £19.99. Published by Haynes Publishing. We have six signed copies to give away if you can tell us who Senna's Lotus team-mate was in 1987? Answers on a postcard to the usual address.

backstraight

Raging roads



Okay so it's not F1, but Ridge Racer 4, for the Sony PlayStation, topped the charts within days of release. We thought we'd better check it out since it's hyped as better than Gran Turismo. We don't agree. RR4 is beautiful to watch and great fun to play - for a while. But it lacks depth and longevity even with career mode on. Price £39.99. From all decent game retailers.



Stuck in the '60s? You will be

Once opened, all Rainer W. Schlegelmilch's books steal you away. He bewitches you with his photos and it's several hours later before you close them. *The Great Challenge 1*, is the first in a series and features images from Jim Clark's era.

Price £200. Published by Dieter Steve-Mülhens. To order, phone 00 49 6956 1734 or fax 00 49 695 60 4238.

Are you sitting comfortably?

Ever had trouble getting comfortable while racing around Monaco on your computer? Well, now you can buy a bag full o' beans shaped like a race seat which gives you the same support as if you were in a car. Daft as it sounds, it actually works.

GB Sym-Tech Racebag. For further details call 01273 380461.



NEXT MONTH

'AH ONE, AH TWO,

AH ONE, TWO, THREE, FOUR'
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ROBERT WILSON
NEXT ISSUE ON SALE
JUNE 18

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