

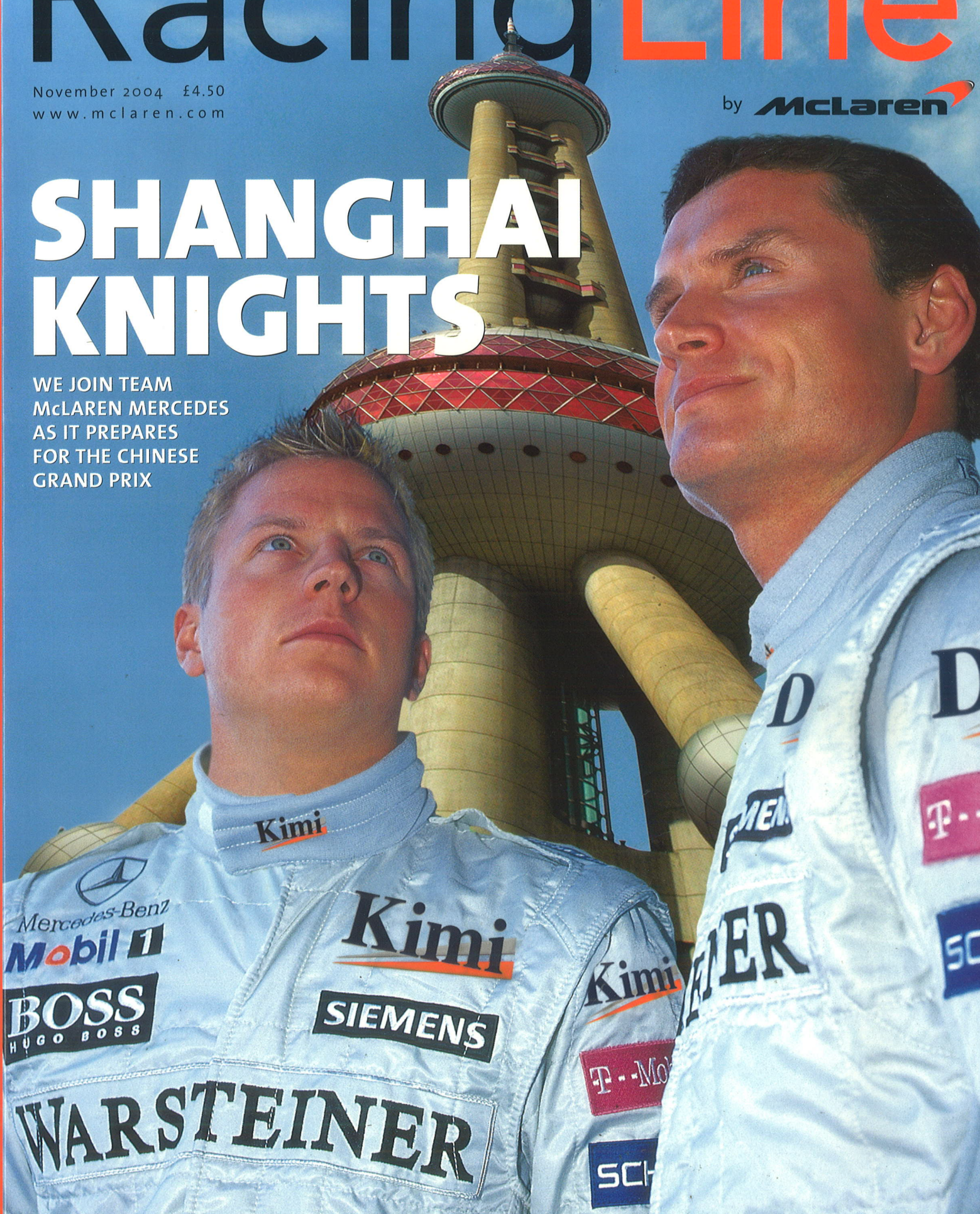
# Racing Line

November 2004 £4.50  
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by McLaren

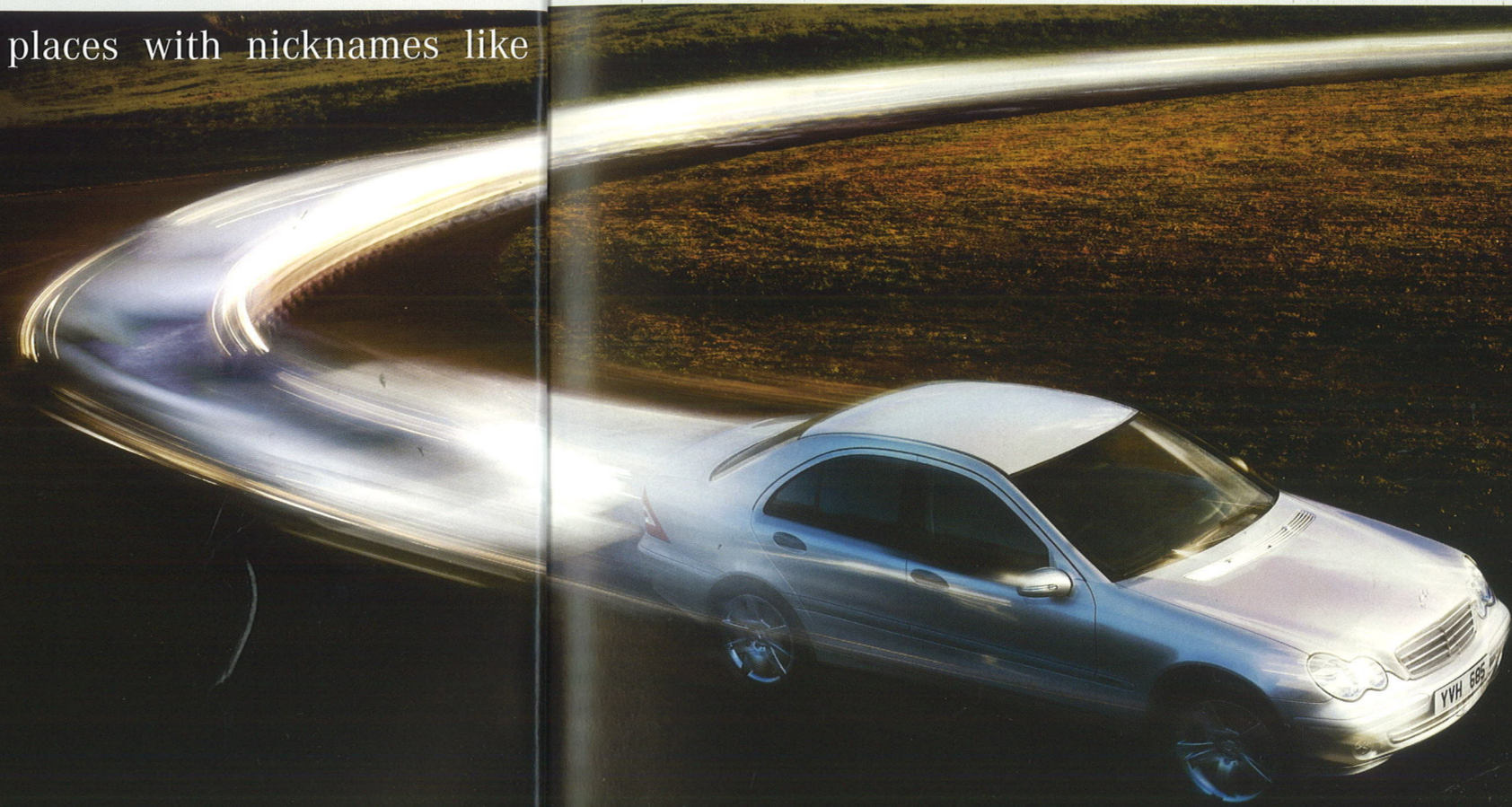
## SHANGHAI KNIGHTS

WE JOIN TEAM  
McLAREN MERCEDES  
AS IT PREPARES  
FOR THE CHINESE  
GRAND PRIX



PLUS KIMI AND WIFE JENNI MODELLING IN SWITZERLAND ■ A WEEKEND IN THE LIFE OF A FORMULA 1 JOURNALIST

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"ALL THESE QUESTIONS  
AND MORE WERE DEFTLY  
ANSWERED BY KIMI"

**Kimi Raikkonen**

吉米·雷克南

# RacingLine

NOVEMBER 2004



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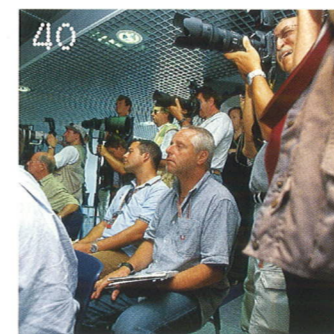
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## McLaren's Roll of Honour

### Eight Constructors' Championships

1974 – M23-Ford, 73 points  
1984 – MP4/2-TAG Porsche, 143.5 points  
1985 – MP4/2B-TAG Porsche, 90 points  
1988 – MP4/4-Honda, 199 points  
1989 – MP4/5-Honda, 141 points  
1990 – MP4/5B-Honda, 121 points  
1991 – MP4/6-Honda, 139 points  
1998 – MP4-13-Mercedes, 156 points

### Eleven Drivers' Championships

1974 – Emerson Fittipaldi – M23-Ford, 55 points  
1976 – James Hunt – M23-Ford, 69 points  
1984 – Niki Lauda – MP4/2-TAG Porsche, 72 points  
1985 – Alain Prost – MP4/2B-TAG Porsche, 73 points  
1986 – Alain Prost – MP4/2C-TAG Porsche, 72 points  
1988 – Ayrton Senna – MP4/4-Honda, 90 points  
1989 – Alain Prost – MP4/5-Honda, 76 points  
1990 – Ayrton Senna – MP4/5B-Honda, 78 points  
1991 – Ayrton Senna – MP4/6-Honda, 96 points  
1998 – Mika Häkkinen – MP4-13-Mercedes, 100 points  
1999 – Mika Häkkinen – MP4-14-Mercedes, 76 points

## 2004 GP Results

Australian GP: David Coulthard 8th; Kimi Räikkönen DNF  
Malaysian GP: David Coulthard 6th; Kimi Räikkönen DNF  
Bahrain GP: David Coulthard DNF; Kimi Räikkönen DNF  
San Marino GP: David Coulthard 12th; Kimi Räikkönen 8th  
Spanish GP: David Coulthard 10th; Kimi Räikkönen 11th  
Monaco GP: David Coulthard DNF; Kimi Räikkönen DNF  
European GP: David Coulthard DNF; Kimi Räikkönen DNF  
Canadian GP: David Coulthard 6th; Kimi Räikkönen 5th  
United States GP: David Coulthard 7th; Kimi Räikkönen 6th  
French GP: David Coulthard 6th; Kimi Räikkönen 5th  
British GP: David Coulthard 7th; Kimi Räikkönen 2nd  
German GP: David Coulthard 4th; Kimi Räikkönen DNF  
Hungarian GP: David Coulthard 9th; Kimi Räikkönen DNF  
Belgian GP: David Coulthard 7th; Kimi Räikkönen 1st  
Italian GP: David Coulthard 6th; Kimi Räikkönen DNF  
Chinese GP: David Coulthard 9th; Kimi Räikkönen 3rd



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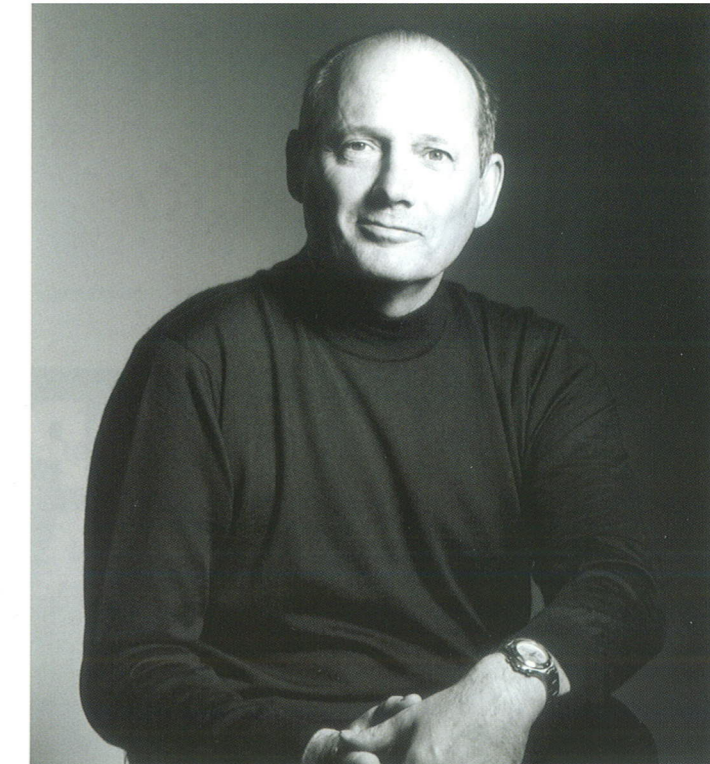
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Portrait by Hugo Burnand



# InsideLine

The inaugural Chinese Grand Prix at Shanghai's impressive new circuit was understandably one of the most memorable weekends of the Formula 1 year. While we were slightly disappointed that our strategic gamble to vault Kimi from second to first, ahead of Rubens Barrichello's Ferrari, did not come off we were still heartened by the performance of the MP4-19B which once again underlined its true potential.

The 2005 season has been one of great expansion within the Formula 1 World Championship which now includes these ambitious and imaginative new venues not only in Shanghai but also the equally imposing facilities afforded by Bahrain's state-of-the-art Sakhir circuit.

Welcome though these major new investments into our business obviously are, I think it's important to remember that the essential attraction of the Formula 1 World Championship is rooted in the variation and diversity of the circuits on the calendar. All have their peculiarities and quirks of character. Monaco, for example, is a wonderful venue, but its pit lane garages are extremely confined, even though they were significantly uprated in time for this year's race. However we are happy to live with these slight restrictions.

Similarly, there are other great circuits such as Spa-Francorchamps, Imola and Suzuka which have certain shortcomings in terms of facilities. Silverstone falls into this category and its future has been highlighted by the problems surrounding the British Grand Prix. I am sure there is a desire on the part of its owners, the British Racing Drivers' Club, to wave a magic wand and upgrade the circuit to the highest possible standards. But the pressures of commercial reality constrain them.

Retaining the British Grand Prix on the calendar has been talked of in terms of a possible 18th race, but it is important to understand that only a modest amount of money flows through to the individual teams from the sports' commercial rights income. Aside from sharing just 47 per cent of the television revenues, the ten teams share \$30m for competing in 16 races – that is an average of \$187,500 per team per race. Any extra races beyond that number attract a \$5m additional fee to be shared between the teams. The underlying point is that a more equitable distribution of Formula 1's revenues would go a long way towards correcting the sport's current financial imbalance, benefitting both competitors and race promoters alike.

**Ron Dennis CBE**  
McLaren Group Chairman and CEO

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Mercedes-Benz launches A-Class, Cheng Congfu in Team McLaren Mercedes demo run

# DAVID SUPPORTS NEW A-CLASS LAUNCH

Team McLaren Mercedes Driver David Coulthard recently supported Mercedes-Benz in a series of events promoting the launch of its new A-Class car.

David took to the stage for an interview at the Monaco yacht club, giving guests an insight into the daily life of a Formula 1 driver. He also spoke about the extraordinary atmosphere in the Principality during the week of the Monaco Grand Prix, before taking time out to meet some of the guests.

The evening was part of Mercedes-Benz's unique 'Star Tour' marketing campaign, featuring a rally of 400 cars across Europe, which was created in order to launch the A-Class. It culminated in the finale event in Milan, which David attended in the run-up to the Italian Grand Prix. Other stars present included singer Christina Aguilera and sportsman Boris Becker.



CLOCKWISE FROM TOP David talks about life as a Formula 1 driver at the Monaco A-Class launch and signs autographs for fans; David joins Jean Alesi and Boris Becker



## TEAM BECOMES FIRST TO RUN A CHINESE DRIVER IN FORMULA 1 CAR



Team McLaren Mercedes has become the first Formula 1 team to put a driver born on mainland China behind the wheel of a grand prix car. Cheng Congfu, a Team McLaren Mercedes-backed driver, recently took to the cockpit of an MP4-17D at the Brno circuit in the Czech Republic.

The 20-year-old driver, who

currently competes in the British Formula Renault series, completed five demonstration laps in the car. Also on track at Brno were Team McLaren Mercedes drivers Alex Wurz and Pedro de la Rosa, who all completed demonstration runs as part of a promotion in the run-up to the Chinese Grand Prix.



## CHENG CONGFU MEETS WITH CHINESE MEDIA

Cheng Congfu spent time meeting the press in his native China prior to the country's first grand prix. The event took place at the Tianma circuit in Shanghai where Cheng Congfu, along with representatives of the team, introduced himself to the local media. The journalists were then given the opportunity to test their skills in a range of race-related activities, including a pit-stop scenario and a virtual ride in the Team McLaren Mercedes simulator. They were also ferried around the track by Cheng Congfu in a Mercedes-Benz C55 AMG.

PICTURE CREDITS >  
MERCEDES-BENZ

## NEW OFFICIAL SUPPLIER NAMED

Italian cheese consortium Grana Padano has become an Official Supplier to the McLaren Technology Centre. Its products will be used in foods prepared by McLaren Group company Absolute Taste at the facility's restaurant and guest dining areas and at the Team Communications Centre at grands prix. All employees will receive a taste of the cheese in specially designed McLaren packaging to celebrate the new Partnership. You can read more about Grana Padano in a forthcoming issue.



Ion Iliescu took a tour of the team's facility in Woking

## ROMANIAN PRESIDENT VISITS McLAREN TECHNOLOGY CENTRE

The president of Romania, Ion Iliescu, recently visited the McLaren Technology Centre.

Mr Iliescu was escorted on a tour of the facility by McLaren Racing Managing Director Jonathan Neale, visiting the windtunnel, machine shop and race and test bays. Romanian sculptor Ioan Nemțoi, whose colourful glass sculptures are displayed throughout the McLaren Technology Centre, was in attendance.

Mr Iliescu also met with

Romanian Rada Stanton, who works as a Material Controller for McLaren Cars. After a tour of the facility the President was presented with a model car signed by Kimi Räikkönen.



Mr Iliescu meets sculptor Ioan Nemțoi, whose work is displayed at the facility





LAP BY LAP

**1** David starts from the pitlane after changing his tyres; Kimi makes a great start to take fourth from seventh on the grid

**11** Kimi inherits third place when Alonso pits

**13** Kimi is forced to retire with a loss of engine water pressure

**26** David makes his one and only pitstop of the race, taking 12.1 seconds

**43** David is hit from behind by the Williams of Pizzonia

**53** Rubens Barrichello wins the race; David comes home in sixth place

The Italian Grand Prix proved to be full of drama and excitement, with incidents aplenty. Rain on race day morning threatened to disrupt the best-laid plans of all the teams, bringing concerns about the nature of the track and how long parts of it would retain standing water.

Kimi Räikkönen started the race on dry tyres, with his team-mate David Coulthard taking the decision to start on intermediates. The track was drying quickly, however, and it soon became apparent that dry tyres were the things to have, as the foreseen retention of standing water on the track – particularly at the Lesmo bends – never materialised.

At the end of the parade lap, David dived into the pits to take on dry tyres and fuel. The team had changed his strategy into a one-stopper, but this would not become apparent for some time. Kimi, meanwhile, made a great start and was up to fourth place by the middle of the first lap. The rest of the field made a somewhat cautious start, still unsure how much grip was available.

David was making good progress, despite a car heavy with fuel, and he was up to 13th position by lap four. As the first pit stop window approached, Kimi kept a watching brief behind the top three runners, and briefly took third place when Fernando Alonso pitted for the first time. Unfortunately, Kimi's race ended when a radiator leak forced him to retire on lap 13.

Kimi displayed fast and consistent pace at Monza, yet his race was to be short-lived



During the middle stint of the race, David was lapping fast and consistently, continually matching the times of the front-runners and setting fastest sector times. The Scot's solitary pit stop came on lap 26, and he emerged after 12.1 seconds fuelled until the race's end. He soon became embroiled in a battle for sixth place with the Williams of Antonio Pizzonia, who pulled an opportunistic move at the first chicane with the predictable result that he ran into David. It was due to both the strength of the MP4-19B and David's experience that he was able to continue unharmed to the end of the race to pick up three valuable Drivers' World Championship points.

"Considering the circumstances, we have to be relatively satisfied with sixth place," said David. "Towards the end of the race Pizzonia hit me from the back but I was ready for it and managed to keep the car on the track."

Team Principal Ron Dennis was frustrated at the team's result. "It was a race where several people could have won and Kimi was one of them," he explained. "At the end of the day we are here to win, so it was a disappointing Italian Grand Prix for Team McLaren Mercedes."

**"CONSIDERING THE CIRCUMSTANCES, I HAVE TO BE RELATIVELY SATISFIED WITH SIXTH PLACE"**

DAVID COULTHARD, DRIVER, TEAM MCLAREN MERCEDES

The kerbs at Monza are fierce and unforgiving yet must be attacked – David Coulthard did just that



TEAM ANALYSIS

MARTIN WHITMARSH

From the start of the Italian Grand Prix weekend it was clear that Team McLaren Mercedes had the pace to challenge for victory. In qualifying, we opted for a strategy of fuelling the cars to run for longer than our rivals as we believed that we had enough performance in the car to be able to offset any lack of qualifying pace.

It had been raining for most of the morning on race day, and David, with the support of the team, took the decision to start the race on intermediate tyres. During

**"KIMI MADE A GOOD START AND SHOWED REAL PACE DESPITE A HEAVY FUEL LOAD"**

the formation lap, however, David radioed the pit to say that the track was drying rapidly, so he pitted before the start to take on dry tyres. The team then acted quickly and efficiently to change his strategy, switching from a two-stop race to a one-stop race.

Kimi made a good start and showed some real pace despite having a relatively heavy fuel load: the opportunity was certainly there for him to win. However, the telemetry from his car indicated an imminent terminal failure caused by a leaking water radiator. When it became clear that this was indeed the case, the team was left with no choice but to retire him.

Considering that David was – for large portions of his race – in a car with a heavier fuel load and more-worn tyres than those around him, his eventual finish in sixth place represented something of a recovery though it was, of course, far short of the team's expectations going into the weekend.



TALKING POINT

Despite the relatively recent rule that impounds cars in *parc ferme* between the final qualifying session and the race, the teams are allowed to change certain aspects of the car if 'a change in climatic conditions' is announced by the governing body.

Such was the case at the Italian Grand Prix, where rain on race day morning brought with it the possibility of a wet race when all cars had qualified in fine weather and therefore with a 'dry' set-up.

Put simply, the 'climatic conditions' rule allows the teams to change tyres, brake cooling ducts and radiator exit ducts in order to make each more suitable for wet running. These changes can only occur if the FIA technical delegate is 'satisfied that changes in climatic conditions necessitate alterations to the specification of a car'.

Any further changes that a team may wish to make must be applied for in writing to the delegate, and it must be clear that the part(s) the team(s) wish to replace are similar in function and mass to the original. The car would then have to be submitted for re-scrutineering. It was the 'change in climatic conditions' rule that allowed Team McLaren Mercedes, along with other teams, to change the tyres on one or both of their cars after final qualifying.

RACE RESULTS ITALY

1	Rubens Barrichello	1h15m18.448s
2	Michael Schumacher	+1.347s
3	Jenson Button	+10.197s
4	Takuma Sato	+15.370s
5	Juan Pablo Montoya	+32.352s
6	David Coulthard	<b>+33.439s</b>
7	Antonio Pizzonia	+33.752s
8	Giancarlo Fisichella	+35.431s

DRIVERS' STANDINGS

1	Michael Schumacher	136pts
2	Rubens Barrichello	98pts
3	Jenson Button	71pts
4	Jarno Trulli	46pts
5	Fernando Alonso	45pts
6	Juan Pablo Montoya	42pts
7	Kimi Räikkönen	<b>28 pts</b>
8	David Coulthard	<b>24 pts</b>

CONSTRUCTORS' STANDINGS

1	Ferrari	234pts
2	BAR	94pts
3	Renault	91pts
5	Team McLaren Mercedes	<b>52pts</b>



LAP BY LAP

**1** Kimi starts well and maintains his second position on the first lap, while David moves up a place to eighth

**8** David passes Sauber's Felipe Massa to move into seventh position

**11** David takes his first pit stop, with Kimi coming in on the following lap

**27** The team alters his strategy and Kimi pits for a short stop, while David comes in during the next lap

**36** Kimi takes a final pitstop, but loses second position to BAR's Jenson Button

**38** David pits with damage to his front left wheel following a collision with Williams' Ralf Schumacher

**56** Kimi claims third position, while David narrowly misses out on a points finish



Team McLaren Mercedes driver Kimi Räikkönen scored a podium position in a thrilling inaugural Chinese Grand Prix, after a strong battle with race-winner Rubens Barrichello. Just 1.4 seconds separated third-placed Kimi from Barrichello, with the Finn challenging second-placed Jenson Button right to the chequered flag. Having put in an excellent qualifying lap to start behind Barrichello on the front row of the grid, Kimi maintained position as the race got underway. David Coulthard moved up a place from his starting position of ninth, as Toyota's Olivier Panis struggled to get off the line. In the opening stint of the race, Kimi was just fractions of a second behind Barrichello, posting fastest

sector and lap times. Meanwhile, David put pressure on Sauber's Felipe Massa, passing him on the eighth lap to take seventh position, although the battle cost him valuable time. David took the first of his three scheduled pitstops on lap 11, pitting for 7.64 seconds and was followed on lap 12 by Kimi, who stopped for 7.91 seconds. Rejoining the race, Kimi was closely following Barrichello and in an attempt to move him into the lead of the race, the team took the decision to alter his strategy, with a short pitstop of just 5.85 seconds on lap 27 and a third stop of 9.26 seconds on lap 36. However, the tactic was compromised by BAR's Button, whose two-stop strategy allowed him to claim second place. "We have always made it clear that

we exist to win and that was what we wanted to do in Shanghai. As a result we took the decision to change Kimi's strategy to see if we could get him ahead of Rubens. On this occasion it didn't work out and in effect we handed second place to Jenson," commented Team Principal Ron Dennis. "From where I was sitting that was a close and exciting debut race and hopefully the Chinese fans agree," said Kimi. "We lost second place to Jenson, but I'm not too disappointed. The car felt good throughout the weekend and once again my Michelin tyres were working well." Meanwhile, having taken his second pitstop on lap 28, David's third stint on track was spoiled by a collision with BMW Williams' Ralf Schumacher at the hairpin on the 37th lap. The impact left his front left wheel damaged and he lost further time reaching the pits for his final stop of 9.08 seconds on lap 38, before finishing the race just outside the points in ninth position.

**"FROM WHERE I WAS SITTING THAT WAS AN EXCITING DEBUT RACE AND HOPEFULLY THE CHINESE FANS AGREE"**  
KIMI RÄIKKÖNEN, DRIVER, TEAM McLAREN MERCEDES



Thousands of spectators took to the grandstands for the landmark first Chinese Grand Prix



**TEAM ANALYSIS**  
MARTIN WHITMARSH

"The Shanghai circuit exceeded all expectations, and the teams certainly benefited from the spacious and modern facilities. Racing in a new country is always interesting, but the city of Shanghai was phenomenal. It was a different experience culturally for the team, but one that everyone who went could not fail to enjoy. At the race itself, the team was competitive throughout the weekend. Kimi adapted to the circuit very quickly. He put in a good qualifying lap but a small mistake at the last corner cost him pole position. A reasonable start allowed him to hold second position, and he had enough speed to keep very close to Barrichello's Ferrari during the early stages. Overtaking, however, proved more difficult. The team took a gamble and changed Kimi's pit-stop strategy as a means of achieving a win, but as a consequence lost second place. This inevitably caused some frustration, but we could have run a conservative

**"WE TOOK A GAMBLE AND CHANGED KIMI'S PIT STOP STRATEGY"**

strategy and would still have felt disappointment for coming second. It was a calculated risk that, on this occasion, didn't work. David's qualifying slot was always going to make things difficult in the race. He spent a lot of time behind various drivers before experiencing a coming-together with Ralf Schumacher. David, however, is a vastly experienced driver and knows that these incidents are part and parcel of motor racing. A place on the podium is some reward, then, but Team McLaren Mercedes exists to win, and we shall look to achieve that in the remaining two grands prix of the year at Japan and Brazil.

TALKING POINT

Formula 1's first visit to China is a significant landmark in the sport's history. As well as taking China's motorsport industry to a higher level, it also creates a vast new audience for Formula 1. As Martin Whitmarsh, CEO Formula 1, Team McLaren Mercedes said, the race was "the start of a new and exciting era for motorsport in the region." Prior to the race, Vice President of Mercedes-Benz Motorsport, Norbert Haug, said the inaugural Chinese Grand Prix could become the most noticed event in motor sport history. "All over the world, the media will be very much interested in covering the first Formula 1 race in China," he said. Crowds of up to 200,000 spectators proved that local interest was strong and the event generated increased column inches and airtime in the media. As well as taking the sport to an untapped audience, it was an opportunity for manufacturers and Partners to develop a new market. "For DaimlerChrysler, the Formula 1 event in Shanghai is of great importance," said Haug. "Starting next year we will be producing C and E Class sedans in China." Driver David Coulthard was also enthusiastic about the race, adding that the Chinese Grand Prix would be one of the key events of the 2004 Formula 1 season.

RACE RESULTS ITALY

1	Rubens Barrichello	1h29m12.420s
2	Jenson Button	+01.347s
3	<b>Kimi Räikkönen</b>	<b>+01.469s</b>
4	Fernando Alonso	+32.510s
5	Juan Pablo Montoya	+45.193s
6	Takuma Sato	+54.791s
7	Giancarlo Fisichella	+65.464s
9	David Coulthard	<b>+80.619s</b>

DRIVERS' STANDINGS

1	Michael Schumacher	136pts
2	Rubens Barrichello	108pts
3	Jenson Button	79pts
4	Jarno Trulli	50pts
5	Fernando Alonso	46pts
6	Juan Pablo Montoya	46pts
7	<b>Kimi Räikkönen</b>	<b>34 pts</b>
9	David Coulthard	<b>24 pts</b>

CONSTRUCTORS' STANDINGS

1	Ferrari	244pts
2	BAR	105pts
3	Renault	96pts
5	<b>Team McLaren Mercedes</b>	<b>58pts</b>



An aerial photograph of Shanghai, China, showing the dense urban landscape, the Huangpu River, and several prominent skyscrapers. The Oriental Pearl Tower is visible on the left side of the image. The sky is blue with some light clouds.

# DESTINATION SHANGHAI

As the city of Shanghai prepared for the inaugural Chinese Grand Prix, Team McLaren Mercedes and its Partners organised a number of promotional events in and around the city. *Racing Line* went along to watch events unfold.

WORDS LUKE HAYTER PHOTOGRAPHY ANTHONY CULLEN

For Mercedes-Benz, the inaugural Chinese Grand Prix was not the only cause for celebration in Shanghai, as the company offered a preview of a stylish new dealership in the heart of the city. A number of special guests were invited to the gleaming facility, but there were two in particular who were just that bit more special – David Coulthard and Kimi Räikkönen.

David was the first to be introduced and took to the stage amid cheers and blinding camera flashes. He talked about the arrival of Formula 1 in China, and reiterated how keen he was to tackle the Shanghai circuit, pausing now and then to allow his answers to be translated into Mandarin.

Kimi was next to be called onstage: cheers of delight and yet more illuminating flashlights greeted him. Unlike the more established Formula 1 heartlands, China and its people have much to learn about the sport, and question-and-answer sessions with drivers like Kimi and David are invaluable in this regard.

Once Kimi had finished his slot both drivers put their signatures to a pair of 1/18-scale models of their grand prix cars. They then drew from a previously prepared box of business cards collected from those present. Two lucky winners each got their hands on these unique and highly collectable prizes. The drivers then signed autographs and posed for pictures before making their way back out into the humid Shanghai night amid near-deafening applause.



INSET TOP Kimi and David meet with the guests and the cars  
BOTTOM David shares his thoughts on the forthcoming Chinese Grand Prix



INSET LEFT TO RIGHT  
The winner of two race tickets inspects a replica DC helmet while the delegates receive special 'mini Kimis' as a memento



Shanghai is a city full of skyscrapers: skinny buildings stretching so high it requires much neck-craning to glimpse the top.

One of the more spectacular of these was the venue for a seminar arranged by Team Communications Centre Partner, Bloomberg. The leading financial information services, news and media company had gathered scores of local businessmen and women together for one day to discuss how Bloomberg's systems could help streamline their business operations.

As a climax to the day's events, a Team McLaren Mercedes representative had prepared a dynamic presentation to highlight the importance of accurate and timely information, both in the world of business and in Formula 1.

Having the support of Team McLaren Mercedes at events like this helps Bloomberg to convey its key messages effectively. Many of the seminar's key attendees knew little of Formula 1, so it was the ideal platform from which to make a strong impression on those delegates present.

The audience stood in a sumptuous conference room as the presentation covered all aspects of the team's history, from its founding in 1963 to the current day. Of course, Formula 1 has changed beyond all recognition in that time, placing the emphasis ever more firmly on strong and streamlined decision-making processes, something that, thanks in part to both Bloomberg and Team McLaren Mercedes, the delegates understand only too well.

Shanghai, the beating heart of China's economy, boasts an impressive skyline





Kimi Raikkonen  
吉米·雷克南



INSET LEFT TO RIGHT  
Kimi faces the Chinese press with a smile; one journalist inspects the autograph he's received while another examines the press pack

Educating the world's most populous nation about the intricacies of a subject as complex as Formula 1 is not easy. Despite this, Team McLaren Mercedes and its Partners took on the task in Shanghai with no little success.

Knowledge that *Racing Line* readers would probably take for granted – for example: how many Drivers' World titles did Mika Häkkinen win for the team; where is the Team McLaren Mercedes headquarters etc. – remains all but

unknown amongst most Chinese. In the spirit of correction, therefore, the team held a presentation and news conference at a downtown hotel, inviting the ladies and gentlemen of the Chinese media to attend and find out more about the sport and Team McLaren Mercedes' place in it.

Upon arrival, the journalists and film crews were treated to a feast of Formula 1 facts and statistics before being invited to unburden themselves of any questions they might have about the sport – no matter how trivial or obscure. Mercedes-

Benz Motorsport Vice-President, Norbert Haug, was the first interviewee, but he was soon joined by Ron Dennis and Kimi Räikkönen, who gracefully acknowledged the applause their arrival engendered.

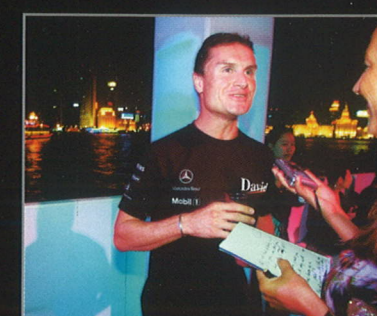
"I've been coming to Formula 1 press conferences for quite a few years now," intoned Dennis dryly. "In all that time, though, I've never been asked such good questions!" The Chinese were indeed knowledgeable and insightful about the sport, and, given the breadth of the subject, that was no easy task.



Ron Dennis and Norbert Haug were visibly impressed with the insightful nature of the questions asked



INSET LEFT TO RIGHT  
The 2005 Spring/Summer collection proves a hit with the audience; as does the acrobatics of two of the models; David is the centre of much attention



To celebrate its tenth anniversary in China, Corporate Partner HUGO BOSS held a preview of its 2005 Spring/Summer collection at a specially erected venue on the banks of Shanghai's Pudong River.

The invitees were made up of HUGO BOSS retailers and important customers from the region, and the setting was certainly special: a runway of white carpet, bathed in lights of green and pink; mirrored staircases led to a mezzanine area, as searchlights spanned the Shanghai skyline beyond.

David Coulthard made an appearance to mingle with old friends and make new ones, and his presence certainly lent the evening a special air. Elsewhere, waiting staff dressed head-to-toe in black swirled silently through the guests, filling glasses before they were even empty.

The thump-thumping intro of a techno track signalled the start of the show, and as the lithe, elegant models began to sashay along the catwalk, cheers mixed with gasps at the sheer spectacle. Yet there was more to come: a hulking steel

boat pulled-up some 20 metres or so away from the venue, giving onlookers no reason to suspect it was anything other than one of the many such vessels plying its trade along the Pudong. That was before the first blast: a cacophony of bangs accompanied by searing scorchlines of light cutting through the black sky – fireworks that banged and dazzled with tremendous force; fireworks that were a fitting finale to a spectacular evening. The applause lasted long afterwards. Here's to the next ten years.



Fireworks on the Pudong River bring the house down at the HUGO BOSS show



INSET LEFT TO RIGHT Kimi's face appears all around Shanghai; as does the TAG Heuer Formula 1 timepiece

Kimi Räikkönen's face is known all over the world. While his unquestionable racing talent is at the heart of that, his role as an ambassador for the TAG Heuer Formula 1 timepiece has not exactly diminished his profile. It was as part of this ambassadorial role that Kimi made a special appearance at a dinner thrown by the Swiss watchmaker in Shanghai on the evening prior to the Chinese Grand Prix.

Selected local press, retailers and customers were invited to come and meet the face of the Formula 1 in person. Jean-Christophe Babin, TAG Heuer's President and CEO, accompanied Kimi to a press conference, where he extended his thanks to those present and introduced the Finn. The floor was then opened for questions. Perhaps the best of these was one touching light-heartedly upon Kimi's genetic makeup: "Are you really made of ice, Kimi?!"

After giving the question some thought, Kimi indeed confirmed that he was made of the same stuff – that is, flesh, bone etc. – as the rest of us, but he did concede that he was probably a little better at driving Formula 1 cars quickly. A point with which those present were bound to concur!

After the conference, Kimi met the guests, and posed for photos. The smiles said it all, as Kimi proved that being an Iceman does not necessarily mean you lack warmth.



Kimi, seen here with Jean-Christophe Babin of TAG Heuer, enjoys being the ambassador for the Formula 1 watch



INSET LEFT TO RIGHT Cheng Congfu is all smiles before he faces the questions; he ponders one of the many teasers put to him

Sina.com is the most popular Chinese-language website in the world, with some three billion page views of its content each day.

Through a collaboration between the site, Team McLaren Mercedes and Technology Partner ExxonMobil, loggers-on were invited to post questions for Kimi Räikkönen and Team McLaren Mercedes-supported driver Cheng Congfu. The answers were then broadcast live on the website. "We want to

help Chinese people understand more about Formula 1, especially how it represents the cutting-edge in terms of technology," explained Geoffrey Hanley-Steemers of ExxonMobil. "Thanks to our Partnership with Team McLaren Mercedes, we can achieve that through events like today."

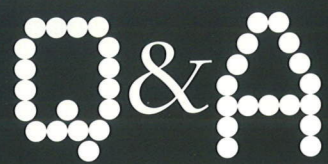
Kimi was first up, and the questions he faced veered from the predictable to the not-so: "What's it like to drive a Formula 1 car?" "Do you think you are too good looking?!"

All these teasers and more were deftly answered by Kimi as the crew in the room – and countless unseen eyes across the globe – looked on. Cheng was up next. As a native Chinese who has driven a Formula 1 car, he belongs to an exclusive club, and the fans were keen to learn more about him.

He spoke of his pride in being supported by the team, as well as his ambition to become the first-ever Chinese Formula 1 driver. A lofty ambition indeed, but time will tell. ■



Hundreds of questions poured in from all over the world for Kimi and Cheng to answer



Formula 1 legend **Sir Jack Brabham** won three Drivers' World Championships and is the only man to win a world title in a car of his own construction. He talks to *Racing Line* about former team-mate Bruce McLaren and his views on Formula 1 today

WORDS GEMMA BRIGGS PHOTOGRAPH LORENZO BELLANCA/LAT

**You recently visited the McLaren Technology Centre, what did you think of the facility?**

It was a bit of an eye opener, the facilities are so different to what I used to have when I was building cars. The thing that amazed me really was how clean they can keep it all. It is so pristine it reminded me of a hospital! It's just a different way of doing things. I think Ron Dennis has planned it extremely well and really thought about the future of the team. I think they will be strong next season. Watching Kimi [Räikkönen] drive I believe he's extremely capable, he's got what it takes and if he's got the machinery he could certainly win the Drivers' World Championship.

**Formula 1 today has changed so much since you won your Drivers' World Championships in 1959, 1960 and 1966. What do you make of it?**

Formula 1 today has really just developed into a huge business with a lot of money and people involved. You have got to have the sponsors and the money behind you to get anywhere. The cars are just evolutionary, they keep on developing all the time and technology is changing dramatically.

**Do you think these changes are for better or for worse?**

The whole point of motor racing is to go around the race track faster than the other people and it's the development of the car that creates that. The cars today are so different to what I used to drive and the technique of driving them has also changed. It's simply a new era of the sport, but the principles of racing remain the same.

**Do you look back upon your time in Formula 1 as a golden era?**

We always look at it as a golden period but it wasn't from my point of view. I cannot think the drivers today have the same amount of fun as we did but today it's a lot safer than when I was driving. I probably lost about 30 friends in the time I was racing. It is good to see that has changed and we do not lose many drivers today. This is mainly due to the technology and strength of the grand prix cars and changes to the race tracks, which have improved as dramatically as the cars. The two together show a very good safety side to Formula 1 today.

**What can you tell us about your time racing for Cooper in the late 1950s alongside Bruce McLaren?**

The era of driving for Cooper was really very exciting for me because it was the time we were beginning to develop the rear-engined car and I was in on it right from the start. It was a great pleasure to get that car to the stage where we could beat the Ferraris without any trouble – I would not like to try and do that today!

Bruce was a very good team-mate and also understood the motor car. Between us we took the Cooper Formula 1 car forward the best we could. Bruce then went the same way I did – we both left Cooper and headed off in our own direction.

**Would you like to race a modern Formula 1 car?**

I'd certainly like to have a drive in one, to get a feel for the advancement, but just from watching on TV you can see it's a long way from what I had. But today the regulations mean

all the cars are built to the same specification. As a result of that it has become much more difficult to overtake now than it used to be.

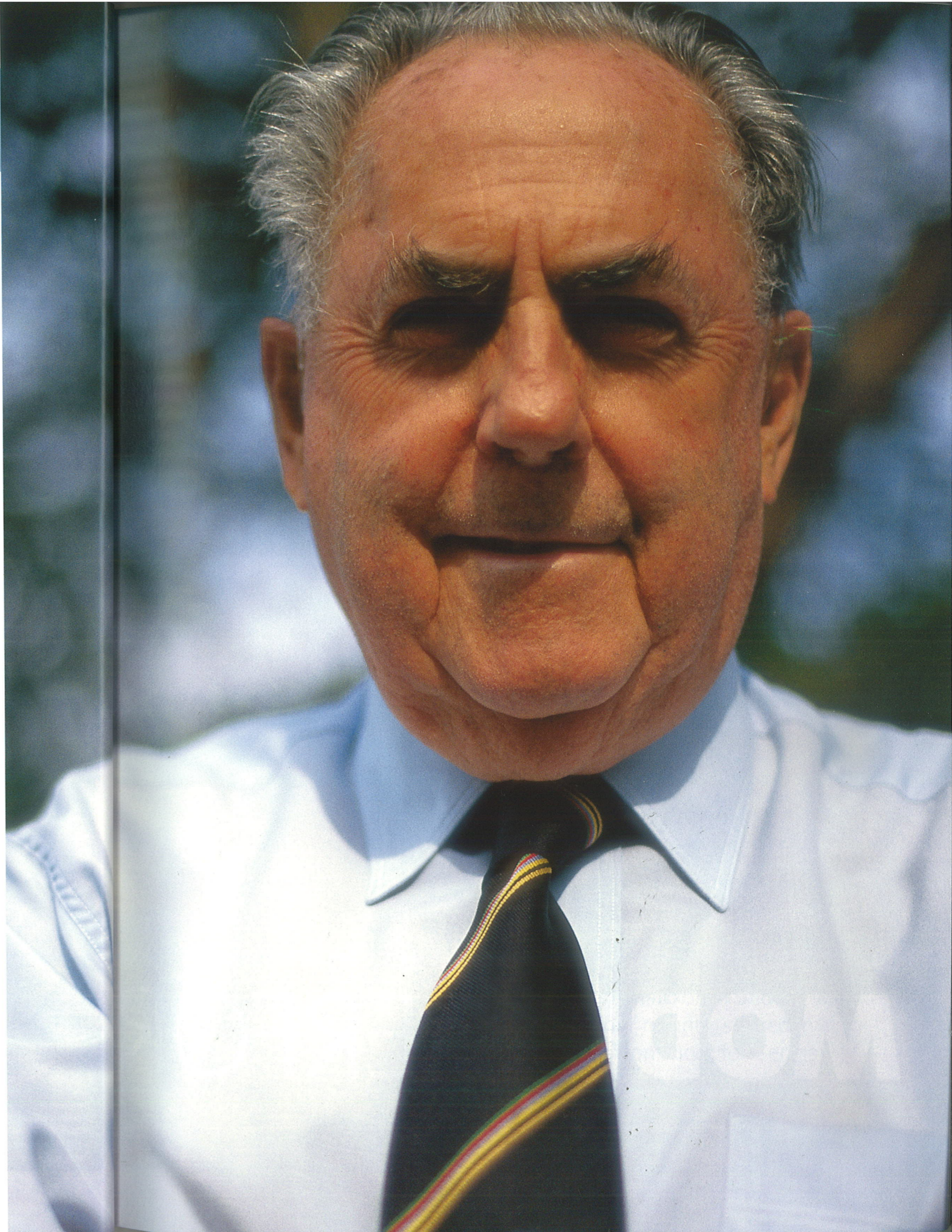
**Do you think today's drivers have the same understanding of Formula 1 cars as your generation?**

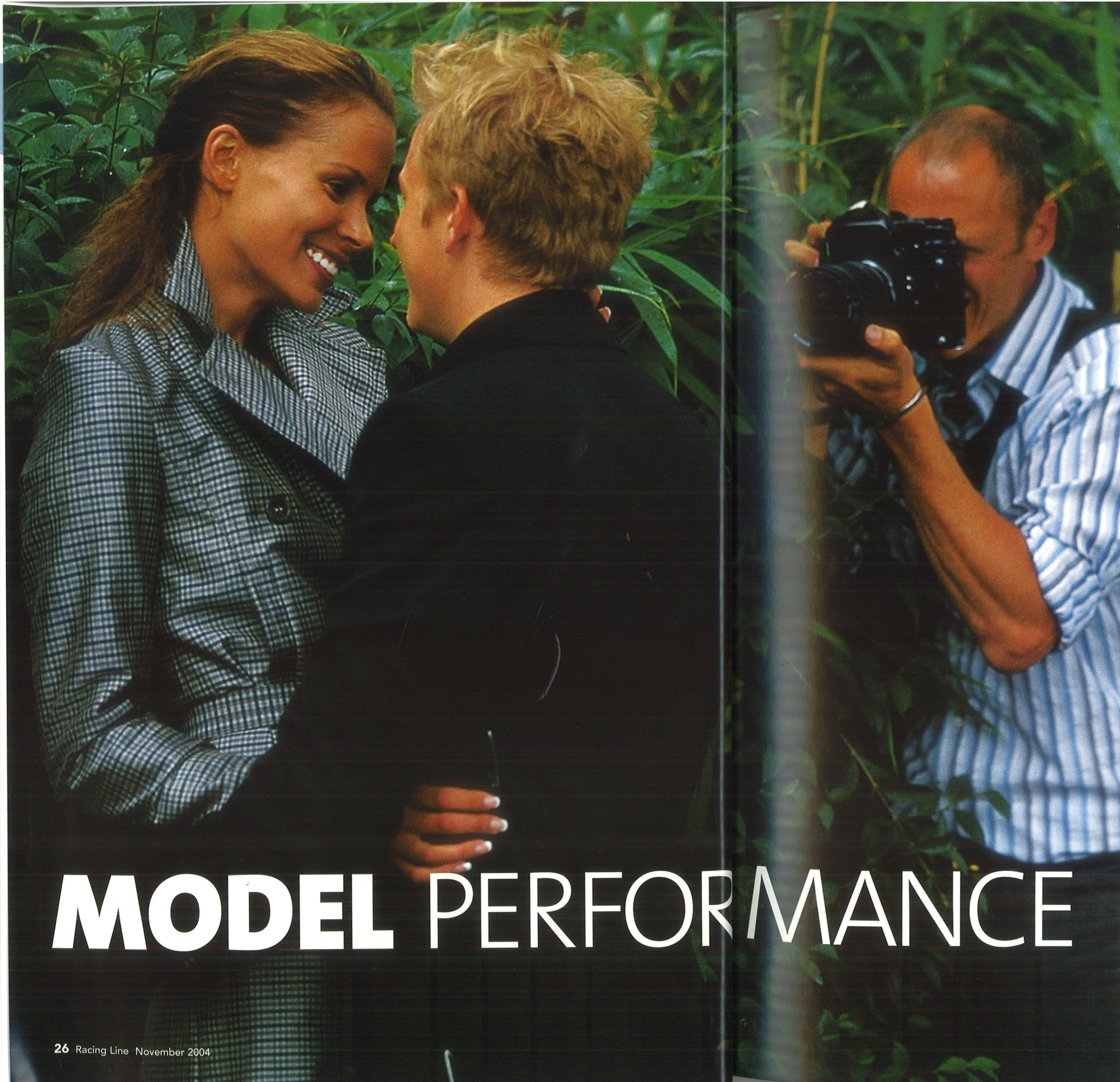
Formula 1 drivers today must have a feel for the car and the understanding to go back to the team with sensible suggestions for the set-up. As for changing spark plugs, that's not necessary! The feedback they give to the team is very important and I think that some drivers are better than others at doing this.

I was an engineer before I started but today the chances of drivers getting involved in engineering are very slim. I suppose that's a good thing in a way because the team as a whole has got to go forward and if you have the right engineers behind you in the team, the driver does not have to get involved. They probably could not anyway because the engineering has moved on and is so technologically advanced now.

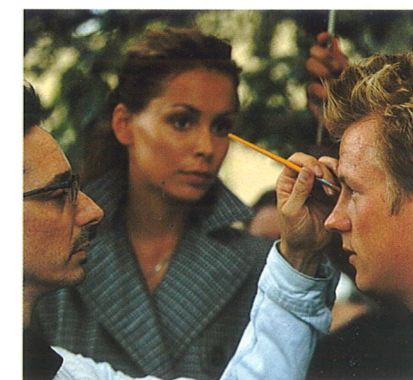
**How difficult was it to drive and build your own Formula 1 car, as both yourself and Bruce McLaren did in the 1960s?**

It was a very exciting project but a lot of hard work. It was a question of spending day and night building the cars and driving for relaxation! Formula 1 has changed today, though, and there is now a high level of manufacturer involvement in the sport. It's not really possible for a privateer to think about Formula 1 racing today, you need the support of a manufacturer. I do not think I would attempt it now. ■





CLOCKWISE FROM LEFT  
Kimi and Jenni in  
intimate clinch; Kimi  
has his make-up  
applied; the  
newlywed couple  
stroll the Zürich  
streets for the camera



# MODEL PERFORMANCE

Kimi Räikkönen and his wife, Jenni, recently starred in a fashion shoot for German *GQ* magazine, modelling HUGO BOSS clothes in Zürich. *Racing Line* popped along to see what went on

WORDS LUKE HAYTER PHOTOGRAPHY GLENN DUNBAR/LAT



TOP TO BOTTOM Kimi was very patient given the slow pace of modelling photoshoots; checking the Polaroids; the happy – and smart – couple pose for the camera



Kimi Räikkönen is relaxing on the shores of Lake Zürich with his wife, Jenni. The sun is shining and there is a warm, arid wind in the air. They are lounging, smiling and laughing; young newlyweds enjoying each others' company.

All is calm, until a stylist wanders over and teases Kimi's hair. Why the sudden intrusion? The couple are actually taking part in a promotional photoshoot for the team's Corporate Partner, HUGO BOSS. The international fashion group is using the couple to promote its Autumn/Winter collection, in a specially arranged photo shoot for the German edition of the men's lifestyle title, *GQ*.

The swans and ducks on the lake seem to have little idea who the blond-haired fellow is basking in the flash of the

**ABOVE** The final location on the day's itinerary was a busy shopping street, where Kimi and Jenni strolled together as the photographer got his shots

camera, and, as the breeze shakes the boats on the lake – their masts swaying gently to and fro – the photographer has all his shots and it's time to move to the next venue.

A smart restaurant/bar in the centre of the city is location number two. As always, there is lots of preparatory work to be done before the business of shooting can get underway. Kimi takes the garments he's to wear and gives them the once-over before heading off to get himself into them.

Jenni is then handed clothes which she also peruses before making her way to the hastily erected changing area. She duly emerges in a flowing black, silk dress. No less than three stylists begin to fettle Jenni into shape, teasing her hair, pulling and prodding at her dress. Mrs Räikkönen bears all with an almost regal magnanimity while chatting

on her mobile phone. Mr Räikkönen then emerges, wearing grey flannel trousers and a slim-fitting grey long-sleeved t-shirt. The ensemble is crowned by the addition of a pair of black braces, an accessory with which Kimi seems mildly amused.

There is a constant retouching of hair and make-up, and Polaroids are taken first to ensure that the overall mood of the photos will be correct. "We've worked very closely with German *GQ* to make this shoot happen," explains Philipp Wolff, Director of Worldwide Communications, HUGO BOSS AG. "Kimi and Jenni perfectly encapsulate the value of the HUGO BOSS brand: Kimi is a very ambitious sportsman, with his own character. He stands out from the crowd. Like HUGO BOSS, he has attitude. >>



**KIMI AND JENNI**

Jenni, on the other hand, is absolutely perfect for BOSS Woman in the same way that Kimi is for BOSS Man. They are a perfect fit, and as they are just married, we felt this was a perfect time to show them together."

Between shots, Kimi and Jenni talk and smile, the aura of their recent wedding still clearly hanging over them. It is approaching lunchtime, and the business of the restaurant continues around the cordoned-off area that surrounds our party. Lunchers occasionally stare discreetly while the Jazz-lite music flows softly from the speaker system. Cutlery chimes on cutlery somewhere in the distance.

Kimi is patience personified, running through a retinue of suitably moody poses at the behest of the lensman, interrupted every few shots by a stylist, who comes and runs his fingers through the Finn's spiky blond hair. There is a small break after outfit number three, then it's off again, to another location. This time, a busy street complex to the east of the city. The location itself is a quiet, dimly-lit bar, all 1970s browns and oranges. An apartment block looks down on the scene from opposite, and as the flashbulbs pop, a few curtains twitch.

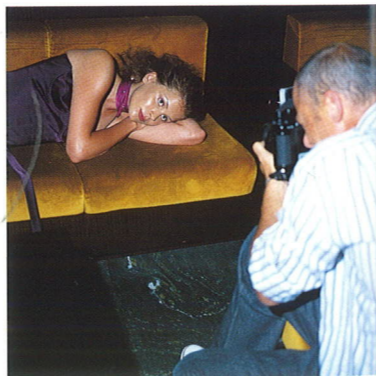
Jenni, clearly used to the gaze of the lens, is every inch the professional: patient and still, a stark contrast to the movement that continues all around her. In between shots, an intense huddle allows everyone to check the progress they are making. All the while, Kimi sits outside the bar at a bright aluminium table, chatting away on his mobile. He pauses every so often to talk – in Finnish, of course – across the room with his bride.

The final set of clothes is ready, and the couple take to the back of a specially-adapted Mercedes-Benz van to



ABOVE The team for the day come together for an informal group photograph to mark the end of shooting

change into their new outfits. As spits and spots of rain start to pepper the pavement, they make their way at the head of the entourage to the location for the final shoot. The hot tarmac lets off a musty smell as it is hit by the rain, and there is electricity in the air. Black boots and (synthetic) fur coat is the look for him – an elegant leather coat the style for her. Walking down the busy street, Kimi holds an umbrella above Jenni's head as they walk in the rain – just two people who happen to be being photographed. ■

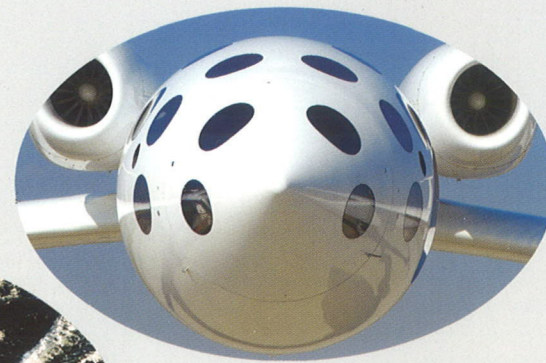


CLOCKWISE FROM TOP Jenni relaxes inside a Zurich bar; Kimi looks on attentively as his wife is fettled by a stylist; the couple check the Polaroids with the fashion photographer



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## BITS &amp; PIECES

&gt;NO.0028

TEAM McLAREN MERCEDES FORMULA 1

## FRONT JACK

WORDS BRUCE JONES PHOTOGRAPHY TED HUMBLE-SMITH, LAT



The first thing that needs to be pointed out about the front jacks used by Team McLaren Mercedes is that there are two sorts: one for the race team and another in the workshop. This is because the former's requirement is to lift the car only by a fraction so that the wheels can be removed during a pit stop, while the workshop jack is for raising the car onto high stands when working on the car. The latter is pneumatic, the former exceedingly manual.

Up until the mid-1990s, all teams used hydraulic front jacks, and Williams still does, but Team McLaren Mercedes is more than happy with its hand-operated version. "Some things are best kept simple," opines Chief Mechanic Stephen Giles, "so that they can be kept light and manoeuvrable, although other teams might argue that they have no problems with hydraulic ones."

Examine a race team front jack and you'll be surprised how simple it is. Then again, the simpler it is, the fewer the parts that have the potential to go wrong.

At a glance, a front jack looks like a station porter's trolley, albeit with a rounded shape at the top rather than two handles and a flat carbonfibre pad on the short part of the L-section. But there the similarity ends, with small, tailor-made aluminium wheels on vulcanised rims making it nimble at close quarters. Furthermore, the top handle of this McLaren-designed jack has a special handle echoing its shape on its inside, this being the quick-release handle that renders the front jack so valuable. In the middle of all this stainless steel is a carbonfibre panel on the

inside of the handles, this carrying the team colours and being there simply to help the incoming driver to line up at the correct stopping point.

The way the front jack works is that the jack operator ensures the incoming car's nose is in place above the jack's pad when it arrives for a pit stop and pulls back on the handle to lift the car's nose off the ground.

The idea is for the car's nose to be kept parallel with the ground and so a good fit with the pad is essential and this is something about which Team McLaren Mercedes is meticulous, changing the shape of the pad as well as the foam cushioned section at its rear every time that the car's nose or wing shape is altered through the season.

What goes up must come down and this is where the quick-release handle is called into use. An upwards tug on this, with as little as the pressure from one finger thanks to spring-loading, and a cam mechanism at its foot pivots the front pad downwards to drop the car's nose back down to the track once the wheel change has been effected.

Team McLaren Mercedes takes only one front jack to each round of the Formula 1 World Championship, but should it fail, a well-rehearsed back-up system is put into action.

 TECHNICAL SPEC

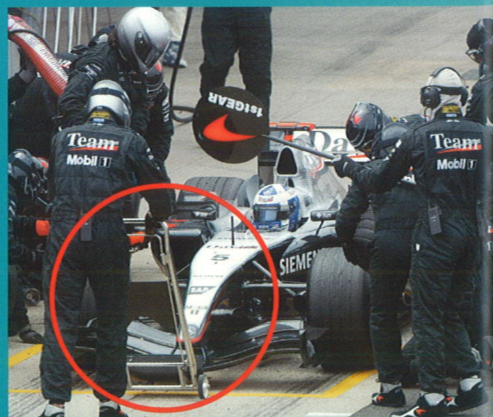
WEIGHT 11.7kg

WIDTH 50cm

HEIGHT 1.20m

MATERIALS Stainless steel with aluminium wheels and carbonfibre

With the emphasis firmly on strategy in modern F1, the front jack operator has to be faultless in his positioning





A full day of filming inside the McLaren Technology Centre produced stunning footage for ITV's 'Meet the Team'



Along with the usual pressures of a race weekend, Team McLaren Mercedes' drivers appeared live on camera for ITV

## CAUGHT ON FILM

Over the weekend of the Italian Grand Prix, Team McLaren Mercedes was featured on television as the subject of the British channel ITV's 'Meet the Team' feature. *Racing Line* went behind the scenes to find out how the unique insight was developed

WORDS GEMMA BRIGGS PHOTOGRAPHY CHRISTOPHER DAVIS/HOCH ZWEI/LAT



The sleek, tubular lift slides silently up to ground level in an entrance pod to the McLaren Technology Centre. Inside, ITV presenter Louise Goodman poses with one hand planted casually on the lift's rail. Just as she begins to introduce the team to the rolling camera, the lift doors close. "Let's go again," shouts the director. Welcome to the world of television...

As part of ITV's coverage of the Italian Grand Prix, it is going to 'Meet the Team' with Team McLaren Mercedes. An exciting schedule has been put together for the team's appearance on this regular feature, giving viewers their first glimpse of the McLaren Technology Centre and exclusive insights from drivers, team managers and technical employees.

The slick, polished package that is beamed out live to millions of Formula 1 fans gives little idea of the meticulous scheduling, fraught filming scenarios and rushed shoots that are par for the course in >>



During the race, Team Principal Ron Dennis spoke to millions of ITV viewers live from the pit wall

television. The process began weeks earlier, when the first ideas were conceived by McLaren Marketing with the goal of giving a unique insight into the team's technical excellence and attention to detail, through the eyes of the employees themselves.

After a series of meetings with ITV, the five-strong film crew - consisting of director, assistant producer, camera and sound men and presenter - arrive for filming at the McLaren Technology Centre just days before the grand prix. Introducing the new facility was identified by McLaren Marketing as one of the key elements to present to viewers, while for ITV it was an opportunity to gather some exciting and innovative footage away from the circuit.

Aspects of the facility leap out at your imagination, from the colourful glass sculptures glinting in the morning sunlight to a row of pristine nose cones splashing colour across a worktop. As well as an abundance of beautiful scenes, the facility also presents challenges to the crew, the glass throwing reflections into shot and the sound of heels ringing on the polished floor sending echoes across the boulevard. Yet they are clearly enthused to be there.

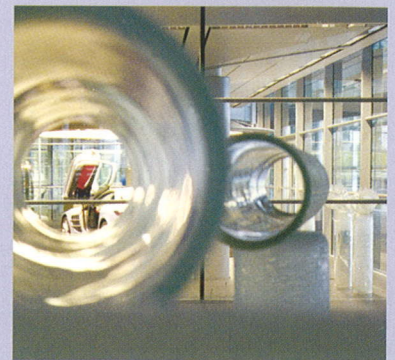
"It's nice to have the luxury of being able to do a more complicated shoot," explains Goodman during filming in the test bays. "Very often we are rushing in and everything is done under massive time constraints, trying to do the best thing possible in the shortest time possible. The director and cameraman have a lot more to play with in the McLaren Technology Centre. This will end up being only four minutes long... but it will be four minutes of artistic TV. Rather than just a being a driver talking about qualifying or the race, it will be a lot more creative."

One of the most important tools for the crew is not the camera or the boom, but a schedule, which grows more dog-eared as the hours pass. The day has been pieced together like a jigsaw in order to visit all the key areas of the team, from aerodynamics to autoclave, when these departments are at their busiest in the run-up to the race.

Taking in each new scene, the director stands in position himself and then checks the shot in a monitor while the interviewee is fitted with a microphone. Some team members find being interviewed is not an easy task, as they struggle with a head full of lines and colleagues hover in the background. For the lucky few, one take is enough, while others stop halfway through and bashfully ask to start again. During the day, many employees are filmed by the crew introducing their departments but due to television's time constraints, not all of them will make it into the final televised package.

Amid the humdrum and stress of settling people and components in position, the day is punctuated by humorous moments that bring a smile to everyone's face. Whilst filming a scene, a pair of employees unwittingly wander into shot. As the couple notice they are being filmed, they link arms and give a smile and wave before moving on so the crew can re-shoot.

Despite the inevitable hiccups and funny scenes - which the crew seem relieved to laugh about - director Kevin Chapman is satisfied with the day's work at the McLaren Technology Centre. "Live coverage obviously tells its own tale but here, we are writing the story," he says in a brief gap between filming. "McLaren has offered up various key personnel to take us through the whole facility and >>



"THE DIRECTOR AND CAMERAMAN HAVE A LOT TO PLAY WITH IN THE McLAREN TECHNOLOGY CENTRE "

LOUISE GOODMAN, PRESENTER, ITV



A comprehensive schedule of interviews allowed the ITV crew to visit Team McLaren Mercedes' key departments and film top team personnel both at work and talking to the camera about their roles

MEET THE TEAM

The ITV soundman records an interview with Chief Mechanic Stephen Giles, who introduced viewers to the heart of the team's race car preparation area



these people really know what they are talking about. As we are filming static scenes, we try to create interest by using a split screen or time lapse to improve the composition."

These efforts come across in stunning format in the edited package, beamed out before the qualifying session. Like magicians, team personnel appear and disappear, phased in and out by the skillful editing. In one sequence, a group of blurred mechanics move in triple-time to frantically build the T-car, while by camera trickery an engineer stands alongside, describing in real-time his department's function.

Shooting at Monza itself becomes a whole different ball game, but the pressures of the race weekend do not minimise the effort put in by team and crew. In an admirable feat of organization, all the Team McLaren Mercedes employees present at the circuit are gathered together smartly in the Team Communications Centre - their immaculate black outfits contrasting perfectly with its cool grey interior - as David Coulthard affectionately introduces everyone from the data acquisition team to catering team Absolute Taste.

David is at ease in front of the camera, whether it is answering viewers' questions or being interviewed himself. Team-mate Kimi Räikkönen also makes an appearance, with a special sequence of films introduced by stylish black and white graphics. Cut with interviews by the driver himself and personal trainer Mark Arnall, it offered viewers a glimpse of the man beneath the helmet. And it is not just the drivers who appear under the camera's spotlight, as Martin Whitmarsh, CEO Formula 1, chats in the pit lane and Group Chairman Ron Dennis links-up live both during and immediately after the race, offering a unique and insightful analysis of events as they unfold.

Fastidious attention to detail and the ability to work effectively under pressure are two of Team McLaren Mercedes' core attributes and the ITV crew proved it also possesses these. The reality of filming was a mixture of tension and laughter, with the result that millions of fans saw a brilliant insight into the team. ■

MAKING IT HAPPEN: ITV MEETS TEAM McLAREN MERCEDES AT THE ITALIAN GP

■ Planning for the television coverage began weeks before the first filming took place. McLaren Marketing held a brainstorm session at which previous and recent coverage was considered. A long list of ideas was generated, with particular attention being paid to making the coverage both unique and interesting while at the same time conveying the ethos of McLaren.



Pedro, Kimi, David and Alex face the cameras

■ A number of meetings took place with the ITV crew, often at the track during other grand prix weekends. A week before filming began, the crew visited the McLaren Technology Centre for a recce, allowing them to pinpoint various filming locations. A schedule was set for the main day of filming, although this would change over the coming days as the jigsaw of arranging to visit over ten interviewees from different departments was pieced together.

■ The ITV crew arrived at the McLaren Technology Centre early in the morning on the Tuesday before the Italian Grand Prix, with a full day's filming ahead of them. This included interviewing Ron Dennis and many other Team McLaren Mercedes employees, as well as shooting scenic views of the facility. The footage would be destined to make just a four minute feature to be shown over the grand prix weekend, in addition to the live and filmed coverage from the track.

■ Post-production editing of the McLaren Technology Centre footage took place at Monza, where the ITV crew arrived on the Wednesday morning. This involved digitally editing the film, adding graphics and artwork. A final meeting took place to finalise details for the forthcoming days of filming, including arranging interviews with Kimi Räikkönen and David Coulthard in between their busy schedule.

■ The first footage aired during ITV's coverage of qualifying on the Saturday, while the race-day programme saw live link-ups with the team. Special features were filmed and shown, including interviews with David, Kimi and Pedro de la Rosa and an introduction to the team in the Team Communications Centre. Viewers were lucky enough to hear from Ron Dennis both during and after the race, capping off weeks of hard work and strong teamwork between Team McLaren Mercedes and the ITV film crew.

"DAVID COULTHARD AFFECTIONATELY INTRODUCES EVERYONE FROM THE DATA ACQUISITION TEAM TO ABSOLUTE TASTE"



The Team McLaren Mercedes garage featured in the TV footage, as all aspects of the team were uncovered

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# THE DAILY ROUTINE

We all read the press reports but how exactly does a journalist for a daily newspaper go about covering a grand prix? We enjoy a weekend in the life of Kevin Eason, Formula 1 correspondent for *The Times*

WORDS KEVIN EASON PHOTOGRAPHY CHARLES COATES/LAT



**THURSDAY, September 9:** We are sitting on £50 million worth of jetliner at 7.30pm, me and about 140 people en route to the Italian Grand Prix. The captain tells us there will be a slight delay because a heavy palette has stuck in the hold and will have to be moved. No worries, he has sent for a technician.

Twenty minutes later, the captain has news: a technician has arrived and knows a way to dislodge the palette. He has borrowed the aircraft's fire axe and we can hear him below banging the living daylights out of the aircraft. There are nervous laughs, some bemused smiles; Pat Fry, Team McLaren Mercedes Chief Race Engineer, simply nods off in the seat in front of me. Welcome to the glamorous world



"I STAND JUST 10 FEET IN FRONT OF DAVID COULTHARD'S CAR"

CLOCKWISE FROM TOP  
An early start to the day, a day in which some of the best news gathering is done at Team McLaren Mercedes. David Coulthard is one of the most articulate drivers to deal with



of Formula 1 travel. The first day of a European grand prix weekend is always like this: out of bed at 5am, off to the airport, queues, delays and a dash to the track to set up. This is a particularly bad day, though, and we are all exhausted before we set off: technicians, mechanics, marketing people and the ragbag of Fleet Street journalists who, like me, follow each race.

Day one is bad for hacks in search of something that will make a news story. The season is petering out in Monza and the hot sun bathing the paddock seems to have encouraged a certain amount of ennui. Nonetheless, the quest for truth must go on and I set off up and down the paddock to find someone to talk to. The place is deserted and I end up drinking tea. Now I should seek out the story of the day. Or lunch. Lunch wins. (The first thing you learn about working in Formula 1 is that life is governed by mealtimes and you career from breakfast to lunch to dinner.)

By now, the set-piece press conference organised by the FIA, the governing body, is underway and I listen while first, Michael Schumacher, then Giancarlo Fisichella run through set-piece answers to set-piece questions. There is, thankfully, enough for a story, which means the hard part starts, looking at a blank screen and trying to think of something that merits a place in *The Times*. Five hundred words – a short order – delivered and then off to find our hotel and to think about... well, dinner. It is late so we nip



across the road to a family restaurant where we bump into half the paddock. There is no escape. Some nice fish, a bottle of Sangiovese and so to bed. Or that was the plan. I bump into John Button, Jenson's dad, and we chew the fat over a glass or three.

**FRIDAY, September 10:** Ugh. Too much Sangiovese, I suspect. Early start again but the drive to the sprawling Monza circuit is quiet and the paddock is filling up quickly. I resist breakfast but have time for copious amounts of tea while I gather my thoughts about who to see and where to focus. At least there is action today and a wander along the pit lane reveals little but is a fantastic chance to soak up the atmosphere. How much would a full, access all-areas journalist's pass sell for on e-bay? It is probably priceless, I think as I stand just 10 feet in front of David Coulthard's car watching mechanics calmly going through their practice-day procedures. The choreography is utterly fascinating.

Cars scream by, but the Team McLaren Mercedes garage remains still. After 35 minutes, Schumacher's Ferrari growls as it passes and still no sign of movement at Team McLaren Mercedes. Then David Coulthard appears at the back of the garage, pulling on his fireproof balaclava and walking towards the cockpit; he spots me and gives me a cheery grin and a thumbs up before settling into the cockpit. Across the garage, Kimi has been sitting stone still for what seems an eternity.

The signal that action is about to start comes when Team Principal Ron Dennis strides purposefully up to the pitwall, followed by Pat Fry and Steve Hallam, Head of Race Engineering. Finally, the cars pull out for five conservative laps, not so conservative, though, because Kimi tops the timesheets.

First practice over and it is, well, lunchtime. A plate of pasta and a chat with a couple of team principals along the pit lane is good for picking up gossip and a few opinions before second practice starts.

Each team has its own, recognisable routine from race to race. New names pop to the top of the timesheets only to recede slowly as the big boys roll out. What does it all mean? We wish we knew. More words to write and a rare appearance by Max Mosley, president of the FIA, the >>

governing body, provides the story. Words filed, there is a dash through the crowds to the hotel for a wash-and-brush-up and a delightful evening in prospect.

Ron Dennis is universally regarded as one of the more serious personalities in Formula 1, but there is another, more humorous side. A select few members of the press corps love to have an informal dinner with Ron and his wonderful wife, Lisa, and Friday in Monza is perfect. We meet at their hotel a few miles outside Monza, one of those atmospheric locations with fine food, fine wine... and Ron's new jokes. Forget that stern face on the pitwall, Ron is one of the sport's few straight-talkers whose honesty sometimes gets the better of him. But he can also be huge fun, prompted by Lisa, who can turn the world's hardest-nosed pressmen to jelly. The wine flows, the anecdotes bounce back and forth. Great fun.

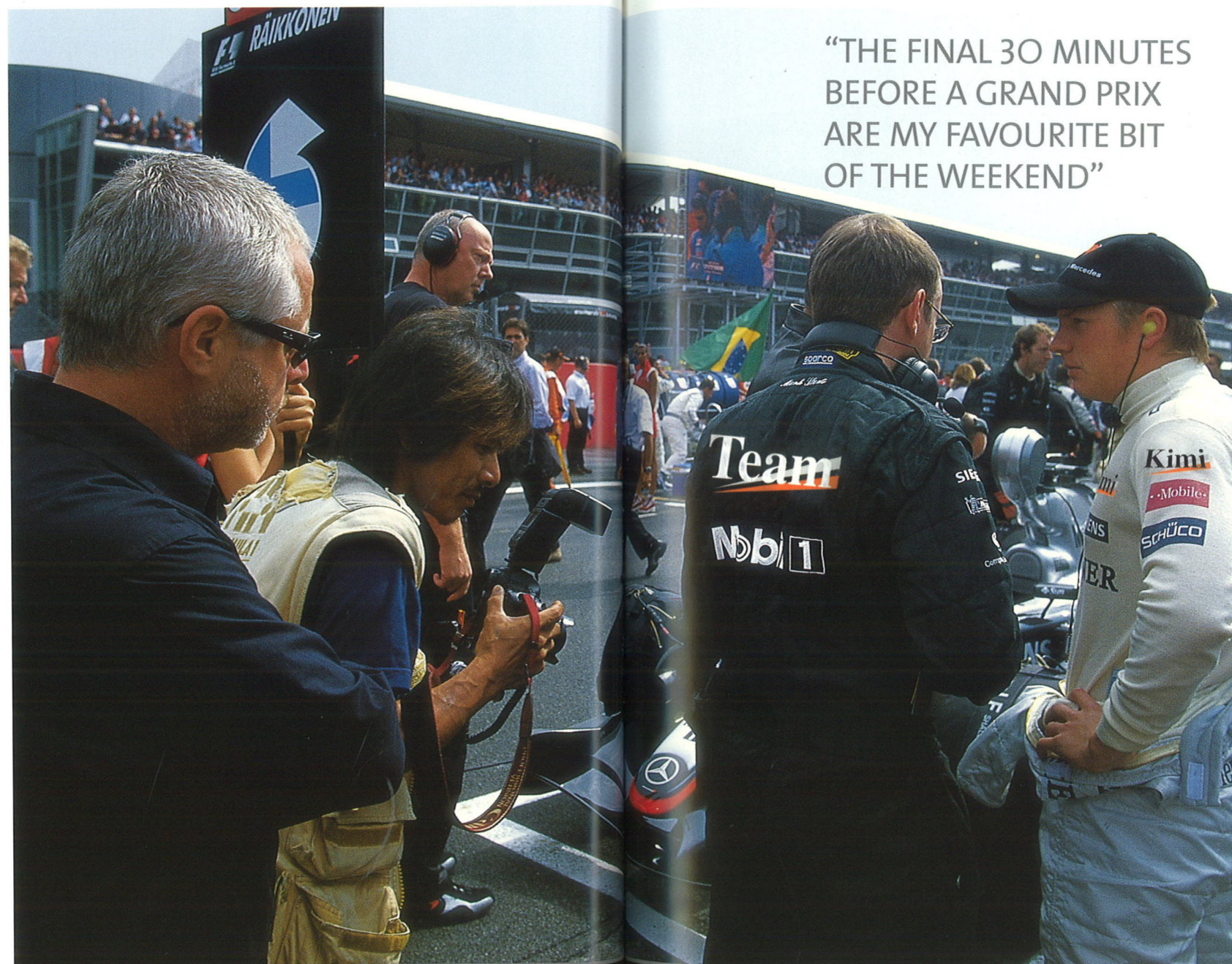
**SATURDAY, September 11:** This is officially a non-working day for the man from *The Times*, with no paper published until Monday. But it is also the day for networking, catching up and doing the interviews that need a little extra time.

The hangover from Ron's soiree is not too offensive and I decide to do some wandering in and out of motorhomes. I start at the bottom with Minardi but then get stuck at Team McLaren Mercedes. Jim Rosenthal, ITV's anchor man, wants some tea and collars me for a natter in the Team Communications Centre. We exchange gossip and tea turns into a lunch as faces come and go. I watch pre-qualifying then to the press room for the final session. I catch up with David Coulthard afterwards. He remains one of the most articulate and intelligent of the current crop of drivers and helps lead the Grand Prix Drivers' Association, which is putting ideas to the FIA on Formula 1's new regulations.

**SUNDAY, September 12:** At last, race day. Things are slow to start and we all get on with bits of 'admin', some preview work and a general clean-up as the minutes tick away to the favourite part of my weekend. It is difficult to describe the final 30 minutes before a grand prix: the first signal that we are almost there is the sound of an engine firing up in one of the garages. I walk into the pit lane as cars head for the grid. The best place to be in Formula 1 is the end of the Monza pit lane where some drivers go through their start routines: stop, click in the electronic gizmos, up to full revs and then, BANG, the cars fire off into the distance. Magnificent, and the reason why Formula 1 is so electrifying.

I wander down the grid, between the designers looking eagerly at their rivals' cars, and listen in to anxious deliberations. It has rained and the track is wet but drying fast. Intermediate tyres or dry? David chooses intermediates, Kimi dry. David is wrong and Kimi turns out to be right this time, we discover as we sit facing blinking screens in the press room.

We watch the race, banter continually disrupting the action as first one sage of Formula 1 comes up with a theory only to be knocked flat by another. It is like the debating chamber of the House of Commons. It is a great

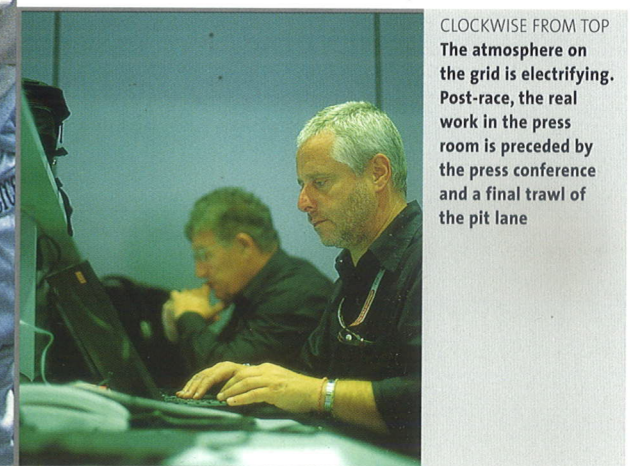


“THE FINAL 30 MINUTES BEFORE A GRAND PRIX ARE MY FAVOURITE BIT OF THE WEEKEND”



race; Ferrari wins but there is plenty of action to report for *The Times*. But the writing has to wait until we trawl the paddock for quotes and opinions. This is a strange time for the daily newspaper reporters as everybody else has finished work and drivers and teams head for the airport, the trucks are loaded to be moved on. While we are upstairs typing out stories for transmission to London, the paddock looks as though it has been hit by a swarm of locusts and the shiny motorhomes of a couple of hours ago are little more than steel skeletons. The only team people around are either clutching suitcases or loading up to leave.

We finish late as we try to condense the complexities of 90 minutes of action into a readable 1,000-word form in under a couple of hours. It sounds easy and, if it was, everybody would be doing it. And then curiously, it is all over: four days of adrenalin-fuelled, non-stop activity, ferreting for information, interviewing, gossiping, eating... oh, and writing, too. As I pack away the laptop, the television screens are still replaying the race. My wife asked me, before my first grand prix in Australia in 1998 – a dominant win for Mika Häkkinen – where I was on the track to watch. When I told her I watched television in the press room, she said: “What’s the point in going all that way the when you could watch at home?” Because we are equipped with Formula 1’s timing screens, because we meet the drivers and engineers, their managers and physios,



CLOCKWISE FROM TOP  
The atmosphere on the grid is electrifying. Post-race, the real work in the press room is preceded by the press conference and a final trawl of the pit lane

because we pick up on the undercurrents that dominate a labyrinthine sport. Because we get to listen to Ron's jokes.

**Monday, September 13:** Up early. Again, 5am UK time for flight home. I have a story but it needs investigating. At Milan's Linate airport, the flight is delayed yet again. I make calls and establish that the story about the takeover of a team is true and start work over tea and sandwiches while team members come and go. The flight is finally ready, 90 minutes late, and we board.

“Where have you been?” I ask a stewardess. “We had to wait for a tyre change at Heathrow,” she reckons. “Well, you should have asked this lot,” I tell her, jerking my thumb at the line of Team McLaren Mercedes mechanics following me into the plane. “They can do it in six seconds and then we could all have got home a lot earlier.” ■

# A NIGHT TO REMEMBER

Before the official opening of the McLaren Technology Centre, the team played host to a choice selection of McLaren pilots past and present. *Racing Line* went along to meet and reminisce with them

WORDS ALAN HENRY PHOTOGRAPHY ANDY EARL



It was probably the most celebrated 'old boys' gathering in recent international motor racing history. On the eve of HM The Queen's official opening of the McLaren Technology Centre, a large group of McLaren drivers past and present were given a guided tour of the facility.

A facility that produced a heady blend of awe and slightly overwhelmed silence from those who

had perhaps not appreciated just how far Formula 1 had come since they competed for the team.

McLaren World Champions Alain Prost, Niki Lauda and Mika Häkkinen headed the glittering cast. Yet this was no formal, regimented visit. The drivers strolled around the boulevard area, thoughtfully examining the display of immaculately turned out cars especially set-up for the official opening which raised evocative echoes

CLOCKWISE FROM TOP  
The drivers mingle in the boulevard; Kimi and Mika catch up; spine-tingling F1 cars; Niki Lauda and Ron Dennis enjoy a laugh

of their contribution to the tapestry of the team's rich history.

It was a time for laughter, quiet reflection, personal reminiscence and for taking in the new environment in which the team operates. Suddenly there would be gales of laughter emanating from some area of the building as an amusing episode from the past was recalled or an old colleague encountered for the first time in many years.

"I well remember the 1971 British Grand Prix in that particular car," said Jackie Oliver as he nodded towards a Cosworth-powered M14A. "I qualified near the back, the starting signal was given, Graham Hill stalled his Brabham just in front of me and I slammed straight into the back of it." This sleek orange McLaren with its slim monocoque uncluttered by side pods or lateral impact protection served as a graphic reminder as to just



how much technical progress has been made in the area of constructional safety over the past three decades.

McLaren, of course, was the pioneer of carbon-fibre Formula 1 chassis construction and pretty well the full line-up of cars carrying the 'MP4' nomenclature were featured in this dramatic display.

The first of these was John Watson's original MP4/1, in which the Ulsterman won the British Grand Prix at Silverstone in 1981. "I can remember chasing both the Renaults until they hit trouble," John reminisced. "The irony was that at the end of the opening lap I had to brake almost to a standstill at Woodcote to avoid becoming involved in a multiple accident. I guess I was pretty lucky, but then again the win made up for a lot of disappointment."

Prost and his 1987 McLaren team-mate Stefan Johansson walked round the facility giggling at memories of that fun season when they drove the TAG turbo-engined MP4/3 together. In particular, Stefan was recalling the 1987 Belgian Grand Prix at Spa-Francorchamps. By just after half distance they were running first and second, but then trouble intervened. Alain began to worry when the



INSET - TOP TO BOTTOM Alain Prost - three times a world beater at the wheel of a McLaren; the Le Mans 24-hour-winning trio of (l-r) Dalmas, Lehto and Sekiya; Mika chats with Jody Scheckter

LEFT Mika enjoying the pace of MP4-14, which powered him to his second Drivers' World Championship and was displayed in the boulevard on this special occasion

PHOTO LAT

"THIS FACILITY IS VERY IMPRESSIVE; RON DENNIS HAS ALWAYS BEEN A PERFECTIONIST"

NIKI LAUDA, 1984 F1 DRIVERS' WORLD CHAMPION, McLAREN



McLaren's onboard computer failed and there was no way left of knowing whether he had enough fuel on board to make it to the finish. By a clever piece of communication, the team asked Stefan over the radio to set his turbo boost pressure at the same level as Prost's and then report what the consumption was.

Those results were radioed to Prost, but ironically the Frenchman could not hear the messages and worked on the assumption that the calm and orderly scene each time he passed the pits indicated all was well. Stefan remembered with a grin: "I had to tell them what my fuel consumption was and, of course, like a complete idiot, I told the truth."

Niki Lauda won the Drivers' World Championship in 1984 and spent a total of four seasons (1982-85) with McLaren after Ron Dennis persuaded

ABOVE Niki Lauda gets re-acquainted with one of his former steeds - the MP4/2 that powered him to his third and final Drivers' World Championship

him to come out of retirement which had lasted since the middle of 1979. Niki was another who had memories of being beaten by Prost and spent some time chatting with his fellow Austrian Gerhard Berger. "Prost gave me a real hard time," said Niki as he cast his eyes over the MP4/2 in which he won five races to Prost's seven in 1984 but still took the championship by the wafer-thin margin of half a point. "I can tell you that after I led the 1983 South African Grand Prix, which was at the end of the season, I knew that the new McLaren-TAG turbo was going to be competitive the following year," he said. "Just like he's been over this impressive new facility Ron has always been a perfectionist and his attention to detail was the thing which made the difference."

"One thing, though. I just wish he'd continued with John Watson as my

team-mate in 1984. He couldn't agree a deal with John, so Prost came in. And he gave me a whole lot of aggravation out on the circuit because he was too quick for comfort!"

McLaren may be all about Formula 1 these days, but 30 years ago they were also leading lights on the US Indycar scene when winning the Indy 500 really meant something on both sides of the Atlantic. With that in mind it was great to see that Johnny Rutherford had made the long trip from Fort Worth in Texas to be reacquainted with his old team.

Thirty years have passed since Rutherford's bright orange McLaren M16C/D, powered by a four-cylinder turbocharged Offenhauser engine, held off Bobby Unser to win America's most famous motor race for the first time. He did it again for McLaren two years later and that 1976 winning machine was in the line-up on display. "I finished the 1974 race 22 seconds ahead of Bobby Unser," said Johnny reflectively. "I crossed the finishing line knowing that I had won the greatest race in the world after failing to finish it 10 times. I don't think words will ever do justice to what I felt in those moments. But the team ethos was always very strong. I was the driver, a part of a team. I was as proud of them as they were of me."

Also present on this inaugural evening was David Hobbs, who was Rutherford's team-mate in the 1974 '500 and was one of the handful of drivers to compete at both Indianapolis and in Formula 1. "The first McLaren contact I had was when I knew Bruce because I raced against him as a young lad," he said. "My first McLaren drive was at Indianapolis in 1974 as Rutherford's team-mate and he won, I came fifth."

"I could go on forever about that one. In practice I was one of only a handful who qualified over 300kph. In qualifying - typical Hobbs - I could only get ninth place because I could only get 299kph or something around it. I had the car set-up well with a bit of understeer on those high speed circuits, but on race day the car was loose with too much oversteer. Well, I



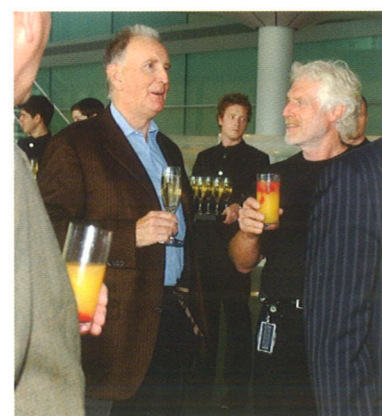
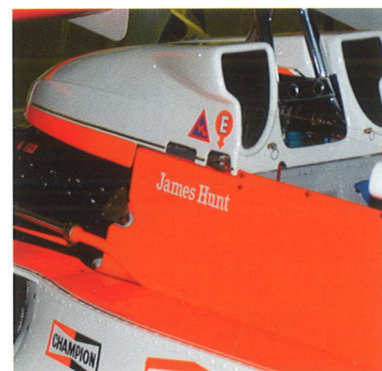
TOP TO BOTTOM  
It wasn't just past glories that were being reflected on, the future was represented by (l-r) Lewis Hamilton, Kimi and Darren Turner; Hunt's 1976 title-winning motor; John Watson holds court

## "JAMES [HUNT] AND AYRTON WOULD HAVE ENJOYED THIS"

hung in there for eight or nine laps, so I came in and changed tyres, after which the yellow flag went out which immediately put me a lap down and I never quite recovered. We misjudged our boost as we had about 30 gallons left [in the tank] at the end."

David later explained that he was on holiday at Sheringham, that genteel resort on the coast of Suffolk, when he heard that he might be needed to drive the factory McLaren M23 in a couple of races. Mike Hailwood had suffered leg injuries in an accident during the German Grand Prix at the Nürburgring and Hobbs - well known to McLaren - was the team's favoured replacement.

"As a result I spent much of my holiday in a 'phone box on the promenade at Sheringham talking to McLaren," he said. "I drove the Austrian and Italian Grands Prix, finished seventh at Monza and then the team wanted to try Jochen Mass in Canada. I never quite clicked with the Formula 1 car. But I suppose my finest McLaren moment came in that year's Watkins Glen Can-Am race, where Mark Donohue won in Roger



Penske's car and I finished second, beating Jody Scheckter, Peter Gregg and Hurley Haywood who were all in turbo Porsches."

"This place is pretty awesome, unbelievable," added Hobbs. "It looks fantastic and I'm assuming it's also very efficient."

Of course, Kimi and David were very much the youngsters in this gathering, although Mika Häkkinen,

Team McLaren Mercedes' most recent world champion, arrived looking as lean, fit and up for action as he'd ever been during his active racing career.

I caught him glancing wistfully at the MP4-12 in which he scored his maiden grand prix victory at Jerez in 1997. "Do you miss it?" I asked quietly. Mika looked at me, screwed up his face and shook his head not quite convincingly. "Well." He replied thoughtfully. I took that as a 'not sure.' For a fleeting few seconds, at least.

There were other names present, of course. Bruno Giacomelli, who'd driven a third factory M26 briefly in 1978, had made the trip from Italy. Yannick Dalmas, who shared the Le Mans-winning McLaren F1GTR, Jochen Mass, looking no different to when he partnered James Hunt in 1976. And, of course Lewis Hamilton, the youngest driving member of the McLaren family, who was a decade away from being born when Emerson Fittipaldi won the team's first Drivers' World Championship in 1974.

But there were two celebrities, both world champions, obviously missing. As the celebrities assembled around Bruce McLaren's Austin Seven special, his very first racing car, for an official group photograph, the thoughts were of how much James and Ayrton would have enjoyed this very special gathering. Not to mention Bruce himself, of course. ■



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# MARJORIE CONLEN

## RECEPTION MANAGER

WORDS GEMMA BRIGGS PHOTOGRAPH CHRISTOPHER DAVIS



### When did you join McLaren?

I joined McLaren in April 1991, when it had just opened its legal office. I was employed as secretary to the Company Lawyer. We set up the office from scratch and I really enjoyed helping to sort out the systems and procedures subsequently used. Three years later I changed jobs and joined the McLaren Racing reception team.

### What does your role entail?

I head up the team of receptionists, eight super ladies who provide reception services at the McLaren Technology Centre. We aim to be professional and friendly and our main concern is that guests are made to feel welcome. We answer the telephones within three rings when possible and every call is logged and announced to the recipient.

We keep a note of staff movements within the company, noting when they are in meetings or on holiday. This allows us to update our reception schedules so we can give staff and telephone callers a more personal service and appear less like a remote switchboard. Teamwork is so important here at McLaren and the receptionists are definitely a part of that.

### Which elements of your job do you particularly enjoy?

I enjoy the interaction with visitors to

**“TEAMWORK IS SO IMPORTANT HERE AT McLAREN AND THE RECEPTIONISTS ARE DEFINITELY A PART OF THAT”**

McLaren. They arrive from all over the world and include our Partners and their clients, well-known sportsmen and celebrities, media and film crews, dignitaries and politicians. Of course, we've even had several members of the Royal Family come to see us!

I also enjoy the upbeat atmosphere on a Monday morning at reception if everything has gone well in the race. The phone calls are very happy and even local companies mention how delighted they are - it feels like the whole of Woking is part of the team!

### How have things changed since you have been at McLaren?

When I joined, there were less than 200 staff, now the McLaren Technology Centre has around 1000 employees, which is quite incredible. Moving into the facility this year, I've been involved in helping to set up the reception 'pods' for the different McLaren companies. These are situated on the aerial walkway above the boulevard. Each McLaren company has its own reception, with visitors approaching by means of scenic elevators which take them up to the walkway. It is such an unusual and special setting for the receptionists to work in. I have my own work station at the main reception in the VIP entrance on the boulevard overlooking the lake. It is a marvellous location in

this stunning building - I think I have the best seat in the house!

### Do the drivers always have a nice word for the receptionists?

Yes, all of the drivers, both past and present. There have been none that we have not got on well with, they have always been very nice and down to earth. Martin Brundle was very gentlemanly, David Coulthard always stops for a chat and Mika Häkkinen used to bring us chocolates!

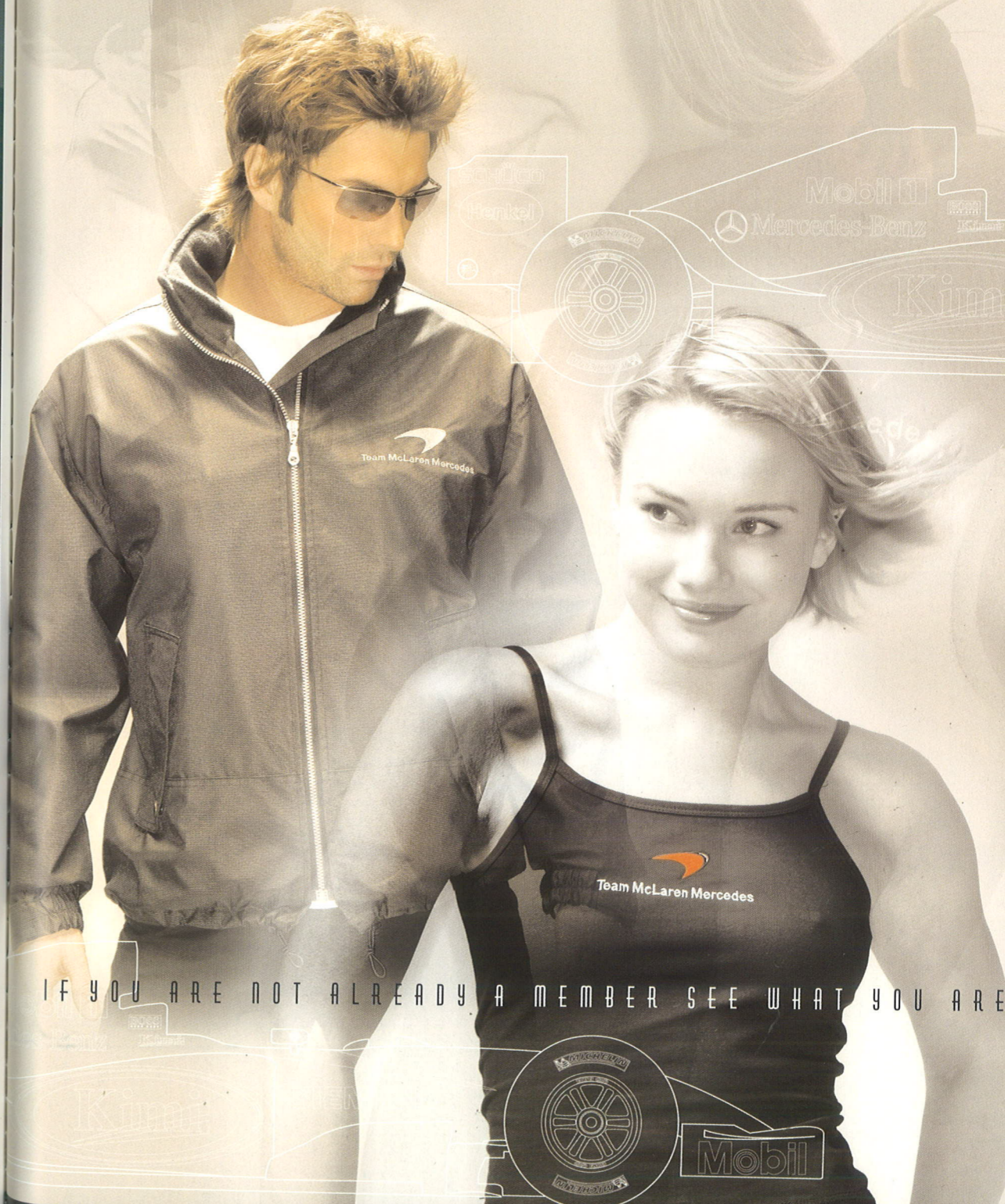
### Which moments stand out for you personally during your time at McLaren?

There have been lots of enjoyable moments, such as having my photograph taken with the great Ayrton Senna. It was part of a photo-shoot with Ayrton and to make the photos a bit different, each department had to carry an item to illustrate its function. My boss and I from the legal office carried a big roll of parchment with a red seal to signify Ayrton's contract, while the finance team threw bundles of £5 notes in the air. As I worked in the legal office, I wasn't given any. Ayrton turned to me and asked me why not, then scooped up a big handful of notes and gave them to me to throw!

Another lovely memory is from May this year, when Her Majesty the Queen opened the McLaren Technology Centre. I had a great view of the opening ceremony from the reception desk - it was a very special day. ■

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While Formula 1 enjoys expanding in to untapped countries, some dates on the calendar have an unrivalled heritage and the Brazilian Grand Prix is one such race. It is also among Team McLaren Mercedes' most successful grands prix. Indeed, the team has won 10 times in the country – more than any other Formula 1 constructor.

Local heroes and McLaren champions Emerson Fittipaldi and Ayrton Senna both helped build Formula 1 fever in Brazil and took some stunning wins to leave their mark at Interlagos.

The characteristically bumpy track continues to present a real challenge to drivers, combining medium-speed corners and fast straights with tricky gradient changes, including an uphill start-finish straight.

Built on the outskirts of Sao Paulo in the late 1930s, it is one of the

favourites on today's Formula 1 calendar as it offers some great overtaking opportunities. The race is also one of only two to run anti-clockwise. This increases the physical challenge for drivers, who experience unusual forces when cornering, particularly on the neck.

The opening lap of the Brazilian Grand Prix is always exciting as, after the uphill start, the cars reach around 295kph in seventh gear before the gradient falls away heading into the first corner – the Senna S – a great overtaking opportunity. A long left-hander, Curva do Sol, follows and leads on to another straight. A double apex, Descida do Lago, comes next and offers further scope for overtaking.

The infield section of the track presents the cars with some very tight bends before the long left-hander Mergulho brings them out of the

infield and a series of sweeping bends lead into another uphill section, and back on to the pit straight.

Brazil did not hold a grand prix until 1973, when the success of native driver Fittipaldi inspired the country's fans and the track held its inaugural World Championship event. When the Formula 1 circus returned the following year, Fittipaldi was driving for McLaren and secured the first of many victories for the team in Brazil, in the season in which McLaren achieved both its first Constructors' and Drivers' World Championships.

The more glamorous Rio location of Jacarapagua was used to host the Brazilian Grand Prix for most of the 1980s, when it was the opening round of the season. It was here that McLaren driver Alain Prost took a staggering four victories in 1984, 1985, 1987 and 1988. By the following decade, the grand prix had returned to Interlagos, which pleased Sao Paulo-born Senna, who helped circuit bosses to make improvements to the track, including the introduction of a new curve, which would later bear his name.

Senna took an emotional first home victory in 1991 and won again in 1993 when even a 10-second stop-go penalty did not hold him back from securing McLaren's 100th race victory. The team's success rate at the Brazilian Grand Prix has continued in more recent times with wins by Mika Häkkinen in 1998 and 1999 and David Coulthard in 2001.

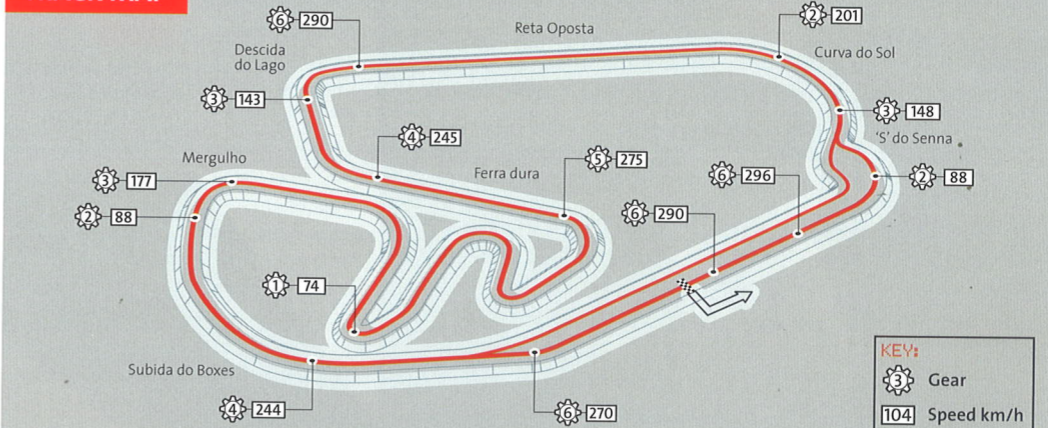
Kimi Räikkönen (foreground) narrowly missed out on victory at the 2003 Brazilian GP



# NEWY'S VIEW

There have been many attempts to resurface Interlagos, but the ground is always moving and that makes achieving an even surface very difficult. Historically it was terribly bumpy. In theory it should be a little bit more comfortable going there with a proven car, whereas when we used to go there in March the car was still new. You run a similar level of downforce to Spa – it's about trimming the downforce out, but still keeping the grip where you need it. That's because from Turn 12 you're wide open on the throttle all the way. You need to pull the speed into the first corner, because it's a serious overtaking point. You're then faced with a downhill wriggle, and then a corner that kills your right front tyre. There are still some bumps in Turn 5, right on the apex, but it's taken flat, so it's quite a challenge. The uphill righthander is a bit blind, but the last resurfacing put quite a lot of grip down there. It's less exciting, but still quite a daunting corner. We expect the weather in October to be remarkably similar to that we've experienced in March. In terms of the average rainfall and temperature they are quite close. We have altitude to deal with, so engine cooling can be an issue, but it's not overly hard on brakes.

## TRACK MAP



## CLASSIC RACE BRAZIL 1991



The great Brazilian won a great Brazilian Grand Prix to take his first ever home win

1	Ayrton Senna	1hr38min28.128s
2	Riccardo Patrese	+2.991s
3	Gerhard Berger	+5.416s
4	Alain Prost	+19.369s
5	Nelson Piquet	+21.96s
6	Jean Alesi	+23.641s

When Ayrton Senna arrived at Interlagos for the 1991 Brazilian Grand Prix it seemed amazing that, despite racing in Formula 1 since 1984, he had never taken victory in his home race. This classic race was about to change that, but the McLaren driver faced a dramatic battle to be first to the chequered flag. Senna's qualifying time was nothing short of stunning, putting him on pole almost a second quicker than the second-placed man Riccardo Patrese. As the race got under way, Senna led, while team-mate Gerhard Berger experienced an engine fire which, luckily for him, blew itself out, allowing him to continue racing. Williams' Nigel Mansell, who had started from third on the grid, was Senna's greatest threat for the majority of the race, until a gearbox problem wiped him out with a spin. Mansell was not the only driver experiencing transmission gremlins, as Senna – under pressure from Patrese – drove the final seven laps stuck in sixth gear. His task was made all the more difficult by heavy rain which was flooding the circuit, causing Senna – still on slick tyres – to wave to the marshals indicating that he thought the race should be stopped. The Brazilian drove on to take a narrow victory and was so physically drained from his efforts that he had to be helped from the car. When he made it to the podium, he was joined by Berger, who had battled against a sticking throttle to bring the second McLaren home in third place.

## INFORMATION

### PREVIOUS McLAREN WINS

- 1974 Emerson Fittipaldi M23 (Interlagos)
- 1984 Alain Prost MP4/2 (Jacarapagua)
- 1985 Alain Prost MP4/2B (Jacarapagua)
- 1987 Alain Prost MP4/3 (Jacarapagua)
- 1988 Alain Prost MP4/4 (Jacarapagua)
- 1991 Ayrton Senna MP4/6 (Interlagos)
- 1993 Ayrton Senna MP4/8 (Interlagos)
- 1998 Mika Häkkinen MP4-13 (Interlagos)
- 1999 Mika Häkkinen MP4-14 (Interlagos)
- 2001 David Coulthard MP4-16 (Interlagos)

### TRACK INFORMATION

LAP LENGTH:	4.309km
RACE DISTANCE:	305.909km
NUMBER OF LAPS:	71
2003 POLE POSITION:	1m:13:807s
2003 LAP RECORD:	1m:22:032s

### RACE TIMETABLE

- FRIDAY OCTOBER 22**  
 11.00-12.00 Practice session one  
 14.00-15.00 Practice session two
- SATURDAY OCTOBER 23**  
 10.00-10.45 Practice session three  
 11.15-12.00 Practice session four  
 14.00 Qualifying session
- SUNDAY OCTOBER 24**  
 15.00 Brazilian Grand Prix

### FURTHER INFORMATION

- NEARBY CITIES (AIRPORTS)**  
 Sao Paulo – 40km
- TICKET INFORMATION**  
 (+55) 11 5666 7813
- WEBSITE**  
[www.gpbrazil.com.br](http://www.gpbrazil.com.br)

PHOTOS: LAY TRACK ILLUSTRATION: PETER LUDDAARD



# POSTCARDS FROM BELGIUM

IN ASSOCIATION WITH CANON

International golfing sensation Ernie Els was a guest of SAP and Team McLaren Mercedes at the Belgian Grand Prix. While there, he took the time to meet many team members, including eventual winner Kimi Räikkönen. *Racing Line* took some snaps of his day



Ernie Els, the 2002 British Open Champion, has been a guest of the team before, so it was a good opportunity to catch up with David Coulthard



Whenever sportsmen who are at the top of their respective games meet, there is a lot of mutual respect - when Ernie met Kimi it was no exception



Ernie certainly gets through his fair share of driving, but he doesn't need quite as many buttons and paddles to be able to do it! Luckily, Pedro explains all



Spa-Francorchamps is one of the most dramatic grand prix venues on the calendar, and the 2004 event didn't disappoint Ernie as he soaked it all up



Before leaving, Ernie and Kimi presented each other with a special memento of their meeting: Kimi got one of Ernie's drivers, Ernie a replica Kimi helmet

# IN THE NEXT ISSUE



EURO F3 CORNERED

*Racing Line* travels to Hockenheim with McLaren- and Mercedes-Benz-supported driver, Lewis Hamilton, for the season finale

L/1

A REFLECTION OF PERFECTION



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