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EXCLUSIVE
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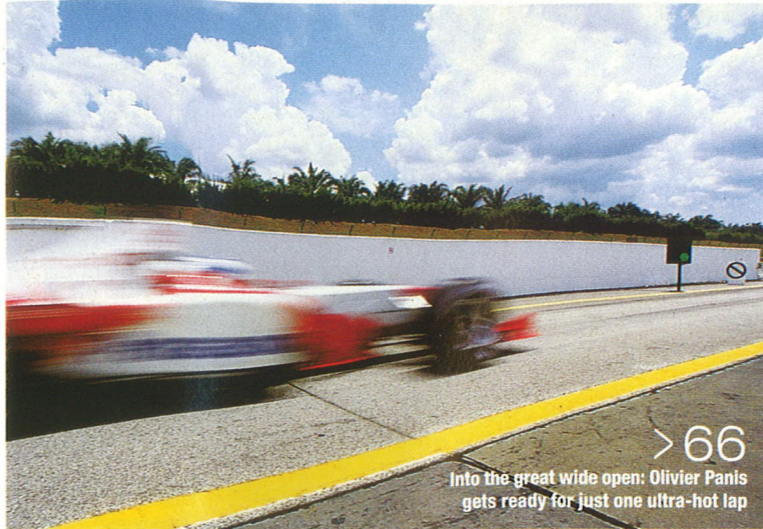
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F1

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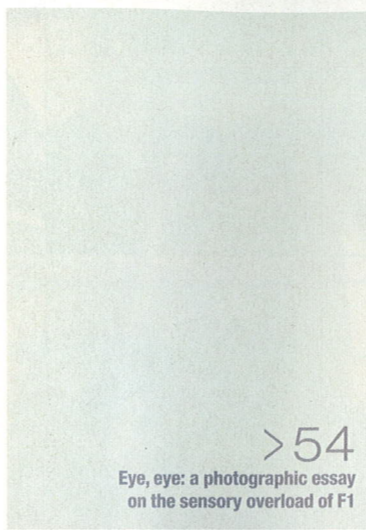
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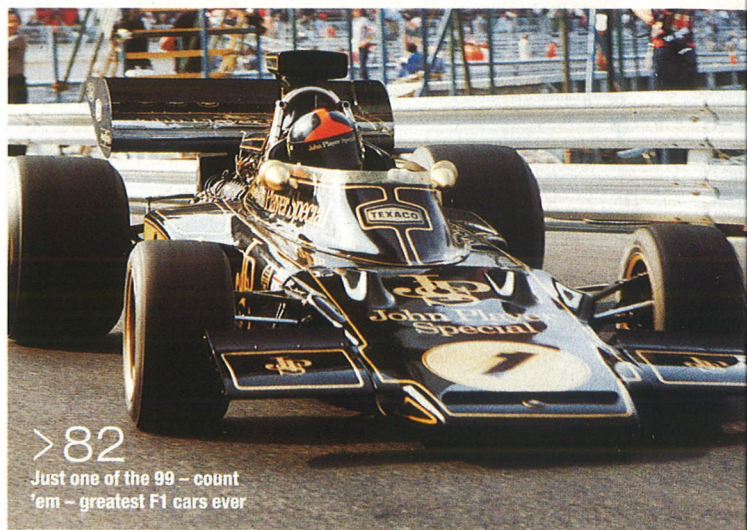
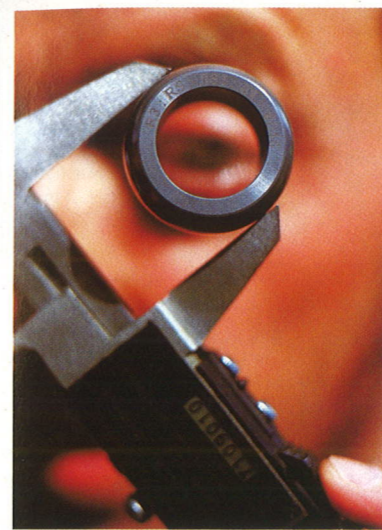
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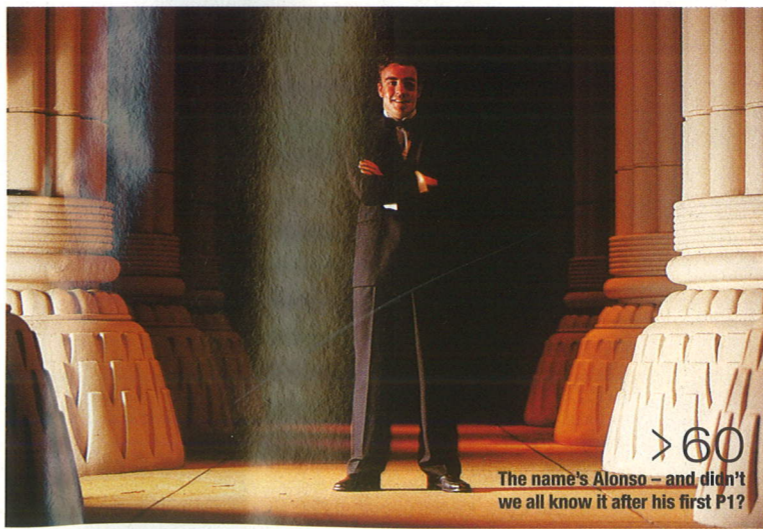
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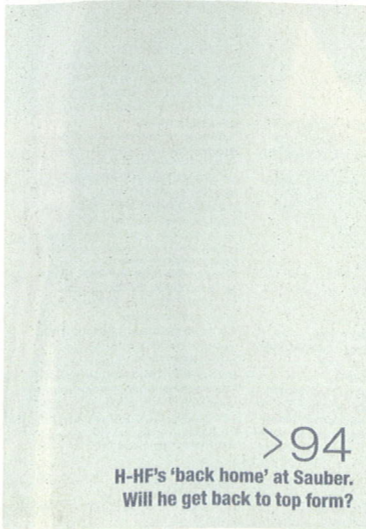
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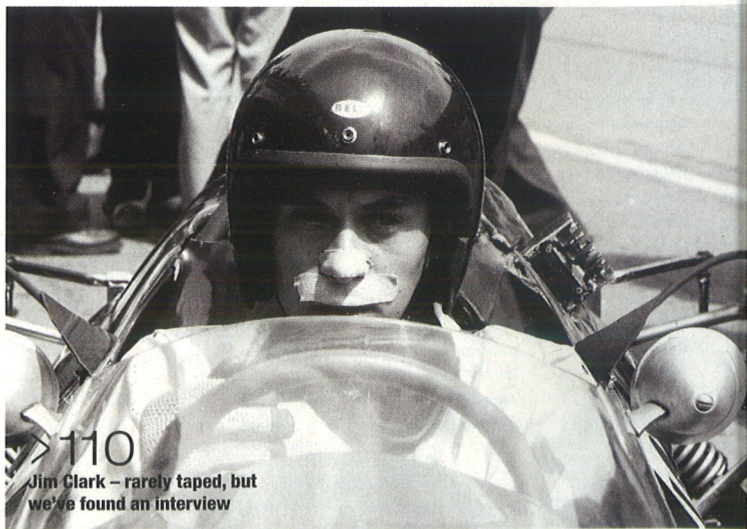
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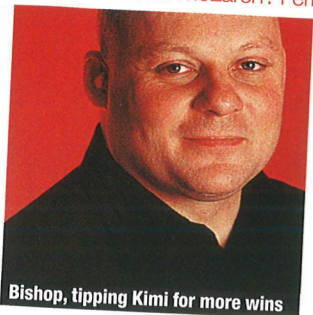


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Dazzled by Ron's main beam

Three out of three for McLaren? Ferrari seem to be trapped in the headlights



Bishop, tipping Kimi for more wins

'RON DENNIS STROLLED IN FOR NO BETTER PURPOSE, IT APPEARED, THAN TO BEAM AT ONE AND ALL'

The place to be, at around 5pm on Sunday April 6, was inside the McLaren 'hut' in the Interlagos paddock (nothing so grand as motorhomes at non-European grands prix, remember). Wary of intruding on private joy so soon after Kimi Raikkonen's dramatic win, I put my head around the door – and was beckoned in by Lisa Dennis, who was sipping a small plastic beaker of *vin rouge*. Her husband clearly chuffed, was making phone calls in an inner sanctum, occasionally strolling into the hut proper – for no better purpose, it appeared, than to beam at one and all. Beam completed, he would return to said sanctum – only to reappear, still beaming, a few minutes later.

'One and all' is probably pushing it a bit, because there were only six of us present. Apart from the Dennises and your humble servant, the others were Kimi, chatting to his girlfriend Jenni on his mobile; Steve Robertson, Kimi's manager, beer bottle in hand; and Martin Brundle, David Coulthard's manager,

enthusing about the fabulous television appeal of the event on which he had just commented for ITV... and trying to work out what he was going to say to the still-debriefing David, who might so easily have won had Fernando Alonso not crashed so spectacularly, bringing the race to a premature close.

"Unbelievable, wasn't it?" said Martin.

"Yes. David was a bit unlucky, though," I replied, checking that Kimi was still jabbering into his Siemens (he was). "Could've won, couldn't he? Er, how many points has he got now, Martin?"

Brundle stared at me, silent, doing the mental arithmetic.

"Fifteen," said a quiet voice, whose accent revealed its owner as having been born significantly north-east of Kings Lynn.

"And how many points have you got, Kimi?" said Lisa, as we all laughed at his ability to eavesdrop while whispering sweet nothings.

"More," came the ever-minimalist reply.

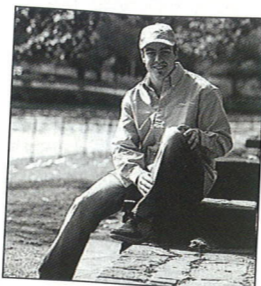
Expect more still. Count on it, in fact.

Matt Bishop editor in chief

contributors

> Fernando Alonso

You knew already Fernando was pretty handy with a steering wheel between his mitts, but did you also know that he's no mean photographer? Thought you didn't! But we did – and we talked Fernando into letting us print a selection of his candid snaps in this month's profile of Formula 1's newest sensation. Check out page 63



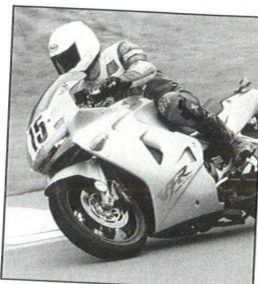
> Patricia Soler

Since the November issue of last year, *F1 Racing* has carried technical illustrations of unparalleled quality. Only now, however, can we reveal the artist as the delightful Patricia Soler (known, erroneously, to some as 'the English girl'). Why erroneously? Because she's French! Feast your eyes on her work (pages 126-127 and 136-137)



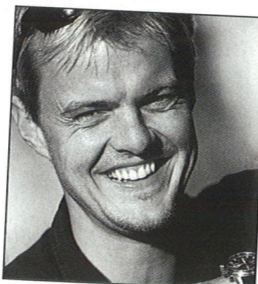
> Alex P(uczyniec)

P is for Puczyniec. It's also for photograph, and the images that grace this month's cover and the Kimi Raikkonen feature on pages 38-43 are, we're sure you'll agree, pluperfect! Biker Alex freezes the speed of Formula 1 cars like no-one else – these studies of the McLaren MP4-17D are, quite simply, the best we've ever seen. Mega!



> Darren Heath

We only ever had one man in mind for the singularly creative task of capturing on Fuji Velvia the sensory assault that is F1 – our legendary lensman D Heath Esq. As well as shooting stunning images of racing cars in Melbourne and Sepang, he also found time for a bit of free-association photography. Turn now to page 54 (then 10, 66, 74, 90...)



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Red Rocks (stadium section)

Alas, poor Antonio. Pizzonia was looking good for his first chequered flag until a glitch at the stadium hairpin pitched him into the red-painted gravel

Circuit: Sepang, Malaysia

Time/date: 2.32pm, Sunday March 23

Photographer: Darren Heath, Canon EOS 1V, 35mm lens, Fuji Velvia film, 1/2000 at F3.2



Hairpin! Grip! Slide...

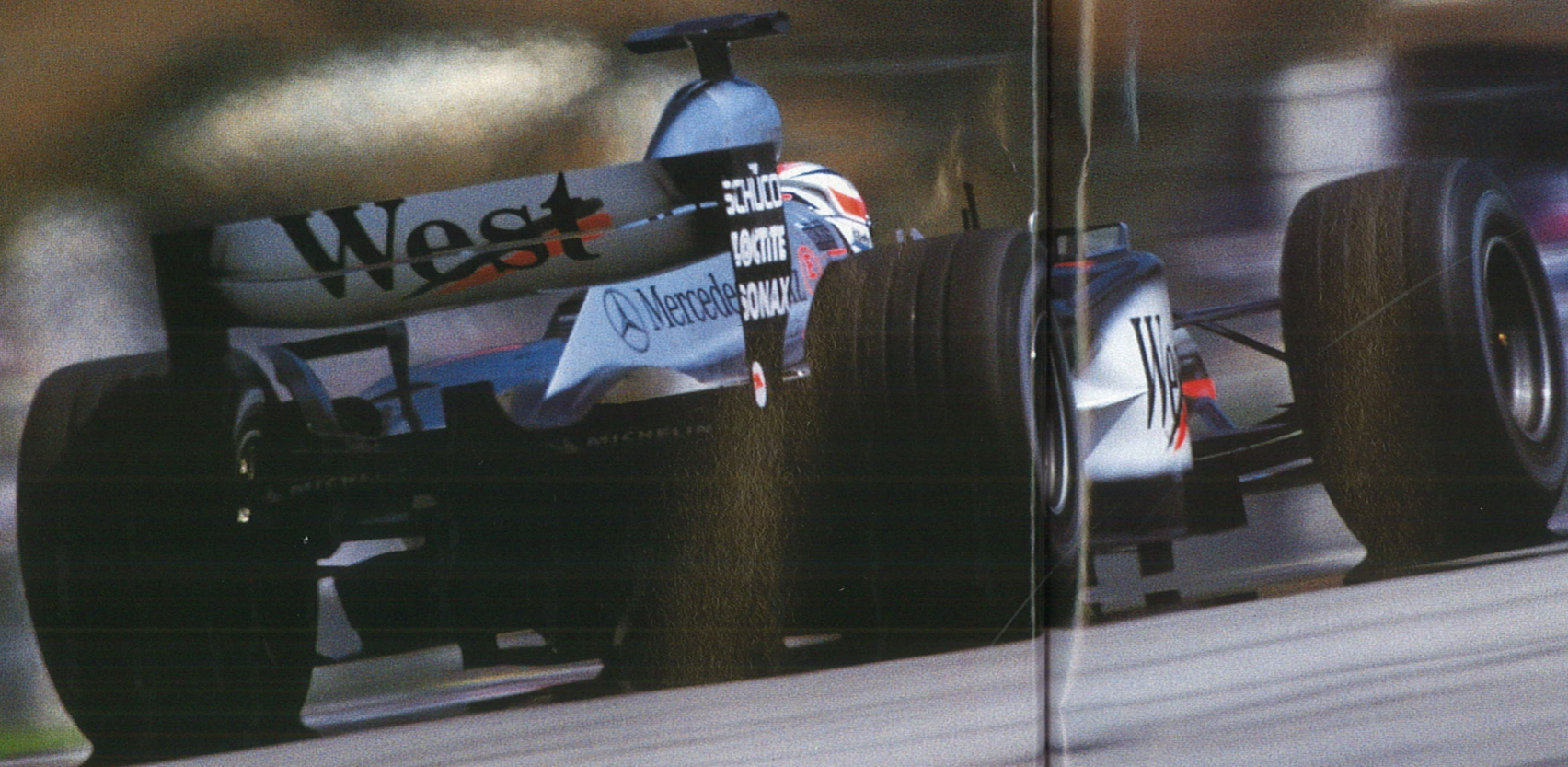
Under the beady eye of a marshal, Mark Webber tries to squeeze a lap time out of his improving Jaguar R4. This time, at least, it doesn't quite gel

Circuit: Sepang, Malaysia

Time/date: 10.03am, Friday March 21

Photographer: Darren Heath, Canon EOS 1V, 20mm lens, Fuji Velvia film, 1/500 at F6.3





Go West! Young man

At 23 years (plus 159 days) old, Kimi Raikkonen is about to become Formula 1's second-youngest winner. Days like these are what the sponsors sign the cheques for

Circuit: Sepang, Malaysia

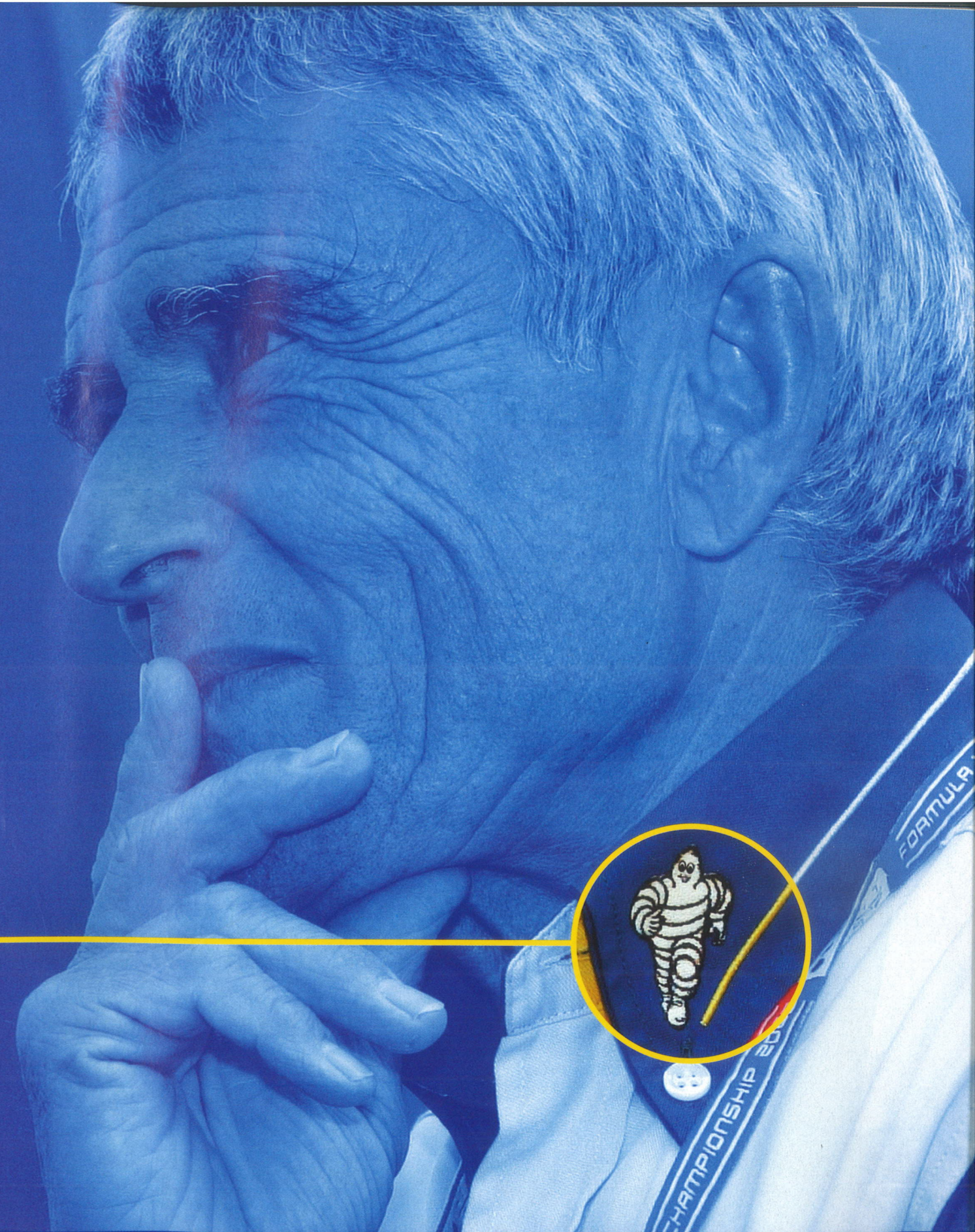
Time/date: 4.31pm, Sunday 23 March

Photographer: Darren Heath, Canon EOS 1V, 600mm lens plus 1.4 converter, Fuji Velvia film, 1/80 at F20

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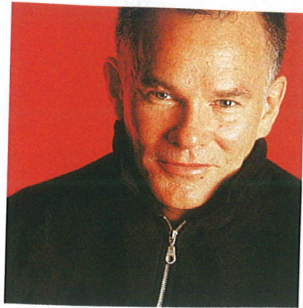
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Peter Windsor

Only one man has won a grand prix at a younger age than Kimi Raikkonen. They have much in common

I asked Kimi Raikkonen in Brazil if he knew the name of the second-youngest driver ever to win a grand prix. Of course he said that he did not – he’s a modest, uncomplicated guy – but he did volunteer the name of the youngest driver to do so.

“Bruce McLaren,” he said sheepishly.

“Okay. For a million dollars,” I said, “what was Bruce driving in that race?”

“A McLaren?” said Kimi optimistically.

Bruce McLaren (below) first won a grand prix aged 22. Kimi Raikkonen, aged 23, is winning in cars bearing McLaren's name

You can understand his train of thought. Right now, the name ‘McLaren’ stands for everything in the world of Kimi Raikkonen: you can’t blame him for thinking that Bruce McLaren at the age of 22 may already have had the vision, the drive and the ability to set up his own Formula 1 team and to design, build and race his own cars. Given the job that McLaren are currently doing for Kimi, everything to him must seem possible.

Of course, the tiny, rear-engined, ground-breaking 1959 Cooper-Climax with which Bruce won the ’59 US Grand Prix was part-Cooper, part-Jack Brabham, part-McLaren, so it was no surprise that the combination was as good as it was. Only two drivers – Brabham and McLaren – have won F1 races in cars of their own construction, and here they were in ’59-60, not only combining their brainpower but also working together as very quick team-mates.

So what were the odds of Kimi Raikkonen, aged 23, becoming the second-youngest winner at the wheel of a McLaren? Probably a billion to one, particularly as Bruce died before his company had won its first championship.

The coincidence reminds me, however, of the multi-talented Bruce, a man who combined charm with humility, ambition with speed.



‘Right now, the name “McLaren” stands for everything in the mind of Kimi Raikkonen: you can’t blame him for thinking that Bruce McLaren at the age of 22 may already have set up his own Formula 1 team’

And who was style personified. There was a design theme – a look – to all his cars, from the gorgeous cockpit line of the ’68 M7A to the script he chose for his signwriting. Denny Hulme had his input, as did Teddy Mayer, Phil Kerr, Tyler Alexander and Alastair Caldwell, but it was Bruce who ultimately created the touch – Bruce and a bunch of no-nonsense New Zealanders who worked about as many all-nighters as they did 12-hour days.

I’m sure Bruce would like Kimi Raikkonen. He would like his modesty and his quiet demeanour. He would respect Kimi’s love of Finland because it would remind him of how he used to feel about New Zealand when he was racing in the middle of Germany on some dark, wet Sunday. And he would love the way that Kimi drives – Kimi’s economy of movement, his speed.

The coincidences – the ages at which they first won, Kimi driving for McLaren – are somehow, strangely, perfect.

In early ’80, I spent much of my free time sending sponsorship proposals to the pillars of British industry, asking them to support the racing career of a young British driver named Nigel Mansell. I suppose I approached about 45 people, of whom about half wrote back politely to say no. The others – the Sainsbury’s of this world, the BTs – I never heard from at all.

One, however, showed interest.

I had lunch with Victor Gauntlett, chairman of a small independent oil company named Pace Petroleum, at a very upmarket restaurant in deepest Surrey. Immaculately dressed in pin-striped suit and tie, he ordered turtle soup and Dover sole – a combination I have since remembered not only because of its low calorie content but also because it remains synonymous in my mind with the positive word, ‘yes’.

“Yes,” said Victor, sipping his consommé. “Yes, I’m definitely interested. If he’s as good as you say he is, it’d be like backing a horse, getting in on the ground floor, so to speak.”

He said “yes” again, so we shook hands and I left to give the good news to Nigel. Part of his Formula 3 budget was now accounted for. He could relax. He would be racing.

Seven months later, Nigel made his grand prix debut in Austria in the Essex Oil-sponsored Lotus 81B. Even so, he wore a small Pace Petroleum logo on his helmet.

Twenty-three years later – shortly after watching his beloved England beat the Irish to win the Six Nations – Victor passed away. He was a gent and he knew when to take a punt.

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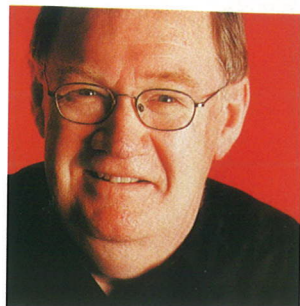
Track dates

Croft	3/4 May	Rockingham	2/3 Aug
Silverstone	25/26 May	Thruxton	16/17 Aug
Oulton Park	12/13 July	Brands Hatch	27/28 Sept

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Alan Henry

Sure, it's the money men who spin F1's wheels, but it's still the racing that makes our hearts beat faster

And there you all were thinking that the Formula 1 business was all about racing. Michael Schumacher v Kimi Raikkonen v David Coulthard; dazzling red Ferraris v lithe silver McLarens, that sort of stuff.

You are right, of course. But it is also about arcane, tedious and complex disputes between the car makers, the teams, the sport's governing body and Mr Money Bags himself, aka BC Ecclestone, the commercial rights holder.

Bernie Ecclestone (below) will have to pull off the deal of his life to keep all the teams away from the temptations of the GPWC

I sometimes wonder whether any of the foregoing factions have even the remotest understanding of what makes Formula 1 tick. By that I'm not calling into question their capacity to comprehend the world of high finance, develop an engine, phrase a regulation or even run up a nice line in \$47.5 million wind tunnels.

I'm doubting their capacity to recognise that F1 race fans pure and simple want their sport to be a mysterious and slightly magical affair. Not something which can just be distilled down into an impersonal balance sheet. The problem, of course, is that if you don't understand the financial bedrock of the sport you won't understand why certain steps are taken, rules implemented or commercial conclusions reached.

At Interlagos, Ecclestone convened a meeting of team principals in a bid to convince them that he still remained the man best qualified to head up the commercial side of Formula 1. Beware strange foreigners bearing mysterious gifts, was his underlying message. In other words, don't be tempted to buy into the sales pitch for the GPWC breakaway series. I am the man who led you to F1's land of milk and honey. Don't be duped into believing the car manufacturers can give you a better deal.

Well, this seemed all right as far as it went. But it clearly didn't go

'With costs all along the pitlane under continual assault, the GPWC renewed their efforts to prove that Ecclestone's is not the only game in town. Bernie needs to cut a deal with the F1 team leaders more urgently than they do with him'

far enough for the team bosses. Buying into Bernie's philosophy was all very well while F1's popularity was shooting skywards for more than a decade up until 2002.

Yet with costs all along the pitlane under continual assault, the GPWC renewed their efforts to prove that Ecclestone's is not the only game in town. And the signs are that the car makers will not be deflected by the mood of contemptuous indifference which has been aimed towards them by the FIA president Max Mosley and his mate from Princes Gate.

The root of the problem seems to be that Bernie needs to cut a deal with the F1 teams more urgently than they do with him. As part of Mr E's efforts to unlock the value of his investment in this high-octane business, in May '99 he launched a \$1.4 million bond through Germany's West LB bank, substantial interest on which is still being paid – and will need to be paid for more than a few years hence.

Trouble is, Bernie's income stream could be in danger of running out. Unless he can negotiate a fresh Concorde Agreement after the current deal expires at the end of '07, the money tap which funds those interest payments could slow to a dribble before being cut off altogether.

The bankers holding the debris of the Kirch media empire in the form of shares in Ecclestone's SLEC organisation could have as much chance of recouping what had originally been a \$1 billion investment as Minardi have of winning the British Grand Prix.

Inextricably linked with these issues of high finance are two other key elements in the F1 equation: (a) just how far do the GPWC brigade proceed with their threat to start an independent championship in a bid to prise open Ecclestone's wallet, and (b) how successfully can Mosley and the FIA fend off the pending arbitration proceedings instigated by McLaren and Williams on the issue of this year's rule changes? The essence of F1's success over the past generation has been a sense of balance and mutual interdependency between its participants and its governing body. If that delicate ecosystem is to thrive in the future, it may well depend on the FIA heeding what the car makers are saying, even if they disagree with the message.

On the other hand, it may be worth asking yourself which is more important: Kimi Raikkonen winning the '04 Bahrain Grand Prix in a McLaren MP4-18D, or the next generation Mercedes-Benz C-class gaining a five-star Euro NCAP impact test rating?

The two are not mutually exclusive, of course, but it's worth considering which car maker is going to pick a fight to the death with the FIA on the matter of its future F1 commitment. I think you can then understand the dilemma. **1**

BMW WilliamsF1 Team
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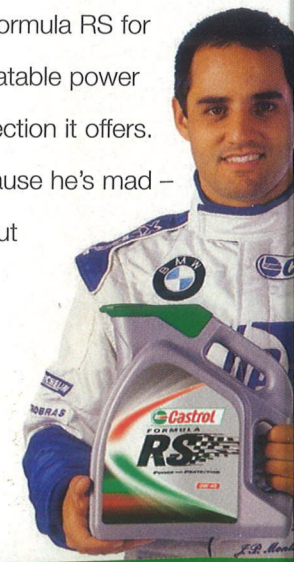


To drive at speeds of 210mph you have to be mad

We helped drive him to that point.

Juan Pablo Montoya mad? Well, to most people, the idea of hurtling around a track at over 200mph would be madness. But Montoya has the skill, courage and expertise to not only do it, but also enjoy it. He also has the confidence of knowing that he is driving a great car with an oil perfectly formulated to push the barriers with him.

Montoya has used Castrol since the start. That's why he recommends Castrol Formula RS for the unbeatable power and protection it offers. And because he's mad – mad about winning.



GET A GRIP

A tale of deluge, politics and loopholes

The tyres are giving us a genuine title fight. But they also caused near-farce in Brazil. We untangle the story

Three races into the season and we appear to have a real fight for the world championship on our hands. Not, you understand, because McLaren's revamped MP4-17D (the 'D' is for 'development') is night-and-day better than Ferrari's also improved F2002, but because Michelin are doing a better job than Bridgestone.

The outcome of this year's championship campaign will be decided more than ever before by the tyre war. The new rules allow two different specs of dry tyre per team, per weekend – a degree of flexibility which has increased the rate of development of new compounds to unforeseen levels. Unless Bridgestone's 2003-spec Potenza is transformed when it shoes the all-new F2003-GA at Imola for the first time, Ferrari will struggle to beat McLaren-Michelin.

In fact, there is every reason to assume that Michelin will maintain their advantage, at least

'THERE IS EVERY REASON TO ASSUME MICHELIN WILL MAINTAIN THEIR ADVANTAGE'

The drenched Interlagos grid. Teams didn't have access to the most suitable tyres for such wet conditions

in the short term, thanks to the hidden blessing of Friday-morning testing.

Michelin are able to test tyres for future races with Renault – now very much in the McLaren/Williams performance bracket – during Friday morning's two-hour test session at grands prix. And, with the team running three drivers, one of them (Allan McNish) is more often than not doing long distances on development rubber. On the Friday morning at Sepang, for example, McNish tested Michelin's Brazil compound, giving valuable information regarding its performance in the hot conditions predicted for Interlagos.

Bridgestone, meanwhile, don't have a Friday-testing team at a performance level anywhere near that of ace client Ferrari. For Brazil, they had to make tyre choices based on information gathered at a cool Barcelona test.

But while Bridgestone are struggling with their dry tyre, they are exploiting a loophole in the wet. Their trick is to supply tyres with slightly shallower grooves than the Michelins. These are less able to disperse water in extreme wet conditions but last longer as the track dries.

As we saw in Brazil, the safety car is deployed whenever track conditions are dire, and the race only 'goes green' (ie runs freely) when the track is deemed safe (ie dry) enough, which negates much of Michelin's wetter tyre advantage.

Michelin boss Pierre Dupasquier said, "It's a ridiculous situation. At the moment, the cars are only let go when track conditions suit our rival because they are not prepared for heavy rain."

The war of words is fierce; the on-track rivalry intense. Expect more of the same all year.

> F1 Racing opinion



Formula 1 can be mighty thankful it came away from the Brazilian Grand Prix with no serious injury or worse.

The sport should never be allowed to become a multi-million-dollar demolition derby, yet that is what nearly happened at Interlagos as a result of an ill-thought-through regulation born of behind-the-scenes power struggles.

Only one non-dry tyre compound is now allowed per race weekend. This inevitably means that Michelin and Bridgestone will always opt to supply

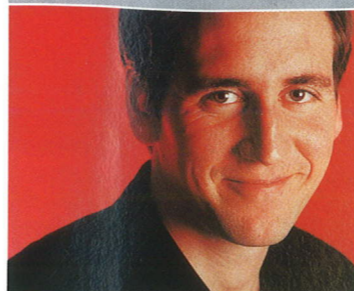
an intermediate, as the conditions under which full wets are needed occur infrequently.

Occur they do, however, as 400 million viewers across the globe saw on April 6. F1 Racing believes that the FIA must act urgently to amend the potentially life-threatening 'single wet' stipulation.

They are empowered to make such changes on safety grounds without the need for unanimous agreement, and now is the time so to do. As Martin Brundle noted: "We were lucky today, very lucky that no-one was hurt."

On the inside

Why Mark Webber is easily Brazil's 'man of the match'



Yes, I know Kimi Raikkonen won. Yes, Giancarlo Fisichella was a star. Yes, I know David Coulthard might have won and that Rubens Barrichello looked like (at last!) he had this one covered. But not one of this august quartet gets my 'man of the match' award for the Brazilian Grand Prix.

That, my friends, is reserved for Mark Webber, who is finally getting the chance to prove his talent. Did he not, in qualifying third, achieve Jaguar's best-ever grid spot? And did he not, in so doing, unleash a wave of Webbo-mania?

Rightly so, too, because until Mark's horrifying lap-54 shunt, he was the only driver to maximise every opportunity of the weekend.

He was fastest in Friday's deluge, then less than a tenth shy of pole on Saturday. He was fuelled to the finish – and a potential podium – when he crashed while trying to be too clever.

"I was cooling my tyres," he said after the race, rubbing sore knees and a cut neck. "I was deliberately off-line to give them a little swim, but I hit a puddle on an 'easy-flat' section of track and spun. It was a big hit."

To be punished for your ingenuity is tough, especially for someone in only his second season in Formula 1. Luckily for Mark, he'd done enough.

McLaren boss Ron Dennis was effusive: "It's good for F1 that Jaguar have done well," he said. "And I don't care how much fuel Mark had in his car during qualifying – his lap was seriously good."

The wet race stopped us finding out exactly how much fuel Mark carried on Saturday, but he says he was easily inside the two-stop window, like the other front-runners.

Oh yes, Mark and Jaguar Racing are now front-runners, and the big teams seem finally to have woken up to his talent. Jag need to go some to keep a hold of him for 2004.

TOM CLARKSON

So far, McLaren have outdriven all challengers in 2003. But could their new car be heading for engine problems?



THE CHASSIS LOOKS CLASSY – BUT WILL THE POWER GO SOUR?

McLaren face engine dramas

Last year, Ferrari's F2002 whopped the carbonfibre ass off McLaren's MP4-17 with a 14-1 win tally. Strange how the tables seem to have turned. Yes, Michael Schumacher took pole in Australia, and Rubens Barrichello in Brazil, but so far MP4-17D (for 'development') has been the class of 2003.

If McLaren are to parlay their excellent start to the season into a genuine title bid, however, the MP4-17D's successor, the MP4-18A, will have to be exceptional – even more so than the Ferrari F2003-GA (which is already breaking records in tests at Fiorano).

So just how good will MP4-18A be? Well, McLaren's engineers do not deny its wind tunnel performance has been sensational – yet the Brazil paddock was humming with rumours that it has hit a series of glitches.

Chief among these, allegedly, is the new Mercedes FO110P engine – which has been criticised internally by Werner Laenz, the ex-BMW man hired last year to a key management role within Mario Illien's Ilmor operation (the Northamptonshire company who design and build Mercedes' Formula 1 engines) following the tragic death in '01 of organisational genius Paul Morgan (the 'mor'

to Illien's 'Il'). Illien has been greatly angered by Laenz's comments and relations between the two are seriously frosty.

Ron Dennis has made light of the problem, but he has not denied it exists: "Inevitably, when you change a company's structure, you encounter HR issues. That is one of the challenges of management."

Renault's Flavio Briatore regards it as an opportunity. He and Illien were spotted in conference at Sepang – a conversation that both men later insisted was small talk. Well they would say that, wouldn't they? One of Briatore's first actions upon recently taking control at Renault's Viry-Châtillon engine-building facility was to kick upstairs Renault's long-serving head of engine design, Jean-Jacques His, and bring in Bernard Dudot as a replacement. An ex-Renault man himself, Dudot is an expert in organisation rather than design – Renault's 'Morgan', indeed. What they need now, if they are to build an engine that can win world titles when mated to their excellent chassis, is an Illien. Or, indeed, Illien himself. There is always a hidden agenda in Briatore's small talk – and his ideas are invariably big.

A MINOR RULE ROBBED JORDAN OF A WIN ON THEIR 200TH RACE

How Kimi burst Fisi's bubble

It seemed too perfect to be true. Perennial underdogs Jordan, in their 200th race, manage to pass nasty McLaren for lead of epic Brazilian GP to give ever-overlooked Giancarlo Fisichella the win. Which would also have been his first victory, natch. What a story it so nearly was. But alas...

Article 153 of the FIA's 2003 sporting regulations states that in the event of a race being red-flagged, "the race classification will be that at the end of the two laps prior to that during which the signal to stop the race was given."

The red flag was shown on lap 55; Fisichella passed Kimi Raikkonen (for the lead!) on lap 54, so the race result was

declared on the cars' order at the end of lap 53, giving Kimi the win, Fisichella second place and Fernando Alonso third place. David Coulthard was fourth, incidentally.

Full points were awarded as the race had completed (just) 75 per cent of its distance. Heartbreak, then, for Fisi (and Jordan); joy for Kimi (and McLaren). But the real winner of the '03 Brazilian GP was David Coulthard. His MP4-17D was the only car running before the red flag not still in need of a final pitstop. Had Mark Webber and Fernando Alonso not shunted massively, he would likely have taken the chequer... so both McLaren drivers could have won all three races of the season so far. No wonder Ron's happy.

Splash 'n' dash

Montoya flips his lid

Juan Pablo Montoya's helmet carried a new colour scheme in Brazil, designed by a 16-year-old Colombian girl. She had won a competition set up by Montoya over the winter for Colombian kids to design his helmet colours specially for this grand prix. Juan flew her and the runner-up to the race. The helmet and a copy will be auctioned for charity



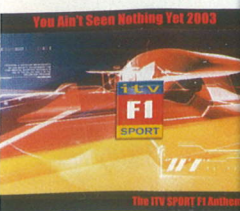
Digital F1 TV in comeback

Digital Formula 1 TV coverage is likely to make a return in 2004, if a feasibility study by Eddie Baker, Bernie Ecclestone's head of TV, finds it cost-effective. The new facility could fit onto a single jumbo jet, slashing travel costs. Keep your fingers crossed for a return to full on-board action



Er, you ain't heard nothing yet!

The new theme music for ITV's F1 coverage is, acute listeners will have noticed, a remixed version of the Bachman Turner Overdrive stomper, *You Ain't Seen Nothing Yet*. How strangely appropriate for the season so far. Expect a CD single release soon. B-B-B-Baby!



Splash 'n' dash

Peace in our (lap)time

Minardi nailed their colours firmly to the anti-war mast over the Malaysian Grand Prix weekend: both cars wore 'Malaysia for peace' banners on behalf of the country's government. Only fair to point out, though, that Minardi ran with 'Go KL' logos in 2002 and are keen to renew that revenue stream



Back the Prof's charity

Brain damaged former middleweight boxer Michael Watson is to compete in the London Marathon on April 13. Funds raised will be donated to the Brain and Spine Foundation – the charity championed by Formula 1 doctor Professor Sid Watkins. You can donate money online at www.sponsor-michael-watson.com



Brain & Spine Foundation

China in their hands

Jordan have clinched an innovative deal with Chinese broadcaster CCTV and the Shanghai circuit. They will be 'favoured' in China's Formula 1 broadcasts, boosting Jordan exposure in a big new market. Eddie Jordan said: "This is a fantastic opportunity. We will be the team for China from now on"



Monaco's circuit improvements are using land reclaimed from the harbour



DRIVING OVER MONACO HARBOUR

Formula 1 walks on water!

There's no such thing as a safe slot on the Formula 1 calendar, as this exclusive picture (above) of the extensive revisions being made to the Monaco circuit demonstrates.

After years of criticism of the antiquated pit and paddock facilities at this otherwise jewel-in-the-F1-crown event, the Automobile Club de Monaco have undertaken an improvement scheme costing tens of millions of dollars. If the programme runs on schedule, the new pits complex – built on 5,000 square metres of land reclaimed from the harbour front, between the second 'S' of the Swimming Pool complex and the Rascasse hairpin – will be ready for 2004.

This year's race, on June 1, will not be affected despite the scale of the work. It may, however, look a little less picturesque.

Spectators will also benefit – the concrete extension has room for 5,000 additional

seats. Further revisions to the circuit, which has been much tinkered with since the first Monaco Grand Prix in '29, are planned before the scheduled completion date of '06.

The track will retreat 10 metres and be completely redrawn between the Swimming Pool and Rascasse, with a new chicane being added at the exit of the Swimming Pool, slowing down one of the circuit's most challenging corners.

René Isoart, the ACM's commissioner general, admitted: "If we had not made these changes, the future of the GP might have been threatened, but we decided to take action before we were ordered to do so by the FIA. The teams had told us of their grievances regarding working conditions, and we wanted to satisfy their wishes. As you can see, our solution has required plenty of imagination."

CAUGHT ON CAMERA: FLAV GETS CHEEKY



No wonder Renault F1 boss Flavio Briatore looked so happy in Friday qualifying in Brazil if this is how he prepares for a grand prix! Renault communications manager Patrizia Spinelli does well to keep her concentration on that press release and ignore the boss's hands-on approach



BLIGHT ON BLIGHTY

Silverstoning begins early

Here we go again – but earlier this year than usual. The annual 'will we ever return?' British Grand Prix whirligig – now sadly integral to the fixture – has begun three months before the race.

The debate was reignited by reports that US entertainment giant Interpublic – owners of Octagon, the promoters of the British GP – want out of motorsport.

The 2003 race is secure, but the British Racing Drivers' Club, who own Silverstone, have said that if Interpublic pull out it would be extremely difficult to find another promoter.

BRDC chairman Martin Brundle said: "You have to question the British GP after this year. There's no short-term answer. But with seven teams based within a few miles of Silverstone it would be bizarre to have a GP in, say, Turkey, and not have one in Britain."

Frank Williams has voiced support for the BRDC, explaining in a letter to Bernie Ecclestone that his team, and others, want the race saved.

Ecclestone is noted as one of Silverstone's fiercest critics. Last year he said the GP was "a country fair masquerading as a world-class event". He has, however, also been identified as a possible future promoter.

The BRDC say they cannot afford the likely \$18.7m Ecclestone would charge Silverstone if he were to host and organise the grand prix in 2004.

Brundle said: "The BRDC is a non-profit-making organisation that has an unwritten responsibility to the British GP. Even if we threw in the circuit for free, it would not be the solution."

Silverstone's position is not helped by a glut of new races – all government backed – queueing up to host GPs of their own. Bahrain and China are already on the '04 calendar, and Turkey is also desperate for a GP.

Neither is Silverstone helped by the ban on tobacco advertising at the event. Countries which do not ban tobacco advertising at their GPs are far more attractive to promoters as the scope for revenue is so much greater.

PADDOCK POLITICS

A stalking-horse for the Prancing Horse

An unlikely combatant has emerged in the McLaren-Williams-FIA row – none other than the normally quiet Peter Sauber. Who gets his engines from Ferrari. Coincidence? Not a bit. F1 Racing unravels some very subtle paddock power play

Who'd have thought it? The retiring, super-conservative team principal Peter Sauber could have become the most influential figure in the bitter FIA-McLaren-Williams arbitration wrangle.

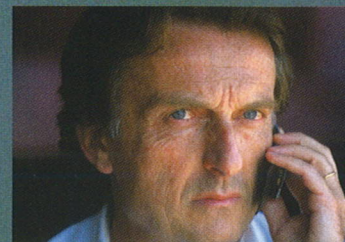
This unlikely Machiavelli may even have forced the FIA to rethink their strategy towards Formula 1 teams fuming over this year's regulation changes, after writing a robust letter to FIA president Max Mosley. Its contents revealed his dissatisfaction with developments such as the ban on refuelling between qualifying and the race, the new post-qualifying parc fermé regulation and the forthcoming (but now postponed) ban on driver aids. At a stroke he has aligned himself with Williams' and

McLaren's intention of pursuing to a conclusion a claim to arbitration (while falling just a step short of actually joining forces with the British pair).

In the letter, revealed exclusively to F1 Racing, Peter Sauber adopts a firm line, making it clear that he disagrees with the methods used to implement the rule changes and reserving his right to withdraw his consent to the new regulations.

At a time when both camps are certain that their view will prevail, the intervention of rock-no-boats P Sauber Esq has stirred rival team principals, each of whom were sent a copy of the letter.

Their belief is that Sauber would not have raised his head above the parapet without the tacit support of Ferrari, from whom he leases his



Petronas-badged V10 engines at an annual cost of around \$24 million.

This relationship is of particular significance at a time when Ferrari are understood to have had secret talks with both Williams and McLaren. They have discussed what stance they will adopt towards Bernie Ecclestone's recent hint that he would give the teams more of the cash generated by the sport if they agree to extend

their participation in the Concorde Agreement (the secret covenant by which F1 is run) until 2015.

In making this suggestion, Bernie would have been aware that Ferrari (along with any other disaffected teams) might try to withdraw from the current Concorde Agreement if outstanding cash woes – for example, the teams' belief that they deserve more TV revenue – are not addressed.

The FIA, for their part, have been robust in opposing the teams undertaking arbitration or considering doing so. Max Mosley believes these teams threaten to rip the sport asunder and should expect, therefore, an aggressive defence of the status quo. (The teams, of course, believe they are acting in the sport's best interests in the face of ogre tactics from the governing body.)

Which brings us, circuitously, back to Sauber – and therefore to Ferrari.

Ferrari's sporting director Jean Todt has confirmed that Sauber – and, indeed, any Ferrari engine customer – may be 'asked' to support the Scuderia in matters of F1 politics. It was the same for Prost Grand Prix in '01. At Monaco that year Jean Todt said, "Why didn't the others supply them an engine? Prost was crying to get Mercedes but he failed. They would have asked him to follow McLaren, be the B-team and all that. He would have been happy to accept."

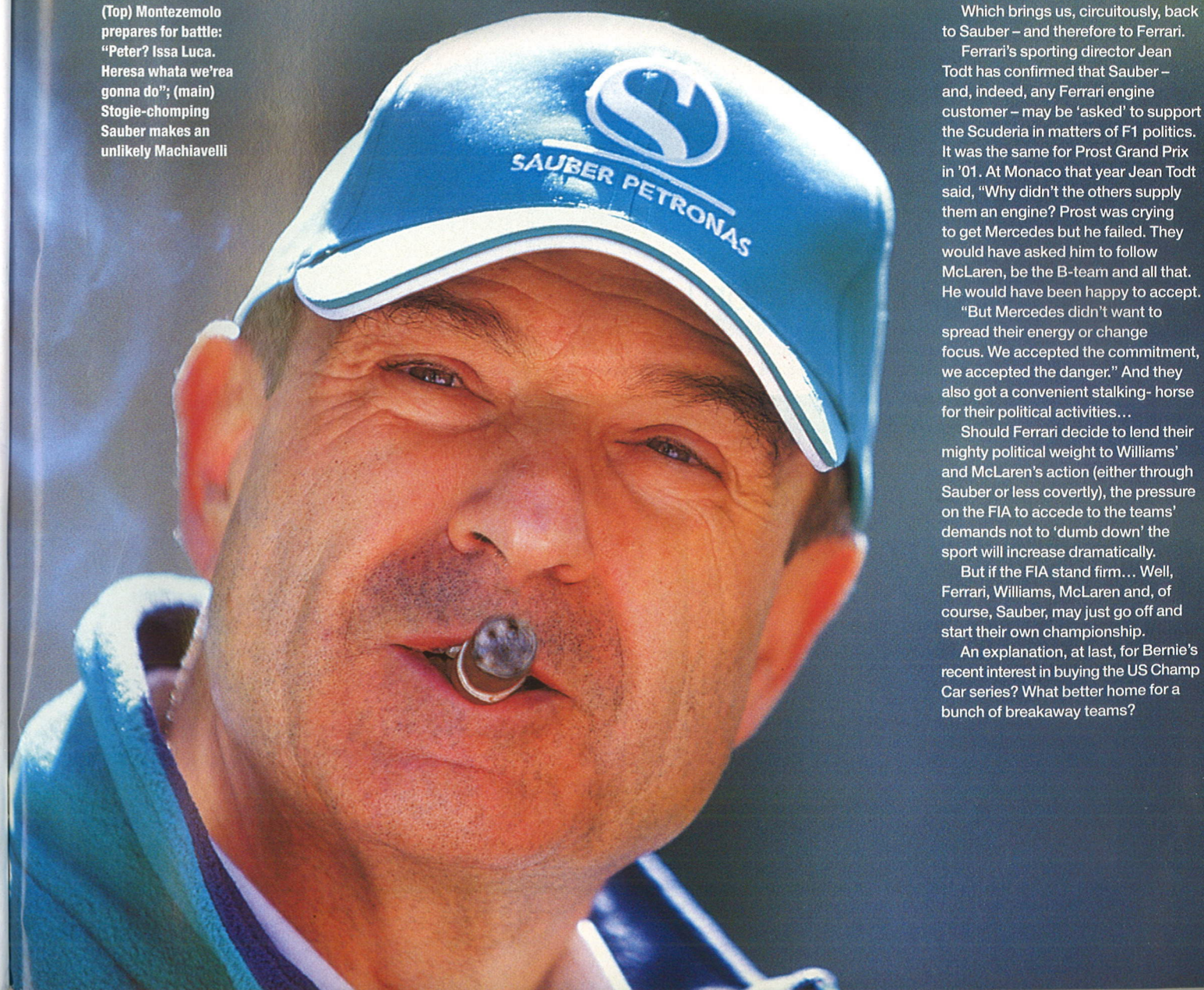
"But Mercedes didn't want to spread their energy or change focus. We accepted the commitment, we accepted the danger." And they also got a convenient stalking-horse for their political activities...

Should Ferrari decide to lend their mighty political weight to Williams' and McLaren's action (either through Sauber or less covertly), the pressure on the FIA to accede to the teams' demands not to 'dumb down' the sport will increase dramatically.

But if the FIA stand firm... Well, Ferrari, Williams, McLaren and, of course, Sauber, may just go off and start their own championship.

An explanation, at last, for Bernie's recent interest in buying the US Champ Car series? What better home for a bunch of breakaway teams?

(Top) Montezemolo prepares for battle: "Peter? Issa Luca. Heresa whata we're gonna do"; (main) Stogie-chomping Sauber makes an unlikely Machiavelli



LORENZO BELLANCA/LAT; MICHAEL COOPER/LAT; STEVEN TEE/LAT; OLIVE MASON/GETTY IMAGES; MARK THOMPSON/GETTY IMAGES; NIMFRANZ CHAVAROCHE/MAXPPP

Splash 'n' dash

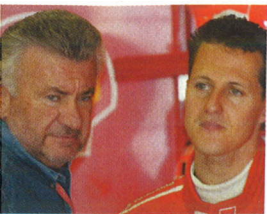
▽ HANS: a pain in the neck?

When it was announced last year that the HANS device was to be made a compulsory item of drivers' apparel at GPs, few foresaw trouble. *F1 Racing*, however, highlighted the problems as they struggled to make their drivers comfortable (*F1 Racing*, March 2003). Rubens Barrichello (below) blamed his Melbourne shunt on pain from his HANS device, while Justin Wilson's arms were temporarily paralysed by his HANS unit at Sepang. But the FIA are standing firm: "If any driver is unable to wear the HANS device for medical or other reasons, the team must replace him."



▽ Schumi's cash alternatives

Decisions, decisions... Michael Schumacher and his manager Willi Weber (below) have some thinking to do. Michael has to decide whether to continue in Formula 1 after '04, when his current Ferrari contract expires, and whether the \$20 million-per-year contract offered should he continue post-'04 is sufficiently lucrative. His current contract garners \$25 million a year. Nice problem to have... At least Ferrari are unlikely to lose him to a rival. "I don't see another team to race for in F1," said the great one



Last fling for lion king?

Okay, okay, it's too early to start writing career obits for Schumi but, by his exalted standards, his start to '03 was... trying. And it's not the old guard who have benefited, either, but those eager young cubs Alonso and Raikkonen. How perfectly beastly

LOOKY-LIKELY No.37: TOP MARKS ALL ROUND



Donnie Wahlberg
Marky Mark Wahlberg's brother



Martin Brundle
Marky Mark Blundell's ex-team-mate

The boy's a bit special

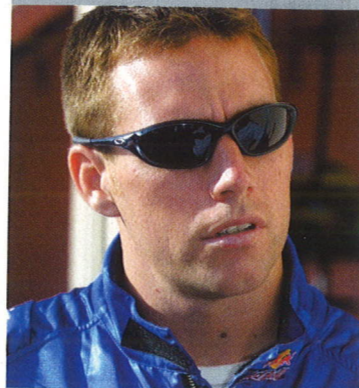
Your guide to F1's next hot property: Phil Giebler

Here's a name I know nothing about. He's a 24-year-old American who spends most of his time in France and Spain. I didn't think you'd know him.

Twenty-four? Isn't that a little over-the-hill for a Formula 1 rookie?

What are you blathering on about? Firman is 27 in his first year, and Allan McNish didn't start until he was 31! Go on then, impress me with some of Phil Giebler's career stats.

Giebler. He won the French Formula Renault series in 2000.



Good for him. So where has he been the past two years?

He's suffered from a problem facing most up-and-coming racing drivers.

And what might that be?

Money, or the lack of it. He's spent his time darting around the British and Spanish Formula 3 series, looking for drives. He even popped to America to try the Toyota Atlantic Championship.

Poor fellow, he must be exhausted. What's he up to now?

He's secured a drive with ex-F1 driver Piercarlo Ghinzani's Formula 3000 team for the European series – a title which Felipe Massa won in '01.

So why's he after an F1 drive? I thought Americans weren't too bothered with all this F1 tomfoolery.

Giebler would not consider F1 a place for 'tomfools', and nor should you. He set his sights on Europe when he was 10. Ghinzani reckons there's no-one better in European F3000 than Giebler. Well, if Ghinzani said it...

Now, now... Not only is he good, but he'd help increase F1's foothold in the American market. Giebler has the talent and experience; all he needs now are a few more bucks and he has the chance to make it.

Well I hope you're right. Well I hope you're right. I'm always right.

LORENZO BELLAICALA; STEVE ETHERINGTON/LAT; PETER SPINNEY/LAT; BRYAN LENNOVGETTY IMAGES; CLIVE MASONGETTY IMAGES; TOM SHAWGETTY IMAGES; REX FEATURES; ILLUSTRATION BY GRAHAM HUMPHREYS

(LIL') BROTHER BOTHER

Unhappy Ralfie equals one happy Fisi

Whither – or should that be wither – Ralf Schumacher, after a poor start to the year that has done him no favours in a team wowed by the Montoya charm (and speed) offensive? Pastures new for Ralfie? If so, expect Fisi soon to be very, very 'appy

Twelve months ago Ralf Schumacher was on top of the world. Tipped by many to be the guy most likely to challenge big brother Michael Schumacher for the 2002 drivers' crown, he had won the Malaysian Grand Prix at a canter. Make no mistake: Ralf was looking good.

Since then his ultra-charismatic team-mate Juan Pablo Montoya has put in mesmerising qualifying lap after mesmerising qualifying lap, and podium finish after podium finish, in the process winning Williams' hearts and minds by the dozen. The first couple of grands prix of '03 have been particularly hard for Schumi Jr; he has struggled with one-lap qualifying, sometimes looking worryingly lacklustre on-track – while, off track, the German tabloid newspapers have begun to do what tabloid newspapers always do when a man is on his uppers: kick him where it hurts.

Worse than any of this, however, Frank Williams and Patrick Head have comprehensively fallen out of love with him, and he knows it.

(Main) Ralf is having a torrid time at Williams and it's more than possible Giancarlo Fisichella will replace him there in '04 (inset)



The Schumachers' manager Willi Weber knows it, too – which is why he has recently taken the unprecedented step of going public about his ambitions to get little bro in at Toyota. Well, almost. Okay, Weber went through the motions of issuing a statement that was intended to be viewed by the world's press as a denial (if you analysed it properly, however, it wasn't) – "I would like Ralf to stay with Williams for another two years. It's not true that we've targeted Toyota" – but he had to do that, didn't he? To admit to actively exploring alternatives to BMW-Williams would be tantamount to an admission that Ralf was in danger of losing his job – which, of course,

would be injurious to his chances with any other team. The key to succeeding in the 'silly season' – and, oh yes, it has already started – is to appear to be in demand.

Besides, when pressed, Weber more or less came clean: "Okay, if Frank chooses to bring in another driver, I'll have to look for another top team for Ralf – and there aren't many. McLaren are obviously one – and Toyota are, I think, a team of the future." Ha!

So what does Toyota boss Ove Andersson think of the rumours linking his team to the younger Schumacher? Not much, by all accounts. When *F1 Racing* asked him to comment, he replied by politely stressing Toyota's commitment to Olivier Panis and Cristiano da Matta (both of whom are contracted until the end of '04).

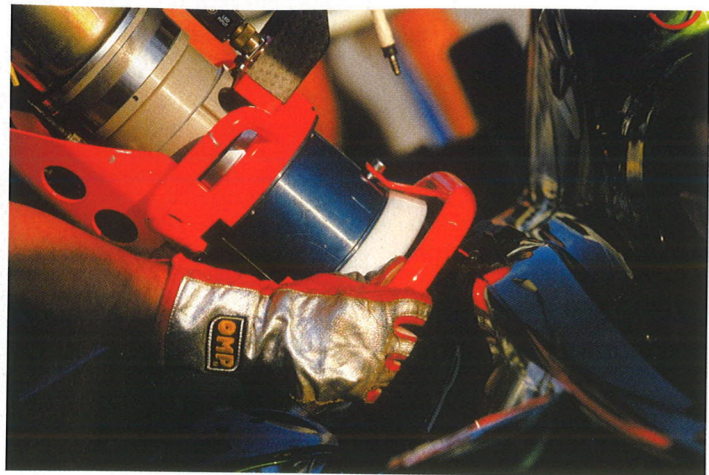
Oops. So where will Ralf wash up? If he is prepared to lower his existing \$14 million-per-year salary demands – and, bluntly, he may have to – a Jaguar seat for '04 is not out of the question (in place of the struggling Antonio Pizzonia).

Don't forget: Jaguar are in F1 to sell Jaguars, plain and simple. Germany is by some margin Europe's biggest luxury car market, and yet XJs, S-Types and X-Types sell in tiny numbers there. Having the name 'Schumacher' emblazoned on the BRG flanks of a Jaguar F1 car would be a very powerful marketing tool.

So who would go to Williams? Alone at the top of Sir Frank's shopping list is Giancarlo Fisichella, whom Frank described as long ago as May '02 as "extremely good, extremely quick and definitely deserving of a better drive than he's had so far in his F1 career". He hasn't changed his mind. In fact, concerned that the lack of stimulus provided by a seriously quick team-mate is the only thing preventing Montoya from realising the last nth of his exhilarating potential, Fisichella is being touted by some at Grove as an essential component of their game plan for '04 and beyond.

Remember where you read it first.
• See *Black Flag*, page 146 ▶





(Above) The new qualifying rules resulted in a very heavy mailbag this month; (below right) sometime *F1 Racing* journo Matthew Marsh in action at Sepang; (above right) our snowboarding-with-Mosley feature caught your eye(s); our star letter writer wins a mega Castrol Racing jacket (below)

star letter

Qualified failure...

I hate the new qualifying rules. I agree with Ron Dennis (and Matt Bishop) that qualifying should be about the fastest car/driver combo, without fuel or race tactics coming into the equation. That should be left until after qualifying; but then, of course, the teams should be allowed to fiddle with their own cars. Otherwise, as you've written, one-lap qualifying is the way to go.

Roberto Collura
Sydney, Australia

... or unqualified success?

Please, please save Formula 1 from journalists! How can you say the refuelling ban did not add to the race? In Malaysia, we had the lesser cars and drivers competing for the same bit of track as the greats – and beating them, too.

Without the pre-race refuelling ban Michael Schumacher would have raced off into the distance. We would not then have seen him make a mistake, stop for repairs and then fight his way back.

Great rule, great race, great result! Well done, Max Mosley!

Tom Sanderson
Via email

Unsurprisingly, we had dozens of letters, faxes and emails on this thorny subject. Roughly half were in favour; roughly half were against. The debate continues – Ed

Carry on boxing!

Daniel Ash (*Backfire*, April '03) was completely wrong to say that the Ron Dennis-Frank Williams feud with the FIA is damaging to F1. On the contrary, these heated debates are precisely the spirited behaviour that fans eagerly await. The on-track racing is only a small part of the spectacle. Instead of quieting the combatants, the FIA should encourage them to yell and scream at each other at every available opportunity.

Joe Daudish
Westchester, Illinois, USA



who has contributed two excellent articles (the first about the Zhuhai circuit, the second about Alex Yoong) to *F1 Racing* in the past? Al-reza Mazlan
Melaka, Malaysia
It sure is! – Ed

Is Villeneuve a psycho?

What is Jacques Villeneuve banging on about? His attacks on Jenson Button say a lot more about JV than they do about JB.

Okay, maybe he has a point when he claims Jenson hasn't achieved much in terms of results in his three years in F1, but then neither has Jacques in the five seasons since he won races in '96 and '97. Indeed, with the right equipment, I reckon Button has the potential to maintain more than a two-year winning streak – without, that is, resorting to the silly psycho-games that JV seems to enjoy more than anything else.

Andrew Humphrey
Via email

Raikkonen v Marsh

I feel privileged to have attended the maiden grand prix win of the fabulous Kimi Raikkonen, and hope and expect him to enjoy a brilliant F1 career from here on in.

I also enjoyed Matthew Marsh's stirring drive to fourth place in the Supercup Porsche support race.

Is this the same Matthew Marsh



An invitation for Max

I got back from snowboarding in the French Alps, nipped out to buy *F1 Racing*, flicked through it and found... Max Mosley 'boarding (April 2003). Wow!

It's brilliant that *F1 Racing* manages to show the other side to F1 personalities: however much I love the racing, it's great to know what else those guys get up to.

Good luck, Max. I hope to see you at Les Arcs, last two weeks of February '04, if you get the time!

Brian Formosa
Via email

Justifying high salaries

I agree that a lot of people in F1 are overpaid (*Backfire*, April '03), but I totally disagree that drivers should have their pay cut.

Footballers, risking nothing worse than broken legs, can earn several times an F1 driver's salary. F1 provides so many important safety features for road cars, so let's give the drivers their due for saving lives by risking theirs.

Joanna Jacobs
Via email

Thanks for the in-sight

I'd like to commend Steven Tee's wonderful shot of parc fermé in Melbourne (*F1 Racing*, April '03). At last we've seen a photo of the world's most expensive car park!

Roberto Collura
Via email



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DARREN HEATH, MARK THOMPSON/GETTY IMAGES



THE PROMISE BAND

Everyone at Williams agrees – strenuously: the FW25 shows promise, it's got a lot of potential. And they've been saying that since before the car was launched. It isn't like Williams to get energetic about potential, so what is going on? Will they have a world beater mid-season?

Words by Peter Windsor; photographs by Darren Heath

Typically, the talk at Williams today is of things becoming better in the weeks and months ahead. "I've felt from the start," said Juan Pablo in Brazil, "that we shouldn't expect too much from FW25 out of the box. The car's got fantastic potential and I think we're going to see it getting more and more competitive as the season progresses." Even the immensely realistic Frank Williams spoke in the future tense on the days preceding the launch of FW25: "This is a car," he said, "that will not come into its own until the second half of the year."

All that is fine – except that it is very un-Williams. Williams have been nothing

but functional and of-the-moment virtually from the day Alan Jones climbed into the beautifully designed and built FW06 back in 1978. Yes, there have been bad years and bad cars but – virtually without exception – those low points have always been followed immediately by something brilliant. That is what Williams have been all about for the past 24 years – about the practicals of F1 life; about winning, without the frills; about the basics; about Frank and Patrick, pure and simple.

Now, if you didn't know better, you'd think that someone at Williams had taken a crash course in Pollock-speak. Suddenly it's the future that matters, not the present. Suddenly the catchword of the week is

(Main) FW25 hasn't exactly sparkled, yet, but it did nearly win its first grand prix – so it can't be all that bad, either

'potential' – a word that has in recent years been milked of nearly all its meaning by the likes of Jaguar and B.A.R (before the raised dots). The reality, as the '03 season takes its shape, is that Williams haven't immediately followed their '02 dip with something sensational. At best, in this early phase of its life, FW25 is somewhere up there with the '02 McLaren and still adrift of the F2002 Ferrari. At worst, it's a disappointment. To win the '03 championship – a goal that should be entirely within the reach of Williams, given their talent, their engine, their budget and their facilities – a massive leap forwards needs to be taken at the expense of Ferrari, McLaren-Mercedes



(Right) Ralf Schumacher has struggled to get the best from this car. One-lap qualifying has been a problem, but does he also lack motivation in a car that's not a flyer? For Juan Pablo Montoya, such concerns are a bore (left). He just jumps in and drives the thing



'THE CAR'S GOT FANTASTIC POTENTIAL. IT WILL GET MORE COMPETITIVE'
JUAN PABLO MONTOYA

and Renault. And that won't be easy.

So what is this 'potential' of which they speak? Is this a ground-breaking F1 car that has been designed as a sort of template around which great things may be added at various stages of the year? Is something going on over at Grove that spells the start of a new era of F1 car design, manufacture and development?

Maybe. Maybe Patrick and Frank have come up with something completely different. Maybe, come October, we will indeed be celebrating another Williams world championship.

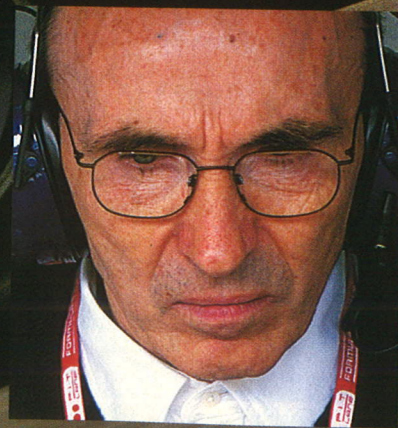
Maybe.

On the other hand, the talk may be more banal in nature – a simple question

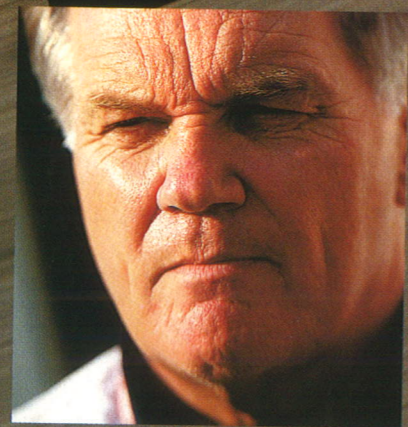
of Williams having a nicely planned development programme (make that aero programme) for the first time in a few seasons, with one new wing or one new floor following another in logical sequence. You may think that that happens anyway, and you'd be right in the case of Ferrari, McLaren and Renault. At Williams, though, the aero department has in recent times been in chaos. When Geoff Willis talked about leaving you got the feeling that no-one at Williams – for better or worse – tried to stop him; Willis duly joined B.A.R. Then Antonia Terzi joined Williams from Ferrari; then Nick Alcock left. And now, just before Australia but with FW25 behind him, Jason Somerville has also resigned.

With Terzi no longer having to share her leadership with Somerville, Williams insiders imply that a new era has dawned. The turnover of fresh concepts and ideas – eg the new front wing seen in Brazil (see *Debrief*, page 136) – is breathtaking. Now, they imply, Williams can go racing again. Before long – go the rumours – FW25 might even wear the barge boards it should have been carrying since its launch.

Early-season problems with the FW25 were not all aerodynamic, however. Its 'B-spec' torsion bar rear suspension layout was swapped for 'A-spec' coil springs on the eve of the Australian Grand Prix, reputedly due to problems with the new ►



Frank Williams (left) and technical director Patrick Head (right) have admitted that FW25 is not their best car ever. They are convinced, though, that it will improve greatly. Already, it is beginning to handle better on-track (main), but there's still much to do



'IN THE WET ON RACE DAY, JUAN PABLO WAS INITIALLY BRILLIANT. RALF, AGAIN, WAS SORT OF NOWHERE'

dampener layout. It wasn't until the Barcelona test before the Brazilian Grand Prix that FW25's rear end was restored to its launch spec. And the shorter wheelbase of FW25 caused initial set-up problems. Ralf Schumacher, in particular, has struggled with these, although Ralf – who is paid considerably more than Juan Pablo – is a very different driver from the one who joined Williams in '99. You sense that he would fly – as before – in a car that he knows is a winner. In a car that needs to be “developed” though, and is described by necessity as having “potential”, you feel that Ralf today could take it or leave it. He gets paid the same, win, lose or draw.

For all that, Juan Pablo should have

won the Australian Grand Prix (thanks mainly to his inspired tyre choice but also to the general driveability and balance of FW25). That isn't bad for a brand new car. And – until they race – we don't know if the new Ferrari and McLaren-Mercedes are indeed going to provide the steps forward about which their designers speak. If they don't, FW25 could be looking very good.

In Brazil, though, the “potential” was still difficult to see. Ralf spun twice at the same (uphill, bumpy, fourth-gear) corner on Saturday morning and Juan Pablo found dead-slow understeer on his qualifying run. Ralf was consequently given more front wing for his fastest lap but was still only sixth. The argument was

that the rain on Friday had obliged the team to use Saturday morning for basic set-up runs. Thus they had less time than usual for qualifying- and race-spec simulations.

In the wet on race day, Juan Pablo was initially brilliantly fast. Then, in a pattern now familiar, his rear tyres began to overheat. Ralf, again, was sort of nowhere.

Afterwards, pondering the results, Patrick Head suggested that FW25 would have raced McLaren very closely had the race been run in the dry. He spoke with all his usual steeliness, all his gusto. You believed him; you have to.

For the potential, of course, is enormous. **1**



Where Williams lose out to Renault

R23's Michelin-developed front suspension could have worked well for Williams. Here's why

The Renault R23 is good – of that there is no doubt. On a circuit as long as Sepang it was – by Renault's own admission – perhaps a second a lap down on power compared with (say) the Ferrari, the Williams-BMW and the McLaren-Mercedes; yet, clearly, it is now almost within reach of its Michelin rivals in every other parameter. It is better, of course, in terms of rear tyre wear (thanks to its power deficiency), which in turn means the Renault drivers can run softer-compound tyres. It also features a very efficient aerodynamic geometry around its low, wide-angle Renault V10 engine.

These are the basics. On top of that, Renault alone have been working side-by-side with Michelin on the tyre company's latest suspension geometry programme. This system – named OCP, or ‘optimum contact patch’, by Michelin, who have patented it – was demonstrated by Michelin to Williams and McLaren last year and is being watched closely by both those teams. It was Renault, however, who embraced the system in its entirety. “Of course, we do not have exclusive use of it,” said Renault's Flavio Briatore recently, “but I think we have nine months' to a year's worth of advantage with it. That is a lifetime in F1.”

All this is in answer to Bridgestone's increasingly tight relationship with Ferrari – one that Ross Brawn has used to advantage with a rapidly expanding vehicle dynamics department in Maranello. The benefits of the Ferrari-Bridgestone tie-up are clear for all to see; the advantages of Renault's doing likewise with Michelin may yet cause some surprise.

Basically, the Michelin system passively uncouples vehicle roll movement from vertical wheel displacement – something that was perfectly achievable in the days

of electronic active-ride but which today must be carried out purely mechanically. In other words, Michelin have patented a way of fighting the inherent disadvantage they face against Bridgestone: their wide, square-shoulder tyres, with their large, rectangular-shaped contact patches, have always been compromised by the need to accommodate the racing variables – negative camber and toe-in being good examples of these. The Bridgestones (rounder-shouldered, with a smaller contact patch) have by contrast proved to be more adaptable to changing conditions – to bumps, to camber, to kerbs... to the wet.

Now Michelin are hoping to be able to cope with these extreme conditions without losing the advantages of their larger contact patch. A ‘mobile cradle’, featuring a complicated system of links, allows the wheels to work independently of body roll, enabling the outside wheel to lean into the corner in direct proportion to the lateral g generated by the car. This system can be used at both the front and the rear and is already having major benefits when linked to traction control.

“A suspension system is a very complex thing,” says Pat Symonds, Renault's director of engineering. “It's not just the kinematics of the wishbones and the uprights: it's also the kinematics of the tyre. Vehicle dynamics have come on a lot in the past few years with the release of computer power, but, having said that, mathematical modelling of tyres is still very difficult. What we are trying to do with Michelin is understand the contact patch, how we can use it and how we can maybe shape it.”

All of which means that we might finally be nearing the end of the classic wishbone suspension set-up used on all of today's F1 cars. “We're looking at very different

kinematics,” says Symonds, “and a lot of these mean a departure from the classic four-bar linkage. We are evaluating the patents and trying to think out of the box a little, using a bit of lateral thinking to get away from this unwritten rule that racing cars have to have double-wishbone suspension.”

“The R23 is classic in the sense that we haven't yet broken new ground with its suspension layout – but our understanding of the tyres, and the interaction of tyres with the surface and the thermodynamics of tyres, has enabled us to make reasonably large steps.”

“The OCP system was originally designed by us for road car application,” says Michelin's Pierre Dupasquier, “but it is now particularly relevant for racing use. Basically we are creating the benefits of applying camber without losing the contact patch – we are playing geometrical tricks with the car that allow the tyre to be in the best possible position for its work on the ground. We haven't built an F1 test bed for this, so it has been up to the teams to believe that it can help them. We are convinced that it can definitely be an advantage.”

As Renault, already, are proving. To beat Ferrari – with their almost-perfect package – you have to take risks. Renault are attempting to do that with the new Michelin suspension geometry system; McLaren did it, and are doing it, with their dramatic, twin-keel front end – a layout that even Ferrari eschewed because of its structural problems, even though its aero advantages are now well established. The question that Williams must be asking of their relatively conventional FW25 is whether their one major advantage – their brilliant engine – will now be enough.

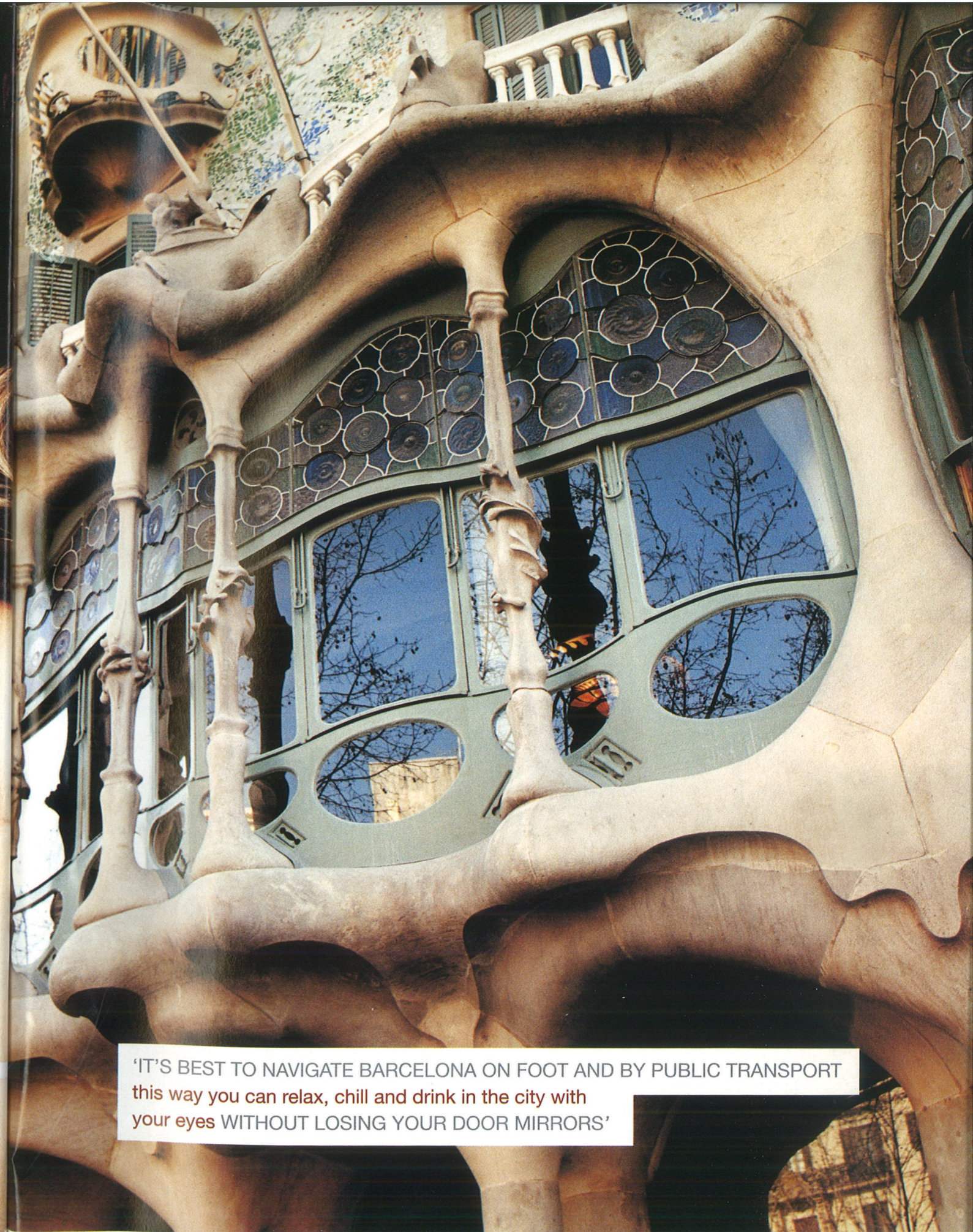
Fernando Alonso's super-swift runs to pole and podium in Sepang showed the synergy of the R23 with its Michelin tyres. Its ‘optimum contact patch’ (OCP) suspension has allowed Renault to extract maximum grip from the extra width of the square-shouldered Michelin (as shown via our graphic, above)

LORENZO BELLAICCA/LAT



 **SEAT** *travel alternatives*
Spanish Grand Prix

SAMPLE THE BEST OF CATALUNYA: FROM THE BUZZ OF BARCELONA'S LAS RAMBLAS TO THE EXCITING RUSH OF WATERSPORTS AND THE SURREAL ART OF SALVADOR DALI...



'IT'S BEST TO NAVIGATE BARCELONA ON FOOT AND BY PUBLIC TRANSPORT
this way you can relax, chill and drink in the city with
your eyes WITHOUT LOSING YOUR DOOR MIRRORS'

The tension of the pulse-quicken drama of La Caixa, Banc De Sabadell and SEAT corners, the hustle and the bustle, the symphony of V10, the drivers and the excitement... Now though, it's all over and the crowd is leaving the Circuit de Catalunya to return to a more chilled, more normal state of existence.

Don't follow the inevitable migrating masses all bound for the city streets, thrills and temptations of Barcelona – not just yet. Be different – head along the Costa Brava for some serious white-faced, white-knuckled, woah watersport action to get the adrenalin gland dishing out what it does best.

Think Costa and the chances are that the conjured stereotype involves multi-storeyed, pile 'em high, flog 'em cheap hotels packed with regulars who trek over to the beach for their daily impression of an angler's bait box packed with maggots...

Here though, that couldn't be further from the truth. Head for the Bay of Rosas close to Figueres and the visitors' main mission is to catch some thrills and some waves – from windsurfers who tickle the sound barrier with their huge speed, to the spiralling acrobatic show-offs and the semi-airborne sail-boarders – if your adrenaline buzz must come with added moisture – this is a must so make sure the wetsuit is packed in the boot.

Set in a landscape overflowing with coarse sand beaches, large predatory cliffs and pine forests which appear to dab one toe in the Mediterranean's warm azure water, it's easy to see why this brilliant stage has inspired the likes of Dali and Picasso to daub oil on canvas.

For the full-on tribute to the king of surreal head west for roughly 30km; and on to Figueres which was home to the great artist Salvador Dali and is now home to the second most visited museum in Spain – the Dali Museum.

Wander around this brick tribute to the strange and you will be fascinated and enthralled by the main exhibits from his early years like *The Spectre of Sex Appeal* and the *Soft Self-Portrait with Fried Bacon*, as well as later work which was specifically created for the museum. (Make sure you especially check out

the *Rainy Cadillac* which does exactly what is says on the tin – only, of course, on the car's inside...) Coining the phrase 'truly unique' is far too often inappropriate, but because of this institution's purity of intent – the building, exhibits, in fact the whole shebang being designed by Dali – it is at its most appropriate and accurate use here.

Even if you're not up to battling with waves and wind or digesting Dali's take on reality, there are all manner of distractions – from medieval bridges and 16th Century fortress ruins for architecture junkies – to huge nature reservations. This part of the country is all about a sense of invigoration, well-being and for experiencing Mother Nature's handiwork.

Now though, it's time for the inevitable... It's time to check out Catalonia's capital, Barcelona, which is located on Spain's eastern coast on the shore of the Med. It's bounded by the Collserola ridge, and the Besós and Llobregat rivers, just 150km from the Pyrenees. On arrival, give the car a rest – it's deserved it – park it and leave it to pant and tick in the heat of the Catalan sun; it's part in this homage to Catalonia is done.

Thanks to Barcelona's ancient roots, most of its older bits predate the horseless carriage by several centuries; so it's best to navigate Barcelona on foot and by public transport. This way you can relax, chill and drink in the city with your eyeballs, without losing your door-mirrors in the banger race which passes for normal Catalan traffic-flow... The street in the Mediterranean city, has to be Las Ramblas – it may be busy but this is where it's at. Take your pick from cafés, shops and restaurants – the cool of post-modern glass 'n' steel versus the warmth of the modernista establishments – it's up to you. Either way, dive in and immerse yourself in their vibrant interiors full of people, full of laughter and full of music. Follow Las Ramblas as it bisects La Ciutat Vella – itself surrounded by the beauty of the Parc de la Ciutadella and the contours of Montjuïc. Delve in to this cornucopia of cobbles and tarmac, and you'll discover the Barri Gòtic, home of Barcelona's best medieval buildings.



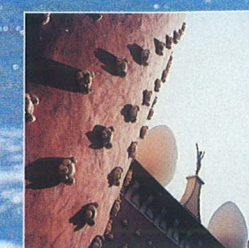
Circuit de Catalunya

Elh: Turn one is the only realistic overtaking place on the lap. That aside it's still hugely impressive with the cars approaching at over 200mph and braking to 50mph in the space of just 70 metres.

Campsà: An off-camber, right-hander with a blind exit that requires total commitment from the driver. Here you can get close to the cars on the inside of the track.

Banc Sabadell: A rather slow, uphill right-hander toward the end of the lap. Traction is crucial and drivers will run wide rather than step off the gas.

New Holland: The last corner and a chance to see an F1 car absolutely on the limit. It's massively quick and vital for a driver to get right, because it can make the difference between a good lap and a great lap.





FASTEST (YOUNG) GUN IN THE WEST

Kimi Raikkonen is still only 23, but he'll be a Formula 1 world champion before long. This year? Well, he's got Schumi worried. And his season started (almost) perfectly

Interview by Tom Clarkson; photographs by Alex Puczyniec

(Main) Watch out – he's coming right at you! Yes, even you, Michael, should be watching Kimi. He's not just F1's coolest hot young star – but also the fastest

Victory in Malaysia will not change Kimi Raikkonen. Some observers, McLaren insiders included, think he will get faster having notched up his first win – but they would be wrong, for that reasoning would suggest that Kimi has been driving at less than 100 per cent thus far. And that ain't so.

No, the only significant change for Kimi, for now, will be in the way others view him. The tabloid media will happily attest to his now-certified talent, claiming that Formula 1

has a new star. Any doubts, meanwhile, that had crept into people's minds after Magny-Cours last year, where Kimi slipped up while leading, will be quietly swept under carpets.

For *F1 Racing*, however, Sepang altered things very little. We decided some time ago to put Kimi on our May cover because we have *always* believed that he is not a star of tomorrow, but of today (see *F1 Racing*, November 2002, April '02 and August '01 for evidence, ye doubters). Sepang, therefore, merely confirmed what we already knew.

But Kimi *will* notice changes around him. He will be treated differently by McLaren, because he has proved to them that he can get the job done. On the eve of the grand prix in Malaysia, team boss Ron Dennis was musing over the Magny-Cours memory.

"It was unfortunate that Kimi didn't win in France," said Ron, "because it would have been a relief for him. The first win hangs around a driver's neck like a noose – the sooner he gets it out of the way, the sooner he can continue to develop as a driver." ►

INSET: STEVEN TEE/LAT

F1'S FASTEST MAN

Now that Kimi has opened his scorecard, the question mark will move onto the new MP4-18A, which is due to be tested after the Brazilian GP. If the car is up to the job, everyone knows that Kimi will win with it.

The other drivers will treat Kimi differently, too, now they have seen how easy that win in Sepang looked for him. Even in Malaysia's 34-degree heat, he was cool on the podium, and he looked so composed after the race.

Over the winter, Michael Schumacher said that he was "worried about the pace of McLaren" this year, and that he thought Raikkonen would be "a real threat". How right he was, as Melbourne and Sepang proved – in spades. And now that Kimi has stepped up to the plate once, Michael knows he is likely to do so again and again.

As for David Coulthard, Kimi's win merely cemented in his mind what he, as Kimi's team-mate, knew better than anyone else: Kimi is very, very good.

Hell, even the very outspoken Jacques Villeneuve will have to update his opinion of the Kimster, which he proffered in Australia.

"Sure, Kimi's quick," said Jacques, "but I question his mental state. When he's been under real pressure – Magny-Cours last year, Melbourne qualifying this year – he's made a mistake. I'm not sure how good he'll get."

Backmarkers will now be falling over themselves to get out of his way. The image of Kimi's red, white and blue helmet in their mirrors should create a Moses-style parting of the cars to ease his path. As already happens to Michael, Rubens Barrichello, Juan Pablo Montoya and DC.



Cool as ice (far left), Kimi has no qualms about taking on – and beating – Schumi (left); after just two seasons in F1, Kimi is already steering more smoothly (below) and carrying more speed through corners (opposite)

Mind you, Kimi still has a lot to learn. He did make the mistakes that Villeneuve refers to, and victory in Malaysia will not make him inch-perfect overnight. He will continue to make mistakes as he gains experience, but he's learning incredibly quickly.

Still, even when Kimi makes a balls of it, as he did on Saturday afternoon in Melbourne, he does so in a way that stands him apart. He ran out of road at the exit of Albert Park's fast chicane because he was travelling 45mph(!) faster through the corner than he had done at any other point in the weekend with a similar fuel load.

Foolish exuberance, or the daring of a grand prix great in the making? It was Gilles Villeneuve, after all, who routinely, massively over-committed cars into corners – knowing that he'd spin, but knowing, too, that he would have found out exactly where the limit was. You'd be a brave man to bet against Kimi's being a future champ.

Jackie Stewart, for one, thinks Kimi's got the right stuff. He uses genetics, aptitude, PR-ability and fitness as barometers with which to gauge potential greatness – and the likes of Ayrton Senna, Schumacher and wee Jake himself score well in all areas; so

just how does Kimi measure up?

Genetics means raw talent. You either have it or you don't – and you can spot it in a racing driver with the naked eye, just by standing on the outside of a corner and watching commitment and control.

Kimi's car is his dancing partner, an extension of his body. He brakes late, turns into the corner late and then stamps on the throttle, correcting touches of oversteer seemingly before the car has stepped out of line. And he repeats it lap in, lap out.

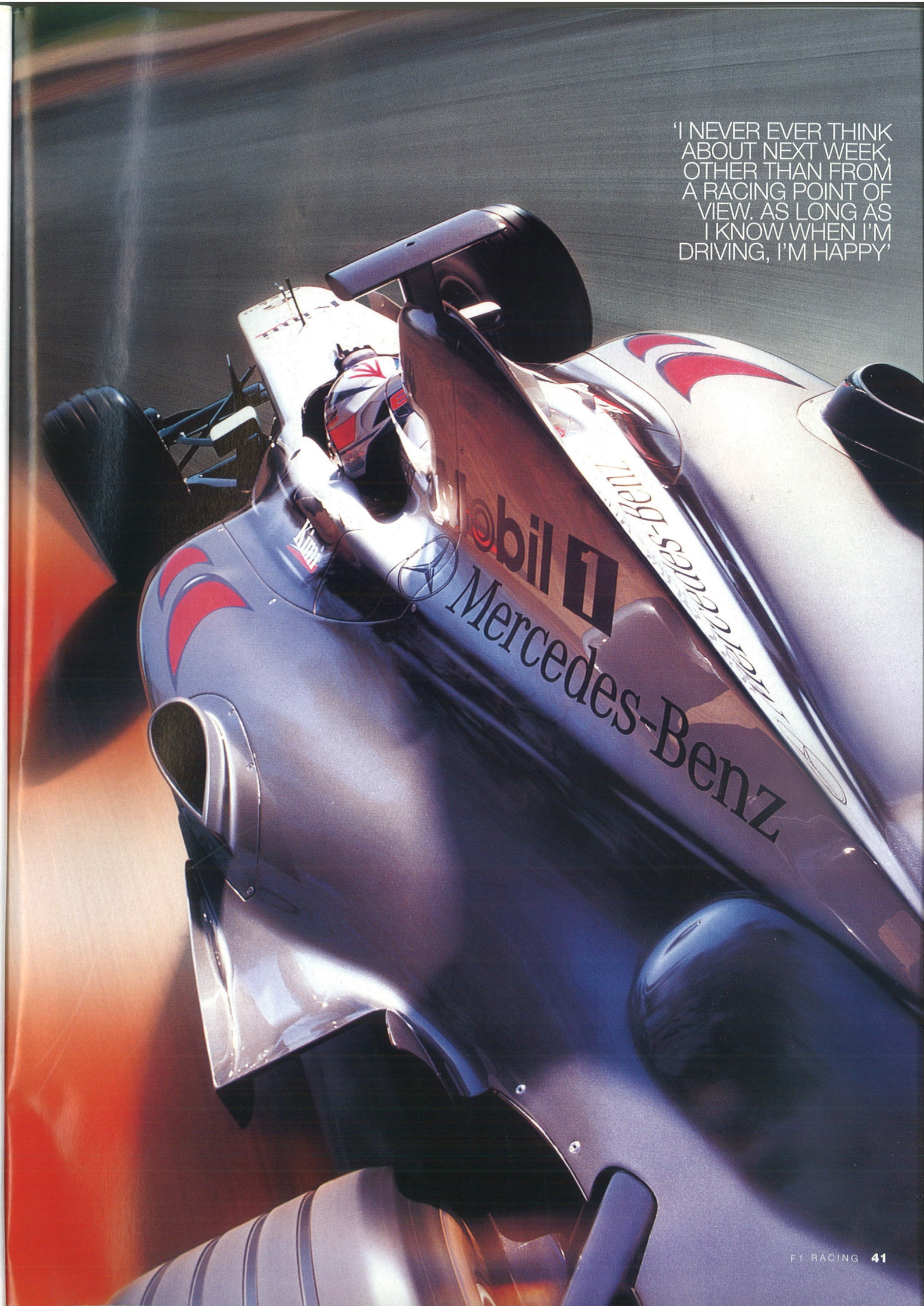
His style is not dissimilar to that of his McLaren forebear, Mika Hakkinen. But the omens for Kimi's future are even better than they were for Mika's – he is in a race-winning car at a much earlier stage in his career. Sepang was, remember, only his 35th grand prix – and only his 58th car race ever. Hakkinen had to endure two years of so-so Lotuses and then some of the worst cars McLaren ever built before taking his first win in his 96th grand prix.

"One thing that might interest you," Kimi says, "is that telemetry shows I'm smoother with the steering wheel than I used to be."

When he graduated to F1 from Formula Renault in '01, Kimi liked to induce oversteer ▶

'I NEVER EVER THINK ABOUT NEXT WEEK, OTHER THAN FROM A RACING POINT OF VIEW. AS LONG AS I KNOW WHEN I'M DRIVING, I'M HAPPY'

INSET: JACK ATLEVIAAT, STEVEN TEEZUAT



THE PRESS IS SOMETHING I HAVE TO DO. I DON'T MIND IT. IT'S OKAY - EVEN YOU!

(Left inset) Ron Dennis joins Mark Slade, Kimi's race engineer (centre) and one of the team mechanics in the garage; (right inset) a well-deserved slurp of podium champagne in Malaysia; (opposite) Kimi pulls his 'boy next door' face

> Class of 2001

Raikkonen v Juan Montoya v Fernando Alonso

Back in 2001, Kimi made his Formula 1 debut alongside three other rookies. Of those three, Juan Montoya has been considered the major rival to Michael Schumacher for at least 18 months, while Fernando Alonso's Sepang pole - no-one has ever scored one at such a tender age before - set tongues wagging all along that sweltering pitlane. (The fourth '01 debutant, for the record, was Enrique Bernoldi... who has since vanished from the F1 scene.)

So which would-be Schumi - JPM, KR or FA - is the pick of the crop? The conventional answer is Montoya, right? Er, ye-es, but don't forget that he has almost always had a better car than the other two. So his scoreboard is more impressive, certainly, but try comparing driving errors across all three. Or their performances relative to their respective team-mates - the default-option barometer of a driver's raw speed in pre-'03 F1 (ie the days before variable fuel ballasts made qualifying an indecipherable muddle). Here, it is Alonso who shines brightest, followed by Raikkonen. Seven poles in '02 notwithstanding, Montoya, who has matched (but has not yet thoroughly beaten) Ralf Schumacher, is, in terms of bald stats, the wooden-spoonist!

This three-handed battle is set to run and run...

Data panel (right) correct up to and including 2003 Malaysian Grand Prix

RAIKKONEN	MONTOYA	ALONSO
QUALIFYING AGAINST 2001 TEAM-MATE		
Nick Heidfeld outqualifies Raikkonen 10-7; Heidfeld is on average superior by 0.104s per lap	Ralf Schumacher outqualifies Montoya 12-5; Schumacher is on average superior by 0.290s per lap	For the first 14 races, Alonso's team-mate is Tarso Marques. For the last three he is partnered by Alex Yoong. Alonso outqualifies Marques 13-1; Alonso is on average superior by 1.093s per lap. Alonso outqualifies Yoong 3-0; Alonso is on average superior by 1.446s per lap
QUALIFYING AGAINST 2002 TEAM-MATE		
Raikkonen outqualifies David Coulthard 10-7; Raikkonen is on average superior by 0.052s per lap	Montoya outqualifies Schumacher 9-8; Montoya is on average superior by 0.048s per lap	n/a
QUALIFYING AGAINST 2003 TEAM-MATE		
Coulthard outqualifies Raikkonen 2-0; Coulthard is on average superior by 0.385s per lap	Montoya outqualifies Schumacher 2-0; Montoya is on average superior by 0.772s per lap	Alonso outqualifies Jarno Trulli 2-0; Alonso is on average superior by 0.191s per lap
UNFORCED ERRORS IN RACES IN 2001		
1 (spins off in rain in Brazil)	3 (spins off in rain in Malaysia, crashes into barrier in Monaco and crashes in Canada under pressure from Rubens Barrichello)	2 (crashes out in San Marino and spins off in Hungary)
UNFORCED ERRORS IN RACES IN 2002		
3 (slips on oil while leading in France, spins under pressure from Montoya in Germany and slides off in Belgium, letting Montoya past)	2 (collides with Coulthard in Europe and has an 'off' under pressure from Raikkonen in Hungary)	n/a
UNFORCED ERRORS IN RACES IN 2003		
1 (spins off shortly after drive-thru penalty in Australia)	1 (spins while leading in Australia, giving lead to Coulthard)	0
Wins 1	1	0
Seconds 1	8	0
Thirds 4	3	1
Poles 0	10	1
Fastest laps 2	6	0
Points 49	89	8

on the exit of corners via an aggressive flick of the steering wheel. But what was quick in Renault proved to be ragged in F1. Kimi is now smoother and carries more momentum through each corner.

He remains highly unimpressed by the glitterama that is the F1 paddock. He flew straight home on the Sunday after Sepang, not at all tempted to party the night away, preferring, instead, a glass of champagne with fiancée Jenni on the plane.

He doesn't own a floating gin palace "because the mooring costs are a waste of money". He still does his own ironing (so he tells us!) and likes nothing better than a trip home to Finland to visit his parents in the house he has had built for them. Pretty unexceptional stuff - except, of course, that he has an exceptional talent.

And exceptional aptitude for what he does. He never gets flustered, in or out of the car, which is why Ron Dennis christened him 'Iceman' last year.

"I never ever think about what I'm doing next week, other than from a racing point of view," he says. "As long as I know when I'm driving or where I'm training, I'm happy."

In Sepang, I chatted with Kimi several times on different days. I even hitched a lift

with him back to the Pan Pacific Hotel after qualifying, when he could have been just a touch cross about messing up. Sure, he seemed annoyed and disappointed - he even screwed up his nose at mention of his error. But was he moody or testy? No.

"It was annoying," he says, "because it cost me a few positions. But I think we'll have a strong race." Tomorrow, as he now knows definitively, is always another day.

McLaren love this level-headedness of his. "He's developing at the rate I expected when we signed him," says Dennis. "We're doing everything we can to help him - and, over the winter, we uncluttered his life to help him focus on his driving. We've got rid of people who weren't integral to his performance - bar his girlfriend, of course, who is, in fact, very nice to look at!"

If all this sounds a bit corporate, a bit dehumanising, it's important to remember the nature of his team. Presentation and public perception are three very important 'P's at McLaren, so it's important that Kimi can perform well in a fourth: 'PR-ability'.

This is where we have seen the biggest change in Kimi. He'll never be a great orator, but get him alone - as I did at Sepang - and he will talk lucidly without ever ducking a

question. He laughs a lot and is much easier to interview than you might expect from seeing his performances on television.

He is better in group interviews than he was last year and is unafraid to make his point of view heard. It is a reflection of how much his stature within F1 has changed.

"The press is something I have to do," he says. "I don't mind it. It's okay - even you!"

And so to fitness, the fourth of JYS's barometers. An assessment this winter showed a marked improvement in Kimi's cardiovascular fitness compared with a year ago. And there's plenty more to come.

"When Kimi arrived at McLaren," says trainer Mark Arnall, "he brought with him several injuries which he'd sustained in his first year of F1. He'd had two large shunts which had contributed to a degenerative disc in his back. There were also several lower level injuries such as shin splints. All this needed to be addressed before a full fitness programme could be implemented.

"Correcting and rehabilitating takes time. We structured our programme in such a way that problems were corrected while we were working towards our overall fitness aims. We're now at the point where Kimi is problem-free, allowing us to make more specific gains."

Should be easy enough - Kimi is sports-mad: hockey (indoor and ice), swimming...

So, how does he tally up then, Jackie? "He's a huge talent," says JYS, "and I think he could blossom now he's won a race. Confidence is everything in this game, and he'll be riding pretty high at the moment."

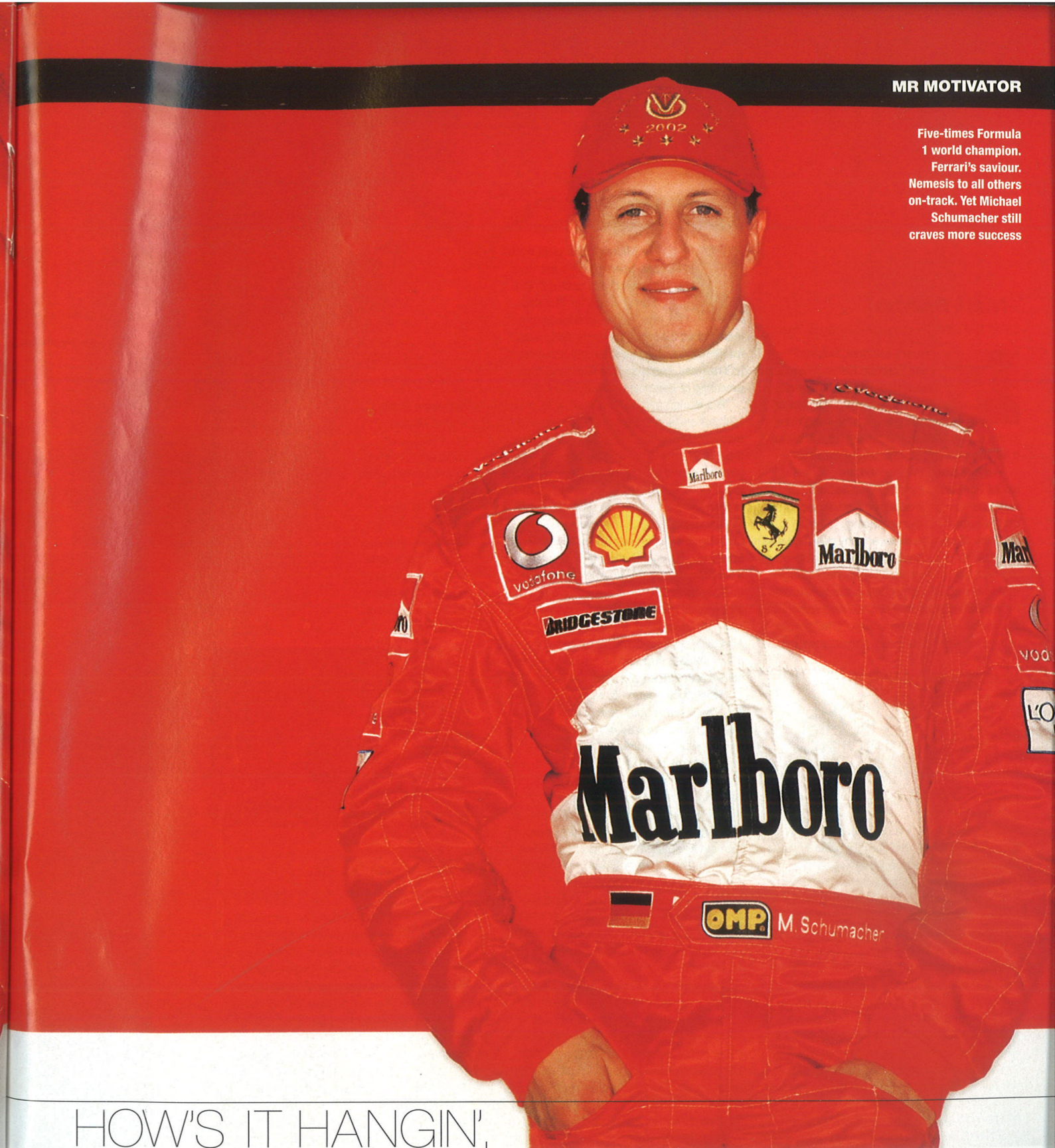
High enough, even, to establish himself as F1's fastest man. 1





MR MOTIVATOR

Five-times Formula 1 world champion. Ferrari's saviour. Nemesis to all others on-track. Yet Michael Schumacher still craves more success



HOW'S IT HANGIN',

MICHAEL?

Twelve years, 60-plus wins, five world titles... yet his motivation remains sky-high. Here's how he does it
Photographs by Neale Haynes

MICHAEL

> Matt Bishop

Meet the don't-worry-be-happy Schumi



"How's Michael, Sabine?" I ask Fraulein Kehm (Herr Schumacher's press agent). It is a question I put to her at most grands prix – and here,

in the sunny Melbourne pitlane, she answers it as she often does: "He's very relaxed."

Why relaxed? Why, when questioned about her boss's health, does Sabine not reply, as you and I do when canvassed on the subject of our wellbeing, "Fine"?

Okay, I know the answer – my question was a rhetorical one. Sabine is a very intelligent woman; yet, by highlighting Michael's angst-free mien, she is perpetuating the convention that insists that sportspeople – and especially superstar sportspeople – are of their nature rarely relaxed. To be a real player, goes the

'NOWADAYS HE TENDS TO TAKE SETBACKS IN HIS STRIDE. DESPITE HIS GIGA-FAME, HE IS NO DIVA'

theory, you have to be psyched up, highly strung, on edge. And if you are none of the above, you are in some way exceptional.

I don't buy that. And, watching Michael at pretty close quarters these past few seasons, I reckon neither does he. Because, although there has never been a bigger Formula 1 star than the one 'n' only Schumi, so also has there rarely been a frequent winner of grands prix who so unaffectedly enjoys hangin' with the boys. At Suzuka in 2000, remember, at which race he had at last clinched the first drivers' title by a Ferrari driver for 21 years, he played havoc with TV schedules worldwide by hugging every team member, one after the other, before mounting the podium steps to honour his appointment with his Mumm. Despite his giga-fame, Schumi is no diva.

Indeed, he has even learned to cope with setbacks. At Spa '98 it required the tantrum-quelling talents of team manager Stefano Domenicali to stop Michael tearing David Coulthard's head off following their infamous coming-together; yet in Melbourne this year another McLaren driver (Kimi Raikkonen) 'eased' Michael off the track, damaging his Ferrari (and indirectly thereby losing him the race) in the process. Did Michael consider decapitating Kimi in parc fermé? He did not. He merely professed himself "disappointed". And, two weeks later, did he try to blame Jarno Trulli for his Malaysian debacle? No.

These days, even when he is not winning, Michael is relaxed. Now watch him win again.

> Stéphane Samson

All work, not much play – and lovin' it!



For Michael, this past winter has been no different from many others before it: the 'Ferrari Days' at Mugello; the FIA awards ceremony in Monaco; friends and family in Norway for Christmas; his birthday; and then back to business. Testing in January and the unveiling of the brand new F2003-GA.

The launch marked the start of Michael's 12th full season in Formula 1. There was no discernible change in the way he approached the 2003 campaign: lengthy briefings, daily phone calls to the team, incessant exercise in the gym. From his very first testing day in the new car, Schumi was breaking the Fiorano lap record. A week later, he was pushing to race it, the 'GA', in Melbourne. Pushing as though he were trying to clinch a first championship, let alone his sixth.

Schumi is driving as never before. After a couple of months off-track, he knows he has been missing it. Missing the buzz. And Australia, despite a couple of errors during the weekend, showed he hadn't lost any speed during the off-season.

"Driving has been his world since he was five," says team boss Jean Todt. "Michael doesn't need any kind of motivation. Being on four wheels and giving 100 per cent is just a natural thing for him. You don't need to push Michael. He's his own man, and he perfectly knows what he has to do."

The body language is still the same. Shy and uncomfortable in front of a camera, Michael adopts the slick persona he has slowly built up – sometimes overplaying the confidence or the humour.

He wasn't driven to anger during the season's opening races; there was a hint of concern, though. Genuine concern. What would Williams or McLaren be able to do? And what if Ferrari had made a mistake by opting to run the '02 car? Typical Michael.

Nothing has changed – well, almost nothing. Because there is just this one small something that could have an influence on Michael's mood this year: the fax in Willi Weber's briefcase. A contract extension proposed by Ferrari. For the first time in his life, Schumacher will have to ask himself that nagging, annoying question: "Am I getting too old?" A tricky one. This year, Michael will have to make a very important decision: how and when to depart from F1.

By leaving at the end of '04, with his reputation undimmed, he would be sure of being remembered as perhaps the sport's greatest ever champion.

On the other hand, if he were to stay a further two years, he might risk tarnishing his amazing career by racing a little too long.

Not an easy decision...

(Opposite) See that smile? Michael loves his job. And doing what he loves comes easily to him

(Below) Michael had a few 'offs' in the season-opening races, but remains relaxed despite such setbacks. He simply shrugs his shoulders and moves on



> Tom Clarkson

He'll take title number six, and then leave



The speculation surrounding an extension to Michael's current Ferrari contract could be a smokescreen – a bit of his manager Willi Weber's politicking in an effort to hide the real news.

Having observed the champion for three races so far, it seems likelier to me that he will quit at the end of 2003 (with one year of his contract still to run) than that he will remain with the team beyond '04 – as a driver, at least.

But there is one 'if' – and one 'but' – to his epic story: Michael has to bag title number six before he will be happy to depart. Such is his record in Formula 1 that that milestone is his prime goal, his only challenge left. He has the best car again, so it is there for the taking.

Except... Michael is missing his family this year. More than ever before. He enjoyed a wonderful winter with Corinna and the kids, and I'm told he left for the opening three-race marathon with a heavy heart.

While away he phoned home three times a day: once when the family woke up, once at lunchtime and a final time in the evening – significantly more than normal.

That could be why he has sometimes looked a bit distracted at the racetrack, ▶



INSET: DARREYN HEATH



even if not while actually inside the car (one presumes!). Take, for example, the Friday afternoon drivers' briefing in Melbourne, which followed the first one-lap qualifying session in F1 history and the official introduction of the HANS (head and neck support) device.

There was so much to talk about, yet the usually verbose Schumi didn't utter a single word throughout. According to one of the



other drivers present, Michael slouched at the front, licking an ice cream, apparently totally uninterested in the meeting.

All of which is pretty good (if circumstantial) evidence for a 'Schumi to quit' front page, but you can be sure that he will race hard until that sixth championship is in the bag. He is a proud man, who hates to be beaten, and he wants title number six probably more than any of the previous five.

The team say he is as demanding as ever, and his fitness regime remains full-on. At 10.00pm on the night Michael flew into Melbourne from Frankfurt, I stumbled into the gym of the Crown Towers Hotel – and there he was, sweating out the impurities of spending 22 hours in First. All the while, other drivers moped around, complaining of jetlag.

When will they ever learn?

Michael pushes distractions firmly out of his mind to be always 100 per cent focused on the job he's doing – whether it's PR work (left) or the red-glove/white-knuckle bit (above)

(Right) Inch-perfect, minutely controlled and alarmingly accurate. Yes, it comes naturally, but Michael still hones and moulds his skill in search of more

INSETS: JACK ATLEY/LAT

MICHAEL

> Peter Windsor

Put it down to family and principles



Michael's transition from 2002 to '03 has been seamless: he is exactly the same man, exactly the same driver. Which means, of course, that an

unprecedented sixth world championship awaits him. How does he maintain his level of performance? By logic and by hard, old-fashioned application. You can bump into Michael at most times of the day in virtually any gym of any hotel in a city in which a Formula 1 race is about to be staged. And it isn't just your treadmill and then your gym machines that will be absorbing him: it's 40 minutes of detailed stretching, 45 minutes of carefully planned cardio, 50 minutes of freeweights. There'll be no personal trainers around, no hangers-on.

Michael doesn't need the motivation or the endorsement. He is – to an extreme rarely seen in sport as a whole, let alone in F1 – his own man.

He was not moved by the winter of change. A more sensitive chap might have taken the comments of the world – "F1 is boring"; "We must stop Michael winning" etc – somewhat to heart, given that the guy has actually been guilty throughout his career of nothing more than driving racing cars extremely quickly and showing an abnormal talent for getting things right. And such is the health of his emotional and mental immune systems that he has never even begun to feel that he is being victimised: there is too much work to be done.

Perversely, then, the new F1 regs have actually given Michael something new on which to focus. He is driving absolutely at his peak and the accuracy of his input appears to have ensured that the F2003-GA is a quantum leap forward again from a car that is still better than anything else on the grid. And his bad days at the office are still only relative. It was staggering to see him on non-dry tyres as he left the grid in Melbourne but he recovered beautifully from that (and other errors) to finish fourth. I suppose it's typical of Michael, that...

He is a man of sobriety; he treasures his family and he has a strong feel for ethical principles. In F1, it's fashionable to dismiss these qualities as one-dimensional and boring. For me, they are the key to his longevity and to his constant ability to extract the best from himself.



'COULD IT REALLY BE SO? COULD MICHAEL ACTUALLY BE FITTER, LEANER AND HAPPIER WITH THE WORLD? YOU'D BETTER BELIEVE IT'

> Alan Henry

He's not lost that lovin' feelin'...



Could it really be so? Could Michael Schumacher actually be fitter, leaner and happier with the world than he was in 2002? You'd better believe it.

There is something of a freshly laundered, newly ironed crispness about Michael which gets sharper and more defined by the season. Rather like his driving, in fact.

So, apart from that, what has changed for '03? Not much, really – which is the whole point about Michael Schumacher. He is the ultimate poker player. Others in the Formula 1 milieu have faces which one, after a while, can read like a book. David Coulthard's preoccupied frown is one thing. Juan Pablo Montoya's uninhibited delight at the joy of living – which reminds me of François Cevert, by the way – is another. But Michael remains different. Aloof, apart and in control.

He also appears more relaxed than ever (which is where Mr Editor Bishop kicked off this five-handed observation fest a few pages back). But being relaxed, in Michael's world, doesn't mean giving anything away. Oh no. There is never a sense of vulnerability, or of dependence. He sashays through the Ferrari garage like a potentate reviewing his own unchallenged domain, attracting respectful glances all the while. More than ever, he seems utterly secure, inviolate, *the man*.

Yet it's not *what* he's like but *why* he's like it that I always find fascinating. You can over-analyse and dissect the whys and wherefores, but I firmly believe that there is a lot less to this than first meets the eye. It all comes down to the disciplined compartmentalisation of his professional life – an art of which Jackie Stewart was the first obvious F1 exponent.

That Michael can do this so effectively says much for the protective Ferrari infrastructure that surrounds him. Totally focused, he strips away peripheral issues to concentrate solely on the job in hand. Yet underpinning it all is an almost childlike delight at the business of driving – *operating* – racing cars.

For Michael, it is an addiction. His adoring family may well be the civilising counterpoint to his life in the ultra-fast lane, but he still craves his fix behind the wheel of those lithe scarlet racers.

Perhaps this is the real lesson Michael Schumacher has taught us: there is no-one out there like him. But you knew that anyway. 1

ENGINEERING MICHAEL

On the face of it, Chris Dyer has the easiest job in F1. As Michael Schumacher's race engineer, it is his responsibility to ensure that the world's best driver, in the world's best car, is at the front of the field. Doesn't sound the most arduous job in the world, does it?

But that's where you'd be wrong. It is no coincidence that Schumacher is a five-time champion: a prodigiously hard grafter, he is hugely demanding of the people around him. Handling irregularities are *not* acceptable to Schumi, even if an imperfect Ferrari might well be good enough to get the job done.

"I enjoy working with Michael," says Dyer, "because he's so professional. He works very hard, and he expects me to work just as hard. He just gets in and does the job. No tantrums. And he's *totally* honest about the car."

Until this year Schumacher's race engineer at Ferrari was Luca Baldisserri. The two men forged a tight professional bond that earned them three world titles. 'Baldo' has now been promoted to chief race engineer, allowing Dyer to step up from data analysis engineer.

Sounds like a very big jump, doesn't it? Well, it's not totally new territory to Chris. Before joining Ferrari in January 2001 (as a data engineer) he race-engineered Jos Verstappen and Tora Takagi at Arrows, as well as overseeing fellow Australian Mark Webber's first F1 test for the team in '00.

Ferrari technical director Ross Brawn – to whom Dyer reports directly – gave him the chance to settle into his new job at the tail end of last season, when the drivers' and

constructors' titles were both already won. Chris engineered Michael for the last three races, of which Michael won one (Suzuka) and could have won either of the other two.

"That was good practice," he recalls. "It let Michael and me learn how to work with each other without any pressure. But, now that we're racing for real, I can tell you that the main difference between this job and my old Arrows role is precisely that: pressure. The level of expectation surrounding Michael is sky-high, so you can't afford a mistake."

Every time Michael drives a Ferrari, in both tests and races, Chris is there – overseeing things. At other times, day and night, Michael is on the phone – that is how committed he is.

Brawn is there at grands prix, but his role is mainly strategic; he interferes little with set-up. "Ross doesn't monster race engineers like some people on the outside think he does," says Dyer. "He gives us a very free hand. Okay, he's there to point us in a general direction if he thinks we need help, but no more than that. A Ferrari is no different from any other F1 car – in the sense that, once Michael has taken it to its limit, it has the same problems of understeer, oversteer and lack of traction as all other cars."

True enough. But this year is an especially tricky one for Dyer – because the new regs have thrown the onus onto race engineers like never before. The teams who haven't opted for extra Friday morning testing (of whom Ferrari are one) have just one hour of running before one-lap qualifying – barely enough time to set up the car. Then, on Saturdays,

'I ENJOY WORKING WITH MICHAEL. HE'S SO PROFESSIONAL. NO TANTRUMS. HE'S TOTALLY HONEST ABOUT THE CAR'

they have to qualify carrying the fuel with which they plan to start the race.

"It's certainly an interesting time to be a race engineer," says Dyer. "The new rules have increased the pressure on everyone, but the electronics on the car speed up the set-up process. When they're taken away, as they will be from Silverstone onwards, my job will be made harder still – and less interesting because, as a race engineer, you like to have as many tools as possible available to perfect the car. But I guess I understand that F1 is about more than just making the boffins in the garages happy!"

When launch control, traction control and automatic gearboxes go, the emphasis will return to the drivers. Engineers, in turn, will be more reliant on drivers' technical feedback. "Michael is absolutely brilliant at telling me when he thinks we're heading in the wrong direction with set-up," says Dyer, "and his feedback is so precise that when there are fewer electronics to play with, the rules will play into the hands of a driver of his calibre."

And then Dyer's job will be made *really* easy, right? Best driver, best car and rules to suit – it's nice work if you can get it. **1**

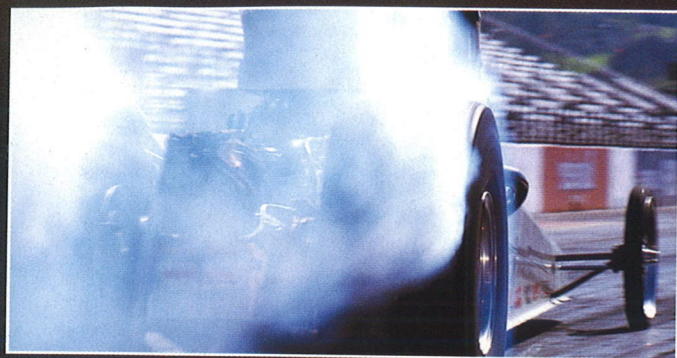
When Michael Schumacher pulls out of the garage (below), he is only as good as the set-up that he and Chris Dyer have created; (opposite) on the Melbourne grid, Dyer does his last-minute checks



SCHUMI'S FIRST MATE

No-nonsense Aussie Chris Dyer (left) is Michael's new race engineer. Attaboy!
Interview by Tom Clarkson; portraits by Darren Heath





PERFORMANCE PROTECTION

TODAY'S MOTORIST HAS MORE IN COMMON WITH THE F1 TEAM McLAREN MERCEDES, LE MANS AND NASCAR THAN YOU MIGHT THINK. THE LINK? THEY ARE ALL REAPING THE BENEFITS OF USING NEW MOBIL 1 WITH SUPERSYN TECHNOLOGY

Motor racing provides the sternest test of engineering performance. At ExxonMobil, the engineers have set themselves the toughest challenge: to produce lubricants that can withstand extremely demanding conditions and enable their partners to score more race victories and, ultimately, world championship titles.

Martin Whitmarsh, managing director of McLaren International takes up the story: "The SuperSyn technology in Mobil 1 was first tested in the Team McLaren Mercedes F1 car in 1996 and it won its first race at the Australian Grand Prix in 1997. That was a success for the team and for ExxonMobil."

The technology behind SuperSyn is now available to motorists across Europe with the launch of the new Mobil 1 with SuperSyn. This product features a new fully-synthetic formulation with a patented combination of high-performance engineered fluids and additives.

Key to SuperSyn technology are the anti-wear properties that offer outstanding engine-wear protection, all-temperature durability, exceptional engine cleanliness and, in some cases, fuel economy benefits.

Outstanding anti-wear engine protection

SuperSyn technology was first tested in American dragsters in the early 1990s. At that time, engine wear was a massive problem for the teams, with the average engine lasting just two quarter-mile runs. Then Mobil 1 research team leader, Bill Maxwell, invited a select few to test an experimental version of the new SuperSyn technology. He says: "They found an immediate improvement and their cars could suddenly last for 10 runs; and as they began to perform better, they started to win more races."

Extreme temperature performance

Formula 1, Le Mans and NASCAR racers demand an oil that has been formulated to excel under the most extreme conditions. Mobil 1 with SuperSyn is designed to handle temperatures of up to 204C (400F), which could be experienced in everyday road cars in high-load conditions such as hauling and towing. As Bill Maxwell says: "If you are designing an oil to meet the most brutal conditions, such as that provided by Formula 1, it will be able to cope with anything the man in the street can throw at it." It is a powerful combination that has made new Mobil 1 with SuperSyn the choice of many of the world's leading car manufacturers including Porsche, Mercedes-Benz AMG, Aston Martin, Corvette and Dodge Viper.

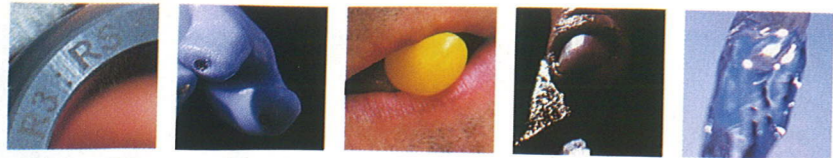


"Not just an oil for performance cars, but a performance oil for all cars"

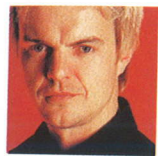
David Ledlie, Regional Director, ExxonMobil Lubricants & Specialties, Europe

In association with

ExxonMobil



1, 2, 3, 4, 5 SENSES WORKING OVERTIME



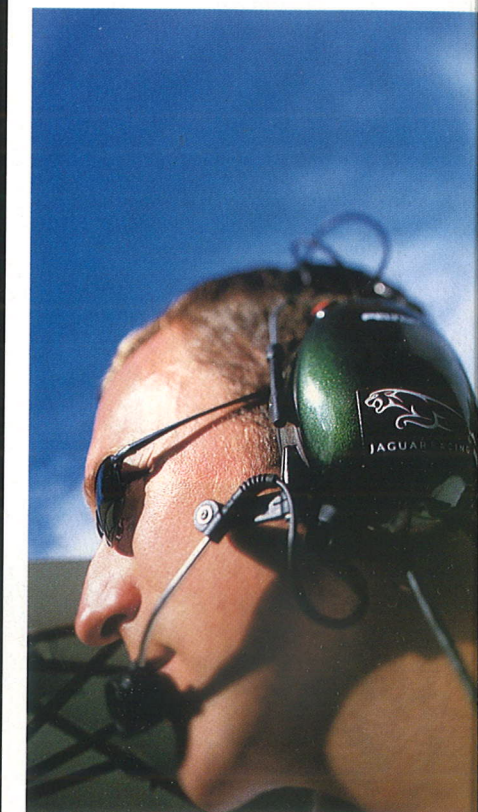
Formula 1 has been described as the most intense sensory assault this side of an erupting volcano. But how to capture those vivid moments in pictures? That's the task we set our top lensman. This is what he saw, heard, tasted, touched and smelled

Words and photographs by Darren Heath

FIVE SENSES IN F1

SOUND

(Clockwise from left) "Drivers have no escape from the dicta of the team strategist... neither do those team members wearing 'cans' on race day; Flavio Briatore's corporate-hued mobile shows admirable loyalty... but questionable taste; oblivious to the bedlam of an F1 race 10 yards behind her, a girl enjoys her usual Sunday afternoon read in Albert Park" ▶

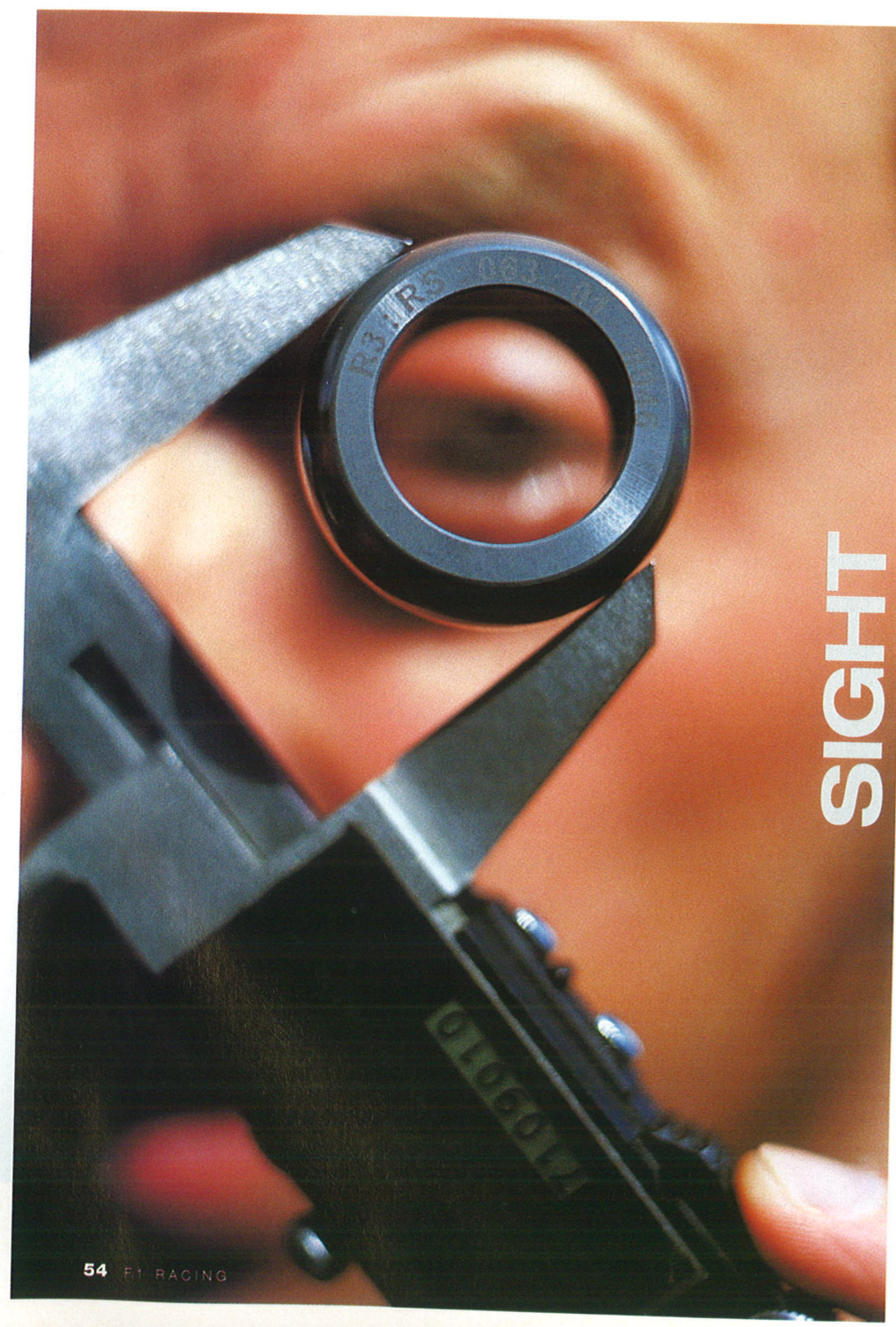


'OBLIVIOUS TO THE F1 BEDLAM 10 YARDS BEHIND HER, A GIRL ENJOYS HER USUAL SUNDAY AFTERNOON READ'



(Clockwise from left) "A Jaguar mechanic gauges suspension parts on R4. His giga-accurate measuring device records increments in microns on a digital display; a fan strains to film a Ferrari pitstop on the main straight; Stalag Albert Park: being a Formula 1 photographer is akin to being a caged animal in a safety-first age; the massed F1 photographic corps gather for the annual start-of-season driver line-up shot"

SIGHT





'THE NECESSARILY LOUD TANNOY MARKS QUITE A CONTRAST TO THE GENTLE RUSTLING OF FERRARI FLAGS'

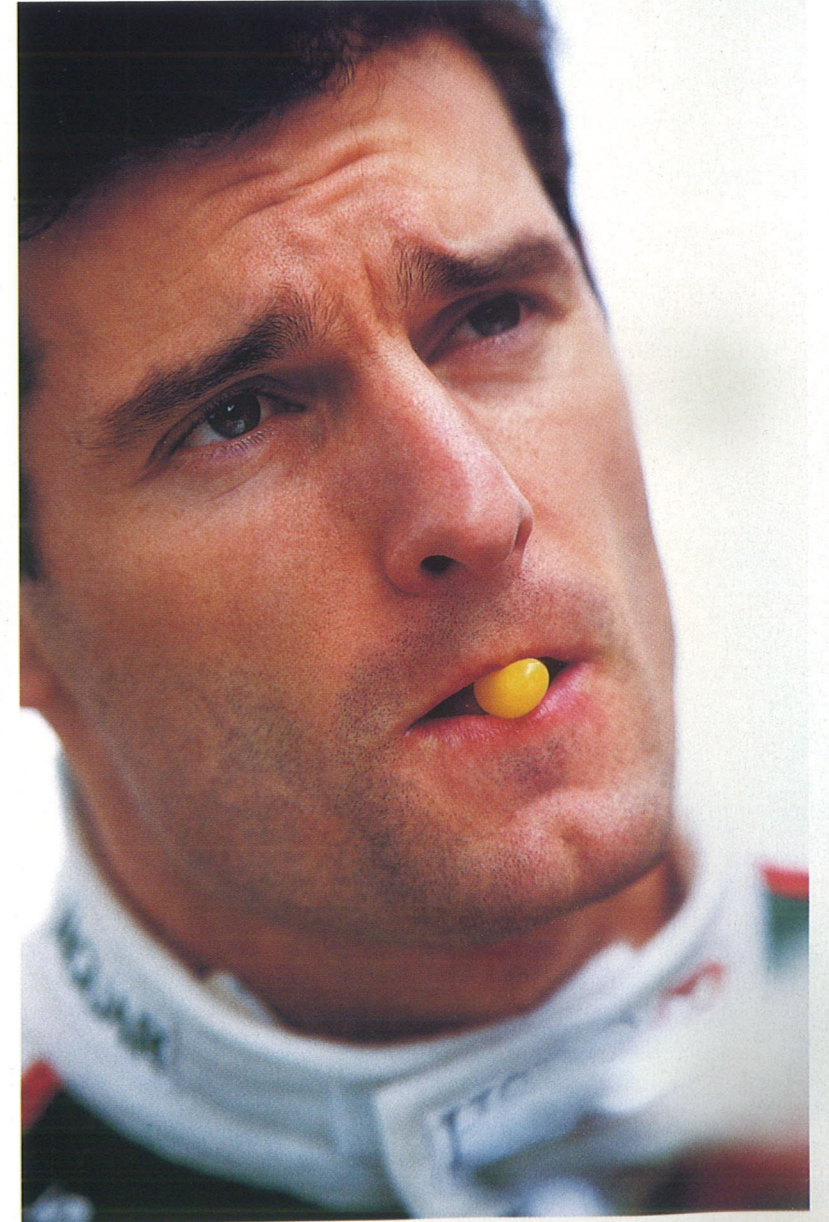
(Left) "The Tannoy system at Sepang is, shall we say, necessarily loud! It marks quite a contrast to the gentle rustling of Ferrari flags in the Malaysian breeze"

(Below) "Not so much sound as soundbite. In Oz Fernando Alonso faces the press, eager to hear his thoughts on his F1 race return"



(Clockwise from right) "Catering for the glitterati is part and parcel of the F1 weekend hospitality package. Foie gras, sah? Romanée-Conti '82, perhaps, sah? Webbo pigs out - F1 driver-style, mate!"

When it's 34 in the shade, and the humidity is at 90 per cent, and you're not allowed to touch your car after qualifying anyway... you can tuck in to ice cream with impunity; ever wondered what F1 high finance tastes like? Well, puff on this: it's the flavour of baccy, for now!"



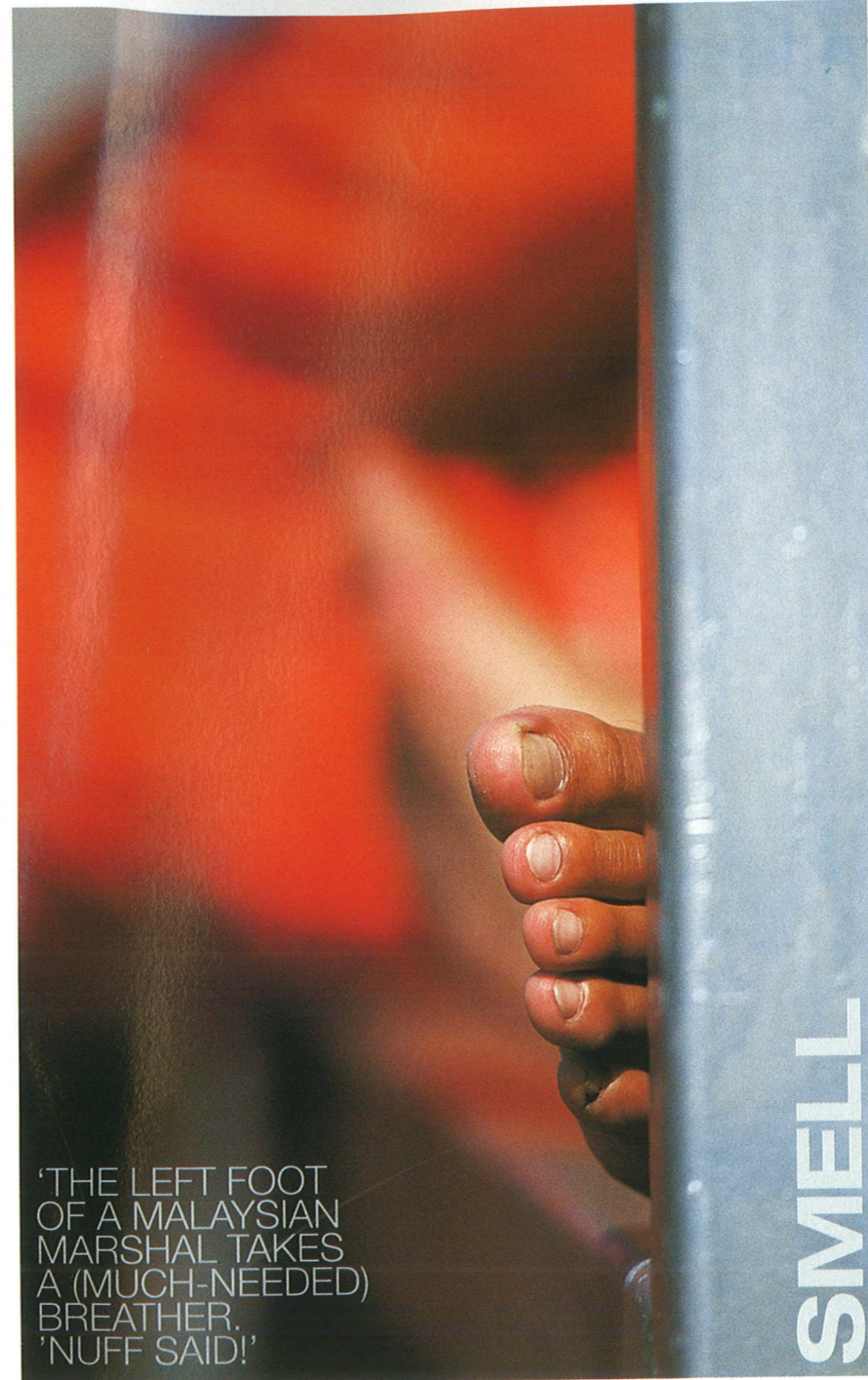
SOUND



FIVE SENSES IN F1

(Clockwise from right) "A McLaren mechanic makes fingertip last-minute preparations, while a B.A.R chap spruces up a Bridgestone; handle with care: any part of an F1 car marked 'fragile' – like this barge board end – is almost certainly just that; Justin and Jos prove they're hard enough to do without a broly in the rain-lashed Sepang paddock"

TOUCH

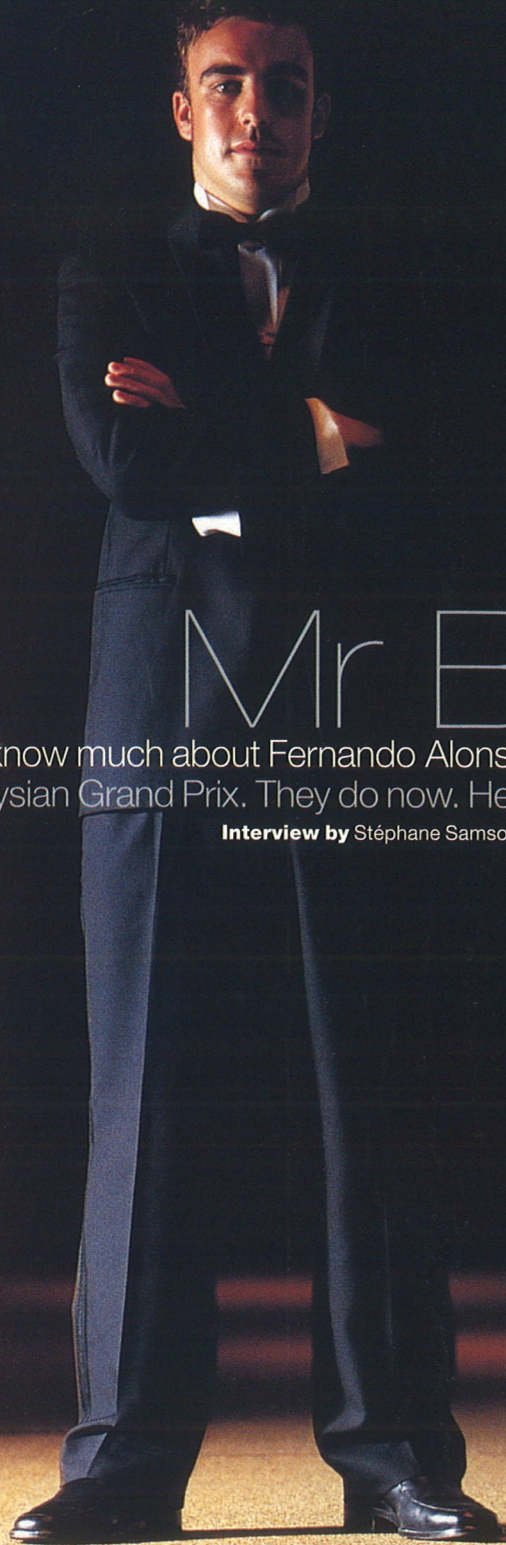


'THE LEFT FOOT OF A MALAYSIAN MARSHAL TAKES A (MUCH-NEEDED) BREATHER. 'NUFF SAID!'

SMELL



(Clockwise from above) "The left foot of a Malaysian marshal takes a (much-needed) breather. 'Nuff said! You don't need to look when a driver's at tenths. Your nose will tell you when they're burning rubber; cool and clear, race car fuel may look good enough to drink – but it ain't, and, boy, does it stink!"



Mr Big

The big wide world didn't know much about Fernando Alonso...
... until the Malaysian Grand Prix. They do now. He's F1's Next Big Thing

Interview by Stéphane Samson; photographs by Steven Tee/LAT

He is just three years old. His mum helps him into his overalls (blue, with a red logo on the pocket) and straps on his little black crash helmet. A block has been fixed to the bottom of each of his racing boots to help him reach the pedals – but this is no kids' game. Fernando is racing the big boys – eight-year-olds, no less.

He completes six laps (out of 15) – and loves every minute of it. Chuffed with his performance, he leaps out of the kart and

glances self-consciously around him after the chequered flag. He's the king of the world. But, alas, when he spots the podium, his world crumbles. He's not on it. Cue floods of tears. Fernando had been sure he'd won his first race.

From then on, he would develop according to the demands of a four-wheeled world. For, as far back as he can remember, steering wheels and pedals have been his life. "I'm only 21, but I've raced karts since I was three. I've already got 18 years' experience," he explains with a smile. Racing has an extraordinary 'everyday-

ness' for him. Almost grumpily, he tries to put his *sang-froid* into words: "F1 is, er, normal. It doesn't mean anything special to me. It's my job, like waiting in a restaurant or working as a bank clerk."

His sincerity is striking, and clearly genuine. "Maybe the British drivers look at things differently. They've grown up in an F1 culture. I didn't. The only important things in Spain are football and motorbikes."

Okay, so he's laid back – but does he lack a hard edge? He does not. None of the above should be mistaken for a lack of motivation. Fernando has been making

sacrifices, daily, ever since he left for Italy, aged 13, to compete in karts. Now, less than 10 years later, his aim is the world championship. The Formula 1 world championship.

"Why *not* be the youngest world champion in history, while I'm about it?" he semi-jokes. The quip isn't an accidental one – for, whatever series Fernando has raced in, he has always been the youngest competitor. And he has always won. At 21, he has time on his side. He knows it, but he still wants to take things gently. And rather than allow youth to be a handicap to drag around like a ball and chain, he has turned it into a valuable asset. "I want ▶

(Opposite and above) Compact and confident, Alonso has immediately repaid the faith shown in him by his Renault bosses

CHARLES COFFEE/LAT



'RATHER THAN ALLOW YOUTH TO BE A HANDICAP, HE HAS MANAGED TO TURN IT INTO A VALUABLE ASSET'

SPANISH FLYER

to be a real sponge," he says. "I want to make the most of everything I see, of all the people I meet." Valuable indeed.

Being Renault's test driver for a year before getting a drive was not a problem. Patience, you see. Signing with a big manufacturer was worth a little sacrifice. In any case, Fernando saw 2002 as a chance to explore his new environment in the anonymity of test sessions...

It was logical – and wise. "I can now get the most out of the car straight away, thanks to all the experience I've had," he explains. Adapting to his steed has always been one of his strong points. "Whether it's a bike, a road car, an F1 car, whatever... I've always tended to get to grips with it very quickly. I can't explain it. It just works." Driving is just natural to this guy.

Fernando came out all guns blazing in Oz. "I was afraid that I might have forgotten how to battle it out when everyone's bunched together – you know, at the start, in the pitstops, with all the pressure of a grand prix weekend – but it all came back pretty naturally, pretty quickly. As for the circuit itself, I still had a pretty precise idea of its layout. I didn't waste much time."

So here he was, competing in his first grand prix for Renault. He immediately grabbed points, coming home seventh – and with a concentrated 'shut-off' steeliness that few knew he had in him. "I'm always like that at races," he explains. "Last year I had practically nothing to do at grands prix, so I was more relaxed."

Even his manager, Adrian Campos, was rather befuddled. "We were driving somewhere in Melbourne, and I couldn't help asking him if something was wrong," he says. "But he just answered that I'd forgotten how he behaved when there was really something to play for. He was right."

The two met in '95. Campos was invited to a karting event with René Arnoux, Arturo Merzario, Clay Regazzoni and Luis Perez-Sala. A young driver, aged 13, who wasn't even taking part, had a camera fixed to his kart. "He overtook us – and took a lap off us in just 20," his manager recalls, smiling. "I figured he was someone pretty special."

Two weeks after Melbourne, Fernando showed the world just how special: pole position. It was a lightning bolt for the paddock cognoscenti, even if many of them regarded it as merely the result of an empty fuel tank. No matter: it meant Fernando had broken another age-related record. He'd become the youngest ever pole-winner. With about 42kg of fuel on board for the race.

His entourage breathed a sigh, and paused for reflection. "On Saturday evening I felt drained of all energy," Campos admits. "We'd just pulled off a hell of a performance,

and Fernando had proved that he deserved his place in F1, which is everything I'd been battling for for years and years."

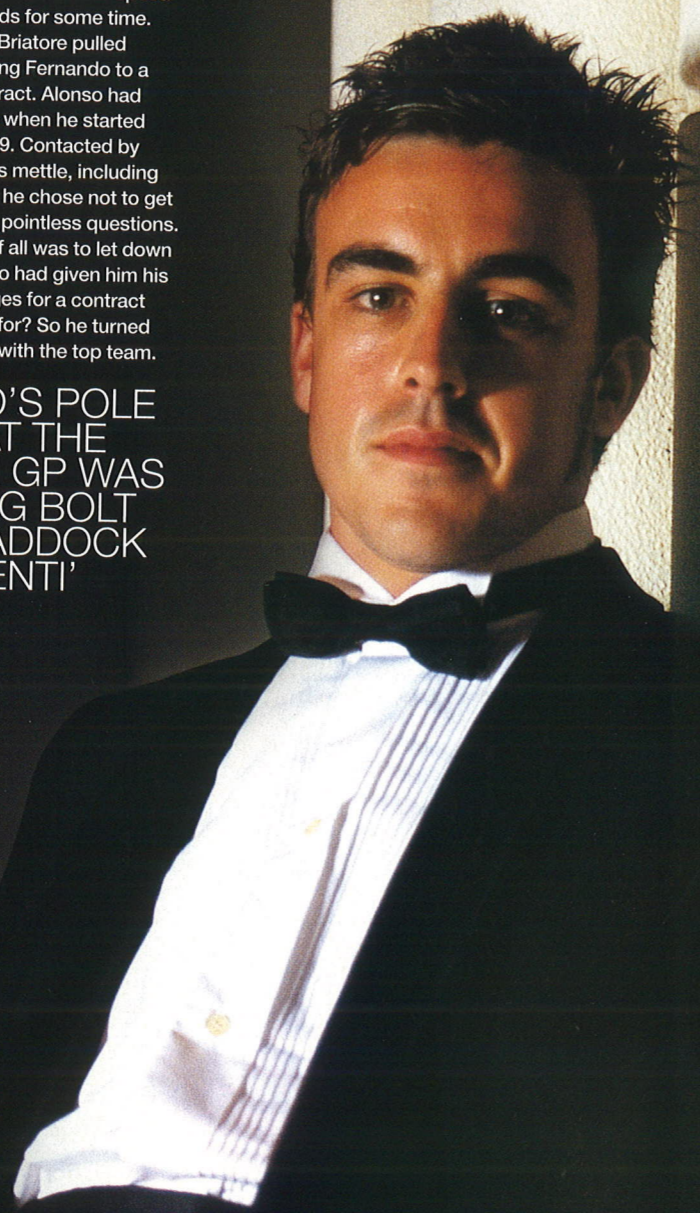
The next day – in spite of a raging flu, the absence of fifth gear and a faulty automatic gearshift – Fernando secured himself a place on the podium, the first for a 100 per cent Renault F1 car since Imola '85. "It's the best day of my life," he enthused. "I feel really good. I can battle it out with the best. I love that." For many people, the result was only half a surprise. Fernando's speed had turned shrewd heads for some time.

Renault boss Flavio Briatore pulled off quite a coup in signing Fernando to a long-term Renault contract. Alonso had in fact settled his future when he started out with Minardi aged 19. Contacted by various teams of serious mettle, including one very eminent team, he chose not to get embroiled in answering pointless questions. What he wanted least of all was to let down the little Italian team who had given him his chance. Why burn bridges for a contract you might not be ready for? So he turned the offers down. To hell with the top team.

'FERNANDO'S POLE POSITION AT THE MALAYSIAN GP WAS A LIGHTNING BOLT FOR THE PADDOCK COGNOSCENTI'



(Left) He's fit, but qualifying still takes its toll; (opposite page inset) Renault boss Flavio Briatore is a big, big fan. He thinks he's spotted a future world champ



LORENZO BELLANCA/LAT

"When Fernando was test driver in '02," says Renault F1 president, Patrick Faure, "I chatted with him a lot while the other guys were racing. It was as if, when he watched them, he was thinking he could do it better. It was obvious. He clearly has only one aim. 'I want to be champion with Renault within the next three years,' he often says. He reminds me of a man who had unlimited determination from the start of his career and never deviated from it: Ayrton Senna."

The team cannot praise him enough. Briatore is utterly convinced that Fernando has "something special"; Pat Symonds, executive director of engineering, is equally thrilled: "Right from the very first tests he did for us, Fernando was able to get the best out of the car in just a few laps and then go on to clock up similar times over 20 or so further laps. Pretty rare stuff."

And Alonso himself? He is just trying to learn how best to do his job. "I'm not mature yet. I've still got lots to learn. I'm not setting myself any goals, apart from giving it 100 per cent." Watch his Renault this year. **1**

Candid camera

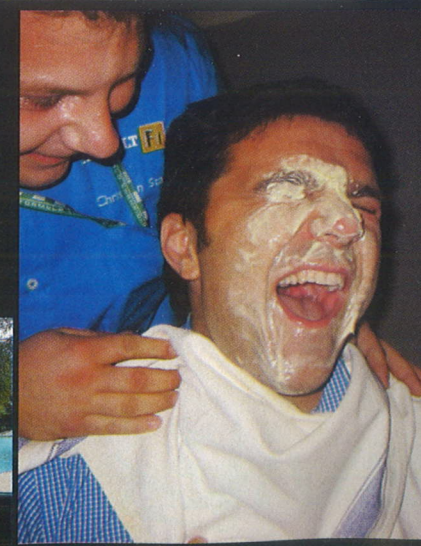
Ever wondered what F1 drivers really get up to when they're off duty over a GP weekend? Well, take a look at these – snapshots taken by Fernando Alonso with his digital camera at Sepang, exclusively for F1 Racing



(Left) Renault mechanics (and Fernando, match!) inspect the track; (below) presentation is all – a marshal strims the weeds into oblivion; (below left) has a bit of an eye for a shot, does Fernando. He seems quite taken with the curves of Sepang's main stand against a Wedgewood blue Malaysian sky



(Above) Jarno Trulli gets an oh-so-relaxing head massage from the team physio; (right) there's mud (or custard) in your eye! Lucio Cavuto, Trulli's manager, gets a faceful on his birthday evening. Looks like Fernando is on the right side of the camera...; (below) it's not all hard work (ahem). This is Renault's 'home' for the Malaysian GP weekend



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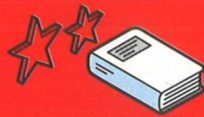
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SHOOT-OUT WITH PANIS

HAPPY HOUR

Olivier Panis just loves one-lap qualifying. Relishes that no-second-chance pressure. In Malaysia, from the 2.00pm zero-hour, for 26 nail-biting minutes, *F1 Racing* shadowed his every white-knuckle move

Words by Stéphane Samson and Tom Clarkson; photographs by Steven Tee/LAT

(Main) Panis loves the thrill of one-shot qualifying. Adrenaline courses through his body as the pressure mounts – but, when he's on his own on-track, the nerves disappear

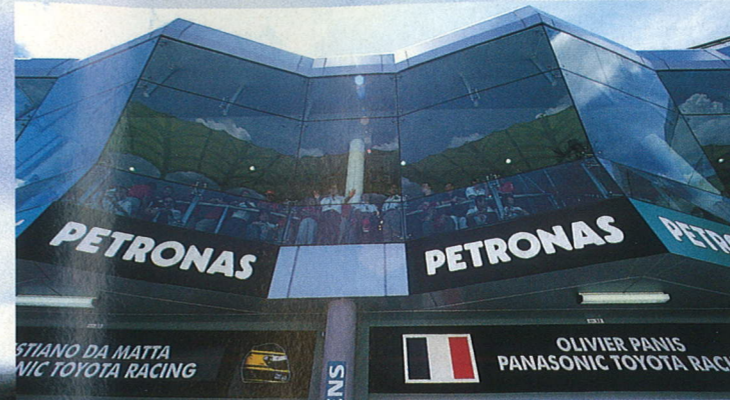
>2.00pm

(Right) On the dot of the hour the green light signals the session's start, and Toyota's guys watch Antonio Pizzonia roll out to start the afternoon. Panis isn't even in the garage yet



>2.01pm

(Below) Things are quiet when Olivier arrives. Strategy has been chosen, the car is ready and nothing can be changed – not even the tyres. For the guys in the garage, it's tense



>2.02pm

(Left) Meanwhile, the journalists in the media centre above the garages enjoy a bird's-eye view of Toyota's nervous bigwigs' backviews as they confer on the pitwall



>2.03pm

(Above left) Panis likes to be ready early, so he puts on his helmet even though he's not expecting to leave for more than 15 minutes. That way, he's relaxed for his 'slot'

Saturday, 1.48pm. Sepang is sweltering in the early afternoon heat. Thirty-four degrees C in the shade and 50-plus on-track, with humidity levels well beyond 60 per cent. Everyone is having trouble breathing, their lungs full of warm, sticky air. Like soup. Shirts are wringing wet.

Olivier Panis is serene. He has just finished the warm-up and is chatting to

Humphrey Corbett, his race engineer. Olive hardly seems to notice his thick overalls. "I'm a real lizard," he jokes. "I love the hot weather. If there's the slightest hint of sun at home, I doze on the terrace and won't be budged." He doesn't think of Sepang and its physical demands as a hindrance. In fact, he can't get enough of it.

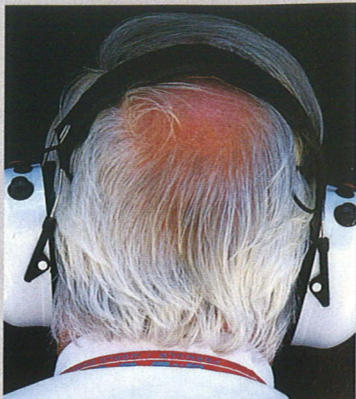
The morning has gone pretty well. Toyota were lacking grip in first practice,

but, after a desperate night's work, the engineers have managed to transform the TF103's performance. As long as it remains this competitive, the car should really shine in qualifying. The briefing after free practice was conducted in an atmosphere of calm that bodes well.

What strategy to go for? No question: two stops. But Toyota still need to decide on the length of the stints. ▶

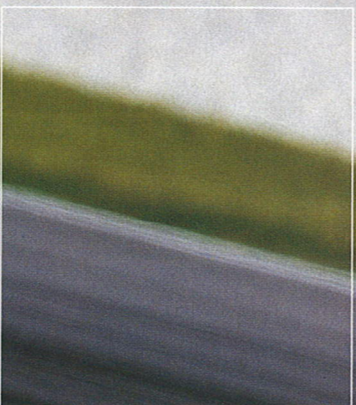
>2.04pm

(Right) Giuseppe Sebastiani, one of Toyota's physios, helps Olivier to put on his head and neck support device. (Far right) Ove Andersson listens in to Olive's discussions



>2.19pm

(Left) The TF103 is a sweeter-handling machine than its truck-like forebear, so Panis can feed in the steering – confident that his outside front Michelin will cope with the loading



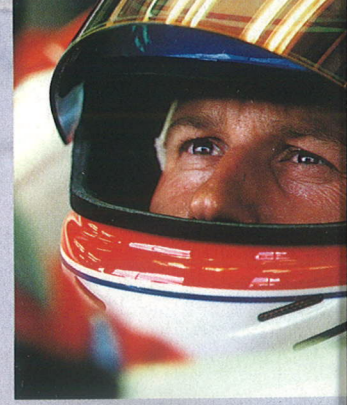
>2.24pm

(Right) Session over, Olivier sprints back to Toyota's garage. Minutes earlier (below) he had been hard (but not too hard) on it, as he struggled with mounting 'push'



>2.22pm

The lap is finished (right). Olivier lifts his visor and exchanges words with one of his mechanics before popping his belts. One-shot 'qually' is brief and mega-intense



SHOOT-OUT WITH PANIS



Humphrey, Olivier and chief designer Gustav Brunner quickly agree that there's no point overloading the car with fuel. Fifty or so kilos should do it for the first stint. Consumption at Sepang is roughly three kilos per lap and there's a handicap of 0.350 seconds for every 10 extra kilos on board. The computer does its calculations and gives its verdict.

The regulations don't seem to be too much of a problem. The only worry is the car's tendency to oversteer during warm-up – still, Panis nonetheless clocks the fifth-best time in that session. He asks for an adjustment to the front wing. Brunner thinks a new set of tyres will cure the problem, but he is gradually won over by his driver. Panis, after all, has long since shown his technical capabilities and is revelling in new-style one-lap qualifying.

He still has Melbourne practice fixed in his mind. If it hadn't been for that damn first bend where he lost six tenths, he could have been on the second row of the grid. So he knows what he's got to do: make up for the loss. Here's how.

>2.00pm The lights at the end of the pitlane turn green. Toyota's bigwigs – team boss Ove Andersson and team manager Ange Pasquali – are already sitting at the pitwall, watching the beginning of this final qualifying session. There's no sign of Olivier yet, even though his TF103 sits, impatiently, on its jacks, ready to go.

>2.01pm Our hero walks into the pit from the back of the garage. His overalls are tied at the waist and the Nomex shirt underneath his overalls is hanging open at the top. Olivier sits on a white plastic chair near the rear wing of his car to watch the session start on television. He's wearing a chain. "I always wear my engagement ring around my neck when I'm driving because I don't want to put my marriage through these conditions," he explains, "and I haven't bothered with lucky charms since my accident [at Montreal in 1997, which broke his legs]."

>2.03pm Olivier will be the sixth driver to attempt to qualify, thanks to various Friday set-up dramas, which meant he could set only the 14th-best time in first

>The car in front?

Without doubt, Gustav Brunner drew heavily from last year's Ferrari F2002 when it came to drawing up this year's Toyota TF103. The 103's rear end, in particular, looks uncannily familiar, but Brunner is not the first chief designer to learn from Ferrari.

To imply that TF103 is a mere Ferrari clone is to demean the efforts of Toyota's design team, however. The two cars are not, of course, identical – and Toyota's attention to detail is impeccable. A rival technical boss has even said that 103's finish – its cosmetic detailing – is the best on the grid.

Olivier Panis and Cristiano da Matta are quick to compliment the car's abilities through fast corners, and, as the team's experience with Michelin increases, its performance through slower, more technical sections, will improve. But, as good as the aerodynamics are, the jewel in the package remains the Luca Marmorini-designed V10. The new RVX-03 engine revs higher and is smaller, lighter and more fuel efficient than its predecessor, making it one of the best in the business.

Expect podiums. Or even... well, maybe.

qualifying. That means he'll be going out at about 2.20pm, so Humphrey gestures for him to get ready. Olivier takes a last gulp of water before putting on his balaclava and helmet. Only then does he adjust his clothing and pull up his overalls.

>2.04pm Giuseppe Sebastiani, one of the team's physical trainers, attaches the HANS (head and neck support) device to Olivier's helmet – and Panis then steps into his car, TF103 chassis number five, from the right-hand side. He says he's not superstitious and is happy to climb in from either side – but, today, it's from the right. "From the moment I step in, I'm on another planet," he says. "I'm mentally driving the track, trying to remember all the braking points." Brunner, ever animated, is now prancing back and forth in front of the car, hand on chin: *was that front wing change the right thing to do?*

>2.06pm Having tightened Olivier's belts, the mechanics place a television monitor onto the cockpit. Panis flicks from channel to channel, preferring the data screens to moving pictures. "This

is the strongest emotion I've felt in qualifying since I've been racing," he says. "You can feel the adrenaline rush as the minutes pass. I love it." A few moments later Olivier is looking at the other cars on the circuit. "I might be able to learn something about track conditions by looking at them," he says.

>2.09pm The RVX-03 engine is fired up. Panis lost time in this morning's second 45-minute free practice session when his V10 blew, and the team want to check all is well with this one.

>2.11pm All is well (phew!), and the engine is up to temperature. It's cut off.

>2.12pm Corbett, now sitting on the pitwall with the other senior engineers in the team, talks to Panis over the radio about track conditions. The surface temperature is 45-plus degrees C.

>2.16pm The engine is fired up again, and this time it's for real. Fans are removed from air intakes and Olivier tightens his belts one more time. He pulls down his visor to check it's clean. He is waiting for the right moment to drive out.

'THIS IS THE STRONGEST EMOTION I'VE FELT IN QUALIFYING SINCE I'VE BEEN RACING. I LOVE IT'

>2.17pm Tyre warmers off, Olivier pulls in the clutch with his left hand, engages first gear and leaves the pit with a bootful of RVX-03 revs. The mechanics immediately congregate at the back of the garage around the television screen. On the pitwall, Ove Andersson chews the end of his sunglasses and Michelin boss Pierre Dupasquier joins them. The atmosphere is tense as racquet strings.

"What I need to do at this point is warm up the tyres and evaluate how the car is performing," Olivier explains later. "I try an exaggerated braking point, and test grip to gain confidence. I really start to go for it in the final sector. You have to accelerate into the final bend as early as you can." ▶

>2.22pm

(Below) Olive pulls into parc fermé, fun over for the afternoon. He's a huge fan of one-shot qualifying and revels in the pressure of having to pull out a 'big one' on demand



>3.37pm

(Main) Later, Olivier and his race engineer Humphrey Corbett, review the session. They discuss in more detail the information he brought hot-foot to the pitwall (right)



>2.18pm Olivier crosses the line to begin his lap. "From that moment, all the stress disappears," he says, "but you have to keep your head on your shoulders and leave yourself a little margin of error."

"It's a difficult restriction to impose on yourself, but you're better off letting a tenth slip rather than giving 110 per cent and losing half a second."

On the pitwall, Corbett isn't even watching the monitor, but is busy writing notes throughout the start of his driver's lap. "The lap time on my steering wheel comes on," Olivier says. "If I make the slightest error, it will tell me so straight away."

>2.19pm The Toyota is driving smoothly, and, after 24.970 seconds, at the end of the first sector, is just five thousandths behind Jacques Villeneuve's time – which is currently the one to beat. But the alarm bells start ringing in the second sector when the Toyota understeers markedly on Turns Five and Six. Olivier loses a few tenths. A time of 33.184 seconds at the

end of the second section proves it. Panis had been banking on 32.9 seconds. "The main thing in this situation is not to try to make up ground – because, believe me, that's a sure-fire way to make another mistake," Olivier says afterwards.

He begins the final sector. Turn 14, the trickiest of all, needs the most attention. "It's easy to lose the rear there," Olive says. "With the TF103, the secret is not to go in at great speed." Here he's faultless: 39.940 seconds as he crosses the finishing line. Only Jarno Trulli's and Fernando Alonso's Renaults and David Coulthard's McLaren will be faster in this sector.

>2.20pm Olivier clocks up best time so far, 0.195 seconds ahead of Villeneuve. Humphrey's voice immediately sounds over the radio: "Good lap, Olivier." Gustav, however, is not so sure. He thinks that without the set-up change to the car Olivier could have found another half-second. "I could have improved the time by two tenths, but no more," Olivier says. "This time won't get me into the top five [he's right – he'll line up 10th]."

'HAVING MADE A MISTAKE, YOU MUST NOT TRY TO MAKE UP GROUND. THAT'S A SURE-FIRE WAY TO MAKE ANOTHER'

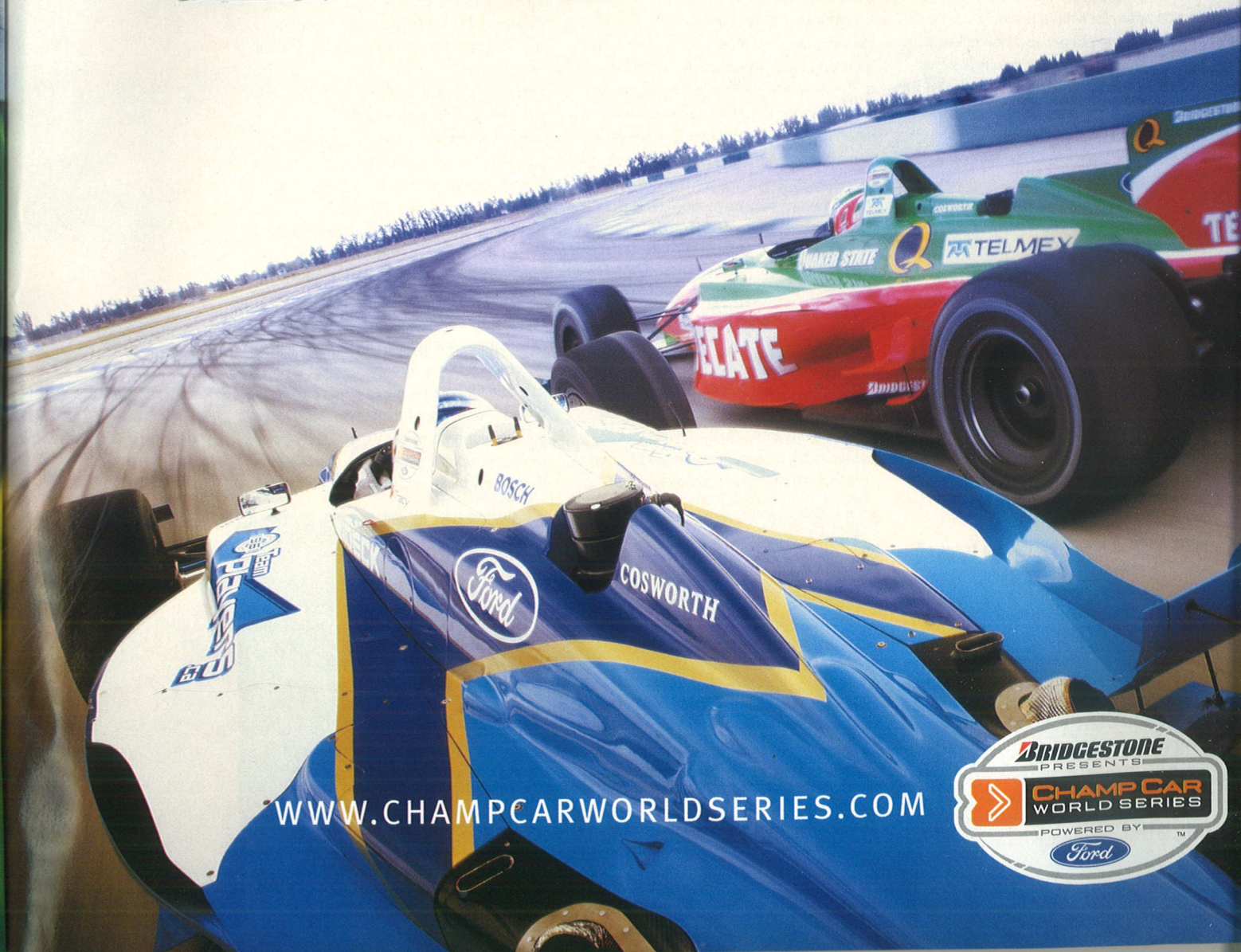
>2.22pm Olivier arrives back in the pits and leaves his TF103 in parc fermé, where, thanks to the new regulations, it has to be locked up over Saturday night.

>2.26pm Panis arrives hot and sweaty back in the pits, clutching a red towel. He shakes hands with all his mechanics and then crosses the pitlane to join Andersson and Pasquali on the pitwall. He sits down and receives a slap on the back for his efforts. Olivier stays on the pitwall for the rest of the session. "Another 10 races and qualifying will be even better for us," he says. "For a start, I'll know the car a lot better. And I'll have had a bit more time to get fully to grips with the Michelin tyres. I'm not at 100 per cent yet." ❶

FORWARD

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DRIVER: JORDAN-FORD

Ralph Firman

On signing autographs and making new friends (such as Schumi and JPM)

Your race at Sepang seemed to get the ball rolling for you.

Yes, I enjoyed it – and learned a lot, although it was very hard work in those hot weather conditions. I've been working hard on my fitness since the start of the year, but it still doesn't really prepare you for heat like that.

What did you learn, precisely?

I had some very good dices, but the most important thing was that I got some useful mileage under my belt. We haven't done any testing since the season started [other than the Friday mornings at races, because Jordan opted for limited testing] – so it's important for me to get as much mileage in the car over a grand prix weekend as I can.

Do you wish that Jordan had opted for open testing, rather than the Fridays of grand prix weekends?

No, because I can learn the tracks during the Friday morning sessions. I'd rather have that than free testing in between the races, because before this year I'd driven on only four Formula 1 tracks: Barcelona, Suzuka, Sepang – where I raced a Honda sportscar – and Silverstone. I probably only know half of Silverstone now, because it's been changed a lot since I last raced there. So the Friday morning test session is very useful to me.

How much of a disadvantage is it to you that you don't know the tracks?

Quite a big one, especially as I'm still getting to know the car as well. Last year's F1 regulations would have given me more track time than I'm getting now, so it wouldn't have been so hard then.

How have you been learning tracks?

I learned Melbourne on a video game – but, from Interlagos onwards, I've managed to get some good in-car camera footage from FOCA, which has been much more helpful.

Is driving a modern F1 car difficult?

It's incredibly difficult to get to grips with grooved tyres – and to feel their limit. They make the car's handling very different from anything I've previously driven. At the moment I have too much understeer – and, because there's only a very limited slip angle, it's difficult to dial it out through set-up. I need to change something in my driving.

How much more time will you need to be comfortable with the car?

I'm more than halfway through my learning curve, but I still need to refine my technique. After a couple more races I'll be happy.

Do you worry that people will judge you before seeing what you can do?

People are pretty impatient in F1, but rest assured that I'm doing everything I can to get up to speed as quickly as I can.

How comfortable are you at Jordan?

Very comfortable – because there's such a lovely atmosphere here.

Thanks to Eddie Jordan?

He's excellent. I feel as if I've known him for a long time, even though we only met properly over the winter. We had a chance meeting in the Caribbean and, although we didn't talk about motor racing much, that dinner got everything started. We began to talk seriously when we got back to Europe.

What would you have done if you hadn't got the Jordan drive?

I'd have returned to Japan to defend my Formula Nippon title with Satoru Nakajima's team. Satoru was brilliant throughout my negotiations and did not demand a quick decision about driving with his team. He knows F1, how the negotiations work and how important this drive is to me.

What is the EJ13 like to drive?

It's a very driveable car and has a lot of potential. It's only the grooved tyres – and getting them to work with the car – that

I'm still struggling with. The driver aids have been no problem to get used to – you learn how to use traction control in half a day. All you're doing is planting the throttle.

Is Giancarlo Fisichella the fastest team-mate you've ever had?

I don't know because I'm not yet up to speed in the car. We'll find out later in the year when I'm going quicker. But, yes, he looks pretty good from where I'm sitting.

Is there anything in particular that he is doing differently from you?

Judging by the telemetry, there's nothing particular. He just takes a little bit out of me here and there – it's nothing significant, just increments.

How much contact have you had with the other drivers so far?

Very little. I've met a few of them briefly, including Michael [Schumacher], who said hello in Australia. I had a chat with Juan Pablo [Montoya], whom I raced in Formula 3 in England, prior to my first test for B.A.R in Barcelona before Christmas. He's a nice guy and offered me some good advice on how to drive the car.

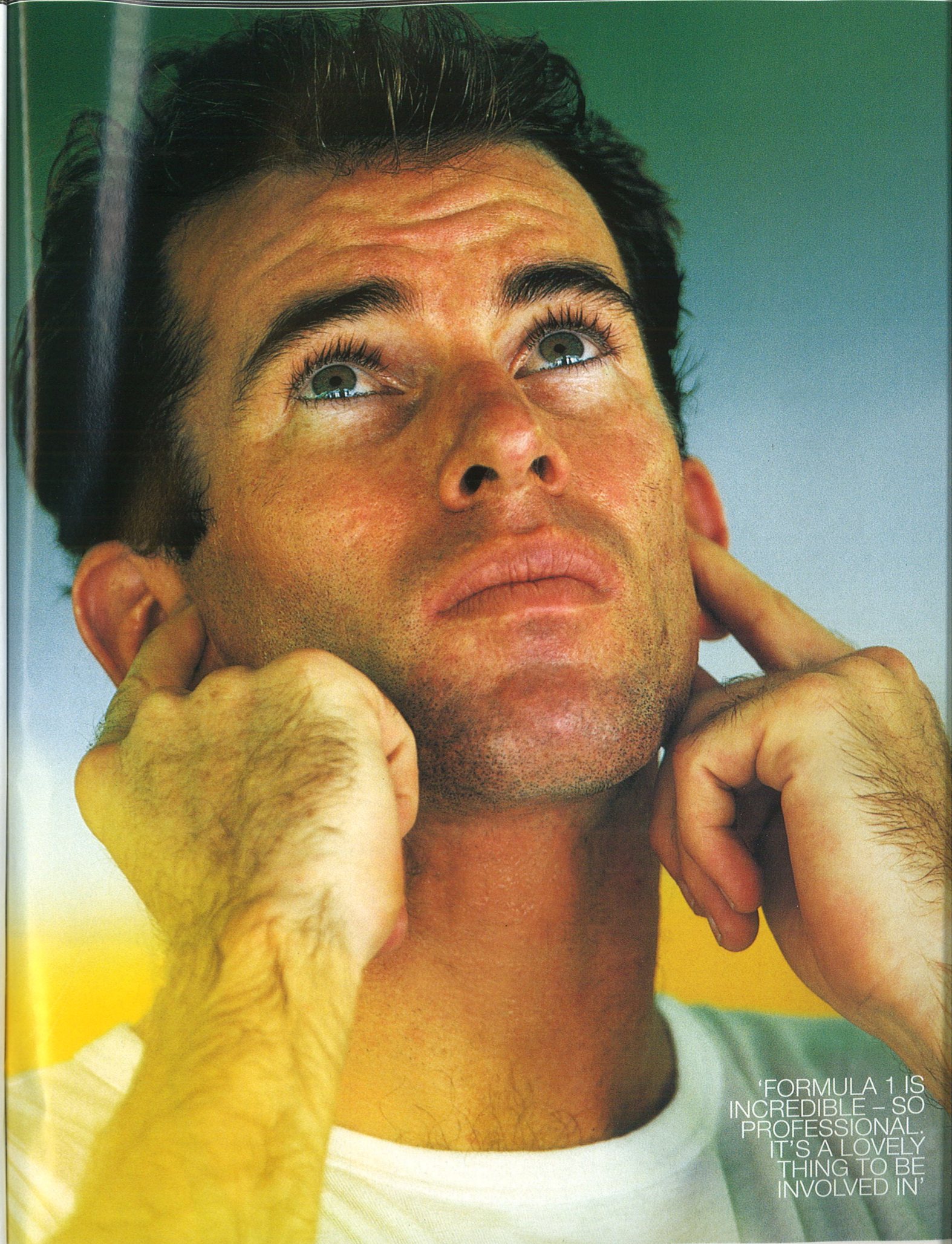
Has F1 lived up to your expectations?

Until I got to Australia I didn't appreciate just how big it is. I'm surprised whenever anyone asks me for an autograph! Three months ago I was no-one – yet, the moment I drove an F1 car, everyone wanted my signature. And the whole set-up is incredible – so professional. It's a lovely thing to be involved in. 1



(Right) Firman enjoyed a spirited battle with Jarno Trulli in Malaysia, holding his own against the more experienced man and running as high as sixth

DARREN HEATH



'FORMULA 1 IS INCREDIBLE – SO PROFESSIONAL. IT'S A LOVELY THING TO BE INVOLVED IN'



THE SURVIVOR

Five years ago, Gary Anderson had a mid-life crisis (his words). A couple of years later he had a very public falling-out with his Jaguar bosses. But he is too strong to be cowed by such setbacks. He (re)joined Jordan and set about rejuvenating them. *F1 Racing* caught up with him recently – and found him in forthright mood

Interview by Matt Bishop; photographs by Darren Heath and LAT Archive

Matt Bishop: There have been a lot of high-level staff changes at Jordan over the past year. So what's your role these days, Gary?

Gary Anderson: Well, my current handle is, er, director of race and test engineering. Basically, my job is to look after things at the circuits – both tests and races. I work hand in hand with Henri Durand [director of design and development]. With EJ13 [Jordan's 2003 car] he focused mainly on the wind tunnel area, and I did the mechanical engineering side.

MB: Neither of you is called technical director, I notice. So who's the boss?

GA: Neither of us. We work well together. I try to emphasise the reality angle, and Henri spends his time trying to chase lap time. But we've only got 190 people at Jordan these days, so we all need to roll our sleeves up.

MB: You've always been very hands-on, haven't you? I mean, you started at Brabham, in '72, as a truckie...

GA: Actually, I built that truck! It was an old ex-Trusthouse Forte demo unit that Bernie



[Ecclestone, who owned Brabham at the time] bought – the first artic in Formula 1.

MB: Do you think that that kind of non-academic route to a top F1 technical job is still possible in modern F1?

GA: Yes. Sometimes I think the academic route can be too unfocused. There are people working in F1 with degrees in all sorts of weird and wonderful subjects, you know. Okay, I haven't got a degree, but I've done my time – served my apprenticeship, if you like – and I think that's been good for the teams I've worked for. It gives you depth, and it lets you see things from different angles. I know how to get hold of a spanner if I need to, and that can only help.

MB: So do you think the modern boffin-type F1 engineers, if I can call them that, are disadvantaged, despite their PhDs, by their lack of hands-on ability?

GA: Look, Adrian [Newey] is one of the best and cleverest engineers in F1 history, right?

MB: Right.

GA: But he struggles on his own, you know? He needed Patrick [Head] at Williams, to anchor him. Patrick has got the kind of depth of F1 experience that I've got. Patrick kept an eye on him. Had to. Stabilised Adrian's brilliance. So when Adrian left Williams for McLaren, he carried some of Patrick's influence with him – as a result of which his first McLaren [the MP4-13, which won the drivers' and constructors' championships in '98] was an extremely competitive car. But then, as Patrick's influence gradually wore off, Adrian didn't have an anchor, and his cars became less competitive. And Adrian is still missing Patrick's anchoring influence – while over at Williams, Patrick is missing Adrian, because he hasn't found a speed man to replace him. So my point is that the boffins need the hands-on guys, and vice versa.

MB: And that's what you and Henri have at Jordan now, right?

GA: I hope so, yes – ably helped by our respective teams.

MB: Helped by your respective teams, exactly – which is interesting, because you've often been accused of not being a good delegator, haven't you, Gary? Do you think there are benefits to the one-man-band approach as opposed to the committee approach to F1 design and engineering?

GA: There are benefits to the one-man-band approach, yes, definitely. However big a team get, they still have to have a leader. At McLaren, for example, Adrian is the leader – design-wise. It isn't a committee. **MB:** But you've said it isn't working so well at McLaren these days. Is that because, although Neil [Oatley, chief designer] has the depth of F1 experience you've been talking about, he hasn't got the power ▶

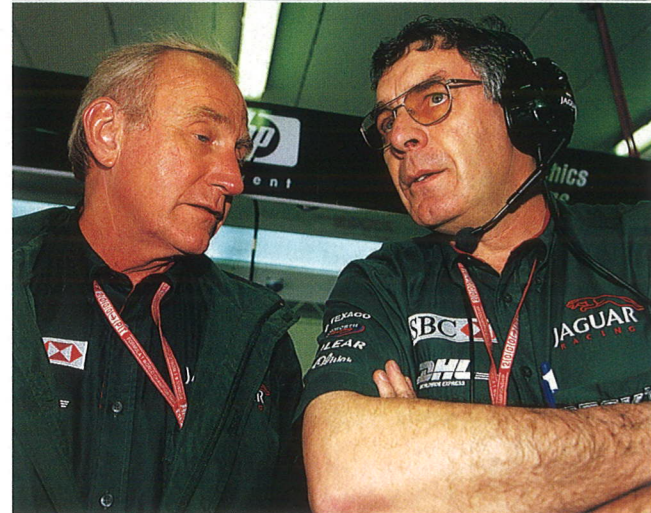
(Main) Gary Anderson: truckie-turned-techie who could help Jordan win again; (inset) chatting with *F1 Racing's* editor in chief Matt Bishop



(Left) Jaguar's R1, their first chassis, was problematic. But by season's end, Anderson and his team had made it a reasonable car

(Below far left) With Neil Ressler, chairman of Jaguar Racing in 2000. Anderson's departure from the team was largely due to his dislike of Ressler's management style

(Below left) Johnny Herbert exits the '00 Brazilian Grand Prix due to gearbox failure – a regular problem for him that season and a major cause of Anderson-Ressler confrontations



within McLaren to make his influence felt?

GA: Exactly, yes. And, when it comes to race strategy, Ferrari operate a one-man-band approach, too. Despite all their resources and all their personnel, the strategy is called by Ross [Brawn] and no-one else – apart from Michael [Schumacher], of course.

MB: And it works.

GA: Exactly. So, personally, I think I'm a good delegator – but I know some people might disagree. Well, tough. You can't just let people working for you do something wrong, can you? If you do that, you're letting everyone down. But, if you intervene, you're accused of not being a good delegator. You can't win!

MB: Even so, are you proudest of the early Jordans – the cars that were *totally* yours?

GA: My favourites are the '91 car, the '94 car and the '97 car. I felt personally proud of those three because I was 100 per cent committed to them, design-wise. I really took control of those projects. The '96 car

wasn't as good as it should have been, for example – so I got hold of the '97 car, got heavily involved in all the wind tunnel work, and we made big progress.

MB: And then, after all your hard work, the team won their first grand prix [Belgium '98] just weeks after you'd left. That must have left you with seriously mixed feelings...

GA: Well, I was having a hard time in '98. The hardest time of my life. I had a number of personal and professional problems. I had issues with some of the management team – people who are no longer with Jordan, by the way – so I left in the middle of the year. And when the car won at Spa – a race I watched at home on TV – I didn't know what to feel. But some of the people I'd worked with for years – engineers such as Andy Stephenson and Nick Burrows, *real* Jordan people – were really good. They called me to say that the win was just as much mine as theirs.

MB: The team were even more successful in '99, winning two grands prix and finishing

third in the constructors' championship. How difficult was that for you – knowing that so much of that success had been created by groundwork you'd done over the past few years, and yet getting no credit for it? Worse, some people were even saying, "As soon as Gary left, Jordan started winning." That must have been really hard.

GA: It was, yes, but you live with it. The good thing was that I knew I'd left – chosen to leave – because of a particular set of circumstances. A mid-life crisis. A combination of things that I don't want to go into now. I'd learned that you have to accept who you are, and go with it. So, yes, it was hard – but I knew I'd done the right thing.

MB: You returned to Jordan at the end of '01 – but before that you were at Stewart, then Jaguar, and even had a flirtation with Arrows. How did all that come about?

GA: Well, I'd got over my mid-life crisis of '98. It was a bad experience, and I think it happens to a lot of people – but I came out of it a better person. I don't think it affected my



JORDAN'S OLD PRO

'DELEGATING? YOU CAN'T LET PEOPLE DO THINGS WRONG. IF YOU DO THAT, YOU'RE LETTING EVERYONE DOWN'

(Right) New Jordan recruit Ralph Firman at Albert Park in Anderson's Jordan-Ford EJ13. The car had a tricky debut, but it looks neat and well proportioned

work per se, but it certainly used up my mind for anything else. I was struggling. And I had some talks with Tom [Walkinshaw] about Arrows, but it didn't feel right. He's very much a muscle-man. The way he speaks to you is... well, too muscly, if you see what I mean. Very tough. Almost frightening. And so I soon became pretty sure I wasn't going to work for him, because I don't like that kind of atmosphere. And then Jackie and Paul [Stewart] approached me, and that was what I did next. I was sorry to see Alan [Jenkins, who had been Stewart's technical director] go, because I think he and I could have worked really well together. I think it could have been the blend I was talking about earlier – you know, the Head-Newey thing. But it wasn't to be. Instead, they kept Eghbal [Hamidy, chief aerodynamicist]. I remember my first meeting with him: I was the technical director, and he said, "You don't need to know anything about the aero side of the car." So that was a tricky discussion. And then, later, Jackie and I

suggested we increase the size of the aero team, because we were using the Swift tunnel in California and all the guys were permanently exhausted from all the travel. And Eghbal said, "No, no, no. I don't want a bigger team. I'm on top of it." Jackie pressed the point, and Eghbal still wouldn't have it. Jackie said, "Well, Eghbal, I'm sorry." And that was the end of Eghbal. He was gone...

MB: Off, ironically, to Arrows.

GA: Yes. But, getting back to Jackie, I'd have to say he's the best guy I've ever worked for. He understands structures. He's helpful. He backs you up. He's really excellent. But when he sold out to Ford in '99 [and Stewart became Jaguar] and Neil Ressler was put in charge, well, things immediately became impossible. Here was this big American guy who kept saying, "We'll do it my way." He left you no room for manoeuvre.

MB: Give me an example.

GA: Er, we had a gearbox problem with the R1 [Jaguar's '00 car] – well, Eddie [Irvine] didn't, but Johnny [Herbert] kept breaking

gears on it – and no-one had got to the bottom of it. And I began to look at it, and Neil warned me – *warned* me, honestly – that on no account was I to spend time on it. He said, "We have a system, Gary, and the system will fix the problem." Meanwhile, two races had gone by, and Johnny was still breaking gears. And then, at the Monza test, one of the guys phoned me up and said, "Gary, we've broken another gear." And I said, "Something strange is going on here. Just keep all the bits – I'm coming over." And I flew to Monza, had a look at it – and fixed it. It took five minutes to understand what had been going wrong, and we did the fix that night.

MB: What did you say to Neil?

GA: I told him what I'd done, and he said, "I don't want you to do that; I want you to technically direct the team." I said, "This isn't the Ford Motor Company; it's an F1 team. Yes, I can technically direct the team, but that doesn't mean I've got to *not* fix a problem on the car when I know how to do ▶



'JACKIE STEWART IS THE BEST GUY I'VE EVER WORKED FOR. HE'S HELPFUL. HE BACKS YOU UP'

(Left) Jordan's first F1 win at Spa in '98. Anderson had designed the chassis, though he had recently left the team and was not there in person to see it succeed

(Below far left) With Jackie and Paul Stewart in '99. Gary enjoyed working for JYS; the rot only set in when the team was sold to Ford

(Below left) McLaren's Adrian Newey is one of F1's technical geniuses - but Anderson says he lacks hands-on experience, which disadvantages him



so. That's stupid." He said, "But that's not the correct way. What happens if you drop dead tomorrow? Who will fix gear problems then?" I answered, "I'll be a lot more pissed off about it than you'll be." It was ridiculous. Anyway, one way or another, by the last two races of '00 [Japan and Malaysia] we'd more or less sorted the car. We could and should have developed that car for '01, but Neil said, "No. Above all, we *must* have a reliable car." **MB:** That was reported in *F1 Racing* at the time - and Neil personally phoned me to complain, saying that he'd never said that. **GA:** Bollocks! Absolute bollocks! He *did* say it. We argued about it a lot, in fact - you could even say it's probably the main reason I'm not at Jaguar today. Because I kept saying, "Look, Neil, you can make a quick car reliable - but you can *never* make a reliable car quick." He wouldn't have it, though. Anyway, back to Suzuka ['00]. We [ie Irvine] qualified seventh, and should have scored points. We didn't, because the car felt really good in qualifying and Eddie

wouldn't let us change the set-up for the race - even though we knew it would eat up the rear tyres as the race wore on. **MB:** And, sure enough, that's what happened, isn't it? His car started oversteering and he ended up eighth. **GA:** Correct. So we got to Malaysia, and the guys were still a bit disappointed about Japan. Anyway, on one of the days leading up to the race, Neil walked into the middle of an engineers' meeting and started ranting and raving about something absolutely trivial. And I said, "Just fuck off out of here, Neil. Whatever you do, don't dick with the guys, okay? It's pissing me off." Dave [Stubbs, team manager] tried to cool me down, but I wasn't having any of it and told him [Ressler] exactly what I thought of him. And after that he stayed out of my way for the rest of the weekend. I didn't even tell him what we were doing, strategy-wise - and that suited me fine. **MB:** You must have known you were making a dangerous enemy, though...

GA: Of course, I knew that. But what can you do with people like that? You can't just do nothing. Anyway, it was so bad that I didn't even tell Eddie what strategy he was on. I told him: "You just drive the wheels off the thing, and we'll tell you on the radio when to come in." And, because he knew he'd fucked up at Suzuka, he said, "Okay." So that's what we did, and we got a result [sixth]. Of course, the way things had gone between Neil and me, I was always going to be out of there pretty soon after that - and I was. He [Ressler] phoned me soon after Suzuka, and said, "We're going to have to make some changes, and we won't be requiring your services any more." I wasn't surprised, of course, but I said, "Well, it's your decision, but I think you're wrong. I have to say this, Neil: your influence on the team has been totally negative throughout - because you just don't know enough about the sport." He wasn't happy to hear that... **MB:** But you were right. The R1 had at last become a decent little car - yet the R2 and R3 ▶

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JORDAN'S OLD PRO

>CV: Gary Anderson

Born March 9 1951, Northern Ireland
'66-69 Studies mechanical engineering on day release at Coleraine Technical College, and serves an apprenticeship working on Massey Ferguson tractors and farm equipment
'69-72 Continues day release study and works - looking after machinery - at a company making chipboard
'72 Moves to England and joins the Brabham Formula 1 team. Progresses quickly, becoming chief mechanic, working with top designer Gordon Murray. At the same time he is building a Formula 3 car - the Anson SA1. He competes in a few races in '77
'77-80 McLaren chief mechanic
'80 Brief period as chief mechanic at Ensign while setting up Anson company
'80-84 Acts as a design & engineering consultant for Anson Racing and Alfa Romeo for F1, F3, Super Vee, Group C
'85-87 Chief engineer at Galles racing Indy/CART team in USA

'87-89 Works for Bromley Motor Sport - becoming technical director in '88 - F3000 team developing and engineering Roberto Moreno's championship-winning Reynard
'89-90 Chief designer at Reynard
'90 Joins the fledgling Jordan team as chief designer. Designs the Jordan 191 (in which Michael Schumacher makes his debut in '91), which allows Jordan to make a mark in their first F1 season
'92-98 Is Jordan's technical director. Has job offers from McLaren and Ferrari during this time
'99 Becomes technical director at Stewart Grand Prix. Helps to develop Stewart SF3 with which Johnny Herbert wins in Europe. Stays there when they become Jaguar Racing in '00
'00 Is ousted from Jaguar at the end of the year
'01 Returns to Jordan as director of race and test engineering. Remains there today, working with aero man Henri Durand



'THINGS GOT A BIT STAGNANT IN THE '90S, BUT EDDIE AND I GET ON BETTER THAN EVER NOW'

that followed it were both rubbish. What do you think of Jaguar's current set-up, though?
GA: Very good. I've got a lot of respect for Dave [Pitchforth, managing director]. He's a very solid engineer, a no-bullshit guy. They should be on the right track now, I reckon.
MB: We could talk about your time at Jaguar all day, but let's get back to Jordan - and, specifically, to your return to the fold at the end of '01.
GA: After Neil sacked me, I went on a holiday in Jamaica. When I came back, I didn't do a lot for a few weeks. Then, in early '01, I saw an ad in *Autosport*, placed by Reynard. So I applied for that, got it, and went off to Champ Cars. I had a good year, enjoyed it - and at the end of it, around Christmas, Eddie [Jordan] called me to ask me to come back. So I thought about it - and I decided that, yes, there was a role for me. Over the years I'd learned that it's quite tricky to be technical director at the track and technical director at the factory - so I thought maybe I could look after the race team as a sort of in-house customer of the factory proper. I thought that would work, and Eddie liked the idea, and here I am.
MB: You've described JYS as your best boss ever. Where does that leave EJ?

GA: Eddie and I are getting on better now than we ever have. We got on okay at first, in the early '90s, then things got a bit stagnant. But you've got to give it to Eddie: a lot of people work for Jordan because of him, and that's important. Jordan work better when Eddie is a genuine participant in the running of the team - as he used to be and is now, but wasn't at the time I left [mid-'98].
MB: So would I be right in thinking that you'd be more than somewhat chuffed if Jordan beat Jaguar in '03?
GA: Yes, of course - but, to be honest, there's no real reason why we should. Okay, Giancarlo [Fisichella] is a fantastic driver, so that'll help us, and we've got a decent little set-up now. But they're pretty well organised these days, and of course they're better resourced than we are. Dave is a good guy; Malcolm [Oastler, chief engineer] is a good guy; Tony [Purnell, CEO of PPD] is a good guy; they're all good engineers. Even John [Hogan, sporting and commercial director] - that's a good appointment (see pages 90-92). He once bailed me out of gaol for drunk and disorderly when I was working for McLaren in the late '70s [at that time Hogan was a senior executive for Philip Morris, whose Marlboro brand were McLaren's principal sponsor]. It was at Monaco, and a policeman ended up in the harbour - don't ask me how. Oh yes: John's a good guy, all right...
MB: So... you've been in F1 for more than 30 years; you're not the sunny side of 50 any more; it's a long time since brawling with policemen in Monaco lost its appeal. Tell me, Gary: for how long will you carry on?
GA: Well, I can't go on for ever, can I? I'm 52. I'm tired. There are other things in life. I've put a few bob away. So... who knows?



(Main) Giancarlo Fisichella, his turn-in as precise as ever, in EJ13. Anderson describes Fisi as "a fantastic driver"; (top) chatting with EJ

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The 99

greatest F1 cars of all time

At the 2003 Brazilian Grand Prix, the FIA Formula 1 World Championship celebrated 700 races. Hundreds of cars have contested those GPs – the awesome, the ordinary and the awful. But which, dear reader, can lay claim to being the greatest? To find the answer, we assembled a 24-man panel to adjudicate, once and for all, on F1's most classy chassis

Main photograph by Alister Thorpe; other photographs by LAT Archive

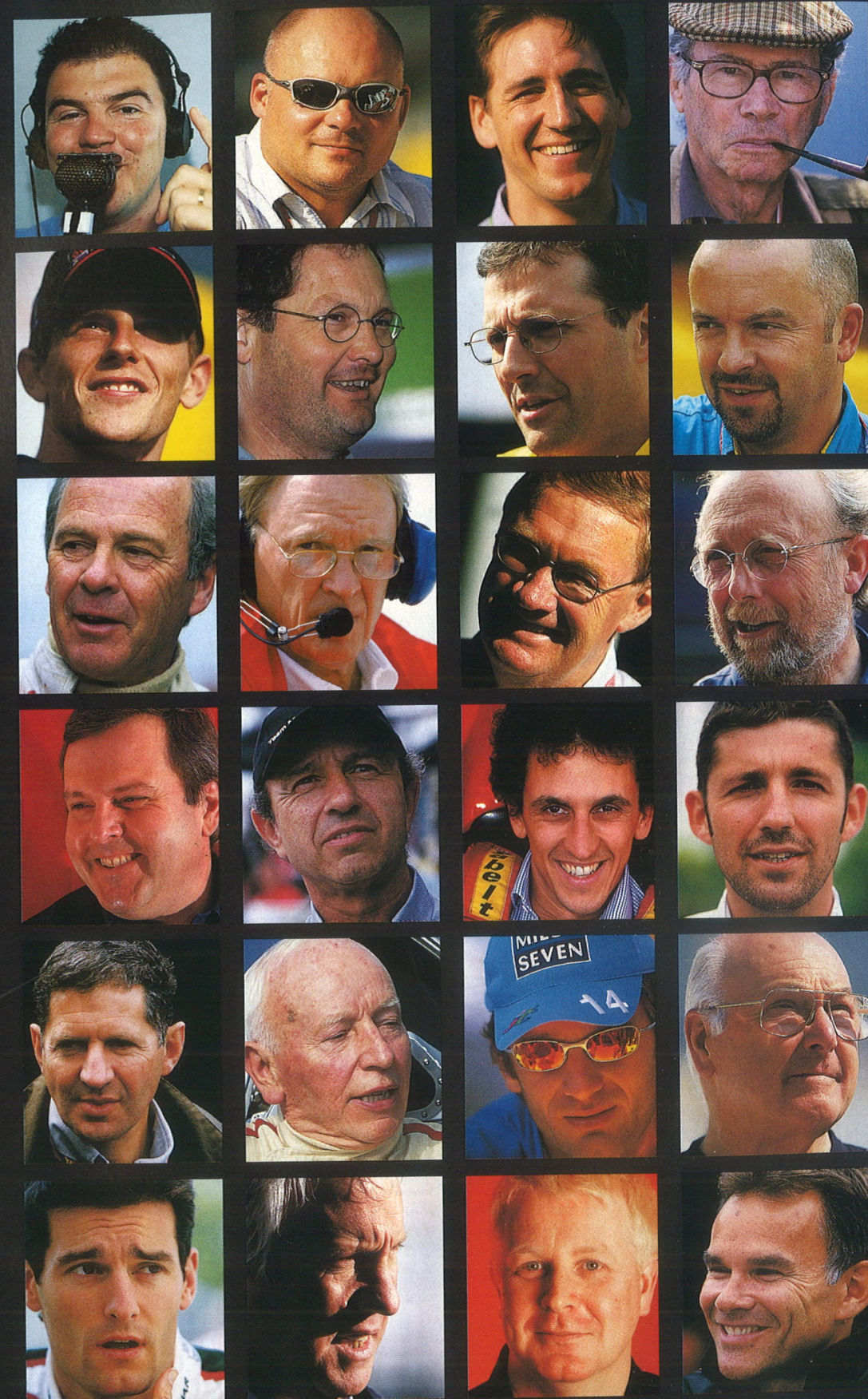


The magnificent Ferrari F2002 (above), which beat all comers last year, is undeniably great. But is it the greatest of all? Read on...

1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24

The jury

1. **James Allen**
Age: 36; Nationality: British; Status in F1: TV commentator
2. **Matt Bishop**
Age: 40; Nationality: British; Status in F1: Journalist
3. **Tom Clarkson**
Age: 27; Nationality: British; Status in F1: Journalist
4. **Jabby Crombac**
Age: 73; Nationality: Swiss; Status in F1: Journalist
5. **Anthony Davidson**
Age: 24; Nationality: British; Status in F1: Driver
6. **Frank Dernie**
Age: 53; Nationality: British; Status in F1: Engineer
7. **Henri Durand**
Age: 42; Nationality: French; Status in F1: Engineer
8. **Mike Gascoyne**
Age: 40; Nationality: British; Status in F1: Engineer
9. **Peter Gethin**
Age: 63; Nationality: British; Status in F1: Driver
10. **Dan Gurney**
Age: 72; Nationality: American; Status in F1: Driver
11. **Alan Henry**
Age: 55; Nationality: British; Status in F1: Journalist
12. **Alan Jenkins**
Age: 55; Nationality: British; Status in F1: Engineer
13. **Steve Matchett**
Age: 39; Nationality: British; Status in F1: Journalist
14. **Jo Ramirez**
Age: 61; Nationality: Mexican; Status in F1: Engineer
15. **Anthony Rowlinson**
Age: 33; Nationality: British; Status in F1: Journalist
16. **Stéphane Samsón**
Age: 29; Nationality: French; Status in F1: Journalist
17. **Jody Scheckter**
Age: 53; Nationality: South African; Status in F1: Driver
18. **John Surtees**
Age: 69; Nationality: British; Status in F1: Driver
19. **Jarno Trulli**
Age: 28; Nationality: Italian; Status in F1: Driver
20. **Murray Walker**
Age: 78; Nationality: British; Status in F1: TV commentator
21. **Mark Webber**
Age: 26; Nationality: Australian; Status in F1: Driver
22. **Charlie Whiting**
Age: 50; Nationality: British; Status in F1: FIA official
23. **Stewart Williams**
Age: 38; Nationality: British; Status in F1: Journalist
24. **Peter Windsor**
Age: 50; Nationality: British; Status in F1: Journalist



The voting system

We invited all 24 jurors to submit a shortlist of 25 cars in order of greatness (from one to 25). Then we converted each juror's votes into points, on a descending scale (so that the car they rated as being greatest scored 25 points, the second-greatest scored 24 points, the third-greatest scored 23 points, the fourth-greatest scored 22 points... and so on). Finally, we totted up all the sub-totals and arrived at the hierarchy that will unfold over the following pages: truly, we hope you'll agree, a rigorous rubric with which to measure F1 greatness! ▶

For the 'also-rans' (ie cars ranked 58 to 99), see page 89

57



Williams FW06 (31 points)
Grand prix wins: 0 (1978-79)
The first Patrick Head-designed Williams. A neat little machine, it is regarded by many as the definitive Cosworth-engined car of the pre-ground-effect era

55=



Ferrari 126C2 (32pts)
GP wins: 5 ('82-83)
Its very powerful turbocharged V6 made up for its less than nimble handling – but, sadly, this car will be remembered as that in which Gilles Villeneuve was killed...

55=



Leyton House CG901 (32pts)
GP wins: 0 ('90)
An early gem from the drawing board of Adrian Newey (now McLaren's superstar technical director), CG901 was very quick in the hands of Ivan Capelli

54



Renault RS01 (35pts)
GP wins: 0 ('77-79)
The world's first turbocharged F1 car – and the first to run on radial tyres, too. Crippling turbo lag killed its chances; when Renault sorted that, they started winning

53



Tyrrell 018 (38pts)
GP wins: 0 ('89-90)
A Harvey Postlethwaite design, 018 was the car in which Jean Alesi made his F1 debut at Paul Ricard in '89 – fourth, first time out. But 019 was even better...

52



Lotus 98T (40pts)
GP wins: 2 ('86)
The final black-and-gold Lotus, the 98T won only twice. But Renault power – allied to Ayrton Senna's genius – brought it no fewer than eight pole positions

50



McLaren MP4/8 (42pts)
GP wins: 5 ('93)
Its Ford V8 was outclassed by the Renault V10s used by the mega-fast Williams – but Senna, in his last (full) season, was at his zenith. The result was five majestic wins

48=



Benetton B195 (43pts)
GP wins: 11 ('95)
Powered by the still-dominant Renault V10, the distinctively high-nosed B195 was more or less untouchable in Michael Schumacher's giga-capable hands



51

Brabham BT44 (41pts)
GP wins: 5 ('74-75)
The BT44 of '74 and its derivative, the '75 BT44B (pictured), were both pretty and quick. Gordon Murray's first ace, it was driven brilliantly by Carlos Reutemann

THE TOP 10

cars never to have won a grand prix

- 1 Tyrrell 019 (76pts)
- 2 Jordan 191 (71pts)
- 3 Tyrrell 018 (38pts)
- 4 Renault RS01 (35pts)
- 5 Leyton House CG901 (32pts)
- 6 Williams FW06 (31pts)
- 7 Lotus 88 (25pts)
- 8 Ferrari 1512 (19pts)
- 9 ATS D6 (18pts)
- 10 BRM P153 (17pts)

48=



Eagle T1G (43pts)
GP wins: 1 ('66-68)
One of the prettiest F1 cars of all time, Dan Gurney's Eagle did not always 'push' as clumsily as shown here! Its Spa '67 win was a high; thereafter, the Cosworth reigned

45=



BRM P57 (45pts)
GP wins: 6 ('61-65)
After 10 years in the comparative doldrums, BRM finally got it right with the compact V8-engined P57. The result was the '62 world title – Graham Hill's first (of two)

45=



Lancia-Ferrari D50 (45pts)
GP wins: 5 ('54-57)
Its bulbous flanks made it one of the uglier cars of a very pretty decade, but the D50 was the only Ferrari that the great Juan Manuel Fangio ever drove in grands prix

45=



Williams FW10 (45pts)
GP wins: 4 ('85)
A powerful Honda V6 turbo and another efficient Head-designed chassis gave Keke Rosberg and Nigel Mansell two wins apiece, but they couldn't catch McLaren

44



Brabham BT24 (47pts)
GP wins: 3 ('67-69)
'Black Jack' Brabham had won the '66 title in the Repco-engined BT19. The BT24 was Repco's last hurrah, giving Jack's 'mate Denny Hulme the laurels in '67...

43



Brabham BT20 (48pts)
GP wins: 1 ('66-67)
... and this, the BT20, was the interim car. It won only once (in '67, at Monaco, Hulme at the wheel), but was arguably the prettiest of the three

42



Wolf WR1/2/3/4 (49pts)
GP wins: 3 ('77-78)
Wolf gave a new 'name' to each chassis produced; WR1, WR2, WR3 and WR4 were thus identical designs. The car was nimble and reliable – and utterly gorgeous!

37=



Ligier JS11 (55pts)
GP wins: 5 ('79-80)
After three years of only moderate success with the Matra V12, Ligier went the Cossie route for '79; the result was JS11 – which could, and should, have won the title

37=



McLaren MP4/5 (55pts)
GP wins: 16 ('89-90)
No-one else came even remotely close to the might of Honda's V10, and McLaren's considerable advantage of having Senna and Alain Prost in the cockpit(s)

34



Ferrari 500 (70pts)
GP wins: 14 ('52-53)
Why, when Alberto Ascari won nine grands prix in a row in it, is the 500 ranked a comparatively lowly 34? Because it had virtually no competition, that's why

30



Tyrrell P34 (78pts)
GP wins: 1 ('76-77)
When Jody Scheckter and Patrick Depailler posted a 12-wheeled one-two at Anderstorp in '76, the world thought Ken had found a new 'magic bullet'. He hadn't

41



Williams FW18 (52pts)
GP wins: 12 ('96)
The Rothmans livery was unflattering, but FW18 was a beautifully effective car – its Renault V10, as ever, both powerful and reliable

36



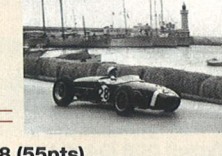
Lotus 78 (65pts)
GP wins: 7 ('77-78)
The precursor to the beautiful and revolutionary ground-effect 79, the 78 was described by its creator, Lotus's founder Chapman, as a 'wing car'. It flew!

40



Matra MS80 (53pts)
GP wins: 5 ('69)
Jackie Stewart won the opening round of the '69 season in the old MS10, then dominated the rest of the year in the superb MS80. He rarely needed to use all the road!

37=



Lotus 18 (55pts)
GP wins: 4 ('60-61)
Stirling Moss scored arguably his two greatest victories, at Monaco and Nürburgring (both in '61), in this nifty Colin Chapman car, run by ace privateer Rob Walker

35



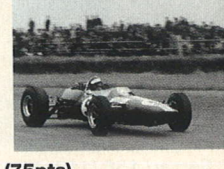
Benetton B194 (67pts)
GP wins: 8 ('94)
Was it quick? It was, undoubtedly. Were its electronics legal? That, sadly, was the \$64,000 question everyone kept asking. Whatever, it won Schumi his first world title

33



Jordan 191 (71pts)
GP wins: 0 ('91)
Oddly – perhaps sadly – the only Jordan in *F1 Racing's* 'top 99' is the first. A Gary Anderson design, it was stylish yet sound – and Schumi made his F1 debut in it

32



Lotus 33 (75pts)
GP wins: 5 ('64-67)
Jim Clark blitzed everyone in '65. He skipped Monaco (to win the Indy 500), but won his first six GPs of the year (one in a Lotus 25). His lowest grid slot was P2

31



Tyrrell 019 (76pts)
GP wins: 0 ('90)
According to the *F1 Racing* panel, 019 is the greatest F1 car never to have won a grand prix. Alesi took it to second once, at Monaco, and he almost always qualified it well



29

Ferrari F2001 (86pts)
GP wins: 9 ('01)
Until '02, F2001 was *the* definitive modern Ferrari... then came F2002, which was even better. Will F2003-GA be better still? Probably. Rory Byrne is on top form. Definitely

27=



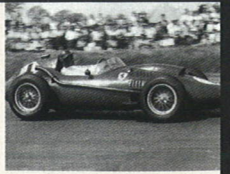
Brabham BT49 (87pts)
GP wins: 7 ('79-82)
After four frustrating years using Alfa engines, Bernie Ecclestone (then Brabham's owner) reverted to Cosworth's in late '79. Wins duly arrived in '80, a title in '81



27= Ferrari 640 (87pts)
GP wins: 3 ('89)
John Barnard's brilliant, but brittle, beauty. Mansell won the car's first GP, despite its radical (fragile!) seven-speed semi-auto 'box. The 640 made 'Our Nige' il leone



25= Brabham BT52 (91pts)
GP wins: 4 ('83)
Gordon Murray's 'paper dart' was gorgeous – and quick. The BMW turbo gave it big grunt – while its sleek, 'arse-heavy' chassis gave it superb traction, balance and grip



25= Ferrari Dino 246 (91pts)
GP wins: 5 ('58-60)
Every schoolboy's dream F1 car made Mike Hawthorn Britain's first world champ in '58. It was also the last front-engined car to win a world championship



22= Ferrari 312T4 (94pts)
GP wins: 6 ('79)
The T4 took Scheckter to a world title, and gave Villeneuve a shop window for his genius. Weak on downforce, big on power, T4 was the last hurrah for the fab flat-12



22= Tyrrell 003 (94pts)
GP wins: 8 ('71-72)
Good enough to beat all comers, pedalled by Stewart and his protégé François Cevert. The Matra MS80-influenced 003 helped Tyrrell, in '71, to their only world constructors' title



22= Tyrrell 005/006 (94pts)
GP wins: 7 ('72-74)
A twitchy, tricky gem from Derek Gardner – but fleet enough under the Stewart caress to bring JYS a third crown. Cevert's death at the US GP forever blights 006's record



20 Alfa Romeo 158 (107pts)
GP wins: 6 ('50)
It won the first GP (Silverstone '50), and took Giuseppe Farina to the first drivers' championship. Its 1.5-litre supercharged V8 motor was the class of the field that year



19 Brabham BT46B (108pts)
GP wins: 1 ('78)
The car that *sucked* its rivals into the weeds! A huge, engine-driven fan vacuumed it to the track for grip. One race (Sweden), one win (Niki Lauda), then it was banned



21 Williams FW15 (105pts)
GP wins: 10 ('93)
Took Prost to his fourth title – at a canter. FW15 was the zenith of driver aids on F1 cars, the chassis proving a perfect foil for Renault's V10. Dominant double title winner

THE TOP 10

cars never to have won a championship

- 1 Brabham BT46B (108pts)
- 2 Ferrari 640 (87pts)
- 3 Tyrrell P34 (78pts)
- 4 Tyrrell 019 (76pts)
- 5 Jordan 191 (71pts)
- 6 Lotus 18 (55pts)
- 7 Ligier JS11 (55pts)
- 8 Wolf WR1/2/3/4 (49pts)
- 9 Williams FW10 (45pts)
- 10 Eagle T1G (43pts)



18 Ferrari 156 (113pts)
GP wins: 7 ('61-64)
Ferrari finally went mid-engined with the soul-stirring 156. Brits had nimble chassis, but mega motors compensated. Helped Phil Hill to the '61 drivers' championship



17 Vanwall (115pts)
GP wins: 9 ('57-58)
The first British machine to beat 'those bloody red cars'. Subtle aerodynamics and engineering rigour made Vanwall '58 champs and gave Moss a sniff of the title



16 Williams FW11B (137pts)
GP wins: 9 ('87)
Mansell and Nelson Piquet tore up the season in these brutal, Honda V6 turbo-powered devices. Nine wins and two titles (Piquet's third) spoke of FW11B's supremacy



15 McLaren MP4-13 (143pts)
GP wins: 9 ('98)
Only McLaren adapted well to the new-for-'98 regs which brought in narrow track and grooved tyres. MP4-13 was a masterclass from Newey, Mercedes and Bridgestone



14 McLaren M23 (165pts)
GP wins: 17 ('73-78)
Gordon Coppuck's pure 'n' simple M23 was enjoyed by drivers for its benign nature. Made up horses lost to Ferrari with its balance and grip. Took two drivers' titles

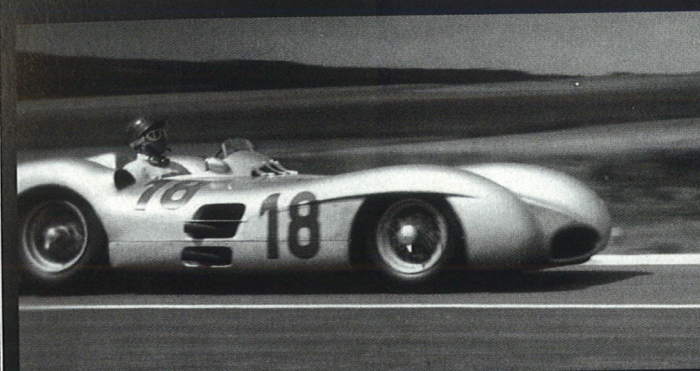
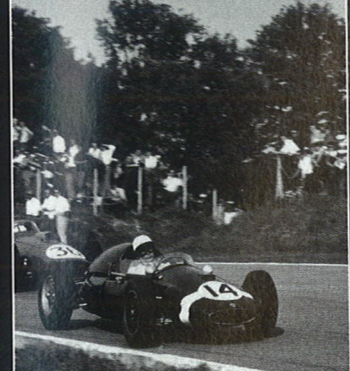


13 Ferrari 312T (166pts)
GP wins: 9 ('75-76)
Arguably the definitive Ferrari until the Ross Brawn/Rory Byrne/Paolo Martinelli era. It helped Lauda to his first title – and, alongside M23, shaped mid-'70s F1 history

12 Cooper T51/T53 (208pts)
GP wins: 11 ('59-62)
Hail the revolution! John Cooper turned F1 about face by proving that putting the engine behind the driver would bring big gains in handling, braking and grip. When Cooper took world title doubles with Jack Brabham in '59 and '60, F1 took note. The sport was changed for ever



11 Williams FW07 (263pts)
GP wins: 15 ('79-82)
Patrick Head's first work of true genius. It wrapped ground-effect aerodynamics around a compact Cossie to produce a world beater. Reutemann, Alan Jones and Clay Regazzoni won races in it, and Williams won two constructors' and a drivers' title with it. No-one ever did ground effect better

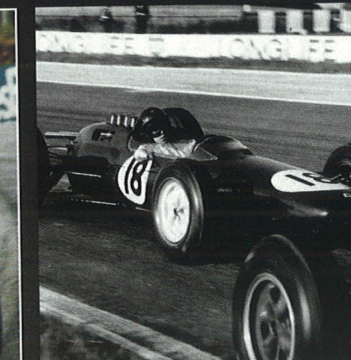


9 Mercedes-Benz W196 (286pts)
GP Wins: 9 ('54-55)
Still impossibly glamorous, the W196 Mercedes lit up the '54 and '55 seasons to deliver Fangio back-to-back titles. The dazzling 'streamliner' and its open-wheeled sister proved consummately competitive. When Mercedes quit after '55, no-one had had a chance to challenge them

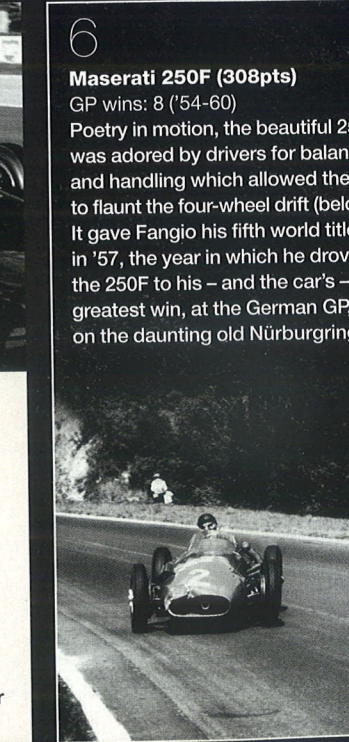


8 McLaren MP4/2 (289pts)
GP wins: 22 ('84-86)
Over three seasons the MP4/2 series took 22 wins and five (out of a possible six) championships. Mega, no? MP4/2's mega-ness stemmed from a rare cohesion of

chassis and engine design, which blended to form a very effective whole. It was not always the quickest car – but its abstemious, tough TAG-Porsche V6 meant it was always around to score at the end, in a fuel-limited era. Gave Lauda his third (and last) title in '84, and Prost his first (of four) in '85



7 Lotus 25 (305pts)
GP wins: 13 ('62-64)
With this neat, elegant, delicate morsel of inspiration, Chapman gave F1 its first monocoque chassis – bringing concomitant gains in handling, stability and grip. Clark used it in '63 to take a first title each for himself and Lotus. Rarely have car and driver enjoyed such exquisite harmony



4 Lotus 79 (387pts)
GP wins: 6 ('78-79)
Unforgettable and unspeakably gorgeous, the 79, draped in that perfect black 'n' gold JPS livery, is still the 'standard' grand prix car in many a mind's eye. The first chassis fully to harness the magic of ground-effect aero, it allowed Mario Andretti and Ronnie Peterson to dominate the championship ▶



5 Williams FW14B (384pts)
GP wins: 10 ('92)
FW14B was so far ahead of the rest, it was hardly worth their while turning up. Mansell wrapped up his title by August – and Williams walked the constructors' 'battle'. Aero from Newey, power from Renault, computer-controlled suspension, a semi-auto 'box... all made to gel by P Head esq



10 McLaren MP4/4 (280pts)
GP wins: 15 ('88)
It wiped the floor with its rivals like a Honda-powered, carbon-clad, red and white mop, took a then-record points tally and was the tool for Senna-Prost warfare. Immaculate



3 Lotus 49 (400pts)
GP wins: 12 ('67-70)
The 49 is one of the select band of F1 cars to have won their first GP. At Zandvoort in '67 Clark triumphed after team-mate (and pole-sitter) Hill retired – a historic first (of 155) for the Cossie. The 49 and the DFV

were, quite literally, made for each other, as the chassis was the first rear-engined F1 car to incorporate the engine as a load-bearing stressed member. This increased rigidity and saved mass. Chapman's elegant design was thus the first to take full advantage of F1's 3.0-litre engine formula – and the 49 scored nine poles and four wins that year.

A shot at the title was scotched by teething troubles, but a Lotus-Hill double followed in '68. The 49 was flexible enough to adapt to the introduction of wings, keeping it competitive until '70. But of even greater import was 49's distinction as the first grand prix car to carry commercial sponsorship: as (almost) always, Chapman was a step ahead

THE TOP 10

cars designed and built in Britain

- 1 Lotus 72 (431pts)
- 2 Lotus 49 (400pts)
- 3 Lotus 79 (387pts)
- 4 Williams FW14B (384pts)
- 5 Lotus 25 (305pts)
- 6 McLaren MP4/2 (289pts)
- 7 McLaren MP4/4 (280pts)
- 8 Williams FW07 (263pts)
- 9 Cooper T51/53 (208pts)
- 10 McLaren M23 (165pts)



2 Lotus 72 (431pts)
GP wins: 20 ('70-75)
How do you follow a class act like the 49? With another, even classier act – the 72. On the evidence of this survey, 72 was Chapman's best Lotus – good enough, indeed, to win a title double (posthumously for Jochen Rindt) in its first season ('70). Those first crowns did not come easily, though, for where 49's

chassis had been kept deliberately simple, so as not to over-confuse a car designed around the all-new Cosworth DFV, 72 was a veritable box of tricks. Its form exemplified Chapman's elastic design creativity.

Where other chassis were making do with wings added onto existing bodies, 72 was born with aero in mind. Its chisel nose was made possible by moving the radiator from the nose to the car's hips, while in-board front brakes

were a further innovation. It proved a handful at first, with even a driver of Rindt's reflexes finding it tricky to drive. Tragically, it would take his life at Monza later that year.

By '72, however, many of the car's quirks had been fixed – and Emerson Fittipaldi stormed to the title with five wins. A constructors' cup for Lotus was a formality, as was another in '73, with a Fittipaldi-Peterson driver pairing (who took seven wins between them). But

neither managed the drivers' title. There were three more wins for Ronnie in '74, even though 72 was almost ready for a bus pass. Still, it had established itself as a bona fide F1 classic – and images of Ronnie or Emmo at the wheel of a fully sideways 72 are firmly woven into the tapestry of grand prix history. Incidentally, while 72 is placed second overall in this 'top 99', more of our jurors put it top of their list than any other car...



1 Ferrari F2002 (457pts)
GP wins: 14* ('02-03)
It's hard to be a legend in one's own lifetime; almost as hard to stand the test of time. All of the cars in this 'top 99' have passed the latter trial, to varying degrees; but it's too soon, yet, for the F2002 so to have done. What it has done, however – and how! – is prove itself to be the class of its field. It may well also come to be remembered as the greatest F1 car ever. Its claim to greatness has been helped, of course, by its luck in

being able to call upon the services of one M Schumacher, the best driver of his age. But then, so too have many of the other chassis on these pages been able to call upon contemporary greats of similar stature. One of F2002's great strengths is, appropriately enough, its great strength: near-perfect reliability (in Schumacher-driven cars, at least!) contributed much to its aura of invincibility. But that very strength has been the function of F2002's brilliance in every other area of its performance. From its trick transmission to its peerless

'ITS STRENGTH HAS BEEN THE FUNCTION OF ITS BRILLIANCE IN EVERY AREA OF PERFORMANCE'
aerodynamics; from its top-notch engine output to its telepathic suspension synergy with its tailor-made Bridgestone tyres... there is no chink in F2002's armour, and the sum total of its abilities has taken it so far clear of the pack that it has rarely been pushed to its limits –

thus placing it under less strain and leaving it less prone to breakdown. It's likely that in a few years' time F2002 will come to be seen as the high point for the Schumi/Jean Todt/Brawn/Byrne/Martinelli partnership which set out on a path in '97 taking them to driver/constructor doubles in '00, '01 and '02 – the last of these setting an all-time record points mark for a constructor (221). This year's F2003-GA is going to have to be awfully good to achieve such standards. It will, in fact, have to be the greatest F1 car ever built
* Figures accurate up to '03 Malaysian GP

The 'also-rans'

- These 42 cars failed to score the 30 points necessary for inclusion in the elite 'top 57'. They're pretty mega, though...
- | | | | |
|---------------------------|---------------------------|-----------------------------|---------------------------------|
| 58 Williams FW08 (29pts) | 69 Brabham BT19 (16pts) | 74= Williams FW17 (11pts) | 90= Lotus 16 (5pts) |
| 59 Ferrari 641 (28pts) | 70 Ligier JS25 (15pts) | 81 Ferrari F1-2000 (9pts) | 90= Moneytron Onyx ORE-1 (5pts) |
| 60 Lotus 88 (25pts) | 71 Brabham BT50T (14pts) | 82= BRM P160 (8pts) | 93= Lotus 80 (4pts) |
| 61 McLaren MP4-14 (24pts) | 72= BRM P261 (12pts) | 82= McLaren MP4/6 (8pts) | 93= Matra MS10 (4pts) |
| 62 Hesketh 308 (22pts) | 72= Cooper T60 (12pts) | 82= Renault RE30 (8pts) | 95= Arrows A2 (3pts) |
| 63 McLaren MP4/1 (21pts) | 74= Benetton B186 (11pts) | 82= Toleman TG184 (8pts) | 95= Ferrari 126C3 (3pts) |
| 64 Ferrari 312BA (20pts) | 74= Benetton B200 (11pts) | 86= Brabham BT53 (7pts) | 95= March 761 (3pts) |
| 65 Ferrari 1512 (19pts) | 74= Ligier JS5 (11pts) | 86= McLaren M7A (7pts) | 95= Porsche 804 (3pts) |
| 66= ATS D6 (18pts) | 74= Lotus 21 (11pts) | 86= Minardi PS02 (7pts) | 99 Ferrari 156/85 (1pt) 1 |
| 66= Cooper T43 (18pts) | 74= Lotus 97T (11pts) | 89 BRM V16 (6pts) | |
| 68 BRM P153 (17pts) | 74= Renault RE40 (11pts) | 90= Connaught C-type (5pts) | |

The face that launch'd a thousand careers

John Hogan – cue drum roll – is Jaguar Racing's new sporting and commercial director. But that's not why he's famous; he's famous because he spearheaded Marlboro's involvement in Formula 1. Without Hogie, you would never have heard of Niki Lauda

Words by Peter Windsor

The reason you haven't heard too much about John Hogan is that in previous lives he wasn't allowed to give interviews. It was clear to just about anyone with half a Formula 1 brain that Hogie has always been one of the key players of the industry, but the company for whom he worked – Philip Morris (Marlboro) – always felt that no statement at all was better than a statement that could be misquoted. Thus Hogie always stayed quiet.

He has always been right there, however. Raised in Australia, where all good racing brains are cultivated – in Manly, indeed, on the surfside of Sydney – Hogie moved to the UK in the 1960s to pursue his advertising career. (Make that 'show the poms how to sell more stuff'.) He first sprang to prominence in motor racing circles via his friendship with Ron Dennis, who was running Formula 2 and Formula 3 teams with Projects One, Two and Three. Hogie procured for Ron what McLaren would now describe as "partners". Back in '72-'73, though, companies like Radio Luxembourg were sponsors, pure and simple.

Sharp and quick to move, Hogie was recruited by Marlboro's Ronnie Thompson, the man who had signed off BRM's chaotic five-car assault in '72. Marlboro and Texaco wanted joint naming rights to McLaren for '74, but Yardley were still in the picture. Under pressure from Thompson and another PM director, Pat Duffeler, Hogie

'SHARP AND QUICK TO MOVE, HOGAN WAS RECRUITED BY MARLBORO. HE HAD ONE SUCCESS AFTER ANOTHER'

flew to England and immediately found the solution: a third, Yardley-sponsored car could be run alongside the factory cars. Overnight, virtually, Hogie became a folk-hero at Philip Morris. The Texaco Marlboro McLarens won the championship.

After that: one success after another. While other cigarette companies came and went, looking for short-term results with short-term thinking, Hogie always kept Marlboro on the straight and narrow, helping them to define a colour scheme (vermillion orange) and logo (a large, sharply angled chevron) that would keep them strong long after the word 'Marlboro' had disappeared from the TV screens. He backed Ron Dennis's takeover of McLaren in '80-'81 and then left McLaren for Ferrari at exactly the right moment (when Michael joined!).

Oh, and then there were Niki Lauda and James Hunt. To ensure that he covered all bases, Hogie also sponsored Niki Lauda's switch from BRM to Ferrari in '74. Niki went on to win two Ferrari world championships as a Marlboro driver. Simultaneously, James



> CV: John Hogan

Born May 5 1943, Sydney, Australia

'63-66 Trainee at Nestlé, London

'66-67 Marketing trainee at Brunning Advertising, London

'67-69 Account executive at Benton & Bowles, London. Accounts include Procter & Gamble

'69-71 Account supervisor, Wasey Advertising, London, on Coca-Cola account

'71-73 Marketing manager at Rondel Racing (with Ron Dennis)

'73-75 Promotions co-ordinator at Philip Morris Europe

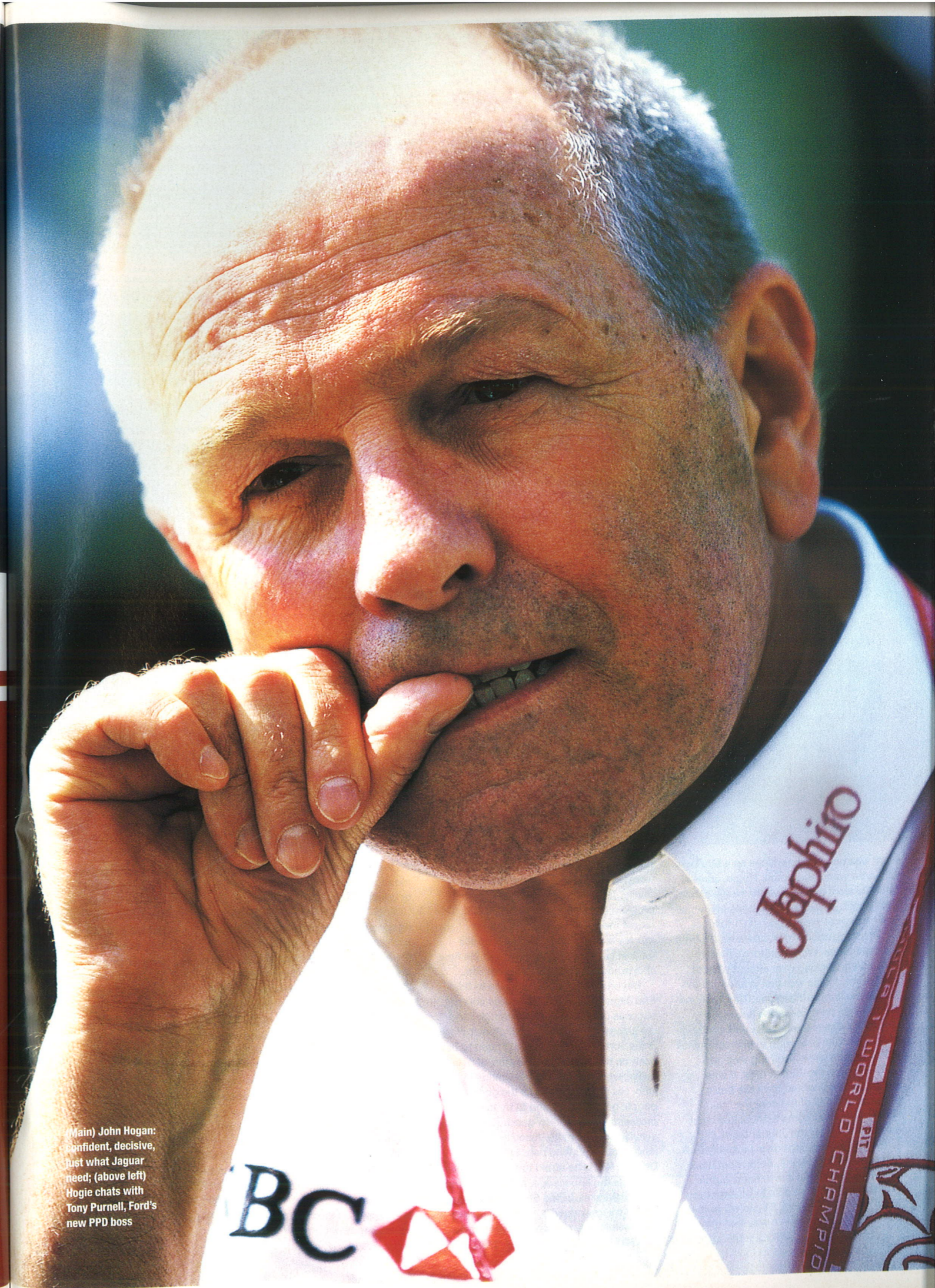
'75 Becomes manager of Marlboro Formula 1 promotions

'80 Restructures McLaren team, with Dennis as MD

'84 Becomes marketing director of Philip Morris Europe. Makes first commercial sponsorship deal with Ferrari

'90 Becomes vice president of marketing at Philip Morris Europe. Responsible for sponsorship in F1, rallying and motorcycling

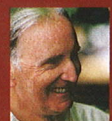
'03 Is appointed sporting and commercial director of Jaguar Racing



(Main) John Hogan: confident, decisive, just what Jaguar need; (above left) Hogie chats with Tony Purnell, Ford's new PPD boss



> The men who would be (Jaguar's) king (or sporting director)



If Hogan was the best candidate on Jaguar's shopping list for sporting directors, then whom did he beat to the job?

When Niki Lauda was given his marching orders by Ford's chief technical officer Richard Parry-Jones, and Tony Purnell was appointed chief executive

of Ford's Premier Performance Division (thereby replacing one half of Lauda), Parry-Jones immediately offered the other half (ie the team principal's position) to Jackie Stewart.



When Stewart refused it, RPJ approached Martin Brundle. A series of discussions

ensued, but the stumbling block was Brundle's very high salary demands. Unwilling to agree to Brundle's price, Parry-Jones then decided to upgrade Purnell's and managing director David Pitchforth's roles to encompass much of what would have been in Brundle's job description.

After that, they needed only a no-nonsense sporting director.



They spoke to John Watson (far left), Alan Jones (centre) and Alex Zanardi (left), and even ex-MD Guenther Steiner (who has now left the team) – but, in the end, agreed terms (at a pretty modest \$300,000pa) with the well-connected Hogan.

Matt Bishop

Hunt was creating headlines as a Marlboro McLaren world champion. Hogie, James and Niki were the triumvirate. Hogie created their public persona; the images of James and Niki wrote new pages of F1 folklore.

Changing economies, however, brought different times. With Marlboro's Ferrari sponsorship ticking over almost without assistance, Hogie was last year employed as a consultant to Vodafone. This he found frustrating – partly because few of his recommendations were actioned, partly because it was like trying to pick up a glass with a boxing glove. Nothing was real.

Then came the Jaguar offer. It was intriguing and it would form the basis of the phone call of the century: "Niki? Hogie. Just want some advice. I've been asked to head up the Jaguar team..."

Hogie's job description is probably too complicated to imagine. At its most basic, I would suggest that it is to keep Jaguar in business – ie to be able to present the fiscal losses of Jaguar's F1 project to the Ford board members in a way that they

can understand and accept. With 26 years' worth of Philip Morris board-lobbying behind him, Hogie should find this no problem at all. Indeed, one of his first, recent meetings with the Ford guys quickly made him feel that he was still back in Lausanne, sifting through the flow charts and colouring the bottom line.

Beyond that, it would be nice to think that Jaguar could achieve some sort of success on the track. Refreshingly (and unlike other Jaguar team principals), Hogie is the sort of guy who doesn't need to be seen on the grid before the start or being delivered to the circuit in a named-up limo. His style will be to let the good people get on with it and to try to sort the problems of the not-so-good. To this end, he will continue to be based in Switzerland (and, probably, in the board rooms of Detroit). Nor is he afraid to admit that he respects the knowledge, experience and connections of Jackie Stewart and that he will try to work with Jackie as closely as possible: any person of intellect would

do the same. Hogie, then, is a calm man manager; there will be nothing dictatorial or centre-stage about his leadership.

And there's no better time to be running this team, of course, for Irvine has gone and Jaguar can now look towards the very talented and well-rounded Mark Webber for inspiration. Hogie thus intends to let Mark have some space. The immediate, key areas of concentration should be the engineering of the car – still more time is needed to evaluate the new technical team – and, just as importantly, subsidising the Ford budget with outside finance. The technical decisions may be Hogie's weakest area; the financial restructuring will be his strongest – and they will have the greatest, single impact on Jaguar's future.

For good measure, Hogie not only sits comfortably with Bernard Ecclestone and Max Mosley but also has the respect of F1's other key team leaders. That is a first for Jaguar; and, in the seasons immediately ahead, it may not be their last. **!**

Hogan will ably and efficiently control Jaguar's finances. Meanwhile, Mark Webber (top) will help the technical team develop the R4. Jaguar Racing are now stronger than ever before

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Back where he belongs

After a tricky few years away, Heinz-Harald Frenzen has returned to his spiritual home: Sauber. It's a lucky turn of events. And he knows it

Interview by Alan Henry; photographs by Darren Heath

'I CAN ALWAYS MAKE MYSELF FEEL BETTER BY SAYING THAT I WAS THE MORAL 1999 WORLD CHAMPION'

Heinz-Harald Frenzen is retiring. Not, you understand, in the most literal sense – he's happily ensconced with the team who are his Formula 1 spiritual home, Sauber. No, we're talking here about his manner, the key hallmark of which is his calm objectiveness which avoids extreme assumptions, declarations or opinions.

His is a character which tends to avoid confrontation. For all his still-evident drive and ambition, H-H has a well-modulated, almost self-effacing mien – which makes him a perfect fit for the benign Peter Sauber's team. He is also honest enough to appreciate that he is not likely, now, in the evening of his Formula 1 career, to win the world championship. He will be 36 on May

18, and is totally reconciled to the fact that his remaining F1 role will now be only as a member of the supporting cast.

Much as it was when he entered F1 back in 1994 – yes, with Sauber – where he would stay for three years, before departing on the choppy voyage which took him to race victories with Williams and Jordan, followed by an ignominious slide backwards down ▶



Despite three wins (and loadsa talent), Frenzen's F1 career has been something of a disappointment. In Malaysia (left) he brought his Sauber home a lonely ninth

'HOME BOY' H-HF

>CV: H-HF's return trip

Born May 18 1967
'80-'85 Karting. Is German Junior Champion in '81
'86 Formula Ford 2000
'87 Runner-up in German Formula Ford 2000
'88 Opel Lotus Challenge: German champion
'89 Joint runner-up (tied with Michael Schumacher) in German Formula 3
'90 Mercedes-Benz Group C programme (alongside Schumacher) and also Formula 3000 with Jordan
'91 F3000, Team Vortex
'92 F3000 in Japan, Team Nova (one third place). Also races sportscars
'93 F3000, Team Nova (one win) and sportscars. Is also a Formula 1 test driver for Mugen and Bridgestone
'94 Makes F1 race debut with Sauber-Mercedes; 13th overall
'95 Sauber (one third place)
'96 A third season with Sauber
'97 Williams (one win). Runner-up in drivers' championship
'98 Drives a second season with Williams
'99 Joins Jordan (two wins)
'00 Stays with Jordan
'01 Starts season with Jordan, but is let go part way through the year. Completes the season with Prost Grand Prix
'02 Races for Arrows in the early part of the season. Stands in for Felipe Massa at Sauber in the US Grand Prix
'03 Returns to Sauber as a race driver



the grid with the soon-to-be-bankrupt Prost and Arrows squads.

As Arrows staggered impecuniously through '02, Heinz-Harald looked very much like a man in need of a lifeline. How fitting that it should be thrown – not for the first time – by old buddy (and long-time admirer) P Sauber.

Sauber and Heinz-Harald had been here before, you see.

Having originally driven for the Sauber-Mercedes sportscar team in '90, as a bright young projectile from the German Formula 3 championship, Frentzen perhaps unwisely concluded that he could not afford to hang around waiting for Mercedes' eventual graduation to Formula 1.

Ignoring his mentor's advice, he turned his back on sportscars to drive instead for Eddie Jordan's Formula 3000 team. That proved to be a blind alley which left Heinz-Harald exiled in Japanese F3000 for '92. It must have been mighty hard to watch his old F3 and sportscars contemporary Michael Schumacher explode to international prominence as he (Frentzen) marked time in faraway isles...

Peter Sauber's judgement was right, as Frentzen has since confessed on many occasions. "He told me," says Heinz-Harald, "Stay with us in sportscars – and you'll learn as much about motor racing as you

will in F3000.' But I said, 'No, I want to do something else.'

"He was upset that I had my own view on it, so I was quite surprised that he gave me the chance later on of joining his F1 team."

That chance came in '94, and Frentzen stayed with Sauber until the end of '96. Six years and an F1 lifetime on, Frentzen was once again in need of a phone call from a friend as Arrows slid inexorably into the F1 gutter. At the end of the '02 season, Frentzen would probably have accepted a career-saving offer from any F1 team, but he makes it clear that getting the nod from his F1 alma mater was very special.

"Peter Sauber doesn't look like a typical F1 team owner," he smiles. "Coming from Switzerland, he has a very straightforward personality and a 'proper' mentality which has driven him for a long time.

"I have to say that this mentality, his way of running the team, is unique. He always looks ahead and tries to build for the future, making steady progress, and is absolutely committed to that job.

"So, while he doesn't look like an F1 team boss, he is very focused and very motivated. And he's having success in the way he does it, which is why I have so much respect for the way he handles all situations."

It's good that he can laugh now. F1 hasn't always been kind to Heinz, but his essential

'I THINK PETER SAUBER'S WAY OF RUNNING HIS TEAM IS UNIQUE. HE'S VERY FOCUSED'

good (dry) humour comes to the fore when he reflects on his '99 season with Jordan. That year he won both the French and Italian Grands Prix and might well have been a real contender for the title if he had not suffered crucial misfortunes in other races.

"Well, I think I have my moral year of being champion," he says, not altogether seriously. "If I hadn't had the brake failure in Canada, I'd have taken six points in that race; if the engine hadn't broken down at Imola, I'd have had third or fourth place, so I would have been seriously in the running.

"So I can always make myself feel better by saying that I was the '99 moral champion, if that helps..." There's a momentary pause before he adds, with a chortle: "... which it doesn't. So I don't really worry."

If that sounds remarkably equanimous from an F1 senior statesman, it's probably a function of a propriety about his modus operandi which, while it has blessed him with a certain beatific calmness, may have prevented him from becoming a champion.

After Ayrton Senna's death in '94, Frank ▶

(Above) Times have been tough, and it must hurt knowing that that's partly because of his own decisions – but Heinz-Harald remains serene, and says he's still highly motivated



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Williams approached Frentzen, then still an F1 freshman, to enquire whether he could be released to come over and partner Damon Hill. Flattered though he was, Heinz-Harald makes it clear there was no way he could ever have agreed to the proposal.

"Oh, no question, I'd do the same thing today," he insists. "Even knowing that it would put me in the shop window, driving a good car, I'd do the same even now. My character, if you like, would make it impossible. It would be against my genes.

"I have some definite principles which dictate my character, and I can't do anything about it. There's no way I could have done that. You can discuss this for hours, but the most important thing for me is that I can go to the bathroom every morning, look in the mirror and be happy with what I'm doing. To me, this is very important. I live with that very well. Maybe other people don't need to live with that, but I do need it."

For a time it looked as though his noble sensibilities would bring their own reward: a second call from Williams came in '96, and, this time, when circumstances were less awkward, he felt no difficulty in taking the job – not that his days with Williams in

fact worked out quite as he might have liked.

Frentzen is painfully honest about his two seasons with Sir Frank ('97 and '98). He took his maiden GP victory at Imola in '97 – but, otherwise, this sensitive man has few happy memories of the experience. However, he rejects Frank's idea that he didn't display sufficiently hard an edge.

"I have to say that I didn't really enjoy it," he says. There's no malice or resentment in his voice – merely a vaguely regretful note of an opportunity squandered.

"My relationship with Williams was really over before it started," he says. "Certainly, there were a lot of misunderstandings there, and the British people did a good job of making my life very difficult at Williams. The British [tabloid] journalists, too. Do you remember the situation with Damon? The world champion..."

He is lost for a moment, as his voice trails away. Frentzen is referring to the opprobrium heaped on the Williams team for their decision not to renew Hill's contract for '97 after he had won the '96 title. "But surely," I ask, "Williams' decision to ditch Damon in your favour had been taken 12 months earlier, long before he'd started out on his championship campaign?"

Frentzen pauses... then offers, "Ah, probably." It is a tacit acknowledgement that he had indeed been selected as Hill's successor for '97 as long ago as the '95

Japanese Grand Prix. But Heinz-Harald will elaborate no further.

On one point he is unequivocal, however. Jenson Button may currently have his hands full dealing with Jacques Villeneuve, but H-HF had no such trouble with JV during his two-year spell at Williams. "I really had no trouble with Jacques," he recalls. "I don't know how he works at B.A.R – but if there were any psychological games at Williams when I was there, I can't say I noticed them."

In fact, it was not his tenure at Williams, but the bitter-sweet subsequent partnership with Jordan, which ended in real acrimony: H-HF was discarded by EJ after the '01 British GP. So acrimonious was it, in fact, that Heinz-Harald went as far as reviewing whether he wanted to stay in racing at all.

"I have to say that the, er, dispute with Jordan in '01 brought me to the point where I had to make a decision," he says – with a tinge of genuine, and obvious, regret.

"Would I do something else in life... or continue in F1? Okay, I decided to stay in F1 – so that meant I had to take any offer I could get. I had to go for the leftovers."

He tugs at his Petronas cap – and then, with a characteristic self-deprecatory grin, he adds: "I try to do my job as well as possible. I've always tried to give 100 per cent effort for every team I drove for. It would have been nice to have won a world championship, but there's a very limited chance of having the right package, the right gear and the right timing. But I'm not going to stop trying. There are a lot worse cases than me."

Retiring Heinz-Harald Frentzen may be. Retiring he ain't. **1**

(Above) Sauber are Frentzen's spiritual home, H-HF is a fast and sensitive driver, C22 has the best engine he's ever used... all of which adds up to a very good points-scoring package. He ain't giving up just yet

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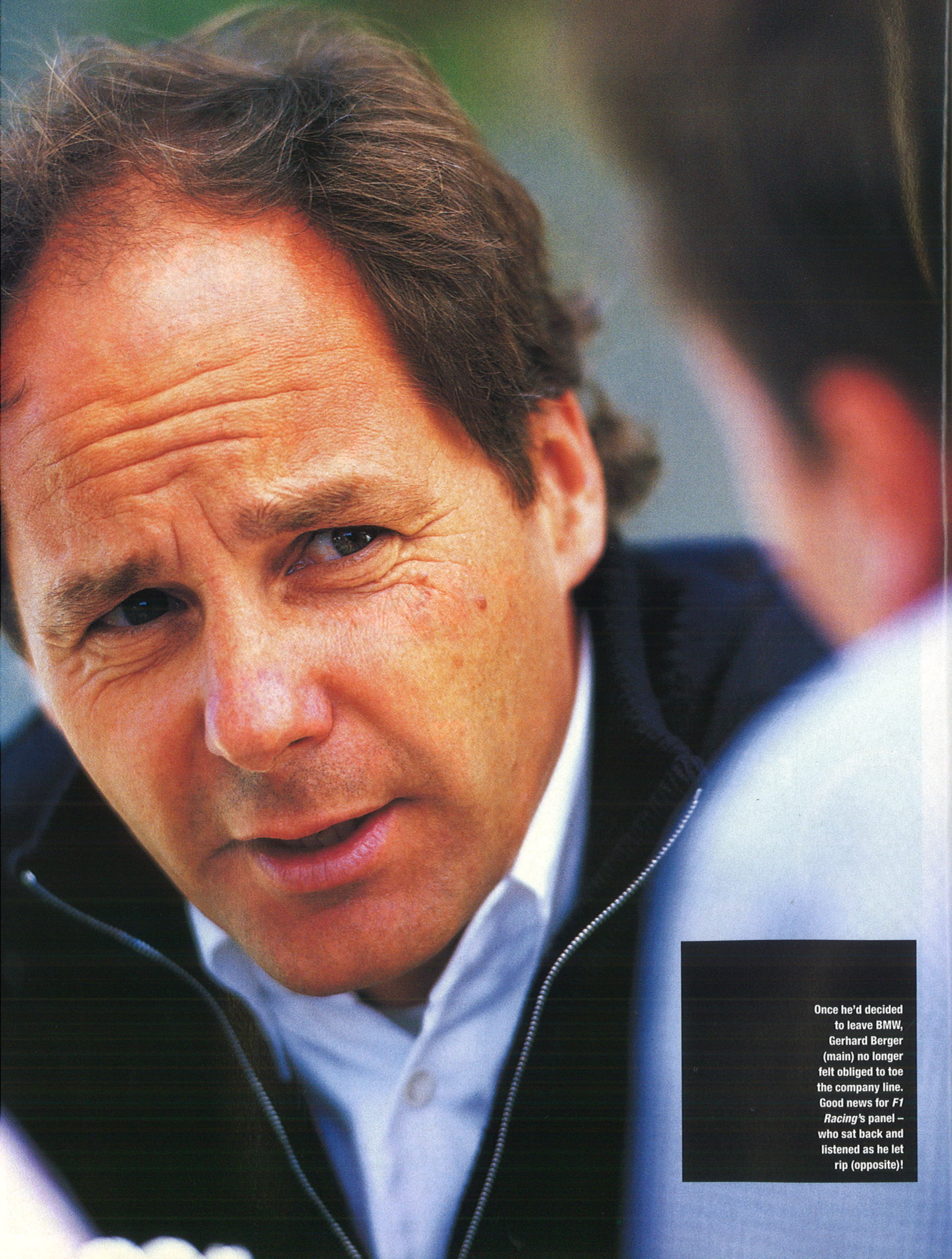
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Once he'd decided to leave BMW, Gerhard Berger (main) no longer felt obliged to toe the company line. Good news for F1 Racing's panel – who sat back and listened as he let rip (opposite)!

... AND IT'S GOODNIGHT FROM HIM

With hardly a backward glance, Gerhard Berger has quit BMW – and, indeed, left F1 altogether. But not before unleashing a few carefully aimed parting shots...

Interview by Matt Bishop, Tom Clarkson and Alan Henry; photographs by Darren Heath

Matt Bishop: Let's start with the obvious. You've decided to jack it in. Tell us about that...

Gerhard Berger: I've had 20 years of travelling, planes, checking in and checking out of hotels. I'm tired. I have two small girls, aged six and seven. I'm never at home. I miss them. I'm missing seeing them grow up. But don't get me wrong: I've been very lucky. When I was racing, I earned enough money to have a good life. Formula 1 has been good to me.

Alan Henry: Will you miss being involved?

GB: I think so, yes – but, on the other hand, you asked me that after I stopped racing [at the end of 1997], didn't you? And yes, I'd love to have the time again, to be 20 again, to be able to race again. But I never actually miss racing any more. So... who knows?

AH: How does the pressure of being a driver compare with the pressure of being responsible for a major technical programme like BMW's?

GB: Very similar. Once you're up and rolling in this game, there's always pressure. It doesn't matter whether you're a journalist or a driver or a team boss. Pressure is pressure.

MB: Your contract ends in September. Why did you decide not to stay until then?

GB: Very simple. First, because it's very unusual to stop more or less in the middle of a season, so it was a choice between at the beginning of the year or going through the entire season. And my choice was to drop out now, because that way I can hand it all over to Mario [Theissen, BMW's co-director of motorsport] and I'll still be available if there's anything I can help to sort out. I'll be more than happy to help, if required.

Tom Clarkson: There had been rumours of your impending departure for some time...

GB: Well, I took quite a long time to decide, to be honest, and I did a lot of discussing with management. First, they tried to get me to re-sign for another period, and then they asked me to continue on a part-time basis. And it was very, very difficult to decide to leave the sport after 20 years – and also to leave the team I'd been building up over the past few years. I love working with the BMW guys, so it was very difficult to leave. I have a good relationship with the senior management, too.

TC: So you aren't entirely severing your links with BMW then?

GB: Absolutely not. I'll stay very close to them – because, obviously, I have a good relationship with them. But I'll stop doing day-to-day work for them immediately.

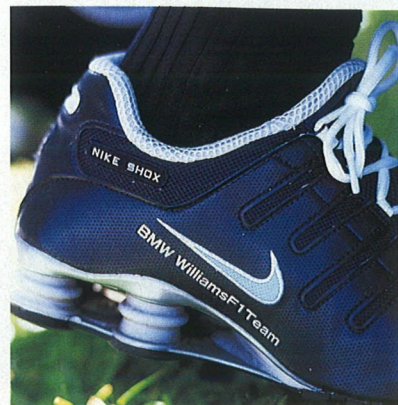
TC: There was a lot of talk over the winter about BMW going it alone – doing their own F1 team. Presumably, you were central to those talks. In the end, that route was not followed. Has that had anything to do with your decision?

GB: No, no. My decision was made for different reasons. But, yes, if BMW had decided to build their own car, it would have been very challenging – and, yes, it would have been much harder to take the decision I've taken. But it's not definite that BMW won't go it alone, you know. I think the first step is to seek a renewal of the contract with Williams, but it's still open for the future.

TC: What are the pluses and minuses of BMW going it alone? ▶



BERGER OFF



(Opposite) Berger, BMW-branded one last time (left), faces F1 Racing's Tom Clarkson, Matt Bishop and Alan Henry; Gerhard rates Juan Montoya (below) and Ralf Schumacher highly, but says they need a better car to show their skills

'WE NEED TO WIN RACES, WE NEED TO WIN CHAMPIONSHIPS, BUT WE DON'T NEED TO DOMINATE'

GB: A significant plus would be simply the calming effect of one company building not only the engine but also the chassis. And, of course, BMW have all the resources and technological expertise you need to build a good F1 car. Added to that, marketing-wise, it's a stronger statement if you do your own car. But, having said that, I think Williams are the proper partner for BMW. Williams have such a big history in racing, so to combine that with the BMW brand has great positive value.

TC: Were you very disappointed by Williams' performance over these past three years?

GB: I think it's wrong to use the word 'disappointed', because we've had some good times and bad times. We've been more competitive, quicker, with our engine than I'd expected – but, unfortunately, Williams haven't been building chassis as good as what they'd been building before. But you get that in every team – from time to time. You have to just get through it. McLaren have had to get through it, Ferrari have had to get through it, everybody has had to get through it. And, honestly, I think Williams have built a good car this year – a good concept. It looks right to me. It looks to have potential. We know it's still struggling a bit aero-wise, but

I'd say it's possible that FW25 will get closer to the Ferrari in the months ahead.

MB: But you're going to have to do better than that, aren't you? BMW can only be in F1 to win championships. Anything else is unsatisfactory. Surely, you'd agree with that?

GB: Absolutely. But let's put it this way: I think we need to win races, we need to win championships, we need to be competitive, but we don't need to dominate. To dominate would be quite nice for a while – but, if you look at it long-term, I think we only need to be consistently competitive. And that means we have to win the championship from time to time, yes, but winning the championship isn't necessarily the only aim.

AH: We all know that F1 is a very jealous business, technically. BMW have produced what is widely acknowledged to be the most powerful engine. Have you had other teams sniffing around, saying they could do a better job with your engine than Williams are?

GB: Oh, sure, yes. People are approaching us all the time to ask about engines...

AH: But there's no possibility that BMW could ever change, move to another team?

GB: No, to be honest, that's not true. For BMW, everything is still open – everything from pulling out of F1 to building their own car. Everything is open. But the intention is still to find a good solution with Williams.

MB: Sorry, can I get this clear? You're saying it's not unthinkable that BMW might leave Williams for another team...

GB: No, it's not completely unthinkable, no.

MB: What other team could that be?

GB: For me, Williams are the best team.

MB: Meaning?

GB: Well, if for some reason you don't get along with a team, if you have a different approach, you have to see if somebody else goes with your ideas better. But, before that, it's clearly a case of finding a good solution again with Williams.

MB: I've heard a few whispered criticisms from various BMW people on the subject of



[Williams technical director] Patrick Head recently. Do you think he's still absolutely at the peak of his ability?

GB: I like Patrick a lot. He has a good sense of humour, he's straightforward and he says what he thinks – and that's not too common in this business. Honestly, Matt, it's only aerodynamically that we're struggling. If the aerodynamics could be got right, there's no

reason we couldn't be on the front row. And in that case, you wouldn't be asking me about Patrick, would you? So, okay, there is one area in which Williams maybe aren't that strong at the moment – but I'm sure Frank [Williams] and Patrick are going to sort it out. Patrick is a powerful intellectual, and he's good at getting his opinions over.

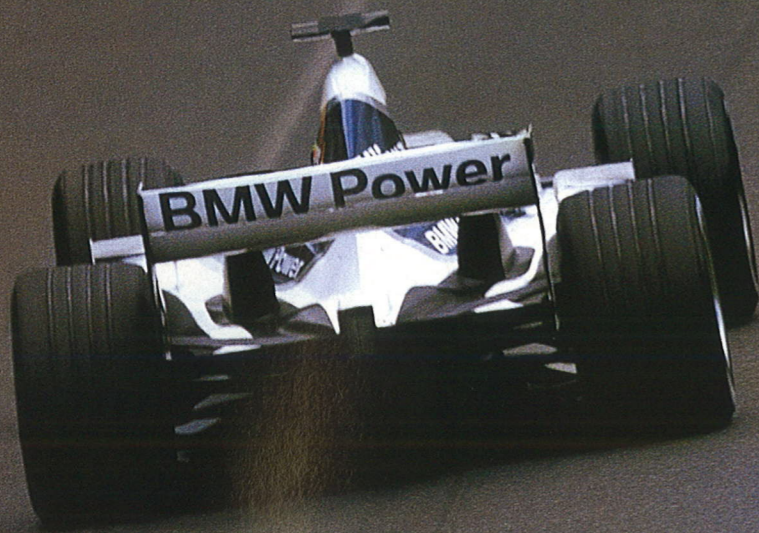
MB: Loudly!

GB: Yeah, loudly! But he's still bloody good at what he does.

MB: But, seriously, you say I wouldn't have asked the question if the car didn't have aero problems. Well, it *does* have aero problems! And Patrick is the technical director. If you tell me that Patrick isn't the problem, I'm quite prepared to accept that – but what, then, is the problem? Is it a case ▶



BERGER OFF



of the wrong aerodynamicists, the wrong direction, the wrong management...?
GB: Okay, I used the word 'struggling' because it sounds better than the word 'problem'. But, yes, there is an aero problem. I think maybe Williams haven't invested enough on the aero side over the past few years. Maybe some other teams have paid more attention to the aero side than Williams have. But Williams are now building a new wind tunnel – and, anyway, I wouldn't say they're *that* far off.

TC: Moving away from aero, in which areas would you like to see Ralf [Schumacher] and Juan Pablo [Montoya] improve?

GB: I rate them both very highly. They're both very quick. But the main thing is that we have to make a better car for them.

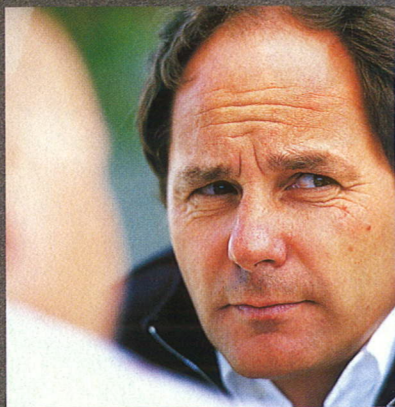
TC: So why was there so much criticism of Juan over the winter?

GB: Somehow, over the winter, our team always put one of our drivers in the shit. And if they fuck things up like at Indianapolis [when they collided on lap one], okay, shit happens. I admit that their consistency over the season was not always 100 per cent – but, again, both our guys, if you gave them a winning car, would be able to win races.

AH: Changing the subject somewhat, what's your position regarding GPWC [the threatened manufacturers' breakaway series]? You're involved with a team, Williams, who are one of the old established FOCA-aligned outfits – and yet you're representing BMW, who are a leading light in the GPWC. How do you see that uneasy situation developing?

GB: That's a difficult question! I wouldn't want to give you a political answer, so I'll give you an honest one instead. The GPWC, I think, is a total waste of time. A total waste of time and energy because... oh what am I saying? I can predict your headline already!
MB: Too right: 'Berger slams GPWC'!

GB: Try to be gentle with me when you print all this, guys! I've been in this sport for a long time, like you have, and we can all see what's going on. When I started in F1 [in '84], it was already getting bigger every year – more fans, more sponsors, more money, ▶



'THE GPWC IS A TOTAL WASTE OF TIME. WHAT AM I SAYING? I CAN PREDICT YOUR HEADLINE ALREADY!'

(Inset) Berger, under pressure from the F1 Racing panel about the lack of aero performance currently blighting the Williams FW25 (main). He's sure it can be fixed, but says Williams were slow to invest in wind tunnel technology

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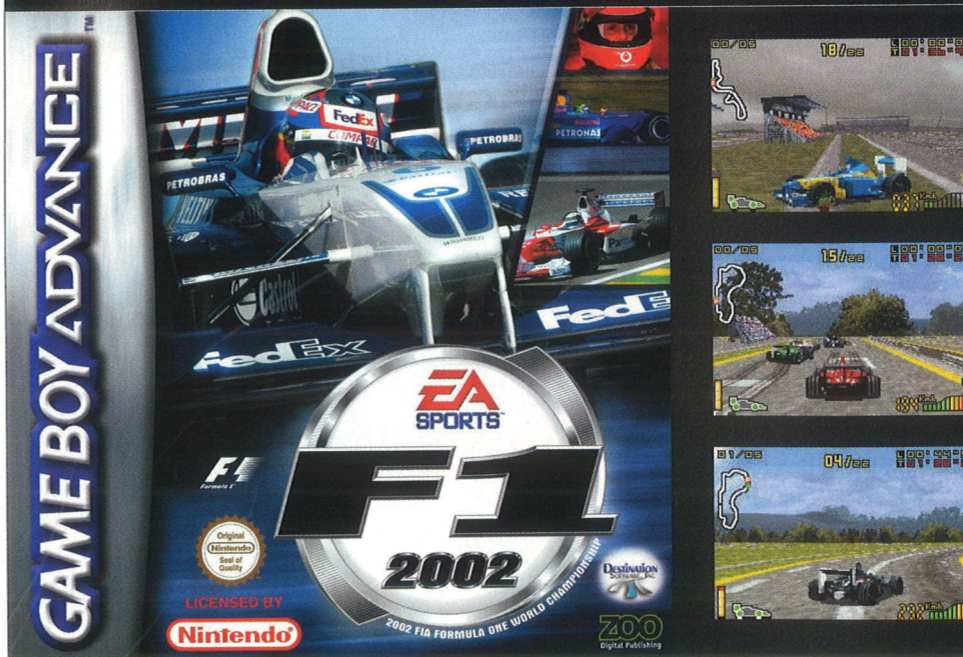
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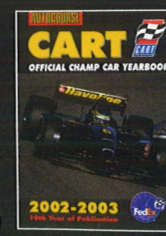


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BERGER OFF

more journalists, more television, more everything. And it's been the same story ever since. And, throughout that time, we've had just one leader: Bernie [Ecclestone], who is a bloody good businessman, who has a special instinct for this business, and who is driven to make more and more and more money. Bernie has made our business what it is today, and we're all happily participating in what he's built. So I feel bad when I hear people say – and they do say it, often – that Bernie is making too much money. Well, all I can say is that, if you add up all the money that Frank Williams, Ron Dennis, Michael Schumacher and Gerhard Berger have, put together, it's much more than what Bernie has. So we've all enjoyed a golden era – and we still have a good sport, with a good show, with good prospects for the future.

And yet now, suddenly, there's all this discussion about creating an alternative formula. Well, it's clear to me that to build up a strong formula takes years and years and years, plus lots of investment – and there's not room for two formulas. If you don't agree, just look at America – then you'll see there's not room for two formulas.

So, okay, you've asked me about the GPWC. Well, it's just not possible. It's simply not possible. You need an independent organisation to make the rules, because it would be impossible for the manufacturers to sit around a table and create a set of

(Main) Berger tells it like it is – even so, the *F1 Racing* panel don't look totally convinced. Publicly, he is scrupulously loyal to all at BMW-Williams, but their lack of title-winning form must have frustrated him...



rules together. All the manufacturers have different, conflicting, interests – different reasons why grand prix racing works for them. So you really do need an independent organisation – independent people who understand exactly what's needed. What you need is what we have. Why destroy it?

MB: Bloody hell! You clearly have very strong views on this subject, Gerhard. Could you ever envisage taking on an administrative role within F1? In the FIA, or something like that?
GB: I'm not sure I could. Not my cup of tea.
AH: So we can't look forward to seeing you as a future FIA president?
GB: No. Those shoes are too big for me!

'PEOPLE SAY THAT BERNIE MAKES TOO MUCH MONEY. WELL, WE'VE ALL ENJOYED A GOLDEN ERA'



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(Opposite) Jim Clark, considered by many to have been F1's greatest ever driver, raced when media interest in the sport was much lower than now. Consequently, few interviews were recorded: the 'new' tape unearthed by *F1 Racing* is thus extremely rare

SCHELMICH PHOTOGRAPHY

'I could eat up anyone'

One day, in 1963, Jim Clark and friends Graham Gauld and Ian Scott Watson had a chat. Gauld taped it. He kept the tape. It has never been published before. Until now

Edited by Peter Windsor

Very few interviews were recorded with Jim Clark. TV coverage of Formula 1 was virtually non-existent in the 1960s and writers who attended races were more concerned with the overall picture rather than with what is now revered as 'the quote'. In late '63, however, Clark sat down with two of his closest friends – Ian Scott Watson (a fellow Border farmer and Clark mentor) and Graham Gauld, a motoring journalist with whom Clark was writing his autobiography, *Jim Clark at the wheel*. Gauld switched on his reel-to-reel tape recorder...

Graham Gauld: You've just clinched the world championship at Monza, yet there seemed to be a point in that race – after John Surtees retired the Ferrari – when you seemed to relax and lose ground to the group behind you...

Jim Clark: I didn't relax [underlining the Lotus's lack of straightline speed]. With Surtees I had a tow that was pulling me about 500 revs faster around the circuit than I could manage on my own. I knew that on my own I couldn't even compete with Graham [Hill]! I realised that I hadn't got a big enough advantage to be able to hold that lead without straining the car and myself for the rest of the race, so I effectively stopped, had a drink and went out and raced with them again. It wasn't worth my bashing my guts out in the lead: I just had to wait until they caught up with me. Once they did that, I suddenly realised that they were having a bigger race with one another than I had been with Surtees. It was harder

keeping up with them than it was keeping up with Surtees... for a while. Then I got back into the groove and everything was okay.

GG: There was a lot of finger-pointing after the race about Ferrari having an over-sized engine!

JC: Who is to say that Ferrari didn't have a 2.0-litre engine in the race [regulations then were for 1.5-litre engines]? People say that we run big engines but that is ridiculous: our engines come from Coventry Climax. We all have the same supplier. We don't build our own engines. I think our poor top speed was highlighted at Monza, where even Innes Ireland's [BRP-BRM; Ireland, who never forgave Clark for usurping him at Lotus, held Clark up badly at Monza. Clark dummied Ireland by letting Dan Gurney through into the lead and then following Gurney through in the slipstream!] was a good three, four miles per hour faster than mine. People ask why I'm winning races [Clark begins to become slightly irritated at this point] but the answer is that a hell of a lot comes into it. I don't know if anyone saw me down at the North Curve at Monza [which in those days was a 160mph kink] in the race but, around there, I could eat up anyone.

Ian Scott Watson: Yet you also won at Reims, the other, ultimate, slipstream circuit. You must have had good top-end performance that day...

JC: At Reims it was just sheer determination. I think I got it right just about everywhere because I worked it out before the race. Funnily enough, the car was handling better there on the fast corners than I think it had ever done: I could set it up in a whacking

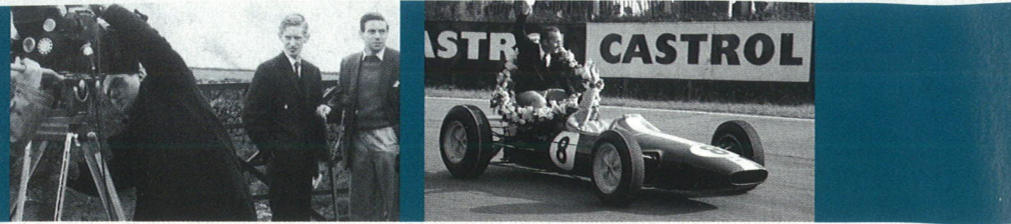
great drift and just bury my foot in it. I was going through those corners at a rate I would never have thought possible. I watched this in practice but for the race I knew that Graham had the new monocoque BRM and would be very fast. I just planned to go flat-out on the opening lap so that, by the time we got through the fast corners, I might just be able to make a break. I told Colin before the race what I was going to do but said that, if I hadn't pulled it off in five laps, I would just sit back and see what happened.

One lap went and I just kept going – without straining the car, of course. I just concentrated on the braking and the cornering; I didn't want to strain the engine at all. By the end of Reims, the tell-tale was still on 9,600rpm and we were allowed 9,800rpm. So, even in the opening burst, I hadn't even used all the engine.

GG: You've just become, at 27, the youngest ever world champion. Do you think that there will be a trend now towards younger and younger drivers?
JC: Well, we've got Chris Amon [then aged 20], who's very good, although, from what I hear from some sources, he doesn't have a lot of stamina. The thing that I've always felt is that, if I could have got started at 17, then I could have done it then. I feel that I have ▶

'I COULD SET UP THE CAR IN A WHACKING GREAT DRIFT AND JUST BURY MY FOOT IN IT'

'I PLUNGE IN AT THE DEEP END; I'VE RARELY KNOWN A THING ABOUT WHAT I WAS GOING TO DO'



improved an awful lot in experience but I think that if I'd started earlier it would have been the same pattern.

GG: You seem to love driving a wide variety of cars – saloon cars, sports cars, single-seaters, Indy cars, four-wheel-drives, big American sportscars and so on. Is this a necessary part of your living or is it because you really want to?

JC: I love the variety because I entered motor racing as a curiosity. I wanted to know what it would be like to drive a car on the limit or in a race. This was when I was at school or when Ian [Scott Watson] was racing and I used to be in the pits. I just used to wonder what it would be like. And I have kept that same type of curiosity. I am constantly thinking, "What would it be like to drive one of those?", or "What would it be like to drive there?" This just goes on and on, so, when I get the opportunity, I give it a go. In a way, I've always plunged

in at the deep end; I've rarely known a damn' thing about what I was going to do and I've always known that, if I don't like it, or want to get out of it, I can.

ISW: How far do you take this? You love flying, of course, but what's next? Ocean racing?

JC: [Laughs] No, I wouldn't like to go ocean racing – too bloody long and I'd probably be seasick. On the other hand, I'd love to go and try big game fishing. But these opportunities are not what I wanted out of motor racing; they are just a result of being there. And it can work the other way. There can be too much of it, too much attention. For example, I wanted to see John Whitmore [Clark's close friend and fellow saloon car racer] last night at Snetterton. I knew he was in the Molslip tent at a private party. I wasn't invited but I didn't mind that; I didn't care. So I told the guy at the door that I wanted to see John Whitmore and he immediately said, "No, you can't come in here, you can't come in here". I could see John, so I said, "Look, there he is over there: could you get him, please?" Then suddenly a few people saw me and said, "Come in, come in!" but I said, "No, thanks, no. I'm not invited." They

said, "No, everyone's invited," but, frankly, if they'd wanted to invite me they could have damn' well invited me properly! Now they wanted me to come in just because I was standing there. At that point I was bloody sure that I wasn't going into that tent!

GG: Which journalists do you respect?

JC: Denis Jenkinson [*Motor Sport*], without a doubt. He sees so much that goes on in motor racing that no-one else sees. It's damned interesting reading. You're fiddling with the car or something and Jenks is just standing there, looking around, watching. He is so much on the ball. I think David Phipps [*Autocourse*] is good. Henry Manney [*Road & Track*], too – he has a very American way of putting it over.

ISW: Let's talk a little about your background. Tell us about your homeland.

JC: Berwickshire is not a hill county, as a lot of people would believe. It is moorland – a very arable and fertile part of the country. There are 14 or 15 other workers on my farm, so I'm not the lonely man on the hill that some would think. Shepherding gave me a good background to farming, and I think my father was right when I left ▶

(Main) At Monza in 1963, Jim Clark's Lotus gets a tow from John Surtees' Ferrari; (above left) Graham Gauld with Jim; (above) a victory lap of Monza in '63 with Lotus boss Colin Chapman riding shotgun



>Writing – literally – his own history

Jim wrote these notes after reading the first draft of the autobiography he wrote with Graham Gauld in early 1964



"Jock [McBain, one of the key men behind Border Reivers] wanted me to go down and

try a Formula 2 car with the idea of buying it and they also had an Elite there which I asked if I could try. I took Ian [Scott Watson] around in it then. I was never down there a second time.

"You could probably put in the fact that when I brought the Lister [Jaguar] up from Luton I had to drive in my stocking soles [socks!] because it was so cramped.

"Yes, the battery was flat on the Gemini [F2 car] and it is

compulsory to use the starter on the line; I did not stall it!

"Actually, believe it or not, I've never been introduced to John Wyer [then of Aston Martin] and never spoken to him. Only Reg [Parnell] came down to Goodwood.

"Please excuse the question marks after 'a most successful car' – success reads five starts, two thirds, three DNFs – all mechanical!!!

"I actually finished seventh in the Junior [Lotus 18] at Monaco,

having done most of the race with broken engine mountings as a result of which the ignition had broken while I was in the lead.

"I'm afraid to disappoint you, but I never won a thing for running at school and as for the next paragraph about girls, if you print that, I'll have you up in court for – oh! I don't know, anything, even if it may be the truth, let them find out for themselves!" [Jim was extremely protective of his private life.]

station – well – any comments. Must go now as there will be people here to see the tips at any moment. Don't take all to heart, and remember, don't do it!

Yours,

Big, ed!

(Above left) Race wins bring fame and glamour – but Jim preferred to retain his privacy where possible; (main) Clark's sign-off when writing to Graham Gauld made fun of his own alleged bigheadedness!

>CV: Jim Clark

Born March 4 1936, Kilmany, Scotland

'56 Enters his first 'proper' race at Crimond Airfield, near Aberdeen, driving a DKW 3-6. Finishes last
'57 Clark's first major win is in the Border Motor Racing Club Trophy at Charterhall, in a Porsche 1600 Super
'58 Races regularly in England, often driving a Jaguar D-Type belonging to the Border Reivers team. Also enters his first foreign race. More important, he enters a Boxing Day race at Brands Hatch in a Lotus 14

Elite and finishes second to Colin Chapman – founder of Lotus
'59 Wins 12 races in a Lister Jaguar
'60 Is due to race for Aston Martin's grand prix team but the project is delayed. Aston Martin release him to Lotus for Formula 2 and Junior racing. Lotus boss Colin Chapman puts Clark in Formula 1 as well as the Junior championship (in which Clark ties for the title with Trevor Taylor). Clark makes his F1 debut in Dutch Grand Prix at Zandvoort with Team Lotus. He will go on to drive for Lotus for the entirety of his F1 career, winning 25 out of

the 72 championship grands prix he starts. Back to '60: he also races at Le Mans
'61 F1 grand prix win at Pau, a non-championship race. Enters the Tasman Series for the first time
'62 Runner-up in drivers' championship in only his third season in F1
'63 Wins drivers' championship. Also finishes second on his first appearance in America's Indy 500
'64 New Lotus 33 proves unreliable. Clark wins three championship races but fails to finish six others and comes third in the championship

'65 Wins six consecutive grands prix at the beginning of the season, discounting Monaco – which he skips to race (and win) at Indy. Wins drivers' championship a second time. Also wins five of eight rounds in the Tasman Series
'68 Wins at Kyalami, his 25th championship grand prix win, beating Juan Manuel Fangio's record of 24 wins. It's his last grand prix. He competes in, and wins, several Tasman races, and then enters an F2 race at Hockenheim. A rear tyre failure causes him to crash out and die aged just 32



'I DON'T DO ANY TRAINING AT ALL, EXCEPT THAT I DON'T DRINK MUCH AND I DON'T SMOKE'

school and he told me that I would learn more here at the farm rather than continuing at school. I'm sure I did.

GG: It's a tremendous contrast, though – farming and racing.

JC: The very fact that motor racing and farming are two opposites helps me enormously. It helps me to keep a sense of balance. Motor racing does take quite a bit out of you. For example, I lose quite a bit of weight in certain races – depending on how hot it is and how hard a race it's been. In May I did four races in eight days, ranging from Monaco to America to Canada to Britain, and I lost about a stone in those eight days. It was wonderful to be able to return to Berwickshire to recharge and deal with matters of a different kind of importance.

GG: You seem to be very fit. Do you work hard at this?

JC: I don't do any training at all, funnily enough, except that I don't drink much and I don't smoke at all. I only drink socially. It's just that I'm always doing something – racing, obviously, travelling, and then whatever else comes along. Water skiing, for example, in South Africa. At school I used to do a bit of running – I was a sprinter. I enjoy ball games and so on and when I left

school I even used to play cricket instead of watching the local motor race meeting at Charterhall [Clark hit a breezy 65 in a charity match after the '63 British Grand Prix]. I prefer taking an active part in something rather than watching other people.

GG: So how do you feel now that you've won the world championship? Is there a tremendous sense of satisfaction?

JC: In some ways, no. I suppose that if one had set out to be a grand prix driver from the start, and had made it a life's ambition, one would feel a greater sense of achievement. But, in a way, I always fought against it rather than for it. I didn't want to spend more than the odd weekend away from home and it got to the stage where my father would ask what I was getting out of the sport because it was a very expensive hobby and I used to answer back that I could make a hobby pay. And this, in a way, is how it started! I wasn't trying to prove anything. I just wanted to go motor racing and it was the only way I could do it. As an amateur, there was no justification in being away from home for that length of time. If I did it professionally, on the other hand, there was some justification.

GG: What is it about F1? Which is the most important – the man or the machine?


JC: Neither. For me, it is the satisfaction of driving a car to what I consider to be the limit, or my own personal limit or to the machine's limit – and still to be in full control of that machine when it is on the limit. That, I think, is the greatest feeling I get from it.

GG: What about the danger factor? How do you reconcile this with the attractions of the sport and with the art of driving?

JC: It's always there, subconsciously. We are all aware of the great dangers of racing. There are no heroes. And there's a great saying: there are old ones and bold ones but there aren't many old, bold ones! This is a true fact and we all realise the limitations and we all try not to run into these dangers.

It calls for courage, yes; but it also calls for confidence in yourself and your machine. If you ask me now about the speed I drive down a narrow road on the Nürburgring, for example, I would probably be conservative in my estimate. I would rather work up to a thing, and find the limit gradually, than go over the limit and frighten yourself. That's always going to slow you down.

GG: What, to you, is the key to driving quickly and to driving well?

JC: I think the most important thing in motor racing is concentration. Quite often, if I want to go faster, I don't drive any faster; I just concentrate harder. I concentrate on braking, on the way through the corner, on the throttle, on how much power I can apply – I concentrate on everything. 

Jim reckons he won at Reims in 1963 due to sheer determination – which shows clearly in his face (main); (above left) the International Scottish Rally, '55. Clark is co-driver to his cousin Billy Potts; (above) in a different kind of vehicle. Driving tractors on his farm in Scotland helped keep Jim's feet on the ground



from Jim Clark

please reply to

13/2/68.

Dear Jabby, just a note to thank you very much for sending on the two lots of mail which reached me safely. I hope you have enjoyed your trip to Daytona and that

> Letter from Australia

Clark hand-wrote this note to his friend Jabby Crombac in February 1968. Below is the text in full...



"Just a note to thank you very much for sending on the two lots of mail which reached me safely..."

"I don't quite know what went wrong in New Zealand [in the four New Zealand Tasman races that preceded the Australian rounds] but we both redeemed ourselves a bit at the weekend [at Surfers' Paradise. It was typical of Jim's modesty that at this point he glosses over his win!]. The little Ferrari [driven by Chris Amon] is not a bad car. Last week he had a four-valve

engine in it reputed to give about 300bhp and his car only weighs about 940lb [425kg] compared to our cars at F1 weight! So it takes a bit of sorting out.

"Piers [Courage] has been going very well, and more or less keeping it on the road. In fact he was second, about five seconds clear of Graham [Hill, Clark's team-mate], last weekend when he got into a bit of fuel starvation problems, spun it, got going again and finished right on Graham's tail.

"Have been doing a bit of flying with Jim [Hazleton, who taught Jim to fly in 1965] and have now got my endorsement for an Aztec [Piper Aztec], though I don't intend to buy one! [Jim's exclamation mark is used as a reminder that he was a not a big spender.]

"Have had terrible rows with CAMS, the national club here regarding advertising etc

[regarding Lotus's new Gold Leaf sponsorship, to be precise. At that time, all commercial sponsorship was frowned upon]. It eventually boiled down on Sunday morning to the fact that the 'Shell' lettering on the BRM was white on black instead of vice versa, and ours was red and white, and they refused to let us start when we took it off [took off the Player's trademark sailor]. So they ran the heat in the morning refusing to let Pedro [Rodriguez], Dick Attwood, Graham or I onto the track. However by the afternoon they had another look at their rules and decided they were wrong.

"As far as I know, my first race is in Barcelona on March 31, with a couple of days' testing at Madrid on the way down. However, I should be back [in Paris] quite a bit before then, depending on possible test dates in America [with the new, wedge-shaped STP Lotus

56 turbine] on the way home.

"One other thing occurs to me. The logbook for the Elan [S4 coupé] and insurance certificate are in the glove box, both of which should be returned to Andrew [Ferguson, Lotus's team manager] so that he can get the licence renewed. [Imagine Michael Schumacher today worrying about such details via a hand-written letter!]

"I don't know if Colin has made any final decision with regard to swapping the Elans around [Jim obviously wanted a new company car!] but I will be writing to him soon.

"Hope you are well and that Catherine [Jabby's wife] has got used to Gold Leaf [an implication that Jim was very comfortable with the new colour scheme], also that Lotus [Jabby's basset hound] has learned to pee in the right place at the proper time and that you are all fit and well. See you soon.

right place at the proper time and that you are all fit and well, see you soon.

Regards,
Jim

Jim wrote to Jabby Crombac from his hotel in Sydney. He had won the Surfers' Paradise Tasman round in the Gold Leaf Lotus two days earlier

DRIVER: TALBOT-LAGO (1950)

Eugène Martin

Brazil was the 700th grand prix in Formula 1 history. Meet a survivor from the first

You contested the first world championship grand prix, at Silverstone, in 1950. That's 700 races ago. How old were you?

I was 34 – not all that young by today's standards. But you have to remember that in those days drivers used to compete until they were 40 or even 50. Moreover, the war prevented my generation from starting racing early. Silverstone '50 might have been the first official world championship grand prix, but Formula 1 wasn't new. I had already won quite a few F1 races. I'm an engineer and even won with a car I'd built myself.

Were you a professional racing driver at that time?

No. If you wanted to earn a lot of money in '50, racing wasn't the thing to do. You got a 'start bonus', which was equivalent to all the costs involved. You also got a bit of money for winning a race, but it wouldn't go very far. You had to have a proper job. Mind you, I was lucky enough to be one of the official Talbot-Lago drivers.

What was that car like?

The Talbot was very long, with 19" wheels and drum brakes. The engine was a 4.5-litre with six cylinders. The power was more or less 250bhp. I had a Wilson gearbox, which had its gearstick on the steering wheel. You had to preset the gear you wanted – and as soon as your foot hit the clutch, it was engaged automatically. It was an interesting system – but it was slow and heavy... and it consumed a lot of power.

Was the car tricky to set up?

It was a bit temperamental, yes. Braking, especially, was very difficult. Even if the drums were as big as the wheels, you had to prepare your corner well in advance. In fact, the cars were very heavy: 1,300kg. The Alfa Romeos and Ferraris were much lighter. As an engineer, I was very keen on setting up my own car. I even helped my rivals! You had to drive those cars with your bottom more than anything else: they used to 'move' a lot. The tyres weren't all that wide, of course...

What was the top speed back then?

It wasn't unusual to be driving at 170mph-plus on the straights.

How fit were you?

Those cars didn't require that much from the driver from a physical point of view, as far as I remember. For instance, I didn't have to pay attention to what I was eating. I was racing pretty often, and that was training enough.

What about the danger?

We all knew that any of us could die at any moment: a spin, or oil on the track, and the game would be over. I once calculated that 52 drivers were killed during my career. Danger was also the reason we respected each other so much on the track. One silly manoeuvre and you could kill somebody.

How were the drivers with each other?

We were a big family. We were rivals on the track, but friends away from it. It was a wonderful era.

What about Juan Manuel Fangio? Did you know him?

I knew him very well. Fangio was a funny guy. Joking all the time. Of course, he was a very talented driver, but I have to say he also had the best car. You could follow him for a couple of laps, but you couldn't do much against him. Nothing has changed: look at [Michael] Schumacher now. Would he still be in front in another car? I'm not sure...

What do you think of F1 now?

Money has destroyed its original spirit. Also, the drivers' approach is different: I never would have put somebody in the barrier in order to be world champion. The cars have evolved a lot, but the idea is still the same:

going as quick as you can. The only thing is, drivers don't have a lot to do now with all those electronic aids. They're passengers; it's a shame.

What was your best race?

The non-championship race at Lyon in '47. I went there with a car I built myself... and I won. A lot of top drivers were there: Alberto Ascari, Luigi Villorosi, Raymond Sommer... I remember having a clutch problem the day before the race: my mechanic and I knocked on every door in town, that night, to find a part. It worked and I made the start.


Who have been your favourite drivers over the years?

I must say, I've been very impressed by Alain Prost's achievements. He knew how to get the best team and the best car around him. Mind you, Ayrton Senna was the quickest.

Do you think Michael is as good as Fangio was?

No. You can't compare them. I don't like this Mr Schumacher very much. He's quick, no doubt, but what he sometimes does on the track should be punished. It would have been impossible for us to behave like he does.

Why did you give up F1?

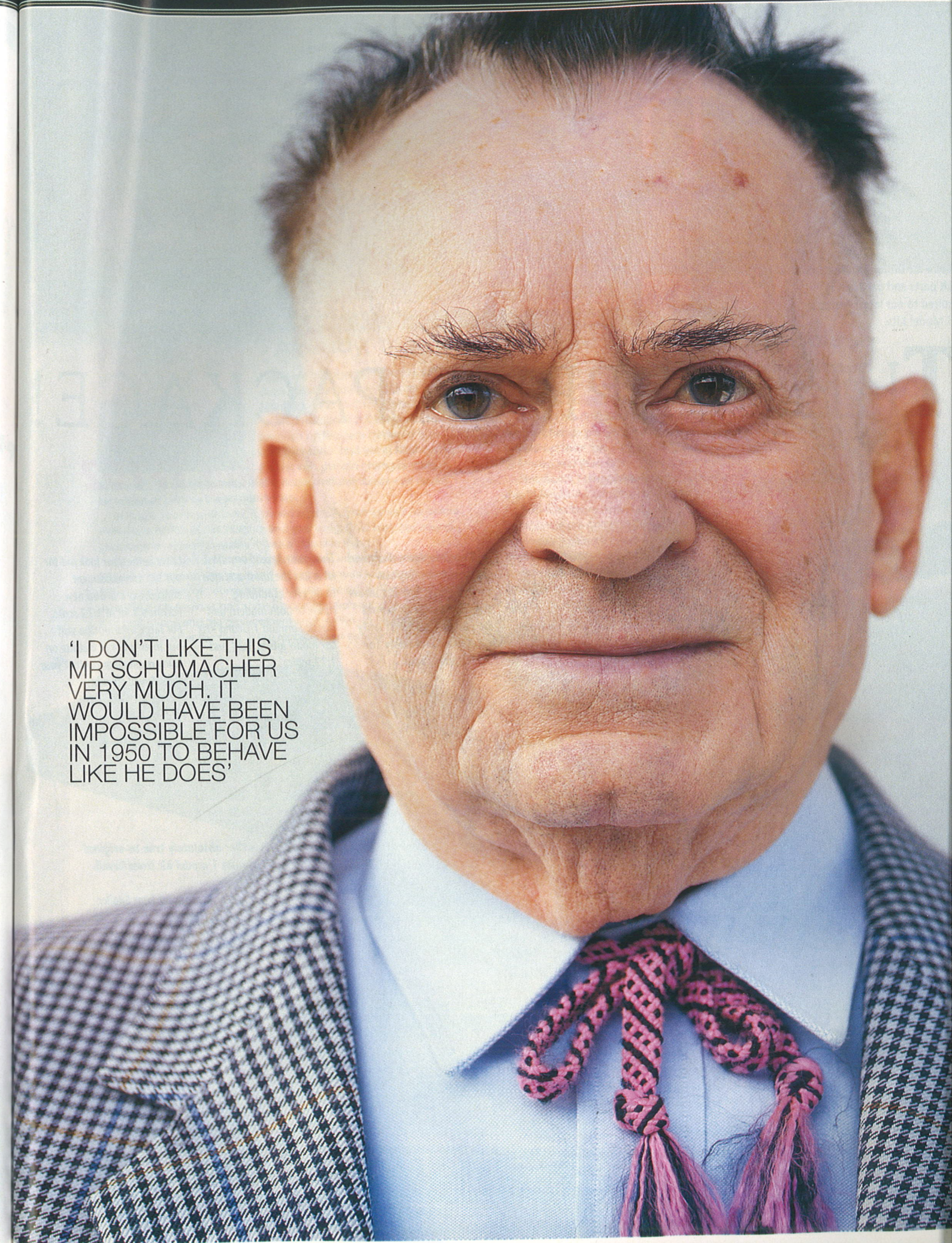
At the Swiss GP, in Berne, my car was very strange under braking. Then a stone hit my little windscreen and boiling oil was escaping from under the bonnet, burning my face. I couldn't see anything. I lost control of the car. It flipped in the air and, fortunately, missed me when it landed. I broke my leg, though. 



Eugène Martin (far right) raced in Formula 1's very first grand prix – Silverstone 1950 (right). Martin estimates that 52 of his rivals died during his career

MAIN: OLLIVER HERSBART; INSET: LAT ARCHIVE

'I DON'T LIKE THIS MR SCHUMACHER VERY MUCH. IT WOULD HAVE BEEN IMPOSSIBLE FOR US IN 1950 TO BEHAVE LIKE HE DOES'



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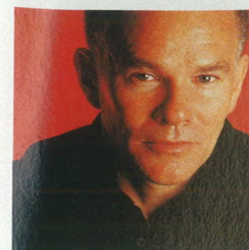
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Race report

This is a time of floundering Ferraris and Kimi Raikkonen successes. Peter Windsor reports

Contents: Malaysian GP report: page 120 • Brazilian GP report: page 132

San Marino GP preview: page 142 • Spanish GP preview: page 144



> Already, the new rules start revealing loopholes

Rules are changed in Formula 1 these days about as quickly as Juan Pablo Montoya used to drive those mega-quick pole laps in 2002. Nothing can be touched on the cars between qualifying and the race... and yet in Melbourne, for the wet, certain changes were

approved. Tyres, front wing, brake ducts, radiator inlets – all could be adjusted prior to the formation lap.

In Brazil, four weeks later, it rained again. Adjustments? As before, with the addition of ride heights and rear wing. That may not sound like much on paper; in reality it was a massive thing.

Oh yes, and you can now change engines on Saturday nights. Villeneuve's Honda was replaced in Brazil, as was Kimi Raikkonen's Mercedes (which of course went on to win the race). The explanation was that both engines had shown signs of mechanical trouble and that both these and the replacement engines would be sealed prior to inspection after the race. If the replacement engine is found to be

different in any respect, then the car in question will be disqualified.

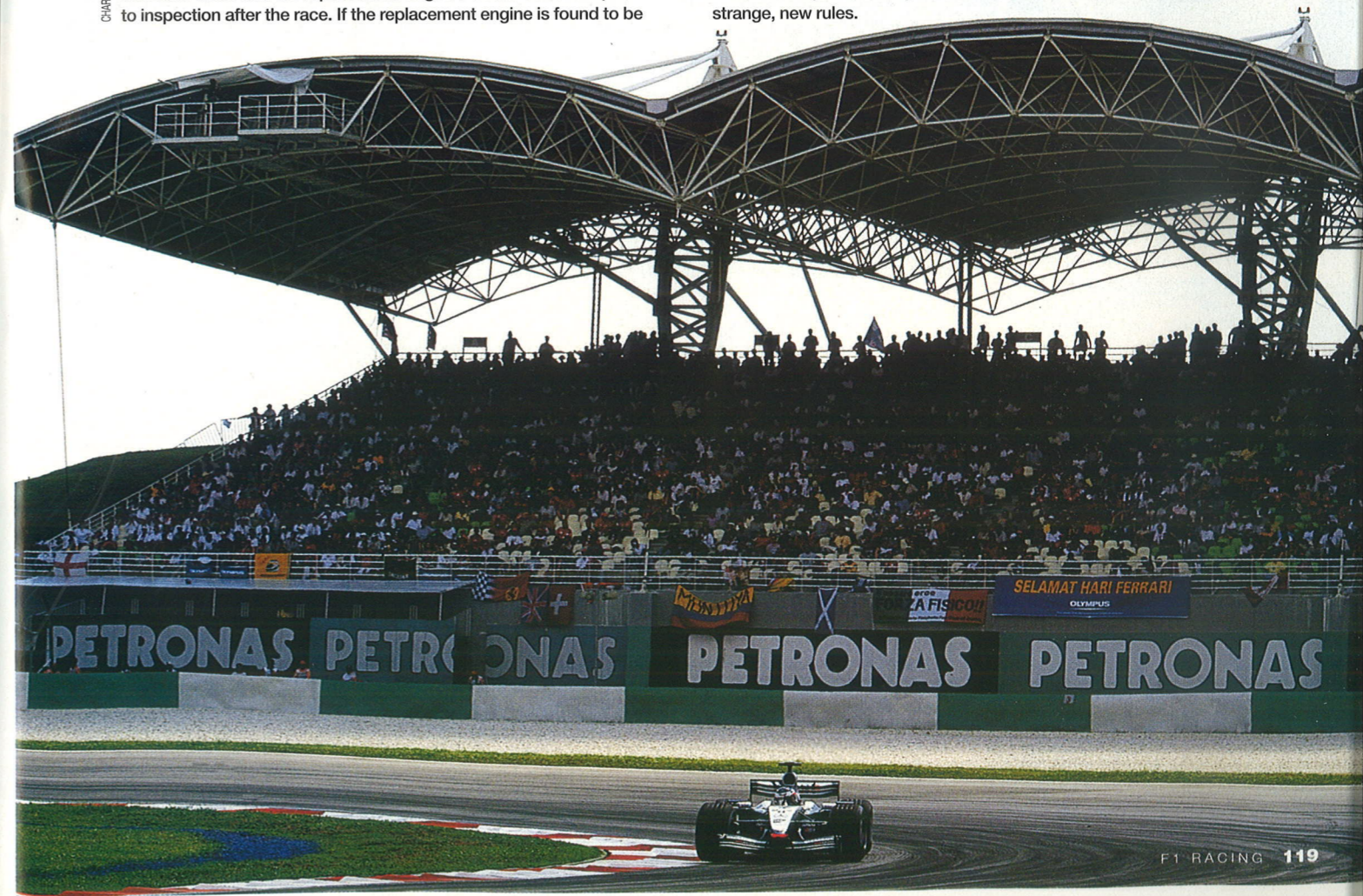
My question is: are the supposedly damaged (original) engines also going to be checked to make sure the problem was real?

You get the drift. Every team is probably going to be allowed one such engine change per year, so what's to stop Ferrari (for example) revving the skin of their 'race' (qualifying) engines on Saturday afternoon at Monza and then fitting fresh but identical engines for the race?

Not much, I discovered, when I asked most team people about this in Brazil. All admitted that a new loophole had been discovered.

And then there is the question of tyres. If the teams and the tyre companies are going to be limited to one type of 'wet' tyre, then obviously – given the use of the safety car in wet conditions over the past few years – they are going to opt for something approaching an intermediate. A two-hour race is what they need to think about, not one lap in a very wet qualifying hour. The solution, as ever, is to reduce the dry weather tyre choice and to increase the wet choice to two.

And to respect not only the letter but also the spirit of these strange, new rules.





#2: Easy like Sunday afternoon

It was the day the new guard (Kimi, 23; Fernando, 21) finally showed the old guard how it's done. As Peter Windsor explains



It's easy, of course, when it all comes right. It was easy for Fernando Alonso to take the pole for the Malaysian Grand Prix – so easy that he didn't even know he'd done it. And it was easy on Sunday for Kimi Raikkonen to make everyone else look stupid. He won as great drivers win – by about 40 seconds, and with only three guys behind him completing the full distance.

Afterwards he, too, looked as great drivers look: he wasn't shattered; he wasn't delirious. He was calm, he was methodical and he was totally in control. It could have

been his 20th grand prix win. Except that the 2003 Petronas Malaysian Grand Prix – a two-hour sauna in 34-degree ambients – will now always be remembered as Kimi Raikkonen's first.

He began it typically – not with a rushed trip to Europe after Melbourne, or with a week in an exotic locale – but with a quiet 10 days in Kuala Lumpur, where the air is warm and the pool at the Mandarin is adjacent to the white, spacious gym. In the early mornings, as the sun rises, the mist on the hills paints pictures with the backdrop. In the evenings, with the overhead fans relieving the a/c, you eat simple, basic food in the outdoor café. The rooms are quiet but oh-so-comfortable.

He moved to the much louder Pan Pacific Hotel, to the KLIA (KL International Airport) complex, five minutes from Sepang, as Wednesday turned to Thursday. Briefings – plenty of those.

'IT WAS SO EASY FOR ALONSO TO TAKE POLE THAT HE DIDN'T EVEN KNOW HE'D DONE IT'

Interviews – but not too many. He could have won in Melbourne; the car will be even better suited to Malaysia. Kimi talks more now to the press in that he says three things of reasonable significance when before there would be only one. The McLaren marketing and media guys have over the winter done their thing. Kimi is evolving.

Qualifying was the now-familiar game. McLaren, pretty confident, decided to compromise. They'd run about 57-60kg of fuel, or about 10kg less than they would have run last year on one of their long first stints. They would be stopping relatively

(Above) A locked up wheel or two was about as bad as the 'errors' got for Kimi, on a blemish-free Sepang Sunday

> Drivers' championship: Round 2 Malaysia

1	Kimi Raikkonen	16	11	Nick Heidfeld	1
2	David Coulthard	10			
3	Juan Pablo Montoya	8			
4	Rubens Barrichello	8			
5	Fernando Alonso	8			
6	Michael Schumacher	8			
7	Jarno Trulli	8			
8	Ralf Schumacher	6			
9	Heinz-Harald Frentzen	3			
10	Jenson Button	2			



(Right) Michael Schumacher tries a Moses/Red Sea manoeuvre on Trulli... and fails; JPM finds himself caught up in the resulting muddle (above)

DARREN HEATH; STEVEN TEJLAT; CLIVE ROSE/GETTY IMAGES



late, they were sure – but they were still (relatively) light enough to be looking at reasonable grid positions. Following Melbourne's mistakes, Kimi and DC took it silky-smooth on Friday. On Saturday, locking up the rears going into the hairpin, Kimi qualified seventh behind the Ferraris, a Sauber, DC... and the Renaults.

Later in the weekend, after the pitstops, the truth emerged: Renault qualified Alonso with about 42kg of fuel, Trulli with about 52kg. More significantly, Renault could also run the softer Michelin – partly because they have a very good car around which they can achieve a balance and partly because they give away about a second a lap in horsepower. About half of that margin is then regained through better rear tyre wear. Ferrari, by contrast, surprisingly chose to qualify heavy – with about 66kg in Rubens' case and with nearly 70kg on Michael's car.

Unsurprisingly, Michael's Bridgestones grained through the last third of their lap; it was a Renault one-two.

Both McLaren drivers – DC particularly – made stunning starts. Alonso did likewise, driving a perfect opening lap, thinking to glance in his mirrors only as he exited Turn Four, Ayrton-style. What he saw surprised him: DC was behind him, then a Sauber. Where were Michael and Jarno?

They were out of it. Jarno had outbraked a late-braking DC into Turn One and Michael had muscled through, too. DC: "I could sniff that these two guys were going to do something, so I decided to stay wide on Turn Two, even if it meant putting myself out where I was last year at the Nürburgring, when Montoya spun into me. It just seemed to be the safest place to be..."

In reality, the shunt was nothing to do with Trulli. He was in to Turn Two perfectly, right behind Alonso, when Michael

> Constructors' championship

1	McLaren-Mercedes	26
2	Ferrari	16
3	Renault	16
4	BMW-Williams	14
5	Sauber-Petronas	4
6	B.A.R.-Honda	2

TECHNO FILE

Tyre choice gives Renault the pole

Steve Matchett explains how Alonso used soft rubber to beat his rivals



Sepang (below) is an exciting mixture of super-wide straights to help promote overtaking, with many long sweeping corners

and three low-speed hairpins. Most notably, there is a wonderful absence of any artificial chicanes, such as have blighted many classic European circuits over the past decade or so.

One of the biggest concerns for the engineers was always going to be premature tyre degradation, a result of the low-grip, highly abrasive nature of Sepang's asphalt surfacing.

The corners open into an expanse of Tarmac, encouraging drivers to open the throttle early, their cars powering off toward the next corner while still subjected to great lateral loading, causing tyres to slide across Tarmac under hard acceleration. This sliding cannot be cured with traction control; it is more a consequence of the force of inertia induced by the velocity and mass of the car.

The solution would be to run a relatively soft tyre compound, helping the car to grip the road. But a soft compound will begin to degrade after a handful of laps. Most teams opted for the harder option, sacrificing short-term performance in favour of race durability. Renault, however, went the opposite direction, choosing the softer Michelin rubber, which handed the team a major advantage on Saturday afternoon.





suddenly rammed him from behind. Blame the regulations in the sense that the Renaults wouldn't have been there if we were still qualifying to last year's rules. And then blame Michael... as the stewards did, with their drive-thru penalty.



'MICHAEL WAS BREATHTAKING, BUT A NEW STAR HAD ILLUMINATED MCLAREN'S GALAXY'

Kimi ducked and weaved, finishing the opening lap behind Alonso, DC and Nick Heidfeld's Sauber, then ran round the outside of Heidfeld as they braked for Turn One. It was a clean, trouble-free pass. Then DC, looking strong and revelling in the balance and grip of the McLaren, stopped suddenly with an electronics glitch. Now it was Alonso, aged 21, leading Raikkonen, two years older. If you'd blinked at this point you would have missed the new era's dawn.

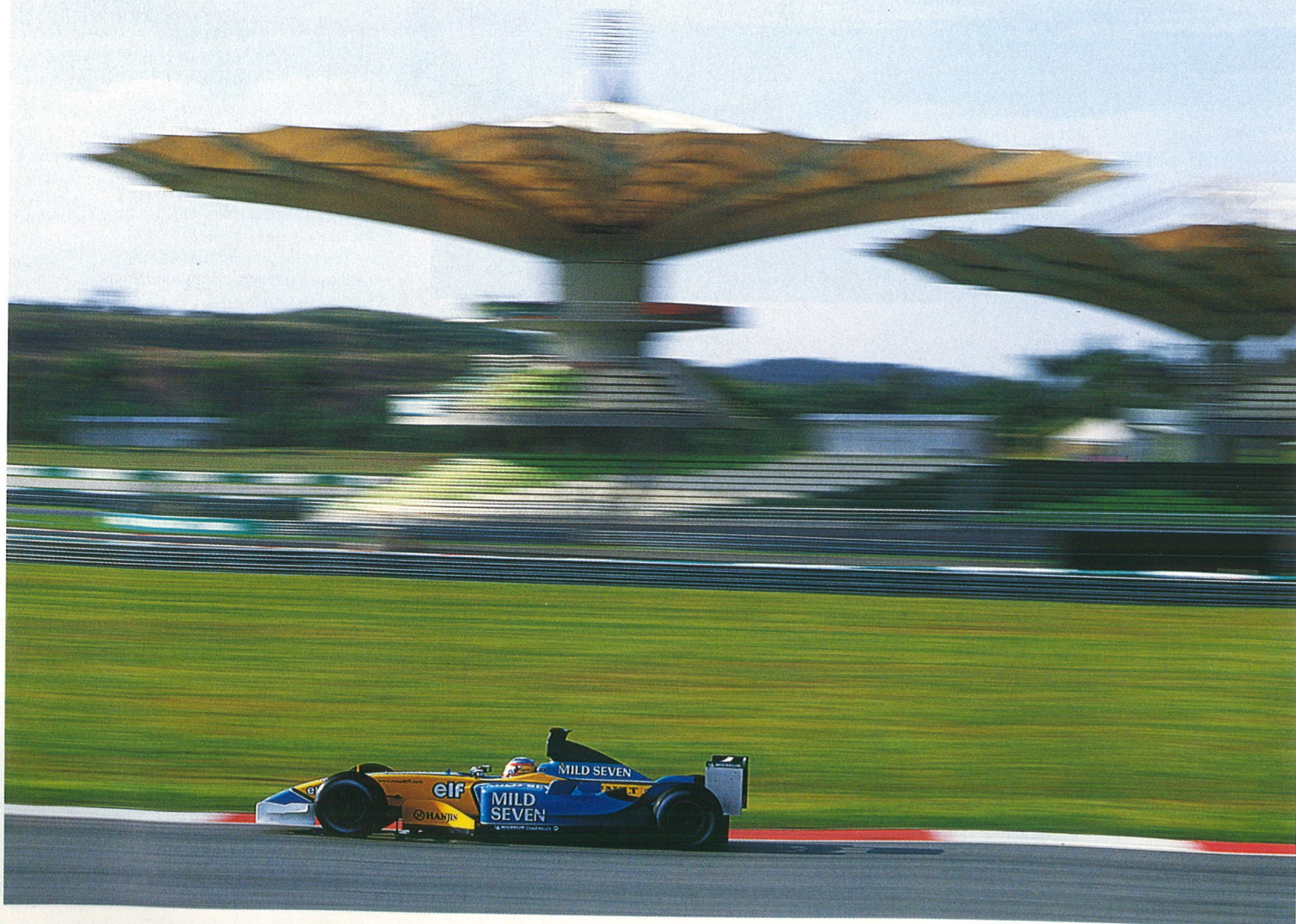
Alonso was a bit lighter, of course... but still. He hadn't qualified on vapour (as rival team engineers predicted); he wasn't going to stop absurdly early. Fourteen brilliant laps went by before the Renault peeled away from the last hairpin and headed towards the pits. Alonso was in a genuine two-stop window. He was four seconds ahead of Kimi Raikkonen.

That narrow margin disappeared over the next six laps. With 61kg on board, Alonso was now lapping in the 1.38s - over a second a lap slower than in his first stint. Raikkonen, by contrast, ran the same fuel levels in his first and second stints; he was always in the 37s and was thus leading

Alonso by 14 seconds when Alonso stopped for the second time, on lap 35. Job done. Barrichello assumed second place with a short, light second stint but was now over half a minute behind: all Kimi had to do was keep it on the island and bring the McLaren home.

In third place, Alonso's job was more difficult. Amongst the leaders, he carried the most fuel in this third stint. Then the software in the Renault's automatic gearchange began to wilt. Then he lost fifth gear - this in the only quick F1 car still to be fitted with a six- (rather than seven-) speed gearbox. Fernando took only a couple of laps to adapt to his new, manual-change gear sequence, then refound his

(Above left) Schumi ponders his mistakes; (left) Kimi, alone out front; (main) Alonso battles on despite a feverish bout of flu and the loss of fifth gear. A brave effort in Malaysia's heat



LORRENZO BELANDIA/LAT; PETER SPINNEY/LAT

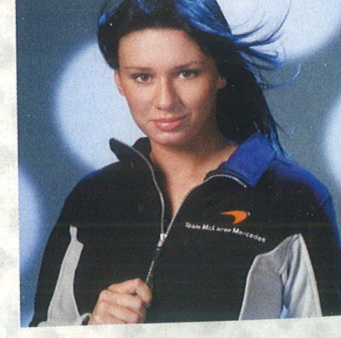
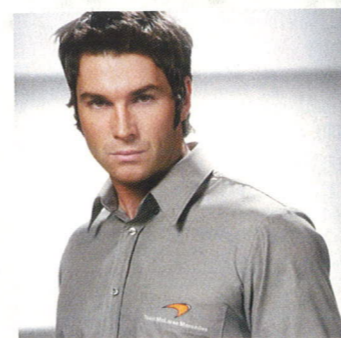
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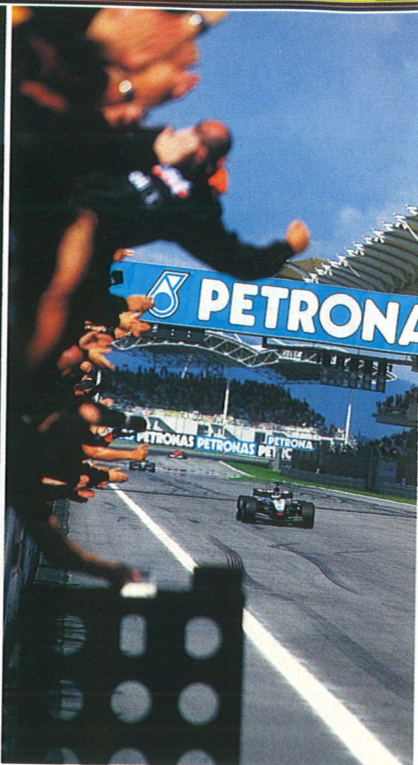
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FACT ATTACK: On Friday, Schumi was 0.286s faster than last year's pole time; Alonso's pole time was 1.778s slower than last year's



(Above) McLaren cheer Kimi over the finish line; (above left) in parc fermé, Rubens congratulates Alonso on his strenuous but successful weekend; (left) Raikkonen and Alonso spray the podium champagne

CHARLES COATES/LAT, STEVEN TEEL/LAT

'KIMI DROVE AS IF IT WAS A WEDNESDAY TEST AT BARÇA. IT COULD HAVE BEEN MIKA OUT THERE...'

rhythm. Oh yes, and he was still living with the fever that had been cold-sweating him since Thursday evening.

Michael was breathtaking in his recovery and eventually finished sixth. Trulli drove hard and fast through the traffic, lost a further 12 seconds with a stuck fuel flap and still finished fifth.

And Kimi won his first grand prix. If

you're going to blow it, you can also do it when you're cruising through the closing laps, your first win staring you in the eyes. In the cockpit of the McLaren, however, Kimi was driving as if it was a Wednesday test session at Barcelona. It could have been... Mika... out there, or DC - or anyone else familiar with winning. Just before Kimi crossed the line, a winner by a Michael Margin, Ron Dennis put his hands to his face, wiping away sweat and maybe a few tears. Another new star had illuminated the McLaren F1 galaxy.

In the interview room, therefore, after the podium ceremony, where the scent of champagne mixed with the stale a/c, they were worried about some new things -

about Kimi playing with the mike (because he can never keep his hands still), about Kimi showing some emotion, about Kimi speaking his mind.

The concerns were needless, of course. He sat upright and unconcerned - a pro who had seemingly done it a hundred times before. He embraced Rubens, he hugged Fernando and then he said all that needed to be said about Malaysia '03.

"Really, it was very easy. I didn't really have any problems at all once I got through the first pitstop. It was easy."

No embellishments, nothing false. Like Kimi himself. **1**

All fuel load estimates are based on fuel carried at the start of the race.



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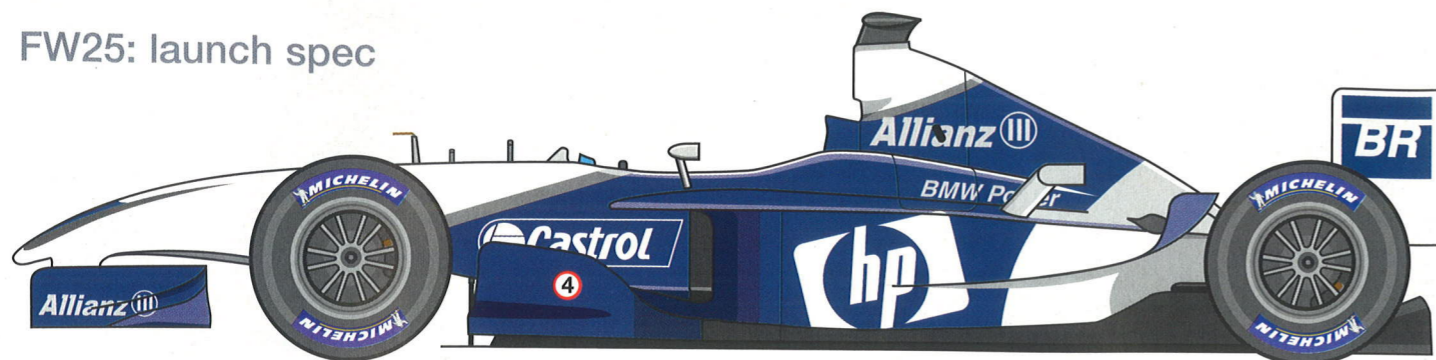
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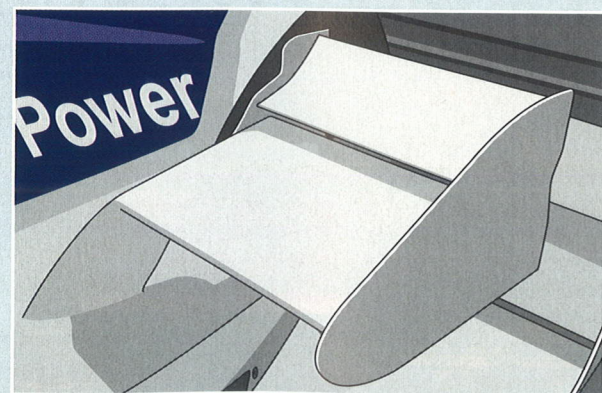
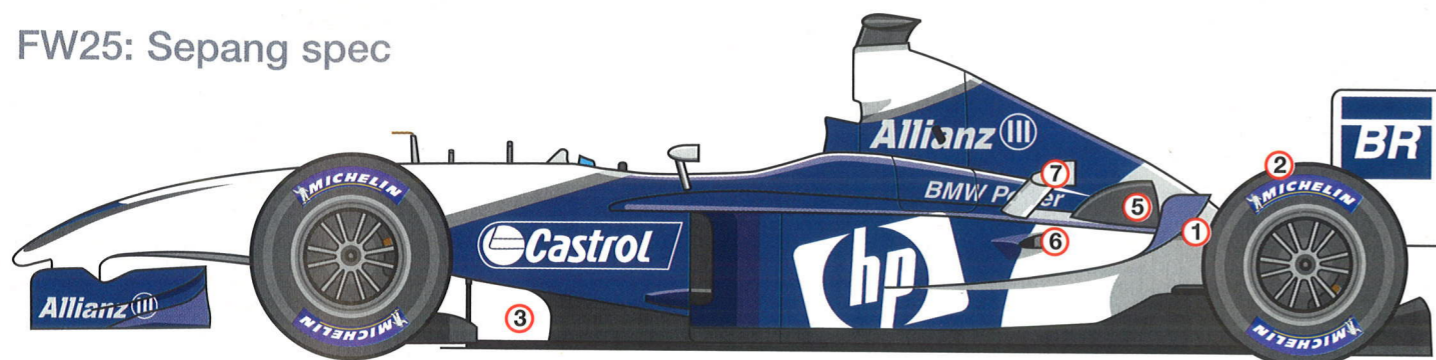
The theory of evolution

Two races in, and racing is already improving the breed, explains Stéphane Samson; illustrations by Patricia Soler

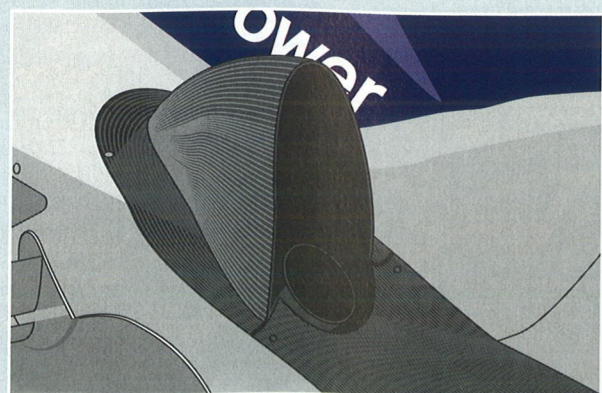
FW25: launch spec



FW25: Sepang spec



7 In Sepang (left) FW25's winglets had two flaps, not one. They also had smaller end-plates than those used in Australia. All in the name of aero gain



5 (Left) A Ferrari-like chimney. The main, large hole is the hot-air exit, and the smaller one is the exhaust. Ferrari's exhaust looks like a periscope; Williams' interpretation is less innovative

Backroom pain for on-track gain

The new FW25 was not particularly impressive in Malaysia; Williams still need to understand it better, in particular what effect a wheelbase 9cm shorter than last year's FW24's has on its aerodynamics.

In Sepang FW25 still wasn't in its definitive shape. The gearbox (1), for example, was the interim unit used over the winter, while on the rear suspension, springs were used instead of the torsion bars (2) originally planned. The car is still far from perfect through quick corners, and the new gearbox and torsion bars are scheduled for introduction at Imola.

As for aerodynamics, FW25 still bore the '02 barge boards (3) instead of those seen at the car's launch (4). Two Ferrari-like chimneys appeared for the race (5), and two very small hot-air exits were carved into the sidepods at the sides (6). The shape of the winglet on the sidepod was also slightly changed for Sepang (7).

Aerodynamicist Antonia Terzi's team prepared a variety of new parts for Brazil and Imola, all designed to gain a few vital tenths.

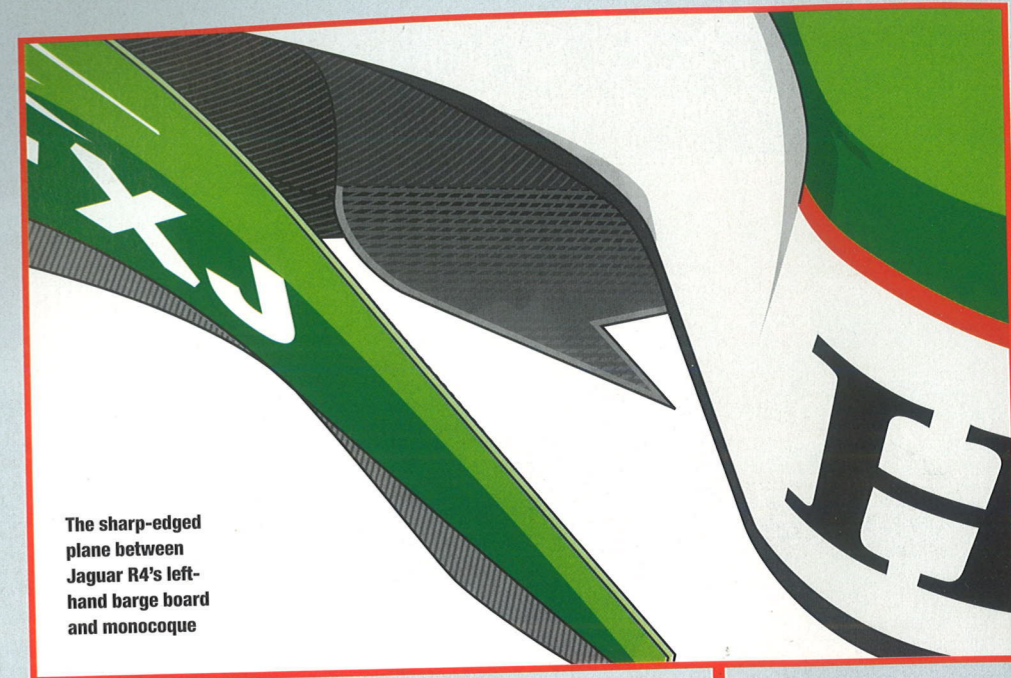
Immediately after Sepang Williams tested at Barcelona – and saw the results of their hard work, posting some very competitive lap times. Maybe it won't be long before we see smiles back on the faces of Williams' engineers. They already believe they'll soon be fighting for regular wins once again.

Coming of age delayed for MP4-18A

Spot the difference: 2002 MP4-17 and '03 MP4-17D. The most obvious changes are the new shape of the barge boards, shown (below) as they appeared in Sepang, and the rear wing main planes which are now curved. On the engine side, meanwhile, Ilmor's engineers found 52bhp over the winter.

MP4-17D is, of course, an interim vehicle; its replacement, MP4-18A, has been delayed by four weeks. It may be tested for the first time after Imola, but it probably won't race until Austria or Monaco. Mike Coughlan is in charge of car's front end, John Sutton the back, with Adrian Newey overseeing the whole. The 18A was due to benefit from new suspension geometry to help it work better when traction control was banned from Silverstone – but, with that ban now rescinded until the start of the '04 season, a lot of McLaren's research time has been wasted. Cue major expletives at Woking...

McLaren's new gearbox is pretty innovative, but paddock rumour suggests that the FIA have forbidden some of its hydraulic elements because they were deemed to make it operate too much like an illegal continuously variable transmission. Curses!



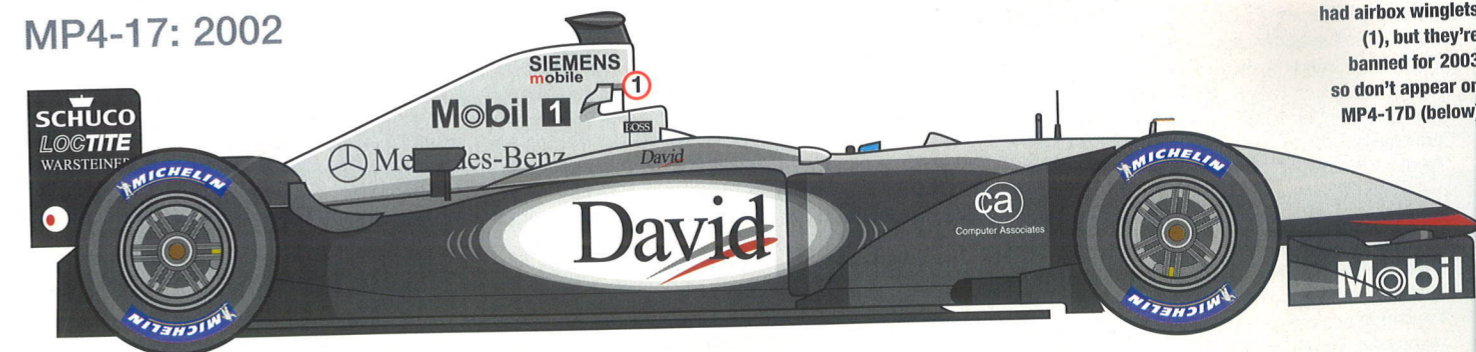
The sharp-edged plane between Jaguar R4's left-hand barge board and monocoque

Jaguar get arty

It's hard to get a look at what goes on between the barge boards and the monocoque. It's a very interesting and aerodynamically sensitive area, where teams experiment with very particular shapes. Check out the Jaguar R4: very unusual. **1**

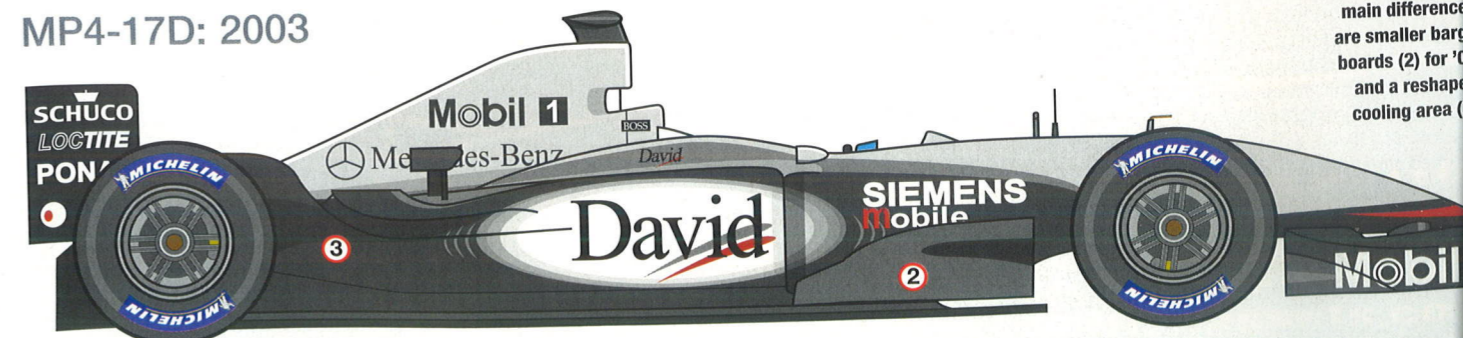


MP4-17: 2002



Last year, MP4-17 had airbox winglets (1), but they're banned for 2003 so don't appear on MP4-17D (below)

MP4-17D: 2003



Apart from that, the main differences are smaller barge boards (2) for '03 and a reshaped cooling area (3)



#2: Race shorts

HANS continues to cause problems, DC slams McLaren and Schumi admits it was his fault. Tom Clarkson reports



(Left) Schumi has a drive-thru penalty for his first-lap error; (top) an electrical failure stops DC; (above) under pressure: Ralf must master new-format qualifying

Michael 'fesses up

Michael Schumacher started the Malaysian Grand Prix hot favourite to win it. Third on the grid, more fuel than poleman Fernando Alonso... the race was his to lose. And lose it he did, within the first 200 metres.

"I was watching David [Coulthard], who was trying to overtake me on the outside," said Michael. "I misjudged the distance to Jarno [Trulli] and hit him. It's clear that he had to turn into the corner at that point, so I had no problem paying for my mistake with a drive-thru penalty."

The pressure mounts...

HANS up if it hurts...

Having started 19th, just 0.182 seconds behind team-mate Jos Verstappen and ahead of Ralf Firman, Justin Wilson rocketed up to seventh place by the end of the third lap. Ralf Schumacher, Mark Webber and Jarno Trulli then overtook him, but he held 10th until his first pitstop.

Thereafter things got harder, and Justin was forced to retire on lap 42, having lost the feeling in his left side because of the HANS (head and

neck support) device digging into his shoulders. He was airlifted to hospital, but was released that night.

"He stayed out on-track too long in excruciating pain," said team boss Paul Stoddart.

... or if you got a sick note

Meanwhile, Rubens Barrichello was the only driver not using HANS. The FIA's medical delegate, Professor Sid Watkins, gave Rubens the equivalent of an off-games chit, which provided medical proof that the HANS straps were causing him so much pain that he couldn't drive with it.

Wobbly Williams

Williams qualified eighth (Juan Pablo Montoya) and 17th (Ralf Schumacher), Ralf's 0.8-second deficit to JPM being a result of two mistakes on his 'fast' lap.

Montoya lost his rear wing at the race start and spent three laps in the pits for repairs. His drinks bottle then stopped working after 15 laps.

Ralf drove a steady race to fourth place, his fastest lap just 0.284 seconds down on JPM's.

Ralph stands Firman

The only genuine one-stopper in the race was Ralph Firman. The strategy cost him dear on Saturday when, with 80kg on board, he qualified last, 0.311 seconds slower than Wilson's Minardi.

He pitted on lap 22, but the team failed to get all his fuel on board, so he was forced to drive his 34-lap second stint with a lean mixture and low revs to ensure he finished. He ran out of fuel just as he crossed the line.

At one stage he ran as high as sixth, and put up a spirited five-lap defence of that position from Trulli.

"This is just what Ralph needed," said Eddie Jordan. "He'll never get a more hostile environment in his career than a grand prix in this heat."

Fuel feed's da Matta

Toyota suffered fuel feed troubles, although the problem only occurred with a light load. Olivier Panis retired from sixth place when his fuel-starved RVX-03 engine cut out on lap 13 and, when Cristiano da Matta radioed in to say his was misfiring, the team abandoned his one-stop strategy.

He became a three-stopper as they tried to keep his car fully laden.

"We don't know what is causing the problem," said chief designer Gustav Brunner, "but we do know that it is exacerbated by the heat."

Rubber balls up

B.A.R.'s biggest problem – as for all Bridgestone runners other than Ferrari – was tyre wear. Jacques Villeneuve and Jenson Button complained of snap oversteer, caused by worn rear tyres. Button eventually lost fifth place to it when he spun and was overtaken by Schumacher and Trulli.

Still, JV failed even to start after an electrical problem damaged his car's gearbox on the grid.

Electrics blow DC's fuse

DC said after the race that McLaren had let him down. He retired from second place when an electrical problem struck on lap three.

"That race was mine for the taking," he said. "It's not good that we can't find reliability even with a year-old car."

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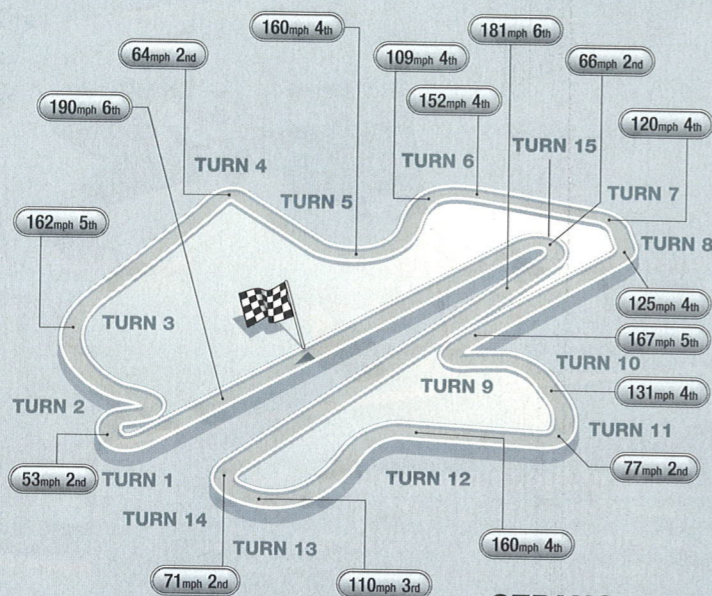


All the facts Sepang

Date March 23 2003; Weather Hot and dry, 35°; Track temperature 41°; Laps 56; Race distance 192.888miles; Attendance 101,485

Qualifying times

Position	Driver	Time
1	Fernando Alonso	1m37.044s
2	Jarno Trulli	+0.173s
3	Michael Schumacher	+0.349s
4	David Coulthard	+0.410s
5	Rubens Barrichello	+0.535s
6	Nick Heidfeld	+0.722s
7	Kimi Raikkonen	+0.814s
8	Juan Pablo Montoya	+0.930s
9	Jenson Button	+1.029s
10	Olivier Panis	+1.050s
11	Cristiano da Matta	+1.053s
12	Jacques Villeneuve	+1.245s
13	Heinz-Harald Frentzen	+1.247s
14	Giancarlo Fisichella	+1.372s
15	Antonio Pizzonia	+1.472s
16	Mark Webber	+1.580s
17	Ralf Schumacher	+1.745s
18	Jos Verstappen	+3.373s
19	Justin Wilson	+3.555s
20	Ralph Firman	+3.866s



SEPANG
Circuit length 3.444 miles
© 2003 Federation Internationale de l'Automobile, 8 Place de la Concorde, 75008 Paris, France

Did you know?

This was Raikkonen's 35th grand prix and 58th car race. Kimi is only the third Finn to have won a GP, the others being Keke Rosberg and Mika Hakkinen. Fernando Alonso, meanwhile, became the youngest ever driver, and the first Spaniard, to take pole

Lap by lap

START Giancarlo Fisichella and Jacques Villeneuve fail to start. Fernando Alonso leads from pole. At Turn Two Michael Schumacher hits Jarno Trulli. Trulli continues; Schumi is forced to pit for a new nose. David Coulthard is second
LAP 3 DC retires. Kimi Raikkonen is now second and Nick Heidfeld third
LAP 9 Schumi gets a drive-thru penalty for causing the first-lap shunt
LAP 14 Alonso pits and rejoins in third, behind Rubens Barrichello and Kimi
LAP 19 Raikkonen pits from the lead, rejoining second
LAP 22 Barrichello pits; Raikkonen leads
LAP 35 Alonso makes his second pitstop, rejoining third
LAP 38 Barrichello makes his second stop, rejoining second
LAP 40 Raikkonen pits, rejoining in lead
LAP 55 Button loses two places to Trulli and Schumi after spinning
LAP 56 Raikkonen crosses the line to win his first race by 39.286 seconds

Speeds and stops

FASTEST LAP
Michael Schumacher
1m36.412s on lap 45 (128.614mph)
FASTEST THROUGH SPEED TRAP
Juan Pablo Montoya 197.108mph
SLOWEST THROUGH SPEED TRAP
David Coulthard 185.550mph
FASTEST PITSTOP
Michael Schumacher 24.113s
SLOWEST PITSTOP
Juan Pablo Montoya 4m6.282s

Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Kimi Raikkonen McLaren-Mercedes MP4-17D (Michelin)	1h32m22.195s	4
2	Rubens Barrichello Ferrari F2002 (Bridgestone)	+39.286s	6
3	Fernando Alonso Renault R23 (Michelin)	+64.007s	1
4	Ralf Schumacher Williams-BMW FW25 (Michelin)	+88.026s	9
5	Jarno Trulli Renault R23 (Michelin)	1 lap behind	13
6	Michael Schumacher Ferrari F2002 (Bridgestone)	1 lap behind	12
7	Jenson Button B.A.R.-Honda 005 (Bridgestone)	1 lap behind	5
8	Nick Heidfeld Sauber-Petronas C22 (Bridgestone)	1 lap behind	3
9	Heinz-Harald Frentzen Sauber-Petronas C22 (Bridgestone)	1 lap behind	15
10	Ralph Firman Jordan-Ford EJ13 (Bridgestone)	1 lap behind	11
11	Cristiano da Matta Toyota TF103 (Michelin)	1 lap behind	14
12	Juan Pablo Montoya Williams-BMW FW25 (Michelin)	3 laps behind	16
13	Jos Verstappen Minardi-Cosworth PS03 (Bridgestone)	4 laps behind	18
NOT CLASSIFIED			
	Antonio Pizzonia Jaguar R4 (Michelin)	brakes - 42 laps	17
	Justin Wilson Minardi-Cosworth PS03 (Bridgestone)	HANS device - 41 laps	8
	Mark Webber Jaguar R4 (Michelin)	oil leak - 35 laps	10
	Olivier Panis Toyota TF103 (Michelin)	fuel feed - 12 laps	7
	David Coulthard McLaren-Mercedes MP4-17D (Michelin)	electrics - 2 laps	2
	Giancarlo Fisichella Jordan-Ford EJ13 (Bridgestone)	clutch - 0 laps	-
	Jacques Villeneuve B.A.R.-Honda 005 (Bridgestone)	electrics - 0 laps	-

Races to date

Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	France	Britain	Germany	Hungary	Italy	USA	Japan
Michael Schumacher	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rubens Barrichello	R	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Juan Pablo Montoya	2	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ralf Schumacher	8	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
David Coulthard	1	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kimi Raikkonen	3	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jarno Trulli	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fernando Alonso	7	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nick Heidfeld	R	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Heinz-Harald Frentzen	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Giancarlo Fisichella	12	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ralph Firman	R	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mark Webber	R	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Antonio Pizzonia	13	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jacques Villeneuve	9	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jenson Button	10	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Justin Wilson	R	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jos Verstappen	11	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Olivier Panis	R	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cristiano da Matta	R	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/DNQ Did not qualify/DNE Did not enter

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- F** On Saturday, you can watch the qualifying and Formula 3000 race from the private terrace of the Elmano Palace Hotel where refreshments will be served. At the end of the racing, you will be transferred back to the Silver Shadow for more celebrity evening entertainment.
- F** On race day, you will again watch from the terrace at the Elmano Palace Hotel, after which you will return to the Silver Shadow for an evening cruise back to Villefranche. After breakfast on Monday you will be transferred back to Nice for your flight home.

#3: Out of chaos comes... confusion

The safety car left, then returned. Rubens was leading, then he wasn't. Jordan won, then didn't. Peter Windsor explains

So what was more painful – Rubens Barrichello's sudden retirement, just when he had his home grand prix raced and won, or the frozen moment in time when Giancarlo Fisichella knew that he hadn't won his first?

"It was the happiest moment of my life since I became a father," was how Fisi described those moments before he lost his gold; Rubens, who had just taken the lead after a long, delicate race and was celebrating with fastest lap, suddenly had that beautiful Ferrari car just die on him. His Brazilian Grand Prix clearly wasn't meant to be. He could only sit quietly, head in hands.

Nor were these the only defining moments of Brazil 2003: David Coulthard was leading easily when he was called in for fuel and tyres with 18 laps to run. Then 18 became three and DC had to be happy with fourth place... a result made even more difficult to swallow because the race winner now happened to be his team-mate at West McLaren-Mercedes (Kimi Raikkonen).

What stopped the race prematurely were two massive accidents at one of the fastest points of the circuit – the left-hand kink that leads onto the pitstraight. Mark Webber destroyed his Jaguar there after

'RUBENS HAD JUST TAKEN THE LEAD WHEN SUDDENLY THAT BEAUTIFUL FERRARI CAR JUST DIED ON HIM'

(Below) Giancarlo Fisichella drove brilliantly, passing Kimi Raikkonen. If the race had lasted just one lap longer, he'd have won



> Drivers' championship: Round 3 Brazil

1	Kimi Raikkonen	26	11	Jacques Villeneuve	3
2	David Coulthard	15	12	Jenson Button	2
3	Fernando Alonso	14	13	Mark Webber	2
4	Jarno Trulli	9	14	Nick Heidfeld	1
5	Juan Pablo Montoya	8			
6	Giancarlo Fisichella	8			
7	Rubens Barrichello	8			
8	Michael Schumacher	8			
9	Heinz-Harald Frentzen	7			
10	Ralf Schumacher	6			

> Constructors' championship

1	McLaren-Mercedes	41
2	Renault	23
3	Ferrari	16
4	BMW-Williams	14
5	Jordan-Ford	8
6	Sauber-Petronas	8
7	B.A.R.-Honda	5
8	Jaguar-Cosworth	2



STEVE ETHERINGTON/AT; BRYN LENNON/GETTY IMAGES; CLIVE ROSE/GETTY IMAGES; GILLES LEVY/DPPI

(Above) Schumi and Montoya battle for position; (right) they all line up behind the safety car – something they'll get rather accustomed to during this race



a tough, competitive drive, and then so did Renault's Fernando Alonso, who missed the yellows and hit a stray Jaguar wheel head-on. Yellow arms filled the air down in the Jordan pit as the red flag was shown, but the results, as per the regulations, were backdated two laps: Fisi was classified second.

It was a race of many stars, many moments. Webber was fastest on Friday because he caught the track at its driest and parlayed that into third-fastest time on Saturday. His Jaguar, he said, was on a "light" two-stop (and very raceable) fuel load. Rubens took the pole with a clean, untroubled run but Michael was only seventh, 0.323 seconds slower on a tightly defined grid. The Ferrari press release spoke of Michael making a small mistake in sector one, but Michael revealed later that actually he had chosen to gamble on there being rain on Sunday. This sat nicely with the

words of Ross Brawn, Ferrari's technical director, when he spoke about the effect of the new regulations on Friday evening.

"Yes, to some extent the new rules have taken away our ability to think on our feet – something that I think we have done quite well in the past. We've run different strategies with the two drivers in the past and in Brazil last year I think we surprised a few people by running one stop with Michael instead of two. Now, we have to look for other ways of finding an advantage, to stay ahead. We have to look at everything possible..."

Thus Michael chose to run what he described as "wet" settings in qualifying – two-stop fuel, to be sure, but more rear wing (than Rubens) and (probably) higher ride heights. These days, though, nothing seems to be running in Michael's direction. It rained when he didn't need it (just before his Friday qualifying run) and then on ▶

TECHNO FILE

The 'wrong' kind of rain? Or tyres?

Steve Matchett explains how the rain suited *both* kinds of tyre



The regulations allow just one specification of wet-weather tyre to be used at each event. Bridgestone and Michelin are at liberty to manufacture any pattern of their choosing – intermediates, full wets or heavily treaded 'monsoon' tyres – but they must opt to supply only one type.

Each company has its strengths and weaknesses. In recent testing, Bridgestone have been producing the better intermediate; Michelin have had the upper hand with full wets.

Extreme downpours notwithstanding, intermediate tyres will always be quicker than full wets – and Bridgestone were always going to take their trusted intermediate tyre to Brazil. In order to remain competitive, Michelin knew they had to produce a similar specification tyre, although their own version of the intermediate carried a more pronounced tread.

Come Sunday afternoon, once the torrential rain (below) had subsided sufficiently for the race to begin, the McLarens shot straight past Rubens Barrichello's Bridgestone-shod Ferrari with consummate ease – and while the circuit remained drenched, the Michelin teams remained firmly in command. Then, as the faint traces of a dry line appeared, the Bridgestones fought back. This wasn't the result of the Michelins degrading prematurely; rather, it was due to the changing track conditions as the race wore on.





'MICHAEL WAS AS DAZZLING AS KIMI RAIKKONEN AS THE BRAZILIAN GRAND PRIX STAGGERED INTO LIFE'

race morning, with the precipitation falling so hard that it began to flood the media centre, the clerk of the course plain took away Michael's advantage. In Australia, you'll recall, teams were allowed to change only the front wing angles, brake ducts and radiator inlets when the wet race was declared before the start. In Brazil, thanks to the number of wet-weather incidents on Friday and to the general chaos caused by a new track surface, casual water, sundry rivers and the tyre companies predictably choosing to run intermediate-range tyres as their nominated choice, the stewards declared that rear wings and ride heights could be adjusted, too.

Nonetheless, Michael was as dazzling as Kimi Raikkonen as the very wet Brazilian Grand Prix staggered into life. Rubens (lower ride heights) faded quickly while Raikkonen (higher ride heights than DC) made brilliant use of his deep-groove Michelins. Ferrari's Bridgestones, by contrast, were more shallow. They hated the heavy water.

The track became less wet. Michael was now the fastest guy on the track and quickly he was up to third, passing Juan Pablo Montoya's Williams-BMW on the outside. Then came the first of three safety-car periods (caused by a suspension failure on Ralph Firman's Jordan-Ford). All the front-runners dived in for fuel and tyres – all except Kimi Raikkonen. As it turned out, it was the decision to keep Kimi away from these first pitstops that subsequently won him the race: out of sequence, he stopped at the next safety-car period and was leading, with DC rejoining after his second

stop, when the race was red-flagged.

At the time, though, the McLaren thinking was a little more basic: DC was actually the quicker McLaren at that stage (lower ride heights on a less-wet track) and so he was given the pitstop privilege. What isn't clear, however, is why McLaren didn't stack the two of them together, as Ferrari did.

Now, bunched by the safety car, it was two McLarens ahead of two Ferraris: Kimi, DC, Michael and Rubens. Juan Pablo Montoya had shone at the start, as he does when the conditions are terrible, but the new Williams – like FW24 last year – was putting more heat into its rear Michelins than were the McLarens. Juan backed off for a while, then played with the pressures in the pitstop. He was fifth but not out of it.

Those aspirations ended on lap 25 (after 16 racing laps). Juan was the first to crash heavily after aquaplaning through the Turn

(Below) Rubens hasn't finished his home grand prix since 1994. He at one point looked like he could win it... then he broke down; (left) in an unusually peaceful moment by this hectic weekend's standards, DC studies the data



FACT ATTACK: After the first three grands prix of 2003, only Justin Wilson and Olivier Panis have yet to register a race finish



(Left) For a few wonderful minutes, Jordan thought they had won their 200th grand prix; (above left) beside his smashed Renault, doctors check that Alonso is okay; (above) amid all the confusion, Kimi wins again

STEVE ETHINGTON/LAT; CLIVE ROSE/GETTY IMAGES; MARK THOMPSON/GETTY IMAGES

Three river. Pizzonia joined him in the tyre wall; yellows were waved.

Whereupon Michael, of all people, did exactly the same thing. He was closer to DC under the yellow and suddenly found his vision obscured by spray. Kimi dropped to ninth in this second safety-car period, effectively leaving the race to DC and Rubens. Kimi would recover well – to within 11 seconds of DC – but then his Michelins would overheat and force him to slow.

At the front, the McLaren and the Ferrari were evenly matched. DC defended beautifully, hugging the insides and making the most of the standing water, but Rubens, on Bridgestone's more intermediate intermediates, ground him

down. Finally, at the start of lap 45, DC ran wide at Turn One. Rubens was through. The Michelins were maybe going to find more grip as the grooves wore down to slicks; but, for the moment, it was Rubens' race.

Now came Rubens' moment of pain – a stupid retirement caused by something as boring as fuel starvation. DC was now leading Kimi by some 18 seconds – and Kimi, struggling for grip, was now being eaten up by one Giancarlo Fisichella. Fisi darted left up the hill, nosed ahead on acceleration and crossed the line in second place. Then DC called in for fuel and tyres...

On the podium, as the dignitaries were arriving, the word from the clerk of the

course was that Fisi was the winner. No question. No doubt. Then someone mentioned the regulations and quickly the message was changed. Kimi P1, Fisi P2, Alonso, who at that moment was raising his thumb optimistically as he was stretched into an ambulance for observation, P3.

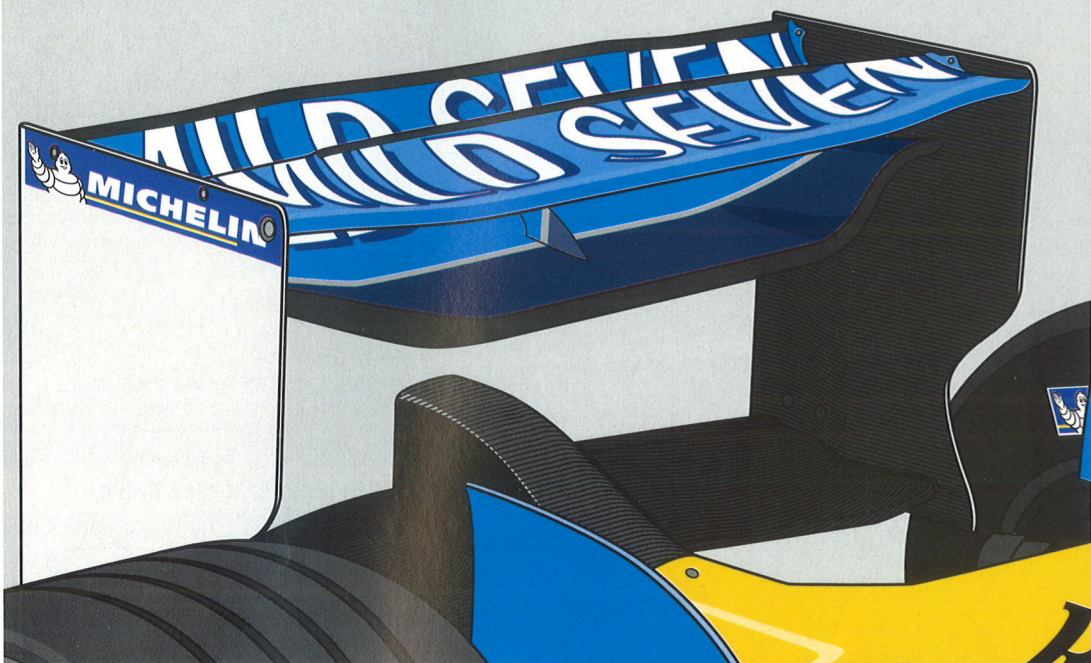
In the McLaren garage, DC was wondering about the win that had dissolved into nothing. In the Ferrari garage, Michael was pondering the F2002's double retirement from its last race – and his first zero-points-day since Hockenheim '01.

Rubens? Rubens could say or do very little. He was in agony. 1



The march of progress speeds up

Chassis evolution continued apace in Brazil. Words by Stéphane Samson; illustrations by Patricia Soler



◀ New rear wing helps Renault fly

Renault surprised quite a few people in Sepang with their performance. They tried to repeat that at Interlagos, using a new rear wing specially adapted to the medium-downforce track. Its unusual shape is similar to that of the McLaren MP4-17D's rear wing, and the lower element of the top planes is thicker than those of other cars. R23's diffuser has had to be slightly changed to better complement the new device.

The aerodynamics and the chassis's dynamic qualities are a success: R23 flew through Interlagos's twisty second sector.

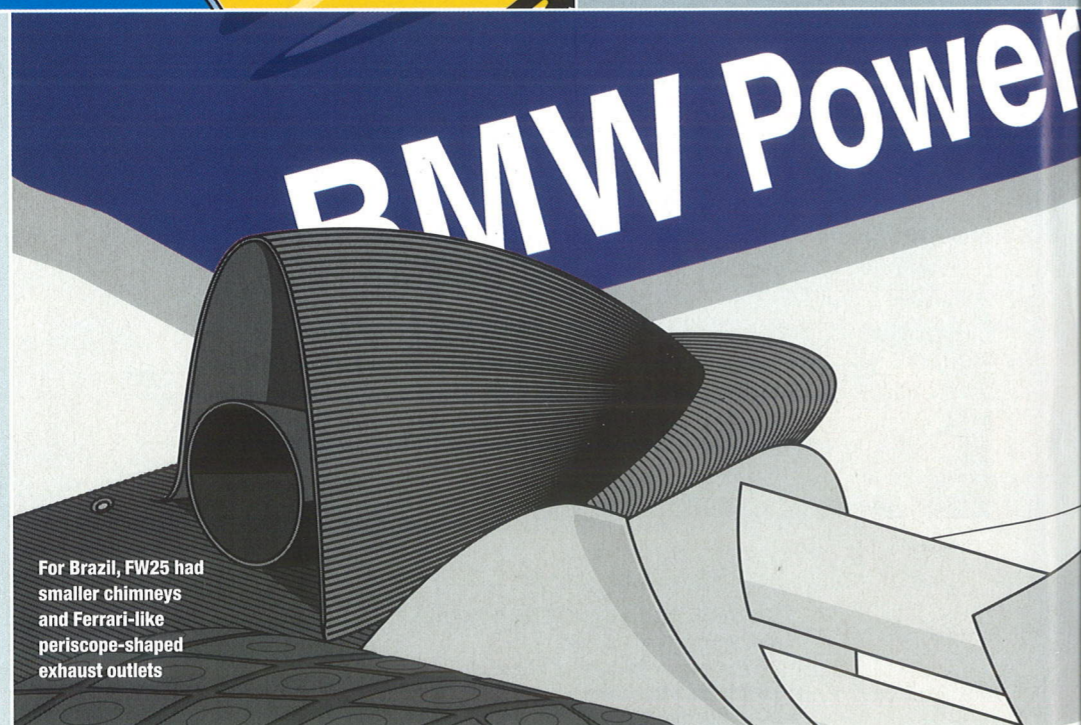
Still, Fernando Alonso was able to qualify only a relatively lacklustre P10. There were no power gains from the V10, and an oversight left Fernando without the new rear wing. Before qualifying, the team decided to change his gearbox and fitted the whole rear of the T-car to chassis number two. In doing so, however, they forgot to change the rear-wing settings.

▶ FW25 development continues

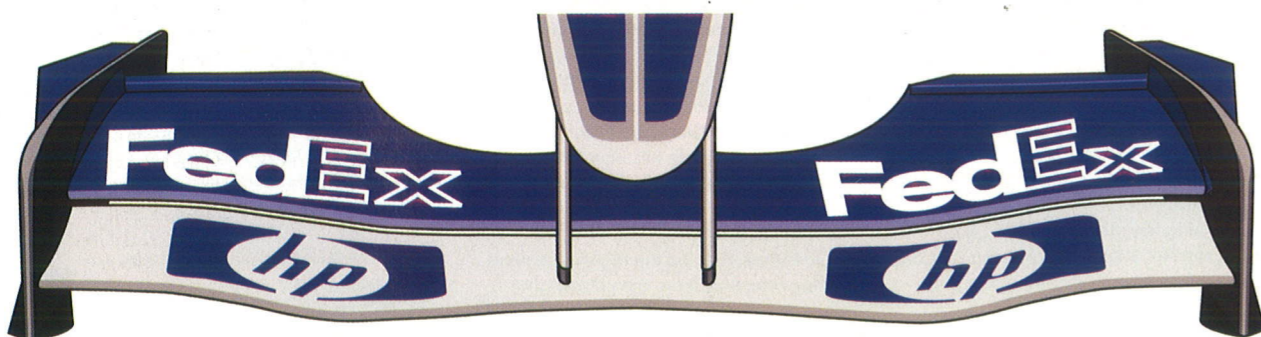
Williams' FW25 has been through an exhaustive development programme since its launch. It had a brand new front wing in Brazil, designed by Antonia Terzi's department. Its 'W' shape is similar to that used by McLaren in testing over the winter. The front wing is one of the most important elements in determining a Formula 1 car's balance and can significantly alter its handling. The rear wing, for its part, exists mainly to produce a precise level of downforce. Despite the wing, however, both drivers complained of understeer.

Williams were also able to use their pukka new 2003 gearbox in Brazil, instead of the interim version used in Malaysia, allowing them to revert to a torsion bar system on the rear suspension.

More visible modifications at Interlagos were the smaller chimneys (compare them with those on the Sepang-spec car, see pages 126-127) and the new shape of the exhausts, which are now rather like periscopes – as are Ferrari's.

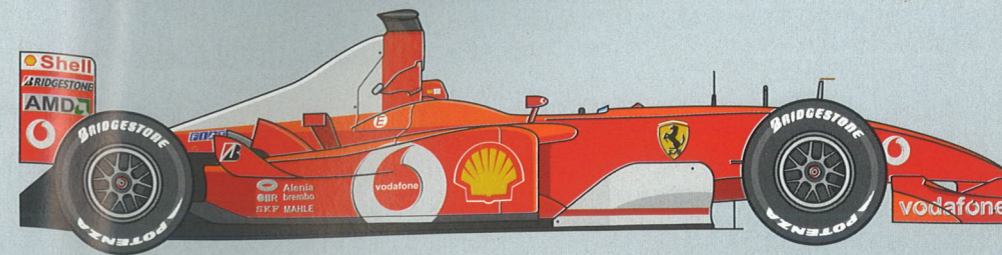


For Brazil, FW25 had smaller chimneys and Ferrari-like periscope-shaped exhaust outlets



Williams' new front wing, shaped like a 'W', improved FW25's handling. In spite of this, the drivers still suffered understeer

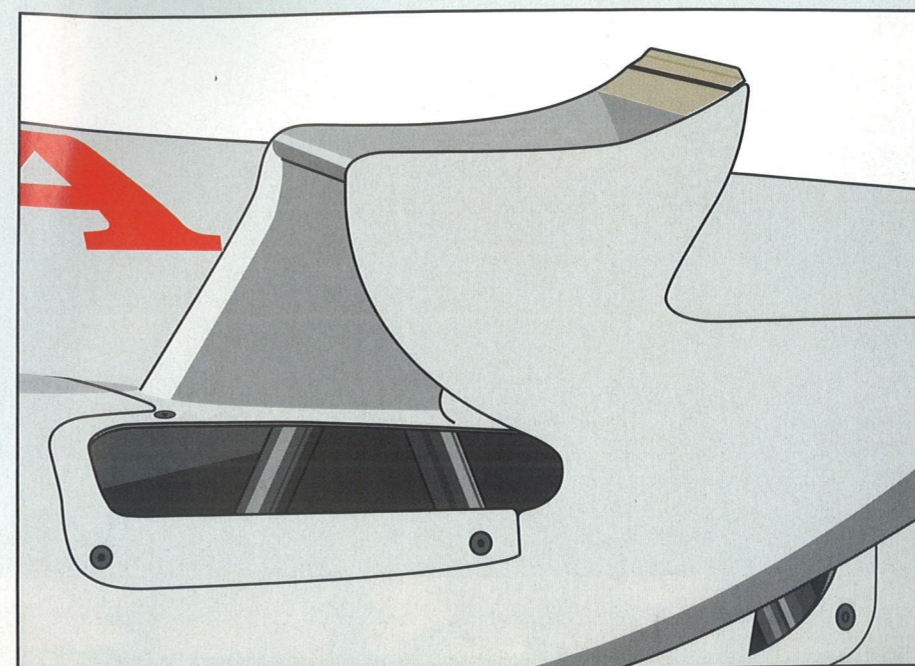
Ferrari F2002



◀ Out with a bang and a whimper

Ferrari announced at Interlagos that the Brazilian Grand Prix would be F2002's last race. The car has enjoyed a brief but glorious career encompassing 18 grands prix, 14 wins and 10 pole positions. In qualifying, Rubens Barrichello tried the F2003-GA rear wing. He continued with it for the race. Michael Schumacher was more conventional in his decision.

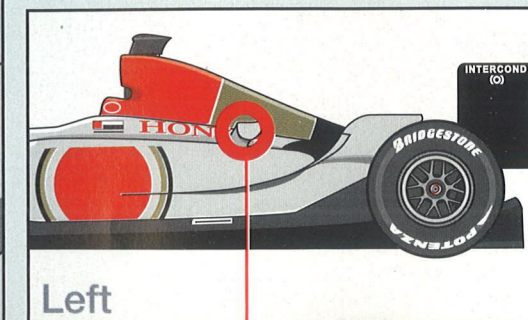
It was an ignominious end to the career of one of the most competitive Formula 1 machines of all times. Brazil was the only race in which it failed to score points.



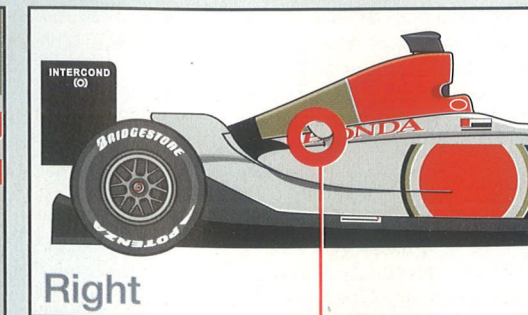
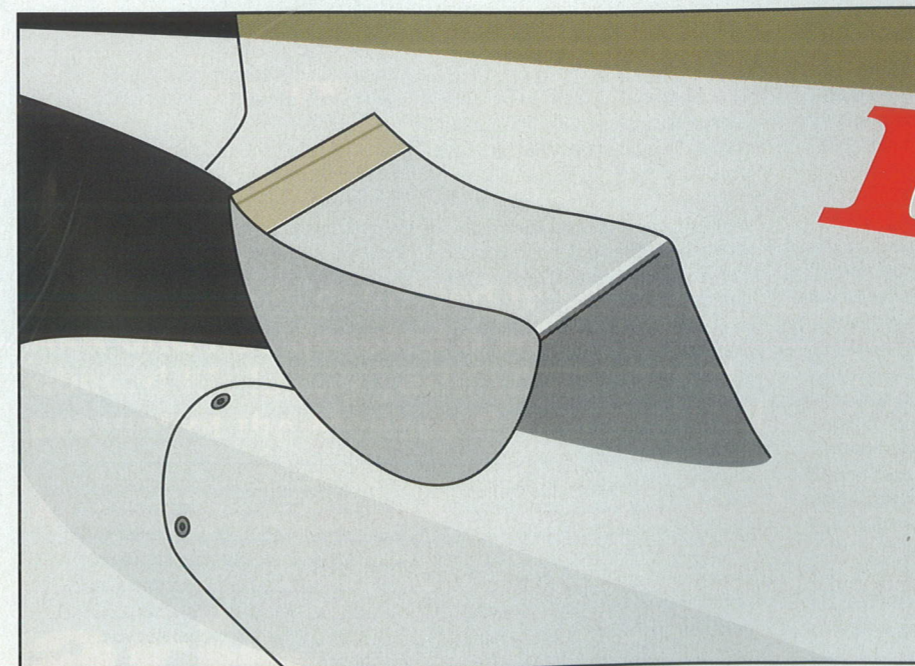
▼ B.A.R go asymmetrical

B.A.R adopted an interesting and unusual cooling solution in Brazil.

Because 005's oil radiator is on the car's left and the water radiator is on the right, they chose to fit different heat exhausts on the sidepods. The cooling requirements are different for oil and water, which made the B.A.R 005 asymmetrical.



Left



Right

All in the name of cooling: an off-balance B.A.R. The 005 has its oil (top) and water radiators on opposite sides of the car. As the two liquids have different cooling requirements, the car was rendered asymmetrical



#3: Race shorts

Everybody was in a ford, Minardi boast of nearly winning, and Webber makes a confession. Tom Clarkson reports



They say a cat has nine lives – well this Jaguar is down to eight for sure. Mark Webber walked away unaided



(Above) The rooster tails of water spell out the dangers of Turn Three; (below) Ralph Firman (on the right) asks Olivier Panis if he is okay and admits he was the culprit



STEVE ETHERINGTON/LAT; BRUN LEMOND/BETTYP IMAGES

A river ran through it

At Turn Three, six drivers ended their Brazilian Grand Prix and another four got a fright. After the heavy rain, two rivers ran across the track there, and caution was the order of the day.

"If you came off the gas as you went through, you were okay," said David Coulthard. "But if the adrenaline was flowing too much and you were hard on it, you were going to come to grief."

In chronological order: lap 11, Ralf Schumacher spins; lap 16, Justin Wilson crashes out; lap 23, Heinz-Harald Frentzen spins; lap 25, Juan Pablo Montoya and Antonio Pizzonia crash out; lap 27, Michael Schumacher crashes out; lap 31, Jos Verstappen crashes out; lap 33, Jenson Button crashes out and Jacques Villeneuve spins; lap 44, Mark Webber spins.

Minardi miss "first win"

Justin Wilson drove a tremendous early stint for Minardi, as in Australia and Malaysia. He ran 12th for seven laps, right on the 'boxes of Jacques Villeneuve, Ralf Schumacher and

Mark Webber. Then it went wrong.

"I'm gutted," he said after his crash at Turn Three. "We were definitely on for a strong finish."

Minardi boss Paul Stoddart was effusive: "For possibly the first time in Minardi's history we were in a race-winning position. People may laugh, but only those of us in the team will ever know the truth. We had the strategy, but not the luck."

Webber owns up

Mark Webber's enormous accident on lap 54 was caused by his being too clever. "We were fuelled to the end of the race," he said afterwards, "so I kept going off-line to give my tyres a little swim to preserve them. But I underestimated how much they were worn. When I went off-line up the hill towards the start-finish straight, I asked too much from them. It's very difficult as a driver to know exactly how worn they are."

Yellow for peril

Thank goodness Fernando Alonso was okay after his race-ending crash on lap 54. But why didn't he see the

yellow flags? Giancarlo Fisichella and Frentzen safely avoided Webber's smash debris. Alonso was less lucky. Remarkably, he was still classified third, but was unable to take the podium.

B.A.Rring accidents...

Jenson Button was unscathed after his Turn Three accident. His back was sore, but "it could have been worse".

It was his second accident of the weekend: he crashed out in Friday afternoon's one-lap qualifying as well, taking two polystyrene marker boards with him. It meant he had to run first on Saturday afternoon. "We've had problems getting the car to work with the tyres this weekend," he said, "but we had the pace for a good result. I was running fifth, ahead of Kimi Raikkonen, when I went off, and we were fuelled to the finish. If I hadn't made the mistake, then who knows?"

Suspension of disbelief

Ralph Firman suffered his second suspension failure this year, the first being at Melbourne. This time he

was following team-mate Fisichella on the pitstraight when his front right suspension broke. He missed Fisi but rammed Toyota driver Olivier Panis out of the race.

"It's a shame and of course I'm disappointed," he said. "But I just have to look ahead."

Empty of Eastern promise

The entire Toyota team came to Interlagos expecting a good result, so one DNF (Panis) and a 10th (Cristiano da Matta) was a huge disappointment. The package wasn't out of sorts; they made mistakes.

Like the others who didn't test on Friday, they were unprepared for the heavy rain in Friday qualifying, and it affected their set-up for Saturday's dry session. Still, pole was there for the taking because Panis was last on the road. "I made a small mistake in qualifying," he said, "and I'm very sorry for the team. As for the race, I wasn't even sure what had happened when I retired. I felt a big impact but couldn't see because of the spray. Ralph Firman had to explain that he had hit me."



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18.30	Dom Perignon Champagne Reception
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20.15	Gourmet Dinner and Charity Auction
21.00	Alternative Acrobats
22.00	Firework Spectacular
22.15	A Personal Appearance by BLUE
23.15	KOOL AND THE GANG
00.30	International DJ
02.30	Carriages

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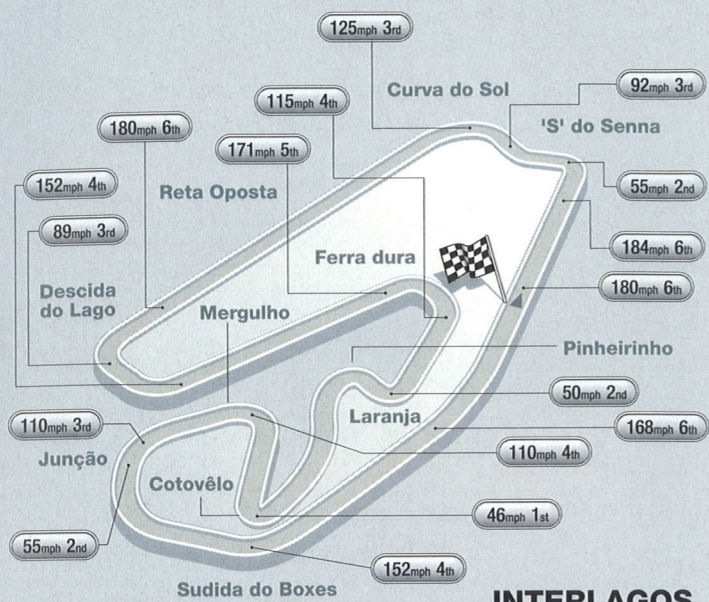


All the facts São Paulo

Date April 6 2003; Weather Wet, 19°; Track temperature 19°; Laps 53; Race distance 141.888 miles; Attendance 70,000

Qualifying times

Position	Driver	Time
1	Rubens Barrichello	1m13.807s
2	David Coulthard	+0.011s
3	Mark Webber	+0.044s
4	Kimi Raikkonen	+0.059s
5	Jarno Trulli	+0.146s
6	Ralf Schumacher	+0.317s
7	Michael Schumacher	+0.323s
8	Giancarlo Fisichella	+0.384s
9	Juan Pablo Montoya	+0.416s
10	Fernando Alonso	+0.577s
11	Jenson Button	+0.697s
12	Nick Heidfeld	+0.824s
13	Jacques Villeneuve	+0.861s
14	Heinz-Harald Frentzen	+1.032s
15	Olivier Panis	+1.032s
16	Ralph Firman	+1.433s
17	Antonio Pizzonia	+1.510s
18	Cristiano da Matta	+1.834s
19	Jos Verstappen	+2.735s
20	Justin Wilson	+2.779s



INTERLAGOS
Circuit length 2.677 miles
© 2003 Federation Internationale de l'Automobile, 8 Place de la Concorde, 75008 Paris, France

Lap by lap

START Race starts under the safety car
LAP 9 Green flag. David Coulthard takes the lead into Turn One
LAP 11 Kimi Raikkonen and Juan Pablo Montoya pass DC. Kimi leads
LAP 14 DC passes Montoya for second
LAP 18 Ralph Firman has a suspension failure, dropping debris on track. Safety car is deployed. The leaders, bar Raikkonen, pit
LAP 23 Race restarts
LAP 25 Montoya crashes at Turn Three
LAP 27 Michael Schumacher crashes at Turn Three. Safety car is deployed again
LAP 30 Race restarts
LAP 33 Button crashes at Turn Three. Safety car is deployed yet again
LAP 37 Race restarts
LAP 45 Barrichello passes DC for lead
LAP 47 Barrichello retires
LAP 52 DC pits for fuel
LAP 54 Fisi passes Raikkonen for lead. Mark Webber crashes. Fernando Alonso hits debris. Result is declared from two laps earlier. Raikkonen wins from Fisi and Alonso

Speeds and stops

FASTEST LAP
Rubens Barrichello
1m22.032s on lap 46 (117.507mph)
FASTEST THROUGH SPEED TRAP
Ralf Schumacher 179.949mph
SLOWEST THROUGH SPEED TRAP
Nick Heidfeld 116.942mph
FASTEST PITSTOP
Fernando Alonso 24.129s
SLOWEST PITSTOP
Jarno Trulli 56.111s

Did you know?

The FIA readied a reserve safety car, in case the first one shunted. This was the 700th grand prix ever and Jordan's 200th; it was also Michael Schumacher's first retirement since Germany 2001 and the first time Ferrari scored no points since Nürburgring '99

Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Kimi Raikkonen McLaren-Mercedes MP4-17D (Michelin)	1h29m53.179s	4
2	Giancarlo Fisichella Jordan-Ford EJ13 (Bridgestone)	+0.831s	8
3	Fernando Alonso Renault R23 (Michelin)	+6.695s	10
4	David Coulthard McLaren-Mercedes MP4-17D (Michelin)	+7.391s	2
5	Heinz-Harald Frentzen Sauber-Petronas C22 (Bridgestone)	+9.392s	17
6	Jacques Villeneuve B.A.R.-Honda 005 (Bridgestone)	+17.910s	13
7	Mark Webber Jaguar R4 (Michelin)	+20.070s	3
8	Jarno Trulli Renault R23 (Michelin)	+23.569s	5
9	Ralf Schumacher Williams-BMW FW25 (Michelin)	+33.556s	6
10	Cristiano da Matta Toyota TF103 (Michelin)	1 lap behind	14

NOT CLASSIFIED

Rubens Barrichello	Ferrari F2002 (Bridgestone)	fuel feed - 46 laps	1
Jenson Button	B.A.R.-Honda 005 (Bridgestone)	crash - 32 laps	11
Jos Verstappen	Minardi-Cosworth PS03 (Bridgestone)	crash - 30 laps	16
Michael Schumacher	Ferrari F2002 (Bridgestone)	crash - 26 laps	7
Juan Pablo Montoya	Williams-BMW FW25 (Michelin)	crash - 24 laps	9
Antonio Pizzonia	Jaguar R4 (Michelin)	crash - 24 laps	18
Olivier Panis	Toyota TF103 (Michelin)	crash - 17 laps	19
Ralph Firman	Jordan-Ford EJ13 (Bridgestone)	suspension - 17 laps	20
Justin Wilson	Minardi-Cosworth PS03 (Bridgestone)	spin - 15 laps	15
Nick Heidfeld	Sauber-Petronas C22 (Bridgestone)	oil leak - 8 laps	12

Races to date

Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	France	Britain	Germany	Hungary	Italy	USA	Japan
Michael Schumacher	4	6	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Rubens Barrichello	R	2	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Juan Pablo Montoya	2	12	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Ralf Schumacher	8	4	9	-	-	-	-	-	-	-	-	-	-	-	-	-
David Coulthard	1	R	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Kimi Raikkonen	3	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Jarno Trulli	5	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Fernando Alonso	7	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Nick Heidfeld	R	8	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Heinz-Harald Frentzen	6	9	5	-	-	-	-	-	-	-	-	-	-	-	-	-
Giancarlo Fisichella	12	R	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ralph Firman	R	10	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Mark Webber	R	R	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Antonio Pizzonia	13	R	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Jacques Villeneuve	9	R	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Jenson Button	10	7	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Justin Wilson	R	R	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Jos Verstappen	11	13	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Olivier Panis	R	R	R	-	-	-	-	-	-	-	-	-	-	-	-	-
Cristiano da Matta	R	11	10	-	-	-	-	-	-	-	-	-	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/DNQ Did not qualify/DNE Did not enter



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#4: Home is where the heartland is

There's always a feeling that F1 is coming home when it first hits European soil. Bring on those classic tracks!



Travel info

- The race isn't in San Marino itself, but a trip there will reward you with fabulous views out over Rimini and the Adriatic
- And as you're in Ferrari-land, visit the museum at Via Dino Ferrari 43, Maranello
- If you get a chance, take a look at Imola's Parco del Acque Minerali, around which the race circuit runs
- A visit to Imola's fortress will satisfy the tourist in you
- It may look tranquil (left), but it won't seem it with all those tifosi here

2002 results

Top eight finishers

- 1 Michael Schumacher**
Ferrari F2002, 1h29m10.789s, 127.762mph
- 2 Rubens Barrichello**
Ferrari F2002, +17.907s
- 3 Ralf Schumacher**
Williams-BMW FW24, +19.755s
- 4 Juan Pablo Montoya**
Williams-BMW FW24, +44.725s
- 5 Jenson Button**
Renault R202, +1m23.395s
- 6 David Coulthard**
McLaren-Mercedes MP4-17, +1 lap
- 7 Jacques Villeneuve**
B.A.R-Honda 004, +1 lap
- 8 Felipe Massa**
Sauber-Petronas C21, +1 lap

Fastest lap

Rubens Barrichello
Ferrari F2002, 1m24.170s, 131.107mph
NEW RECORD

Number of laps

62

Race distance

189.905 miles

Top eight qualifiers

- 1 Michael Schumacher**
Ferrari F2002, 1m21.091s, 135.980mph
- 2 Rubens Barrichello**
Ferrari F2002, +0.064s
- 3 Ralf Schumacher**
Williams-BMW FW24, +0.382s
- 4 Juan Pablo Montoya**
Williams-BMW FW24, +0.514s
- 5 Kimi Raikkonen**
McLaren-Mercedes MP4-17, +1.013s
- 6 David Coulthard**
McLaren-Mercedes MP4-17, +1.399s
- 7 Nick Heidfeld**
Sauber-Petronas C21, +1.676s
- 8 Jarno Trulli**
Renault R202, +1.742s

When to watch ITV

- Qualifying 1**
00.15 Saturday April 19
- Qualifying 2**
12.40 Saturday April 19
- Race**
12.05 Sunday April 20
- Highlights**
00.15 Monday April 21
Times subject to change

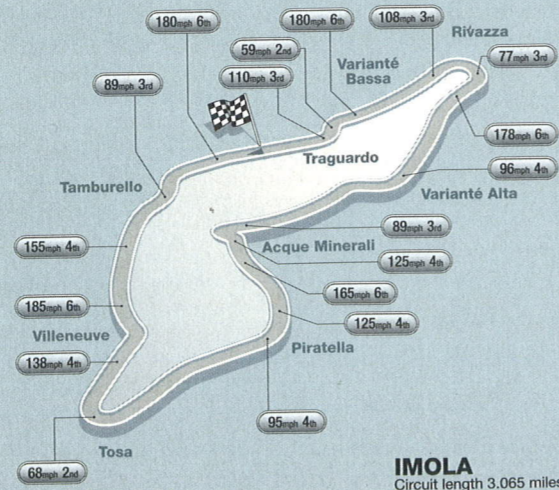
Driver's eye



Rubens Barrichello

"Imola always has a great atmosphere. With Maranello only 40 minutes up the road, it's Ferrari's home race and the fans are mad for it. It feels very special to be a Ferrari driver here because everywhere you look there are red flags. I can often hear the tifosi from inside the car – above the noise of the engine.

"The track isn't as fast as it was before Ayrton [Senna]'s death in 1994, but it's still nice to drive. Acque Minerali, Piratella and Rivazza are all challenging and, to be quick, you have to make your car work over the kerbs. We tested the F2003 here before the start of the season and it was quick; but none of our major rivals were here for comparison."



IMOLA
Circuit length 3.065 miles

MEMORY (PIT)LANE

(Low) quality street

Almost 40 cars tried to qualify for the 1989 Imola GP. All top-spec machinery, natch...

In these times of belt tightening and shrinking grids, the San Marino Grand Prix holds an enviable record. In 1989 the Imola paddock was filled to breaking point with a massive 39 entries from 20 teams – just topping the 38 at Brazil a month before – thanks to the addition of a second AGS for Gabriele Tarquini. Nine cars would fail to pre-qualify, with a further four eliminated in qualifying proper.

Contrast this with the meagre 14 starters in '82. The FOCA boycott of the event, over the Brazilian GP disqualification of Nelson Piquet and Keke Rosberg, allowed Eliseo Salazar to score two points (out of a career total of three), but it will be remembered more for the spat between Didier Pironi and Gilles Villeneuve. A Ferrari one-two was

always a likely result, after the boycott. Villeneuve, though, was under the impression that team orders would keep Pironi behind him at the last corner. They didn't and the two never spoke again. Villeneuve perished two weeks later in Belgium.

Although Imola will always be blighted by the deaths of Ayrton Senna and Roland Ratzenberger in '94, the circuit has seen some lighter, more uplifting moments.

In '91 JJ Lehto managed to claim his only podium finish in 62 races, amazingly pushing his Scuderia Italia Dallara into third place when teammate Emanuele Pirro couldn't even make it through pre-qualifying.

A year later, Nigel Mansell claimed his record fifth successive win since the season began. Winning those

first five races was the bedrock on which his successful championship was based. However, his next visit to Imola wasn't quite as successful.

After his American sabbatical and four races with Williams at the end of '94, Mansell's debut for McLaren in '95 had to be delayed until San Marino because he couldn't fit into the MP4/10. Finishing 10th wasn't what he had hoped for in what turned out to be his penultimate F1 race.

Imola's regular slot as the first European race of the year made it the venue for the debut of one of today's teams. Toleman, who became Benetton in '86 and Renault in '02, turned up in '81 with cars for Derek Warwick and Brian Henton. It wasn't a happy start. Neither qualified.

Stewart Williams

'MANSELL'S '95 McLAREN DEBUT WAS DELAYED UNTIL SAN MARINO BECAUSE HE DIDN'T FIT IN THE CAR'

LAT ARCHIVE/GETTY IMAGES



If it looks a bit crowded, that's because it was! Thirty-nine cars tried to qualify for Imola 1989

CRYSTAL BALLS

The grapes of rosso corsa

Everything tastes of Ferrari in Imola – even the grapes



You can't help but be sucked in by the spectacle of Imola. The circuit is situated within its own stone walls, giving it the feel of a private garden party and, surrounding its 3.065 miles, is some of the most spectacular countryside in northern Italy.

Little cottage industries, most of them involving wine (above), are dotted around and run by people whom you'd expect to see on the cover of *National Geographic*. All wrinkles and smiles and a million miles away from the glitz of Formula 1.

And then there's Ayrton Senna. However hard you try to move on, it's impossible. Nine years on and the memory of Ayrton is as strong as ever, hanging over Imola like a noose. Anyone who can't feel him in the air has no soul.

His statue stands on the outside of Tamburello, exactly at the place where he was killed in 1994. It's a 10-minute walk from the paddock and even the busiest people still make the journey there.

The only things bigger than Ayrton at Imola are Ferrari and their aurous tifosi. Because the factory is nearby, the blood running through the locals' veins is rosso corsa. They adorn every grandstand and viewing area with Prancing Horse motifs.

The fans are unlikely to be disappointed because, although the Scuderia's season didn't get off to a textbook start, Michael Schumacher and Rubens Barrichello are favourites for this race. Especially Rubens, who races here for his friend Ayrton. He knows his way around Imola better than most and ran Michael close in '02.

The track is very narrow by modern F1 standards, giving drivers little room for error, but the biggest challenge in terms of set-up is the kerbing. Unlike at most tracks, where the kerbs are extensions of the asphalt, the kerbs at Imola are exactly that: curbs. Hit them at the wrong angle and a driver risks suspension damage, but miss them altogether and he'll tug.

Car and driver have to work in absolute harmony to be quick at Imola, which takes us back to Ferrari...

Tom Clarkson

#5: Racing where the sun never sets

Formula 1 has always been a sunshine sport. Why else do you think the teams want to test here all winter long?



Travel info

- If you have time for non-Barcelona excursions, how about a trip to the dolmen of Vallgorguina (left)? A witch once lived there. And you thought it was a megalithic tomb...
- In Barcelona, go shopping on Las Ramblas or stare in awe at Gaudi's architecture
- Travelling with children? Perhaps a day at Universal's Port Aventura theme park would go down well
- Restaurant el Trabuc, Granollers, is the place to eat for driver-spotting

2002 results

Top eight finishers

- 1 Michael Schumacher**
Ferrari F2002, 1h30m29.981s, 126.606mph
- 2 Juan Pablo Montoya**
Williams-BMW FW24, +35.630s
- 3 David Coulthard**
McLaren-Mercedes MP4-17, +42.623s
- 4 Nick Heidfeld**
Sauber-Petronas C21, +1m6.697s
- 5 Felipe Massa**
Sauber-Petronas C21, +1m18.973s
- 6 Heinz-Harald Frentzen**
Arrows-Cosworth A23, +1m20.430s
- 7 Jacques Villeneuve**
B.A.R.-Honda 004, +1 lap
- 8 Allan McNish**
Toyota TF102, +1 lap

Fastest lap

Michael Schumacher
Ferrari F2002, 1m20.355s, 131.680mph
NEW RECORD

Number of laps

65

Race distance

190.970 miles

Top eight qualifiers

- 1 Michael Schumacher**
Ferrari F2002, 1m16.364s, 138.458mph
- 2 Rubens Barrichello**
Ferrari F2002, +0.326s
- 3 Ralf Schumacher**
Williams-BMW FW24, +0.913s
- 4 Juan Pablo Montoya**
Williams-BMW FW24, +1.061s
- 5 Kimi Raikkonen**
McLaren-Mercedes MP4-17, +1.155s
- 6 Jenson Button**
Renault R202, +1.274s
- 7 David Coulthard**
McLaren-Mercedes MP4-17, +1.298s
- 8 Nick Heidfeld**
Sauber-Petronas C21, +1.487s

When to watch ITV

- Qualifying 1**
00.00 Saturday May 3
- Qualifying 2**
12.40 Saturday May 3
- Race**
12.05 Sunday May 4
- Highlights**
23.45 Sunday May 4
Times subject to change

Driver's eye

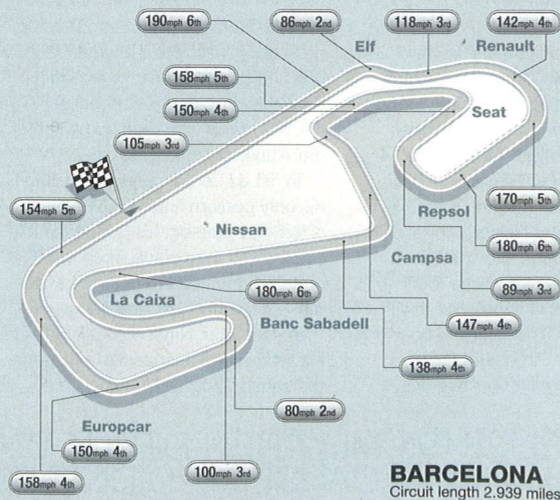


Fernando Alonso

"I'm looking forward to racing at home. I've done a lot of miles around the circuit in testing, but I've only raced here once before, for Minardi in 2001.

"To be fast at Catalunya you need a good engine, good aerodynamics and good brakes. The Renault is very good in two of those areas, so I hope we'll be competitive. There are some overtaking points, so it should make for a good race, especially if the one-lap qualifying results in one of the front-runners qualifying in the middle of the grid.

"The track surface is very abrasive, which can put an emphasis on tyre wear, but I'm confident Michelin will have a decent tyre. They're doing a very good job at the moment."



BARCELONA
Circuit length 2.939 miles



CRYSTAL BALLS

Why Barça holds key to season

If Ron Dennis is right about his car, there'll be fireworks



Of the 14 countries hosting Formula 1 grands prix this year, the one that cares least for the sport has one of its best racetracks: Spain.

With Belgium's Spa-Francorchamps no longer on the calendar, Barcelona's Circuit de Catalunya presents a rare high-speed challenge that is relished by drivers and engineers. But, despite F1's enthusiasm for the circuit, there is usually no Spanish fan in sight. Plenty of Brits, Germans, Italians and Japanese, but no locals.

The reason for Spain's lack of interest in F1 is simple: a lack of television coverage. The first race of this year was not even broadcast and it was only when Renault agreed to pay for the feed from Malaysia onwards that the GPs – and the pole and podium-taking efforts of local boy Fernando Alonso – received any free-to-air time.

It's not that the fans aren't actually into motorsport – they are obsessed with MotoGP, which has three races in Spain this year, one of them at Catalunya. All are sell-outs, so there is a market out there, if the gulf between two and four-wheeled sport can be made smaller.

This could be about to happen. Alonso has a genuine chance of another points finish this year, thanks to the immaculate aerodynamics of the Renault R23, and his success should generate some local interest and passion. If so, who's to say that F1 couldn't expect MotoGP-sized crowds in Spain from 2004?

Consider too that events in Spain could mould the rest of this season because McLaren have said they're likely to race the all-new MP4-18A for the first time at Barcelona. Team boss Ron Dennis (above) believes it's a Ferrari-beater and, such is the mix of corners at Catalunya that, if the car proves quick there, it's likely to be quick everywhere. Then we'd have a real title fight on our hands.

Not that Michael Schumacher is worried. He has won in Spain four times already and was quick there in winter testing. You'd have to be a brave man – or Ron Dennis – to bet against him.

Tom Clarkson



MICHAEL COOPER/LAT ARCHIVE GETTY IMAGES

Juan Manuel Fangio wins in Spain in 1951, sealing his first world drivers' championship

MEMORY (PIT)LANE

From fitful start to happy fixture

The Spanish GP wandered like a minstrel for years, before settling at Barcelona

Formula 1 cars cover more miles at Barcelona than at any other circuit. The regular testing haunt of the grand prix teams during the winter, this Catalan track has also hosted the Spanish Grand Prix for the past 12 years. The history of the race is less than straightforward, however.

The first Spanish GP was held in 1951, at the Pedrables circuit. It was won by Juan Manuel Fangio's Alfa, confirming his first championship. But it was three years before Pedrables hosted the second race, and a further 14 years before Graham Hill's Lotus claimed the third at Jarama.

Montjuich Park, the evocative Barcelona street circuit, then came into the equation and traded races with the permanent Madrid facility until the death of five spectators in the '75 race after a rear wing failure on Rolf Stommelen's Hill.

The race was stopped after 29 laps, with only half points awarded – not a GP Jochen Mass will remember with fondness, despite its being his only victory in Formula 1. The same is true for Lella Lombardi, who became the first woman to score a (half) point.

Montjuich can also lay claim to one of the strongest fields ever assembled for a grand prix. Admittedly there were only 14 starters at its first race in '69, but nearly half of those were, or would become, champions. Jack Brabham, John Surtees, Denny Hulme and Graham Hill had already been crowned; Jackie Stewart and Jochen Rindt would soon be joining them.

Jarama bowed out in 1981, but its last race was a classic – especially if

you were a Gilles Villeneuve fan. His turbocharged Ferrari was painfully slow through the corners but had enough grunt to keep clear of its pursuers down the straights. A mere 1.231 seconds covered the first five.

Jerez replaced Jarama in '86, then the new Barcelona circuit took over in '91 and has held the race ever since. Whatever the venue, Spain has been good to certain drivers. Jackie Stewart won three times in succession in '69-71, followed by two Emerson Fittipaldi wins. Mario Andretti ('77-78) and Nigel Mansell ('91-92) also enjoyed back-to-back wins. More recently, Michael Schumacher won in '95 and '96. Mika Hakkinen went one better by claiming three ('98, '99, '00), before Schumi hit back in '01 and '02.

Stewart Williams

'THERE WERE ONLY 14 STARTERS IN 1969, BUT NEARLY HALF WERE, OR WOULD BECOME, CHAMPIONS'

Dear Ralf,
Funny how things work out, isn't it? This time last year you wouldn't have predicted that your Malaysian win would end up being your only appearance on the top podium step all season, would you? There you were, smiling broadly (well, kinda) after profiting from your big bro's tangle with the boy Montoya. All seemed peachy.

And yet you never came *that* close to repeating that success all season, did you? Which set me thinking: I'm bound to wonder, given that 2003 is your fifth year *chez* Williams, just how much longer the party is going to endure. I mean, when you arrived on the scene, freshly scrubbed and wide-eyed, back in '99, it really did look as though that two-year apprenticeship with the Jordan brigade had been a worthwhile foundation for your vault into the big time. But, despite three good wins in '01, it's never quite come together, has it?

Which is less than ideal in Team Willy, given Frank's and Patrick's propensity to start nervously chewing their pencils with terminal boredom after a few months without a win, while casting their eyes around the paddock for the next likely lad to emerge over the horizon.

This latest Iraq show won't be doing you any favours either, will it, now? Once upon a time, when you were still in short *lederhosen*, Uncle Frank employed a terribly nice Argentine johnny by the name of Reutemann (the owner of an international news agency, I believe). Trouble was, some fully paid-up bazooka wallah in command of the army back in Buenos Aires decided it would be a wizard wheeze to invade the Falklands—which was not too good for gringo-gaucha relations.

Cleverly, our Reuters chappie (who was, as you might imagine, a very clued-up politico) decided to throw in the towel and retire discreetly to his ranch in Argentina just

Having trouble qualifying, Ralf? Car not as good as it could be? Never mind. From this perspective, your next car (whatever it is) is almost guaranteed to be higher up the grid

months before the bombs started dropping. Smart move.

You see, Ralf, the kind of Brits who have achieved senior positions in F1 are having a hard old time reconciling themselves to the fact that your lot don't feel inclined join the coalition away-day up the Euphrates on the tail of Basil Bush's freedom fighters. Indeed, given Frank's patriotic propensity to run up the Cross of St George at the drop of a titfer, having a chap from a leading (in this century, at least) conchie country on his books might make him somewhat unamused – especially when said conchie was barely able to lift himself off the back row of the grid in British Malaya a few weeks back.

In fairness to your good self, while Williams' management might have been snarling at you and your 'mate' in the closing moments of the '02 season, I must say that you and he remained scrupulously civil to those who pay your wages. I do seem to remember a few blasts of *donner und blitzen* coming from your general direction when you first parked backside in FW25, but received wisdom says you would have been quite within your rights to send them a stamped addressed envelope asking if they wouldn't mind remitting more aerodynamic downforce by return of post. Of course, that was before Monty (no, not the El Alamein one) got up the Mellie kerb and spun away victory in Oz, thereby sending Patrick Head into a flat spin of his own (but, more significant, also showing him that his latest creation might not be quite as canine as you had suggested).

Meanwhile, we're all holding our breath(s) – awaiting an announcement from your BMW pals as to precisely how their relationship with the gallant lads of Grove will be reshaped in years to come. I mean, given that the Bimmer brigade are part of something called GPWC – purveyors of medically optimised lavatorial equipment, I believe – and that, improbably, GPWC have plans to take over the world in the future (assuming that Ecclestone cove doesn't divvy up extra dosh PDQ, that is), they really have little choice other than to cut a continuing deal with FW and co.

The alternative is to start their own team, writing off the next five years as they scramble to get back to where they are now (no point) or quitting for good to carry on making nice road smokers for the glitterati (not an option).

But what does the future hold for you? I understand there have been sightings of the immaculately coiffed Weber carburettor man down Cologne way, rubbing shoulders with those Toyota *arrivistes*. Word has it he's already been told in words of one syllable that they've got two drivers contracted to the end of '04, but he keeps coming back to chat as if he's on the end of a piece of elastic.

Remember, Ralfie-boy, that the car in front is a Toyota. But, from where you've been sitting on the grid, in your less-than-ultimate driving machine, I think you may have worked that one out for yourself.

Yours, dodging the ack-ack,

the SCRUTINEER



'Remember, Ralfie-boy, that the car in front is a Toyota. But, then again, I think you may have worked that one out for yourself'

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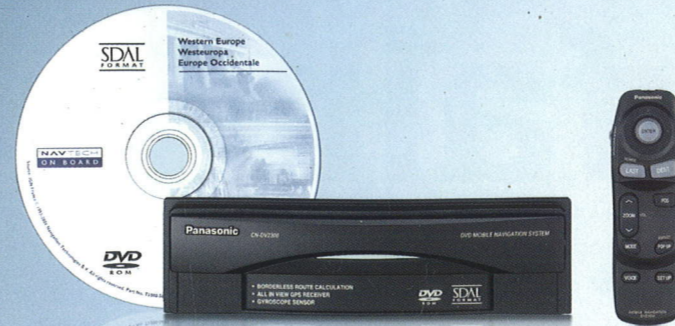
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