

THE WORLD'S BEST-SELLING FORMULA 1 MAGAZINE

F1

RACING

APRIL 2003 £3.60 www.f1racing.co.uk

TRACKSIDE
THRILLS 'N' SPILLS
FROM MELBOURNE
FULL REPORT
FULL ANALYSIS
FULL TECHNICAL
DEBRIEF

WIN
SIGNED
SCHUM
SCHMUTTER
See page 133

BRITAIN EXPECTS



DAVID COULTHARD
Hangin' & jetsettin'
with the McLaren star

ROOKIE FEST

- > RALPH FIRMAN
- > CRISTIANO DA MATTA
- > ANTONIO PIZZONIA
- > JUSTIN WILSON

We rate them
all – but which
one's best?

WORLD EXCLUSIVE
INSIDE THE
COCKPIT WITH

MONTROYA

Our experts reveal what makes JPM so mega-quick



SHARE THE OBSESSION

We do not compromise in our pursuit of perfection. Every Michelin tyre is the result of over 100,000kms of relentless testing. Now you know why so many Formula One teams race with us.

Share the Spirit

www.michelinf1.com



Contents

April 2003



> Regulars

- 10 Parade**
Artful photography from the season opener
- 16 Peter Windsor**
Punditry and wisdom from PW
- 18 Alan Henry**
Our editor at large holds forth

20 Pitpass
Catch up on the inside line from the paddock

26 Backfire
Your opinions on rules, cash and moustaches

62 F1-to-one: Rubens Barrichello
On triathlons and Ferrari's 2003 challengers

108 F1-to-one: Jos Verstappen
On his return to Formula 1 with Minardi

COVER STORY
129 Thrills 'n' spills from Melbourne
Analysis, results and tech debrief from Oz

142 Grand prix previews
All the info on Malaysia and Brazil

146 Black flag: Michael Schumacher
The inimitable 'Scrute' skewers Schumi

> Features

COVER STORY
28 Rookie fest
Ralph Firman, Cristiano da Matta, Antonio Pizzonia, Justin Wilson... we rate them all

COVER STORY
38 In the cockpit with Montoya
World exclusive! Our experts reveal the inner secrets that make JPM so mega-quick

46 Montoya: this is your life
Exclusive! *F1 Racing* gets out the red book to probe Juan Pablo's formative influences

COVER STORY
54 David Coulthard
We hang out with the McLaren star as he blows away the off-season cobwebs

64 Jean Todt interview
"I stole my father's Mini to enter a rally." Ferrari's sporting director confesses all

74 On the town with Jarno Trulli
The Renault star has moved to England – so *F1 Racing* gave him a taste of London

82 Max Mosley goes snowboarding
He's just a posh bloke in a suit, right? Wrong! We, er, 'got piste' with Max in Alpe d'Huez

90 Jordan – down, but not out?
Eddie Jordan has pulled his team back from the brink – but how long can they survive?

98 Takuma Sato interview
He's a 'third' driver this year – but Taku has his eyes on a race seat at B.A.R for '04

104 Jaguar's new bosses
Introducing David Pitchforth and Tony Purnell – Jag's tech-savvy new management team

112 Williams' early days
Time was when FW did his deals from a phone box with a bag of 2p pieces...

118 Rallying with Mika Hakkinen
There's no business like snow business: Mika 'maximum attacks' the Arctic Rally

124 The private life of Albert Park
For 51 weeks of the year, the home of the Australian GP leads a very different life...



Cover photography
Alex Puczyniec
Contents photography
Darren Heath; Malcolm Griffiths/LAT; Philippe Martinelli; Adrian Myers; Antonio Petronzio; Steven Tee/LAT; Mark Thompson/Getty Images; DPPI
Special thanks to
Pat Behar; Sophia Cloughton-Wallin; Liam Clogger; Luca Colajanni; Andrea Ficarelli; Connie Freydel; Andrew Gilbert-Scott; Erja Hakkinen; Geoff Harris; Graham Jones; Agnes Kaiser; Ellen Kolby; Ruth Mathewson; Jane Parisi; Ian Phillips; Barry Reynolds; Clare Robertson; Philippe Seclier; Nav Sidhu; Patrizia Spinelli; Jane Stewart; Helen Temple; Jean Todt; Desmond Tumulty; Matthew Winter; Richard Woods; Bob Wright; Enrico Zanarini

COMPETITION RULES
Our competitions are open to UK residents only. Entries from employees of Haymarket Publishing Ltd and their families are not permitted. No correspondence will be entered into. The prize winner(s) will be notified by phone and must agree to co-operate with any publicity arising from these promotions. Entry details required: name, address and daytime contact number. The editor in chief's decision is final. No cash alternative will be offered. Please state if you do not wish to receive information from *F1 Racing*. No purchase necessary. Calls cost 30p. All details correct at time of going to press.



>104
Jaguar's new bosses: why the grass is greener

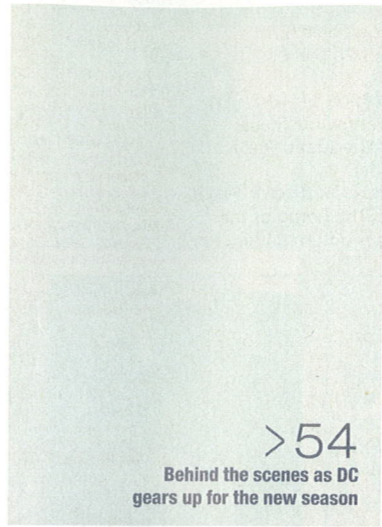


>82
All a 'board with Max Mosley

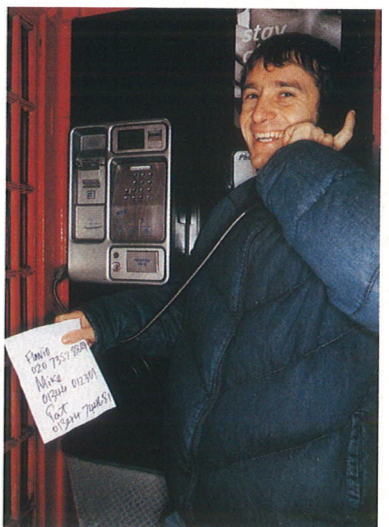
WIN!
SIGNED
SCHUMI
MEMORABILIA
SEE PAGE 133



>64
Jean Todt tells it like it is: Ferrari aren't putting their feet up



>54
Behind the scenes as DC gears up for the new season



>74
JT phone home! On the town with adopted Brit Jarno

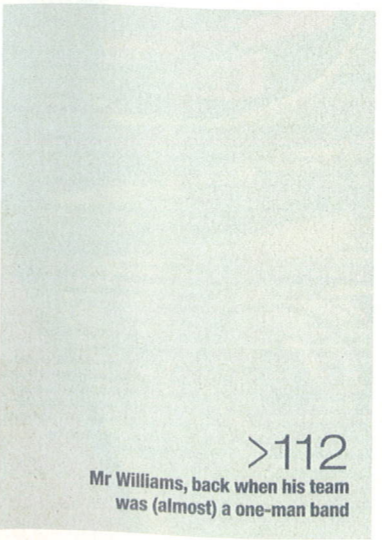
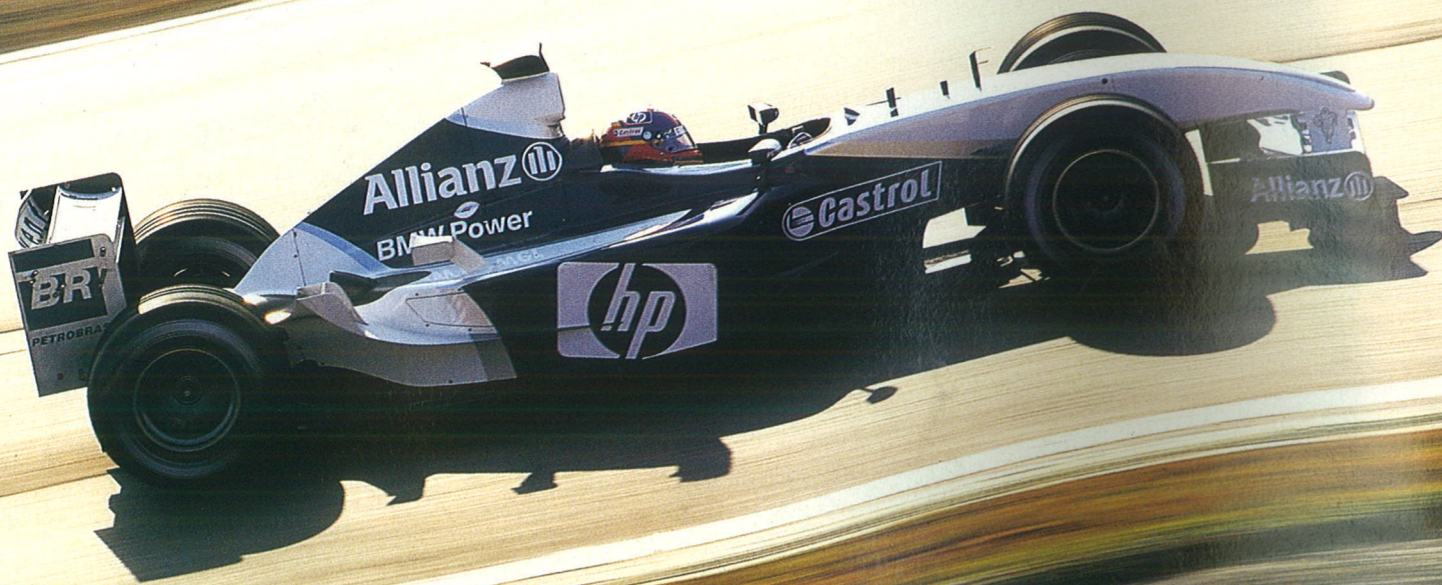


>90
Jordan: have they found their focus?

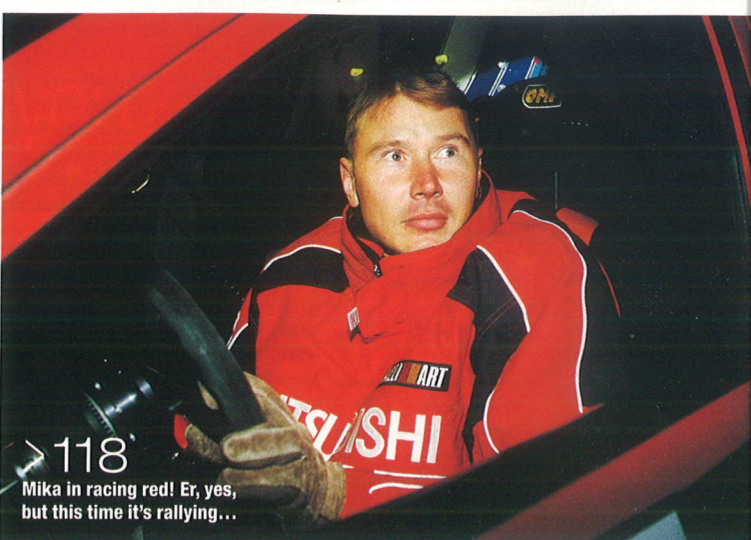
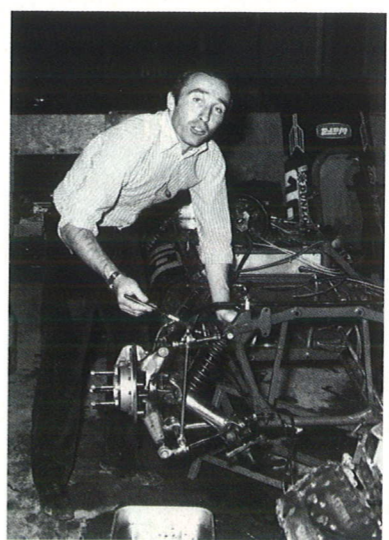
38

In the cockpit with Montoya

World exclusive! *F1 Racing's* experts delve into the secrets of Montoya's mega-speed



>112
Mr Williams, back when his team was (almost) a one-man band



>118
Mika in racing red! Er, yes, but this time it's rallying...

A qualified success? Yes, almost

One-lap qualifying was... confusing. With one mod it will be fascinating



Bishop, back in pitlane mode at last

'MAX AND BERNIE, ON BEHALF OF F1 RACING'S READERS, I BEG YOU ONCE AGAIN TO ALLOW REFUELLING AFTER QUALIFYING'

After Formula 1's winter of unprecedented discontent, it was good to be in Australia once again. And, though Ron Dennis and Frank Williams were still unhappy about all the things that had caused them to lock horns with Max Mosley (publicly) and Bernie Ecclestone (privately) over the past few weeks, their McLaren and Williams teams took to the unfamiliar task of preparing their cars for one-lap qualifying with considerably greater panache than did their drivers (with the honorary exception of JP Montoya).

That ever-inscrutable double act, ringmaster Bernie and rule-bender Max, declined to travel to Oz this year. Had they bothered to make the trip, they would have better understood the extent to which the most foolish of their otherwise mostly sensible recent regulatory amendments was detested.

I am referring to the rule preventing refuelling after qualifying. This misguided stipulation means cars must qualify with enough fuel to take them to their first stop, the timing of which will vary according to

strategy. At a stroke, qualifying has been rendered an indecipherable muddle.

Had Max and Bernie been in the Melbourne press room on Saturday March 8, they would have seen row upon row of bemused hacks, all of us wondering whether Olivier Panis's had indeed been a superb lap – or whether, as we suspected of Heinz-Harald Frentzen's even faster effort, it had been achieved via 'running on empty' (or thereabouts). We were not alone. Later, I asked a dozen senior people from various teams whether they thought Frentzen and Panis had driven well. None of them knew.

The race, when it came, was fabulous: a jamoboree of speed, spectacle and (hurrah!) racing. But none of what we saw on Sunday had anything to do with the 'new rules'; the miracle of Melbourne was brought on by a heady concoction of mixed weather, serendipitous safety car interludes, some inspired calls on strategy, closely matched cars and great driving. All of which threw the folly of bastardised Saturday qualifying into still sharper relief.

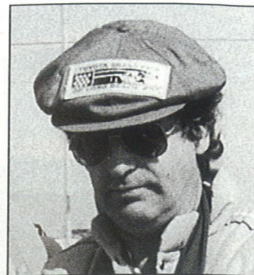
So, Max and Bernie, on behalf of *F1 Racing's* three million readers worldwide, I beg you once again to allow refuelling after qualifying. Please.

Matt Bishop editor in chief

contributors

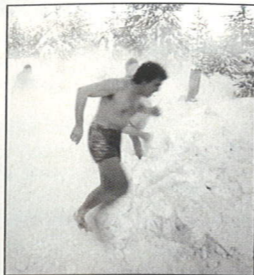
> Mike Doodson

When 'the Dood' discovered Formula 1, the cars still had their engines in the front – his first ever grand prix starred Roy Salvadori at Aintree. Mike was pals with Frank Williams back in the 1960s, before Frank hit the big time. So, grab a cuppa and sit back to read about the days when Frank couldn't even afford a beer and a sarnie. See page 112.



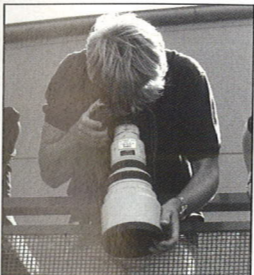
> Anthony Rowlinson

Honestly, a bit of snow, a thermometer reading of minus 23 and our executive editor is whimpering like a kitten in a tree. This is Lapland, for goodness' sake – on a good day. What was he doing in Lapland, you ask? Mika Hakkinen was competing in the Arctic Rally. We sent Anthony and his thermals to join the fun. See page 118.



> Steven Tee

Anthony couldn't be allowed out on his own. Heaven forbid! LAT lens guru Steven Tee joined him in Lapland to capture on film our man's humiliation (above right). Oh, and to bring you the best possible pics of Mika's balletic ice driving debut. Steven has also snapped F1's rookies for us. Admire his artistry on pages 28-33 and 118-122.



> Antonio Petronzio

Antonio once had to compete in a rally around Italy for a photoshoot. He was in the Mini (right) for 10 days and "began to loathe that car". Anthony Petrol, as we've taken to calling him, is big in the music biz, having snapped Fatboy Slim, Travis, Ja Rule and Westlife, to name but a few. See what he made of Jarno Trulli from page 74.



NEXT ISSUE PUBLISHED ON APRIL 10



EDITORIAL

editor in chief

Matt Bishop

executive editor

Anthony Rowlinson

associate editor

Stéphane Samson

managing editor

Stewart Williams

grand prix editor

Tom Clarkson

features editor

Stuart Coddling

sub-editor

Suzanne Arnold

consultant editor

Peter Windsor

editor at large

Alan Henry

technical editor

Steve Matchett

DESIGN

art editor

Liz Wallace

senior designer

Alison Lane

picture editor

Eddie Judt

principal photographer

Darren Heath

agency photographers

LAT, Allsport

PUBLISHING

publisher

Karl Penn

international commercial manager

James Watson

commercial manager

Matthew Warren

advertisement manager

Jonathan Haines

senior sales executive

Martin Cragg

publishing manager

Robin Shute

CONTACT

60 Waldegrave Road, Teddington, Middlesex, TW11 8LG, UK

editorial tel +44 (0)20 8267 5806

editorial fax +44 (0)20 8267 5022

advertising tel +44 (0)20 8267 5133

advertising fax +44 (0)20 8267 5977

subscriptions tel +44 (0)1795 414818

subscriptions fax +44 (0)1795 414555

subscriptions e-mail haymarket@galleon.co.uk

pr contact Robin Shute

+44 (0)20 8267 5049

SECRETARIAL

editorial secretary

Emily Kearns

F1 Racing is published monthly in Australia, Argentina, Brazil, China, the Czech Republic, Finland, France, Germany, Greece, Hong Kong, India, Indonesia, Italy, Japan, the Netherlands, South Africa, Spain, Sweden, Turkey, UK and USA by Haymarket Autosport Publications Ltd, which is a subsidiary company of Haymarket Magazines Ltd

editorial director Mel Nichols
finance director Brian Freeman
chairman Eric Verdon-Roe

Circulation enquiries to: Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE1 2TR. Phone 01733 555161
ISSN 13614487 EAN 0371361440004
Printed by Southern Print (Web Offset) Ltd, Upton Industrial Estate, Poole, Dorset, BH16 6SN.
Colour by: Colour Systems Ltd, 90-92 Pentonville Road, London, N1 9HS.

Reproduction in whole or part of any photograph, text or illustration without written permission from the publisher is prohibited. Due care is taken to ensure that the content of *F1 Racing* is fully accurate, but the publisher and printer cannot accept liability for errors and omissions. *F1 Racing* is a member of the Audit Bureau of Circulations.
For binders holding 12 issues, send a cheque for £7.95, inc P&P, to: *F1 Racing* binders, PO Box 280, Sittingbourne, Kent, ME9 8FB, UK. This price is applicable to UK residents only; overseas prices on request. Please allow between four and six weeks for delivery.
Full details of subscriptions: page 88
Subscriptions: UK £12.00, Airmail to: Europe £26; Africa, India, Middle East £32; Japan and the rest of the world £34. Payment can be made by Visa, Mastercard or AmEx to:
F1 Racing Subscriptions, PO Box 280, Sittingbourne, Kent, ME9 8FB, UK.
Tel: +44 (0)8456 775116; fax: +44 (0)8456 775555 (calls from the UK are charged at local rate)
US subscriptions from:
F1 Racing Subscriptions, EWA, 205 US HWY 22, Green Brook, NJ 08812, USA.
Tel: 732 424 7811. Fax: 732 424 7814.
Email: ewa@owacars.com
* *F1 Racing* is published monthly for \$116.85 per year by Haymarket Magazines Ltd, c/o SmartMail, 140 58th Street, Suite 2B, Brooklyn, NY 11220-2561. Periodicals postage paid at Brooklyn, NY and additional entries. Postmaster please send address corrections to: *F1 Racing*, c/o SmartMail, 140 58th Street, Suite 2B, Brooklyn, NY 11220-2561.
* *F1 Racing* is published 12 times per year.
© Haymarket Magazines Ltd 2003.

Picture messaging is handset and network dependent. Ask your service provider for details of Vodafone live! Terms and conditions apply.



Fast thumbs required

You've got to be quick off the mark with the new generation of games on Vodafone live!. And together with other new services like picture messaging, mobile internet and polyphonic ringtones, there's more than enough to keep your thumbs occupied. Have a go on Vodafone live! at your Vodafone retailer. Just beware of blisters.

How are you?



Picture messaging



Mobile internet



Games



Ringtones



live!

www.vodafone.co.uk/live

leader of the tracks



www.scalextric.com



RALLY CHAMPIONS



GRAND PRIX



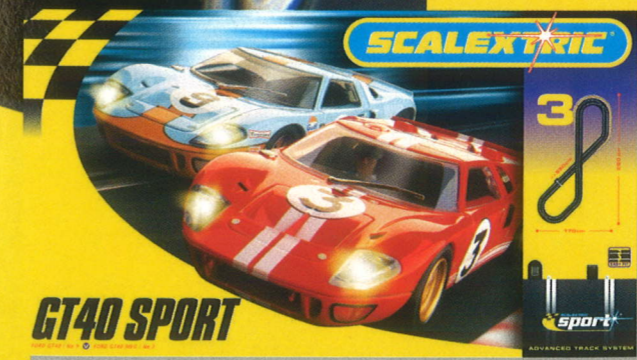
TOURING CAR CHALLENGE



JOHN COOPER TROPHY



RALLY SPORT



GT40 SPORT



FORMULA ONE



GT INTERACTIVE + RMS



LE MANS 24



BASRASH 1

Sport System from Scalextric, the ultimate in slot racing!
- Sport is...

- Super detailed race-tuned cars.
- Low density extra grip track with improved conductivity.
- Innovative 'slide and click' track connection system for ultra fast circuit assembly.
- Fully compatible with 'Classic' Scalextric system.
- Ten great new themed sets.



Off the wall

Rubens has put his Ferrari's nose out of joint, but look at the bright side: the wheel tethers helped to reduce the spread of potentially lethal debris...

Circuit: Melbourne, Australia

Time/date: 3.15pm, Sunday March 9

Photographer: Darren Heath, Canon EOS 1V, 35mm lens, Fuji Velvia film, 1/500 at F10



'Bourne again

Is it a bird? Is it a plane? Is it an F2002? No, it's Toyota's Ferrari-alike TF103 – and, aboard, Olivier Panis, starting as he intends to go on – quickly

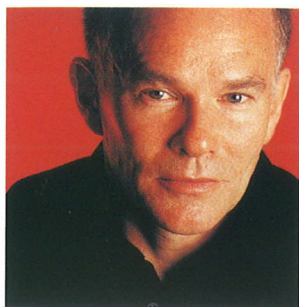
Circuit: Melbourne, Australia

Time/date: 2.40pm, Friday March 7

Photographer: Darren Heath, Canon EOS 1V, 200mm lens, Fuji Velvia film, 1/80 at F14



The animals went in two by two
In what could almost be a scene from a futurist's Noah's Ark, this was Melbourne parc fermé after final qualifying. Hey, we even got rain on Sunday
Time/date: 6.15pm, Saturday March 8
Photographer: Steven Tee/LAT, Canon EOS 1V, 15mm lens, Fuji Velvia film, two seconds at F10



Peter Windsor

The proliferation of tyre compounds available in Australia spread confusion – and did nothing to help the racing

I don't know how many different tyre combinations were brought to the opening round of the world championship by Michelin and Bridgestone, but it wasn't for lack of asking. The tyre people were patient with me, I admit. They took me through the December 5 agreement and the FIA rules and the selection process and the random checking and the constructions and the compounds and everything else that seemed relevant... and still I remain clueless.

(Below) Teams have much more choice of tyres this season. But, far from helping them, this new rule may have merely complicated matters

Take this, for example – an extract from the well-presented and well-meaning (I'm sure) Michelin screed.

Simulation of choice made with Spec A (availability: 36 tyres Spec A + 36 tyres Spec B)

Friday free practice (session one)

Eight Spec A + four Spec B – allocation of 12 dry tyres selected by the driver. No more than eight tyres with the same spec.

Friday pre-qualifying

Sixteen Spec A + 16 Spec B – the FIA select 16 tyres from the 28 at random. These are the only tyres that may be used in qualifying practice.

Saturday free practice (session two)

Twenty-eight Spec A + 28 Spec B – driver has a maximum of 28 tyres available (A and B) because he has already given back 12 from his 40.

Saturday warm-up

Twenty-eight Spec A + 28 Spec B.

Saturday – the definitive choice of spec is made before qualifying practice from the 16 selected at random. Four will be used for qualifying practice.



Saturday qualifying

Four Spec A – four tyres from the 16 selected by the FIA.

Sunday race

Four Spec A from qualifying – maximum 24 A-spec tyres remain for the race (new and used).

If you understand all that, then you are not only brighter than me but also vastly superior mentally than about 90 per cent of the people in the Formula 1 pitlane. Confusion reigned so far as I could see – and this is the year, remember, when things are supposed to be cheaper, clearer and less confusing.

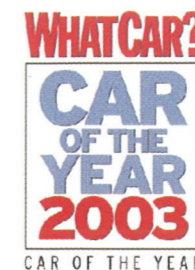
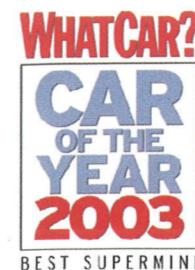
Which brings me to the point: the real way of making F1 more competitive, of taking away some of Ferrari's advantage without tainting or complicating the package, would have been to have had every team race on the same (FIA-controlled) tyre. Ten sets per driver; end of story. The sidewalls of these could have been sold to the highest bidder and suddenly one of the major variables would have been removed. When I last wrote about this, I assumed that the change would have been far too sudden – too radical – to contemplate for 2003. That, however, was before the FIA decided to turn qualifying on its neck and to make the cars untouchable for 23 hours prior to the race. Next to those little gems, switching to a control tyre would have been as easy as changing the design of the F1 paddock's swipe card.

I suppose there are some people out there who think that the new tyre regs are exactly what the sport needs; personally, I think they are about as plausible as an Iraqi peace mission. The latest rules, I gather, were promoted by the teams rather than by the FIA, but that was *after* the basic template had been produced. Once the FIA had decreed that the two companies could produce more than two compounds per race (as was the case in '02), then every team – logically – wanted special treatment. As a result, each company brought something like 20 different tyre permutations to Melbourne. The basic concept was for Michelin to be able to specialise more and thus to have more chance of beating Ferrari-Bridgestone. Along the way, the plot was lost.

And, no, Michelin didn't win in Melbourne because of the new tyre regs. They won in spite of them. **1**

LAT ARCHIVE

'I suppose there are people who think the new tyre regs are exactly what the sport needs; I think they are about as plausible as an Iraqi peace mission. Michelin didn't win because of the new tyre regs. They won in spite of them'



'What Car?'



This Car.

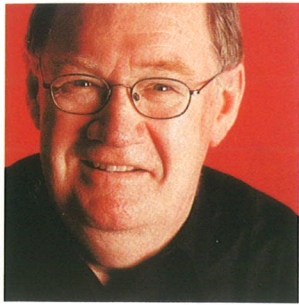


seat.co.uk/29

0808 156 7107

Fuel consumption and CO₂ emissions measured in accordance with EU Directive 99/94. Urban: 36.7mpg / 7.7 ltr per 100km, Extra Urban: 55.4mpg / 5.1 ltr per 100km, Combined: 47.1mpg / 6 ltr per 100km, CO₂: 144g/k

WHAT CAR? BEST SUPERMINI AND CAR OF THE YEAR – SEAT IBIZA 1.2 12V 5DR.



Alan Henry

After qualifying, our man thought that Ferrari had it in the bag again. But the race was a whole lot more exciting

Heaven help us all. I have to confess that was my instinctive reaction at the end of qualifying for the Australian Grand Prix. Having enthusiastically supported Max Mosley's manifesto for far-reaching change in Formula 1, I felt a surge of resigned exasperation. Damn it. I'd been so wrong, wrong, wrong.

Mosley has loftily characterised grand prix racing as the high-octane equivalent of a chess match. I've always felt that this was raising our business to an excessively esoteric level, certainly on the basis of the Melbourne weekend, when it looked more like a jigsaw puzzle with half the pieces scattered across the floor.

(Below) Every now and then a team struggles with the finances. But is it really their rivals' duty to try and rescue Minardi?

Watching Michael Schumacher and Rubens Barrichello effortlessly button up the front row of the starting grid was just too much. On the face of it, their achievement sent out a chilling message to the FIA. "No matter what you do, no matter how you tinker with the rules, we are the boys from Maranello. We're the best. Save yourself the trouble, Max. Just settle for the inevitable."

The supreme irony here is that Mosley's undoubtedly well-intentioned changes seemed totally to vindicate the standpoint of his long-time nemesis, the McLaren boss Ron Dennis. At a time when much of the political hostility in our sport is defined in terms of the personal – and publicly aired – animosity between these two men, Dennis's pre-season assertion that "all we need is a race" was thrown into even sharper perspective than he could have anticipated.

The Australian Grand Prix turned out to be a gloriously unpredictable and highly enjoyable affair, but that was down largely to the patchy damp weather conditions which prevailed at the start. The underlying reality is that, despite David Coulthard's well-executed victory, Ferrari will continue to remain dauntingly difficult to beat.

'The Australian Grand Prix turned out to be a gloriously unpredictable and highly enjoyable affair. But the underlying reality is that, despite David Coulthard's well-executed victory, Ferrari will continue to remain dauntingly difficult to beat'

That said, I was hugely impressed with Kimi Raikkonen's performance: he held off Michael Schumacher with the sort of dazzling insouciance which reminds me so much of the emergent Mika Hakkinen a decade ago. Kimi is a truly world-class talent and just will not be intimidated by anybody. In Melbourne he looked totally assured at the front of the field. His time will soon be coming as perhaps the most convincing pretender to Schumi's crown.

Despite my misgivings about the new rules, I remain steadfast in my belief that F1 racing [and *F1 Racing!* – ed] is about excellence in a very specialised area of endeavour. With that in mind, I am uneasy about Minardi boss Paul Stoddart's attempts to turn the F1 paddock into a branch of the Department of Health and Social Security.

Minardi are financially on the margins of this business and, while I appreciate that aiming any criticism in their direction is the F1 equivalent of kicking a cat, I'm not sure how long it will be before Stoddart hands round his begging bowl once too often and gets kicked into touch by his rivals who, though broadly sympathetic, have tired of his griping about how unfair life has become in the grand prix slow lane.

The stark reality here, of course, is that nobody – not even the grandees at the FIA – can legislate against teams suffering economic problems, whether through the ebb and flow of commercial fortunes or, as seems to have been the case with Prost and Arrows last season, a degree of straightforward bad management.

Stoddart is a passionate fan and a pleasant sort of chap, but I just can't convince myself that the sort of rescue package that's been talked about over the past few weeks can make realistic sense. Nobody wants Minardi to fold, but the consequences of playing outside one's league are an ever present risk in any business.

In any case, nobody offered a helping hand to rescue Lotus or Brabham and, indeed, Frank Williams survived uncomplainingly on an austerity budget throughout the 1970s before fighting his way out of the F1 underclass and establishing his team on a serious footing. It's just no good dismissing this fact by saying, "Oh, life was different then" because the same harsh business principles apply to the Minardi equation.

Ron Dennis has somehow been portrayed as the Bad Guy in this scenario, conspiring with his old pal Frank Williams to shaft the ailing Minardi squad. I fear this is paranoia on an almost epic scale.

I genuinely hope Stoddart manages to sort out his own problems as expeditiously as possible. If he doesn't, the reservoir of sympathy from which he has been drinking is in imminent danger of drying up. **1**



ORIS
Swiss Made Watches
Since 1904

Official Watch Partner to the
BMW WilliamsF1 Team.

Oris TT1 Chronograph
Water resistant to 100 m.
RRSP £ 995.-

At the heart of every Oris
beats a red rotor.



When one hundredth of a second can mean the difference between winning and losing, Oris is never far from the Formula 1 action. The partnership between Oris and the BMW WilliamsF1 team is a meeting of High Mech and High Tech. The Oris TT1 Chronograph is equipped for speed and elegance, embodied in its striking rubber strap with F1 tyre-tread pattern. In the words of Frank Williams, CEO and principal of the BMW WilliamsF1 team: «Oris is a byword for superior engineering quality and a proud heritage.»

www.oris.ch

For further information and stockist details
call 0800 214582, Fax 01204 704 155

MORE QUALIFYING QUIBBLES

Fuel if you think it's over

Despite the success of the Australian GP, arguments rage over the banning of post-qualifying refuelling

Yes, Melbourne was a fantastic race. No it had nothing (or very little) to do with the much-vaunted, new-for-2003 rules package.

And despite this being one of the most memorable season openers anyone can – ahem – remember, it seems certain that there will be more regulatory tweaks in the near future to compensate for some of the inadequacies exposed last weekend.

Chief among these was the ban on refuelling between the end of Saturday qualifying and the start of the race. This new stipulation meant most of the major teams set grid times with anything up to 60kg of fuel in the car – hardly the essence of stripped bare, in-the-raw qualifying that fans have come to know and love over the past 53 years.

In addition, the final grid was skewed by not being able to know which of the teams had run light in the hope of snatching a little early glory with an artificially high grid slot.

The post-race consensus was that it would be better to allow teams to refuel after the final session, thus leaving qualifying untainted and allowing those who had been unable to maximise their single flying lap to recover on Sunday afternoon by virtue of an aggressive,

unorthodox race strategy.

F1 Racing understands a meeting to discuss the rule changes and their further revision has been scheduled for the week following the Brazilian GP, but until then the existing qualifying structure seems destined to be criticised from all quarters.

McLaren boss Ron Dennis said: "Qualifying should be exactly that, so it has lost much of its appeal to me and many others when you force teams to keep the same fuel level for the race. There is also the safety angle of how the cars react to having 60-odd kilos of fuel in them overnight. Will the fuel cells still function normally the following day?"

In fairness, much of the flak was directed at this particular functional aspect of the new grand prix weekend, although some individuals, such as Juan Pablo Montoya, were more widely critical. He said: "I think one-lap qualifying is crap on Fridays. It's boring for the drivers who go first because they have nothing to do for the rest of the session, and they don't even have the shape of the grid to interest them. For the spectators it's boring, too, because they get all the quick guys at the beginning, giving them no sense of expectation as the session goes on."

The motivation behind the changes and their fundamental structure was more widely accepted. Gerhard Berger said: "I like one-lap qualifying because it puts a lot of pressure on the driver. That's what it's all about, but I'd like to see refuelling reintroduced after qualifying, so that weight is not an excuse behind which the drivers can hide."

Likewise Jacques Villeneuve: "I pushed very hard for one-lap qualifying to be introduced – so, sure, I think it's a good idea. There are still a few teething problems, but it's a good idea."

Given the scale and detail of the changes introduced at Melbourne, FIA officials were relieved that few procedural difficulties were encountered. Nevertheless, FIA technical delegate Charlie Whiting found it necessary to issue no fewer than 20 faxes to the teams during the weekend to update them on details of the race weekend's workings.

The last word, however, should go to the man whose very success brought about the need for such wide-reaching reform.

Said Michael Schumacher: "I like the rules as they are, but what you see at the moment is not the finished regulations for the year. They will change."

The Australian GP was a fantastic race, but that was more a factor of the weather conditions than the revised qualifying and rules structure

On the inside

Why refuelling should be allowed after qualifying



Did one-lap qualifying make a good television spectacle, or was it kinda boring? The reason I ask is that I have no idea.

I was in the pitlane for both Friday and Saturday's inaugural sessions, soaking up the atmosphere and watching how the teams and drivers reacted to the new challenge. It was electric down there.

How they prepared themselves for their banzai lap was fascinating. Michael Schumacher was surprisingly carefree, laughing with Ross Brawn and talking to members of the press. Down at the B.A.R pit you could cut the tension with a knife, such were the contrasting styles of Jacques Villeneuve and Jenson Button. JV sat in his car, visor down, and meditated for 15 minutes before his run, while Jenson let off some steam by larking with his mechanics.

With all this pent-up tension, a few of the guys overdrove. But, unless they physically left the circuit, we had no real gauge as to who had done a good job – thanks to the uncertainties over fuel loads.

As Ron Dennis said afterwards, qualifying should be exactly that: qualifying, with the fastest driver-car combination coming out on top. Fuel levels and tactics should not come into play on Saturdays.

What Ron failed to mention, though, was the effect of chance on manufacturers. Their boards crave stability and fear the unknown, which is why they have usually gravitated towards F1. It's a USP that F1 should be afraid of losing.

Imagine if every game of football were decided by a penalty shootout. The constant stream of shock results would eventually devalue the sport, and it's the same with F1. Our sport is about being the best, so let the cream rise, Max. Let the teams refuel after qualifying.

TOM CLARKSON



JV and JB may yet find themselves in two of the best F1 seats in the house. An all-BMW factory team in 2004? You read it here first

EXCLUSIVE

BMW: drop Williams, buy B.A.R?

As exclusively predicted in *F1 Racing* (Pitpass, February), Gerhard Berger has now admitted that he is giving up his role as BMW's motorsport director – with immediate effect. Over the past few months Berger and his co-director Mario Theissen have been openly critical of Williams – and, though Berger is at pains to point out that his decision to depart has nothing to do with Williams' recent failure to build world-class chassis, the resulting lack of success for the BMW-Williams combo must surely have made his decision to bow out somewhat easier.

Without doubt, the relationship between BMW and Williams has been very strained of late. At one time Theissen, particularly, was very keen to ditch Williams so that BMW could 'do a Toyota' and go it alone, but Berger has indicated that this is now unlikely. However, when asked point blank by *F1 Racing* in Australia whether BMW might consider transferring their engines to another team, he would only say that "everything is possible".

Meanwhile, relations between B.A.R and Honda are equally iffy. Honda bigwigs have always resented B.A.R boss David Richards' links with rival Japanese car maker Subaru (in the shape of his highly successful Prodrive Impreza rally cars), and have never developed any genuine affection for him. In turn, Richards and his B.A.R colleagues have grown weary of Honda's inability to build engines of the small, light, powerful type essential for success in modern F1.

Might B.A.R and BMW find sanctuary

from their troublesome partners by joining forces? Though such a solution might sound radical, *F1 Racing* believes that secret talks between B.A.R and BMW were due to take place soon after the relevant directors returned to Europe from Australia. When questioned on the subject by *F1 Racing* in Melbourne, Berger admitted that overtures had recently been made to BMW "by another [unnamed] team".

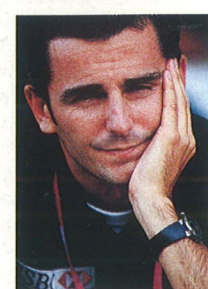
Though Richards remains publicly supportive of Honda, in Australia he found his frustration with their engines' continued underperformance impossible to conceal convincingly. Trouble is, B.A.R have nothing like the infrastructure, the strength in depth or the budget of Williams, and as such would find it difficult to provide a team set-up of championship-winning quality (which is essential to a company of BMW's size, stature and ambition). The solution might be provided by BAT, who would now be ready to sell B.A.R if they received a sensible offer (since their ownership of a Formula 1 team will anyway become irrelevant to their marketing operation following the end of cigarette sponsorship of F1 in October 2006). If BMW bought B.A.R, renaming the team 'BMW F1', they would invest heavily in the Brackley headquarters and build a brand new state-of-the-art wind tunnel on-site (space has already been earmarked for such a project, incidentally).

What, then, would Williams do? Well, they had great success in the late '80s with Honda, didn't they? Stranger things have happened than a straight swap...

Splash 'n' dash

De la Rosa: out but not down

Dropped by Jaguar; shunned, indeed, by the grand prix world... it seemed F1 was all over for Pedro de la Rosa. Yet McLaren, that most demanding of teams, were due this week to spend a day testing with Pedro at Valencia in Spain. Altogether now: it ain't over till it's over



Walkinshaw in too deep

Ex-Arrows boss Tom Walkinshaw was "in over his head" in F1, a High Court judge has declared. Walkinshaw is embroiled in legal action with former backers Morgan Grenfell and Deutsche Bank. "He had a high opinion of his abilities, but I got a different impression," Mr Justice Pumfrey said



Hey Mickey, you're so fine

Mickey Mouse was in Melbourne to greet the drivers on Saturday. Any guesses as to who was most welcoming? Yup, it was Rubens, who gave MM a hug. Schumi shook him by the hand (!), while Ralf took a five-minute detour to avoid him...



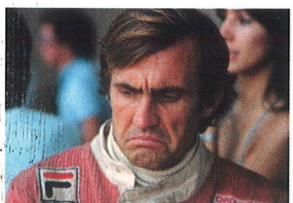
STEVE EATHERINGTON/LAT; OLIVE ROSE/GETTY IMAGES; MARK THOMPSON/ALLSPORT; GILLES LEVENT/OPPI

Splash 'n' dash

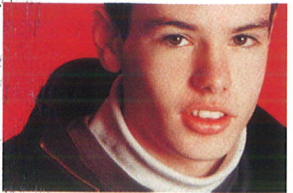
▽ **Kubla can't**
FIA president Max Mosley has scotched talk of a last-minute reprieve for the Belgian Grand Prix, despite the intervention of a senior member of the Wallonia regional government. Serge Kubla, its deputy leader, suggested some compromise might be reached, but Mosley reiterated that the GP would not happen



▽ **Plundering the archives**
LAT, F1 Racing's sister photographic agency, is mounting an exhibition of its fabulous racing archive. Shots such as this moody one of Carlos Reutemann (below) will be on show at Alex Reade Motorsport, 8 Carnaby St, London, until March 17. It's open 10am-6.30pm (Mon-Sat); 11am-5pm (Sunday). Entry is free



▽ **You gotta be in it to win it**
We know it's tough to get into F1, but we've come across a lad who may have what it takes. Alex Hocking, 17, wants to make it as a driver, but should that quest fail, he's still determined to work in F1. He has even staked out a meeting of team principals to offer them his CVI Contact Alex on 07870 310345



Hogan was in Oz with Jaguar less than a fortnight after his appointment was made public

MARLBORO MAN'S NEW ROLE

Jag sign John Hogan. Smokin'!

F1 Racing recently (in our February issue) tipped John Hogan as a possible candidate to replace Bernie Ecclestone when the time finally comes. His impeccable connections, allied to an inside knowledge of what makes the Formula 1 sponsorship market tick, marked him out as a particularly likely lad. So when Jaguar secured Hogie as their sporting and commercial director, one just had to tug one's forelock in deference to the Jag board. This was quite a coup. Hogan knows F1 inside out. He emerged as a shrewd commercial player in 1971 as marketing manager for Rondel Racing, the Formula 2 team started by former Brabham mechanics Ron Dennis and Neil Trundle. Nine years later, as the manager of Marlboro's F1 promotions, he engineered the restructuring of the McLaren team which resulted in Dennis taking over. Hogan was

also the man who initiated and concluded the first Marlboro sponsorship deal with Ferrari in '84. Naysayers reckoned it would never happen as long as Enzo drew breath. Funny how history distorts memories and perspective, isn't it? On reading the media coverage of Hogan's appointment with Jaguar, Dennis remarked amusedly: "Look, it was me who gave him his big break. Now it's being reported that he gave me mine!" Hogan remains upbeat about F1's commercial appeal and says he took the job on account of Jaguar's brilliant brand name. "With F1 television coverage still hovering around 325 million viewers globally per race, the sport's in good shape," he said. "Nothing keeps on growing for ever and all sports coverage has levelled off. But it remains very expensive for the consumer to attend races. That has to be addressed in the future."

CAUGHT ON CAMERA: READY, STEADY, CHOKE!



Don't know about their cooking, but Michael and Rubens could sharpen up on etiquette. A gentleman should never shovel excessively hot food into his mouth (Michael) or blow on the spoon to cool it down first (Rubens). What a ghastly display. Bet they eat off their knives, too



BERNIE REASSERTS CONTROL
The Bolt grips even tighter

Bernie Ecclestone has said he will re-draft the Concorde Agreement and buy back Formula 1's commercial rights to quash plans for a breakaway series. The car manufacturers behind the embryonic GPWC recently announced they were actively recruiting 'another Bernie' to take charge of their series, but the move met with a predictably acerbic response from Mr E. "Who invited these people into F1 in the first place? They're just holding out to take control of F1 without paying any money for it," he told *The Times*. "F1 does not need this kind of trouble and we need to find a way to negotiate a new Concorde Agreement so teams can be looked after."

Ecclestone has also said he would be prepared to buy back the stake in SLEC, the holding company for F1's commercial rights, which the German media conglomerates EMTV and Kirch bought for \$1.6 billion. This would once more make him majority shareholder of F1's commercial rights. This offer, however (reputed to be in the region of \$1 billion), was dependent on "the teams extending to at least 2015."

The SLEC situation is clearer now that EMTV has resolved its legal battle with Bayerische Landesbank, one of the four investment banks who had loaned Kirch the money to take their majority stake in SLEC. The case was heard in Jersey, the offshore tax haven where SLEC and Ecclestone's other company, Bambino Holdings, are registered. After the injunction was overturned, EMTV sold their minority share to the bank for \$9 million.

There are other businesses vying for Ecclestone's money and attention. US Champ Car bigwigs have been trying to interest him in turning their series into an F1 feeder formula and making it a private company (it is currently listed on the New York stock exchange). "I think that taking Champ Car private would be a good thing," Champ Car team boss Gerry Forsythe said. "There are a lot of synergies between it and F1."

BEN WRIGHT; CHARLES COATES/LAT; STEVEN TEE/LAT; ARCHIVE; ROBERT CAMPLING/GETTY IMAGES

MINNOWS LEFT TO SWIM ALONE

When 'lolly' seems to be the hardest word

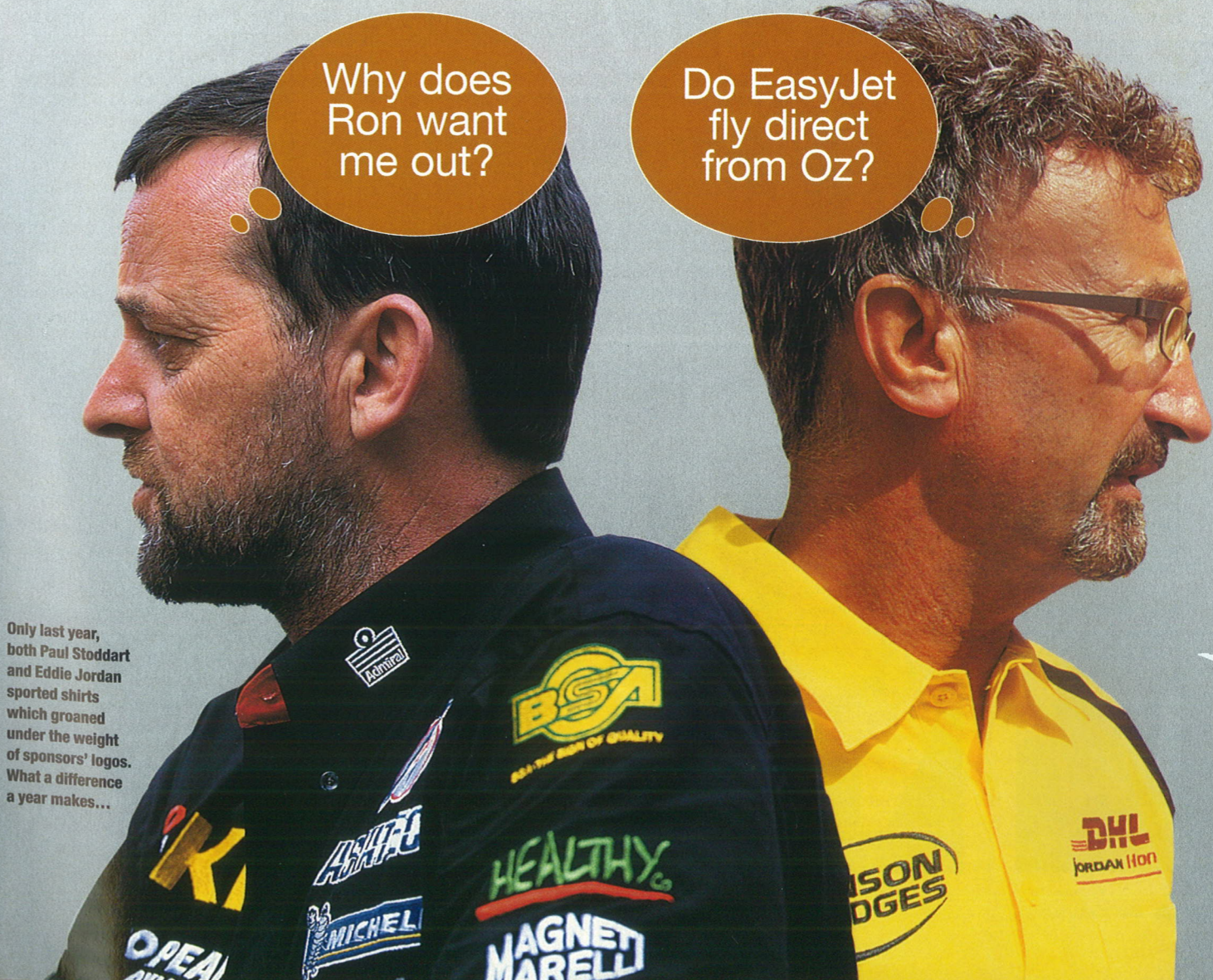
A month ago, Minardi's finances seemed to have been saved. Now the rescue package has been withdrawn and the top teams are preparing to run three cars. What's going on? And what about Jordan? As ever, F1 Racing has the answers

Paul Stoddart said, on the eve of the Australian Grand Prix, "I think Ron [Dennis] is trying to get rid of me and he doesn't care if he kills Minardi along the way." Dramatic words, but probably not too far from the truth, for Minardi's invidious position as Formula 1's hardest-pressed team seems unlikely to be eased by any paddock charity. This marks a dramatic turn-around from an agreement made at the now-infamous meeting of team principals at the Heathrow Hilton on January 15. Agreed that day, among many other changes to the F1 weekend, was an arrangement whereby Minardi and Jordan would share all the so-called 'TV cash' to which Arrows would have been entitled had they stayed solvent. 'TV cash' is the teams' share of the money companies pay to Bernie Ecclestone for the right to televise F1. In this case Minardi and Jordan would each have gained some \$4.5 million.

The bigger teams had also, we hear, agreed to add a contribution of their own, further to ease the little 'uns' plight. But neither of these altruistic measures has come to fruition. It's bad news for Minardi, who has also lost their Malaysian title sponsors, GoKL (on account of flicking their '02 Malaysian driver Alex Yoong) and have to find \$15 million for their supply of year-old Cosworths. Their penury helps explain why pay-driver Justin Wilson has come up with a novel means of funding his drive. He is selling shares in himself at \$800 a go, with the aim of raising \$2 million for Minardi. Desperate? Maybe, but times are desperate for the minnows. More desperate for some than others, though. Eddie Jordan - whose team have won three grands prix and came third in the world championship as recently as '99 - has taken to flying on budget airlines such as Ryanair to save cash, but remains upbeat.

"I'm enjoying it," he said. "When you're in the position of having to look your staff in the eye and tell them we're saving money through the company, this is the sort of measure you take." For all Jordan Grand Prix's impecuniosity (EJ has yet to replace \$15 million of DHL/Deutsche Post sponsorship the team enjoyed last season), it's notable how sotto voce EJ has been of late as regards F1's media-spun 'cash crisis'. Unlike Stoddy he has buttoned his lip and gone out to hustle - a strategy which has the tacit approval of his peers (and a couple of minor sponsors). "EJ is doing what he's best at," one team principal said. "When times are difficult the last thing we should be doing is talking Formula 1 down." Indeed. EJ quickly sussed that in a sport where image is all, it can be very damaging to bleat about being skint: getting out the begging bowl in public is, in fact, more likely to turn sponsors

away than to woo them. Ain't easy though, as EJ admits: "Yes we have to be disciplined with our finances, but we also have [Giancarlo] Fisichella - one of the world's best drivers - a highly visible Ford presence and Warburg Pincus as major equity partners. These are serious people and they recognise Jordan's value. We intend to honour their loyalty. I don't think it's accurate to bracket us with Minardi, as so many have done." Even so, Eddie has admitted he would sell up to the right buyer. Stoddart, for his part, is resolute. "Minardi are the fourth oldest team in F1. Have people forgotten that?" Whatever the sentiment, it can only be a source of concern that two major teams are preparing to run third cars should the grid fall below 20 starters. As another senior team principal said: "We are contractually bound to run a third car should we have to and we are ready to honour that contract."



Why does Ron want me out?

Do EasyJet fly direct from Oz?

Only last year, both Paul Stoddart and Eddie Jordan sported shirts which groaned under the weight of sponsors' logos. What a difference a year makes...

Splash 'n' dash

▽ Filling you in on Firman

F1 Racing devotees will have noticed that our March issue season preview did not carry a driver bio for Ralph Firman. Confirmation of his Jordan drive was not announced in time for our press deadlines, leaving us a little Ralph-lite. So here, for your delectation, are the boy Firman's vital statistics.

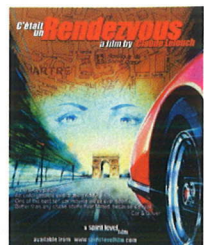
Born May 20 1975
Place of birth Norwich, England
Lives Norwich
Status single
Height 185cm
Weight 78kg
Website www.ralphfirman.net
Teams Tested for B.A.R. in '02
Statistics Debut Australia '03; Starts 0; Points 0; Wins 0; Poles 0; Fastest Laps 0



▽ Essential Rendezvous

Mythical car mini-movie *C'était un Rendezvous* is to be re-released. It features truly terrifying footage of a Ferrari being driven flat-out, completely illegally, through Paris. DVD and videos are available at www.spiritlevelfilm.com priced £14.99. The film is also being shown at the Electric Cinema, Notting Hill, London until March 28.

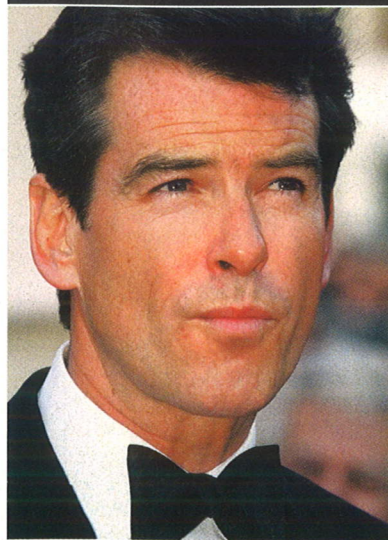
Was the driver a Formula 1 ace? See the film first, then decide for yourself...



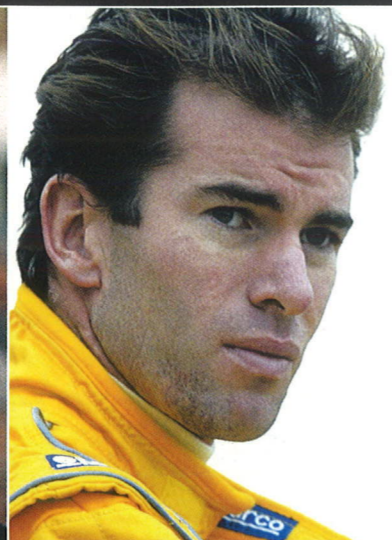
F1's knight in shining armour

Seems Juan Pablo Montoya's swashbuckling image has sent the laydeez all a-flutter. In a recent poll, when asked who they would most like to rescue them from 'distress', JPM came out tops. Looks like he'll need all his armour battling Schumi this season...

LOOKY-LIKEY No36: THE WORLD IS NOT ENOUGH...



Ralph Firman
... but a Jordan F1 drive will do, for now



Pierce Brosnan
... because Tomorrow never dies

The boy's a bit special

Your guide to F1's next hot property: Townsend Bell

It's not one of those poncey places, is it? It'd better have a decent jukebox, maybe table football... Er... What are you talking about?

The Bell. Didn't you say we're going down the Bell?

No, no. Townsend Bell is a racing driver, not a public house. He's touted as being America's next big thing.

Oh, come on - they always say that. Don't be so curmudgeonly. Townsend has an interesting history: he started



out in racing as a team press officer, not as a driver. He made the switch into the cockpit in his early 20s, which is almost two decades later than some of his rivals.

What has he achieved so far? He was the 2001 Indy Lights champ and has competed in 11 Champ Car races since then. His best place was fourth, at Portland, Oregon. **Sounds good...**

Until he was dumped, mid-'02, by Patrick Racing. They thought he crashed too often.

Well, he did start out as a 'spin doctor'... I guess you might say that he didn't 'ring their bell'? You should be on TV with wit like that. **It's my way of dealing with your deluge of young hopefuls.** How quick is this bloke, then?

We're about to find out for sure - he's landed a Formula 3000 drive with Arden, last year's champions.

I know them. I've met the boss - Little Jack Horner, or something... Sometimes I do think you're living in a fairytale world - it's Christian Horner.

Hmm. How is Townsend getting on now his thumb is in the F3000 pie? Not too badly. In his first test he was 1.3 seconds off the championship favourites in testing. So he should be on the pace once the season starts.



YOU ASK THE QUESTIONS

The Grill Room: Justin Wilson

Here we go again. Armed with all your insightful, thought-provoking and downright nosy questions, we corner a Formula 1 luminary. This month's victim is Britain's tallest rookie...

No smoke without ire

Q. Did you ever think of taking up smoking in order to stunt your growth?

GARY WEBB, PURLEY, SURREY
A. I've never smoked and I've never considered smoking. And I've never felt that my height is a problem. I fit into the PS03 well, so why worry?

Out of position

Q. Given your height, were you really good at any other sports - basketball, say?

RICHARD WILSON, WELLING, KENT
A. Unfortunately not. At school the teachers kept putting me in the rugby team as a prop forward. To be honest, I'm not into any other sport. Deep down I've always known that motorsport is what I want to do, so I've never looked at anything else.



Yes, he knows he's 6'3", but he's used to it. Been that height for a few years, now. Think he'd like us to stop asking

Now for something completely different

Q. So why did you become a racing driver?

SARAH ROBINSON, LONDON
A. I've never considered myself to be too tall. It's only when people started to ask me about it that I thought it might be a problem.

Getting a rise out of Justin

Q. Do you get annoyed with being asked so many questions about your height?

ANDY ARNOLD, SYDNEY, AUSTRALIA
A. I've got used to it now, but it used to niggle a bit.

Mansell-mania still rocks

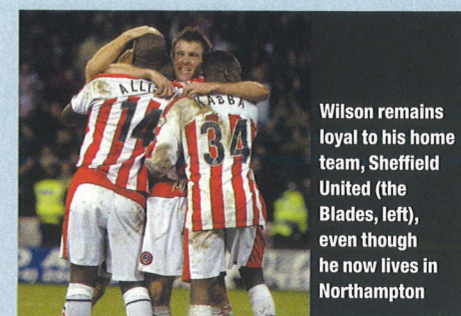
Q. Who do you think is the best British driver of all time?

MARTYN COSS, KIDDERMINSTER, WORCS
A. I can only comment on the people I've seen, and the first I saw was Nigel Mansell. He was great to watch and very determined. I liked him a lot.

When a Lotus met a barrier...

Q. What's the first grand prix you remember?

DENNIS HATTON, MAIDENHEAD, BERKSHIRE
A. Funnily enough that's Mansell again. I remember watching the grand prix from Monaco in 1984. It was a wet race and Mansell was in the Lotus, leading the race, when he went off. I was only five or six years old. I was watching the grands prix with



Wilson remains loyal to his home team, Sheffield United (the Blades, left), even though he now lives in Northampton

my father then. Unfortunately, I'm not someone who can recite race results from memory, but I do have fond memories of when I was growing up watching the races on TV.

Finding the right moment to cheer

Q. What's the best moment of your career?

DAVID JAMES, NANTES, FRANCE
A. Winning the Formula 3000 Championship in '01, because winning is what this is all about. At the time, I wasn't that elated because Mark [Webber] had had a big accident [at Spa, where the title was decided] and I was left wondering whether he was okay instead of thinking about the title I'd just won.

Your feet's too big

Q. What's the worst moment of your career?

WAYNE DAVIES, MELBOURNE, AUSTRALIA
A. Not being able to fit into the Minardi for last year's Hungarian Grand Prix.

No (crystal) balls

Q. What do you think you can achieve this year?

KEITH PARKER, LONDON
A. I don't have a crystal ball, so it's very hard for me to say. The new engine is excellent and the car feels good, so we're all very excited about the year ahead.

Happy at home

Q. Have you looked at any flats in Monaco yet?

EMMA LANE, WEST WICKHAM, KENT
A. No. I don't see myself looking for anything like that for a couple of years yet.



There's no move to Monaco planned for the immediate future. Justin wants to get settled in F1 before thinking of such things

Bossing Jos

Q. Do you rate your team-mate Jos Verstappen as a good driver?

CHARLENE COTTON, BOSTON, MASSACHUSETTS, USA
A. Yes, but I believe that I can outpace him regularly. I have to think that because, if you don't believe in yourself, who will?

On being chummy with the boss

Q. How do you get on with Minardi team boss Paul Stoddart?

WILLIAM WHITE, READING, BERKSHIRE
A. He's a really nice bloke. My dealings with him show him to be a very straightforward guy.

Get down, Sir Jackie

Q. What do you have to say to Jackie Stewart, who said you're too tall for single-seaters?

EARL GOLDHAWK, CINCINNATI, OHIO, USA
A. Nothing. I don't want to say anything to this. I just want to get on with the job.

You better? You bet

Q. Who's better: you or Mark Webber? After all, you beat him in F3000?

PETER SIMM, PORTSMOUTH, ENGLAND
A. You've got to believe in yourself. The only time we've raced one another in the past was in F3000 - and I won the championship that time.



Paul Stoddart is a smiling and straightforward boss, much to his new boy's relief

Question of sport

Q. Which is your team - the Cobblers [Northampton's football team] or the Saints [their rugby team]?

MARGARET MUSK, POTTERS BAR, HERTS
A. I'm more into the Owls and the Blades, Sheffield's equivalent. Come on the lads!

Wanted: private jet, must be luxurious

Q. Are you a member of the mile high club?

JAMES GIBSON, LONDON
A. No. The only way to achieve that is to do it in your own jet, and my career hasn't quite brought me that level of success yet.

Ready, steady, cook!

Q. Have you seen www.justinwilson.com and what did you think of it?

CHRISIE McMILLAN, LONDON
A. I've heard about this. It's an American cookery website, isn't it? I hope that guy doesn't mind sharing his name with an F1 driver. Maybe we should try out some of his recipes in the Minardi motorhome one weekend.

WILSON ON HIS ONE-TRACK MIND
 'TO BE HONEST, I'M NOT INTO ANY OTHER SPORT. DEEP DOWN I'VE ALWAYS KNOWN THAT MOTORSPORT IS WHAT I WANT TO DO'



star letter

Money, money, money

Any sympathies that I had for the supposedly cash-strapped Formula 1 teams evaporated immediately after I had digested Alan Henry's story on the real cost of a F1 season (*F1 Racing*, March). Here's a lesson in basic economics for those poor impoverished team bosses: stop paying yourselves, your designers and your drivers such obscene amounts of money. Bring these people in line with more realistic

(Above) You struggle to believe that F1's teams are fiscally disadvantaged; if Ferrari's F2003-GA (above right) is a world-beater, as expected, it'll be the result of long hours and hard work; many of you appreciated Nigel Mansell's return to *F1 Racing*'s pages – though you mourn the loss of his 'tache, so our art editor has reinstated it (below right)! Our star letter writer wins a mega Castrol Racing jacket (below)

salaries and instantly shave megabucks off your annual budgets. And, while you're at it, why not slum it in business class air travel for a couple of years instead of lording it up front?

If F1 is genuinely feeling the strains of recession, the teams should do what all other businesses do at such times: rein in unnecessary expenditure rather than bleat about how they're struggling.

Mike Jenner
Chelmsford, Essex



Mansell mania

How surprised was I to find 'Our Nige' bursting out of the cover of *F1 Racing* (March)?! It's great to see him back in the sport in a meaningful capacity, and I look forward to hearing more from him in your pages soon.

Alan Martin
Birmingham, West Midlands



Stand up for caterpillars!

Well, now... I'm going to report *F1 Racing* to the RSPCC – the Royal Society for the Prevention of Cruelty to Caterpillars.

What have you done with that lovely furry little creature that Mansell used to keep 'twixt nose and top lip? I know some people said it was a moustache. But I know better. It was a caterpillar. And very happy it was, too, nestling on the face of a British hero. Reveal its whereabouts!

Peter Taylor
Via email

Fantastic Ferrari

Until I clapped eyes upon the F2003-GA, I didn't believe that Ferrari could better the F2002 in terms of either performance or looks. What a fantastic job Ferrari have done – could they now be reaping the dividend of concentrating their resources on engineering rather than politics?

Chris Baskerville
London

Warm-up cold shoulder

As a fan, I was sorry to hear that Max Mosley has done away with the Sunday morning warm-up sessions. If he had ever travelled for 24 hours by coach to the Spanish Grand Prix (for instance), he would know what it means to arrive early at the circuit on Sunday morning

and see the cars in action for the first time during those sessions – instead of having to wait until 1.30pm for the cars to put in an appearance. Thanks a lot, Max.

Deborah Clowes
Via email

Give peace a chance

I'm amazed at the brouhaha that blew up just days before the Australian GP. Setting aside for a moment the fact that the spat between Williams, McLaren and the FIA is destructive to the sport, I think that Ron Dennis and Frank Williams are behaving in a somewhat blinkered fashion. Their open letter accused Max Mosley of 'dumbing down' F1 – well, perhaps that's exactly what the sport needs, since it appears to have out-teched itself! And it is patently not the case that the team principals are capable of self-regulation as regards costs: so far their proposals have not addressed the problem (in fact, they seem to think there is no problem to address). In the absence of any consensus it was imperative that the FIA step in and bang a few heads together. I just wish the aggrieved team bosses would – for the good of F1 – stop complaining and do their jobs. It's supposed to be all about winning, isn't it?

Daniel Ash
Via email



CRÉATEUR D'AUTOMOBILES

RENAULT Clio

Increase your Va Va Voom to the power of 172, with the Clio Renaultsport 172. With 16" alloy wheels and xenon headlamps, it's about how you look. With climate control and sports leather/alcantara seats, it's about feeling comfortable with yourself. And with a 2.0 litre, 16V, 172bhp engine, Va Va Voom comes from within. Don't be without it. For more details call 0800 52 51 50 or visit www.renault.co.uk

Va Va Voom¹⁷²



GLENN DUNBAR/LAT

ADDRESS YOUR LETTERS TO: F1 RACING, 60 WALDEGRAVE ROAD, TEDDINGTON, MIDDLESEX TW11 8LG. FAX: 0208 287 5022 EMAIL: LETTERS.F1RACING@HAYNET.COM (BACKFIRE LETTERS ONLY)

6'6"

6'6"

6'0"

6'0"

5'6"

5'6"

5'0"

5'0"

4'6"

4'6"

4'0"

4'0"

3'6"

3'6"

3'0"

3'0"



It is excellent to have a giant's strength, but it is tyrannous to use it like a giant... Which of the 2003 rookies will tower above the rest?

THE ROOKIES

Another F1 season, another bunch of raw recruits: Cristiano da Matta, Ralph Firman, Antonio Pizzonia and Justin Wilson. We followed them at Melbourne to see how they measured up

Words by Tom Clarkson; portraits by Steven Tee/LAT

ROOKIE ROUND-UP

CRISTIANO DA MATTA TOYOTA

He's tough, and a proven race winner, but needs to hone his F1 technique



PR ability 18/20
Fresh from the US Champ Car series, where sponsors take centre stage, Cristiano is completely au fait

with the demands of PR – and he needs to be. Toyota have worked him hard since he joined the team prior to Christmas, and never more so than in the build-up to this first race. Cristiano flew to Melbourne via Japan, where he completed two days of press conferences. And immediately on arriving in Oz, he went to the Melbourne Motor Show and visited a manufacturing plant. He's good, but could improve by not ending almost every sentence with the word "man". Man.

Fitness 16/20
For a small guy (5'4") he's remarkably tough, and never had a problem with the higher g-loadings F1 cars generate. During pre-season testing he thought nothing of completing more than 100 laps in a day around Barcelona – a track that makes Albert Park look a walk in the park (so to speak). The Melbourne track is composed mostly of slow corners but Da Matta's race, like Wilson's, didn't last long enough for fitness to be an issue.

Technical feedback 16/20
Cristiano's race engineer, Dieter Gass, is

Cristiano had a patchy F1 debut, but admits he made the same sort of mistakes as a rookie in Champ Car – a series he went on to win

quick to compliment Cristiano on his technical feedback, believing it to be both precise and accurate. But he also reckons that Cristiano's interpretation of the telemetry could still be improved – and only when it is will he be able to maximise the potential of his car.

Qualifying 16/20
Given his performance on Friday, when he set the 11th fastest time – and was looking good for fourth on that lap until he made a mistake at the final turn – final qualifying was slightly disappointing. He lined up 16th on the grid, 1.250 seconds behind team-mate Olivier Panis.

There were several explanations for his Saturday performance. He was using harder tyres than Panis and he had more fuel on board; he broke a brake duct at Turn Five, which the team say cost him 0.6 seconds over the remainder of the lap; and his rhythm was interrupted when he came across a slowing Nick Heidfeld midway through the lap. So it wasn't that bad a lap, but we'd all been lured into expecting more.

Racecraft 16/20
This was his first standing start since 1996, so it was forgivable that it wasn't the best. He was overtaken into Turn One by Ralph Firman and his opening lap was then made worse at Turn Six, where he was forced onto the grass, dropping him to second from last. On similar-spec Michelin dry tyres, a pursuing David Coulthard was – on average – about 1.5 seconds faster than Cristiano, which tells you how much he was struggling.

Disaster struck on lap eight when

Cristiano went into Turn Two on the inside of Antonio Pizzonia and Michael Schumacher. These cars blocked his view of the braking marker boards on the left, so he misjudged the corner and ended up in the gravel trap.

"What is really annoying," said Cristiano afterwards, "is that I have done exactly that once before in my career. It was my second ever Champ Car race – maybe it's a rookie thing."

Conclusion
Circumstances played against the rookies this year. The new-for-'03 rules reduced available track time by almost a half – particularly for Da Matta, who didn't have the advantage of Friday morning testing. Come race day, the weather conditions played havoc with the early laps, in which we lost two of our quartet of rookies.

Cristiano looked good on Friday and Saturday, but was blown away by team-mate Panis in the race and suffered an embarrassing exit in full view of Michael Schumacher. But he did show potential: his best is yet to come.

Total: 82/100

Born: September 19, 1973, Belo Horizonte, Brazil

'89-'92 Brazilian karting

'93 Brazilian Formula Ford Champion

'94 Brazilian Formula 3 Champion with Cesario Formula Racing

'95 British F3 with West Surrey Racing (ninth overall, one win)

'96 FIA Formula 3000 Championship with Pacific Racing (eighth overall)

'97 Indy Lights Champion (rookie of the year with three wins and a pole)

'98 Indy Lights Champion (four wins and three poles)

'99 Champ Car (CART) with Arciero-Wells (18th overall)

'00 Champ Car with PPI Motorsports (10th overall with one win)

'01 Switches to Newman-Haas Racing for third Champ Car season (fifth overall with three wins)

'02 Wins Champ Car title with four races remaining (seven wins and seven poles)

'03 Toyota Formula 1 driver as team-mate to Olivier Panis



Having a team-mate of the calibre of Giancarlo Fisichella means that Ralph must work hard to impress in F1

Born May 20 1975, Norwich, England

'86 Kart racing debut

'90 British junior karting champion

'91 British senior karting (three wins) and world senior karting

'92 British senior karting champion; third in Euro kart series

'93 Formula Vauxhall Junior (nine wins)

'94 Fourth in Formula Vauxhall; also races in international Formula 3 (ninth overall and rookie of the year)

'95 Runner-up in British F3; races in Marlboro Masters

'96 British F3 champion; wins Macau Grand Prix; McLaren Autosport BRDC Young Driver of the Year

'97 Formula Nippon in Japan

'98 Seventh in Formula Nippon

'99 Fourth in Formula Nippon

'00 Ninth in Formula Nippon

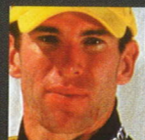
'01 Fourth in Formula Nippon

'02 Formula Nippon champion; Formula 1 test with B.A.R

COLLEEN ROBERTS/REUTERS

RALPH FIRMAN JORDAN

He's experienced and quick in other series, but has arrived late at the F1 party



PR ability 17/20

Groomed by Jackie Stewart, for whom Ralph drove in Formula 3, so he's good at minding his Ps and Qs in front of the camera. Being extremely laid back also helped him during his grand prix debut, where he was dragged from pillar to post before the race. Having to answer lots of questions about his father's Van Diemen racing car company wore a bit thin, so swimming with sharks at the Melbourne Aquarium was a relief "because they couldn't ask questions!"

Fitness 15/20
His race didn't last long enough for him to struggle, but the truth is that Ralph still has some way to go – which is understandable because his F1 deal with Jordan came together so late in the day. He had not had sufficient time to prepare for a sport in which preparation is all. He still wasn't 100 per cent happy with his seat position come the race, which will cause him problems until it's sorted, and

his neck is still an area for improvement, but that will improve as he gets more time in the car and the gym.

Technical feedback 16/20
Clear and concise, as you'd expect from a man with Firman's level of experience in motor racing. He was certainly helped by the driveability of the EJ13, which is much more predictable and easier to set up than Jordan's 2002 car, the EJ12. According to his race engineer, Dominic Harlow, Ralph's biggest weak spot is his understanding (or lack thereof) of grooved tyres, which differ dramatically from the super-sticky slick tyres that he has used for the past six years in Japan. Ralph knows he can improve this. "I'm locking tyres too easily at the moment," he says.

Qualifying 15/20
Drove a clean lap, and one which he said he was happy with, despite screwing up the final sector. He was running slightly heavier than Giancarlo Fisichella, which partly explains the 1.898-second gap between them, but it was clear that Ralph needed to leave Albert Park armed with Fisi's data to see where he was losing out.

Racecraft 16/20
Made a good start to overtake Da Matta into Turn One and proved quick and tenacious in the early laps, despite the

slippery conditions. These were definitely his best laps of the weekend, but it then went pear-shaped and Ralph will be remembered more for bringing out the safety car on lap eight, after he hit the barrier hard at the exit of Turn Five, than for anything else in this race.

"I don't know what happened," said Ralph, "and I wasn't even pushing 100 per cent when the car suddenly snapped out on me and I lost it." He remains popular with the team, which suggests that they see his potential.

Conclusion
Ralph Firman was outdriven by team-mate Fisichella and, if you were to be hyper-critical, you'd accuse him of not being demanding enough on the team. He will improve a lot, but the Australian weekend posed as many questions as it answered. ▶

Total: 79/100



ROOKIE ROUND-UP

ANTONIO PIZZONIA JAGUAR

A season's testing for Williams has made Antonio a valuable recruit for Jag



PR ability 16/20

Had a busy pre-event schedule that had him attending press conferences in both Sydney and Melbourne

in the week before the race. The high point was a relaxed Beck's function on Bondi Beach. Antonio was very willing to do PR, and sponsors like his cheeky smile, but there is no doubting that he was – and will continue to be – overshadowed in this department by super-slick team-mate Mark Webber.

Antonio will argue, though, that Mark's gregariousness is a positive thing for him because it means that Mark gets all the attention – and this sums up Pizzonia's attitude towards PR.

Fitness 15/20

Good, but can be improved. You sense a slight lethargy towards fitness, which seems to be typical of many drivers from South America, but team physio Nick Harris is quick to point out the great strides he has made in the past two months. Pizzonia has one year's experience as a tester for Williams

behind him, so his neck muscles were conditioned from the outset.

Technical feedback 16/20

Has a tendency to compare the Jaguar R4 to last year's Williams FW24, in which he completed over 6,000 miles of testing. As a result he comes away disappointed because, for one thing, the car is a lot less stable under braking than the Williams. His feedback is good, though, and he'd help his standing within the team if he found (and helped to build) some positives from the negatives of the car's performance.

Qualifying 15/20

Both of his practice days were ruined by problems, resulting in a lack of track time, which meant that he was still learning the track by the time Saturday afternoon's qualifying session came around. This goes some way towards explaining his 2.356-second deficit to Webber, but there was also some overdriving in the cockpit.

Racecraft 16/20

His lap times varied quite a lot during the early stages of the race but, once he'd settled down and found his rhythm for the first time in the weekend, he proved quick and consistent in the latter stages. He was a tough cookie when it came to overtaking, which impressed the team,

but his wildness behind the wheel was exemplified when he failed to spot Michael Schumacher in his mirrors at one point. No doubt the world champion will have a few words in Malaysia.

Eventually Antonio's race ended with a rear suspension failure, similar to that on Webber's car earlier in the race. It marked his second visit of the weekend into the gravel trap (the first happened on Saturday morning when he suffered a brake disc failure).

"The pressure of this being his first race showed a little with Antonio," said team boss Tony Purnell. "He's young and emotional, but we're confident that he will get better in spades."

Conclusion

Antonio was outclassed by Webber this weekend – and the bigger the gap between them, the more it affected Antonio's performance. When Webber was out of the race and Antonio was Jaguar's main man, he proved what he could do – but it was a case of too little, too late for this weekend.

Total: 78/100

Born: September 11, 1980, Manaus, Brazil

'91 Champion in regional kart series, racing in cadet class

'92 Champion in São Paulo kart junior rank and MG Pnea Cup Kart Junior Rank

'93-6 More racing in domestic karting championships

'97 Runner-up in British Formula Vauxhall Junior championship; British Formula Vauxhall Junior Winter Series

'98 British Formula Vauxhall Junior champion (youngest ever); British Formula Renault Winter Series champion

'99 Wins British Formula Renault championship (15 wins); runner-up in European Formula Renault championship

'00 Wins British Formula 3 championship (youngest ever) and rookie of the year

'01 Sixth in International Formula 3000 (one win)

'02 Eighth in F3000; Williams Formula 1 test driver

'03 Jaguar F1 driver

Can the jungle boy see the wood for the trees? Jaguar believe he can, and he comes with great recommendations from his previous employer (one Sir Frank Williams)



Born July 31 1978, Sheffield, England

'87 Starts karting, aged eight

'94 Formula Vauxhall Junior Winter Series: becomes first 16-year-old to win a British motor race

'95 Formula Vauxhall Junior Challenge Cup champion, aged 16 (four wins). Is third overall in Formula Vauxhall Junior Championship. Is a finalist in the McLaren Autosport BRDC Young Driver of the Year Award

'96 Runner-up in Formula Vauxhall Championship (one win; finishes every round in top five)

'97 Fourth in British Formula Vauxhall (three wins)

'98 Champion in Formula Palmer Audi Championship (nine wins). Finalist in Young Driver Award again

'99 and '00 F3000

'01 Wins F3000 championship (three wins and 10 podiums out of 12 races)

'02 Finishes fourth in Nissan Telefonica World Series (two wins)

'03 Minardi Formula 1 driver

JUSTIN WILSON MINARDI

A combative first F1 race reflected the tribulations Justin endured to get here



PR ability 17/20

An affable and PR-conscious driver who did everything asked of him in Melbourne. His PR schedule might not

have been as intense as some, but it was every bit as demanding because of the repeated questions about his 6'3" frame.

"Wouldn't you be better-suited to basketball?" probably became more than a little tiresome, but Justin never lost his sense of humour. The press merry-go-round did give him several opportunities to have fun, such as swimming with sharks at the Melbourne Aquarium.

Fitness 15/20

Absolutely no problems, although his race (he retired on lap 17) was too short to pose a physical problem to him. The major disadvantage of his height isn't so much being able to fit into the car (he has more legroom than Mark Webber did in 2002) but his weight. You will notice from pictures of Justin that he is very lean, which may lead to a lack of stamina over a proper race distance. This we won't know until, at the earliest, we get to Kuala Lumpur for the second race.

Technical feedback 16/20

Difficult to judge because the team as a whole struggled all weekend with their

PS03s. They arrived in Melbourne with only two days' testing behind them, and neither Justin nor team-mate Jos Verstappen was able to find an ideal set-up for the car. Having said that, Justin's race engineer was highly complimentary about his feedback, calling it "consistent and concise".

Qualifying 17/20

On-track was where Justin blew his fellow rookies away. Despite never having previously driven at Albert Park, he was only 0.387 seconds off Verstappen – who is an Albert Park veteran – on Friday afternoon. It was very impressive, yet still he was annoyed with himself because he thought he could have been closer, having been faster than Jos in the third sector. In the second session, after half a day's more running, during which he'd got to know the track better... we'll never know. Team boss Paul Stoddart asked Justin to pit without completing a flying lap, so that the car could be worked on overnight in an effort to improve its set-up.

Racecraft 18/20

He was one of a few to start the race on wet tyres, which meant he was blindingly fast for the opening two laps, when track conditions were at their worst. Having started 20th he was up to ninth by the

end of lap two, making mincemeat of the likes of Ralf Schumacher, Mark Webber and Olivier Panis. But, when the track started to dry, he stayed on wets in the belief that a second shower was about to hit the track. When it didn't appear, he pitted for dries during the first safety car period. He was much quicker than Verstappen during the early stages, but his race was ruined when a stone put a hole in his radiator. Game over.

"I really enjoyed being able to race with the guys in the midfield," said Justin afterwards, "and I think my pace was a reflection on my feeling more comfortable in the car than earlier in the weekend. Roll on Malaysia."

Conclusion

Justin has done the fewest F1 miles of all of the rookies. But he kept his head throughout the race weekend and compared favourably in all respects with his experienced team-mate, Verstappen. A clear winner.

Total: 83/100

Push, push, push... Justin has had to hustle to get into Formula 1, so it's no surprise that he's very motivated



SEAT *travel alternatives*
Malaysian Grand Prix

AFTER THE EXCITEMENT OF THE GP, RELAX AND HIT THE ROAD. TAKE OFF, LEAVE THE GATES OF SEPANG FAR BEHIND AND SEE WHAT ELSE MALAYSIA HAS TO OFFER...

Three hours' drive from Kuala Lumpur, take a traditional longboat from Tembeling to journey back 130 million years, into the emerald heart of Taman Negara rainforest. Enter a dark, bizarre world of ancient oversized trees, carnivorous pitcher plants, glow-in-the-dark fungi and a mind-boggling array of weird and wonderful wildlife which is not found anywhere else in the world.

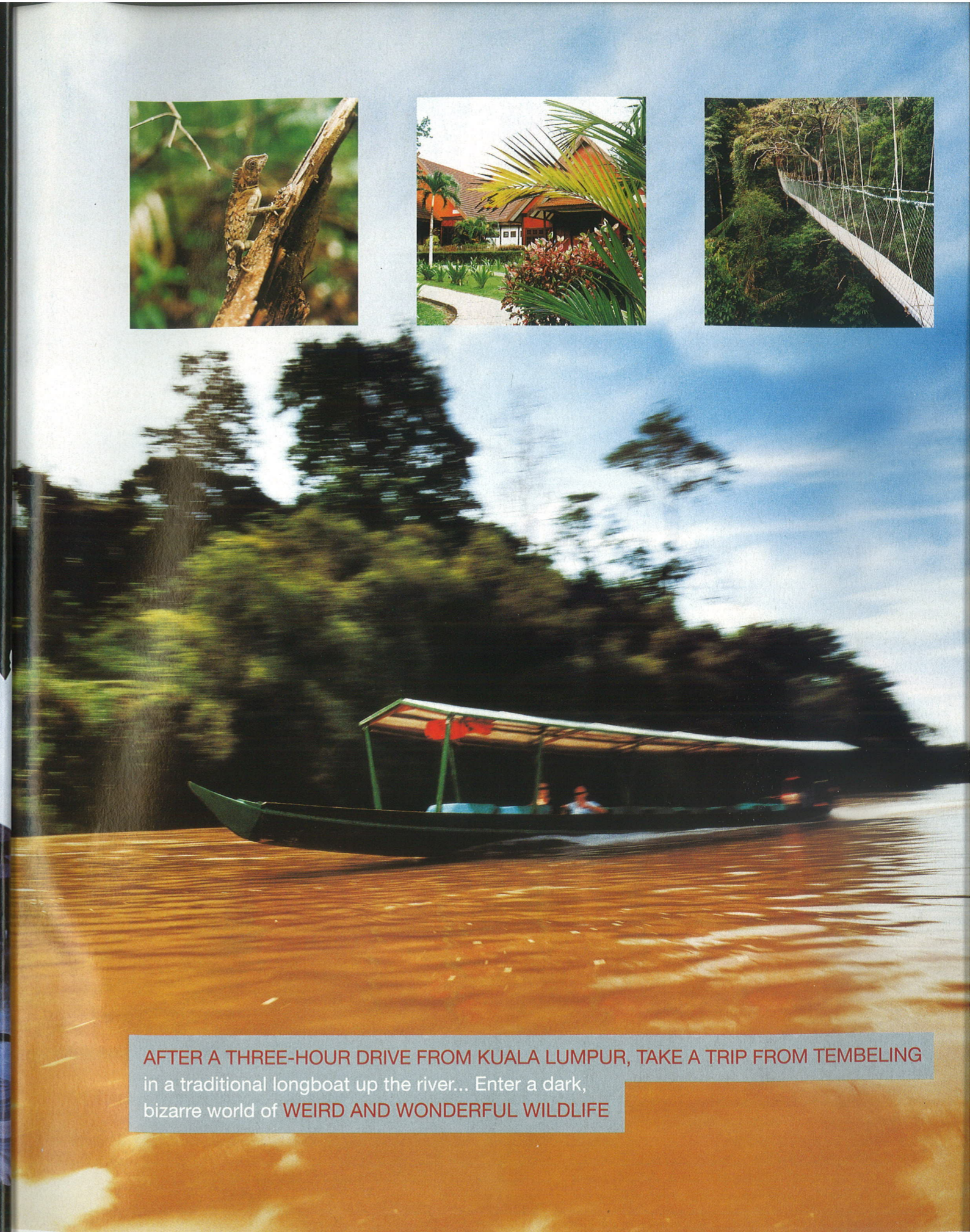
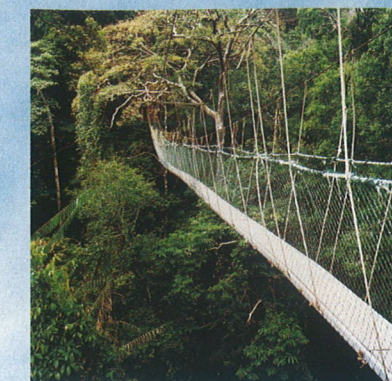
On the three-hour journey upriver, you'll glide past water buffalo, kingfishers, monitor lizards, otters and crocodiles. The sound of the jungle is hypnotic – an electric simmer of insects pierced by shrieks from technicolour parrots and white-faced macaques rattling through the canopy, scared to see humans.

Inside Taman Negara's 1700 square miles, the low-lying jungle, cloudforest, towering limestone massifs, waterfalls and unpolluted rivers are all seething with life – from toucans, tigers and black panthers

to the diminutive mouse deer, long-trunked tapir, wild pigs and cattle. Most visitors spend their days hiking trails, fishing, exploring caves and swaying 500m through the treetops, along the world's longest canopy walkway. Adrenaline junkies can shoot rapids and experienced climbers will have a nine-day climb up Malaysia's highest peak, Gunung Tahan.

But what many people don't realise is that Taman Negara is most alive at night, when nocturnal animals are on the prowl. Tramping through the humid jungle by torchlight is as otherworldly as night time scuba diving. Except the rainforest throbs with a million chirps, flutters and barks from unseen creatures taking refuge in the blackness.

There are elevated observation hides, next to salt licks, where there's a good chance of seeing deer, wild pigs and tapir. It has been



AFTER A THREE-HOUR DRIVE FROM KUALA LUMPUR, TAKE A TRIP FROM TEMBELING in a traditional longboat up the river... Enter a dark, bizarre world of **WEIRD AND WONDERFUL WILDLIFE**



known for die-hards who stay up all night to see elephants and tigers. And when you're ready to drop, the Mutiara Taman Negara Resort has accommodation ranging from comfortable chalets to campsites.

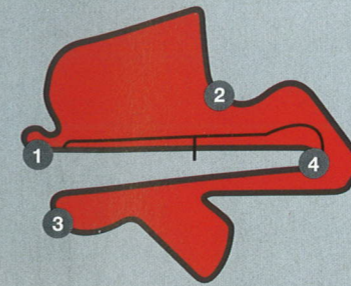
For a contrast, re-unite with your car and head for the chilly hills of the Cameron Highlands (back via KL and then four hours up the North South Highway), with its bracing air, golf course, ubiquitous cream teas and Tudor-style hotels. Alternatively, head for Lumut from KL and take the private ferry to the perfect isolation of the Pangkot Laut island resort.

Zig-zag along (enjoy - there are around 653 bends on the road to Tanah Rata) past gardens of cabbages and roses, and hills cloaked with tea plantations. Gunung Brinchang, at 2032 metres above sea

level, is the highest point on the Malaysian peninsula that can be reached by road. From here, it's just an hour on to Penang Island over the world's third longest bridge. Or, if you've had enough driving, fly from KL with Malaysia Airlines. Take a trip by trishaw to experience the cosmopolitan timewarp of Georgetown, the capital city.

Despite Penang's fame for its beaches and sun-and-cosmetic-surgery packages, it's easy to escape the crowds. Head northwest, where undisturbed traditional villages are surrounded by paddy fields, or hike through the Pantai Acheh Forest Reserve to delicious isolated beaches... Enjoy.

FOR MORE INFORMATION ON SEAT CARS VISIT THE WEBSITE:
www.seat.co.uk



Sepang Circuit

1 Turn One: A very tight, right hander that more or less guarantees some first lap frolics, as we saw last year between Michael Schumacher's Ferrari and Juan Pablo Montoya's Williams...

2 Turn Five: A quick left-hander which is situated on the crest of a hill, where the cars get very light. Here it is possible to view the action from the inside of the track.

3 Penultimate Corner: Cars turn in and brake simultaneously, giving spectators the chance of an inside front brake lock up. Exit speed here is crucial for the long run to the last corner.

4 Last Corner: A tight hairpin and one of several overtaking chances on the track. It's possible to get a good view of the action from a grandstand seat on the inside.





What makes Montoya so mega-quick?

JPM is supercalifragilisticexpialidociously quick – even when his Williams' handling is simply quite atrocious. But *how?* And *why?* Peter Windsor explains Juan's craft

Juan Pablo was taking the all-new Williams FW25 to the limit as soon as it rolled off the transporter. The car has teething problems, but don't write JPM off yet!

KNOWING JPM

He didn't race aggressively in Japan, 2002, and on paper he was overshadowed by his team-mate, Ralf Schumacher. It could be, however, that last year's Japanese Grand Prix will in time prove to have been the first race in the rest of the life of Juan Pablo Montoya.

The FW24 was terrible on heavy fuel as the race began, causing him to bottom-out badly as he left the high-speed corner they call 130R. He backed off a tad, leaving his familiar feel but decided immediately afterwards to drive mainly to finish. It was against his nature but it was what he was obliged to do. He backed off a tad, leaving margin. He talked to the engineers, they worked their two-way telemetry and in his pitstop they improved things further. He brought a difficult car home into the points.

For Montoya, it was a different, maturing sort of race.

SO YOU COULD have criticised a bunch of drivers after the '02 season – but not Juan Pablo Montoya. He finished third in the championship behind the two Ferrari drivers and took seven poles with a car that – on race day, when it mattered – usually turned out to be inferior both to the Ferraris and to the McLaren-Mercedes.

Yet criticise him they did. There was nothing specific from the mouths of Sir Frank Williams, Patrick Head, Gerhard Berger and Sam Michael... but the inference was always there: "Juan struggled with the complexity of getting the best from the car..." (Williams); "Juan needs to step up to motivating the team around him and to sustain that through a long winter test season..." (Michael); "The question was whether Juan got the maximum from the car set-up over the race weekend..." (Berger); "It's very important that drivers don't make impulsive judgements about the car and that they give encouragement to people and don't create a negative environment..." (Head).

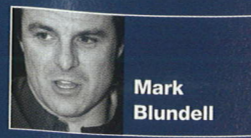
All of that is true, of course. Juan Pablo can improve – and he can do that in more than just a couple of areas. It is unusual, however, for team management to be so openly critical of a driver who in the previous season delivered just about everything that could have been expected of him, given the equipment at his disposal. You didn't hear the Williams boys taking Villeneuve to the cleaners after his mediocre '98 season; and nor was there much talk about Alex Zanardi in '99 – not until Alex 'retired', at any rate. From the other teams, meanwhile, there was... silence. Ron

Dennis openly criticises his drivers about as frequently as he uses public transport. And Ferrari at one stage even managed to make Eddie Irvine look good.

It's also clear that none of the criticisms actually means anything in the context of Williams finishing third in last year's drivers' and second in the constructors' title. If Juan fuffed around too much on race mornings, failing to establish the correct ride heights, did Ralf Schumacher, whom Juan beat, do the job any better? Evidently not. If Juan took too many risks in traffic, resulting in first-lap shunts of the type that might have cost him the Brazilian Grand Prix, would the alternative have been better? Would Juan Pablo Montoya be a better driver if he had driven Prost-like through the crud and meekly inherited some points? Emphatically not. And if Juan Pablo spent four hours in the gym whenever he wasn't in the car, and thus reduced his body fat by two or three per cent, would that make him quicker? Probably not. He needs to live the life that makes him tick. And who can think of one – just one – occasion when fitness has cost Montoya a race win, or even points?

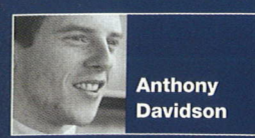
I say all this because in life, let alone in F1, you cannot separate the man from the physical package. In evaluating Montoya ▶

> The inside line: 10 Formula 1 stars explain exactly why they think JPM is so stunningly quick



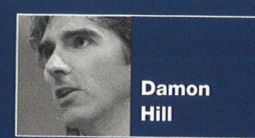
Mark Blundell

"I raced against him in the US. He's very strong and very self-confident, and he fears no-one else on the track. Ally that to awesome car control and you've got in Juan Pablo Montoya an absolutely devastating package."



Anthony Davidson

"Racing in Britain, in some really competitive single-seater championships, then racing some pretty powerful cars in the US, gave him a broad base of experience. He's got a very aggressive driving style, and he just doesn't give a shit!"



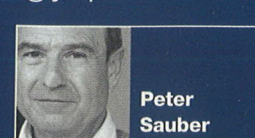
Damon Hill

"JPM doesn't subscribe to the modern F1 law that says Michael should always win. He thinks one man shouldn't have it all his own way – unless that man is JPM. Hooray to that!"



Allan McNish

"He's always had good cars and good people around him, so his confidence is high. He's also got great natural feel for what the car is doing, which he demonstrated by being so quick straight away on ovals when he first raced in the US."



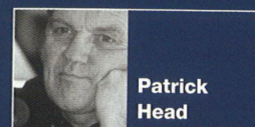
Peter Sauber

"It's no surprise that he is so quick – the family tradition goes back to his uncle Diego, who raced a Sauber C7 at Le Mans in 1983!"



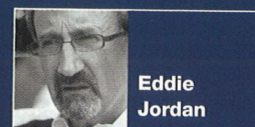
Martin Brundle

"He's totally focused on his mission – aggressive, determined, and with no interest in anybody else's problems."



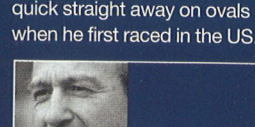
Patrick Head

"He has an enormous talent. I think if he could get himself a bit fitter, he could perform to an even higher level than he does now."



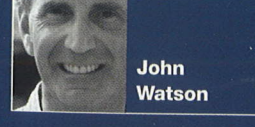
Eddie Jordan

"I've known Juan Pablo since his F3 days. He has immense natural flair, and a euphoric air of inner belief which means that he deals with F1's many inevitable disappointments very well indeed."



Jo Ramirez

"What strikes me is that he's so fearless – not intimidated by anyone. He has the same kind of tenacity as Ayrton Senna had; the same will to win, too."



John Watson

"The joy of carving a qualifying lap – the explosion of speed as he goes for pole – outweighs other aspects of the job for him. And he has the self-belief, the seat-of-the-pants feel and the balls to take past the limit a car that isn't handling brilliantly."

(Below) Strapped down, bolted in, connected to car and track, JPM is always hustling. Few drivers would handle all that BMW grunt with such apparent nonchalance



(Left) Confidence is not something Juan lacks. Williams' tech boss, Patrick Head, has criticised Juan this past year. Doesn't bother JPM: he reckons he's doing just fine

as a whole, you have to consider not only the style with which he turns the wheel but also the way he works his psyche. And JPM's psyche, as this year began, was very much in rebellious mode.

It is at a cold but bright Barcelona that JPM sees the completed, painted FW25 for the first time. And, with the car, come the press. The world's press. JPM sits squarely at the table, toes down, as if ready for action. Occasionally, as he speaks, he lifts and then plants his right foot, emphasising a point with an imaginary throttle. *F1 Racing* contributor Matthew Marsh asks Juan Pablo about the criticisms.

JPM: Criticisms from whom?

MM: From Frank, Patrick, Gerhard, Sam Michael...

JPM: Oh yeah, that's pretty good. That's good to know.

Williams' press man: [Intervening, trying to keep the peace] Have you been in the same room as us, Matthew?

MM: Yes [holds up tape recorder].

JPM: I don't know. I think if they're saying this it's because they want me to push harder, I think. If they're not happy with me they should come and tell me. They haven't told me anything...

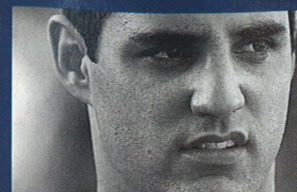
MM: Do comments like this affect you at all?

JPM: No. I think what they're trying to achieve is that I push harder. But if I did a bad job and I still beat Ralf, then what are they trying to say? I finished ahead of Ralf and the team finished second. I put the car seven times on the pole, you know, and Ralf was nil. The only race Ralf won was when I crashed with Michael, so you tell me... Patrick said that it's a shame that I had seven poles and never converted in the race, but I don't think that happened because either the car broke down or it wasn't competitive enough to win...

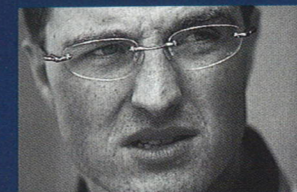
"I always work as hard as I can. If I tried to change something now it would mean that before I wasn't trying hard enough. I ▶

'IF I DID A BAD JOB AND I BEAT RALF, WHAT ARE THEY SAYING? THE ONLY RACE HE WON WAS WHEN I CRASHED WITH MICHAEL...'

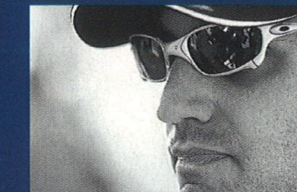
> Battle of the team-mates: JPM v Ralf Schumacher at Williams. Stats compiled by Jeremiah Ware



JUAN PABLO MONTOYA: 2001



RALF SCHUMACHER: 2001



JUAN PABLO MONTOYA: 2002



RALF SCHUMACHER: 2002

AUSTRALIA
Qualifying 11th – 1m28.738s
Race Retires on lap 41
MALAYSIA
Qualifying 6th – 1m36.218s
Race Retires on lap 4
BRAZIL
Qualifying 4th – 1m14.165s
Race Retires on lap 39
SAN MARINO
Qualifying 7th – 1m24.141s
Race Retires on lap 49
SPAIN
Qualifying 12th – 1m19.660s
Race 2nd – 1h31m44.042s
AUSTRIA
Qualifying 2nd – 1m9.686s
Race Retires on lap 42
MONACO
Qualifying 7th – 1m18.751s
Race Retires on lap 3
CANADA
Qualifying 10th – 1m17.123s
Race Retires on lap 20



Nürburgring 2001: JPM is second

EUROPE
Qualifying 3rd – 1m15.490s
Race 2nd – 1h29m46.941s
FRANCE
Qualifying 6th – 1m13.625s
Race Retires on lap 53
BRITAIN
Qualifying 8th – 1m22.219s
Race 4th – 1h26m42.542s
GERMANY
Qualifying 1st – 1m38.117s
Race Retires on lap 25
HUNGARY
Qualifying 8th – 1m15.881s
Race 8th – 1h42m50.529s (+1 lap)
BELGIUM
Qualifying 1st – 1m52.072s
Race Retires on lap 2
ITALY
Qualifying 1st – 1m22.216s
Race 1st – 1h16m58.493s
USA
Qualifying 3rd – 1m12.252s
Race Retires lap 39
JAPAN
Qualifying 2nd – 1m33.184s
Race 2nd – 1h27m36.452s

AUSTRALIA
Qualifying 5th – 1m27.719s
Race Retires on lap 5
MALAYSIA
Qualifying 3rd – 1m35.511s
Race 5th – 1h48m23.034s
BRAZIL
Qualifying 2nd – 1m14.090s
Race Retires on lap 54
SAN MARINO
Qualifying 3rd – 1m23.357s
Race 1st – 1h30m44.817s
SPAIN
Qualifying 5th – 1m19.016s
Race Retires on lap 21
AUSTRIA
Qualifying 3rd – 1m9.769s
Race Retires on lap 11
MONACO
Qualifying 5th – 1m18.029s
Race Retires on lap 58
CANADA
Qualifying 2nd – 1m16.297s
Race 1st – 1h34m31.522s
EUROPE
Qualifying 2nd – 1m15.226s
Race 4th – 1h30m16.069s
FRANCE
Qualifying 1st – 1m12.989s
Race 2nd – 1h33m46.035s
BRITAIN
Qualifying 10th – 1m22.283s
Race Retires on lap 37



Ralf wins at Hockenheim in 2001

GERMANY
Qualifying 2nd – 1m38.136s
Race 1st – 1h18m17.873s
HUNGARY
Qualifying 4th – 1m15.095s
Race 4th – 1h42m39.362s
BELGIUM
Qualifying 2nd – 1m52.959s
Race 7th – 1h9m4.998s
ITALY
Qualifying 4th – 1m22.841s
Race 3rd – 1h17m15.828s
USA
Qualifying 2nd – 1m11.986s
Race Retires on lap 37
JAPAN
Qualifying 3rd – 1m33.297s
Race 6th – 1h28m10.420s

AUSTRALIA
Qualifying 6th – 1m27.249s
Race 2nd – 1h35m55.419
MALAYSIA
Qualifying 2nd – 1m35.497
Race 2nd – 1h34m52.611s
BRAZIL
Qualifying 1st – 1m13.114s
Race 5th – 1h32m51.226s
SAN MARINO
Qualifying 4th – 1m21.605s
Race 4th – 1h29m55.514s
SPAIN
Qualifying 4th – 1m17.425s
Race 2nd – 1h31m5.610s
AUSTRIA
Qualifying 4th – 1m9.118s
Race 3rd – 1h34m9.292s
MONACO
Qualifying 1st – 1m16.676s
Race Retires on lap 47
CANADA
Qualifying 1st – 1m12.836s
Race Retires on lap 57
EUROPE
Qualifying 1st – 1m29.906s
Race Retires on lap 28
BRITAIN
Qualifying 1st – 1m18.998s
Race 3rd – 1h32m16.676s



France 2002: JPM comes in fourth

FRANCE
Qualifying 1st – 1m11.985s
Race 4th – 1h32m50.512s
GERMANY
Qualifying 4th – 1m15.108s
Race 2nd – 1h28m2.581s
HUNGARY
Qualifying 4th – 1m14.706s
Race 11th – 1h42m10.653s
BELGIUM
Qualifying 5th – 1m44.634s
Race 3rd – 1h21m39.079s
ITALY
Qualifying 1st – 1m20.264s
Race Retires on lap 34
USA
Qualifying 4th – 1m11.414s
Race 4th – 1h31m17.845s
JAPAN
Qualifying 6th – 1m32.507s
Race 4th – 1h27m35.973s

AUSTRALIA
Qualifying 3rd – 1m26.279s
Race Retires on first lap



Ralf wins in Malaysia last year

MALAYSIA
Qualifying 4th – 1m36.028s
Race 1st – 1h34m12.912s
BRAZIL
Qualifying 3rd – 1m13.328s
Race 2nd – 1h31m44.251s
SAN MARINO
Qualifying 3rd – 1m21.473s
Race 3rd – 1h29m30.544s
SPAIN
Qualifying 3rd – 1m17.277s
Race Retires on lap 64
AUSTRIA
Qualifying 2nd – 1m8.364s
Race 4th – 1h34m10.010s
MONACO
Qualifying 4th – 1m17.274s
Race 3rd – 1h46m56.504s
CANADA
Qualifying 4th – 1m13.301s
Race 7th – 1h34m27.629s
EUROPE
Qualifying 2nd – 1m29.915s
Race 4th – 1h36m14.389s
BRITAIN
Qualifying 4th – 1m19.329s
Race 8th – 1h32m10.019s
FRANCE
Qualifying 5th – 1m12.424s
Race 5th – 1h32m51.609s
GERMANY
Qualifying 2nd – 1m14.570s
Race 3rd – 1h28m6.544s
HUNGARY
Qualifying 3rd – 1m13.746s
Race 3rd – 1h42m02.357s
BELGIUM
Qualifying 4th – 1m44.348s
Race 5th – 1h22m17.074s
ITALY
Qualifying 3rd – 1m20.542s
Race Retires on lap 5
USA
Qualifying 5th – 1m11.587s
Race 16th – 1h31m44.835s
JAPAN
Qualifying 5th – 1m32.444s
Race 11th – 1h19m0.991s (+5 laps)



always believe that I push myself as hard as I can in every single aspect..."

And so on. You sense that there is indeed some needle – and that Juan Pablo is having none of it. He is who he is. He learns from experience, of course, but he doesn't need criticism. It's the Nigel Mansell thing all over again. And, away in the distance, you can almost smell the ink on a Ferrari contract that awaits him, post-Michael.

IT'S A GLORIOUS California morning and Juan is charming them senseless, flashing that ice-white smile and convincing the sponsors, one more time, that F1 is still good for business. His short-sleeved Williams shirt hangs loose over his jeans and his entourage – his dad and Gonzo – are still comfortably in tow.

He talks to the HP guys about miniature printers, scanners and laptops. He races a competition winner on computer screens, deftly balancing left-foot-brake with throttle – exactly as he would in the race car. Angled at 45 degrees, his arms make

calm, positive movements on the steering wheel. Occasionally, he crosses his wrists, correcting a slide about as easily as you and I butter the bread. That right foot feathers, feathers... and is then stamped down. Hard.

Later, in a backroom, awaiting the next leg of his round-robin tour, he talks about his art.

He talks about being "comfortable" – about a difficult-to-define feeling that is well beyond the scope of data-gathering.

"If you look at the data from Ralf and me, we seem pretty similar. Budapest last year was a good example. The numbers were there but if I put my car where he was going I would probably have gone into the wall. So it's a question of what you're comfortable with. With me, if I lean on it, and I know the car's not going to let go, that makes a big difference. When you go into a fast corner, and you have to wait for that moment [where it might let go], you're not going to go to the extra level. In qualifying last year I was able to find that extra level. The car was good in light-fuel form so I could get right into it..."

His eyes are alive, remembering the feel of his pole lap at Silverstone (which he rates as probably the best of his year) or his P2 at Sepang (one of his favourite circuits).

"I love the feeling of an F1 car in a fast corner. There's nothing like it. It's so quick, so exciting. And the faster you go – up to a point – the more exciting it gets. That's when you have to tread the balance between sliding quickly and sliding slowly. You're always sliding the car to some extent, braking as late as you can, attacking the corners, but you have to be comfortable..."

JUAN PABLO DRIVES the way Mika Hakkinen drove – with a relatively late corner entry and with amazing feel for the back end of the car. He is an oversteer driver in the sense that he tends not to turn in to corners with the brakes on, plugging the front, but rarely does he have the back end more than a few degrees out of line. His skill lies with the minute – almost infinitely small – corrections he makes to throttle and steering

(Above) Juan Pablo has a natural feel for the balance of a car: he can tell immediately if something isn't quite right: put it down to his sublime instincts

'OVERSTEER IS JUST A NORMAL THING. EVEN ON YOUR AVERAGE ROAD CAR IT'S NO BIG DEAL'

while balancing the back end. 'Silky' and 'smooth' are the words that spring to mind. He hates understeer, of course, because it means backing off the throttle, or winding on steering lock (see Budapest, above) – so it is probably in this area that his critics could plausibly demand improvement. With the help of traction control (but sometimes even without it), Michael (and to some extent Ralf) have managed to cure understeer with judicious use of the back end.

He talks like this about oversteer: "It's

just a normal thing. Even on your average road car it's no big deal. If you get the back end out, you can just take your hands off the wheel and the car will more or less correct itself. Try it. I'm not kidding."

Don't try it. JPM is not wrong – but, of course, it isn't that simple. It's just that oversteer is so natural to him that he takes for granted the sort of feel for balance – through the steering but also through the throttle – that great back-end driving demands.

What is clear is that the differences between Juan Pablo and Ralf are not measurable on telemetry. Their laps usually produce almost perfect overlays. The differences, confusingly for the engineers, are the immeasurable ones: the position of the car relative to the outside kerb as they turn in to a corner (JPM is usually farther to the outside) or the arc they describe towards the apex (JPM's is rounder). Because his speed is all about his ability to balance his car primarily on fast corners, JPM likes a larger steering wheel than Ralf does. The

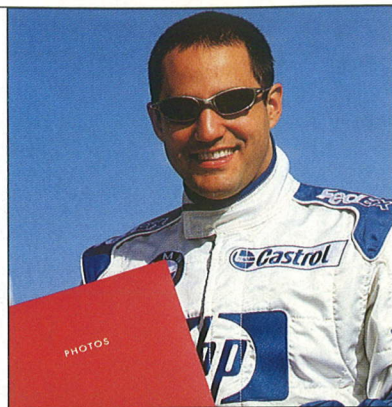
larger the wheel, the more precise the inputs that can be made through arm movement (for a given steering ratio).

I asked a few colleagues about the hypothetical comparison: Juan or Mika Hakkinen – who is quicker (on one lap, in a perfectly balanced car)? Most opted for Mika, although personally I went for Juan. All agreed that it would be very, very close. More revealing were the answers to the next question: Michael is in the middle of the road but Juan, Mika and Ralf are in a position to outbrake him. Who pulls it off? Juan, of course – unanimously.

Which is why he didn't hesitate when his team invited him to choose racing numbers in the weeks before Melbourne. Would he like to be three or four? Four was tempting: it was with this number that he won in America. He likes four; it has always seemed lucky and it has always seemed to be his.

His email, though, was to the point: "I go for the three."

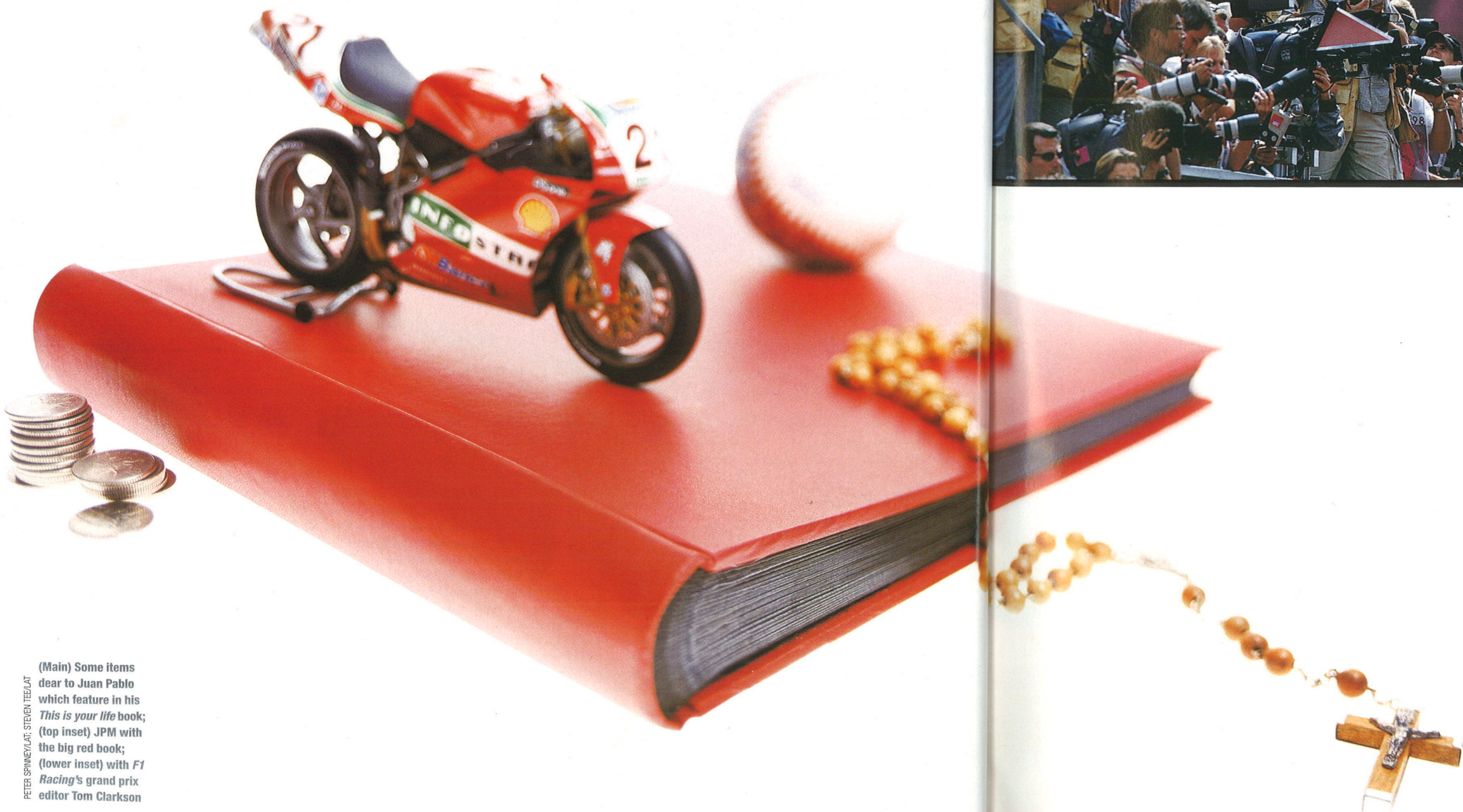
Juan three, Ralf four. Of course. **1**



JPM: THIS IS YOUR LIFE

Lives fast, does Juan Pablo Montoya – so fast it's hard to imagine his life beyond the cockpit. But he has one – and here, exclusively, he shares it with *F1 Racing*... with a little help from a big red book

Interview by Tom Clarkson; photographs by Ted Humble-Smith



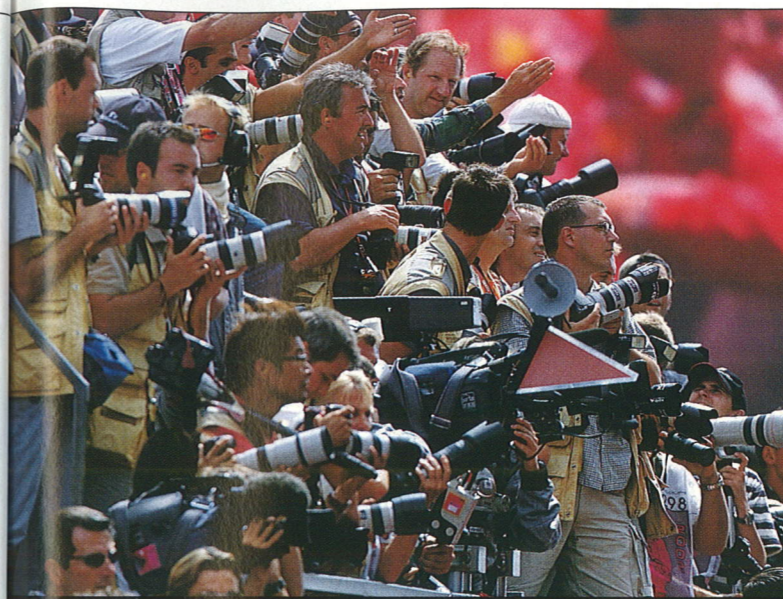
(Main) Some items dear to Juan Pablo which feature in his *This is your life* book; (top inset) JPM with the big red book; (lower inset) with *F1 Racing*'s grand prix editor Tom Clarkson

> SPONSORS/PR/PRESS

"It's the hardest part of Formula 1, but the best way to deal with it is to enjoy it. For instance, at an HP day recently, I found a computer game and started playing it against the staff – which was unplanned and great fun. There's not much to say about sponsors, other than that they're vital to the existence of the team – and the more I enjoy PR, the less of a bind it is.

"As for the press, the regular F1 journos are very good and I get along well with most of them. It's the part-time guys who can cause me a few problems because they're often looking for something bad. They try to trick us into saying something, and I hate that. The snappers [below] are okay, I guess!

"I appreciate that press and PR is part of my job, though. I enjoy talking about what I do to the right people. Some reporters can ask me a question and they won't get a good answer; others will get a good answer."



> FOOD

"I look at this [below] and I immediately think of my wife Connie, because she loves hamburgers more than me. I enjoy food – who doesn't? I like Italian and Mexican food, and I like cooking. There's nothing I like more than going home with Connie and cooking together – we make quite a good team in the kitchen."



> SCHOOL

"Wow, who gave you this picture [above]? I was sacked from this school in 1989 because, they said, I 'wasn't the right kind of person for this school'. I'd failed two exams that year: English and Biology. A pass was six out of 10 and they gave me 5.9 in both so that they could kick me out. A bit cruel, I think.

"I learned much more when I came to England – and not just English – than I did at school. When I arrived in England, I couldn't speak a word of English – but it's not too bad now, is it?

"In this picture, I'm 10 years old and about to receive my first communion. In those days I went to church every Sunday, but I haven't kept that up since I left Colombia because I don't have time – and there's also the language problem. When you're travelling every weekend, it's nice to chill out rather than go to a French-speaking church in Monaco.

"Do you like my fashionable haircut? All the kids had haircuts like that." ▶

> BIKES

"Motocross is what I'm into, not racing bikes like this [below]. It's really good fun and a brilliant way to stay fit. It's one of my biggest hobbies, and not just the riding. I love the mechanics of it and can spend five hours a day just playing with the bikes. I take them apart, I fix them, I change them.

"I came to bikes quite late because my father wasn't a big fan – and when your father isn't into something it's difficult as a kid to get into it. But I've never been interested in racing them, although I'd love to ride a works motocross bike just to see what they're like. That would be cool."



> MARRIAGE

"It's really good and it's great that we've been able to set up the marital home in Monaco. We did the right thing and we have a really good relationship. Connie is a wonderful person and knows me so well that sometimes it scares me.

"Our wedding day was a great party and great fun. I think we probably went to bed a little bit too early, though, because Connie was knackered and I was very drunk.

"I don't think marriage has made me any slower, in case you were going to ask. If I'd thought marriage would affect my career in a bad way – in any way at all, driving or otherwise – I wouldn't have done it. The truth is that Connie is a big source of motivation for me."



> AYTTON SENNA

"Idol. It's that simple. One of my biggest regrets is that I didn't meet Senna [whose helmet is pictured below]. He was a guy who raised the benchmark on the track, and he also did a lot of good stuff off the track through the Senna Foundation. The influence of his foundation is huge in Brazil and I'm starting to do a similar kind of thing in Colombia, which my wife Connie runs for me.

"In a similar vein, we visited a cancer hospital in Melbourne, which was a very moving experience."

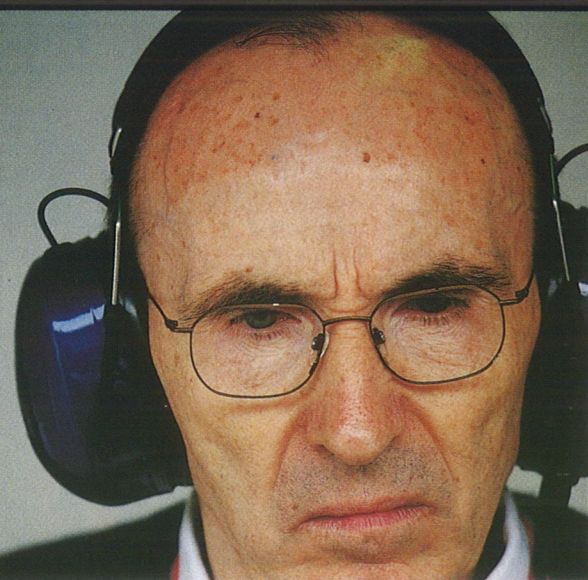


KNOWING JPM

> MONZA '01

"That first F1 win [below] was a special moment, but I didn't get as much pleasure from it as I should have done because I felt it was overdue. It was more a relief than anything. When I crossed the line, I didn't think, 'Fuck! I've won!' It was more, 'Phew! That's about time.'

"For the public, I think September 11 was on their minds as much as the race. For me, I remained as focused as ever on the race."



> FRANK WILLIAMS

"Apart from being my boss, Frank [above] is a person you have to admire. He probably works harder than any other person in the factory – it's amazing. We have a really good relationship – I think it's fair to say that his relationship with me is quite paternal. My father brought me this far and it's like he handed me over to Frank to take me onto the next level.

"In a way, it's thanks to Frank that I'm here. But if you take the sentimentality out of it, I was an investment for him. He took a chance with me purely from a business point of view. Winning the championship with Williams would mean a lot to both of us because it would be the ultimate payback to him.

"I didn't always know that I would join Williams, because I was very happy in America. It was only halfway through the '00 season that it looked like I'd make the switch."

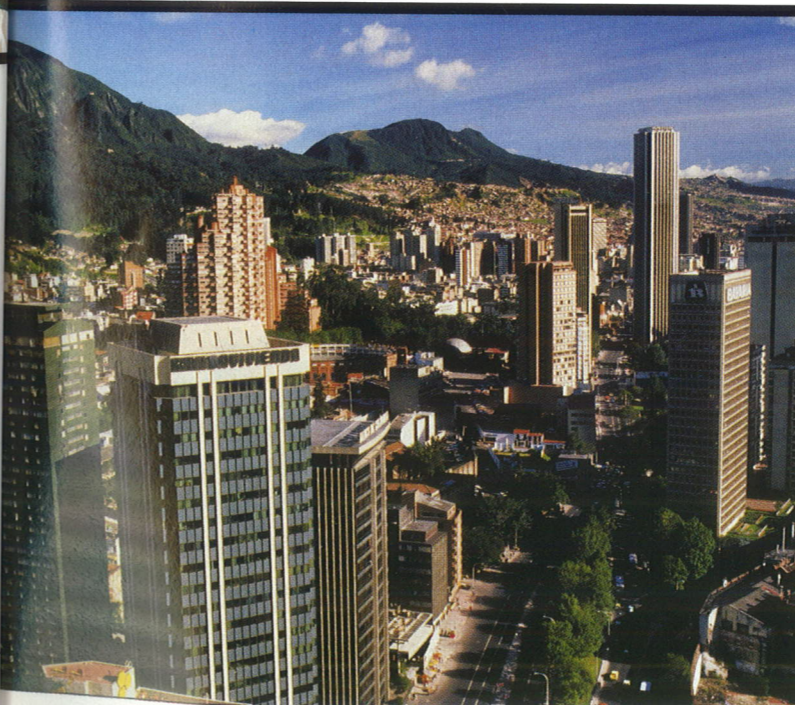


> AMERICA

"The US [above] is where I met my Connie, so it's very special! I also learned a lot there and had a lot of fun. It gave me more self-confidence and I love the way of life there. I used to live in Miami and I've still got an apartment there. I live in Monaco at the moment, but if I wasn't racing I'd live in Miami.

"I'll return there when I've finished in F1 because it has a similar feel to Colombia. In fact, it's easier to find someone who speaks Spanish than it is someone who speaks English. The food is similar, too.

"Having said all that, I don't have many American friends – just my old mechanics and my old race engineer. Most of the people I hang out with there are my family or other Colombians."



> COLOMBIA

"This is central Bogotá [above]. The big block at the front is where my father used to work. My country means a lot to me. I get a lot of support from there, but some people think I'm very arrogant. Colombians who come to races think I should reward their loyalty by doing whatever they want – even going out to dinner with them. They don't appreciate that I can't do everything for them.

"It will never be practical for me to live in Colombia again, which is sad because I'd love to live there if possible. If I were viewed as a normal person, and there were no security problems, we'd live there."



> GYM

"It's Hell! I like exercising – but if you take me to a gym [above], I feel like I'm in prison. And gyms smell so bad! I like doing stuff outside – cycling, motocross, that kind of thing.

"Don't get me wrong, you have to be really fit to race in F1; but that doesn't mean you have to spend eight hours a day in a gym, when you can do other stuff. I feel more exercised after riding my bike than I do in the gym. I'm fit enough for F1, although I think the best exercise is to drive the car.

"Looking at my rivals, I don't think Michael [Schumacher] spends as much time in the gym as he used to. He's still very fit, but I don't see Michael spending the weekend in the gym after a five-day test at Fiorano. I'll bet you money that he spends that time with his wife and kids and not in the gym.

"The reason someone like David Coulthard spends so much time in the gym is because he's so skinny. He has to work out to have the necessary strength for F1.

"Frank and Patrick [Head] tell people that I should train more, but that's only because they want to push me." ▶

STEVEN TEE/LAT; OLIVE ROSE/LAT; GETTY IMAGES

KNOWING JPM

> WEALTH

"Money [below] is not my motivation – if it was, I'd have stayed in America and not come to F1 in '01. In the short term, I'd have made more by staying there, although in the long term there's probably the opportunity to make more in F1.

"It was more the challenge of F1 that I wanted. I can already give Connie pretty much whatever she wants – and, if we have kids, I hope that we can give them a really good life as well and give them a lot of opportunities.

"People ask if I'd race for free. I love what I do, but you have to remember that this is my living. Yes, we earn a lot, but we only have a short time in which to earn it. F1 careers are just seven to 10 years. As with any job, you always think you deserve more for the job you're doing. It's all about market value.

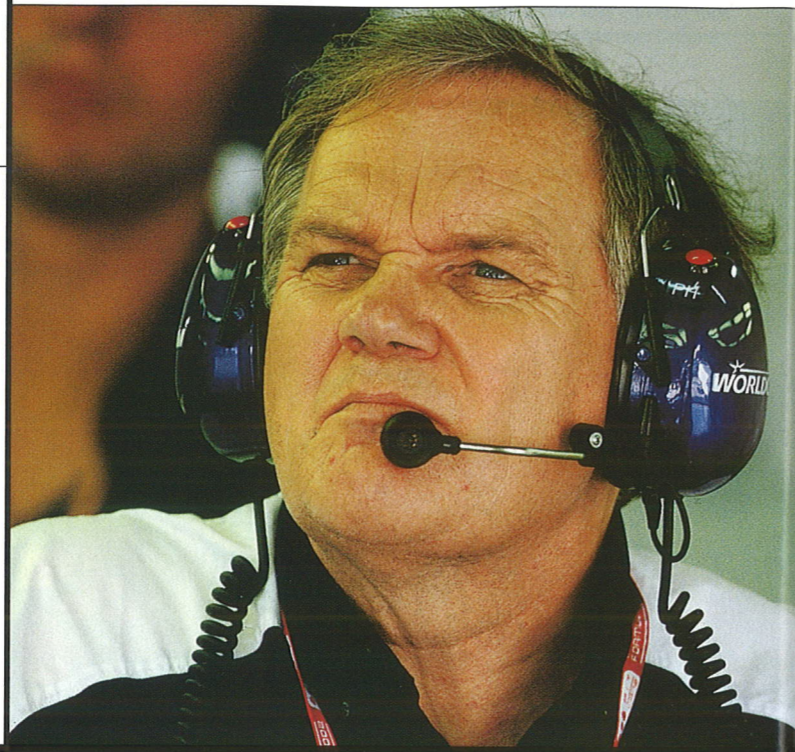
"I don't think I'm a good negotiator, which is one of the reasons I have a manager. He makes a lot of money out of me, but I think he earns it."



> PATRICK HEAD

"Patrick [below] is a guy I found very difficult to deal with in the beginning, but I get on very well with him now. He's very straightforward and doesn't bullshit. I feel that I can tell him what I think of something, even if it's bad.

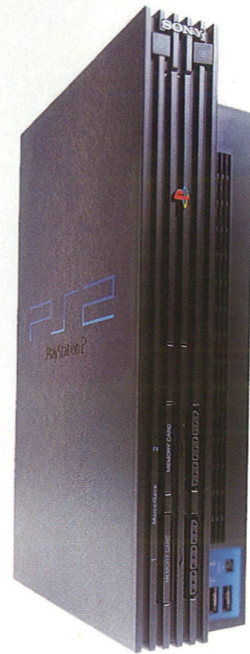
"He has an incredible engineering knowledge and a great will to win, which rubs off on the whole team. He's someone who knows a lot, and you have to learn to use that knowledge."



> PLAYING GAMES

"I play computer games [below] a lot, especially when I'm testing. If I have a problem on-track and have a three-hour stop, I'll look at the data for half an hour or so, and then play a video game. Connie likes them too, which is good.

"I used to spend more time playing them than I do now. I'm like a little kid and I love cartoons like *Dugio*. It's on at 8.00am, and there was a time when I was meant to catch a 9.00am flight to go somewhere – but *Dugio* was getting really exciting, so I had to ring and reschedule the flight because I couldn't miss the end!"



KNOWING JPM

> MY FAMILY

"This picture [below] was taken at Indianapolis – mum, dad and my younger sister Catalina. My family means a lot to me, especially those immediately around me. They've given me a lot of support over the years, and there's no way that I could have got to where I am now without my parents.

"People tell me that the driving side of me comes from my father. I'm definitely very similar to my dad, and I get on better with him now than at any other time in my life. It's a respect thing, most likely."



> THE SCHUMACHER BROTHERS

"When you talk to Ralf and Michael [above], you wouldn't know they're brothers because they're so different. But one is the guy to beat and the other is my team-mate. I suppose Michael must be the better one – he's the one winning.

"My relationship with Ralf is pretty straightforward and professional. We work with the engineers together; we sit in debriefs together; but we don't have much in common aside from racing. To be honest, I don't really know him. I don't know his likes and dislikes. We're not about to go out to dinner together.

"I was in F1 for 18 months before I had a proper conversation with Michael. We talked in the drivers' briefings, but it was after the Nürburgring race in '01, when we went to a post-race party together and had good fun, that we met properly. Everything has been all right since then. I think he's a really good driver – but he always has a good car, which has given him a big hand.

"If Alain Prost hadn't retired at the end of '93, he'd have won a lot more titles and been on top for a lot longer. That's where Michael is at now: he's in the best car and isn't about to retire, so he's setting a lot of records. I think Michael is good, but he's also been in the right place at the right time."



> RELIGION

"My mother is very devout, and I'm a big believer. I don't drive without my crucifix [above] around my neck, and next to it is my wedding ring. I've always worn a crucifix when racing, although the one I wear now was given to me by Connie a couple of years ago.

"I don't consider what I do to be dangerous or greedy. Anything you're good at, if very few people can do it, is worth money. I find it easier to give things away than to spend money on myself. If my brother wants a new go-kart, or my mum wants a car, I'll buy one. But I'm bad at giving things to myself."



> KARTING

"Victory! I'm about six years old in this picture [above], at a track called Cajica, 20 minutes' drive north of Bogotá. Every time we won a race in karting, we were allowed to do a lap of the track with a chequered flag.

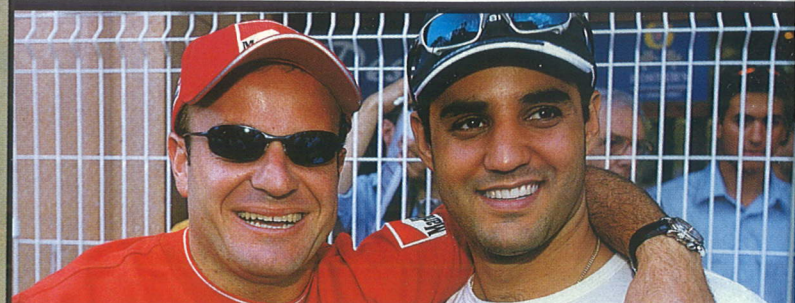
"I enjoy karting and still do it when I have time. I have about five karts in Miami, which I play with and drive whenever I'm there. When I stop racing in F1, I'll go back to racing karts. What I learned back then that I still use today is car control and set-up. You're a part of the chassis in a kart and can make a difference to the handling just with your body weight."

> FERRARI

"Ferrari [above] whipped our ass last year, and that's who we've got to beat.

"I know there's a big legend behind Ferrari, but I've never really thought about racing for them. I've never been to Maranello, but I had a picture of Jody Scheckter on my wall when I was a kid. My uncle gave it to me. The challenge would be to go there after Michael leaves: the key people will probably leave with him, and it would be a big challenge to keep the team winning. I think you get more pleasure from building a team up and winning with them than you do if you arrive straight into a winning situation.

"But if I never drove for Ferrari, I wouldn't feel I hadn't achieved a goal."



> RUBENS BARRICHELLO

"Rubens [above] is probably my best friend in F1 – he's certainly the F1 guy I've known longest. I first met him when he was racing karts against my dad in Colombia. He's straightforward, not a bullshitter. A good guy to race against.

"We know we'll collide once or twice on the track, because we're both competitive and we're racing. You can't say, 'We're such good friends that we'll never take each other out.' Fuck that!

"I don't envy his position, although I think Ferrari are great for him. Until now, he's never really had a chance of winning." 1

LORENZO BELLAICCA/AT; OLIVIE ROSE/LAT; MARK THOMPSON/ALLSPORT

FREE 68 PAGE SUPPLEMENT FREE 68 PAGE SUPPLEMENT



ALL THE DRIVERS • ALL THE TEAMS • ALL THE TRACKS • ALL YOU NEED TO KNOW

FREE WITH MAY'S F1 RACING

THE 2003 SERIES GUIDE: BRIDGESTONE PRESENTS
THE CHAMP CAR WORLD SERIES POWERED BY FORD





Behind the scenes with DC Just days before flying to Melbourne for the Australian Grand Prix, David Coulthard did a day's testing at Paul Ricard. With the track to himself. No distractions. No fans. No media. No other cars getting in his way. Just DC, his MP4-17D and McLaren's engineers. And *F1 Racing*. Oh yes, dear reader, we were there. Watching DC's every move, so that you don't have to miss out

Interview by Peter Windsor; photographs by Darren Heath

What sort of winter was it for David Coulthard? You ask yourself the question in much the same way that you wonder how your friends are – the ones you haven't been able to see for a while. You rush from circuit to circuit, confusing one

airport with another – one FIA press conference with another – but then occasionally, perhaps one race in five, when your paths cross between the motorhomes, or on the long walk down to race control... you get to spend a few minutes with David Coulthard. The talk

is always lucid, intelligent, well balanced and well considered.

And so you wonder, after months of press releases squeezing through your fax machine and one lurid rule change following another, what DC has been up to these past few months. What are his thoughts?

'I DON'T THINK I'VE EVER BEEN STRONGER IN TERMS OF STAMINA AND RESISTANCE'

(Right) It's rather chilly at Paul Ricard, but Coulthard works as hard as ever; (below) everything has to be just so; (opposite) the look of concentration and intense thought never leaves DC's face



Bandol is just as it was – even in winter. French villages on the Med appear not to notice when the days are shorter and the beaches deserted. And the Hotel Ile Rousse still appears to be waiting for another of those lavish, mid-1970s Elf press dinners. We sit on white material-draped chairs, Darren Heath and I, gazing out towards the harbour. Is that the spirit of François Cevert we hear laughing in the corner? Could that be Ken, Jackie, François Guiter and Leo Mehl over there, planning yet another domination of the French Grand Prix?

The drive up the mountain the next morning – up to the circuit they used to call Paul Ricard but which now has another name – 'Le Castellet: hi-tech test track' – is no less unsettling. The hairpins and blind brows, the plunging braking zones and lazy trucks... they're all still there, just as they were when Jean-Pierre Jarier and Manu

Zurini used to pass you on either side, racing for the top.

At the plateau, though, where you stop for coffee, there is a different scent in the air: no Gauloises, no garlic. Instead, you sit up at a laboratory-clean bar surface and order a café au lait, wondering how Philippe Starck could have discovered a place this remote. It is, indeed, the Brabham team – Bernard Ecclestone's Brabham team – all over again.

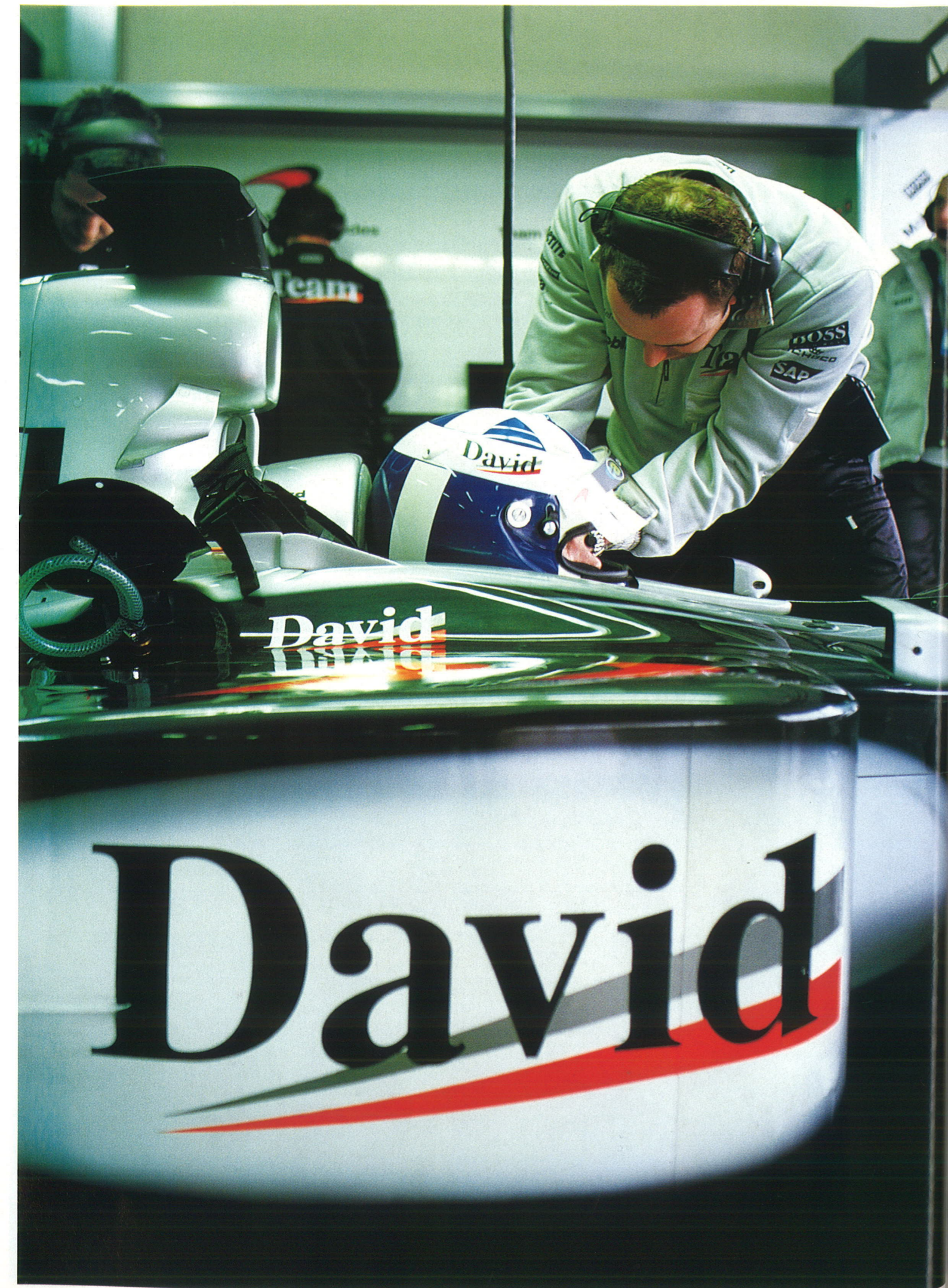
The synergy is not mislaid. In '78, Ecclestone's red Brabham-Alfas dominated qualifying at Paul Ricard, John Watson ahead. The cars and the team were immaculate – just as Le Castellet is today now that Ecclestone has transformed it. You walk into the garage – the split-level garage, with sound-proofed glass viewing area at the back – and you wonder whether the flat-screen monitors built into the

ceiling are standard-issue Ecclestone or recently designed Ron Dennis.

They are Ecclestone. And, when you look at the grassed area by the signalling wall, turfed by original seed from Biggin Hill (Ecclestone's TV base), and the massive restaurant-paddock club and the original, late-'60s Paul Ricard lettering, you can see where Ecclestone gains the power to criticise Silverstone or Imola or Spa. Next to Le Castellet, one has to say, these circuits are indeed a shambles.

Nothing is perfect, though, as McLaren-Mercedes are learning in this three-day, three-car, pre-Melbourne test. Ricard's track surface is so smooth that it is virtually unabrasive; it is smoother even than the surface of Magny-Cours. So a 'roughing-up' process will soon be employed. In the meantime, in the coldness of a February ▶





(Opposite) Putting the final touches to the car before a run on-track; (left) Phil Prew, DC's race engineer; (right and below) DC and our man Peter Windsor tuck in to a hearty meal while flying home to the UK



'I'M PRETTY DEMANDING TO LIVE WITH: I LIKE EVERYTHING TO BE LOGICAL'

Thursday, tyre grip is at a minimum.

DC is in his familiar, tightly tailored overalls, heading towards his motorhome. He uses a motorhome at tests because he can stay at the track late and not feel the effects the next morning. He can also surround himself with everything that makes him comfortable – gym equipment, massage table (he employs a fitness trainer/masseur), sound system, large-screen TV, DVDs, home cooking...

He is awaiting the results of an engine check and has 45 minutes or so to spare. On the table sits a mini laptop (wireless). Apart from that... nothing. Everything is in its place.

The initial talk, of course, is about the new FIA rule changes; it always is. DC adopts the inevitable stance: what is the point of making too big a deal about new rules with which he may disagree? They're going to happen anyway and he's still going to be out there, pushing hard to win.

So I change the subject to fitness. Has DC changed his regime in any way over the winter?

"Yes. I'm not doing quite so much upper body weight training, which means that I'm a little bit lighter."

"I guess that McLaren's finally getting power steering means that you can do with less muscle," I joke.

"Exactly," he says, seriously. "I've been concentrating a lot on cardio-vascular work. Most mornings I do about two hours of c/v, then stretching, then lunch and then weights in the afternoon. I feel

great. I don't think I've ever been stronger in terms of stamina and resistance."

Darren passes on a rumour he's heard about Michael working on a new fitness programme that is specifically designed to combat the strains of one-lap qualifying.

"It's a mental thing more than anything else," says David, thinking about it. "You know, it's amazing – I don't know if I'm abnormal like this or something – but I just think about racing virtually all the time. I'm constantly imagining in my head what's going to happen at certain circuits, at certain times, in certain situations. I spent a lot of the winter thinking about one-lap qualifying, about the build-up to it and so forth. Whether or not it's the right thing is irrelevant. It's there and we have to make it work."

DC lives a compact life, tailored to the rigours of F1 testing, racing and promotional work. His prime base is an apartment in Monte Carlo (a few minutes' walk from the Columbus Hotel, which he co-owns) but he also has a flat in London (little-used this winter) and a renovated house in the Swiss ski resort of Villars-sur-Ollon. He loves the mountain air in both winter and summer; he has enjoyed the restoration work, too.

"What are your passions – aside, of course, from racing?" asks Darren. DC thinks before replying – wondering, we guess, if he does indeed allow himself the luxury of other passions like soccer (Michael Schumacher), model trains (Riccardo Patrese) or developing wines (Jarno Trulli).

"Well, I suppose the other things that I'm passionate about are the people in my life," he says, reminding us again of his depth and sincerity. "I'm probably pretty demanding to live with, because I like everything to be right, to be logical, and certainly, so far as my relationships are concerned, I've been blessed to have been with some wonderful people. Simone, my girlfriend, is very tolerant and very understanding. It's great having her at tests or races because she doesn't get too involved and we can enjoy the little bit of spare time that I might have in the evenings."

"And I love learning and understanding about new cultures [Simone is Brazilian]. I spent New Year in Brazil so I was able to meet new people and be in a completely different environment. It's very refreshing."

"Apart from that, you know, I'm struggling to think about anything else. I like music, I read... but really, my whole life is F1, my friends and my family. I watch other sports on TV, but I'm not obsessed by anything."

David receives the nod and returns to the garage, adjusting his overalls.

"So you don't subscribe to the Jacques Villeneuve baggy-overall theory," I say.

"Absolutely not," says David seriously. "I don't understand that. To me, it's important to have everything as tightly fitting in the cockpit as possible. I just can't imagine having all that excess material folded under the belts and stuff. My overalls are so tight that they actually pull on my neck when I'm standing up. That's why I sometimes look a bit tense on the podium, I guess..." ▶

DC AT RICARD

'YOU CAN FOLLOW DC'S LAP BY THE SOUNDS, FOR HE IS ALONE ON THE CIRCUIT'

(Left) Paul Ricard is free from grandstands, enabling McLaren to test in private, free from the attentions of spectators; (below) DC and Windsor set off for home in Coulthard's private jet

The head and neck restraining device is fitted ("It's much more comfortable with the new double-strap system; it was about this that I had my one and only conversation with Michael over the winter. It was just after he'd put the Ferrari in the wall during his first test at Barcelona. I couldn't resist asking him if he had been feeling a bit rusty!") and DC emerges with the interim '02-03 McLaren into the watery sunshine. It's still freezing.

This is what will soon become a typical top-team test session: three cars (Alex Wurz, Kimi Raikkonen and DC), nine support trucks, 84 people and three days of non-stop running. Or theoretical non-stop running. Things break, things happen and, inevitably, there is a lot of standing around.

Not now, though. DC is out on the Ricard circuit, weaving the silver car through the back straight's chicane, feathering through

Signes and diving into the loop in very high fifth. You can follow his lap by the sounds, for he is alone on a circuit devoid of spectators – not one! – and grandstands. It is the ultimate testing landscape: technology, pure and simple.

Back in the garage, he calls me over to the car. "If you can," he says through muffled lips, "get out to the loop. It's pretty impressive..."

I borrow a scooter and zap over to the loop, eyes watering in the ice-cold air. They've built earth banks and fences around the outside of the circuit now, but eventually I find a gap and run to the top of the bank, excited again to see one of the greatest corners in racing. A very fast entry leads to an ever-tightening corner. This is double-apex motoring at its best.

The McLaren streaks through Signes in seventh and then bursts into view in front

of me, almost head-on. DC brakes for a millisecond, turns in and grabs fifth all at once. The ferocity of the movement is breathtaking. It's almost as if you can hear the grip of the tyres as they are loaded up with something in the region of 3.5g. Into the tighter right, now in fourth, the car shimmers a little on a bump and runs wide with a hint of understeer.

A security guard appears at my right, ordering me to leave. I ask him for a little more time. He radios his boss, nods reluctantly and waits for me in a car, engine running. Again DC bursts into view. Again the brutal force of high-speed corner entry. Again, braking hard, the trace of understeer.

Later, showered and changed, suitcase and briefcase at the ready, DC's eyes light up. "I love that corner. That, to me, is what F1 cars are all about. The nearest thing to the loop is Turn One at Suzuka – and that's ▶

ONE
AIM

Watch us.



TOYOTA

www.toyota-f1.com



DC AT RICARD

'WHEN THE CAR IS SET UP FOR A ONE-LAP BURST... THAT'S VERY SATISFYING'

(Right) Even when he's not driving, DC is gathering as much data about the car as he can, thinking ahead to the next improvement he can try; (below) complete relaxation is out of the question



a great corner, as well. When you can really push an F1 car to the limit, and when the car is set up for the ultimate one-lap burst – that's very, very satisfying. I think it would be a shame if we were to lose that from qualifying..."

And, with that, we are off, driving to the nearby airstrip for a flight back to London in his leased Embraer (Brazilian 12-seat executive jet). He has invited many of the Fleet Street press to lunch the next day, even though he knows that the gesture will probably again backfire on him. Regardless, he feels that it's the right thing to do.

In reality, of course, DC doesn't need to justify his position near the top of F1. By the end of '02, he had won 12 races; and, in the most recent of those, he had outtraced Michael Schumacher to victory at Monaco. Apart from Rubens Barrichello, no other driver beat Michael into second place in '02.

More significantly, Monaco also marked the end of an era for David Coulthard. He had been both right-foot and left-foot braking until that race – right-foot braking because that was what he has always done and left-footing because this was something he knew he must embrace. There are certain corners – Turn Seven at Barcelona and Turn One at Suzuka being good examples – where left-foot braking can definitely be used to advantage.

In Monaco qualifying, DC worked both feet on the brake, as was his custom. On the race's installation lap, however – literally, a few minutes before the start – he changed his mind. Following Montoya into Casino Square, and thinking about all of the ways you could put a wheel off-line, or brake a fraction too late, he decided for the race to brake only with his right foot – for safety's sake. It was what he knew best.

It was a great call, of course – and it was also a catharsis. With Monaco out of the way, he resolved thereafter to brake only with his left foot. He drove some great races in '02, often running longest on the heaviest fuel in the first race stints; and, at season's end, he outqualified team-mate (and left-foot specialist) Raikkonen at Suzuka by the margin of 0.109 seconds. The transition was complete.

DC still doesn't like a car that is 'pointy' on entry, forcing him to have to concentrate on flick-oversteer when instead he should be crushing the outside front sidewall into an early apex, but he has come to expect nothing more. It is probably the nature of the Michelins on which he drives. And, as he showed at Le Castellet – at the HTTT(!), where the spirit lives on – no handling traits, or corners, are now ever going to phase him. 1



STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS

amberlounge

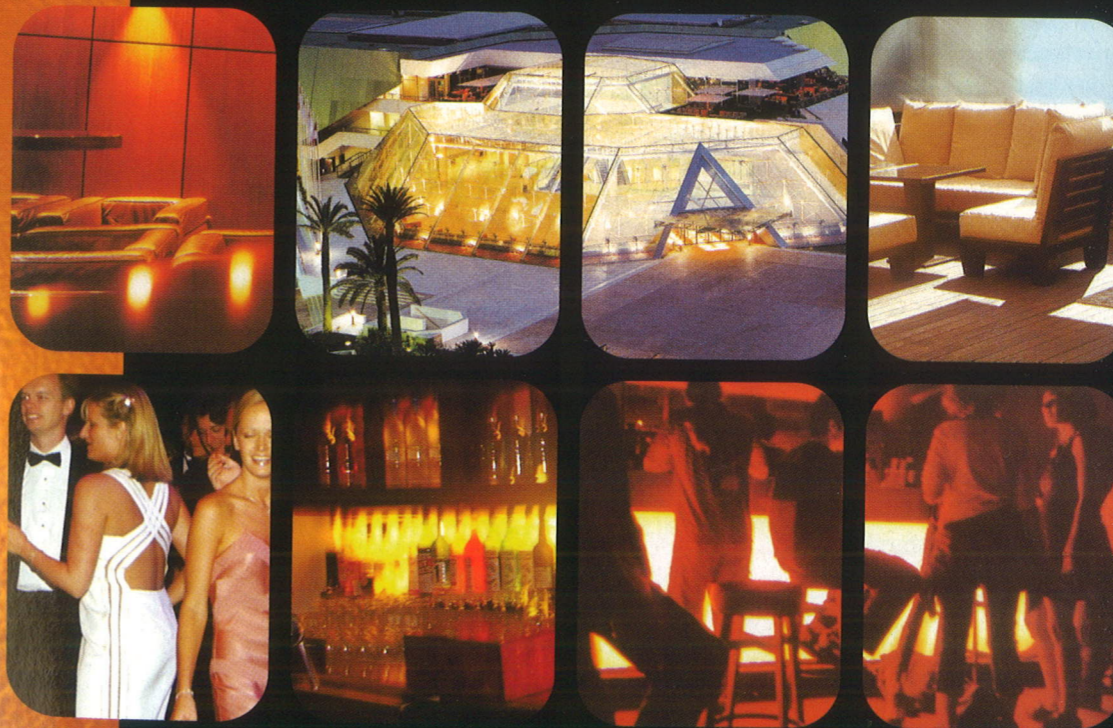
The cool new nightlife experience at the Monaco GP

'VIP tables include unlimited Veuve Clicquot Champagne and spirits served by the bottle'



"Normally after the Monaco Grand Prix I have a massive party on my yacht, but this year I'm having it in Amber Lounge instead"

Eddie Irvine, 2002 Jaguar F1 driver



10pm - 5am • Friday • Saturday • Sunday • Monaco GP 2003

Reserve your table now to guarantee entry

Reservations and enquiries
Tel: +377 97 77 16 34 / +44 7889 771 929 Fax: +377 97 77 16 85
E-mail: sales@amber-lounge.com Web: www.amber-lounge.com

DRIVER: FERRARI

Rubens Barrichello

On swimming and fitness, Ferrari's 2003 challengers and winning the title

What did you do over the winter?

I was in Brazil – so it was summer for me. I relaxed with my family and recharged my batteries. I also worked hard on my fitness and entered a triathlon, in which I finished 63rd out of 600, which was pretty good.

Which triathlon discipline was hardest?

I hadn't swum since I was seven years old, when I remember my father telling me that I could stop swimming if I wanted. I stopped because I hated it. The next time I swam was this winter, and I had just four weeks in which to practise prior to the event. But I got into a good rhythm pretty quickly.

How has the training benefited you?

The swimming has helped my breathing in the car, in that it's more controlled. But I'm also fitter than I have ever been in my career and have lost some weight. It was the swimming that took the weight off, and I was able to jump straight into the car after a couple of months away and be physically conditioned immediately. From day one I had no problems with my neck.

This is your 11th season in F1. Are you still improving as a driver?

I view my seven years prior to Ferrari as a different life. Until I arrived at Ferrari I had no idea how far I could push myself. I've always been a quick driver, but it's only since I've been at Ferrari that I have gone onto another level, which is the level of Michael [Schumacher].

What is different about Michael?

He knows *exactly* what he wants from the car, whereas I've worked so much with bad cars that there came a point when I'd say, "That's it. I can't improve the car any more." I've learned from him, but he doesn't come to me and tell me what to do. He never stops trying to improve the car. He doesn't accept that it can't be better; there are *no* limits. Even if he likes the car on Saturday morning, he still thinks he can really improve it before qualifying. There are more things to try out.

How do you get on with him?

We get along fine. To begin with I worried that he got preferential treatment – but, when I relaxed a bit, things became a lot better. The team want both drivers to do well. Sure,

Michael has been here longer and deserves every bit of respect he gets from the team. But he respects me. For example, during the winter, when we were testing separately, he seemed almost more interested in how I was getting on than in anything he was doing.

Do the new rules suit you?

I don't know if they *suit* me, but I *like* them! And, when you like something, there's a greater chance that you'll perform well.

Apart from you, who will be Michael's biggest challengers this year?

It's difficult to say too much after just one race, and I think tyres will be a big factor this year. If McLaren's new car is as good as everyone tells me it'll be, then I expect Kimi Raikkonen to be very strong. David Coulthard also, but Kimi will be closest. Above all else, what we must do this year is concentrate on ourselves – in terms of tyres, engine and set-up.

Did F2002 improve much this winter?

We tested a lot, but we didn't put together the best of what we've got until Melbourne. I'd say that from the way we finished last year, and the way we started this year, the car is still good enough to stay ahead.

Is 2003 your best chance yet?

I don't think I'll finish this life without winning the championship. We're already at a very high level at Ferrari – and the car is fantastic, so I have a very good chance. I'm very, very motivated and am testing more than ever. My personal life is going fantastically well –

thank God – and my attitude is that if I have a bad race and retire, or don't finish in the points, it doesn't matter. It won't change much. I'll remain motivated.

Will Ferrari allow you to win the title?

I think so, but it will only happen if everything comes together for me. Don't forget that Michael finished on the podium in every race last year, which is a truly phenomenal record. Ferrari respect me, and I think the way I behaved in Austria last year was a big step forward in everyone's perception of me. I think I've grown up in their minds.

How much influence did you have on Felipe Massa's coming to Ferrari?

None whatsoever; he earned the testing drive himself. I had a lot to do with Luciano Burti's coming here last year, but not Felipe's. I'd be happier for Felipe if he were racing this year; I think he deserved to race after the year he had in '02 with Sauber. But, for his career, it will be fantastic for him to be alongside people like Michael and a winning team.

Will Formula 1 miss Eddie Irvine?

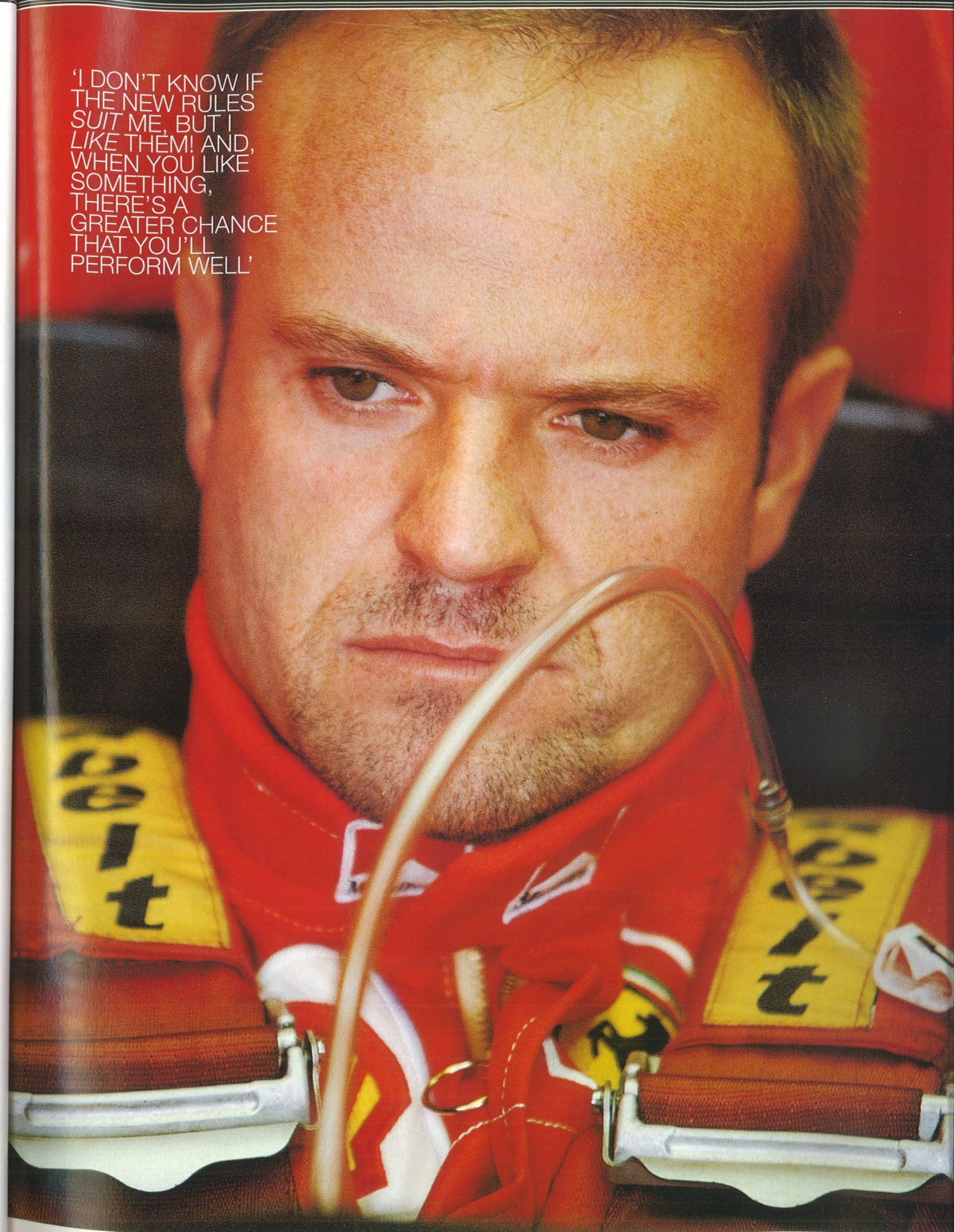
As his team-mate [at Jordan in '94 and '95], I always felt I was quicker than him. I think he thought he was a better driver than he actually was. People say that F1 will miss his character, but I don't think that's the case. You can't say, as he did at the end of last year, that everyone at Jaguar was an idiot. There were people there who gave up their lives to him so that he could go racing. People will forget about Eddie very quickly. 1



(Far right) Rubens isn't sure whether the new rules suit him especially, but he likes them. So he's confident of more frequently beating Michael (right) this year

LAT ARCHIVE; CLIVE MASON/SPORT

'I DON'T KNOW IF THE NEW RULES SUIT ME, BUT I LIKE THEM! AND, WHEN YOU LIKE SOMETHING, THERE'S A GREATER CHANCE THAT YOU'LL PERFORM WELL'



THE **LONG** INTERVIEW



(Prancing) horse sense

Doted upon by Ferrari's senior managers for winning. Vilified by press and public for 'Austria-gate'. So, Mr Todt, how are you doing?

Interview by Stéphane Samson; photographs by Philippe Martelli/Sport-Auto

People in Formula 1 are familiar with Jean Todt the mover and shaker (opposite), but very few are permitted to see the man behind the steely facade (below, contemplating the infinite). Todt says that this is his way of protecting himself from the press: "They can write what they want," he says. "They can and do"



The crew have closed the door. The jet, a brand new Piaggio, is taking us from Bologna to London. It's the end of the day. Snow is falling, but the leather armchairs and thick carpet soon warm up the atmosphere. Boarding formalities were kept to a minimum: we were escorted onto the Tarmac as soon

as we arrived at Marconi Airport. Here we are now, alone. Jean Todt and me. No meetings, no phone, no excuses. A plane is the perfect setting for a long interview, as if a 'do not disturb' sign were displayed on my Dictaphone. Jean puts on his glasses and looks over some files while tucking into sandwiches and fresh fruit. ▶

ON THE TODT

StS: Worried, Jean?
JT: [Smiling] Yes, as always...
StS: But the F2003-GA seemed promising from the start. It beat the track record on its first day at Fiorano – pretty good stuff.
JT: We haven't lined it up on the grid yet, so there's still a doubt. You know, most observers think Ferrari can just click their fingers and a good car will appear. For us to be dominant again would be looked upon as normal, in the order of things. But, in actual fact, I can't tell you how much the team question themselves, try to keep their feet on the ground, work hard. We're always taking risks. When I saw some team principals bragging before we'd even had the first race, I couldn't believe them. I just can't understand such optimism.
Jean puts his hand in his pocket and fiddles with a tiny wooden box.
StS: Would it be rude to ask what that is?
JT: I'm pretty superstitious and I want to be able to touch wood when I feel the need. So I had this box made – I put my sweeteners in it – and I'm rarely without it.
StS: Even in 2002 when the titles were in the bag, you couldn't relax...
JT: True enough. We couldn't lift the

'EVEN WHEN I'M ON THE PODIUM, PART OF MY MIND IS THINKING ABOUT THE NEXT RACE. I NEVER SWITCH OFF'

pressure. First, we wanted Rubens to get second place in the drivers' championship. Once we'd secured that, we remained very serious, kept the same approach. I did once surprise myself as I stood on the pitwall by saying, "It doesn't matter now if something goes wrong. We're already champions." But I still couldn't relax. Not good for my heart! But what I'm doing is taking on all the pressure now. I will forget it all completely in a few years.
StS: Couldn't you have been enjoying yourself at the end of '02?
JT: It's not in my character. I just can't do things at 80 per cent. Everything has to be done properly. The race team has its way of working at Ferrari, and taking it easy would have disturbed everyone.
StS: So are you ever fully relaxed?
JT: I often say that if you want to know how I feel, just take a look at where Ferrari are in the world championship. After the health of my loved ones, this is the most important thing to me. But to answer your question: no, I don't think I've been 100 per cent relaxed for years now. Even when I'm looking at the podium, celebrating, part of my mind is thinking about the next race, about the battles ahead. That said, the moment between a win and the next morning is the most enjoyable of all. I'm almost carefree then!
StS: Is that the price that has to be paid if you want to win in Formula 1?
JT: I don't know. Let's say it's *my* way. I never give myself a break. On the other hand, if the marriage lasts, then there's

"Outward displays of emotion are forbidden," says Todt of the rigours of representing a company. "But sometimes you just can't help yourself." That's his excuse note (right). He's an astute politician, and has the ear of Formula 1's most senior figures, such as FIA president Max Mosley (below)



something in it for everyone, I suppose.
The plane soars higher. Night has fallen over Emilia Romagna. Jean settles into his seat. You can see that leaving the office to attend an FIA meeting is something he could have done without. His tone is always somewhat hesitant as he looks for the best possible way of expressing himself. Jean pays a great deal of attention to everything he says. And he remembers all. Now his mistrust, ever present, does gently recede.
StS: Do Ferrari still hold magic for you?
JT: Of course, but you do have to forget it as soon as you pass the door. To be successful, this team needs to be managed as any other company. That's the secret. You can think about what Ferrari represent and about how lucky you are... but only after you've done what you had to.
StS: There was life before Ferrari. What was yours like? As a child, were you the type who just had to read every magazine there was on motorsport?
JT: My passion for cars began when I was a teenager. As a passionate fan of what was happening at the time, I tried to stay informed. More than anything, what F1 did



for me was to make me dream. I especially admired Jim Clark and Dan Gurney. I could see myself working in the sport. All this was well before I even had my driving licence.
StS: Can you remember any feats of arms?
JT: I stole my dad's Mini Cooper in '65 so that I could take part in a rally with a friend whose driving skills I admired...
StS: So was it already clear at that point that you were going to make a career of it?
JT: I was already hoping that cars would be my life. But, at the same time, I was realistic and I knew that it wasn't going to be easy. I met some people, and began to forge links. Life is all about taking opportunities. And then fate came knocking on my door. I set off with a group of friends to go and watch the Cévennes Rally. One of the best French drivers, Guy Chasseuil, discovered that his usual co-driver had fallen ill. He needed a replacement. I gave it a shot. I got into the car and familiarised myself with the notes, with the role of the professional co-driver. It all went really well, and so I just carried on.
StS: You were already very determined...
JT: I'd already set myself an age limit. If, by the time I was 30-35, I couldn't prove myself in motorsport, I'd give up and turn my attention elsewhere. By '81 at the latest, I

Todt (above) got used to checking over his shoulder at an early age when at the wheel of a motor – he ran off with his dad's Mini Cooper to participate in his first rally aged 21

needed to have made great strides forward.
StS: What was the ultimate goal?
JT: To be an F1 driver. I thought that being a co-driver would help to make it. I had good skills behind the wheel... although I was perhaps sometimes a little too optimistic, impulsive. I was ambitious. But I quickly gave up wanting to be a driver.
StS: Why was that?
JT: I had to make a choice between carrying on as a co-driver or starting a driver's career in Formula France. I chose to continue putting in the effort to my co-driver role as I wanted to build up real experience and start to get involved with the organisational side of things. All for the sake of learning. That was when I set myself the goal of joining a big constructor to manage one of their racing departments.
StS: Before you reached 35?
JT: Precisely.
StS: Your father was a doctor. What did he think of your career path?
JT: He was horrified. We were very close. And there were plenty of accidents at that time. For him it was a nightmare knowing that I was out there in the big wide world, in such a dangerous sport. Then again, even though he didn't have much money, my

father did everything he could to help his children. I had a roof over my head, food in the fridge and some money to spend. But there was always the future to worry about; contracts were usually signed on an annual basis so there was no way of knowing how things were going to turn out next season.
StS: And rallying is where your organising talents worked wonders...
JT: I organised quite a few events, including the Tour de France with Matra in '70 and the Tour of South America with Mercedes in '77. I was also chosen by the drivers to be their representative at FISA. There was already that vocation to manage a team somewhere in me. I was anxious not to be a co-driver all my life. And in '81 I just managed to satisfy the time limit I'd set for myself. I was made manager of Peugeot's racing department. I had to start from scratch. It was thrilling.
StS: Is it true that you are a mental arithmetic whizz?
JT: I've never used a calculator. I learned to count in one day when I was six and I've always loved figures.
StS: Why did you leave Peugeot?
JT: After more than 15 years on board, it was my ambition to make my career with Peugeot. After having won in rally, rally- ▶

INSET: LAT ARCHIVE



raid and sportscars, I suggested an F1 package, underlining that getting involved in the sport with Peugeot's own car was the best option. But I didn't want to look after this programme myself. I also wanted to have other duties within the group. It didn't happen, and I felt free to change employer.

StS: Was Ferrari's the only offer that could have made you stay in motorsport in '93?

JT: Yes. There was the team's prestige, and the challenge to face. Plus all the people around me telling me that I'd never pull it off. At the time, I had other offers in a different area that I was planning to accept.

StS: In what area?

JT: It's of no interest...

By this time, we must be flying over Switzerland. An atmosphere of trust has imbued the small cabin. Time to move on to more personal matters. Jean is always reluctant to speak about himself. Maybe now's the time to change all that.

StS: Do you recall your first day at Ferrari?

JT: Yes. I didn't start out at Maranello. I began at Magny-Cours on July 1 '93. It was the Thursday before a race weekend, so I went straight in at the deep end. I only got to my office on July 5.

StS: What did you feel like the first time you

closed the door of that office and had to get down to work?

JT: I started by making a list of the staff structure, of the resources we had. I did lots of listening and gradually understood what the situation was. Pretty soon I knew what stage Ferrari were at. I came up with an idea for a remedy... quickly. But it took time to put these measures into effect. I had to manage the day-to-day running of things and the team that we had then, while at the same time getting going on a programme to get us out of the crisis. Busy schedule.

StS: Was the team really in as sorry a state as people said they were at the time?

JT: I don't want to talk about that, out of respect for the company. The facts are there. All you need to do is take a look at the number of points that Ferrari were scoring then and the number we do now. I have nothing else to say on the matter.

StS: Unlike Ron Dennis [of McLaren] or Frank Williams, you're not running a team that belongs to you. But you're devoted to it.

JT: I want every Gestione Sportiva staff member to act as if the whole business belonged to him.

StS: Is it true that you check that all the lights have been turned off when you leave?

(Above) Michael Schumacher is very much the star at Ferrari, not Rubens Barrichello (right of picture) or even the architect of their recent success, Jean Todt (left of picture). Todt says that being with the Scuderia has taught him "the value of humility"

JT: Yes, it is – but my job is a little more complicated than that!

StS: You often say you no longer "belong to" yourself. What do you mean by that?

JT: I mean that my fate is *entirely* linked to Ferrari's. I couldn't leave the team in some fit of pique if I felt like it. What I'm managing needs me. No-one is irreplaceable, of course, but I can't just leave 800 people with no-one in charge and think only of myself. We all believe in the team, and we can't let each other down.

StS: Is that why you still don't know exactly when you'll step down from your position?

JT: Partly, yes.

StS: What was the first really high point after you took over at Ferrari?

JT: Hockenheim '94, when Gerhard [Berger] won after an almighty tussle with Michael [Schumacher]. At that moment I said to myself that, come what may, I'll still have been the boss of the Scuderia and scored a win for Ferrari.

StS: Why have you hung a photo of every one of your Ferrari wins in your office?

JT: The first win was so hard to achieve that I put a picture on the wall. It was *such* a relief. Same thing for the second win. And for the third etc. It's now a pleasant habit.

ON THE TODT



Success eluded Todt at Ferrari for a year, then Gerhard Berger took a storming win at the German GP in '94 (left); though publicity-shy, Todt understands the value of cultivating support (below), on walkabout with Ferrari boss Luca Montezemolo, champion Michael Schumacher and test drivers Luciano Burti and Luca Badoer

StS: After almost 10 years of success with Ferrari, do you still think that the door is a revolving one?

JT: I hold the record for longest service in the post, but it doesn't mean I own it. One of the reasons that I've never comfortably fitted out my company house in Italy is partly down to a kind of uncertainty. The other reason is that I think I don't need luxury to do a good job. It would have been different had my family been there with me.

This is classic Jean Todt. Never taking anything for granted. Always having doubts.

StS: How would you define your method?

JT: In F1, and in life in general, you mustn't have methods. You need principles. Striving for excellence, humility and honesty are some of the principles that I hold dear. As a rule, F1 doesn't have many principles. There are far too many navel-gazers. I'm lucky enough to be surrounded by people who have a lot in common with me, even though they come from different backgrounds. They also have their feet on the ground. I'm aware of real values and I know what the world is like outside F1.

StS: Yet people think of you as the big bad wolf, willing to do anything to win...

JT: I'm the exact opposite. I tend to put my trust in people straight away, and I'm sometimes disappointed. Still, when that

does happen, my anger matches my original kindness. I have a good memory. And I bear grudges.

StS: You're sometimes quite demanding with your staff...

JT: I expect a lot. I simply won't tolerate people doing things only half right, or taking it easy. On the other hand, I can be very lenient with those who give a lot of themselves. I reckon I'm a fair boss, a boss who listens. I'm like the duty fireman – constantly putting out fires and making sure people can work in the best conditions possible. My door is open to all Gestione Sportiva staff. I even meet every one of our new recruits personally. I set a lot of store by paying people attention, and I try to do so as much as possible.

StS: Have you called a ceasefire in your anti-tattoo/anti-five-o'clock-shadow war?

JT: I don't care about tattoos. Stubble? I used to be shocked by it a few years back, but now I accept it. I'm becoming more tolerant with age...

StS: Are you proud of what you've achieved with Ferrari?

JT: I am. But it's the way success has been achieved that *really* makes me happy, rather than the titles or wins themselves. I can look at myself in the mirror without blushing. I have nothing to beat myself up over and that's the most important thing.

StS: But success also means not pleasing all of the people all of the time. How do you cope with the criticism, the unfriendly press and the blame?

JT: Very few people know me. The question that should be asked is whether I do a lot to show my true colours. The answer is 'no'. My attitude is a studied one. It may be wrong, but that's the way I am. Sometimes I

'SLANDER IS AN UTTERLY UNBEARABLE EVIL, BUT ONE THAT I EXPECT AND CAN EASILY COPE WITH'

make as few allowances as I possibly can. It's paradoxical, I know, because the work I do with the team is based on compromise. But I won't tolerate it with the press.

StS: Why is that?

JT: There's no point. It's another way of protecting myself and giving myself over to what I think of as important. The press can write whatever they want. I'm not sure that they're always right, but they can and do. My reply is to be indifferent to them.

StS: Do we see the real you on the podium?

JT: The important thing when you're representing a company is not to do stupid things. You have to be in control in all circumstances. Outward displays of emotion are forbidden. But sometimes, just for a moment, you can't help yourself. You forget your shyness, throw off your mask. It's not a weakness; it's just letting yourself go a bit. Yes, it's true, I do show a bit more of myself on those occasions.

StS: I can't believe that you're indifferent to what's said about you...

JT: Slander is an utterly unbearable evil, but one that I expect and can easily cope with.

StS: Were you hurt by the criticism over Michael's win in Austria last year?

JT: I can't say Austria was the best-managed affair in the world, but the reactions were out of all proportion.

StS: Ferrari are an easy target, of course... ▶





‘IF FERRARI LEFT F1 TOMORROW, THE CHAMPIONSHIP WOULD BECOME ‘F3000 DELUXE’. IT’S WAKE-UP TIME’

JT: What I know is that nobody 10 years ago thought that Ferrari were capable of winning. And then we became successful. The paddock immediately put these wins down to ‘kind’ circumstances, to luck or to cheating. People were annoyed with Ferrari for coming back to the top level, for being a *real* team, without the scandals and the internal divisions. They wanted to find fault. **StS:** Ferrari have been held responsible – through their domination in recent seasons – for falling audiences and the so-called crisis in F1. Is that the case? **JT:** People have to open their eyes. There is no crisis in F1. The world is in recession, and F1 is affected, which isn’t the same thing. If the championship becomes less interesting because one team are dominant, of course audiences are going to fall. But you have to analyse it correctly. We’re

perfectly willing to reduce costs because that needs to happen. But that’s got nothing to do with our domination in ‘02. It’s down to the global economic climate. **StS:** So have you *never* thought that the measures being taken – the new regs – were intended to make the sport more ‘interesting’ while reining Ferrari in? **JT:** Of course all the measures taken are designed to affect Ferrari more than the other teams! When it boils down to it, are we really likely to want any changes at the moment? No. But we were one of the teams giving the FIA most suggestions. It would be wrong to think only of our own interests. Ferrari and F1 are very closely linked, after all – and without the other, neither would have had the success that they have had. There’s just no point deceiving yourself. If Ferrari left F1 tomorrow, the championship would become ‘Formula 3000 deluxe’. Ferrari are vital to F1’s success, and everyone benefits from that. If some teams hadn’t beaten us when they won their championships, their success would have gone less noticed. People had got used to seeing Ferrari competing but not winning... and they seemed to like it. Now, though, it’s wake-up time.

(Above) Where Ferrari folk go... the tifosi follow. Ferrari’s fans have an extraordinarily passionate love for the Scuderia, which can make life difficult for people like Todt when things are going wrong (as they so often were before he arrived)

StS: One last question on the new regulations. Are you still going to apply team orders, which are now forbidden? **JT:** We’re not involved in racing for the benefit of Messrs Schumacher and Barrichello. Ferrari as a company have their own interests, and these interests take pride of place. *Okay, that’s enough about Ferrari and the House of the Reds. Let’s move on to the human relationships at the heart of this most unusual of set-ups, starting with one evocative name – Michael Schumacher.* **StS:** Lots has been written about your relationship with Michael... **JT:** Let’s say that the most obvious things *can’t* be explained. I don’t need to describe what connects me to Michael. We have the same values. We’ve gone through moments of great import together. At the same time, we’re also very different. We complement and respect each other. **StS:** You’re always very discreet on the subject. Why’s that? **JT:** Do you need to think before breathing? **StS:** Michael is rather like you. He never shows his feelings. Do you feel that you understand him better than others do? **JT:** Not better than others, but as well as

the other people who know him do. Michael is really shy and is always surprised by the enthusiasm his appearance arouses. He needs to feel comforted by those around him. And, like everyone else, he has his doubts. I find him captivating. He can demonstrate incredible maturity and 10 minutes later be behaving like a big kid. **StS:** What about Rubens? **JT:** Rubens has given us a lot – but then Ferrari have done a great deal for him, too. I think he’s developed into a very competitive racing driver. Sometimes we tend to see

(Below) Todt and Schumacher have developed an almost fraternal bond based on shared values and experiences – to the envy of many in the paddock

only the downsides of a situation and complain over trifles. When you eat caviar every day, you might complain when you’re having to settle for crumbs. But the unusual situation is the first one, not the second. Also, Rubens has opened his eyes. I’ve got plenty of respect for him because he’s been able to cope with plenty of very difficult situations. You need to be mentally tough at times like those. **StS:** So... you’re now looking after both Ferrari’s and Maserati’s destinies in global competitive motorsport sport. And yet

you’re also a member of the company’s administrative council. What next? **JT:** I’m still 100 per cent committed to Ferrari – but I’m starting to get involved in non-car projects with doctors, professors and researchers. These are the heroes of modern times. I would like my popularity to help. It’s exciting to be involved in a project which will end up, I hope, with the setting up of a centre for research into the brain and spinal chord. I’m dedicating some of my leisure time to it. Maybe one day I’ll give even more. I don’t know when yet. **E**

> Jean’s career ‘arc’

Jean Todt began his racing career on the rough stuff, but always had his eye on greater things. Alan Henry charts this ambitious man’s rise and rise

1946 Born, February 25, Pierrefort, France, the son of a Polish Jew who escaped to France at the age of 17 and became a doctor
‘57-65 Is educated in Paris. Begins his competition career in his father’s Mini Cooper S, allowing a friend (Jean-Claude Lefebvre, later Peugeot racing PR) to drive while he navigates



1989: victory in the Paris-Dakar



1980: Todt’s last co-drive hurrah

‘66 Partners Guy Chasseuil in an NSU after which he briefly turns his hand to driving before realising that his real talents for organisation are best suited to the co-driver’s chair
‘69 Starts competing internationally in a Ford Capri with Jean-Francois Piot
‘70 Wins Tour de France in Matra 650 with Patrick Depailler and Jean-Pierre Beltoise
‘71 Partners Jean-Pierre Nicolas to win the Portuguese rally, thereafter competing alongside Rauno Aaltonen and Ove Andersson
‘73 Finishes second in Monte Carlo rally, sharing Alpine Renault with Ove Andersson, followed by third in Safari rally in Peugeot 504 – again partnering Andersson

‘75 Becomes FISA representative and spokesman for the rally drivers
‘80 Partners Guy Frequelin at the wheel of a Sunbeam Lotus
‘81 Is asked by Jean Boillot, head of Automobiles Peugeot, to establish a new competitions department
‘82-83 Under his management, the team axe plans for an F1 programme which had originally been mooted in ‘79, when Jochen Neerpasch was planning to use a BMW-developed engine for the programme. Initiates the development of Peugeot 205 Turbo 16 rally car instead

‘84 Peugeot 205 Turbo 16 wins on debut outing in 1000 Lakes Rally, driven by Ari Vatanen
‘85-86 Peugeot dominate World Rally Championship with 16 wins over two seasons. Todt is made a Chevalier de la Legion d’Honneur, the French equivalent of a knighthood
‘87 After the FIA abruptly cancel Group B rallying following Henri Toivonen’s fatal crash (in a Lancia Delta) on the Tour de Corse in ‘86, Todt attempts legal action. He loses and switches the Peugeot team to ‘rally raid’ events
‘88 Exchanges incivilities with FIA president Jean-Marie Balestre, who mocks his ambitions and describes him as the ‘Napoleon of the Sands’. Todt’s response: he’d prefer that to being ‘the Emperor Bokassa of the Place de la Concorde’ (a pejorative reference to a French-backed African ruler of the time)
‘89 Becomes enveloped in more controversy when, in



1992: first of two Le Mans wins

a bid to stop his drivers racing one another across the desert, Todt settles the battle between Ari Vatanen and Jacky Ickx for victory in the Paris-Dakar epic on the toss of a coin
‘90 Masterminds the new Peugeot Group C assault on the sportscar championship
‘92 Peugeot 905 wins the Le Mans 24-hour race and world sportscar championship, earning Todt the Lion d’Honneur the following year after Peugeot deliver a one-two-three success at Le Mans
‘93 Switches to the Ferrari team as sporting director in July after the Peugeot board

turn down his plans to take the company into F1
‘94 Gerhard Berger wins German GP to score Ferrari’s first victory under Todt regime
‘96 Recruits Michael Schumacher and Eddie Irvine to the driver line-up, replacing Berger and Jean Alesi
‘97 Recruits Ross Brawn and Rory Byrne as technical director and chief designer
‘00-02 Presides over Ferrari’s first ever F1 world championship hat trick
‘02 Attracts criticism from large swathe of the F1 fraternity over team orders at the Austrian GP. Remains defiantly unapologetic



2003: launch of Ferrari F2003-GA

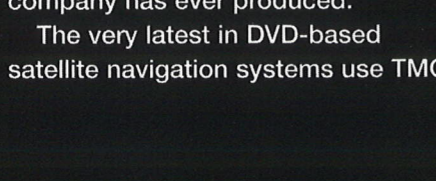
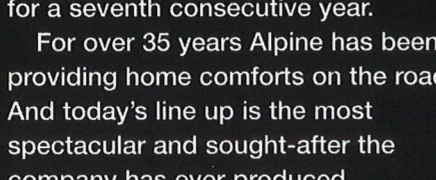
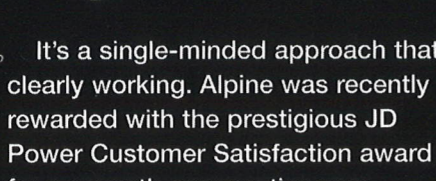


Living life to the full

Is your mobile environment as comfortable as your home? Alpine technology can make it so.

Life is all about providing the finest for yourself and your family. When you choose your car, that's at the forefront of your mind: you want comfort, safety and security.

But what would you give to add convenience and fun to that list? What would you give to have a car that dodged the jams and kept the kids entertained at the same time?



It's a single-minded approach that's clearly working. Alpine was recently rewarded with the prestigious JD Power Customer Satisfaction award for a seventh consecutive year.

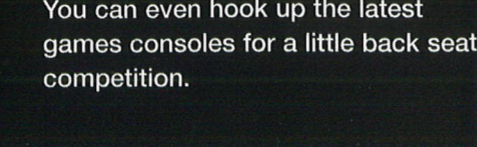
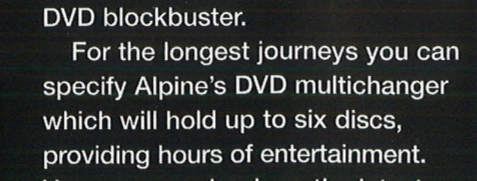
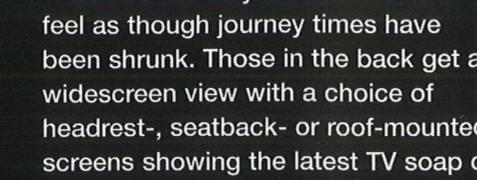
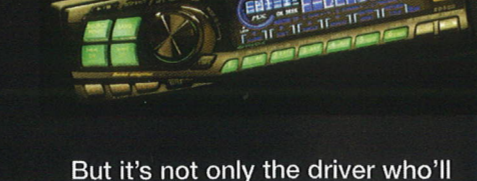
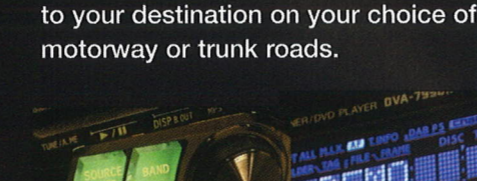
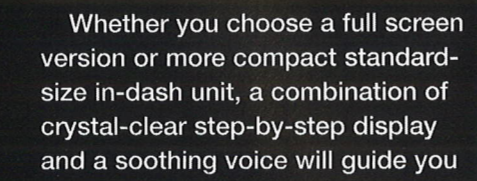
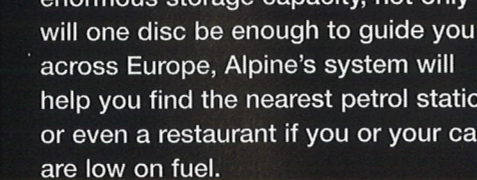
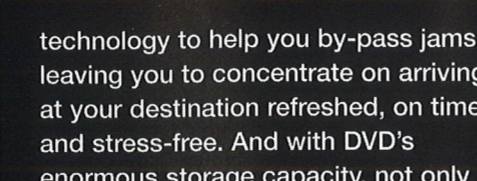
For over 35 years Alpine has been providing home comforts on the road. And today's line up is the most spectacular and sought-after the company has ever produced.

The very latest in DVD-based satellite navigation systems use TMC

Alpine can turn that dream into reality with a range of bespoke advanced in-car systems that make your home audio-visual system look distinctly old hat. From the very latest digital surround sound technology to intelligent navigation systems that detect and react to potential delays, Alpine can transform your journeys, making them easier, quicker and more enjoyable. For all the family.

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

Because Alpine is literally dedicated to car audio – it only deals in car products – the company can devote all its time and resources to the development of bespoke installations.



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

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

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

For the longest journeys you can specify Alpine's DVD multichanger which will hold up to six discs, providing hours of entertainment. You can even hook up the latest games consoles for a little back seat competition.



As you'd expect from Alpine, the sound quality aims to create audio-visual perfection. Recreate that multiplex experience with surround systems incorporating Dolby Digital, DTS and even the very latest Dolby Pro Logic 2 playing through Alpine's world-renowned speaker systems with dedicated power amplifiers and sub-woofers for added drama.



the internet, MP3 compatible players are available, too.

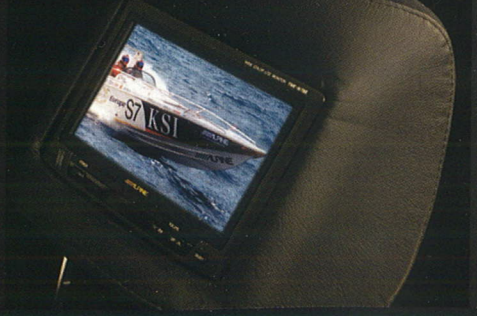
It's time to take the monotony out of your journeys and put a thrill back into motoring.

It's time to transform your driving pleasure with the finest multimedia systems you'll find on four wheels.

It's time for Alpine.



The technology doesn't stop there. Astonishingly detailed CD sound is available through single-slot head units or dash-controlled multichangers holding up to twelve discs. If you choose to download your sounds from



For more information on the Alpine range visit www.alpine-europe.com

To receive a list of events we will be attending, please e-mail us customer_enquiries@alpine-electronics.co.uk





Jarno relaxes at Le Gavroche, on London's Upper Brook Street. This elegant, expensive, Michelin-starred restaurant's dress code states that jackets must be worn – unless you're Mr Trulli, it seems...



When in London...

... one does as Londoners do. So, with Renault's Jarno Trulli newly resident in the UK (nearer to the factory, y' see), it seemed only proper that *F1 Racing* should give him a tour of the capital

Interview by Matt Bishop and Stéphane Samson; photographs by Antonio Petronzio

IN TOWN WITH JARNO



Matt Bishop: So tell me: when did you move to England?
Jarno Trulli: I've been living in Binfield [a village just outside Wokingham, in Berkshire] since August last year. I wanted to be between the Renault factory [at Enstone, in Oxfordshire] and Heathrow. I'm renting a flat in a big Georgian house. I didn't want to be in London or Oxford, because I like cycling and I didn't want to have to put my bike in the back of my car every time I wanted to go out for a ride. Also, Formula 1 is a very fast and intense life, and I wanted to be able to relax between races. The countryside is best for that.
Stéphane Samson: I was surprised when you decided to settle in England – because you're very close to your family [in Pescara, Italy], and Monaco [where Trulli lived previously] is much closer [to Pescara]. Has it been difficult, or lonely, for you?
JT: Funnily enough, London is actually closer to Pescara than Monaco, in a way – because there's a direct flight from Stansted to Pescara every day. And, as a result, my friends visit me in England far more often than they did when I was living in Monaco.
StS: Yes, but when you decided to move to England, you didn't know that flight existed, did you? So you *had* made a sacrifice, hadn't you?
JT: Yes, but I think F1 always makes you grow up earlier and quicker. It's not only a job, or a sport – it's a whole new life experience, too. You *have* to make big sacrifices. You

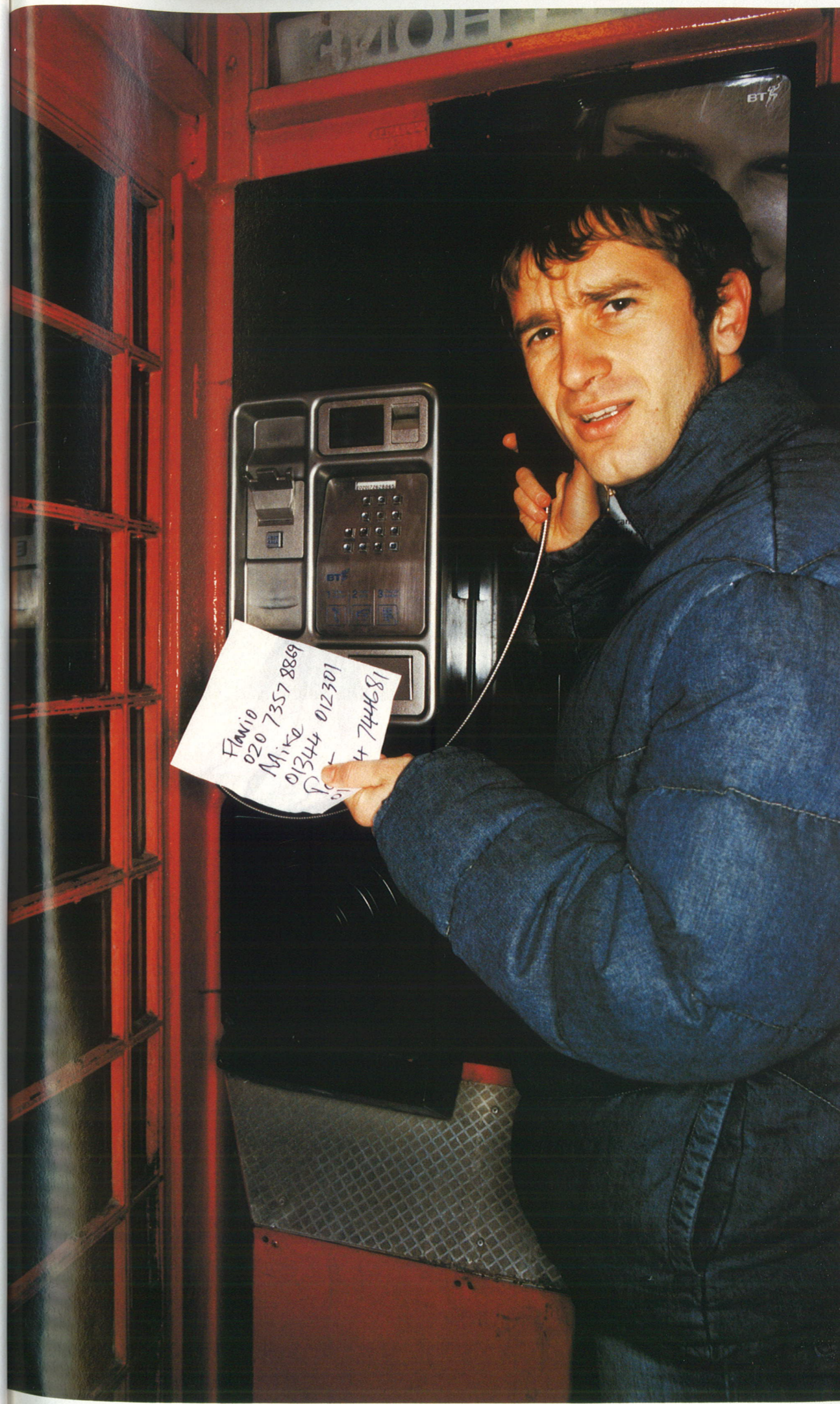
'F1 MAKES YOU GROW UP QUICKER. IT'S NOT ONLY A JOB OR A SPORT – IT'S A WHOLE NEW LIFE EXPERIENCE'

have to deal with different people, different cultures, different languages, different points of view. And you only ever make such sacrifices if you're 100 per cent committed to what you're doing. I believe that, with anything you really care about in life, you have to do the maximum to achieve it. But, at the end of the day, it doesn't actually matter if you achieve it or not; the important thing is that, when you finally retire, you don't have to look back and say, "Maybe I could have done better." You want to be able to say, "I tried everything." That way, there can be no excuses – and no regrets.
MB: To be able to do that, you have to be very honest with yourself...
JT: Yes, absolutely – very honest with yourself. Very hard on yourself, too. When I was living in Monaco, I had a flat by the beach – in a way it was just like Pescara. But when I left Prost and joined Jordan, and then Renault, I began thinking about moving to England – because, you know, I could work better with the engineers, the team, everything. But, yes, it's a sacrifice. The weather isn't what I'm used to, either!

MB: No beach!
JT: No beach, but my neighbours have been very nice to me from the start – and they didn't know who I was at first, by the way. My landlord – plus, downstairs, a couple of young Hungarians. Really nice people. So, at the moment, I feel very happy. At the moment, I prefer England to Monaco.
MB: But we're in London today, not Wokingham. Do you come to London frequently – or only on weekends when Barbara [Trulli's Italian girlfriend] visits?
JT: Mostly only when Barbara visits. To be honest, I'm not really into big, chaotic cities – and London is definitely one of those. London is *amazing*. It has everything: monuments, museums, pubs, nightclubs, *everything*. There's always something going on.
MB: You're not really a party animal, though, are you, Jarno?
JT: No, not really. Last Saturday, I went to a disco in Wokingham with my new Hungarian friends – but that doesn't happen very often. I prefer to stay at home and watch TV. Maybe cook a meal. I don't drink, you see.
MB: You don't drink at all?
JT: Maybe, sometimes, a glass of red wine.
StS: You once told me that, after you finish with F1, you'd like to have a big farm, with loads of animals, and have nothing more to do with F1.
JT: There are so many things to explore and experience in life. Once I retire – hopefully a long time from now – I want to spend a bit more time with my family and friends, yes. ▶

(Above, from left to right) Stéphane Samson, Jarno and Matt Bishop in the bar at Le Gavroche; (right) "Hi, Flav?" Jarno stops off in a Park Lane phone box for a quick call or two

INSET: LAT ARCHIVE



> Trulli's on-track brilliance: all down to technique

Jarno Trulli's tight, front-end driving style rewards cars with great brakes and turn-in. This allows him to be brilliantly quick into corners with an increasing radius. Suzuka's Turn One, for example – and to pass other cars down the inside when most drivers are still lining up their corner entry. At Monza last year, on a high fuel load and diving for early apices, he overtook eight cars in three laps; at Indianapolis it was a similar story. Oversteer, and the controlled use of wayward back ends, are not in his repertoire; indeed, Trulli searches constantly for perfection. Anything less than that has on occasions hurt him more than it should. The common wisdom is that Trulli doesn't race as well as he qualifies. What this means is that Trulli probably approaches perfection in qualifying, where such things as new tyres and lower ride heights can eliminate some of the compromise. In the race, where there are so many variables, it is less possible for him to shine. It's not that he doesn't race well; it's that we're talking of absolutes. Racing is a messy business. Qualifying, by contrast, is about degrees of perfection. Not in doubt are his fitness (which is on the Michael-DC level) or his reflexes away from the start line. Even with launch strategy Trulli has still found the space to be outstanding; without it (from Silverstone) he should again have a marked advantage. This year will bring into focus his ability to perform under pressure. Flavio Briatore will be pushing him hard on race day; in qualifying he will have a super-quick driver in the other Renault against whom to gauge himself. Many think that he will crumble. More likely is that the quality of his driving will finally produce results. Peter Windsor



IN TOWN WITH JARNO



Especially my parents. When I was 17, I left home to live with my grandmother – and I didn't really get to spend enough time with my parents after that. That was a bit sad because my mum and dad did a lot to help my career, especially in the beginning. But now, obviously, my financial position is a lot better, and I can give something back to my parents. It's definitely something I'm proud of.

StS: You don't have a private jet, a yacht or a mega flat in New York. It's as if you're saying, "I don't deserve it yet. I still need to focus on work."

JT: Well, I also think it's a question of personal style. I'm not really into those things. Maybe I'm a boring person! But at the moment I'm focused on one thing only. I'm not saying other drivers are less committed than me; I'm just saying everyone does it their own way. And I'm doing it *my way*. I don't need a mega flat in New York. I don't need a yacht. I don't need a private jet. I just want to get where I want to be.

MB: Do you have any extravagances?

JT: I don't know. Good question – you should ask the people around me!

MB: Okay, what about money? Is that important to you? I don't mean in terms of what it can buy – because you've answered that, I think – but in terms of getting paid what you think you're worth.

JT: I've always been totally committed to performance – and, to be honest, that's always meant that I've never earned as much as some other drivers have. But,

honestly, that doesn't bother me. I'm sure of my own ability, and I'm committed to my vision of how to be an F1 driver. As I say, I'm doing things *my way*.

MB: Let's move onto your driving per se. In the current [March] edition of *F1 Racing*, Nigel Mansell has written, and I quote, "Jarno Trulli often looks very quick in qualifying... then seems to fade in the race."

That's a common view – in fact, you're probably bored of hearing it! But what would you say to counter it?

JT: The first thing I'd say is, "I'll show him next time!" But, to be honest, I think I've already shown him. My personal feeling is that, every time I read something like that,

I should try to use it to make me stronger.

MB: Do you believe in luck?

JT: I *think* I believe in luck! I have to say I also think I deserve much, much better results than I've had – but that's only *my* feeling, of course. And I believe that one day the right results will come.

StS: On the other hand, when you signed for Renault at the end of 2001, you already knew that '02 was going to be a difficult year. How did you cope with that realisation?

JT: When I moved from Jordan to Renault, I did so because I thought it was the best thing for me. I wanted to grow up with a team who had the potential to become really a top team. Now, looking back, I have to say I wasn't happy about my performance in the first half of the year. But, eventually, I got stronger and stronger. By mid-season I was

'I THINK I BELIEVE IN LUCK! I HAVE TO SAY I ALSO THINK I DESERVE MUCH BETTER RESULTS THAN I'VE HAD'

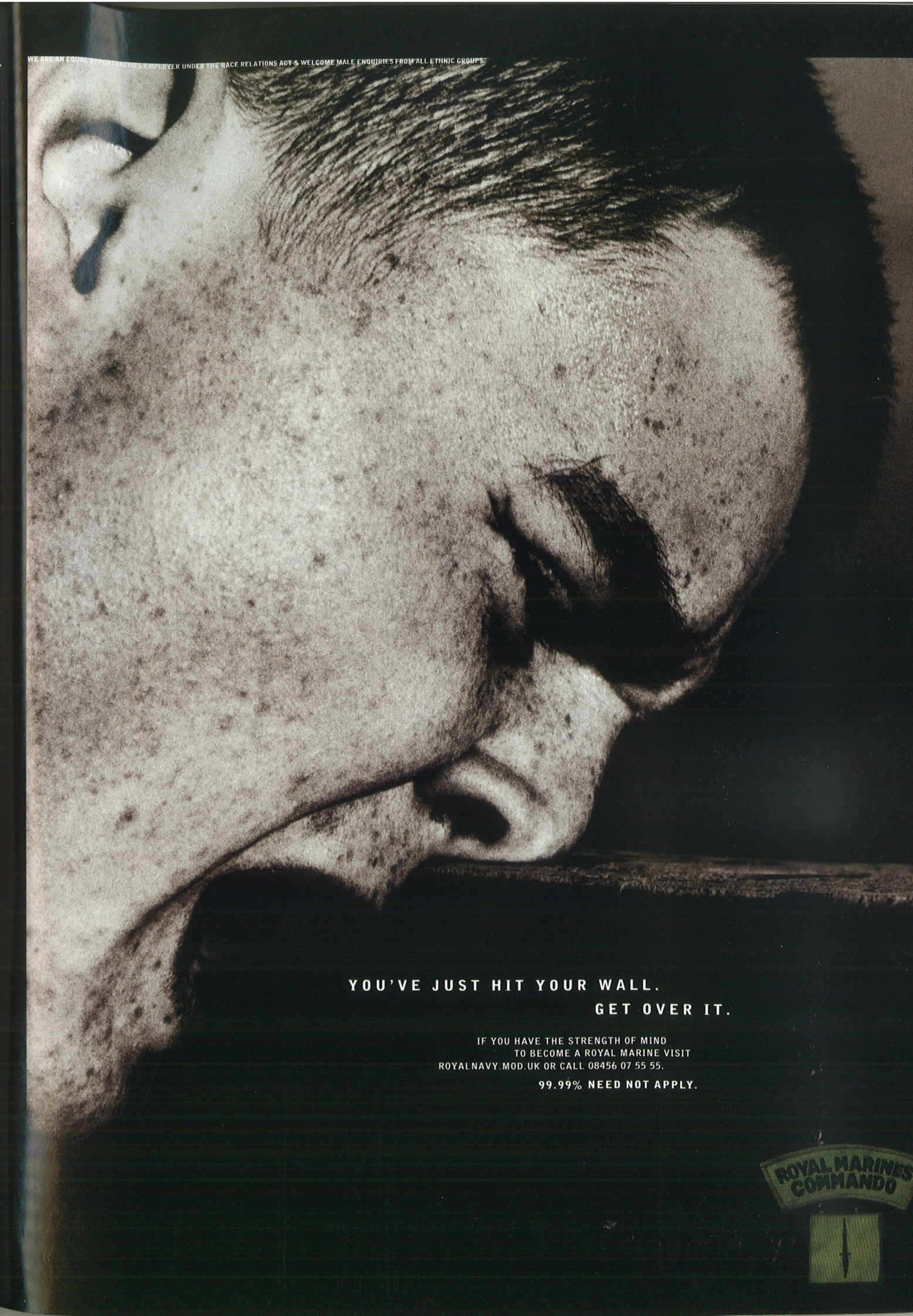
performing very strongly, I think – even if not that many people noticed it. But people inside the Renault team noticed, and that's what really matters. And now, again, I'm improving further.

MB: You say Renault have the potential to become a really top team – and yet they've always seemed to have something missing since their return to F1, haven't they?

JT: Things are never perfect in any team – and, overall, I think many things have gone very well at Renault. For me inside the team, it's been very good. The atmosphere is very good. But I have to say that, as you say, we're still missing something. We're struggling a bit, and we're not happy. And, although we've made quite a lot of progress in terms of performance, we're still missing something in that area, too. But we're all working extremely hard to fix it. And, for that reason, I'm still somehow very confident – very confident that we'll make it in the end. Very confident we'll score regular points in '03, too. It's happened in the past, after all: at Monza last year none of us would have bet a single penny on one of our cars finishing in the points, and yet ▶

(Above) Always willing to have a laugh for the camera, Jarno practises life as an English gentleman in a London cab. Looks like he's got it sussed already

WE ARE AN EQUAL OPPORTUNITIES EMPLOYER UNDER THE RACE RELATIONS ACT & WELCOME MALE ENQUIRIES FROM ALL ETHNIC GROUPS



YOU'VE JUST HIT YOUR WALL.
GET OVER IT.

IF YOU HAVE THE STRENGTH OF MIND
TO BECOME A ROYAL MARINE VISIT
ROYALNAVY.MOD.UK OR CALL 08456 07 55 55.

99.99% NEED NOT APPLY.





>The foreigners' home was their (Windsor) Castle

In the mid 1970s and early '80s the Windsor Castle pub in London's Notting Hill Gate was a bit of a home from home for a handful of F1 drivers and youngsters trying to make their way up the racing ladder.

I was sporting editor for *Autosport* in those days, covering Formula 2 and Formula 3, and my life – like my colleagues' – was taken up with motorsport and the magazine pretty much 24 hours a day. We'd go in to work in the morning, work through and then head for the pub. Most nights a few of the F1 regulars would come in and join us.

For a while Gunnar Nilsson, Jean-Pierre Jarier, Jochen Mass and Danny Sullivan were sharing a house in Notting Hill, so they used to pop in regularly. Rupert Keegan was a London boy (his parents had a house at the end of Portland Place) so he would often be in, too. There were others we were friendly with, such as Roger Williamson who was a big mate of Ian Phillips (then *Autosport* editor), James Hunt (above), Tom Pryce, Tony Brise and many others – all guys who were championed by the mag. Fleet Street used to have the tradition of all the hacks going to down to El Vino's to exchange gossip and tout for work, and it was a bit like that with the Windsor Castle. It was like an El Vino's for the motorsport press.

We had a lot of good times, no doubt about it, but the drivers didn't get drunk even then. It was pretty rare, in fact, for them to put their hands in their pockets. Most of them weren't earning any money from the sport, so the idea of moving to Monte Carlo for tax reasons – as so many of them do now – hadn't even been invented! Chris Witty



(Main) England's notorious weather took some getting used to – Jarno previously lived in Italy and Monaco, where rain was less of an issue

on the day *both* cars finished in the points!

StS: It was the best result all year, in fact...

MB: ... which you could never have predicted.

JT: That's right. And that's why I don't really want to make predictions about '03.

StS: But things aren't going to be perfect, clearly. How do you motivate yourself when you know you're facing yet another difficult year?

JT: It's very tough, because I always want to get better and better. It will affect me, yes, in terms of thinking to myself, "Wow! Another tough season ahead." But you have to keep your effort up. You have to never give up. You have to always be there – because anything can happen, like it did for [Johnny] Herbert at the Nürburgring in '99 [when Herbert won for Stewart, against all odds]. And then you must be ready to get the best out of it. So, this is the way I'm going to think about the season ahead. The problem is that I see the people in the

factory, 100 per cent committed, working so hard, making so much effort... and yet there's still something missing. Still something they cannot get sorted out. And it's a shame, because I can see people being a bit disappointed once again.

MB: You've never driven for an absolutely top team – by which I mean Ferrari, McLaren or Williams. So, when you admit there's something missing at Renault, do you think you know what that thing is? Or is it some mysterious 'x-factor' that you can't identify?

JT: Renault have the potential to be a top team. Honestly, they do. What I'm saying when I talk about them missing something is that there is something – as you say, some mysterious thing – which is going on that they cannot fix. There's something there, which is still causing problems.

MB: And they don't know what it is?

JT: I can't say they don't know what it is. They're trying hard to find it, I'm 100 per cent sure of that. That's all I can say.



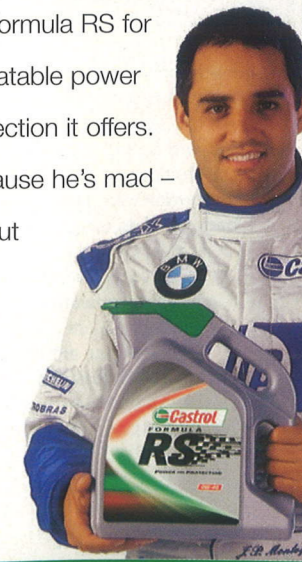
BMW WilliamsF1 Team
Technical Sponsor

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.



A Successful Formula

INSET: LAY ARCHIVE

'I JUST THOUGHT I'D TRY SNOWBOARDING, TO BEGIN WITH, BUT THEN I REALISED IT WAS ANOTHER WORLD'



(Above right) Yes, this really is Max Mosley – but not as you've ever seen him before. When he hits the piste, he's one seriously cool dude (left)



NO FIA!

Thought you knew all about Max Mosley, right? Posh bloke in a suit, likes tormenting Formula 1 team bosses, mate of Bernie's, right? All that, yes, but also (wait for it) a demon snowboarder. No! Yes! *F1 Racing* joined the FIA president on the slopes

Words by Stuart Codling; photographs by Adrian Myers



Mmmmmnnnnffff! Prasss-pthhhh! These are just two of the noises you make when you land face-first in half a metre of fresh snow. Picture yourself in the scene: a white-out up the mountain, only the hardest or most foolish souls venturing out, feeling their way through the fresh snow, low cloud obscuring the lie of the land... The only certain direction is, thanks to gravity, down – and whether you fall over or not is, thanks to the lack of visibility, pure chance. So dust the snow off your forearms and try to get a fix on the man in the grey ski jacket a little further down. He's cutting a cautious but supple

(Above) Alpe d'Huez, Max's favourite spot for snowboarding. Heavy snow when *F1 Racing* was there in January meant a complete white-out

and determined line for a man of 62. Max Mosley has come to Alpe d'Huez to get away from it all – he's come, if you like, to get slightly but ever so pleurably lost. "I got into it about 11 years ago," he says. "I just thought I'd try it, to begin with, but as soon as it started to work a little bit I realised that it was just another world. Particularly in the deep snow. I think it's a lot better than skiing, and it's easier. I've only been on skis three or four times since."

Winter sports are not exclusively the preserve of the young. But snowboarding, although it has long been assimilated into the mainstream, is still viewed by many as the domain of 'radical dudes' under the age of 30. This is a perception that the cliquy and elitist snowboard specialist press are keen to shore up: I vividly recall reading in one such title some snotty trustafarian opining that, "If you don't spend five months a year doing it, you cannot consider yourself a proper snowboarder." By this definition, neither

Max nor myself are 'proper' snowboarders. "I try to do it twice a year," says Max as we step into the gondola for the ride to the 'top' (not quite the very top, for on the day of our visit the pistes at the summit of Pic Blanc are shut due to the heavy snow and poor visibility). "But last year all I managed was one day. Alpe d'Huez is my favourite. There are so many different pistes and they all come back to the same place so you can get straight on the lift, you don't have to walk or get in the car. And the off-piste on the other side of the mountain is fantastic. Obviously you need a guide. Once you go up to the third and get under ▶



(Main) Oh how we wanted to show you Max falling over – it did happen, honest. Still, we know the team bosses will enjoy this shot of Max on his knees! (Below) Signposts were the only splash of colour in this day's landscape

'THERE WAS ONE TIME WHEN THE GUIDE GOT LOST AND WE HAD TO CALL THE MOUNTAIN RESCUE OUT. IT WAS DARK BY THEN SO WE HAD TO LIGHT A FIRE!'

the fence, there are some amazing things to see and do.

"There was one time when we went up – not with our current guide – and the guide we were with got lost and we had to call the mountain rescue out. They came by helicopter and it was dark by then so we had to light a fire!"

The resort – picture-postcard Alpinery studded with brutal modernist blocks – retreats out of view in the back window. Within a minute it is lost in the clouds. Two thoughts strike me: first, that this is the first time I've seen Max not wearing

a suit; second, that this is the strangest place in which I've ever had to conduct an interview.

The other passengers eye us curiously as the camera clicks and the Dictaphone whirs. Max speaks softly at first – perhaps it's that very British thing about not conversing too loudly in a public conveyance, or maybe he's just guarded about what he says with others in earshot (it never pays to assume your fellow passengers are all foreign and uncomprehending; the last time I was in Alpe d'Huez I had the 'flu and bought

a red Neoprene face mask to keep out the cold. It made me look like Hannibal Lecter. Another passenger in this very gondola nudged his mate and whispered, "Check out that French dickhead!"). Nevertheless Max becomes more strident when we talk shop.

"I wanted to come here in December but I was too busy what with all those meetings... The most revolutionary thing they [the team principals] came up with was to change – well, *in principle* to change – the material of the plank. And in principle they wanted to do common

brakes. Oh yes, they'd agreed a list of things that they reckoned should not be allowed to change after qualifying, but of course that implies that they would change everything else.

"So what we've done is to turn it the other way round – we've said 'Here's a list of things you can do, and everything else you can't.' It's a logical way of doing it. And it's so difficult to get them to agree about things like that – I mean, they talked for eight hours and at the end of it they'd agreed that maybe they'd have a cheaper material for the plank."

He looks exasperated by the recollection but his way of couching the machinations of the F1 Commission – in terms of 'us' and 'them' – bears further probing. "I suppose it's like trying to get a bunch of schoolkids to agree on who's going to have the last lollipop," I remark.

"I didn't say that – you did!" And he does the Mosley laugh: a quiet chuckle accompanied by a creasing up of the face as if some much larger eruption of mirth is imminent.

"To be fair about it," he says, regaining his composure, "they've all been working bloody hard, they've all got their wonderful new thing they're going to do next season that's going to destroy everybody else, and it's being interfered with... On the other hand, though, we had to do something. Bernie [Ecclestone] said to them at the

team principals' meeting, 'Look, you're talking about 2004 and '05 – if you don't do something there isn't going to be an '05.' And that's the truth of it: you can't just sit there if the boat's sinking."

"You should at least start bailing," I agree.

"And they'd be arguing about which bailer to use," he says, lawyer's mind seizing the metaphor and exploiting it to drive the point home unerringly. "What capacity of bail, who's going to do it, what the bailing schedule's going to be and who's going to be first on the rota." He allows himself another chuckle.

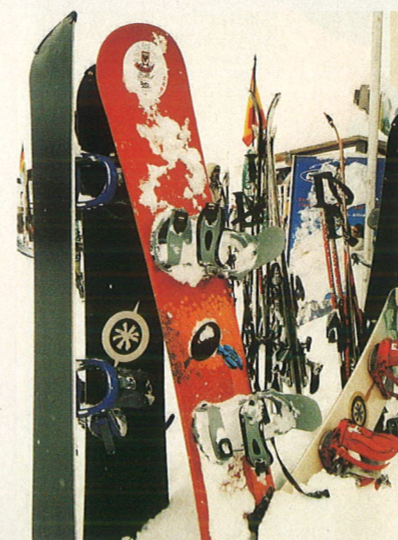
The gondola disgorges us at its final station and we clump out to the piste. The telecabin up to Pic Blanc is closed. We have arrived at the point where the only route available is down: in this case, a commingling network of blue and red runs that should deliver us whence we came. If only the clouds would part and give us a chance to see where we're going.

says Max wistfully. "I hope it's better tomorrow. We're going to go up to the glacier and then go off-piste."

Franck, Max's mountain guide and proprietor of Planete Surf, the shop where we hired our gear, suggests a gentle combination of blue runs. We're virtually alone; you only come out in visibility as bad as this if you're brave, or you're a British holidaymaker determined to extract maximum value from the time available – or you're a novice who's come this far up by mistake.

"Really steep places are all right so long as they're not icy and there are no bumps at the bottom, because then the worst thing that can happen is that you go down," says Max. "There's an off-piste area here called the Pyramid, which is at a 45-degree angle, and it's fine if there's been snow but if it's icy it's rather dangerous because if you were to fall, there's no way to slow yourself down until you hit the rocks."

"Would you describe yourself as an 'adrenalin junkie'?" ▶



(Above) F1 Racing's Stuart Codling (on the right) found the chairlift an odd place to interview the FIA Prez. The guy in the middle is Franck, who rented Max (sitting on the left) and Stuart their snowboards (right)



OFF-PISTE WITH MAX

"I'm a bit old for that, although I was accused of it when I was younger." He laughs. "Anyone who goes into the mountains a lot finds themselves in difficult situations from time to time. The worst thing, I suppose, is that it can take you completely unawares. You just have to be careful. It's like yachting, or any other kind of adventure sport, in that respect. I must say that that sort of sailing – around places like Cape Horn, where there are huge waves that can turn the boat end-over-end – the mind boggles."

"So in terms of degrees of danger, this is about your limit?"

"I think this is about my level. It's not dangerous if done sensibly; in fact, it's probably more dangerous driving up to the resort. Back in the '70s, Colin Chapman [founder of Lotus] used to come with us,

and he wasn't a very talented skier – he used to fall over so often that when he got to the bottom he looked like a snowman!"


Max's borrowed board is a swish, top-of-the-range job – brightly, sparkingly laquered, with step-in bindings. I bend over to meld board to boot with my own rather more mundane ratchet bindings, and by the time I straighten up again Max has clicked in and swept off. Throwing caution (and good sense) to the wind, I give chase.

It's impossible to read the surface ahead. There's not enough light. My board slips over and through the eddying currents of fresh snow with a noise barely louder than a gentle exhalation. Some way below I see Max. Like a dog sensing a variety of olfactorily fascinating street furniture, he keeps darting off-piste to

explore the clumps of deepest snow.

And then I lose him again. I get caught up in a zig-zagging train of inexperienced – or inexplicably cautious – skiers. It's that British holidaymaker mentality at work again: the weather may be terrible but we're here and with immense patience and exacting fortitude we're going to get our money's worth. More by luck than good judgement I disentangle my trajectory from theirs without hitting any of them and, leaving them behind, come across Max resting on his knees by the side of the piste.

"We ought to get a step on," I report. "There's a bunch of skiers up there with two speeds: dead slow and stop."

"Skiing should be banned," he says, mock-mischievously. And I think, though I can't swear to it, that behind the goggles and scarf he's laughing the Mosley laugh. 

(Bottom left) Actually, the slopes aren't all that packed today, thanks to the near-blizzard. So Max gets to strut his stuff to his heart's content (main)



(Left) Fooling around in the snow proves an excellent bonding exercise: Max explains to our man Codders his 'traction control' theory of piste etiquette: "I think skiing should be banned"



'COLIN CHAPMAN WASN'T A VERY TALENTED SKIER – HE USED TO FALL OVER SO OFTEN THAT WHEN HE GOT TO THE BOTTOM HE LOOKED LIKE A SNOWMAN!'

THE PANASONIC PLUS: THE-MILLION-COLOUR-TOUCH- AND-ROAARRR-EXPERIENCE.



CQ-HX2083

The Multi Colour Touch Panel Car Stereo

Featuring the latest touch panel technology, MP3 playback and a choice of up to 1 million display colours, you can now add innovative style to your dashboard.

Get in touch: www.panasonic-europe.com/car

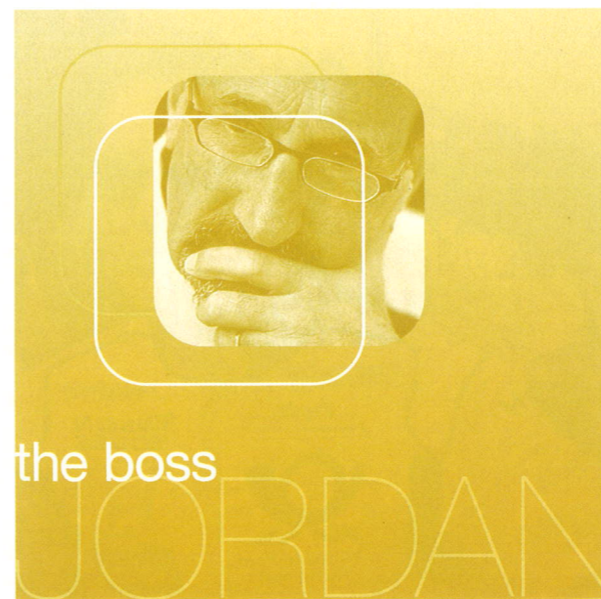


Panasonic



Trouble at t' mill?

Eddie Jordan – duckin', divinin', weavin', shimmyin' Eddie Jordan – has survived his recent crisis, to the delight of his fans and supporters. Was it a storm in a teacup... or can he expect more tempestuous times ahead? Alan Henry investigates



the boss

JORDAN

EDDIE JORDAN HAS been here before, of course. At the end of 1991, his team's maiden Formula 1 season, he had spent \$16 million. Putting an optimistic spin on things, he was \$6 million down. Not counting his income from buying and selling driver contracts, he was \$11 million down. But, by a combination of luck, guile and hard work, he pulled back from the brink of collapse. And survived.

Yet last November things again looked bad for Jordan, very bad indeed. The maths

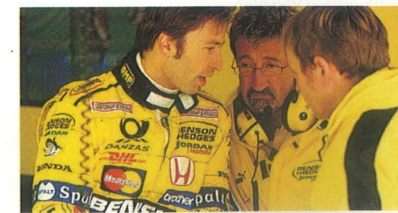
Frentzen (above right, with EJ) was fired part way through 2001, throwing the team into a legal battle. Now Jordan (main) is trying to restabilise the team

'JORDAN HAS FREQUENTLY SAID THAT HIS TEAM ARE AT THEIR BEST WHEN THEIR BACKS ARE AGAINST THE WALL'

didn't add up. Honda had kicked him into touch for '03 – and '99, when the team won two races and at one point even seemed title contenders, was a distant memory.

What had gone so wrong? Had Eddie taken his eye off the ball (as his critics suggested)? Jordan has frequently said that his team are always at their best when their backs are against the wall. Amazingly, for all the mocking his attitude inevitably attracts, he seems to be right. When he sold 45 per cent of his team to investment bankers Warburg Pincus for around \$60 million at the end of '98, you could be forgiven for thinking he'd decided to cash in his chips, Ecclestone/Kirch style, and put his feet up.

"I've never found a penny of sponsorship sitting behind a desk," he insists. Critics might interpret this as a justification for EJ's adopting a more hands-off style – but it is undeniable that his prime talent is for glad-handing, chivvying and working away to cut lucrative deals. Trouble is, the Jordan squad was growing too quickly in '00-01. Decisions that seemed decidedly eccentric from the touchlines were being interpreted as reflecting a general lack of focus.



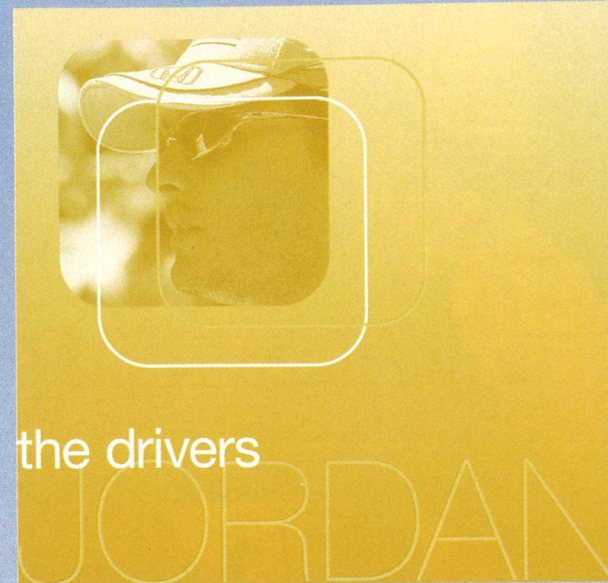
Firing Heinz-Harald Frentzen midway through '01 was a complicated luxury which ended in a costly court action. The team seemed to be losing their direction, even though Eddie himself was increasingly an item in the social pages. At one point he even attempted to justify his multi-million-dollar yacht as a business tool – "marketing platform" was his precise phraseology – on the basis that he had hired it to his own team for promotional purposes at Monaco. Who was he trying to kid, one wondered?

Yet when the amber warning light flashed at the beginning of last season, Jordan shook himself back into command mode. He sanctioned staffing cuts, knowing that around \$18 million would have to be found to pay for engines in '03. Then DHL/Deutsche Post pulled their sponsorship and suddenly all the alarm bells were ringing. Safe to say the team's ills *certainly* had EJ's attention.

THE FUTURE: Pulling more rabbits out of hats, one assumes. Every F1 team owner is a gambler and risk taker, and Eddie is determined to reverse the team's recent decline. Second time around, he should be as shrewd as before – and wiser than ever. ▶

CLIVE ROSE/LAT

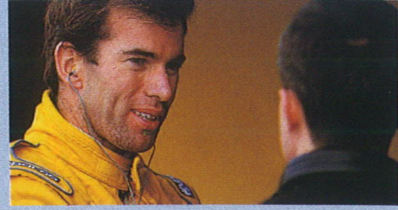
REBUILDING JORDAN



IN SO MANY TEAMS, drivers tend to be the crucial motivating key, and Jordan insiders believe they hold potential ace cards in this respect. At worst, they have a good, solid line-up; at best, it is potentially one of the strongest on the grid, and there's no doubt Giancarlo Fisichella is widely regarded as one of F1's unfulfilled megastars.

Last year Jordan said he believed that Fisichella was temperamentally better suited to a small-team environment. At the time that seemed like an on-the-hoof

(Main) Fisichella is perhaps Jordan's greatest asset – given the right car, he will bring wins; (above right) Ralph Firman's arrival may lead to new revenue sources



justification for Fisi's leaving Renault for Jordan; yet Ian Phillips, Jordan's director of business development, believes EJ hit the nail on the head: "Giancarlo sometimes needs a reassuring arm round his shoulder, but you shouldn't confuse that with his being soft. He isn't soft. He's one of the nicest and most talented drivers around, and he's been seriously motivated ever since he got behind the wheel of EJ13."

Much less well known is the fact that Fisichella has chipped in to help balance EJ's books, trimming his agreed \$8 million retainer (by an unspecified amount). In the context of the avarice of most of his peers, that is real commitment – and real loyalty. Mental strength is Fisi's strongest quality, however, but that is easy to underestimate because he tends to keep himself to himself. Jordan old hands remember him racing in '97 with a broken kneecap after a testing shunt at Silverstone, just gritting his teeth and getting on with it, for example.

Behind the scenes, Giancarlo has recently changed his personal manager and is now looked after by Enrico Zanarini (who works for Eddie Irvine's management company). Zanarini is an old Jordan confederate himself – having known the team from when he was a young journalist on *Autosprint* – and later helped them raise various co-sponsorship deals in their first F1 years.

Replacing the fast but erratic Takuma Sato in this year's supporting role is new boy Ralph Firman. This is a bold gamble – and an imaginative one. Firman has the right pedigree, having grown up through karting and British F3, followed by a lengthy exile in Japan. He is the reigning Formula Nippon champion – and, at 27, is older than usual for an F1 newcomer. But the team believe this maturity lends a balance to his character and mindset.

Firman also brings associates who will help expand the team's commercial links, and his presence is calculated to generate more investment. Already it has helped retain Benson and Hedges cash for '03.

THE FUTURE: Delivering a race car good enough to keep Fisichella's interest for '04 is the biggest challenge facing Jordan this coming season. As the team reshape their efforts for the future, Giancarlo is one of the key foundations of the whole operation.

'GIANCARLO FISICHELLA IS ONE OF THE KEY FOUNDATIONS OF THE OPERATION'



MAIN: CLIVE ROSE/LAT; INSETS: STEVEN TEE/LAT



MAKING 50-ODD PEOPLE redundant early last season proved a painful episode for all concerned. It was almost as if the dream, nurtured carefully since Jordan's F1 debut in '91, had been brutally transformed into everybody's worst nightmare. The danger, of course, was that the team would not simply cut away excess fat in a bid to slim down financially, but cut damagingly into the crucial operating muscle of the company. In retrospect, it was a close call. A major reorganisation, it included

Staff cuts were accompanied by key appointments: Gary Anderson (above) has rejoined Jordan as engineering director, and Henri Durand (above right) is director of design

CLIVE ROSE/LAT; RIGHT INSET: PETER SPINNEY/LAT



'STABILITY, MORE THAN ANY OTHER SINGLE FACTOR, IS WHAT JORDAN NEED IN THEIR KEY STAFFING AREAS'



discarding key members of the Jordan old guard, including managing director Trevor Foster, design engineer Tim Holloway and senior race engineer David Brown. There was much scepticism at the time, of course. Was this a calculated strategy to help the team's survival... or simply a panic measure from an owner who for too long had not been giving his full attention to the team?

"I think in the recent past we maybe got carried away," says Eddie today. "Since '99, we got overcomplicated in our efforts to move forward. We took on too many people, losing our basic principles in the process."

Also out was chief operating officer John Putt, who had been appointed when Eddie believed the company would grow to the point where such an additional layer of management would become an absolute necessity. In fact, Jordan were going in the wrong direction and, for better or worse, EJ needed to be closer to the day-to-day action – not further away from it.

In parallel with the redundancies came two key appointments that applied a touch of long-term corrective lock to the team's fortunes. Henri Durand, rated by his former

McLaren colleague Adrian Newey as "an absolutely top-drawer aerodynamicist", came on board – while an old friend, Gary Anderson, returned to the fold as director of race and test engineering.

Gary had designed the first Jordan-Ford 191 back in the early days and knew EJ almost better than he knew himself. Anderson had since been working for Jaguar and Reynard and was now more seasoned and reflective, less volatile. He and Jordan successfully put their earlier spats and disagreements behind them.

Durand was also supplemented by ex-Ferrari aerodynamicist Nicola Petrucci, who had arrived via a short stint with Arrows. They inherited the Eghbal Hamidy-designed EJ12 which was a touch difficult to understand and didn't always respond conventionally to driver input. Then they all settled down to produce EJ13.

THE FUTURE: Stability, more than any other single factor, is what Jordan need in their key staffing areas. They have made sensible progress in this area, but sustaining the funding necessary to maximise these assets will be crucial. ▶

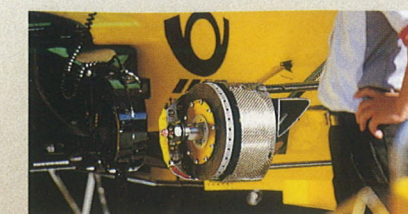
'JORDAN PULLED OFF A TERRIFIC COUP IN SECURING COSWORTH ENGINES FOR '03'

allow him to get his own back on Jaguar for three squandered seasons. Jordan, privately, are keen to do the very same – but no-one will admit it on the record.

The road to the Ford partnership was convoluted and rocky. Ford F1 supremo Richard Parry-Jones put his signature on the contract to supply these engines, but didn't get around to telling Jaguar team principal Niki Lauda before EJ's impromptu announcement at the Hungaroring last year (this was only eight weeks before Lauda was booted out, of course, so perhaps RPJ didn't regard it as a high priority).

Whatever, lack of transparency inevitably created a mood of tension and uncertainty around the deal, highlighted by the nagging (and unanswered) question as to who was going to settle the \$18 million lease fee invoice. Understandably, Cosworth and Lauda were nervous about this issue, since Arrows' inability to settle similar debts had become an enduring thorn in their sides.

Jordan insiders will not comment on how the funding will work. "Cosworth are getting paid, and that's all you need to know," said one. Whether there is a Ford of Europe contribution, initiated and sanctioned by Ford competitions chief Martin Whitaker and Ford of Europe chairman Martin Leach (respectively), remains an unanswered question. And it looks like staying that way.



All those shaky episodes now seem to be behind the Jordan-Ford alliance, and the team have successfully addressed more immediate problems such as the EJ13 losing its rear wing during an early test (due to the CR-4's high vibration levels).

It's also worth emphasising just what a long-standing association Jordan have with Bridgestone, indirectly at least. In the early '80s, as a journalist, the resourceful Phillips escorted a young Hirode Hamashima and Hiroshi Yasukawa (chief engineer and motorsport manager) around Europe as Bridgestone made their tentative debut in F2. Long, loyal associations count for much with the Japanese – much to Jordan's present benefit.

THE FUTURE: You don't have to be clairvoyant to see where this technical partnership could lead. If Jaguar's F1 future is not eventually secured, Ford's presence in grand prix racing could be assured by a firm alliance with a partner such as Jordan. ▶

the technical partners

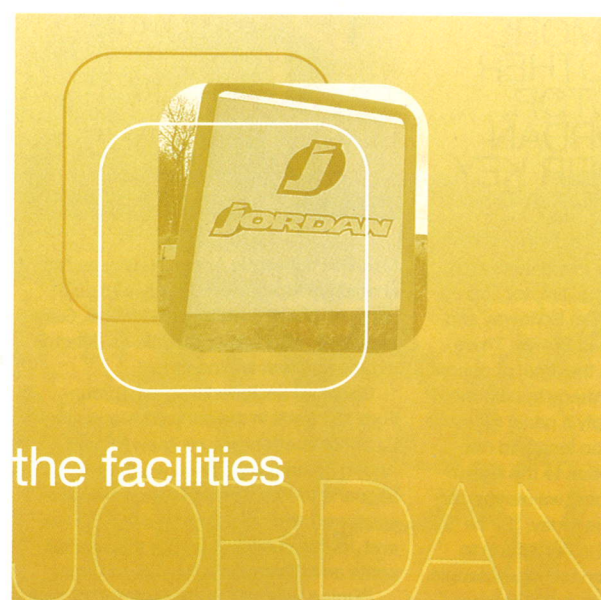
WHICHEVER WAY YOU look at it, Jordan pulled off a terrific coup in securing a deal to use Cosworth CR-4 engines in '03. These 72-degree V10s powered last year's Jaguar R3s – and were, according to Eddie Irvine, "the best-kept secret in F1".

Irvine's appreciation of precisely how good the 860bhp CR-4 is explains why he was so keen on landing the second Jordan seat. He calculated that a combination of Bridgestone rubber, Cosworth power and a Gary Anderson/Henri Durand chassis would

(Above right) Making sure the suspension works well with Bridgestone's tyres is a priority; (below) Jordan's on-track performance will be hugely aided by their Ford engine deal



MAIN: PETER SPINNEY/LAT; INSETS: STEVEN TEE/LAT, LAT; ARCHIVE



the facilities

THE MOST FREQUENT criticism of the Jordan team is that they haven't really got the resources they require to make the push into the big time. Yet close examination of this premise suggests that this particular criticism is not quite justified.

Jordan have always taken a very structured and self-disciplined approach to the manufacture and sourcing of their componentry and materials. They are probably the only F1 team who do not

(Main) Jordan's hospitality is smart but budget-conscious and leaves a few pennies to put towards the racing (above right). No McLaren-like extravagance here



build their cars' carbonfibre composite monocoques in-house, something which has prompted indulgent smiles from rivals (some of whom have cruelly branded their Silverstone headquarters as "little more than an F3000 operation").

In-house manufacturing made no sense when Jordan started up in '91 – and in their view it still makes no sense today. Their monocoques are built by DPS Composites at Bookham, Surrey (the company owned by Jordan's former F3 team rival David Price). DPS have also done chassis work for many other F1 teams – "and there's absolutely no compromise on the quality of their work," insists Phillips.

The team also have a 40 per cent wind

'JORDAN HAVE NOT OVER-EXPANDED, AND THERE SEEMS LITTLE PRESSURE FOR THEM TO DO SO ANY TIME SOON'

tunnel – in nearby Brackley. "Okay, ideally it would be situated alongside the factory," says Jordan. "At the end of '96 we bought the old March wind tunnel, and developed it into a very good piece of kit. You just can't afford to buy these things every five years, you know."

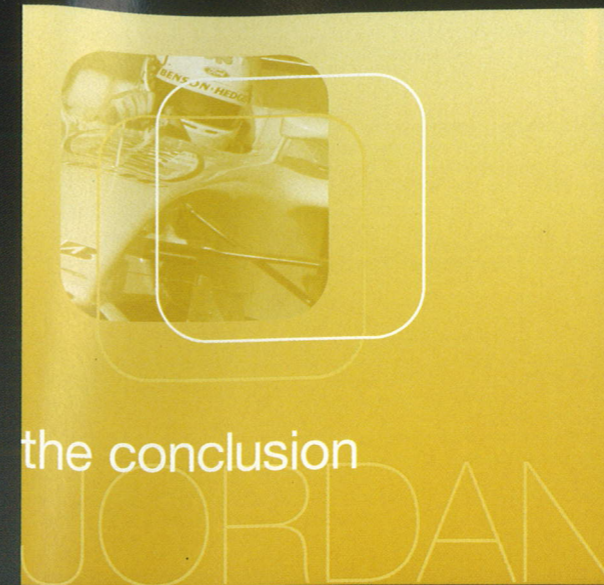
EJ's squad certainly can't, anyway. Even so, there is plenty of evidence of sensible long-term thinking. They have planning permission for another 150,000sq ft facility alongside the current factory building – and that includes provision for a 60 per cent wind tunnel. They are also very proud of the fact that they were the first F1 team to install a seven-post chassis testing rig back in '97.

Even though Jordan are committed to the Friday extra testing session at this year's grands prix – rather than the unlimited testing option preferred by most larger teams – the proximity to Silverstone's paddock will continue to be a very valuable advantage for them. They can transport their cars from factory to pitlane in a matter of minutes – and there is never the need for expensive hotel accommodation to drain the budget when they opt to test there.

THE FUTURE: Jordan have certainly not over-expanded as regards their facilities, and there seems little pressure for them to do so within the foreseeable future. This element of the equation seems pretty well balanced given the current economic situation.

MAIN: LORENZO BELLANCA/LAT; INSETS: CHARLES COATES/LAT; PAUL DOWNER/LAT





EDDIE JORDAN HAS been seriously shaken by the events of the past 12 months. I am convinced that he probably gave more serious thought to selling his team – or at least shedding a percentage of it – than he might like to admit today. That said, he is now deploying all the energy and initiative that originally helped establish his F1 operation more than a decade ago. Whether he can bounce back up the grid to '99 levels, however, is another matter altogether.

At the height of his partnership with Honda, Eddie aspired to run shoulder-to-shoulder with the established front runners. Now he has clearly readjusted his perspective. It may well be that the long-term future of F1 could rest on a resurgence of independent teams cutting lease deals for their engines. If so, Jordan could expect to be in a much stronger position relative to their competition than they are at the moment. At the end of the

'IF THE TEAM CLIMB TOWARDS THE FRONT OF THE GRID, HOW LONG BEFORE JORDAN IS TEMPTED TO SELL?'

day, however, one is bound to wonder how long EJ can sustain his motivation. If the team start to climb towards the front of the grid – and if the recession eases – how long will it be before he is tempted to sell? **1**



(Main) Fisi puts the sponsor-light EJ13 through its paces. It seemed reliable in early tests (above) – let's hope it still does after a few more races

'JORDAN'S FUTURE DEPENDS ON THE FIA'S SUSTAINING COST-CUTTING INITIATIVES'

from Honda – and they were reduced to the status of small-time also-rans with just 19 championship points to their credit. And '02 (with just nine points) was even worse.

So if you wonder why Jordan are such passionate supporters of FIA president Max Mosley's dramatic cost-cutting initiatives, here is the key. Short-term, it may look like naked self-interest. Yet, here on the commercial margins of contemporary F1, Jordan have had first-hand experience of the realities of F1 cost inflation. Particularly where engines are concerned.

Then, of course, the DHL/Deutsche Post withdrawal further complicated the issue. They had hoped to run through '03 on around \$70 million, a similar figure to last season. It would be difficult to pay Cosworth \$18 million out of that, but EJ reckoned it was possible and that he could get by on the balance. At a stroke, this balance (around \$50 million) was slashed to \$30 million when the German partners pulled out.

Now things would be painfully tight. Surviving to the start of the season – never mind to the end of it – without closing the factory doors would be an achievement. Then came an apparent lifeline: Bernie Ecclestone roped in the top teams in an attempt to agree a subsidy package that would assure the future of Jordan and the even more acutely cash-strapped Minardi.



This would involve using the estimated \$12 million of television income accruing to the bankrupt Arrows team as a lifeline. Meanwhile, Jordan and Warburg Pincus were working flat-out to unlock other income streams. Benson & Hedges continued their support, pitching in \$15 million (for which they will initially have a proportionally larger amount of exposure on the cars than such sums could be expected to purchase in the past). Again, the benefits of a long-term relationship were paying off.

There would be no sale of equity, however. Sure, EJ had met Red Bull boss Dieter Mateschitz – but nothing had come of their talks. Eddie remains adamant that he wants to retain his independence. Why? Because he feels he has unfinished business in F1.

THE FUTURE: Jordan's funding structure is firmly geared to the 'independent team' route, and their fate will depend as much on the FIA's sustaining cost-cutting initiatives as on Jordan's own sponsorship deals.



IN '99 JORDAN surged through to take third place in the constructors' championship. Heinz-Harald Frentzen won the French and Italian GPs, and the team looked poised for take-off into the 21st century big time.

What now seems amazing, given F1's current cost crisis, was that Jordan tackled '99 with a budget of less than \$50 million, a workforce of just 175 people and a Mugen Honda engine bill of only \$5 million. In '01 they had their biggest ever budget (\$72 million), 250 personnel, free works engines

(Main) The loss of Honda's engines leaves a dent in Jordan's budget; the loss of DHL and Deutsche Post (above right) leaves more of a gaping crater

MAIN: STEVEN TEE/LAT; INSETS: MALCOLM GRIFFITHS/LAT, STEVEN TEE/LAT



TICK-TOCK TAKU

Takuma Sato is waiting. Waiting for the B.A.R race drive promised him for 2004. A year spent as their third driver will help fill in the time, sure, but until then, every waking second of every day is spent waiting... waiting and thinking about being on the grid at Melbourne '04. Clock's ticking

Interview by Tom Clarkson; photographs by Hugo Dixon



'I DON'T SEE MY JOB THIS YEAR AS A STEP BACK AT ALL. I EXPECT TO RACE FOR B.A.R NEXT YEAR'



Takuma Sato lives in Buckinghamshire and loves it. Before we know what's going on, he's clambering up trees (above) and admiring the Thames-side view (opposite)

All the fans were shouting my name and waving at me. It was amazing."

Takuma Sato can't forget Suzuka 2002 – and why should he? The next mouthful of lobster has to wait while he relives the moment. He glances at Andrew Gilbert-Scott, his manager, then at me, and smiles. Then he goes back to attacking his favourite crustacean.

The Japanese Grand Prix was far and away Taku's most impressive race last year.

He didn't put a foot wrong all weekend and he resisted some serious mid-race pressure from Jenson Button to finish fifth and take home his first points of the year.

But even more satisfying than the brace of points (which lifted Jordan to sixth place in the constructors' championship) was the knowledge that team-mate Giancarlo Fisichella hadn't matched his pace all weekend: Taku blew him away in qualifying and did the same in the race – on his first visit to the track, to boot.

We are having lunch in Marlow, Bucks, where Taku lives. Since moving to England in '98 he has also lived in Stratford-upon-Avon and Reading, but Marlow is where he's happiest. He has a small apartment overlooking the Thames and is friends with two Japanese families nearby.

We're discussing Taku's 'here and now' – and why he couldn't produce a Suzuka-like performance earlier in the season. Had he done so, he might still be a racing driver, rather than 'just' a tester. ▶



'THIS IS A CHANCE TO DEVELOP MYSELF. I'VE NEVER DEVELOPED A CAR THROUGHOUT A YEAR BEFORE'

Throughout '02 Taku regularly showed that he had pace, but it took him until the last race – by which time most teams had already finalised their '03 driver line-ups – to string it together for an entire grand prix weekend. Not even an engine failure on Friday morning, when he was trying to learn the track, deterred him.

As events transpired, Jordan were Taku's only race option for '03, but cash-strapped EJ was looking for serious money from his second driver. When he realised that Taku couldn't bring moolah, he invited engine partners Honda to buy out Taku's contract. Despite Honda's existing links with Sato, his transfer to (Honda-powered) B.A.R cost them – so Eddie got some cash.

"We like him a lot," says Shoichi Tanaka, president of Honda Racing Development. "He is very popular in Japan and he's so professional from a PR standpoint. Brilliant."

Taku was B.A.R's test driver as long ago as '01, but his role is more senior this time around. As third driver he will attend every race, ready to step into the breach should Jenson Button or Jacques Villeneuve be unable to drive, and he will front the development of the new B.A.R 005. Think of him as B.A.R's Alex Wurz.

"I don't see my job this year as a step back at all," says Taku. "I have a three-year deal with B.A.R, of which only one year is as third driver." Yes, go on... "Well, put it this way: I expect to race for the team in '04."

Is the race seat stipulated in your contract? "I don't want to say more today. But I expect to race for the team in '04."

Suddenly the dyspeptic notion of Taku having to take a step back from race to test driver becomes more palatable. In just a few months' time he will be a race driver again. More of an Olivier Panis than a Wurz, then. Good work, Andrew.

"I also see this year as a chance to develop myself," he says. "One thing that I've never had a chance to do is develop a car throughout a year. We were meant to do that at Jordan last year, but the test programme was slashed after the Spanish Grand Prix [in late April]."

As a result, Taku was having to drive the second half of '02 virtually blind. He would arrive at a track he didn't know, usually with an untested development on the car, on tyres that he had never previously used. It was a tall order for a rookie, made taller by the inadequacies of the EJ12. Sorry guys, but it was a shitbox.

"It's true," says Jordan's chief engineer Gary Anderson, "that the EJ12 was not a good racing car, particularly to begin with. It was very nervous to drive, which made it very hard for Taku. Unlike Giancarlo, he didn't have the experience early on to know whether a handling problem was him or the car."

In an effort to help him, the team considered giving Taku an EJ11 to race in Australia, which was a much better balanced car and would have given him

a better introduction to F1. It was also the chassis in which he had done most of his testing and there were still two engines available from the previous year.

"In the end the decision was made to race EJ12, and it was the right decision," says Taku. "To start with the old car would have unnecessarily delayed the development of the new car, which I found very difficult to

drive. It used to weave down the straight and was a real handful through the corners."

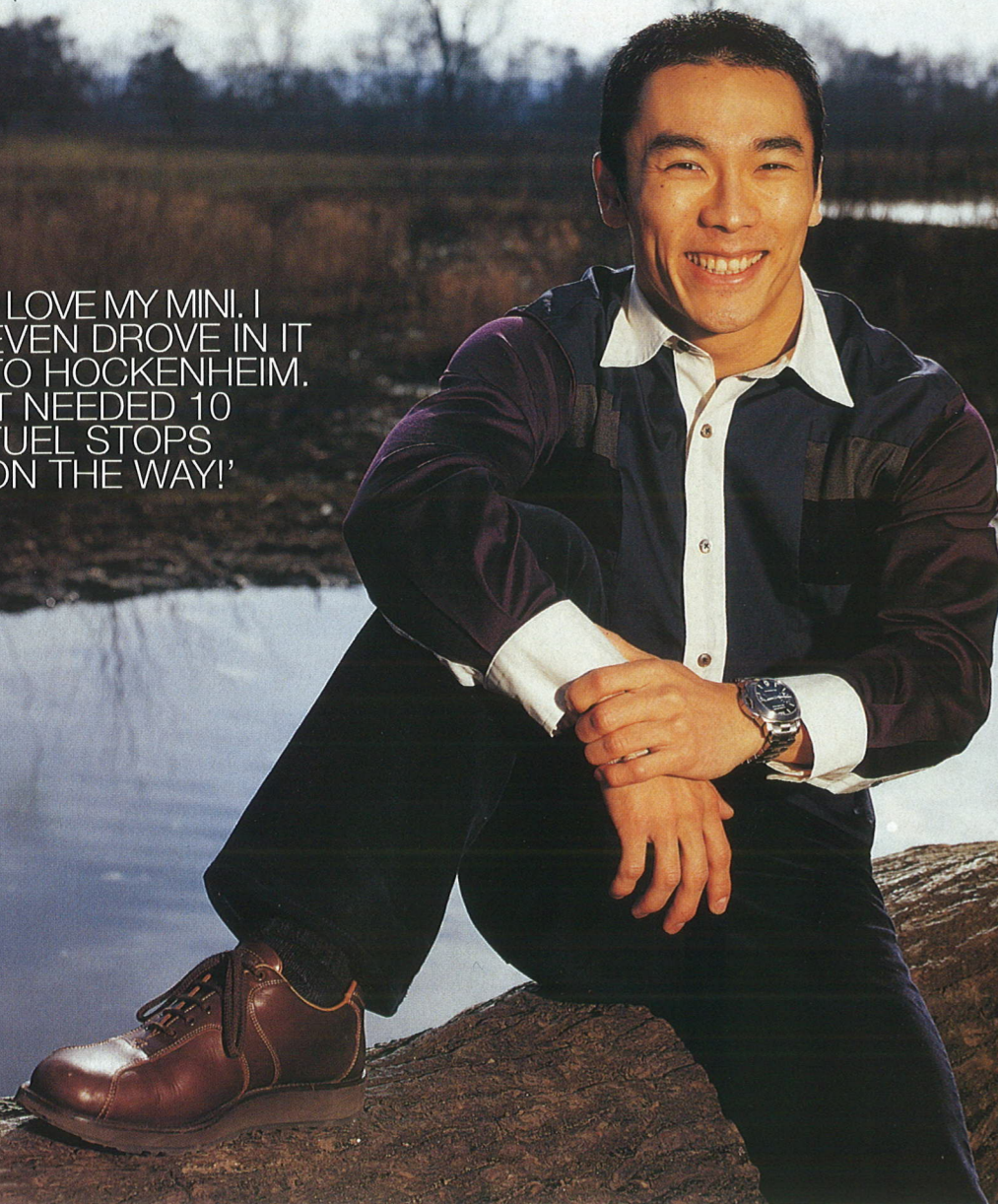
Taku has an aggressive style behind the wheel, in contrast to his quiet and controlled manner out of it – "More water, Tom?" – and many people predicted a series of all-nighters for the mechanics early in the season. Ironically, his Saturday morning accident in Melbourne was not his fault ▶

THE THIRD MAN



(Opposite) Sato has never fed swans before – and isn't at all worried for his fingers! (Above right) Taku with F1 Racing's GP editor Tom Clarkson; (above) of all the cars in the world, the one Taku loves most is his 1996 Mini Cooper S

'I LOVE MY MINI. I EVEN DROVE IN IT TO HOCKENHEIM. IT NEEDED 10 FUEL STOPS ON THE WAY!'



INSET: STEVEN TEE/LAT

because the car changed down a gear mid-corner, locking the rear wheels and sending him into the tyres. Still, it left some people wishing that it was EJ11 sitting in the garage.

You might be surprised to learn that from the outset Taku was faster than Fisichella through quick corners. It earned him the nickname of 'Buster' within the team (after the Viz character Buster Gonads), but he lost out to Fisi in the slow curves, where he tended to push through the limit – "and way beyond," according to Anderson.

Perhaps even more telling is his average qualifying deficit to Fisichella. By season's end, Taku was just 0.3s slower than Fisi. His new B.A.R team-mate, Jenson Button, languished 0.5s behind Fisi when they were together at Benetton in '01.

There were a lot of accidents early on – Melbourne, Malaysia, Spain, Austria and Monaco – but only two of them were his fault: Malaysia, where he crashed into Fisi, and Spain. Melbourne was a car failure; in Austria he was hit by Heidfeld and in Monaco he crashed in the tunnel while trying to get out of Fisi's way.

Once he learned to slow a grand prix's pace in his mind, Taku settled down. Despite the lack of testing, he finished each of the last six races – a feat equalled by only five other drivers. His F1 career was on an upward spiral and it was clear that he would have been more consistent in year two.

We will now have to wait until '04 to see what Taku can do, when Honda will no doubt be ready to reap the benefits of any success he may enjoy as a B.A.R race driver. But don't think his career is dependent on Honda. He doesn't worry, for example, about being seen with a non-Honda car: when we were looking for props against which to photograph him, he had no qualms about wheeling out his '96-spec Mini Cooper S – bought when he first came to England in '98. "I have no personal deal with Honda," he says. "I love this car and go everywhere in it. I even drove it to Hockenheim, which was great. It needed 10 fuel stops on the way!"

In fact, the people with whom Taku has most influence within the team are British American Tobacco. Lucky Strike, you see, is a massive brand in Japan and Taku's arrival



at B.A.R is a dream come true for them.

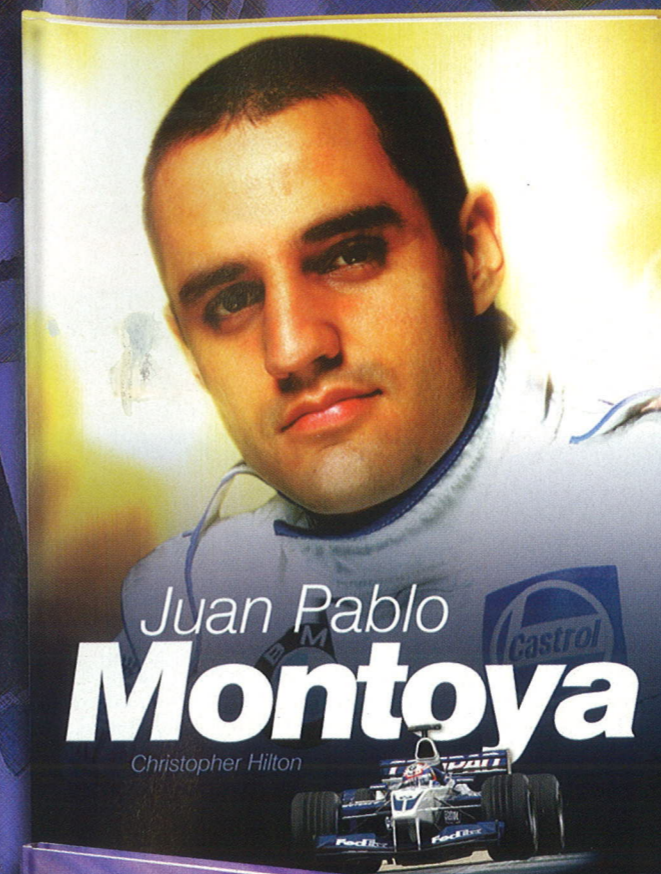
Consider this little instance. En route to Melbourne, Villeneuve, Jenson and Taku all had to fly via Tokyo. But it was only JV and JB who were required at a Honda press conference. Taku had a press conference of his own, elsewhere, called by Lucky Strike.

Jenson is on a long-term deal with B.A.R and Villeneuve's contract is up for renewal at the end of this season. So it's not hard to picture their '04 driver pairing as Button-Sato – a combo which already has the marketing men quivering in anticipation.

And, on the strength of Taku's showing at Suzuka '02, the engineers won't have too much to complain about either. ①

(Above) He walked along this branch, which overhangs the river. We waited for the splash, but Sato has a good sense of balance! (Above left) Sato puts the B.A.R 005 through its paces

RACING GREATS



Juan Pablo Montoya

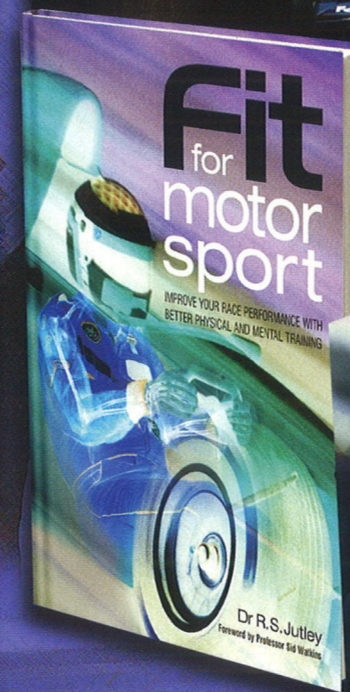
Christopher Hilton

He is the most exciting driver to hit Formula 1 since Michael Schumacher – and the only one likely to challenge the five-times World Champion.

His life has not been set out in detail – until now. Ace biographer Christopher Hilton charts Montoya's full race career, giving a penetrating insight into his F1 debut with Williams and the consolidation of 2002 which took him to the threshold of superstardom.

£15.99 Hardback

Book Number: H998



Fit for motorsport

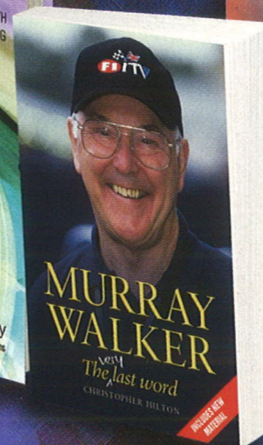
Improve your race performance with better physical and mental training

Dr R.S. Jutley

Foreword by Prof. Sid Watkins

£14.99 Hardback

Book Number: H876



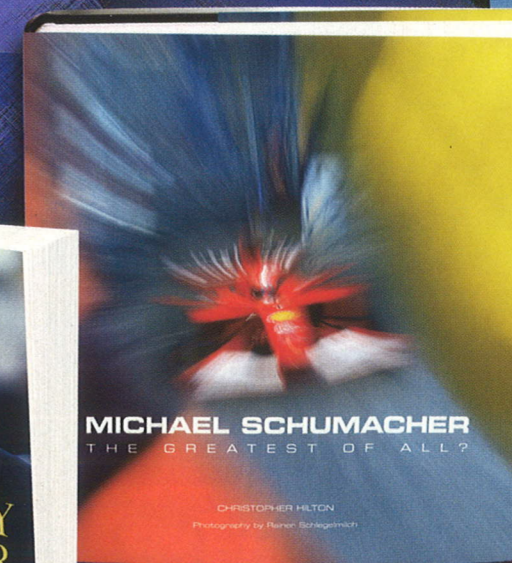
Murray Walker

The very last word

Christopher Hilton

£6.99 Paperback

Book Number: H895



MICHAEL SCHUMACHER

THE GREATEST OF ALL?

CHRISTOPHER HILTON

Photography by Rainer Schlegelmilch

Michael Schumacher

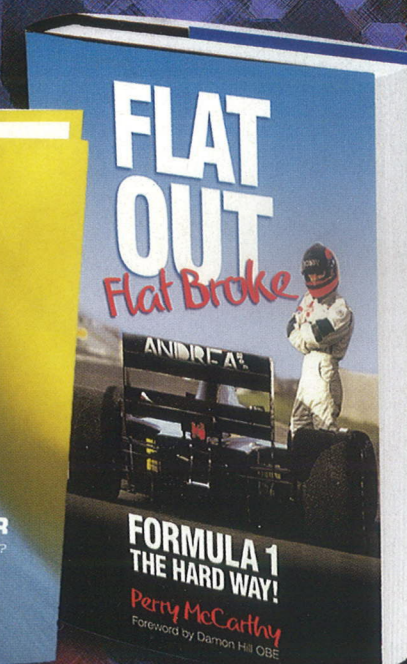
The Greatest of all?

Christopher Hilton

Photography by Rainer Schlegelmilch

£19.99 Hardback

Book Number: H873



FLAT OUT

Flat Broke

FORMULA 1

THE HARD WAY!

Perry McCarthy

Foreword by Damon Hill OBE

Flat Out, Flat Broke

Formula 1 the hard way!

Perry McCarthy

Foreword by Damon Hill

£17.99 Hardback

Book Number: H886

Available from all good bookshops or **ORDER DIRECT** on Tel: 01963 442030

Haynes Publishing, Sparkford, Yeovil, Somerset BA22 7JJ

Tel: 01963 442030 Fax: 01963 440001 Email: sales@haynes-manuals.co.uk www.haynes.co.uk



JAGUAR

Two 'P's in a (side)pod

David Pitchforth and Tony Purnell. They share more than a second initial – for these are the men fronting Jaguar Racing's new engineering-led philosophy

Interview by Tom Clarkson

The two 'P's are sitting at opposite ends of the table, munching on sandwiches and drinking coffee, prior to their first press grilling *à deux* since taking the helm of Jaguar.

The 'P's in question are Purnell (Tony) and Pitchforth (David), two very different men with one unenviable task: turning Jaguar into a credible – and then a good – Formula 1 team. Both are engineers by trade, and both have worked in what they call "the real world" – outside motorsport.

P1 (Purnell) is the wiry, bespectacled boffin straight from central casting, now CEO of Ford's Premier Performance Division. Since Purnell took on the job last December, Jaguar Racing, Cosworth Racing and Pi Research (the advanced electronics think-tank which he founded

in 1986) have all been under his jurisdiction. Jaguar, however, have taken up the bulk of his time, thanks to a major reshuffle in the wake of the dismissal of Niki Lauda and his autocratic, somewhat chaotic regime.

F1's archetype team boss is suntanned, egotistical, gregarious and suave. Not Mr Purnell. He's shy and a bit awkward, as befits one who's mega-intelligent. *Mega-intelligent?* Well, he has degrees in material science, mechanical engineering, metallurgy and aerodynamics, making him better qualified (academically) than all his maverick paddock peers put together. And here, maybe, lies Jaguar's salvation. Gone is the rogue-ish, louche, open-flied, ego-first approach of the Lauda 'era'; now it's the cult of the nerd-esque boffin, with intellectual and engineering rigour to the

'WE CAN'T HAVE A DOG OF A CAR. THE EMBARRASSMENT TO FORD ISN'T ACCEPTABLE'
TONY PURNELL

fore, for the good of the collective. Egos be damned; show us your qualifications.

"I'm very lucky to have had such a good education," says P1, addressing us in his quiet, southern English drone. "I use it all the time. When a technical person shows me something, I can fully engage with what he's telling me, even though I might not be able to do his job a fraction as well."

P2, meanwhile, is David Pitchforth, ►

engineering '97-01 Auto Research Centre (Reynard Motorsport); general manager and then managing director '02 Joins Jaguar Racing, working first on R4 design project, then as managing director



• CV: TONY PURNELL
Born May 23 1958, Surrey, England '82 Writes master's degree thesis in the US on *Aerodynamic aspects of Formula*

1 car design '83-84 Takes a research scholarship at Cambridge, UK, where he continues to study race car air flow. Is also a consultant to Newman-Haas Racing, and builds wind tunnel instruments for Lola and the FORCE F1 team (working with Ross Brawn, now at

Ferrari, and Nigel Bennett, a leading engineer working in America's CART championship) '89 The year's best Indy car, the Lola T8900, benefits from Purnell's aerodynamic design work '86 Finds Pi Research in the

basement of his Cambridgeshire house. Pi are now a global electronics business and part of Ford's Premier Performance Division '02 Joins Jaguar Racing as chief executive officer of PPD

as a technical apprentice in '82 and progresses to test technician, test engineer and technical applications engineer before becoming senior test engineer in '90 '94-97 Schwitzer US Inc: senior applications engineer, cooling systems, and then manager of facility services and test



• CV: DAVID PITCHFORTH
Born April 21 1965, Yorkshire, England '82-94 Schwitzer (Europe) Ltd. Starts



'THE TECHNICAL DIRECTOR'S ROLE IS A MYTH. WE'RE NOT INTO AUTOCRATS HERE; WE'RE INTO TEAMWORK'
DAVID PITCHFORTH



(Far left) Pitchforth and Purnell's reputations will be forged according to the R4's success. Mark Webber (left) reckons they're up to the task. Pitchforth knows "things must be on the car for a reason. We must show that we understand the car [below, driven by Antonio Pizzonia] and are making good engineering progress"

Jaguar Racing's managing director. And here's a thing. If Purnell is Jaguar's 'rent-a-geek', Pitchforth is their 'rent-a-tyke' – a stocky, matter-of-fact Yorkshireman who's the more imposing of the two by virtue of his effervescent energy. They've worked together before – at Pi Research before it came into the Ford fold. In every way, therefore, their reunion at Jaguar (Pitchforth joined last year) is a meeting of minds.

Pitchforth came to Jaguar as chief aerodynamicist, but was replaced in that role in July by Ben Agathangelou when he (Pitchforth) took charge of the design and build of this year's R4. It shows promise, but only after a few races will the car's true potential be known. The intent, however, is immediately apparent.

"Our aim this year," says Pitchforth, "is to prove that we can build a solid racing car. Last year's R3 was truly awful..."

Purnell butts in here. "We can't have a dog of a car this year because that would cause Ford another year of embarrassment, which isn't acceptable. Last year's car should never have left the factory."

Right on cue Pitchforth fires up an overhead projector to illustrate Jag's new hierarchy – designed to prevent such a hound ever again escaping the kennel.

"The job of technical director is a myth," he begins. "We're not into autocrats here;

we're into teamwork, and, if you like, we've split the role of technical director into two – an engineering director, Ian Poccock, and a chief engineer, Malcolm Oastler.

"The engineering director is the manager; the chief engineer is the technical troubleshooter. Below these two we have a group of people specialising in different areas of the car: design, performance and aero."

Lest this sound like so much technoblatther, consider the model on which the new structure is based. You might know the team. Their cars are red. Quick. Win a lot.

Yep, Jaguar '03 vintage ape the structure employed to such great effect at Maranello. The role of Poccock (P3?) is not dissimilar to that of Ross Brawn, Ferrari's technical head; Malcolm Oastler is Jag's Rory Byrne.

What they need now is a whisper of breathing space to see if the new structure (which includes the super-perspicacious appointment of John Hogan as sporting and commercial director) can deliver.

Purnell, for one, is confident – at least as regards his overlords. "Ford are very hands-off," he says. "They took such a hands-on interest last year because the R3 caused such public embarrassment. We've made some changes and this is not a pivotal year for Jaguar Racing. Of course, being in F1 is not a given, but Ford are 100 per cent behind the project and they want to see us become Team Promising this year."

He's less likely to find any comfort zone from his competitors, for whom the only

good Jaguar is a lame one. But, ruthless though his rival team principals may be, Purnell is confident he has been accepted into their coterie. Neither does the prospect of being responsible for the success of a multi-million dollar enterprise faze him – why should it when he had the nous to found the equally multi-million dollar Pi Research business from his kitchen table?

He has already made his presence felt among this most demanding, most caustic of peer groups – it was he who spotted a chink in the '03 testing rules that led Jaguar to opt for limited testing. So, not only do they get two extra hours' running at a GP – great for rookie Antonio Pizzonia – but they also get 20 one-car test days between March 1 and November 1 (instead of the proposed 10 days for limited testing).

Pretty smart, huh? 'Clever guy', you may be thinking. Even, dare we say it, very F1 – worthy of a snare-dodging EJ or Flav.

Could spring a surprise or two, this pair. They're not your obvious team leadership fodder, but perhaps they represent the emerging faces of an emerging era. One where a nose for the bucks that will keep a team alive is less valuable (when funded by a global giant) than a brain hard-wired into the demands of an engineering-led era.

They're racers, too. P2, Mark Webber tells us, is a racer – "as sure as eggs in eggs, mate." And P1, meanwhile – this boffin among boffins – is a mad-keen karter even today.

So, what can we hope for from the Messrs 'P'? A P1 and P2 this season? Unlikely. But a P3 or four? Well, maybe...



Podium Performance



Team McLaren Mercedes
OFFICIAL SUPPLIER

SONAX – product development with the experience of a market leader in matters automotive care.

For more than fifty years SONAX has offered a wide range of best performance products for the vehicle care. It's no surprise therefore, that SONAX also holds pole position on the racing tracks of the international Formula 1 scene. The list of SONAX racing partners includes many glamorous teams –

Team McLaren Mercedes is the latest one. SONAX' place amongst the famous has been won for good reasons: The range of car care products offers the right solution for every task. Each SONAX product fulfils the highest requirements – for any job in automotive cleaning, care and maintenance.

Available from all Vauxhall dealers, selected Ford, Fiat & Hyundai dealers and all branches of Euro Car Parts. SONAX Partner for the UK: Schulp Marketing Ltd. • Unit 13 • Hampers Common Ind. Est. Petworth • West Sussex GU28 9NR • Phone 01798 344888 • Fax 01798 344999 • markschulp@aol.com



www.sonax.com

DRIVER: MINARDI

Jos Verstappen

On his year away from Formula 1, racing for Minardi and being pals with Schumi

How good is the Minardi PS03?

The most track mileage that it's done was over the grand prix weekend in Melbourne. It's a good car and I must say that I'm really pleased with the power and response of the Cosworth CR-3 engine. It's definitely the best F1 engine I've experienced.

And your first impressions of Minardi?

The atmosphere is very good and it's great to work with [team boss] Paul Stoddart again. We've known each other for seven or eight years, from when he was a sponsor of Tyrrell [for whom Verstappen raced in 1997]. We started talking last year when it became clear that he would have a chance of getting a Cosworth engine. I'd been told what a good engine it was.

Do you think Minardi can be regular midfield runners this year?

I hope so and I think the rule changes have definitely helped the smaller teams. The gap between the 'haves' and the 'have-nots' is smaller this year.

Do you rate team-mate Justin Wilson?

He's a very good driver and everyone rates him very highly.

What's it like to be back in Formula 1 after a year away from the paddock?

It's not the driving that's difficult, but people's attitudes towards you. You can be forgotten very quickly in this sport, although I still have great support from the fans in Holland. What made it hard this time was that I had to look for sponsorship – and unfortunately that isn't easy to find in the current economic climate.

What do you stand to gain by coming back to F1 with Minardi?

I really missed F1 last year. I had offers to race in touring cars and CART [America's ChampCar series], but I think F1 is the best category of racing in the world, so that's where I want to be for as long as I can. If I have a good season with Minardi, who knows what might happen?

What did you do last year?

I spent a lot of time with my family and I did a lot of cycling because that's one of my hobbies. About four times a week I cycled 50 miles, which helped to keep my physical

fitness up. I also did a lot of karting because it helps to keep me sharp. I have my own kart team. We won the Formula Super A Championship last year, which is the highest class in karting. But I missed driving a lot, which is why I worked very, very hard to come back with Minardi.

Is it true that you named your son after FIA president Max Mosley?

No! My wife wanted a short name – if he's been named 'Max' after anyone, it's [Italian MotoGP rider] Max Biaggi.

Are you pleased that driver aids will be outlawed from the British GP on?

Absolutely. In fact, I think the FIA should get rid of all electronics. I'm particularly delighted that launch control is out because I think my starts are pretty good. But they shouldn't stop there. They should reduce the downforce more and then bring back slick tyres to give us more mechanical grip and allow us to run closer to the other cars.

You spent time over New Year with Michael Schumacher. Are you close?

We're friends, as are our families. I think Michael knows he's in a very good situation at Ferrari and he'll want to stay there as long as he can. He seems really happy with life at the moment. F1 needs superstars like him.

Was he a good team-mate to you at Benetton in '94?

Yes. I never had a problem with him. I've read since then that some team-mates claim that he doesn't let anyone see his telemetry.

'I THINK THE FIA SHOULD GET RID OF ALL ELECTRONICS. THEY SHOULD ALSO BRING BACK SLICKS TO GIVE US MORE MECHANICAL GRIP'

Well, all I can say is that he was always helping me and giving me advice because it was my first year in F1.

Who do you think will be Michael's closest challengers this year?

Over the course of a season, I expect Kimi Raikkonen to be fast because he was very impressive last year, his first with McLaren. And Juan Pablo Montoya is good too because he's very aggressive, and that's what is needed.

Are you sorry to see the demise of Arrows, your former team?

Of course it's very disappointing that a team should disappear like that, but Tom Walkinshaw made a big mess of it – and I'm still fighting him in court because I signed a contract to race for the team last year. So, while the fate of the team is very cruel, I think Walkinshaw deserves it.

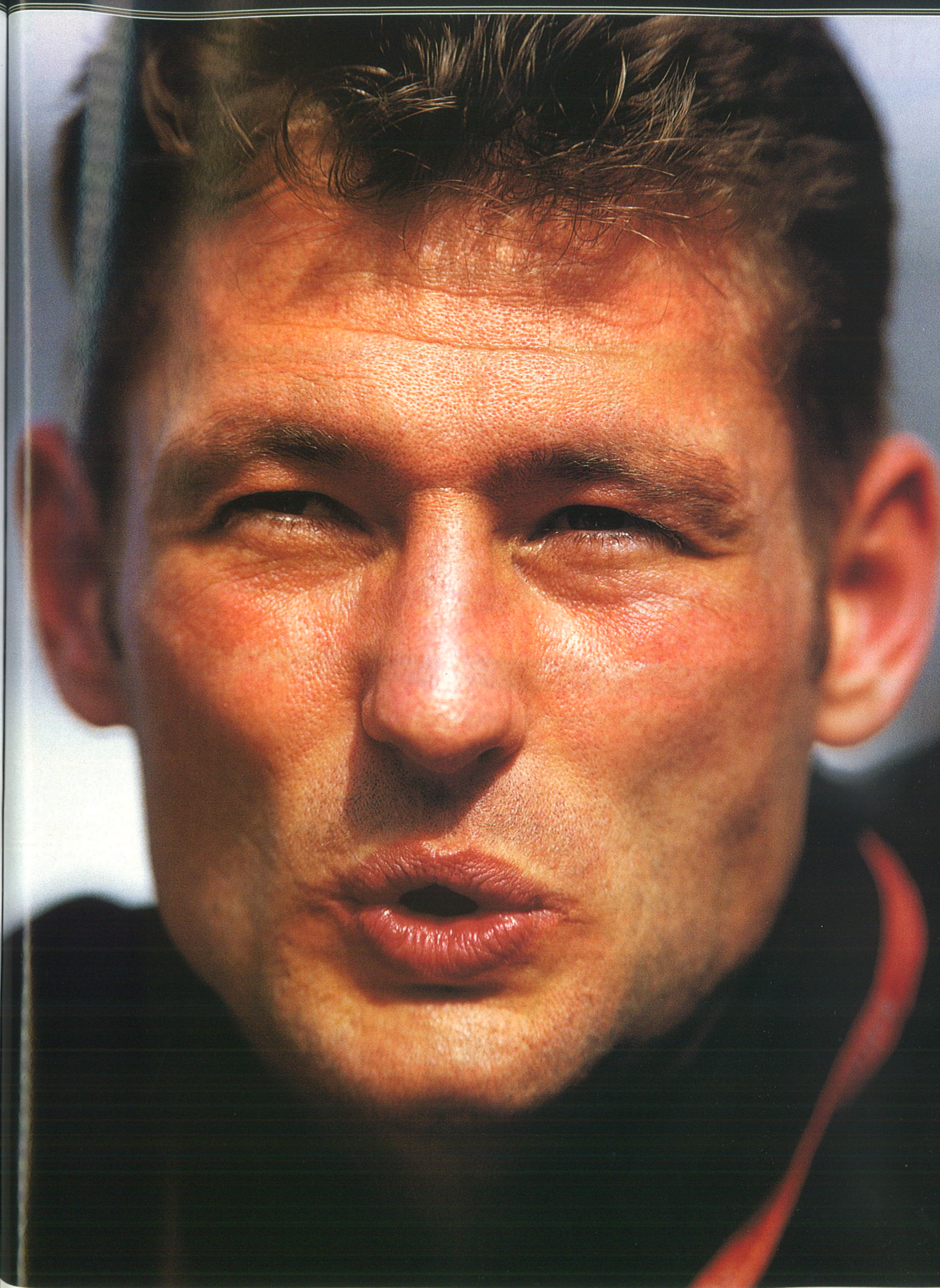
How much longer do you think you'll be racing in F1?

I'm 31 and I'll remain here as long as people want me. I think you can still race here at 36 or 37 – and I hope I will be. **1**



(Right) The Minardi PS03, driven here by Jos (opposite), had very little running pre-Melbourne, but the lure of its proven Cosworth engine helped tempt him back

MAIN: DAPHNE HEATH; INSET: PHOTOLAAT



UNDER THE BRIDGE - RED HOT CHILI PEPPERS

IN MY PLACE - COLDPLAY

SHOULD I STAY OR SHOULD I GO - THE CLASH

JUST LIKE A PILL - PINK

SHINY HAPPY PEOPLE - REM

HOW YOU REMIND ME - NICKELBACK

STARMAN - DAVID BOWIE

HAVE A NICE DAY - STEREOPHONICS

BROWN EYED GIRL - VAN MORRISON

LAST NITE - THE STROKES

DON'T LOOK BACK IN ANGER - OASIS

FEEL - ROBBIE WILLIAMS

HUNTER - DIDO

I FEEL FINE - THE BEATLES

IT MUST BE LOVE - MADNESS

YOU OUGHTA KNOW - ALANIS MORISSETTE

DROPS OF JUPITER - TRAIN



RADIO

1215AM
NATIONWIDE

105.8FM

BETTER
MUSIC
MORE OF IT

DON'T STOP ME NOW - QUEEN

BEAUTIFUL DAY - U2

GOLDEN BROWN - THE STRANGLERS

FLOWERS IN THE WINDOW - TRAVIS

TOWN CALLED MALICE - THE JAM

COMPLICATED - AVRIL LAVIGNE

SAIL AWAY - DAVID GRAY

A misspent youth?

Frank Williams is now one of Formula 1's grandees – but it wasn't always so. Veteran hack Mike Doodson, who was the only journalist present at the very first Williams F1 launch, remembers Frank's first furtive grand prix gropings...

Do you mind telling me which was the most memorable Formula 1 launch you ever attended?" asked a uniformed sweetie at the launch of the very first B.A.R., back in 1999.

I thought hard for a moment. "Oh, it was probably for Williams," I offered.

"Hmm," she responded suspiciously. "Not many journalists I've asked have nominated Williams for memorable launches. Do you remember how many people were there?"

"The ideal number," I replied. "Three: Frank Williams, his chief mechanic and me."

I have to confess that I was bending the story a bit. It is true that there was a day, and a significant one in Frank's history, when his first Cosworth-engined Brabham went though an impromptu unveiling in my presence. But the car was the BT24 which he ran in the Tasman series for Piers Courage during the winter of '68-69, and the engine in it was a 2.5-litre de-stroked version of the famous F1 Cossie.

Frank and his mechanic, a finicky Kiwi called Johnny Muller, had taken the BT24 to Silverstone for a shake-down test some time at the end of '68. I happened to stroll by as they were trying to lift the car's back wheels over the lip in the floor of the delivery van that Frank had borrowed for the great occasion. They just needed a helping hand.

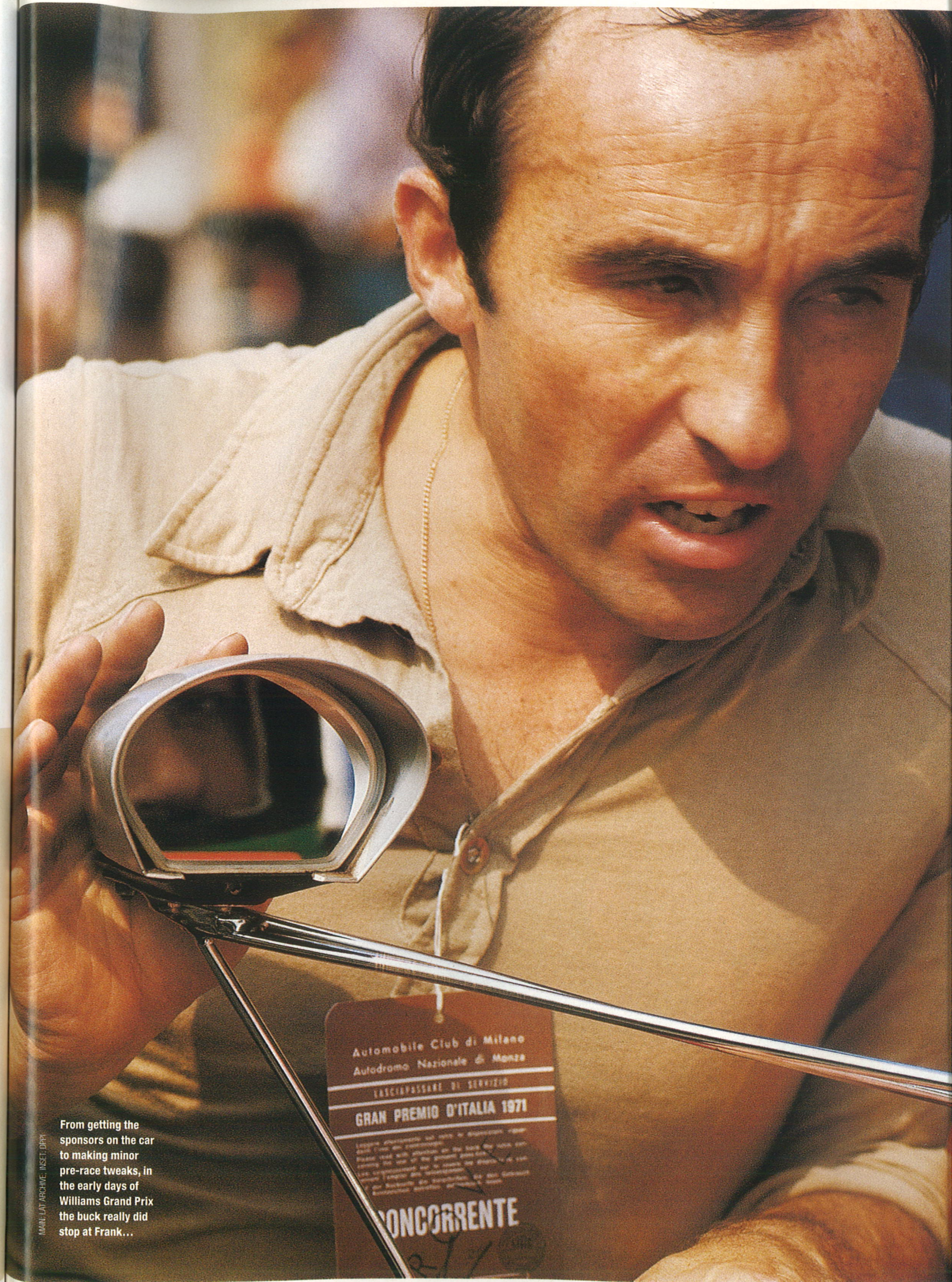
As a cub reporter on *Motoring News*, I was already on conversational terms with Frank, having covered the Formula 2 events in which Piers raced his car that year. But Frank was preparing a newer BT26 for a move upwards

to grand prix racing in '69. Now that he was about to embark on the big adventure, he was anxious to get his plans onto the news pages. While Johnny was busy doing some last-minute fettling on the Brabham, the tyro F1 entrant invited me to dine with him. We headed for a pub in Bicester, where I filled a notebook with scoops as we wolfed down sandwiches and, for me, a couple of pints of bitter (strictly orange squash for Frank).

When the time came to leave, only one of us had the wherewithal to settle up. It wasn't the guy who owned an F1 car. ▶

(Below left) Frank Williams used to do all his own race engineering as well as managing the team. It was a huge workload to take on

'WHEN FRANK AND I LEFT THE PUB, ONLY ONE OF US HAD THE MEANS TO SETTLE UP. IT WASN'T THE GUY WITH THE F1 CAR'



From getting the sponsors on the car to making minor pre-race tweaks, in the early days of Williams Grand Prix the buck really did stop at Frank...



'FROM A COUPLE OF TELEPHONE BOXES, AND WITH A BAG OF 2P PIECES, FRANK WAS ABLE TO RUSTLE UP THE MONEY HE NEEDED'

It was rather thrilling to be pals with someone who was even more skint than I was. (Indeed, nearly seven years later, he was still capable of showing the occasional public sign of financial inadequacy. In '75, on a flight home out of Cologne, on the day after Jacques Laffite had taken his FW04 to second place in the German Grand Prix at the Nürburgring, Frank was going on about the tens of thousands that this result was going to save him in FOCA travel expenses – and then touched me for a tenner to get his Porsche out of the Heathrow car park. I handed over the cash – and went without groceries or lunch for a week.)

All the official histories of Frank Williams tend to skate over the financial embarrassments of his early years in F1. Perhaps this is understandable, because that first season of grand prix racing with the BT26 in '69 had produced two magical second places, at Monaco and in the high-paying United States Grand Prix at Watkins Glen. Somehow, everyone thought, this newcomer Williams had demonstrated that he could hack it as an F1 entrant. How wrong we all were...

The momentum built up by the new team in '69 was dissipated by the hideous fiery crash which cost Piers his life at Zandvoort during the following year's Dutch Grand Prix. The otherwise imperturbable Frank admits to shedding tears. "I will carry on because that is my business," he told me, "but I will never get close to a driver again."



Frank's first foray into F1 was in 1969 with Piers Courage (left). Their success was immediate and amazing – Courage finished second at Monaco (far left) and Watkins Glen, USA (below)

It would be another five years before one of his drivers returned to the podium, and nine years (and the humiliation of losing his own team) before he celebrated his first victory.

Finding the culprit for the nine fallow years, and for a constant parade of setbacks which bordered on the farcical, is easy. The cause of his own near-downfall was Frank himself. By refusing to delegate anything, he was able to control (in a manner of speaking) every aspect of his business. But he hugely over-estimated his ability to cope with the crippling arduous workload he had imposed upon himself. By trying not only to manage the team but also to find all the sponsorship and even to race-engineer the drivers, too, he condemned himself to a decade of failure and frustration.

The most authoritative account of this period comes from none other than Ginny Williams, Frank's wife, whose book about their life together, (*A different kind of life*, '91) was written to provide her with the catharsis she needed after helping to nurse her husband through the crisis that followed his near-fatal car accident in March '86.

Hurrying past the blush-provoking chapter on Frank's bedroom prowess, we discover just how marginal his set-up was throughout the early years. At one stage he was paying last year's bills with next year's sponsorship. On the day they married in '75, Frank arrived at the church one minute before the ceremony was due to begin and was back in his office 20 minutes later.

Frank's engineering knowledge was so sparse that at one stage Ron Tauranac (of the rival Brabham team) called him into the Brabham garage and – out of the kindness of his heart – showed him how the plumbing of the Cosworth engine should be organised to prevent yet another expensive engine blowing up.

Every post brought more demands for money, and the bailiffs were constant visitors to the Williams factory on an industrial estate in Reading. The premises regularly had to be abandoned until the rent was brought up to date, and on those occasions Frank would take his car into an undeveloped corner of the estate where there were a couple of telephone boxes. With a bag of 2p pieces, he was able to carry on his business and rustle up the money he needed to resume operations at the factory.

The story of the two phone boxes soon got out. Indeed, a TV scriptwriter



The Arthur Daley-esque scams

Time was when Frank Williams was a nifty little wheeler-dealer – had to be, in fact, to keep his business afloat. Here are some of his craftier schemes...



(Above) Athletics races accompanied several grands prix in the 1970s. Frank Williams is in the centre; on the right is James Hunt

The Brabham BT26 which Piers Courage drove to two second places in Frank's first year of F1 was acquired by subterfuge. The chassis had originally been sold to Lancastrian transport tycoon David Bridges, whose Red Rose team planned to run it in major club races; but Frank, then dealing in second-hand racing cars, persuaded Bridges to sell it to him for £3,500. Converted from a Repco V8 to a Cosworth DFV, and running on Dunlops, the car was the equal of the works BT26s (also switched to Cosworth power). Goodyear (Brabham's tyre supplier and sponsor) were less than happy to discover that the uppity car dealer had somehow managed to circumvent the provision in Brabham's contract which forbade the sale of a current car to a potential F1 rival.

In February '71, two full international Formula 2 races were held, one week apart, at a circuit on the outskirts of Bogotá (capital city of Colombia). The two brand-new March 712Ms entered by Motul-Williams for Henri Pescarolo and Derek Bell both split their chassis in the first race, so the mechanics stripped the cars and Frank personally delivered the monocoques to March to be strengthened before taking them straight back to South America. Being Frank Williams, he somehow persuaded the airline to accept the two bulky items as hand

luggage (on both legs of the journey). Bell rewarded this mammoth air odyssey with third place on aggregate.

So uncertain was the future of Frank's team in '75 that the only way he could hold onto his mechanics was by offering them more (a munificent £45 per week, net) than any other F1 team was prepared to pay. The money sometimes had to be eked out of Frank's winnings in the running races – rather inappropriately sponsored by Marlboro – held as a Saturday flag-raiser at some grands prix. Frank was a keen runner right up to his '86 road accident in France – which happened as he was dashing home from a test at the Ricard circuit in order to compete in a half-marathon in London the following day.

In '77, a new F1 chassis from March (chief salesman: Max Mosley) cost £15,000. Unable to afford such luxury, Frank was offered a used chassis: the car was driven by Belgium's Patrick Neve, financed by an uneasy mix of backers: a small Belgian brewery (Neve's personal sponsor) and the stolidly Muslim airline Saudia. It was Frank's first 'touch' with the Saudi finance which would eventually set him on the road to F1 success. He later discovered that the March was probably a '75 F2 car which had been repaired so many times that traces of paint from at least two of its previous sponsors were identifiable. Mosley, imperturbable, declined to issue a credit note.

subsequently adopted the plot for an episode of *Minder*, Arthur Daley and his sheepskin coat subbing for Williams and his running shoes. Some TV critics found the whole thing ridiculously far-fetched...

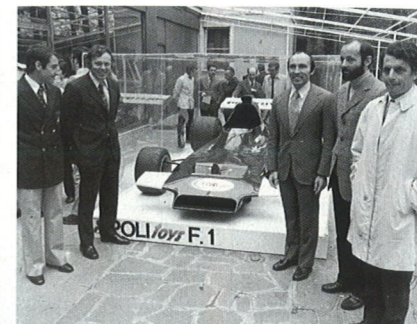
Nothing, however, could hide the reality that in the years following the brief period of glory with Courage, Williams had lost the plot. It wasn't just the county-court judgements and bad credit: rueful mechanics wanted the press to know when their wages were late, which was often. In trying to extinguish the bushfires of a semi-bankrupt business while aspiring to be an F1 race-winner, Frank was making a fool of himself. Someone unkindly referred to him as 'Wanker Williams', and the alliterative insult stuck.

The sport of F1 was in a generally fragile state back then, and *Motoring News'* line

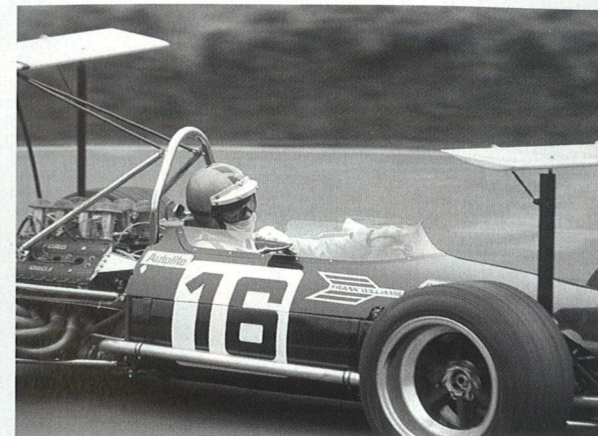
did not involve making scandalous revelations about the parlous state of an entrant's finances. I found Frank a fascinating person – and he, conscious of the good that a positive write-up could do for him, was always ready to feed me with interesting news stories. Looking back now, I strongly suspect that we had something in common: we were both out of our depth, even though we didn't know it.

During the long gestation period of his first home-grown Williams F1 car in '72, I would be on the phone to Frank every week. At one stage he asked me what the new car should be called. "What's wrong with Williams-Ford?" I said.

"I can't call it a Williams – that suggests I'm something important in F1," retorted Frank, who idolised Ken Tyrrell at the time. ▶



(Left) Courage in the '69 Brands Hatch Race of Champions; (below) at Kyalami in '71; (above left) launching the Politoys FX3 in '72. Carlos Pace stands to the left, and on the right are (from left) Frank, Henri Pescarolo and designer Len Bailey; (above) Frank's wife Virginia is his greatest supporter



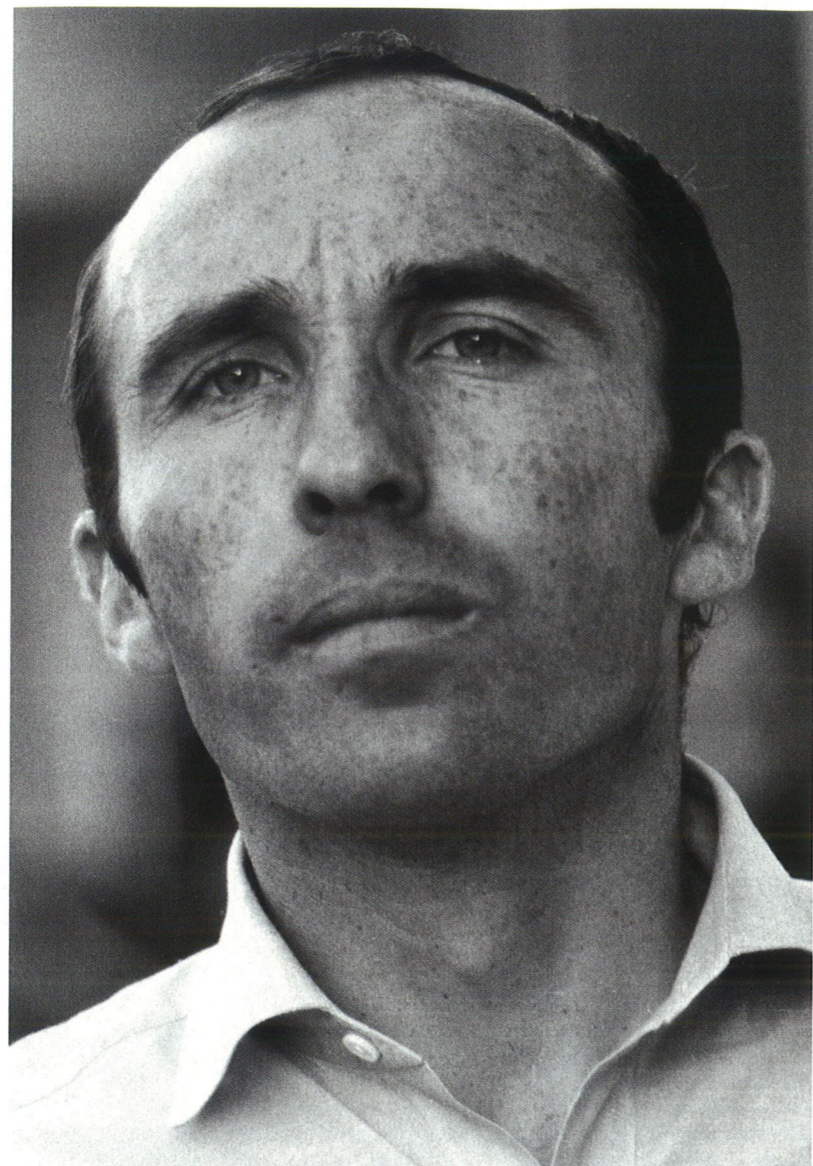
MAIN: LAT ARCHIVE; LEFT INSET: SCHLEGELMILCH PHOTOGRAPHY; RIGHT INSET: KLEMENTASKI COLLECTION

LAT ARCHIVE; DPPI; SCHLEGELMILCH PHOTOGRAPHY; CENTRE: KLEMENTASKI COLLECTION

WILLIAMS' EARLY DAYS



(Above) Frank gradually learned to delegate some of his workload, but the racer in him will never completely let go; (right) talking to Ken Tyrrell, whom he idolised during the '70s; (below) at last! Clay Regazzoni wins for Williams at Silverstone '79 - Frank's first F1 win



LAT ARCHIVE/DPPI

'WHAT A RELIEF THAT IT WAS NOT ME WHO TOLD A NEW GENERATION ABOUT FRANK'S SCURRILOUS NICKNAME'

"Then you'll just have to call it the Wanker-Ford," I offered. And for the next few months, until he nailed down some sponsorship money from the Italian model maker Politoys, Frank's new car was known to us both as the Wanker.

Eventually, in '77, 'Team Willy' (Frank's expression) was reborn on far more realistic terms, Frank finding himself a proper engineer (Patrick Head) and learning how to delegate at last. The 'Wanker' handle vanished into thin air after the new team's first F1 victory, scored by Clay Regazzoni



(Far left) Pescarolo sits on the grid at Brands Hatch in '72; (left) Frank looks on as his ungainly FW04 of '75 is fettled in the Silverstone pits

at Silverstone in '79. Barely two years earlier the old debt-raddled team had passed into the hands of Walter Wolf - and now, with eight years of hard-earned insight behind him, Frank really was in control.

Indeed, it had been such a profound transformation that I didn't hear anyone use the W-word again - either in private or to his face - until shortly after Frank became Sir Frank in early '99. It happened at the Autosport International Show, in the upstairs lobby of the Birmingham NEC, as Frank's nurse pushed the famous wheelchair out of

a press conference. Also present was Jackie Stewart, all smiles.

"Och, Wanker! Congratulations!" said JYS in a piercingly loud voice.

Never again do I expect to see such looks as those that spread across the startled faces of the phalanx of Williams staff surrounding the freshly dubbed knight of the realm. And what a relief it is to know that it was Sir Jackie Stewart, and not me, who told a whole new generation of 'Team Willy' people about the scurrilous nickname which their boss once had to carry. 1

CHILDREN GO FREE
RACE DAY TICKETS FROM £

FAST & FURIOUS



GREEN FLAG MSA BRITISH TOURING CAR CHAMPIONSHIP

BRANDS HATCH

Bank Holiday Weekend 3 - 5 May 2003



A BANK HOLIDAY WEEKEND EXTRAVAGANZA - FUN FOR ALL THE FAMILY!

FIREWORKS • AIR DISPLAY • FUNFAIR • KARTING • EXTREME SPORTS
AND MUCH MORE!

CALL THE TICKET HOTLINE ON:

0870 850 5016

www.londonchampcartrophy.com





Just chillin'

A relaxed Mika Hakkinen. A smiley, cheeky, charismatic Mika Hakkinen. This is the story of a man who went on a rally in search of a dream and came back having found... himself

Words by Anthony Rowlinson; photographs by Steven Tee/LAT

At 8.48pm on Saturday January 25 2003, Rovaniemi, the capital of Lapland, has already been dark for more than five hours. There's a kind of hush... not quite all over the world, but certainly all over town, as Finns huddle and mumble to each other with their inimitable loo-py-doo-py intonation. They're waiting. Waiting in the coldwinddark (all three together - inseparable, omnipresent) for their hero, Mika Hakkinen, who has just completed the Arctic Rally and is now snow-crunching his way towards the finish ramp, inches at a time.

Mika is invisible, but we all know where he is. A herd of Finns have enwombed his car, clamouring to get close, yet forming a protective barrier made from wool, Gore-tex, flesh and blood.

Queued up behind the 29 cars that have finished ahead of his Mitsubishi Lancer WRC, Mika passes the time signing autographs on crumpled twists of paper shoved through a half-inch opening in the driver's side window.

One little girl, knee-high to her dad and bouncing like one of those very bouncy, bouncy balls, is so excited that all she can do is exclaim, repeatedly, "Mika Hakkinen! Mika Hakkinen! Mika Hakkinen!" She drags dad towards Mika's car and finds a way through the thicket of thighs in front of her to reach... a silver and red door panel. She's still chanting, "Mika Hakkinen, Mika Hakkinen, Mika Hakkinen", only louder and more insistently. So close, yet so far away! Dad stoops down to do what dads do. Grabbing his daughter

under the armpits, he lifts her to window height, and there she is, eyeball to eyeball with the double world champ. For the first time in 10 minutes, she is completely, utterly silent - as dumbstruck as she is awestruck. She may even have forgotten to breathe.

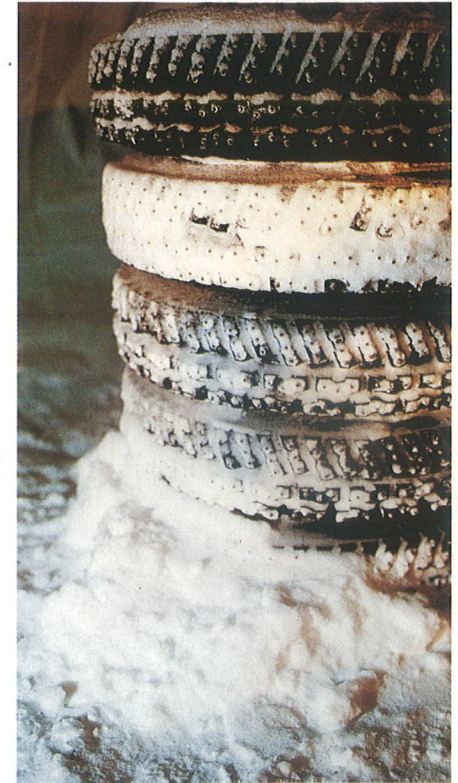
Mika, captivated by the ardour of his young fan, winds down the window and reaches out his right hand - ungloved for the first time in hours. He takes the little notebook she is clenching in her fist and provides the necessary flourish which makes a nondescript sheet of paper a priceless artefact. He smiles his crooked smile and says something in Finnish. She mouths 'Mika' in response.

The moment passes. She is lowered, gently, back to earth and guided away from the throng. ▶

(Left) Mika at speed through the snowbanks; (right) a Finn, in a big red coat, in Lapland? Cue Santa gags; (below) When it's minus 30, open fires are essential. Marshals have died out here, y' know



'A LITTLE GIRL'S DAD LIFTS HER TO WINDOW HEIGHT. SHE IS FACE TO FACE WITH MIKA, AND DUMBSTRUCK'



(Above left) Competing in the Arctic Rally is a childhood dream come true for Hakkinen; (left) Recognise the style? Maximum commitment; (above) only studs give grip out here





11	15.28.7	37
12		38
13	20.16.6	39
14	15.22.6	40
15	18.26.4	41
16		42
17		43

(Left) Same face, same focus, but in a different world; (above) Mika – car 14 – struggled for speed on the early stages, but by day two he was posting top-10 times



'A CAR DRIFTING THROUGH THE STAGE, BOUNCING OFF SNOWBANKS, DISTRACTS US FROM THE COLD'



(Above) Cars were timed at 120mph on this straight. Yep, on ice, through the trees... (Above right) It's a tough job! (Right) Mika is mobbed by fans wherever he moves

I glance up at the oversized digital thermometer that is the centrepiece of Rovaniemi town centre – as prominent here as is Nelson's Column in Trafalgar Square. It reads minus 23 degrees C (the wind chill, we're told, knocks 10 more off that). But you know what? Right now, this little town, which teeters on the circumference of the Arctic Circle, might just be the warmest place in the world.

BRIGHT, BRIGHT white light. So bright you can't see. Deafening whiteness which blinds you from the inside out, neutering your senses.

The snowmobile ride to reach stage one of the Arctic Rally has chilled your correspondent and ace lensman Tee to the very marrow. The only warmth has come from puny heaters in the snowmobile's handlebar grips. The instinctive craving for their succour has lent us an odd, hunched shape: hands have become talons around the grips, backs arched forward, out of the windchill, which threatens always to tease around clothing, sliding into your cuffs and collar, leaving a lick of ice in its wake.

This is rallying in the raw. The sight of a car drifting through the stage, bouncing off the snowbanks as it goes, brings momentary distraction and relief from the conditions, but until a fire is lit and a lunch of reindeer burger and hot berry juice is digested, all thoughts are focused on personal well-being.



Must be a tourist thing – acclimatisation, in the very truest sense of the word – because the Finns don't bat an eyelid. Maybe they're frozen open. One group of spectators has been here since first light (let's call that 9.15am at this time of year) and, clad in snow suits, snow boots, and lots of other anti-snow things also beginning with 'snow', they're revelling in the Arctic experience.

How could they not? With eyes 'tuned in', shades of whiteness and contours of landscape

become apparent. This is a disturbingly beautiful place: sugar-coated, twinkling, hyper-real, such is the feeling of acute sensory stimulation. It's scenery of realised imagination. You knew it would look like this before you arrived, but until it has been felt and tasted, it's impossible fully to comprehend. But once you do, the vistas imprint themselves, indelibly. It can only be a function of the cold and the light reaching inside and taking hold.

"This is *real* rallying," says Pekka, a spectator. Disconcerted as I am by his name, I'm charmed by his life-affirming conviction. "You have to be here, feeling the cold – like you, ha! – to appreciate the challenge."

The challenge. Mika Hakkinen has spoken a lot about 'the challenge' of the Arctic Rally. And herein lies the key to understanding the high-profile participation of a double Formula 1 world champion in, ahem, round one of the Finnish national rally championship.

REMEMBER THE bad times? Remember those days in the 2000 F1 season when Mika seemed somehow to have withered on the vine, diminished and deflated to the point where McLaren's Ron Dennis had to take him away from the F1 scene for a day or two, to put an arm round his shoulder and have a cosy chat? ▶



(Main) Rallies don't come much more picturesque; (above left) Erja and Hugo Hakkinen were avid spectators; (left) having a co-driver took some getting used to; (below) sure beats a bobble hat and anorak...



FINN ICE

Mika had lost it. Not the speed – don't be foolish! – not the brilliance, the luminous car control, the sheer ability, but the *desire*. He had won back-to-back championships, beating – yes, *beating* – the toughest guy in the business. And now he was weary. He would still go on to run Michael Schumacher very close for the title that year, but the season was never Mika's.

His thoughts were already drifting elsewhere. His wife was pregnant... there might be life beyond F1... and there was still some unfinished business – like the Arctic Rally.

Mika, let us not forget, is a Finn. And if Finns are famous for anything, it is for a genetic inheritance which gifts them brilliance in a rally car. Markku Alen, Marcus Gronholm, Juha Kankkunen, Tommi Makinen, Hannu Mikkola, Timo Salonen, Ari Vatanen... the list is long and majestic and Mika, in his own, smaller way, wanted to be a part of that.

All it took was a word in the ear of his old chum from McLaren, Norbert Haug, Mercedes' head of motorsport. One of Mercedes' sister companies under the DaimlerChrysler aegis is Mitsubishi. And, with the rally team having a year off on account of the Lancer's non-competitiveness against top WRC machinery like the Peugeot 206, it was a logistical cinch to get Mika behind the wheel. Dare I say it, a PR dream, too...

"I couldn't have asked for a better opportunity," says Mika. "In F1, I was used to running with a top team, and if I was going to do this I wanted to find the same professionalism. And, of course, I wanted the best machinery I could get!"

A sparkle in the eye, a streak of competitiveness and a flash of that unique smile. Mika is relishing this weekend. His wife Erja and baby Hugo are here with him. There's no stress, no pointless sponsor demands. He can even – shock! – have a fag if the mood takes him. Is that a soft pack of

Marlboros in his breast pocket? Yes, it is – and there's a tell-tale nicotine stain on his right index finger, too. Funny how things change.

IT'S SATURDAY night, post-event, and Mika is holding court in front of sundry journalists, all enjoying the improbable story: 'Hakk's back!'

He's on terrific form – has been all weekend – and is busy slaying the myth that he's devoid of emotion. In fact, he's giving better than he's getting and is proving, against the odds, to be a journalist's delight. It ain't true what they say: on this evidence, you can take the man out of F1 and at the same time, take F1 out of the man.

Somewhere deep inside, Mika always 'got' this. Those who knew him in his early F1 days, the days before the Adelaide accident in '95 which almost killed him, used to speak of a sunny young guy, impossibly quick, and always ready with a lopsided grin if his thoughts got ahead of his ability to express them in English.

Then came the shadows. He was darker, more intense, less available after that near-death experience. And a year or three hence, when his talent took him to the first world crown, the pressures and baggage that came along with his achievements took him still further from all but a handful of those who used to know him.

In the end it was too much. Always a more complex, sensitive individual than his nemesis Schumacher, it would never have been enough for Mika to go on winning title after title, just because he could. So he stopped. No-one was fooled by Ron Dennis's insistence that Mika was 'taking a sabbatical'. The F1 Mika was gone.

Yet here, in the land of his birth, on the rally of his childhood dreams, he was back, having completed a snake-like shedding of his F1 skin – to the delight of all who were here to witness it.

If it seems too grand to describe this event as a journey of spiritual rediscovery for Mika, put aside, for a while, your cynicism. For tonight, in a little Finnish town called Rovaniemi, Mika Hakkinen, a born again Mika Hakkinen, has come home. **1**

'IN F1 I WAS USED TO HAVING A TOP TEAM. TO DO THIS, I WANTED THE SAME PROFESSIONALISM, AND THE BEST CAR!'



(Main) There's no respite from an ice storm for the mechanics; (above far left) Hakkinen? Rallying? Fur real! (Above left) You can't beat the taste of a reindeer banger cooked al fresco



PAGE & MOY LTD

We're more than "just the ticket"...

...for the Monaco Grand Prix!



1 JUNE 2003

Ten whole pages of the current Page & Moy brochure are devoted exclusively to the Monaco Grand Prix! (We were there in '63. Remember Graham Hill?)

For the detail-heads, it covers all four days of the meeting from eighteen separate grandstands. For 2003, we've organised accommodation in 10 carefully selected hotels in Monaco with transfers of course. **Far, far more than any other tour operator.**

Or you can stay on board the six star Silver Shadow luxury cruise ship with Murray Walker O.B.E. and Sir Stirling Moss coming ashore to soak up the GP atmosphere when you feel like it.

For the complete hedonist, you can sign on for a ten day cruise and watch the racing.



www.motorracingtours.com

PAGE & MOY LTD International Motor Racing Tours 2003

Page & Moy Limited International Motor Racing Tours, 136-140 London Road, Leicester LE2 1EN. Tel: 08700 106 393 (+44 8700 106 393) Fax: 08700 106 465 (+44 8700 106 465) e-mail: gprix@page-moy.co.uk

Want more?

There are 21 hotels available in Nice for those flying from Gatwick on a 3, 4 or 5 nights stay.

And for enthusiasts who prefer coaching it, we have 3 and 4 night tours for around

£300!*

Want even more? Get the brochure. And prepare to be amazed. Besides Monaco, there are 14 other Grands Prix venues which are covered in just as great a detail, as is Le Mans!

*Excludes insurance and race tickets

Book now 08700 106 393

Don't forget your grandstand view for the next F1 installments:-

- Spain - Barcelona 4 May
- Austria - Spielberg 18 May

For further details of all our Motor Racing Tours fill in the coupon below.

Please send me my 2003 Motor Racing Tours brochure

Name:

Address:

.....

Email

Tel No

Page & Moy may pass your details to other reputable companies who may use them to offer you goods and services. Please tick if you prefer not to receive these offers.



Bonded

Send to: Page & Moy Limited International Motor Racing Tours 136-140 London Road, Leicester LE2 1EN

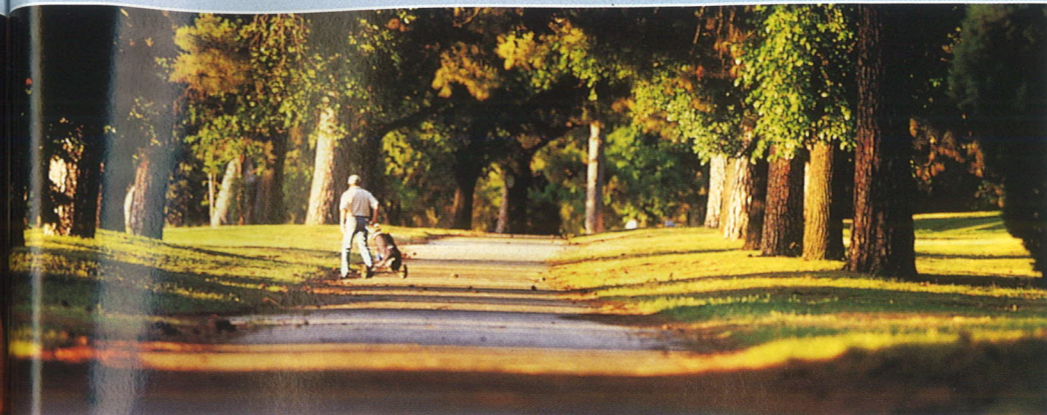


PARK LIFE

Albert Park, home of the Australian GP, is a racetrack for only one weekend a year. *F1 Racing* lifts the lid on its private, public life

Photographs by Jack Atley

(Above) At Albert Park you can come and go as you please for all but one weekend each year. What chance that tuft of grass survived the race? (Below) A road sign on the circuit. So what happens if you break down on lap one and want to head for the airport? "That'll be a fine, sir"



(Below) Roller hockey in the pittance. The garages are, of course, a permanent fixture – they house indoor netball and basketball matches when not needed for Formula 1; (below left) driving home from work: these are public roads for most of the year and are a part of daily life for many people ▶

(Above) This footpath runs through the golf course and used to be part of the original racetrack; (left) the running track follows the edge of the lake, around which the circuit runs. This year, the lake was very low and 115,000 litres of extra water had to be pumped in to make it look good for the race



Spanish Grand Prix

4 May

Austrian Grand Prix

18 May



There's no shortage of entertainment in Barcelona or on the Costa Brava! That's what makes the Spanish Grand Prix so popular. That and our choice of holidays to this event which is unparalleled!

Our coach tours offer excellent value for money and give you 2 or 5 nights on the coast. You can spend most of your time at the track if you wish but it would be a shame not to take some time off to enjoy the sunshine and the beach.

Our one week holiday in Llorret de Mar by air means you can do just that - and spend a day sightseeing in Barcelona too!

Barcelona has everything you need for a short break - smart shops, hundreds of bars and restaurants, colourful markets, art galleries, museums and monuments galore!

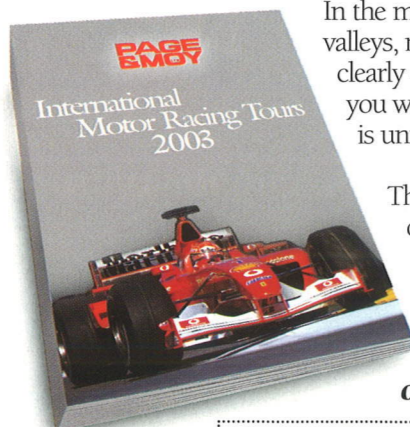
It's a fun weekend and a superb circuit for spectators too!

If you still think Austria is just for ski holidays you are missing out on one of the most scenic of the Grand Prix weekends.

The circuit is in the heart of Styria. Set in a natural bowl and surrounded by snow-capped mountains it is an unlikely venue for F1. What it lacks in glitz and glamour is more than made up for.

In the middle of May the weather is superb. The lush valleys, mountain pastures and the dark green forests are clearly defined in the bright sunshine. The welcome you will receive and the food and service in restaurants is unrivalled.

This is one of the best weekends on the F1 calendar!



CALL FOR OUR BROCHURE NOW ON 08700 106 392 or FILL IN THE COUPON BELOW



Please send me my 2003 Motor Racing Tours brochure

Name:

Address:

Email:

Tel No:

Send to: Page & Moy Limited International Motor Racing Tours 136-140 London Road, Leicester LE2 1EN.

Page & Moy may pass your details to other reputable companies who may use them to offer you goods and services. Please tick if you prefer not to receive these offers.

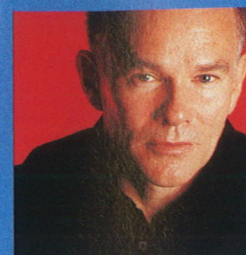
www.motorracingtours.com

Race report

Australia: the most exciting race in ages had us guessing to the end. Mega! Peter Windsor reports

Contents: Australian GP report: page 130

Malaysian GP preview: page 142 • Brazilian GP preview: page 144



> For DC, uncertainty leads to embarrassed victory

David Coulthard wasn't too sure about it before the Australian Grand Prix, believing, as he did, that the faster, more open corners of Malaysia would be better for his McLaren than the stop-start blasts of Melbourne - which just goes to show how wrong you can be. Stay calm, do your job well and forget the frills: DC did exactly that in Australia and thus began his season.

Afterwards, after the podium ceremony, he was sheepish - almost embarrassed - about his win. He had chosen to start on non-dry tyres, despite the last-minute persuasions of his team. He had been slightly off the pace all day and he hadn't actually *raced* anyone. It was difficult to believe, he said with his body language, that it had all resulted in a win.

Well, if nothing else, David, accept this win for the one you lost in 1998, when you slowed to let Mika Hakkinen past and thus honoured

your pre-race agreement. Mika never paid you back for that. Accept this win, too, for the electronic drama that cost you the '01 Monaco Grand Prix, pole position won. And accept it, finally, for what it is - as a bonus at a time when Ferrari are still on top.

From McLaren-Mercedes' point of view, the other good news from Melbourne is that the new Williams-BMW isn't faster out of the box than the MP4-17D. With the MP4-18A not too far away, there's reason to believe that McLaren will continue a resurgence. Williams-BMW, meanwhile, have much work to do. Juan Pablo Montoya can play the variables, can drive the wheels off a car, especially in dodgy conditions, but more than that will be needed if Williams are to beat McLaren, let alone the red cars.

For Michael, Australia was a milestone - his first finish away from the podium since September '01. It had to happen. It was inevitable. And so, with a disintegrating car, with the wrong choice of tyre and possibly with the wrong strategy of fuel, he only finished fourth.

That's how good he remains.

(Below) While everyone else was swapping places, David Coulthard just pootled along and won the race - almost by accident





#1: The Juan that got away

Against many expectations, it was so very nearly Juan Pablo Montoya's race. Peter Windsor reports

The staggering thing – and I'm not looking back here – was that neither Ferrari driver chose to run dry Bridgestones at the start of the Australian Grand Prix. Pasquale Lattuneddu's VIP parade (Cathy Freeman, the athlete; Megan Gale, the megamodel) had been able to walk umbrella-free onto the grid some 20 minutes before the start – and Michael, typically, was the last to be pushed into place: he *had* to be leaving his tyre choice to the last millisecond; he *had* to be thinking of dry-weather tyres.

Yet the covers came off and it was only Juan Pablo Montoya, amongst the serious names at the top of the grid, who sat there on dries. Perhaps it was because the Michelin non-dry tyres liked a little more water than the Bridgestone non-dries (as wets and intermediates now have to be called in this new, one-wet-tyre-type age). Perhaps it was just JPM, sniffing the air and being the racer's racer.

Whatever, he projected the new Williams-BMW FW25 into a commanding position – something that had seemed

more than unlikely over the previous two days of protracted, new-reg running. On Friday he lost time with a misfire – a problem exacerbated by the banning of two-way radio telemetry. Last year the BMW boys might have taken five minutes to trace and cure the gremlin; on this day, Juan Pablo had time for a few drinks and an *arepa* before climbing back into his Williams. On Saturday, smoke filled the airbox from an overspill. This was quickly rectified, enabling him to complete fully 32 laps – the most of any driver on the grid.

It was shaping up to be a quiet race for DC, after a poor final qualifying session – but smart team tactics and tidy driving promoted him to the front



> Drivers' championship: Round 1 Australia

1	David Coulthard	10
2	Juan Pablo Montoya	8
3	Kimi Raikkonen	6
4	Michael Schumacher	5
5	Jarno Trulli	4
6	Heinz-Harald Frentzen	3
7	Fernando Alonso	2
8	Ralf Schumacher	1

> Constructors' championship

1	McLaren-Mercedes	16
2	BMW-Williams	9
3	Renault	6
4	Ferrari	5
5	Sauber-Petronas	3



STEVE ETHERINGTON/LAT, MARK THOMPSON/GETTY IMAGES, PA PHOTOS, GUILLES LEVENT/DPP

(Above) Kimi Raikkonen made up for his dismal grid position with a gutsy race; Rubens Barrichello (right) was distracted by pain from his HANS device and crashed



In between, though, the mood in the debriefs was black. The new car had proved in recent weeks to be very different from the model it had been in the wind tunnel. The barge boards had been removed as an experiment at a Spanish test... and the car had been no slower. That's bad. The new FW25 rear suspension layout was swapped for that of the interim car. Estimates began to fly about the accuracy factor of the wind tunnel on specific aspects of the car. A 50 per cent (correlation) was the number that somebody mentioned. That's bad, too.

Even so, Juan Pablo qualified third in a nice, clean run. Twice on Saturday morning he had gone off at Turn One (due to a misunderstanding over tyre pressures), so on his main lap in the afternoon he trod carefully there, leaving perhaps a couple of tenths' worth of margin. He spoke afterwards of the potential of the FW25,

of its promise. With McLaren-Mercedes starting nowhere (due to driver errors), you almost felt inclined to believe him.

When he chose dry tyres, of course, you basically *had* to believe him. JPM drove stunning, skittish opening laps, darting around on the outside of guys who thought they owned the road. By lap four – lying third behind the Ferraris – he was the fastest guy on the track. By a mile. Michael, his stickier-than-normal intermediates beginning to wilt (if you can bring only one 'wet' tyre, its range has to be wider), was lapping in the 37s. Juan was down in the mid-34s.

Michael acquiesced and stopped for dry Bridgestones on lap seven, losing an additional five seconds or so when a left-rear wheel-nut jammed. He took on fuel, too, leading you to wonder if he was maybe going to run the remaining distance on a one-stop strategy. By this time, Rubens had crashed heavily (thanks to a leaking airbag ▶

TECHNO FILE

More drama... but increased risk, too

Technical editor Steve Matchett reflects on lost pre-race fettling time



An F1 chassis is more scientific instrument than car, and ensuring that it is correctly maintained is a laborious business.

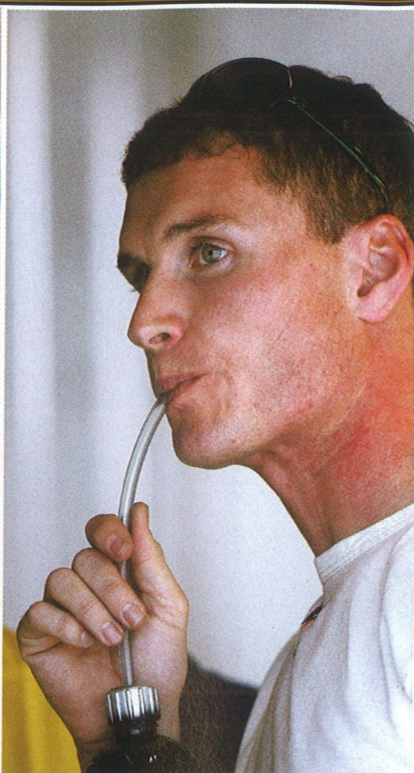
The end of Saturday's qualifying used to be the start of the bulk of the teams' work during the weekend: a comprehensive rebuild. Midnight was considered an early finish.

It was usual to renew the engine, clutch and transmission assembly (including the rear suspension wishbones, axle uprights and driveshafts). If a team were short on gearboxes, then the transmission housing would be reused – after a rigorous check – but certainly the gear ratios and bearings would be replaced. They would also fit new dampers and spherical bearings, overhaul steering racks, change brake discs and pads and replace any damaged bodywork.

Under the new regulations, though, the cars are held under parc fermé conditions (below) from the end of qualifying to the start of the formation lap on Sunday. No parts can be replaced without the FIA's permission.

A visual inspection will reveal obvious post-qualifying problems, but the risk of mechanical failure must increase if one cannot check for problems that are not obvious. Sure, the cars will only have covered about seven miles in qualifying – but that is far enough to have incurred damage.





(Above left) Juan Pablo Montoya spins away the lead at Turn One just a few laps after not changing tyres at his final stop. Cautious DC (above) reaps the dividend

(Left) Grassed off? Michael tries to pass Kimi around the outside... and Kimi leaves him with nowhere to go. Here's lookin' at you, kid!

STEVE ETHERINGTON/LAT; ROBERT CANE/ONEGETTY IMAGES; ERIC HARGOLD/UPPI

under his HANS system; the pain in his collarbone had been distractingly sharp) and both McLarens had switched to dry Michelins (Kimi on the formation lap, DC on the second). For good measure, the McLaren crew also brimmed their tanks, setting up their drivers for one-stop races.

Thus it was a Juan Pablo race – or should have been. The problem was that the safety car was dispatched after eight laps – just as he was about to extend a six-second lead over the Renaults, if you please. Suddenly the field was bunched up again, JPM's advantage largely gone. Kimi Raikkonen was already up to sixth, with not too many serious guys between him and Juan; Michael and DC were immediately behind Kimi.

Still, Juan drove hard and fast, pulling out an eight-second lead over the main

men. He had survived the drama.

At which point... another safety car. Juan was on a two-stopper of course, and it was now lap 17, and only about five short of his scheduled stop, but it wasn't what he needed – not when he knew that his fastest laps were always going to be the ones at the end of his first, crucial stint. So he came in, responding to Sam Michael's radio command at just the right millisecond, as per Canada last year. He dropped behind the McLarens (which was serious, because they were on one-stoppers) and behind Michael (which wasn't quite so bad because Michael, as it turned out, was still on a fuel load that Ferrari would describe as 'aggressive'). Up front, on cold tyres, Kimi burst away from Michael in a way that suggested that the old McLaren still has plenty of grip, thank you

very much. The safety car, it appeared, had turned the race around.

Now it was a close, frenetic race, with Kimi and Michael running wing-to-nose, with DC watching and with Juan Pablo fighting his way through the traffic and sort of keeping in touch. On lap 29 Michael stopped again. Kimi, near the end of his long, first stint, responded with fastest lap. DC stopped on lap 32, Kimi a few minutes later. Now Juan Pablo, with another stop ahead of him, was 10.8 seconds ahead of Kimi. Michael (also with another stop still to come) was third, DC fourth.

Michael shadowed the McLaren, darting around in the mirrors. And then, on the monitors on the pitwall, while Michael was still wondering how he was going to pass this guy, came the news that Kimi was ▶

F1 RACING

Experience

This month we have a mega signed Michael Schumacher visor to give away. Just answer one easy question and it could be yours. Also, it's not too late to book your seat at a top London restaurant and watch a grand prix with *F1 Racing*

WIN! Signed Michael Schumacher visor

This visor (right) was used by Michael Schumacher in the 2000 Malaysian Grand Prix. It is signed by Michael and comes with details of its story (below).

To enter, answer the following question: how many drivers' titles has Michael Schumacher won? Please also complete this tie-breaker in 15 words or fewer: I love Ferrari because...

Send your answers, name, address and phone number by April 10 2003 to: Visor competition, *F1 Racing*, 60 Waldegrave Road, Teddington, Middx TW11 8LG. Usual competition rules apply



Watch a race at Café Grand Prix with *F1 Racing*



Dates: April 20; June 1; September 14
Location: Café Grand Prix, 50A Berkley Street, London W1J 8HA
Duration: 11.30am to 3.30pm
Requirements: Book in advance; cost is £45

We've teamed up with Café Grand Prix in London's Mayfair for this one. Cost is £45 each, and for that you'll get a glass of champagne on arrival, a three-course lunch with wine, and after-lunch coffee. Your host will be *F1 Racing* editor in chief Matt Bishop, who will be accompanied by two celebrities and *F1 Racing* staff for full pre- and post-race analysis.

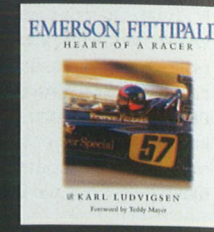
This offer is available for the San Marino Grand Prix on April 20, the Monaco GP on June 1 and the Italian GP on September 14. To book, call Café Grand Prix direct on 020 7629 0808, quoting reference *F1 Racing*. Places are limited so book early to avoid disappointment.

For further information on Café Grand Prix see their website at www.cafegrandprix.com

▶ **Life and times of Schumi's arch-rival**
Christopher Hilton's new biog of Juan Pablo Montoya, published by Haynes, covers JPM's whole racing career. We've got 10 copies to give away. Dial 0901 070 5075 for your chance to win one



▶ **Emmo Fittipaldi: heart of a racer**
Karl Ludvigsen, a friend of Emerson Fittipaldi since the 1960s, tells a fascinating story in this biography, also from Haynes Publishing. Call 0901 070 5076 for the chance to win one of 10 copies



TERMS AND CONDITIONS
The winning entry will be the first drawn after the closing date: midnight, April 10 2003. Calls cost 75p/minute. See page 4 for details



FACT ATTACK: This was the first non-podium finish for Michael Schumacher since Monza 2001, breaking a 19-race run of success



(Above left) McLaren grandees Ron Dennis and Martin Whitmarsh rush to congratulate their drivers; (above) look out below!

(Left) A couple of off-track excursions left Schumi's barge boards dangling. Not that it slowed him down *that* much...

STEVE ETHERINGTON/LAT, GILLES LEVENT/DPPI

'KIMI STAYED ON-LINE, HEAD DOWN, PULSE RATE STILL PUMPING AT JUST ABOVE ZERO'

under investigation for speeding in the pitlane. Michael got the message. Going into Turn One he pulled to the outside and almost a full car's length ahead.

Kimi stayed on-line, head down, pulse rate still pumping at just above zero. In avoidance, Michael ran onto the grass, over a flexible bollard. A barge board was dislodged. And then loosened. And then Michael ran wide over another kerb and it fell full away. Then the other barge board

came off, fouling the rear tyre. By the time Michael received the dreaded black and orange flag, obliging him to stop, his car was in FW25 Spanish testing spec.

Speaking of which, Juan Pablo had by now stopped for fuel but not for new tyres: the balance was fine and new-Michelin performance drop-off is still a slight worry, even in this new season. Against that, his thinner rubber would perhaps be more sensitive to excess oil, to debris, to throttle...

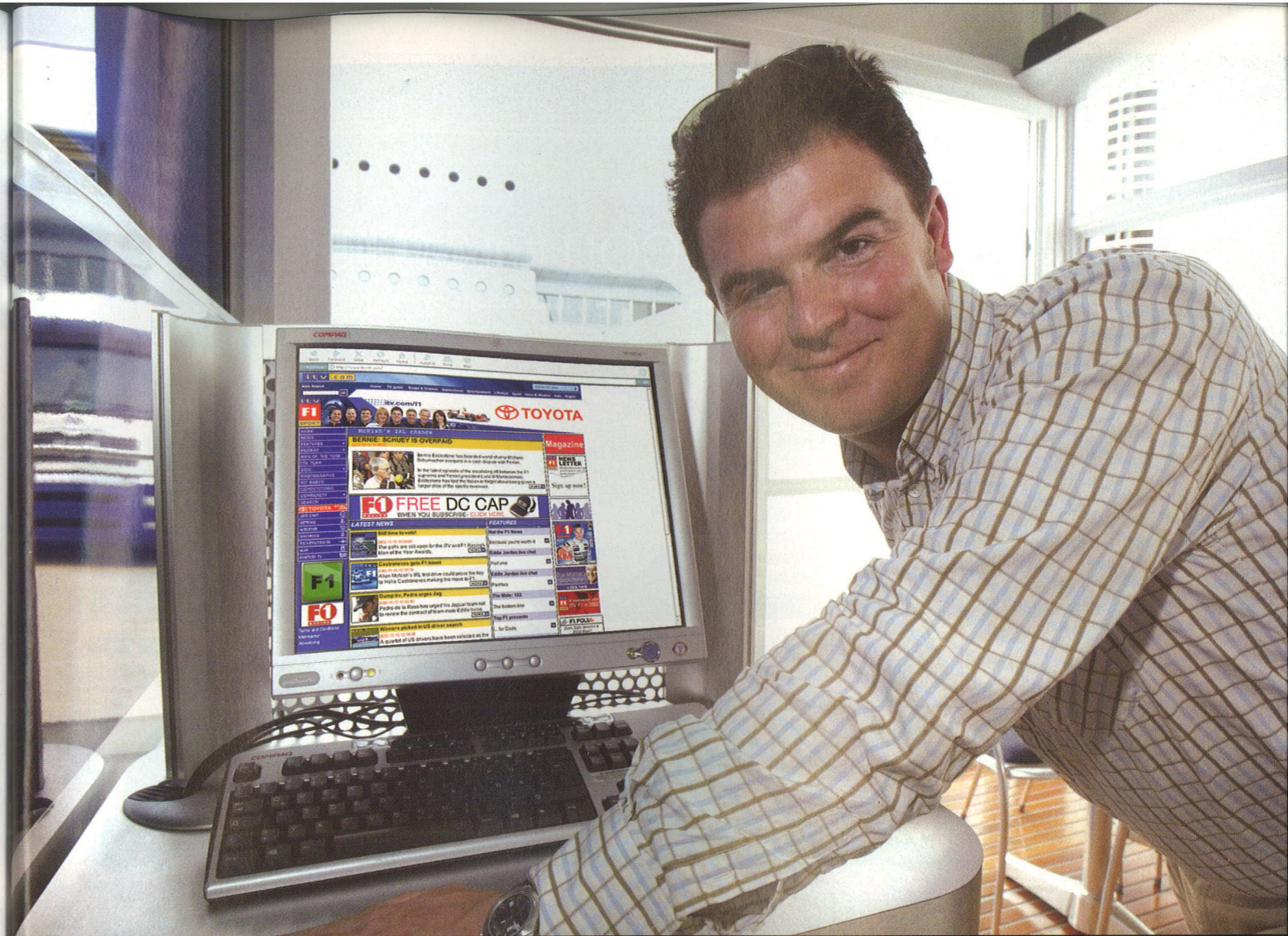
Juan Pablo re-took his lead on lap 46, with 12 to go. DC was now only a couple of seconds behind but DC wasn't a problem; he had been quiet all race and was happy, after his race build-up, just to make the podium.

Then, two laps later, as Juan Pablo headed towards the tight Turn One apex,

his right foot squeezing the throttle, the back end of his Williams flicked round uncontrollably – uncontrollably even for Juan Pablo. He spun away his lead, flick-started the car and chased the DC McLaren: that was the speed of the incident. Juan Pablo knew, though, that it was fruitless. He would be only second, with Kimi and Michael stacked up behind him.

For a while, afterwards, he spoke dispassionately, searching for reason, searching for logic, but then the truth became real and he accepted it even as he spoke, right in the middle of a media scrum: it was part him, part the worn tyres.

"No more interviews," he said, waving his hands. "No interviews. No-one. Nothing. I think you understand." **1**



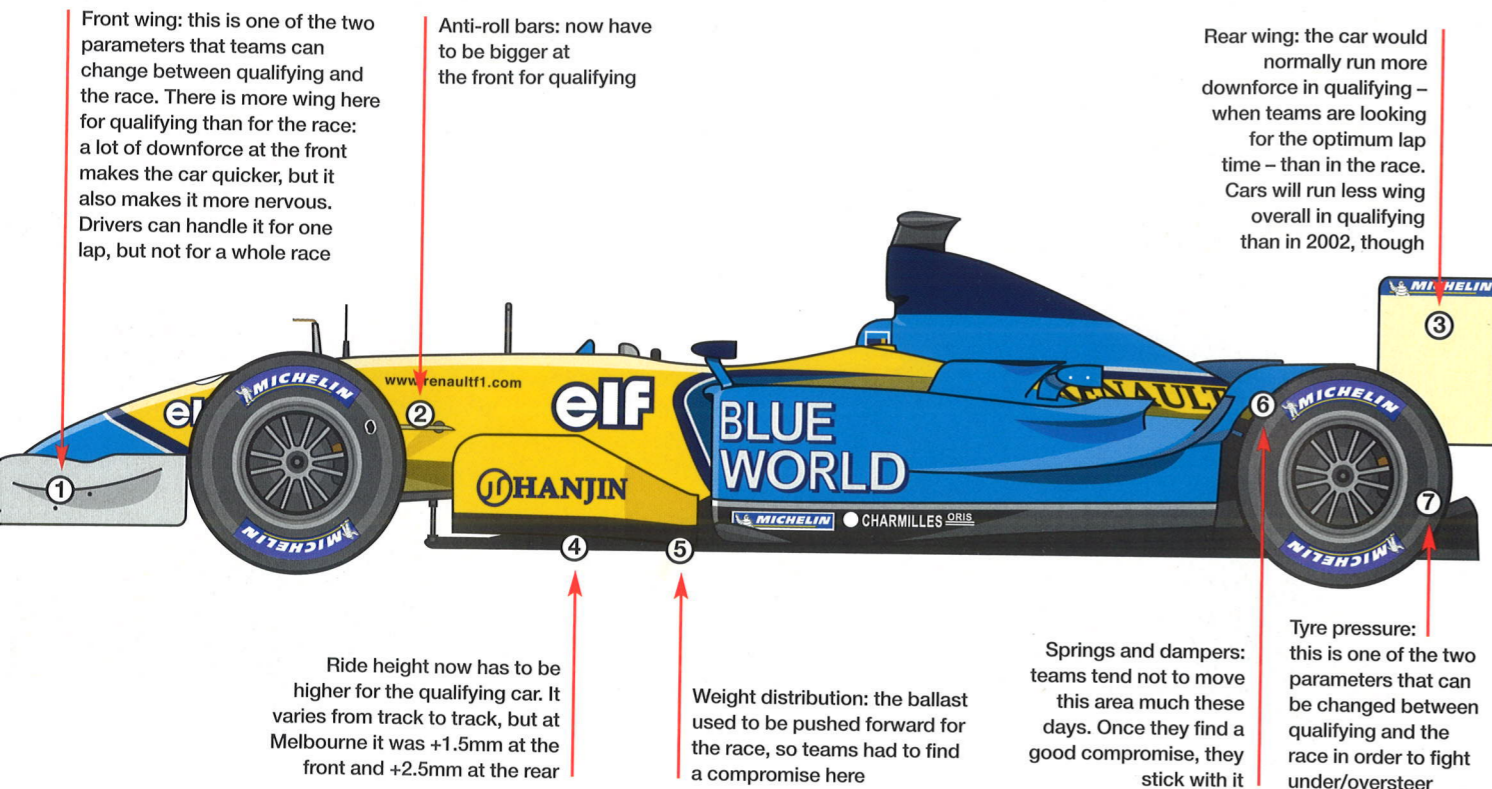
Our season never stops



itv.com/f1

Set-up: all about compromise

Stéphane Samson explains how Renault adapted to the new rules. Illustrations by Patricia Soler



1 Front wing: this is one of the two parameters that teams can change between qualifying and the race. There is more wing here for qualifying than for the race: a lot of downforce at the front makes the car quicker, but it also makes it more nervous. Drivers can handle it for one lap, but not for a whole race

2 Anti-roll bars: now have to be bigger at the front for qualifying

3 Rear wing: the car would normally run more downforce in qualifying – when teams are looking for the optimum lap time – than in the race. Cars will run less wing overall in qualifying than in 2002, though

4 Ride height now has to be higher for the qualifying car. It varies from track to track, but at Melbourne it was +1.5mm at the front and +2.5mm at the rear

5 Weight distribution: the ballast used to be pushed forward for the race, so teams had to find a compromise here

6 Springs and dampers: teams tend not to move this area much these days. Once they find a good compromise, they stick with it

7 Tyre pressure: this is one of the two parameters that can be changed between qualifying and the race in order to fight under/oversteer

▲ New rules, new set-up

Saturday, 1.00pm. An hour to go until the second qualifying session begins. The engineers and drivers are trying to decide what set-up to use for the rest of the weekend because once qualifying gets going, they won't be allowed to make any significant changes to the cars.

"Depending on the track you're at, you'll have to decide whether you go for a 'proper' qualifying car or for a more conventional race set-up," says Pat Symonds, Renault F1's executive director of engineering. "In Monaco and Hungary, for example, you'll go for the maximum performance even if the car might be very nervous and twitchy during the race. At Melbourne, we decided to go towards a race compromise."

Both drivers reported that the R23 handled well with heavy fuel (Fernando Alonso's car was 15kg lighter than Jarno Trulli's), but both made mistakes in qualifying, dashing the team's hopes of a yellow-and-blue second row; they qualified 10th and 12th – hardly an indication of the car's true pace.

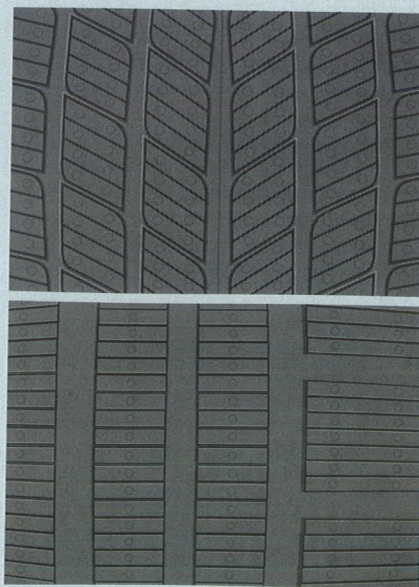
"Generally, our tendency at Renault will be to set it up more like a race car in qualifying this year," reckons Symonds.

► Michelin prepare for rain

There was a 30-35 per cent chance that the Australian Grand Prix would be wet. Michelin, whose wet-weather tyres haven't been that impressive so far, approached the new 'one specification of wet tyres' rule with caution.

"The pretty patterns on a wet tyre, for a road car, are a marketing matter more than anything else," explains Pascal Vasselon, the man in charge of Michelin's Formula 1 programme. "On an F1 car, only efficiency matters and water has to be evacuated from the contact patch as quickly as possible. Moreover, computers can't simulate what happens completely accurately. Our simulation gave us some clues, but human interpretation of the results was necessary. The front tyres are the first to hit the water, which is why they have quite deep grooves. At the rear, the main thing is grip for traction. Front and rear tyres may seem to come from different planets, but they're family. The rear grooves are as deep as the front ones."

Still, even though the track was wet at the start, most Michelin teams chose 'dry' grooved tyres. They warmed up quickly: Juan Pablo Montoya and Alonso were faster than Ferrari (on intermediates) after five laps.



Michelin's front (top) and rear (bottom) rain tyres. The tread patterns are different because front and rear tyres perform different functions



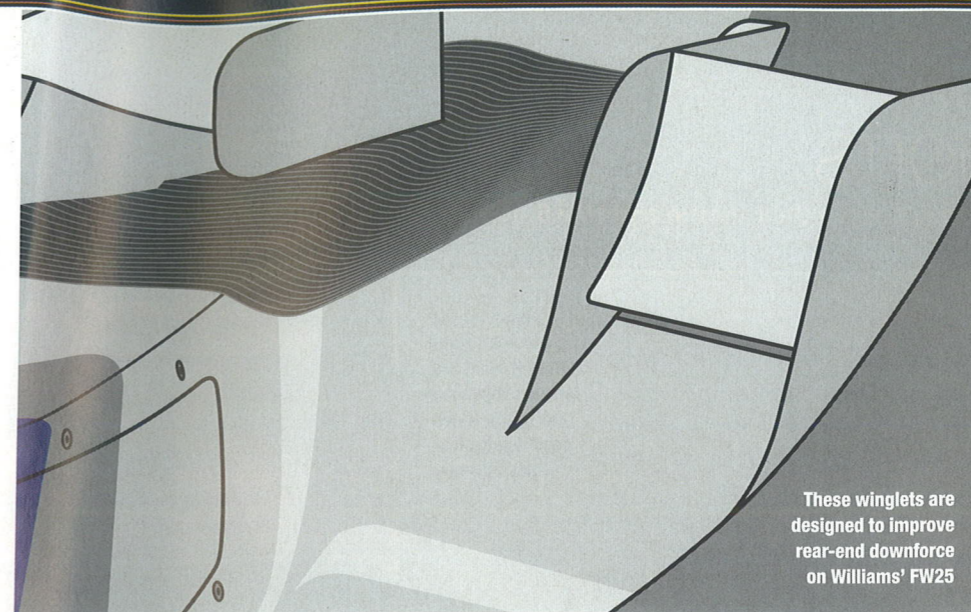
◀ Williams: the quest for downforce
Williams' engineers don't fully understand the aerodynamic subtleties of their new car, which is clearly lacking downforce. Included in its new aero package is this variation (left) on a 2002 concept.

The 'swoosh' now incorporates a small winglet in order to improve airflow and to increase downforce. During the race, both FW25s used Ferrari-like exhaust chimneys.

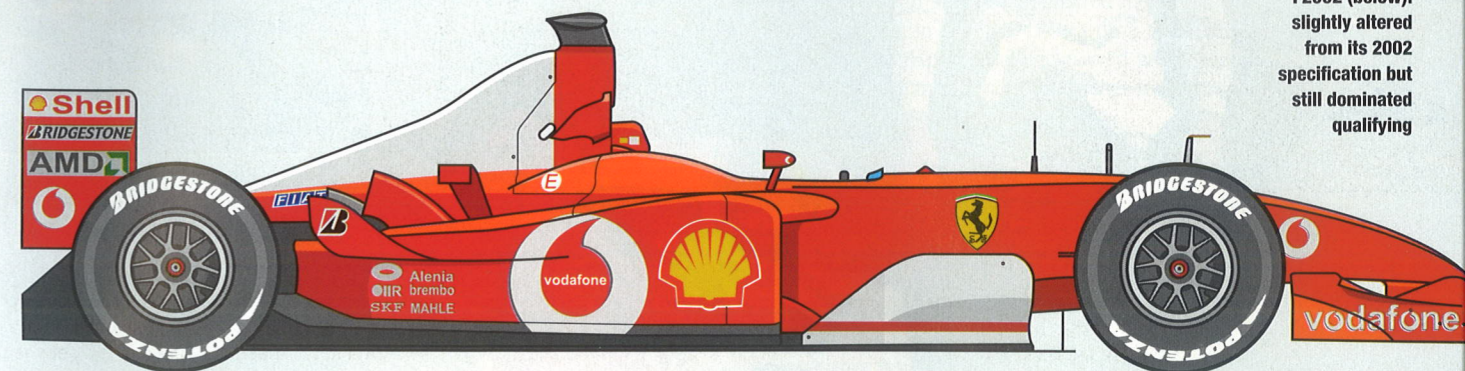
The FW25 was also fitted with '02-style barge boards in Melbourne. Williams felt more confident using these older-spec parts for Melbourne as the full '03 spec barge boards seen on the car at the launch have not yet been fully tested.

Despite Montoya's encouraging run to second, Williams say they still need to find at least half a second a lap with the car – which behaved much better with a heavy fuel load.

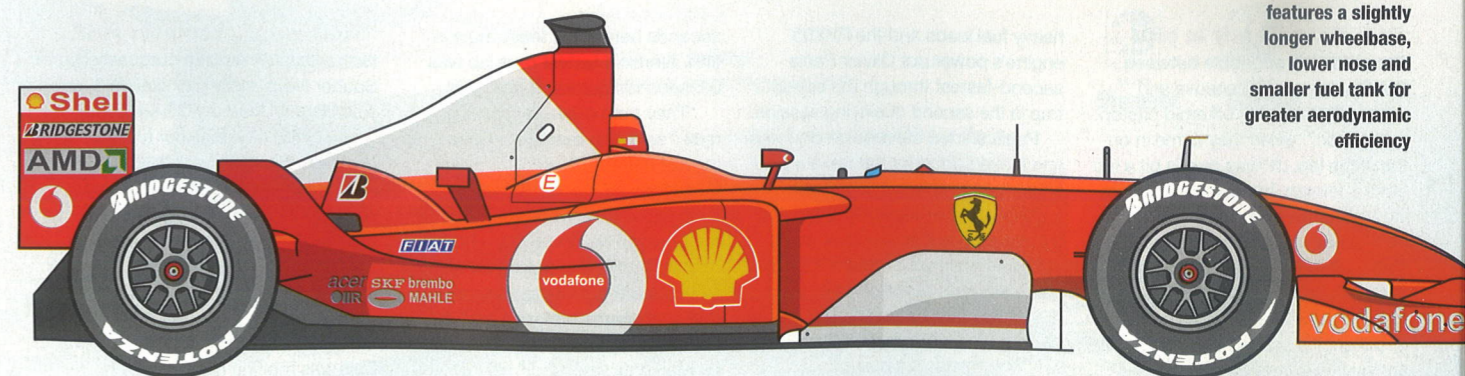
These winglets are designed to improve rear-end downforce on Williams' FW25



F2002 (below): slightly altered from its 2002 specification but still dominated qualifying



F2003-GA (below) features a slightly longer wheelbase, lower nose and smaller fuel tank for greater aerodynamic efficiency



▲ F2002 v F2003-GA

Ferrari decided to use last year's F2002 in Australia, and both cars qualified on the front row. They had done more than 1,000 miles in testing before Melbourne. The race engine was 2002's Suzuka qualifying specification and the gearbox was slightly changed.

While the drivers were focusing on their race, development was still going on with the F2003-GA at the factory. Ferrari haven't

decided where the new car will race for the first time, but it could now be earlier than previously expected because of McLaren's strength in Oz.

The '03 Ferrari has a longer wheelbase than its predecessor – roughly 3.5cm longer. Moreover, the cockpit has been pushed back by 2cm, which means that the new car's nose is about 5.5cm longer. The end of the nose is also slightly lower. As for the drivers' position, it hasn't changed much: Rubens Barrichello and

Michael Schumacher will be lying a bit lower.

From a technical point of view, rumour has it that the front arms of the rear wishbones are fixed to the engine, allowing the gearbox to be lighter, smaller and shorter. The fuel tank is also said to be longer, but narrower, for aerodynamic reasons. Its capacity is smaller because Ferrari don't expect to have many one-stop strategies on account of the new regulation banning refuelling between qualifying and the race. 1



#1: Race shorts

B.A.R endure "embarrassing" race, Renault prove their mettle and HANS gets the thumbs-up. Tom Clarkson reports



Engine trouble meant that Jenson Button (below) and Jacques Villeneuve had to use lower-spec Hondas than initially planned



(Top) Rubens Barrichello had extra padding under his HANS device, but wasn't comfortable; (above) Renault enjoyed a very good weekend

STEVE ETHERTON/AT; OLIVE ROSE/GETTY IMAGES

JV v JB kicks off in pits

The predicted squabble between B.A.R's Jacques Villeneuve and Jenson Button took off amid pitstop "confusion", when they came in on the same lap. JV was due to pit a lap before Jenson, but said radio failure led him to run a lap longer.

"Jenson was the quicker guy," said team boss David Richards. "He did a very good job. It's unfortunate that Jacques had his radio problem."

JB got in his two penn'orth by saying it was "embarrassing".

Honda go conservative

Honda brought some brand new, untested engines to Melbourne. But two failures within 10 laps on Friday morning - caused by rogue materials in the piston heads - forced them to opt for conservatism for the rest of the weekend, despite having spares.

JV and JB had to make do with down-on-power testing engines.

Positive results for Panis

Toyota were upbeat after the race, even though neither driver finished. The TF103 was quick on light and

heavy fuel loads and the RVX03 engine's power put Olivier Panis second-fastest through the speed trap in the second qualifying session.

Panis started the race on dry tyres and looked good for the top six until a fuel-feed problem put him out.

"We've proved this weekend that the car is competitive," said Panis. "The fuel pressure problem began about five laps before the engine cut out completely, but we can fix that. We can be confident for Sepang."

Two points finishes for R23

Renault's R23 proved itself with a double points finish. Renault fielded three cars in the Friday test session (with Allan McNish in the third car) and Jarno Trulli topped the times.

But, come Saturday afternoon, it was Fernando Alonso who was the quicker, 0.2 seconds ahead of Trulli.

Both drivers were quick early in the race, but lost that advantage during the first safety car period. Alonso didn't pit until three laps after the safety car's deployment - so he fell to the back of the field and had a hard fight to seventh place, seven

seconds behind his team-mate in fifth. Alonso's fastest race lap was 0.5 seconds quicker than Trulli's.

"They both drove very strongly all race," said tech boss Mike Gascoyne.

Webber is "a real star"

It was another brilliant Australian GP for local ace Mark Webber. He was running sixth - and pulling away from David Coulthard - when his right-rear suspension broke on lap 16.

"I've been incredibly impressed by Mark this weekend," said Jaguar Racing boss Tony Purnell. "I think we have a real star on our books."

Ralf goes off-roading

Ralf Schumacher never recovered from his poor low-fuel run on Friday afternoon. He qualified only ninth and ran well early in the race, but lost out at his first pitstop when it took 18.2 seconds to change the left-rear tyre. He then spun on rejoining the track.

He went off again later, avoiding Nick Heidfeld's out-of-control Sauber. "We shouldn't dwell on this," said Ralf. "We have a lot of work to do to stay with McLaren and Ferrari."

"Fantastic" result for HHF

Heinz-Harald Frentzen outqualified Sauber team-mate Nick Heidfeld, on a similar fuel load, by 0.2 seconds.

He pitted on lap six for fuel and dry tyres. His race pace, once he was carrying a full fuel load, was 1.3 seconds shy of Raikkonen's fastest lap. HHF drove "a fantastic race", in the words of Peter Sauber, to clinch sixth, just ahead of Alonso's Renault.

All but Rubens cheer HANS

This was the first race for which the head and neck support (HANS) device was compulsory and, despite recent rumblings about its being too restrictive to wear, it received an almost unanimous vote of approval.

One dissenter was Rubens Barrichello. The air padding on his shoulders malfunctioned early in the race, pressing HANS hard onto his collarbone. "It was really painful," said Rubens, "and was definitely a factor in my going off the track."

David Coulthard came up with an innovative solution: he used double-thickness belts, which held HANS - and him - in place more effectively.



The Monaco Grand Prix & The Silver Shadow

F1 Racing in conjunction with Page & Moy are pleased to offer readers the opportunity to Join Murray Walker O.B.E. and Sir Stirling Moss O.B.E. for an unforgettable weekend Thursday 29 May to Monday 2 June

All inclusive six star luxury on board an exclusive floating hotel

You're a guest - not a passenger - on a Silversea cruise ship and the Silver Shadow is one of the finest ships afloat. The smallest details are taken care of, your every preference is catered for and, with champagne on tap, your total enjoyment is guaranteed.

Indulge all your senses on this unforgettable holiday...

Relish the electric atmosphere of the qualifying session from your seat in the grandstand, feel the roar of 20 Formula One engines as they leave the start line and breathe the unique smell of a Grand Prix as they lap the tight, twisting circuit over 70 times! Finally it's over - relief then as the tension subsides. At Monaco more than any other circuit it's an exhausting experience for the humble spectator!

Afterwards you can retreat to your suite, be pampered in the spa, relax by the pool or enjoy a refreshing glass of champagne in the bar. There's time to reflect and look forward to the evening's pleasures. Menus are inspirational and served with excellent wines. You can dine where and with whom you wish and service throughout is attentive and unobtrusive. Every meal is an experience.

Later - who knows - a quiet night in anticipation of another hectic day or perhaps the bright lights of Monaco will tempt you to party the night away at Jimmy's or to try your luck in the casino. A world of possibilities unfolds.

On board you will be in the company of Murray Walker O.B.E and Sir Stirling Moss O.B.E. who will be pleased to discuss with you each day's events. Cocktail parties, race previews and reviews are planned as well as a Motor Racing Theme Party at the Monte Carlo Grand Hotel - one of Monaco's top luxury hotels.

Accelerate into the world of Formula One on this ultimate Grand Prix holiday! For further information and a copy of our brochure call us on 08700 106 392.

Please quote reference: HOO245/833

Visit our website www.motorracingtours.com

Page & Moy Limited International Motor Racing Tours, 136-140 London Road, Leicester LE2 1EN. Tel: 08700 106 393 (+44 8700 106 393) Fax: 08700 106 465 (+44 8700 106 465) e-mail: gprix@page-moy.co.uk



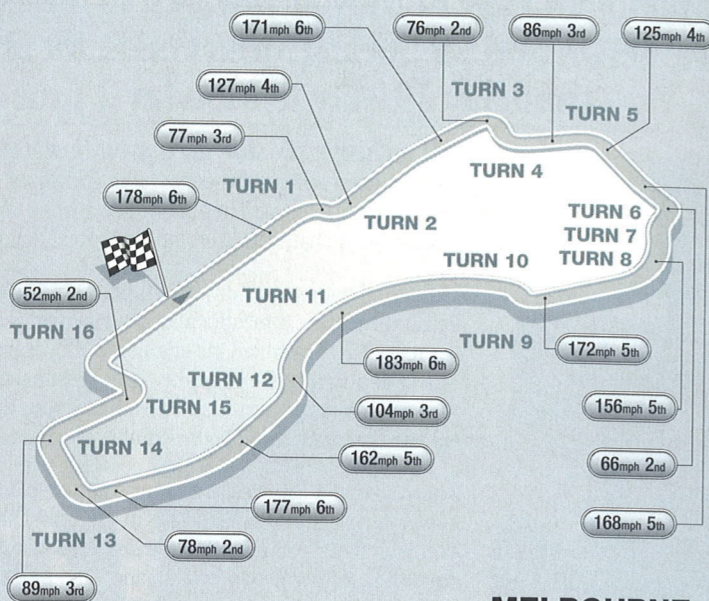


All the facts Melbourne

Date March 9 2003; Weather Dry but overcast, 17°; Track temperature 18°; Laps 58; Race distance 191.126 miles; Attendance 118,000

Qualifying times

Position	Driver	Time
1	Michael Schumacher	1:27.173
2	Rubens Barrichello	+0.245
3	Juan Pablo Montoya	+0.928
4	Heinz-Harald Frentzen	+1.101
5	Olivier Panis	+1.115
6	Jacques Villeneuve	+1.247
7	Nick Heidfeld	+1.291
8	Jenson Button	+1.509
9	Ralf Schumacher	+1.657
10	Fernando Alonso	+1.755
11	David Coulthard	+1.932
12	Jarno Trulli	+1.963
13	Giancarlo Fisichella	+2.171
14	Mark Webber	+2.194
15	Kimi Raikkonen	+2.297
16	Cristiano da Matta	+2.365
17	Ralph Firman	+4.069
18	Antonio Pizzonia	+4.550
19	Jos Verstappen	no time
20	Justin Wilson	no time



MELBOURNE
Circuit length 3.295 miles
© 2003 Federation Internationale de l'Automobile, 2 Chemin Blandonnet, 1215 Geneva, Switzerland

Lap by lap

START Barrichello jumps the start, and is second behind M Schumacher into Turn One. Behind them there is plenty of action, which allows the Ferraris to be 5.8s clear at the end of lap one. Heidfeld, Montoya, Frentzen and Button make up the top six
LAP 6 Rubens Barrichello crashes out
LAP 7 Ralph Firman crashes out
LAP 8 Cristiano da Matta crashes out. The safety car is deployed
LAP 12 Race restarts
LAP 16 Mark Webber crashes out. Safety car comes out for a second time
LAP 21 Race restarts
LAP 37 Michael challenges Kimi Raikkonen for second, but manoeuvre fails
LAP 39 Raikkonen pits for drive-thru penalty for speeding in pitlane
LAP 42 Montoya pits; Michael now leads
LAP 46 Michael is given black and orange flag for falling bodywork
LAP 48 JPM spins out of lead at Turn One, rejoining second, behind DC
LAP 58 DC wins from JPM and Raikkonen

Speeds and stops

FASTEST LAP
Kimi Raikkonen
1m27.724s on lap 32 (135.231mph)
FASTEST THROUGH SPEED TRAP
Michael Schumacher 197.854mph
SLOWEST THROUGH SPEED TRAP
Jos Verstappen 187.476mph
FASTEST PITSTOP
Kimi Raikkonen 14.699s
SLOWEST PITSTOP
Jenson Button 44.291s

Did you know?

This was the first race since the European Grand Prix way back in 1999 that a Ferrari has not finished on the podium - it was a record-breaking 53-race run. This was David Coulthard's 13th GP win, matching Alberto Ascari's tally

Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	David Coulthard McLaren-Mercedes MP4-17D (Michelin)	1:34:42.124	10
2	Juan Pablo Montoya Williams-BMW FW25 (Michelin)	+8.675	4
3	Kimi Raikkonen McLaren-Mercedes MP4-17D (Michelin)	+9.192	17
4	Michael Schumacher Ferrari F2002 (Bridgestone)	+9.482	1
5	Jarno Trulli Renault R23 (Michelin)	+38.801	9
6	Heinz-Harald Frentzen Sauber-Petronas C22 (Bridgestone)	+43.928	5
7	Fernando Alonso Renault R23 (Michelin)	+45.074	8
8	Ralf Schumacher Williams-BMW FW25 (Michelin)	+45.745	13
9	Jacques Villeneuve B.A.R.-Honda 005 (Bridgestone)	+65.536	7
10	Jenson Button B.A.R.-Honda 005 (Bridgestone)	+65.974	6
11	Jos Verstappen Minardi-Cosworth PS03 (Bridgestone)	1 lap behind	20
12	Giancarlo Fisichella Jordan-Ford EJ13 (Bridgestone)	gearbox - 52 laps	18
13	Antonio Pizzonia Jaguar R4 (Michelin)	suspension - 52 laps	16
NOT CLASSIFIED			
	Olivier Panis Toyota TF103 (Michelin)	fuel pump - 31 laps	11
	Nick Heidfeld Sauber-Petronas C22 (Bridgestone)	suspension - 20 laps	3
	Justin Wilson Minardi-Cosworth PS03 (Bridgestone)	radiator - 16 laps	12
	Mark Webber Jaguar R4 (Michelin)	suspension - 15 laps	14
	Cristiano da Matta Toyota TF103 (Michelin)	spin - 7 laps	19
	Ralph Firman Jordan-Ford EJ13 (Bridgestone)	accident - 6 laps	15
	Rubens Barrichello Ferrari F2002 (Bridgestone)	accident - 5 laps	2

Races to date

Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	France	Britain	Germany	Hungary	Italy	USA	Japan
Michael Schumacher	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rubens Barrichello	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Juan Pablo Montoya	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ralf Schumacher	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
David Coulthard	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kimi Raikkonen	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jarno Trulli	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fernando Alonso	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nick Heidfeld	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Heinz-Harald Frentzen	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Giancarlo Fisichella	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ralph Firman	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mark Webber	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Antonio Pizzonia	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jacques Villeneuve	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jenson Button	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Justin Wilson	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jos Verstappen	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Olivier Panis	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cristiano da Matta	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/DNQ Did not qualify/DNE Did not enter

NEXT MONTH IN F1 RACING

WIN! Olivier Panis's signed 2002 race suit

Formula One Shop

Meadowhall Sheffield

If you want something different, something you haven't seen before - take a look at the **F1 Shop in Meadowhall, Sheffield** - it is quite simply stunning.

We do stock the full range of formula 1 merchandise and are authorised distributors for the Subaru World Rally range - but what sets us apart are the items which just cannot be bought anywhere else in the world!



Michael Schumacher
Overalls, A First In Memorabilia
53x32cm's

A genuine piece of schumacher 2000 season overalls - individually numbered only 100 worldwide. Presented framed with a swatch of overall & plaque commemorating Schumachers victory at Suzuka 2000

complete price framed

£99

Made By Sekonda water resistant and guaranteed for 12 months - blue face with Subaru Logo Inscribed

£49



OH MY WORD - Ultimate Ayrton Senna Portrait Ltd Edition + Signed
by the artist 71x46cms

£129

	WAS	NOW
D.Coulthard 1.43 MP4/15 McLaren	£21.99	£12.99
West McLaren Mercedes Cap	£19.99	£9.99
Irvine 2000 Jaguar 1:18 Hot Wheels	£39.99	£19.99
Montoya 2000 Launch Car FW22	£49.99	£24.99

Start your Chequebooks - Ayrton Senna Denim Shirt with helmet and embroidered signature over breast pocket - 100% cotton

£39



A signature is one of the most personal gifts you can give and we've got 146 of them - here is just a few...

M. Schumacher From £250	J. Montoya From £195
D. Coulthard From £75	S. Moss From £50
K. Raikkonen From £125	A. Senna From £600

Price Includes Frame & Mount

Visit our website at www.f1shops.com

Open Mon-Fri 10-9 Sat 9-7 Sun 11-5 - 24hr Despatch

all major Credit Card Accepted



Tel/Fax: 01142 569835 The Lanes Meadowhall Sheffield





#2: (N)oodles of fun for the taking

Kuala Lumpur. Where you can see terrific overtaking and play tourist and party animal to your heart's content. Enjoy!



Travel info

- Internal flights to Singapore (left, Boat Quay, where 'Nick Leeson's bar' is) are cheap. So go on – get flying!
- Don't take food or drink into the circuit with you
- Take time out to visit the Taman Tasik Perdana – KL's Lake Gardens
- Go to Chow Kit, near the Jalan Tun Razak orbital, where you'll find a market selling textiles, vegetables and edible worms
- Stroll in stunning scenery at the Forest Institute of Malaysia, an hour's bus ride from KL

2002 results

Top eight finishers

- Ralf Schumacher**
Williams-BMW FW24,
1h34m12.912s, 122.832mph
- Juan Pablo Montoya**
Williams-BMW FW24, +39.700s
- Michael Schumacher**
Ferrari F2001, +1m1.795s
- Jenson Button**
Renault R202, +1m9.767s
- Nick Heidfeld**
Sauber-Petronas C21,
+1 lap
- Felipe Massa**
Sauber-Petronas C21,
+1 lap
- Allan McNish**
Toyota TF102, +1 lap
- Jacques Villeneuve**
BAR-Honda 004, +1 lap

Fastest lap

Juan Pablo Montoya
Williams-BMW FW24,
1m38.049s, 126.466mph
NEW RECORD

Number of laps

56

Race distance

192.888 miles

Top eight qualifiers

- Michael Schumacher**
Ferrari F2001, 1m35.266s,
126.366mph
- Juan Pablo Montoya**
Williams-BMW FW24, +0.231s
- Rubens Barrichello**
Ferrari F2001, +0.625s
- Ralf Schumacher**
Williams-BMW FW24, +0.762s
- Kimi Raikkonen**
McLaren-Mercedes MP4-17,
+1.202s
- David Coulthard**
McLaren-Mercedes MP4-17,
+1.211s
- Nick Heidfeld**
Sauber-Petronas C21, +1.933s
- Jenson Button**
Renault R202, +1.979s

When to watch ITV

Qualifying

14.00 Saturday March 22

Race

06.45 Sunday March 23
Repeat 14.00 Sunday March 23

Highlights

00.15 Monday March 24
Times subject to change

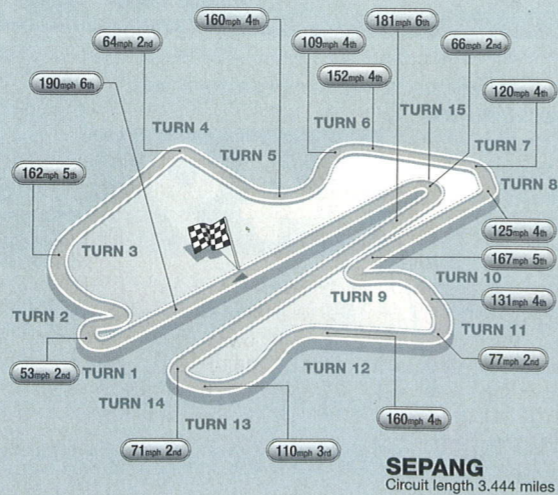
Driver's eye



Juan Pablo Montoya

"Malaysia is a good track to drive and it's quite technical from a set-up point of view. There are slow hairpins, a couple of long straights and a very quick left-right section, all of which make car set-up a compromise between high-speed efficiency and slow-corner grip.

"The track is very wide, which makes you feel as though you have loads of space around you in the car and it usually means that the races are good fun because it's possible to overtake. The heat and humidity make it physically hard, however. You sweat a lot as a driver, but it's okay so long as you keep yourself hydrated."



GETTY IMAGES; LAT. ARCHIVE; MARK THOMPSON/ALLSPORT

Stewart GP scored their last ever points in Malaysia's first GP, finishing fourth and fifth

MEMORY (PIT)LANE

New circuit, excellent heritage

We've been there just four times and already we love Sepang's mega showdowns

When Malaysia and the Sepang circuit were confirmed on the Formula 1 calendar for the 1999 season, back at the tail end of '98, nobody could have expected that the first grands prix in Asia, outside of Japan, would provide such excitement and controversy.

The race itself was intriguing enough. Michael Schumacher, returning to action with Ferrari for the first time since his Silverstone leg-breaking shunt, supported teammate Eddie Irvine in his quest for the title. An Irvine-Schumacher one-two, with the other title aspirant, McLaren's Mika Hakkinen back in third, pushed the battle on to Japan. We thought...

Then came the infamous barge board fiasco: both Ferraris were thrown out of the results, presenting

Hakkinen with his second world title with a race to spare. However, a Ferrari appeal was upheld by the FIA in Paris the following Friday and both cars were reinstated. Hakkinen went on to lift the crown in Japan anyway, but in the controversy stakes, nearly a week from flag to final results wasn't a bad start.

That first Malaysian race was also where Stewart Grand Prix scored their last ever points. Fourth and fifth for Johnny Herbert and Rubens Barrichello pushed Jackie Stewart's team to an outstanding fourth in the constructors' table in their third and final year of existence.

One year later Malaysia also brought down the curtain on Herbert's 162-race F1 career, the Briton parking his Jaguar with eight

laps to go of the now season-ending event. Joining him on the sidelines was Pedro Diniz, the Brazilian's involvement in an F1 cockpit coming to an even earlier end after a first-lap accident in his Sauber.

By this time Schumi had already claimed the first of his three drivers' titles with Ferrari a race earlier in Suzuka, but victory in '00 helped wrap up the constructors' title as well. Remember all those red wigs?

Michael won again in '01 and brother Ralf triumphed in '02, but last year's race was more notable for having a home driver on the grid. Alex Yoong's Minardi lasted only 29 laps and, with Yoong off to America now, it could be a long time before the Malays get a home boy to cheer again.

Stewart Williams

'NOBODY EXPECTED THE GRANDS PRIX IN MALAYSIA TO PROVIDE SUCH EXCITEMENT AND CONTROVERSY'

CRYSTAL BALLS

Forget Oz. The racing starts here

Tom Clarkson says Malaysia is where we see who's best



We can garner only so much information from the outcome of the Australian Grand Prix. Albert Park is ostensibly a street track with a low-grip surface, making it a poor benchmark for the rest of the season. In order to understand the true pecking order for 2003, we need to wait for the second race of the year, at Sepang.

This track has a mixed bag of corners, as well as some elevation changes: the Barcelona of the Far East. As with the Spanish track, if a car is quick around Sepang it should be quick anywhere.

Where Sepang stands alone, however, is that it is a great racing track, thanks to the trademark hairpin-straight-hairpin of its architect Hermann Tilke. This section of track was where Michael Schumacher and Juan Pablo Montoya made most of their overtaking manoeuvres while carving through the field last year. They were helped by the track's incredible 15-metre width, allowing them to take several different lines through corners.

Away from the track, the Malaysian GP is notorious for its humidity and the smell of BO that hangs around the hard-working mechanics (above). Drivers spend less time outside here than at any other race, preferring to remain locked up in the cool of their air-conditioned cabins. During the race itself they lose up to two litres of fluid, putting an emphasis on body hydration and general conditioning.

This year's event will be the fifth Malaysian GP, but there is little to celebrate for the locals, who have yet to grasp fully the intricacies of Formula 1 – partly because they cannot afford the ticket prices into the event. To make matters worse, there is no local boy Alex Yoong this year, so crowd numbers on race day could be low.

One saving grace is that the track was recently bought by the Malaysian government, so let's hope they subsidise the event and make it open to everyone. The Far East is an important market for F1, with or without Yoong.

Tom Clarkson

#3: We'll sing when you're winning!

Brazil's passionately vocal F1 following wants Rubens to win at home like no other. Can this be the year he delivers?



Travel info

- Don't take a cold-box to the circuit – they're not allowed
- F1 Racing's fave restaurant in São Paulo is Fogo de Chao, Av Santa Amaro 6824
- Visit Iguazu Falls (left), on the border with Argentina. The 275 waterfalls cover two miles
- Try São Paulo's Clube do Choro at Jardim América on Saturday or Sunday night. The street is closed off for live music and dancing
- Paranaíplacaba, home of the 19th-century British railway, is a top tourist day out

2002 results

Top eight finishers

- 1 Michael Schumacher**
Ferrari F2002, 1h31m43.663s, 124.335mph
- 2 Ralf Schumacher**
Williams-BMW FW24, +0.588s
- 3 David Coulthard**
McLaren-Mercedes MP4-17, +59.109s
- 4 Jenson Button**
Renault R202, +1m6.883s
- 5 Juan Pablo Montoya**
Williams-BMW FW24, +1m7.563s
- 6 Mika Salo**
Toyota TF102, +1 lap
- 7 Eddie Irvine**
Jaguar R3, +1 lap
- 8 Pedro de la Rosa**
Jaguar R3, +1 lap

Top eight qualifiers

- 1 Juan Pablo Montoya**
Williams-BMW FW24, 1h13.114s, 131.318mph
- 2 Michael Schumacher**
Ferrari F2002, +0.127s
- 3 Ralf Schumacher**
Williams-BMW FW24, +0.214s
- 4 David Coulthard**
McLaren-Mercedes MP4-17, +0.451s
- 5 Kimi Raikkonen**
McLaren-Mercedes MP4-17, +0.481s
- 6 Jarno Trulli**
Renault R202, +0.497s
- 7 Jenson Button**
Renault R202, +0.551s
- 8 Rubens Barrichello**
Ferrari F2001, +0.821s

When to watch ITV

Qualifying
23.55 Saturday April 5

Race
17.20 Sunday April 6

Highlights
23.35 Sunday April 6
Times subject to change

Fastest lap

Juan Pablo Montoya
Williams-BMW FW24, 1m16.079s, 126.702mph

Lap record

Michael Schumacher
Ferrari F1-2000, 1m14.755s, 128.940mph (2000)

Number of laps

71

Race distance

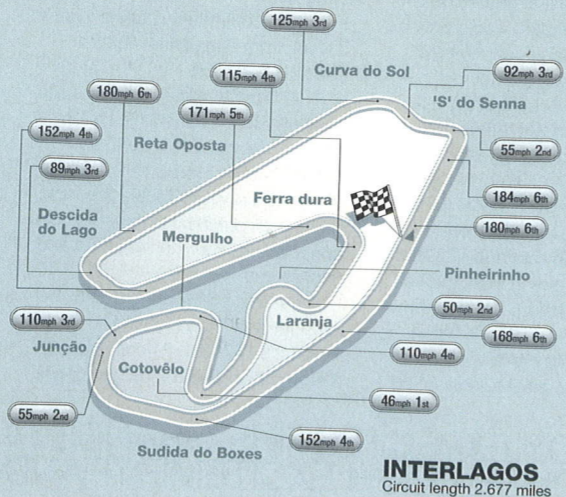
190.092 miles

Driver's eye



Antonio Pizzonia

"I'm really excited about racing in my first Brazilian Grand Prix. Interlagos is the first track we'll visit that I already know, having raced there before. It will be very emotional for me when I'm on the grid, in front of my home crowd – but once the lights go out, I'll try to treat it like any other race. "The track is quite challenging. Its left-handed configuration makes it unusual, and the long uphill drag towards the pits makes horsepower an important factor. I'm not from São Paulo, but I'm still going to have lots of my family at the race. A home race is an important occasion for any Brazilian!"



GETTY IMAGES, LAT ARCHIVE

Martin Brundle scored points on his '84 F1 debut in Brazil – but he and Tyrrell were later disqualified

MEMORY (PIT)LANE

Brundle bundled

Martin finished fifth on his F1 debut in Brazil in 1984 – but he didn't get his points

Imagine it. You mark your Formula 1 debut with a very encouraging fifth place, and four months later you find out that not only are you disqualified from that race and every subsequent race you've competed in, but you also find your team's entry refused for any remaining races that season.

Martin Brundle's 12-year, 158-race F1 career began this way when he stepped into a Tyrrell for the 1984 Brazilian Grand Prix at Jacarepagua. The team's disqualification revolved around lead in the fuel tanks; but to the relief of Brundle – and Tyrrell – both he and the team reappeared at the start of the '85 season.

It's not without irony that Brundle's next points finish was at the same Rio de Janeiro-based circuit in '86. This time his fifth place stood...

Disqualification and Brazil seem to have gone hand in hand during the 30 years that the race has been run. The first two over the line in '82, Nelson Piquet's Brabham and Keke Rosberg's Williams, were thrown out because of technical irregularities with the cars. Despite this, Slim Borgudd – the former Abba drummer – couldn't quite add to his solitary world championship point as his Tyrrell was promoted only to seventh.

Fast-forward to '88, and Ayrton Senna was disqualified from his home event as he was battling his way back through the field. The reason? He had illegally changed his McLaren on the second parade lap after gearbox problems.

Finally, in '95 at Interlagos, there was the odd situation with the Michael

Schumacher-David Coulthard one-two being allowed to stand, despite fuel irregularities, though Benetton and Williams had had their constructor's points docked.

More happily, however, Carlos Pace's solitary win came on home soil in '75, around the old Interlagos circuit. Emerson Fittipaldi had won the first two Brazilian GPs, so initially the race was a home banker. It was also unpredictable in those early years: there were eight different winners in the first 11 races, and the same number in the next 19.

And amazingly, in these times of date switches and changes, Brazil has always been one of the first three races on the calendar, since its inception back in '73.

Stewart Williams.

'DISQUALIFICATION AND BRAZIL SEEM TO HAVE GONE HAND IN HAND DURING THE 30 YEARS OF BRAZIL'S GPs'

CRYSTAL BALLS

Don't worry Rubens, be happy

Barrichello has a guaranteed top car, reckons Tom Clarkson



Formula 1's fat cats look somewhat incongruous in the sprawling and dirty metropolis that is São Paulo. But it would be unfair to paint a negative picture of the city – as is the F1 way – because São Paulo is not radically different from other big cities in the world. It simply has greater extremes of rich and poor.

What stands São Paulo apart from the rest – and this was first brought to my attention by Rubens Barrichello – is a positive, not a negative. Paulistas are, in general, happy and optimistic people – irrespective of their social standing. You sense this as you drive through the streets to the track and see people laughing and playing football.

It's the same on the start-finish straight 10 minutes prior to the race. The crowd (above) are doing a collective samba in the grandstands and chanting their hero's name: "Rubinho! Rubinho!"

Now that Rubens Barrichello regularly wins races for Ferrari, he has reached a new level of popularity at home. He has a flat in downtown SP, but in recent years he has been forced to fly to and from the track to avoid his obsessive fans.

As I write, it has not been decided whether Rubens will race the new F2003 at Interlagos. It is his preferred option, but his chances of a first home win will be unharmed if he stays in F2002, which is still competitive. The circuit's bumps are car-breakers and RB would almost be guaranteed reliability in the '02 car.

One of the keys to being quick at Interlagos is horsepower, because of the flat-out uphill run towards the start-finish straight. So, expect Williams to be strong – as last year – and Jaguar and Toyota to be good outside bets. Both have strong engines, which is good news for Brazilian rookies Antonio Pizzonia (Jaguar) and Cristiano da Matta (Toyota).

However, for a race favourite, look no further than Michael. He has a wonderful record at Interlagos, having won there four times already. It will take a very strong driver/car combo to beat him.

Tom Clarkson

Dear Michael,
 Sorry to bother you right at the start of a hectic season. It must be a very stressful time – what with polishing the F2002, completing the pre-delivery inspection of the F2003-GA and deciding where the monogrammed, leather-bound CD player can go to guard against boredom as you waltz away with a sixth championship.

I don't know whether you've ever been motoring in England (on the roads, I mean), but our local authorities like to erect signposts bearing the legend, 'Tiredness kills. Take a break'. I'm not sure whether their motivation is to warn off television viewers planning to get up at 3.00am to watch the Australian Grand Prix, or simply to make a general observation on the state of Formula 1 (2002 vintage); but, either way, I fully appreciate the need for you to have all the little luxuries you can lay your hands on to help keep your eyes on the empty road ahead, particularly as you don't have the luxury of being able to pull off at a Little Chef every 30 miles or so for a burger 'n' fries.

Between ourselves, I'm not totally *au fait* with the nitty-gritty of the F1 business – so you must excuse me for commenting that your '03 car looks exactly the same as last season's, which in turn looked pretty much the same as the previous year's. You don't suppose I might have stumbled on something here?

To be honest, I suspect Ross Brawn and that Todt chappie are still chortling to themselves in the aftermath of the launch at Fiorano. Roll out the red carpet for the reptiles, tank them up on a few bottles of San Givese di Romagna and kick them out with a press pack, leaving them to toddle off thinking they've seen a brand new machine. Somebody just fiddled with the positioning of the Vodafone stickers – and the world lapped it up a treat.

It's behind you, Michael! Schumi can expect a few attacks from the chasing Fokkers in 2003. Messerschmitts, too. Apparently



Of course, my friends on the inside assure me that F1 cars all look the same because "stifling technical regulations impinge on the creativity of designers' efforts to optimise their operational envelope".

Why can't these people speak properly? Anyway, I think this F1 Esperanto really means the rest of them just aren't particularly good at what they're doing. The only envelope I'd give most of them is one containing their P45s. And the address of a good speech therapist.

Besides, even if the cars have all got differentiated, high-tensile, sliding-spline sprockle grommets lurking under the shapely curves of their aerodynamically profiled bodywork, chances are the whole thing will go tits-up five laps into the race when one breaks or falls off... leaving you to tune in to a spot of Vivaldi and cruise home to collect the spondulicks. And 10 points.

I don't know whether you ever have time to look at those shiny, reflective things on either side of the cockpit: mirrors, I think they call them. But if you do ever get a moment to spare from dialling up the prices on the Frankfurt stock exchange from the digital read-out on your steering wheel, I'd be really keen to hear what you think about those other cars which are on the circuit behind. The ones that are supposed to be racing you.

In fact, there are some quite good bits of kit running in your slipstream, and it's probably worth reacquainting you with some of their potential. The Boy Coulthard is an obvious candidate, of course, because you've been trying to nerf him off the road on a regular basis over the past few seasons. Ditto JP Montoya, a swarthy cove whom I understand hails from South America. He's the one you've had trouble with at Interlagos these past two years. A real toughie – in effect, the F1 equivalent of meeting yourself coming the opposite direction up a one-way street. He'll get you one day, mark my words.

In closing, I find it extremely reassuring that you and your colleagues are maintaining a suitably frugal lifestyle in tune with an F1 economic climate which has produced in excess of 1,000 redundancies this year alone. I'm not sure whether you actually do have gilded bath taps in your Falcon 2000 private jet, but I note that it is registered under the gently swaying palms of the fiscally advantageous Cayman Islands, along with your Challenger 601-3A, Ralfie Boy's Hawker 800XP, Gerhard Berger's Falcon 2000 and Heinz-Harald Frentzen's Beechjet 400A, to mention just a few.

Always important in this business, I find, to know which Fokkers are which, Michael. Something you'd best bear in mind when a McLaren-Merc or a Williams-BMW hoves into sight unexpectedly in your rear-view mirror.

Or, as the Spitfire pilot said, just remember that some of those Fokkers might be Messerschmitts.

Tally-ho! Bandits at 11 o'clock!

the SCRUTINEER

'I'm not sure whether you actually have gilded taps in your jet, but I note that it is registered in the fiscally advantageous Caymans'

YOU CAN WIN IT!



ENTRY FEE ONLY
 £20
 See below for full details

MONACO GRAND PRIX

LUXURY TRIP FOR TWO - WORTH £10,000

THIS IS YOUR CHANCE TO WIN A LUXURY TRIP OF A LIFETIME - VIEW THE FABULOUS MONTE CARLO GRAND PRIX IN ABSOLUTE LUXURY! 5 STAR ACCOMMODATION, WELCOME RECEPTION, VIP SPECTATOR SEATS - PLUS £1,000 SPENDING MONEY!

PLUS - THE FIRST 100 COMPETITION ENTRIES RECEIVED WILL BE PLACED IN A DRAW FOR THE OPPORTUNITY TO WIN A TRIP TO THE BRITISH GRAND PRIX!



HOW TO ENTER

It couldn't be easier! Simply use your skill and judgement to decide where the ball is in the picture above and mark with a cross (only one cross per entry form).

Answer this tiebreaker question, and complete the entry form along with preferred method of payment, and send off the entire page to the FREEPOST address supplied.

Who took 5th place at the 2002 Japanese Grand Prix?

Send to:
FREEPOST YOU CAN WIN IT

Name

Address

Contact Tel No. Mobile

Email

Payment Method (please tick as appropriate) Credit Card Cheque VISA Mastercard Switch

Card No. Expiry Date

Player Signature Date

Terms and Conditions: (1) This competition is open to all persons 18 years and over except the promoter's employees, members of their immediate family and any persons connected to the creation of this competition. (2) By entering this competition the entrant will be deemed to have read, understood and accepted these rules and to be bound by them. The competition is governed by Scottish Law and any disputes will be resolved under such Law. (3) To enter follow the instructions and use your skill and judgement to place a cross where you consider the ball should be. A suitable pen should be used, a standard ball pen, pen or marker pens will not be accepted. (4) You will not be entered into the competition until your payment has been processed and in cases of credit card payments or cheques until payment has cleared. Once payment has been received the promoter will be notified. (5) When the pre-allocated number of competition entries or the stated closing date has been reached and all payments cleared the competition will close. The winner will be the person who correctly identifies the ball in the picture above. (6) You will be given a reference number and your entry form will be lodged with our Accountants. (7) When the pre-allocated number of competition entries or the stated closing date has been reached and all payments cleared the promoter will be notified. (8) The promoter reserves the right to extend the closing date of a competition should the entries not have reached the minimum amount deemed to be commercially viable by the promoter. (9) The winner will be notified at the address given on the competition entry form within 20 days of the competition closing. Entries will be able to check the winner and closing details on the promoter's website - youcanwinit.com. (10) The promoter reserves the right to use the winner's name and club membership for promotional purposes. (11) The promoter reserves the right to cancel any competitors of any part and for any reason. Should this happen then any prize money will be returned in full to all competitors whose entry has been cleared at that point. (12) Promoter: 'You Can Win It' FREEPOST YOU CAN WIN IT, Accountants: Meston & Reid 12 Gordon Place Aberdeen AB10 1UP. EVERY COMPETITION IS FULLY AUDITED BY THE PROMOTER'S ACCOUNTANTS AND SOLICITORS.

THE PRIZE

Fly to Nice on 29th May, you will be privately transferred to the Silver Shadow cruise ship anchored at Villefranche.

Your cabin is a luxury Veranda Suite, with queen-sized bed, full size marble bathroom, fully stocked mini-bar, entertainment centre with Sky TV, teak veranda with large patio.

Whilst on board all meals and drink (alcohol, soft drinks and champagne) is included.

The Silver Shadow is one of the most luxurious cruise ships afloat, and you have a choice of restaurants in which to dine, along with a casino to try your luck in - and the winning £1,000 to play with at the tables.

Your first day on board is spent at Villefranche and you will be treated to a welcome champagne BBQ on the pool deck that evening.

On the morning of the 30th, the Silver Shadow will set sail along the Riviera and anchor in Monte Carlo for the evening. That evening will be treated to a celebrity panel show featuring motor racing celebrities Murray Walker, Stirling Moss. There will also be transfers ashore for those wishing to enjoy the sights of Monte Carlo.

On Saturday - the practice day - you can watch the practice and Formula 3000 from the 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 evening entertainment.

On race day, you will again watch from the terrace at the Elmano Palace Hotel, after you will return to the Silver Shadow for the evening cruise back to Villefranche.

After breakfast on Monday you will be transferred back to Nice for your flight back home.

ALL FOR £20!

BMW Lifestyle



BMW WilliamsF1

Performance, precision and style.
BMW WilliamsF1: the name says it all.



On the Grand Prix circuits of the world BMW WilliamsF1 stands for leading-edge technology and the uncompromising pursuit of excellence. Now you can share those values and show your sporting allegiance with a wide selection of stylish accessories and gifts from the BMW WilliamsF1 collection. Available from your BMW Dealer. For details, visit www.bmw.co.uk or call 0800 325600.

Accessories featured: Pitstop Watch £195, Mug £7, Tri-Vision Sunglasses £95.

BMW
recommends

