

3 QUALIFYING EXPLAINED: WHAT WILL SATURDAY REALLY BE LIKE?



F1

RACING

FEBRUARY 2003 £3.60

WORLD EXCLUSIVE
32 F1 STARS
NAME THE...

99

MOST IMPORTANT
PEOPLE IN F1
HISTORY



JENSON v JACQUES

FIGHTING FIT

SET TO TAKE
ON THE WORLD -
AND EACH OTHER

INTERVIEW
JUAN PABLO
MONTOYA

'Michael doesn't worry me - even Rubens can handle him!'

INTERVIEW
ROSS
BRAWN

'I think Jaguar really could become a British Ferrari'



EXCLUSIVE CD*
Grand Prix Sounds
*If your free cover CD is missing, please speak to your newsagent



9 771361 448053



Games

The next generation of games on your mobile

Fast thumbs required



How are you?



Picture messaging



Mobile internet



Games



Ringtones

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.

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



live!

www.vodafone.co.uk/live

Contents

February 2003



> Regulars

- 16 Peter Windsor**
Pithy comment from our man in the pits
- 18 Pitpass**
The inside line on what's going down this winter
- 26 Backfire**
What you think about your favourite sport
- 68 F1-to-one: Takeo Kiuchi**
Honda's R&D chief on BAR and testing
- 112 F1-to-one: Alex Wurz**
On McLaren's 2003 car and being a father
- 126 F1-to-one: Justin Wilson**
On making it to F1 and fitting into the car
- 146 Black flag: David Coulthard**
Time to deliver the goods, says 'Scrote'

> Features

- 30 Pre-season testing special**
We've got all the details on the F1 teams who have been testing (and the one who hasn't)
- COVER STORY**
40 'New qualifying' explained
What will Saturdays *really* be like in '03? Our experts analyse the impact of the new rules
- COVER STORY**
46 Jacques Villeneuve interview
Feisty, grungy, grouchy – Jacques maps out his plan to get back on top of the F1 world
- COVER STORY**
54 Jenson Button interview
'Our Jense' is fighting for survival again – and this time he's got to beat a world champion
- 62 Geoff Willis interview**
BAR's tech boss reckons he can give Jenson and Jacques a car with "a new flavour"
- COVER STORY**
72 The 99 most important people
World exclusive! A panel of 32 F1 stars name the most important people in F1 history
- 86 Jaguar's new boys**
It's all change at Jaguar. We talk to their new drivers: Antonio Pizzonia and Mark Webber

- COVER STORY**
94 Ross Brawn interview
The most revealing interview Ferrari's 'big man' has ever given – and that ain't hype!
- COVER STORY**
104 Juan Pablo Montoya interview
F1 Racing spends a day in the ultra-hectic life (in the mega-fast lane) of the Williams star
- 114 Rosberg & Rosberg**
Nico Rosberg, 17-year-old son of '82 world champion Keke, test-drives a Williams FW24
- 120 Flavio Briatore in Kenya**
We visit the Renault team principal as he chills out at his African country retreat
- 128 Cevert, Courage and Revson**
Peter Windsor recalls three great drivers who epitomised suave, sophisticated cool
- 138 Lotus 18 in the studio**
Twenty years after Colin Chapman's death, we look back to his first GP-winning car
- 144 Fittipaldi's Brazilian triumph**
The day when Emerson finished second in his home grand prix – in his brother's car

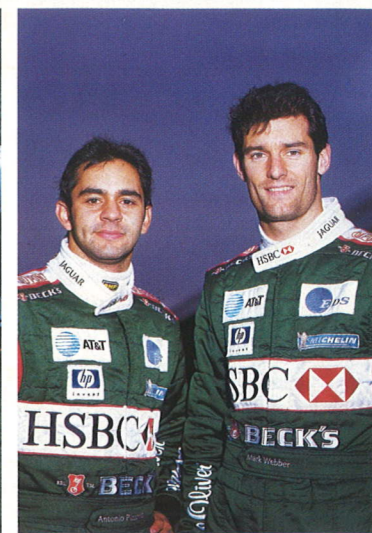
COMPETITION RULES
Our competitions are open to UK residents only. Entries from employees of Haymarket Publishing Ltd and their families are not permitted. No correspondence will be entered into. The prize winner(s) will be notified by phone and must agree to co-operate with any publicity arising from 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.



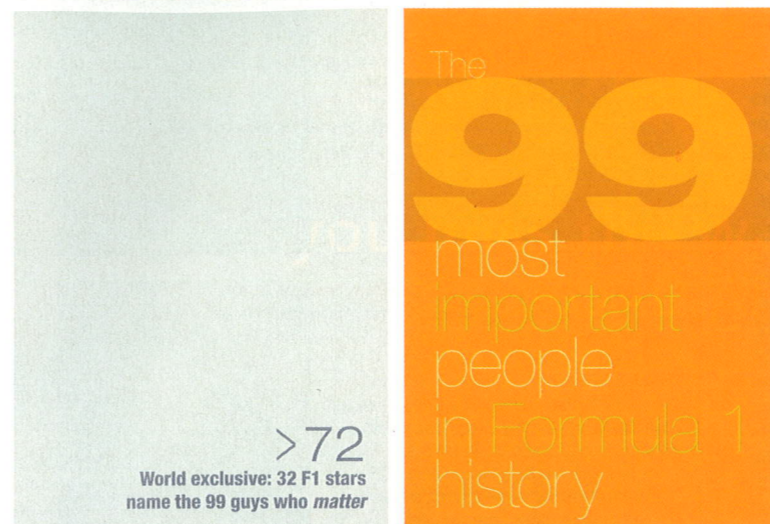
Cover photography Ben Wright
Contents photography Ben Wright; Martin Gardner; Clive Ross/LAT; Steven Tee/LAT; Charles Coates/LAT; Alex Puczyniec
Contents illustration Rhodri Jones
Special thanks to Gary Anderson, Nicole Beame, Pat Behar, Hanspeter Brack, Ross Brawn, Flavio Briatore, Tony Burrows, Ann Bradshaw, Agnès Carlier, Rebecca Can, Jean-François Caubet, Liam Clogger, Luca Colajanni, Jeremy Cook, Paul Fearnley, Mark Gallagher, Chris Hughes, Alan Jenkins, Agnès Kaiser, Eilan Kolby, Jan Lefort, David Malsher, Iain Marshall, Ruth Mathewson, Ann Neal, Tracy Novak, Jane Parisi, Hayley Pattison, Charlie Reid, Regine Fietner, Sarah Sabin, Nav Sidhu, Patrizia Spinelli, Jane Stewart, Dom Taylor, Helen Temple, Stefania Torelli, Desmond Tumulty, Pascal Vasselon, Robert Watherston, Richard Woods



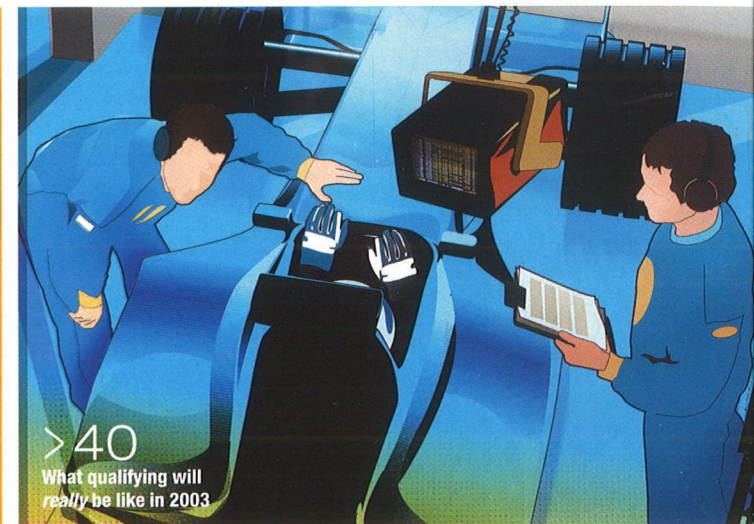
>30
Testing special: who's been reigning in Spain?



>86
Antonio Pizzonia & Mark Webber: Jag's new boys



>72
World exclusive: 32 F1 stars name the 99 guys who matter

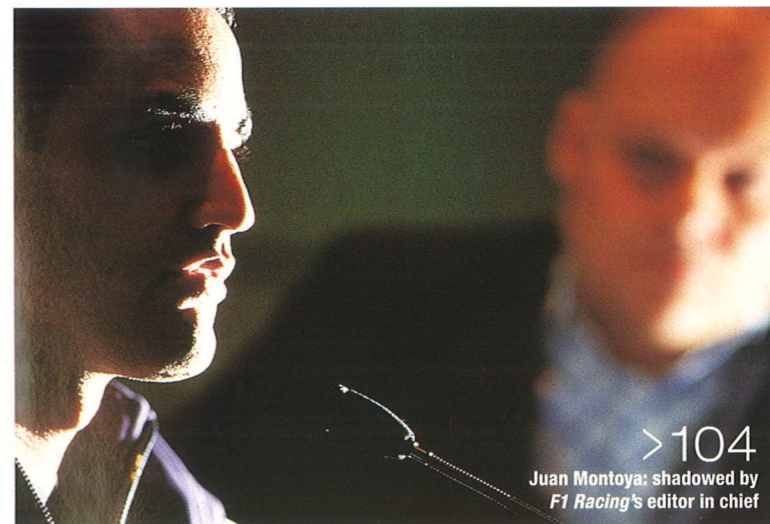


>40
What qualifying will really be like in 2003

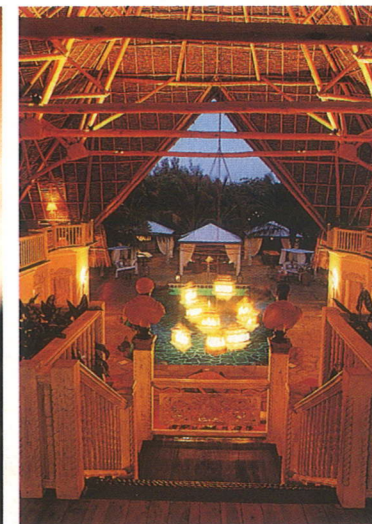


46

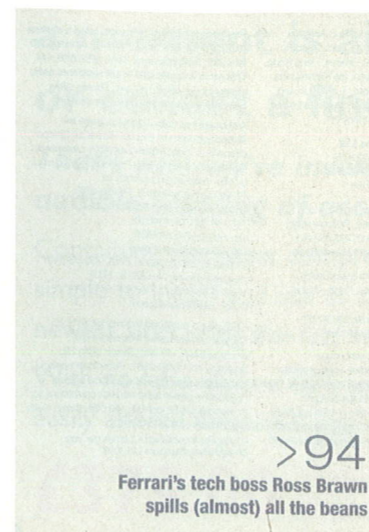
Jenson v Jacques: fighting fit
One is an F1 champion; one isn't. But both have to prove themselves – and, to do that, one will have to beat the other...



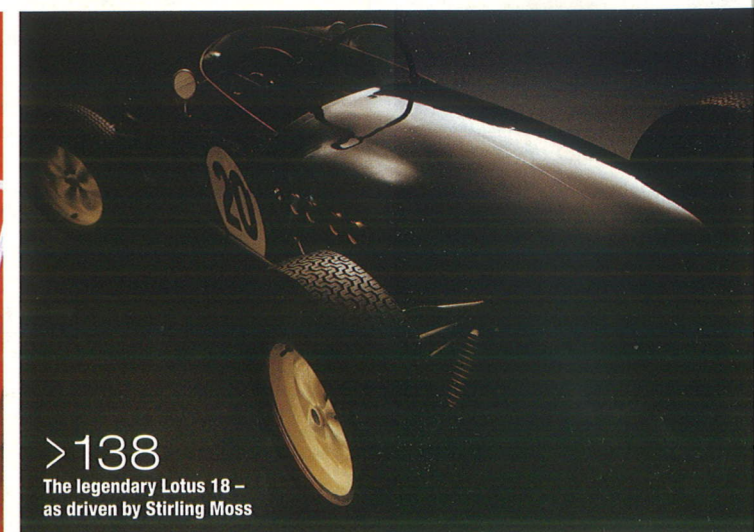
>104
Juan Montoya: shadowed by F1 Racing's editor in chief



>120
Behind the scenes at Flavio Briatore's African hideaway



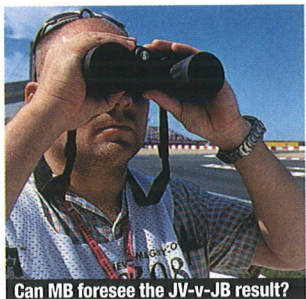
>94
Ferrari's tech boss Ross Brawn spills (almost) all the beans



>138
The legendary Lotus 18 – as driven by Stirling Moss

Jenson must beat Jacques...

...and vice versa. But, though they're quick, they're not important. And we've proved it



Can MB foresee the JV-v-JB result?

'OF ALL THE MIDFIELD TEAMS, BRITISH AMERICAN RACING EMPLOY THE DRIVERS WITH THE MOST TO GAIN... AND LOSE'

Whatever happens at the sharp end of the grid during 2003, the fiercest battles will once again be fought out between rows four and seven – and the most ferocious of all between mid-grid teammates. Such is the internecine nature of 21st-century Formula 1 warfare.

Of all the midfield teams, British American Racing employ the drivers with the most to gain... and lose. For Jacques Villeneuve, a man who long ago learned what it felt like to race and beat Michael Schumacher to a world drivers' championship (but who has rarely troubled the scorers in four dreadful years with BAR since), '03 is his last chance. He simply *must* outperform his team-mate, and he knows it; no messin'.

For Jenson Button, JV's quarry, the stakes are equally high. Having caused many people to compare him to the incomparable Ayrton Senna at Williams in '00, he has since been vanquished by Giancarlo Fisichella at Benetton in '01 and shaded by Jarno Trulli at Renault

last year. Press Button on his serial subjugations and he will tell you that there were extenuating circumstances, and doubtless there were; yet the inevitable result has been that the people who really matter in F1 have come to doubt him.

They are wrong to do so, for his talent still shines brightly for those who care to see it; certainly, he is more naturally gifted than Villeneuve. But is he as ballsy? Or as ruthless? It will be an epic contest.

While we're (kinda) on the subject, who are the people who really matter in F1? Or, just as pertinent, who were they? Or who have they been? The answers, ladies and gentlemen, can be found on pages 72-83, in one of the most world-exclusive world exclusives *F1 Racing* has ever devised.

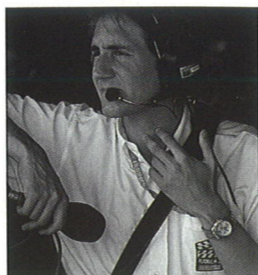
I suggest you read it while you listen to your free cover-mounted CD. After all, important people make a lot of noise, don't they?

Matt Bishop editor in chief

contributors

> Tom Clark

'Our Tom' works hard for his dough. At the moment, he's keeping a close eye on all 10 teams, trailing them around Spain, stopwatch and Dictaphone always to hand. His writing efforts this month include a testing round-up and interviews with Jenson Button and Keke Rosberg's son Nico. See pages 30, 54 and 114.



> John Leach

John first gathered data for *F1 Racing's* classic 'F1 car in a studio' features in late 2000; his first *The Day When...* appeared in early '01. Over the past two (and a bit) years, he has coupled detailed historical burrowing with his extensive racing knowledge and dry wit to tell many an exciting tale. See pages 138 and 144.



> Martin Gardner

Martin wasn't prepared for the sheer brutality of modern F1 engines – he says he could still hear them on the plane home from Barca the next day! Megastars he has photographed include Oasis, Moby and Jack Dee; this month he set out to capture the spirit of Jaguar's new drivers. On page 86 you can visit those captured spirits...



> Rhodri Jones

When we set out to describe new-look qualifying (page 40), we wanted to give the story a techy look. We found the right touch from Rhodri Jones, senior illustrator at Red Seal, an agency whose clients include 20th Century Fox and Microsoft. This is his first appearance in *F1 Racing*, and we're delighted with the results.



The totally legal way to guard your life and licence



If you miss the warnings...
...ROAD ANGEL won't.



Unfamiliar roads, things on your mind – a moment is all it takes to have an accident or collect a fine and penalty points.

That's why we've invented ROAD ANGEL, to give you early visible and audible warning of accident blackspots and all fixed speed cameras.

Containing the latest comprehensive UK wide database of hazardous sites, ROAD ANGEL is simple to install and use as an everyday motoring companion. You can regularly add the newest sites using the fast internet update facility (optional modem).

With no false alarms, GPS speedometer, easy read display and easily altered functions, you really shouldn't be without one.

£379.00 including VAT and 12 months free subscription.

Please contact us for further information, to make a purchase or for details of your nearest stockist.

Sitting neatly on your dashboard, ROAD ANGEL gives you personal warning of:

- Accident blackspots
- Gatso cameras
- Inductive Loop Gatso
- Truvelo cameras
- SPECS Average Speed
- Regulated roadworks
- Your own mobile sites
- Your personal danger areas



www.blackspot.com
01327 855586



EDITORIAL
editor in chief
Matt Bishop
executive editor
Anthony Rowlinson
associate editor
Stéphane Samsou
grand prix editor
Tom Clark
features editor
Stuart Codling
managing editor
Stewart Williams
sub-editor
Suzanne Arnold
consultant editor
Peter Windsor
technical editor
Steve Matchett
art editor
Liz Wallace
senior designer
Alison Lane
picture editor
Eddie Judd
photography
Darren Heath, LAT, Allsport
secretary
Helen Watkins

PUBLISHING
publisher
Karl Penn
associate publishers
Tim Bulley
Guy Nicholls
international commercial manager
James Watson
commercial manager
Matthew Warren
group advertisement manager
Raj Joshi
advertising manager
Jonathan Haines
senior sales executive
Tanya Hunter
publishing manager
Robin Shute
senior publishing executive
Martin Cragg
subscriptions marketing executive
Chris Heyes
production controller
Lara Piercy
design director
Paul Harpin
sales director
John Chambers
managing director
Peter Foubister
chairman
Tony Schulz

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 8614 8604
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
Pat Bird, Praxis PR
+44 (0)20 7749 5911
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 02713614480006
 Printed by: Southern Print (Web Offset) Ltd, Upton Industrial Estate, Pools, Dorset, BH16 5SN.
 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, Stirlingbourne, 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 84
 Subscriptions: UK £42.00. Airmail to: Europe £56; Africa, India, Middle East £82; Japan and the rest of the world £94. Payment can be made by Visa, Mastercard or AmEx to: F1 Racing Subscriptions, PO Box 280, Stirlingbourne, Kent, ME9 8FB, UK. Tel: +44 (0)1795 414818; fax: +44 (0)1795 414555.
 US subscriptions from: F1 Racing Subscriptions, EVA, 205 US HWY 22, Green Brook, NJ 08812, USA. Tel: 732 424 7811. Fax: 732 424 7814. Email: ew@ewcars.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.

⌘ THE MICHELIN TEAM.
COMMITTED TO PERFORMANCE.
FOR ITS DRIVERS. FOR YOU. ⌘

The whole Michelin team are passionate about progress and dedicated to always creating the best tyre. Each day, our researchers, engineers and technicians work together to achieve racing success, to share the benefits of their experience with you.
www.michelin1.com



Michelin. High performance. Time and Again.

The sun also rises

Winter in rural Spain: crisp, clear, bright days... and mild, drizzly nights. Don't let the rain go to waste; get out and test those wet tyres before the sun burns it off

Circuit: Jerez, Spain

Time/date: 9.10am, Thursday December 12

Photographer: Clive Rose/LAT, Canon EOS 1V, 35mm lens, Fuji Velvia film, 1/800 at F8





Vim around the rim

None of the FIA's paddock policemen is around, but there are F1 standards to be kept – even during testing. That means keeping those wheels *sparkling*

Circuit: Jerez, Spain

Time/date: 5.15pm, Thursday December 12

Photographer: Clive Rose/LAT, Canon EOS 1V, 17-35mm lens, Fuji Velvia film, 1/60 at F20

Such a beautiful horizon?

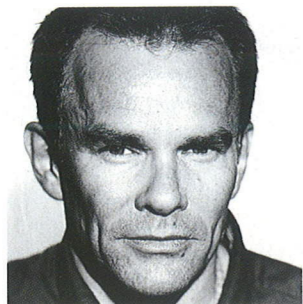
Barcelona – but no time to look at the scenery. Reel off the laps, bed in the new parts, feel for the differences, report back to base. Check, check again, and repeat

Circuit: Barcelona, Spain

Time/date: 9.50am, Tuesday December 3

Photographer: Bryn Lennon/Allsport, Canon EOS 1V, 17-35mm lens, Fuji Velvia film, 1/1000 at F7.1





Peter Windsor

This month, we name the 99 most important men in F1 history. The difficulty was deciding whom *not* to include

Just as the guy most deserving of a knighthood was actually the old boy down the road whom nobody knew – the guy who sold his war medals to pay for his neighbour's hospital bill – so our 'top 99' list (see page 72) is inevitably, fatally, flawed. We all have our own fields of perception and none of us knows enough. All we can do is throw in our thoughts, mix the results and somehow hope for the best.

This column, then, is for the people who aren't in our list but should be: it is for those who died too young – for the guys who lost their chance or who were perennially in the background because that is the way they were. It is for Dick Seaman, who was a slick professional, way ahead of his time. It is for Jean Behra, who brought a cigarette-squashing, Bogart-esque Hollywood to Formula 1 in the 1950s. It is for the gentle but brilliant Tom Pryce – for Tony Brise, Roger Williamson, Stuart Lewis-Evans and Chris Bristow. It is for two of the three who appear on pages 128-134 of this issue – for Peter Revson and Piers Courage – and it is for Jo Siffert, Mike Spence, Taffy von Trips and the Rodriguez brothers – for Pedro and Ricardo.

In picking F1's 99 most important people ever, we had to exclude some very talented men, such as (below, from left to right) drivers Jo Siffert, Tom Pryce and Chris Amon

Chris Amon and Ronnie Peterson were two of the fastest racing drivers of all time, yet neither are in our list. If Jim Hall's Chaparral work influenced F1, then what about the genius of Mark Donohue? Ignazio Giunti was potentially the greatest Italian Ferrari driver of them all; no-one was better at mixing tyres to suit the conditions than Denny Hulme; and Jacky Ickx and Clay Regazzoni were class acts, pure and simple. Putting Bernard Dudot or Aleardo Buzzzi ahead of any of these people is patently absurd.

This page is also for all the marshals who have worked voluntarily at F1 circuits all over the world for the past 50 years. Some lost their

lives and most did something to prevent an accident or to improve the safety of others.

And it is for the mechanics who work, and have worked, in what is maybe the world's most hostile, friendly, environment. A few are included in our list but of course there are many more. Pete Kerr, a New Zealander who knew gearboxes better than the men who designed them, springs to mind. You could trust your life with Pete McKenzie and Dave White, the two guys who prepared Vittorio Brambilla's March in 1975; Alan Challis kept BRM alive for years; and Cedric Selzer enabled Jim Clark to win 70 per cent of the races in '63.

Bob Sparshott and Dave 'Beaky' Sims formed their own grand prix team. They never really had the right money but they always had a beautifully built race car. Ermanno Cuoghi could perfect the mixtures of Niki Lauda's Ferrari by smell and sound; Mike 'Herbie' Blash and Eddie Baker were two of the key men behind the immaculate, white Bernard Ecclestone Brabhams; and Dickie Stanford, now team manager at Williams, is still as good as they get.

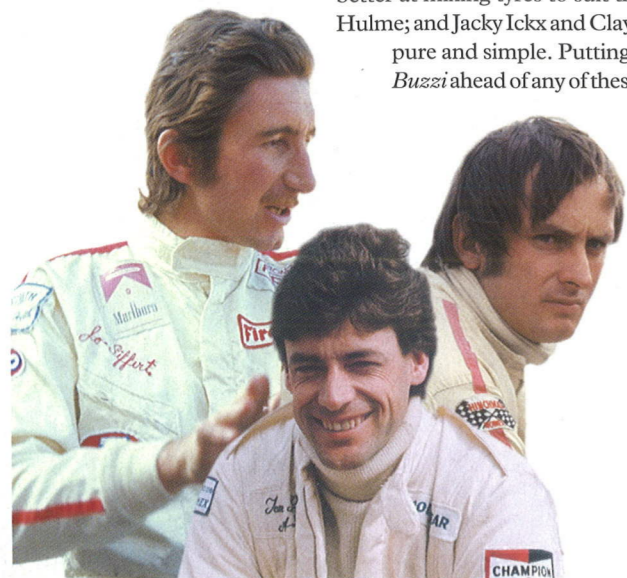
Speaking of managers, I was always impressed by Keith Greene, who raced the F1 Gilby in '62 and for a while managed Brabham. Alastair Caldwell was a tough, razor-sharp New Zealander who was an integral part of McLaren's success in the '70s; and how can anyone say that Teddy Mayer's contribution to McLaren was less significant than that of, say, Martin Whitmarsh or Ekrem Sami? At Ferrari, Cesare Fiorio showed that good rally managers make good F1 team managers long before Jean Todt arrived on the scene; Dave Ryan is today similarly strong at McLaren.

The writers, too, are memorable. Peter Garnier's *Sixteen On The Grid* – an analysis of a race weekend from Thursday to Monday – remains a standard work. Doug Nye's contribution to the understanding of F1 racing is too large to be measurable. And then there is the school of British greats whose detailed, painstaking work enabled F1 fans to enjoy the best possible access to any sport, anywhere in the world. I speak, of course, of Mike Doodson, Alan Henry, Maurice Hamilton, Simon Taylor, Andrew Marriott, Eoin Young, Alan Brinton, John Blunsden, David Phipps, Russell Bulgin, Gregor Grant, Pete Lyons, Henry Manney III and – unquestionably – of Nigel Roebuck. Without the work of any of these men, not to mention a bunch of equally talented photographers, F1 would be a less significant sport.

Read, then, about our 'top 99' but see nothing as definitive – or fair.

And then consider the hundreds of others whom I, too, have neglected – despite the opportunities of this page. ❶

'We all have our own fields of perception and none of us knows enough. Read, then, our top 99 but see nothing as definitive – or fair. And then consider the hundreds of others whom I, too, have neglected'



3 years of preparation

550 experts

36 nationalities

17 races

17 precious lessons



The Challenge continues.

ONE
AIM

TOYOTA

IT TAKES THREE, BABY (MAYBE)

Bernie to play the three-car(d) trick

It's 34 years since the smallest ever Formula 1 grid (13 cars). If Ecclestone has his way, it will never happen again

Bernie Ecclestone wants to see three-car teams in Formula 1 in 2004. But first he needs to convince the 10 team bosses to vote for his proposal – because, like most changes to F1's sporting regs, unanimous agreement is required before it can be adopted.

Bernie first mooted the idea of three-car teams several years ago; and, with the tail end of the grid in its current somewhat parlous state, now is the perfect time to try to force the issue. Back in '98 he said he wanted F1 to become a manufacturer-based series – “Mercedes v Ferrari v Ford.” Since the long-term futures of Jordan and Minardi are looking uncertain, his wish may *have* to become a reality if F1 is to continue to field grids of at least 20 cars. Ecclestone was unavailable for comment as *F1 Racing* went to press, but *F1 Racing* believes a determined mood for change exists within the minds of Bernie and FIA president Max Mosley.

The team principals, Ecclestone and FIA representatives are due to meet in London on January 15 for what is likely to be an extremely volatile discussion. They will have to thrash out exactly how they can ensure that a minimum number of cars will appear on the grid in coming seasons – which will include measures to protect the financial health of F1's endangered minnows.

Should the number of cars drop to 16, existing provisions within the Concorde Agreement (the contract which governs F1) will be triggered to bring in three-car teams. But the indications are that Ecclestone would prefer it not to happen this way because of the media fallout that would follow any further diminution of the grid.

There are positives and negatives to the plan. The biggest incentive is that of getting more star drivers into competitive cars: men like Jacques Villeneuve, for example, who has languished since '99 at BAR, but whose contract comes up for renewal at the end of '03. Who's to say a third

McLaren, Ferrari or Williams seat couldn't be made available for him? Likewise for the still overlooked talents of Giancarlo Fisichella. Three cars would also give the poorer teams a chance to place local drivers in their cars at individual races, which would be a crowd-puller and revenue-generator.

For the bigger fish – the seven manufacturers in F1 – there is also the possibility of pacifying the money men with increased sponsorship leveraged via the third car. Senior Williams marketeers are known to be keen to pursue this funding avenue.

The cost of running a ‘third car’ (the budget for which would have to cover a bigger crew, an extra T-car and greater travel/accommodation costs) would be \$4-6 million per team per season. In a budget of \$100 million this could be relatively easily absorbed – particularly if the third car's value as a mobile billboard is maximised.

“My personal point of view is that three cars is the way to go for F1,” says Ange Pasquali, Toyota's team manager. “It happens already in rallying, and I think it would add to

the spectacle – a lot, in fact. But budgets would go up, which would need to be looked at.”

Other leading team personnel are unconvinced. McLaren's Ron Dennis, for example, remains cool about the proposal. “Believe me: it'll cost,” he said.

The deciding factor is the need for manufacturer teams to get the blessing of their boards. If the ‘suits’ can be convinced that three-car teams make sense, then they're more likely to happen.

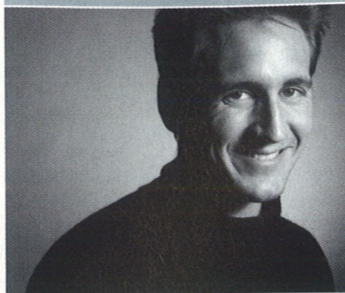
Multi-car teams are nothing new to F1. After the smallest ever grid (13, in '69), Mosley launched his March F1 team in '70, running four – sometimes five – cars throughout most of the following decade. F1's most recent three-car team was Williams, who ran a third car for Jonathan Palmer in '83.

This is how F1 could look in 2004: Rubens Barrichello v Jacques Villeneuve v Michael Schumacher, all racing at Ferrari



On the inside

Manufacturer interest could be parlayed into TV ratings



On the face of it, three-car teams could be the catalyst for a golden era for Formula 1. More money would come into the sport and there would be more competitive cars available at the front of the field.

So imagine, just for a moment, your anticipation if we had Michael Schumacher, Rubens Barrichello and, say, Jacques Villeneuve all in Ferraris in 2004. It's a mouth-watering prospect, isn't it?

Now put away those rose-tinted spectacles. There would be very grave problems associated with three-car teams, creating a dilemma between the long- and the short-term future of the sport.

In the short term, the sport would be a largely manufacturer-based (and very exciting) series: three Ferraris against three McLaren-Mercedes, Williams-BMWs, BAR-Hondas, Toyotas, Renaults and Jaguars. The mid- and long-term outlooks are less rosy, though.

Three-car teams would cause the mid- and back-of-the-grid runners to be pushed farther back, which would make F1 a poorer marketing opportunity for the unsuccessful. And, even without three-car teams, Ford (Jaguar), Honda and Renault have all recently considered exit strategies. Why so? Well, they can't all win, can they? And that particular penny has now dropped in boardrooms across the globe.

The big question, therefore, is whether to opt for short-term gain or long-term stability. The answer is clear. Formula 1 has always been a fluid sport, to which it is difficult for a car company to commit for long. Given that, we should capitalise on the interest from the manufacturers and use it to rebuild TV ratings. Top brands, top teams, top drivers and top entertainment – those are the values that F1 stands for.

TOM CLARKSON



At least there'll be more parking space now that FOM's TV trucks won't be at races...

BERNIE AXES DIGITAL TV SERVICE

Why 'the Bolt' pulled the plug

Digital television coverage of Formula 1 is dead – at least for now. Bernie Ecclestone announced just before Christmas that Formula One Management's digital service would close, with the loss of 250 jobs.

It had been thought that FOM would scrap only their pay-per-view interactive service, which was available in the UK on Sky Digital, and make the 'standard' digital feed available to free-to-air broadcasters such as ITV. To do this, Ecclestone requested extra money from the networks to pay for the footage and, when he could only get agreement from half of them, he scrapped the

enterprise, which has been running since 1995.

A source at FOM said that the television coverage in '03 would be similar to that in '94 (in other words, terrestrial viewers will notice little or no difference). But there will no longer be ground-based pick-up points around the track – as was the case with digital – which means that all on-car camera footage will have to be fed to a helicopter prior to being beamed around the world. Such a system limits the number of cars that can be viewed in-cockpit.

FOM will continue to take a skeleton staff to the races to help

with race administration, but all TV footage will be in the hands of the local broadcasters.

TV commentating legend Murray Walker said: “I'm extremely sorry to hear this news. It was a brave, enterprising and laudable effort on Bernie's part to provide a better-quality product. That product is now going to be denied – not only to people who are prepared to pay the digital premium, but also to the vast majority of ITV viewers who were hoping to watch digital images as well. At a time when improved TV coverage is desperately needed, sadly, it will be getting worse.”

RETURN OF THE LION SCION

Mansell back in F1: 'very exciting'

Former world champion Nigel Mansell would like to return to Formula 1 – but not as a driver. The 1992 champ, who retired midway through '95, visited last year's grands prix at Monaco and Spa... and liked what he saw.

“I wouldn't have any problem in getting involved in F1 in an advisory role. In fact, I'd probably like it,” he said. “I wouldn't want to go to all the races – but, even at the age I am [49], I'd be interested in going to some tests.”

“You have to have an honest broker in any business. It would be very interesting and satisfying to be part of something and make it successful. Having said that, anything is possible in motor racing



if the package is exciting enough. I do know a little bit about motor racing... so who knows? From time to time I do give a quiet opinion to people who ask.”

Mansell has already tried his hand at team management, when he became involved in the British Formula 3000 Championship in the

early '90s through his Mansell Madgwick Motorsport team.

A Mansell F1 comeback would be welcome, according to former ITV commentator Murray Walker: “It would be particularly good for F1 in the UK,” said Muzza, “because Nigel is the most popular and most successful British driver there has ever been. I don't know what kind of role he's looking to play in F1 – but the successful business career he's developed since his retirement from F1 demonstrates that he's a highly accomplished businessman. But, more than that, his ability to generate publicity and drama is without peer – so, yes, a Mansell return to F1, in any shape or form, would only be good news.”

Splash 'n' dash

Just-in the F1 Minardi

The 2001 Formula 3000 champion Justin Wilson (below) has been signed to race for Minardi in Formula 1 this year – just months after some people wrote him off as too tall to fit in a modern F1 car. Wilson was first linked with the Minardi drive in August, when Alex Yoong stood down temporarily. See: *F1-to-one*, page 126



Stubbing out European races

Formula 1 appears to be on a collision course with the EU over tobacco sponsorship.

The EU wants a ban on tobacco-related advertising in 2005, but the FIA don't want any ban in motorsport before '06. Result? Many of Europe's F1 events may end up outside the EU if neither side backs down



Bulgin: a fitting tribute

Motorsport journalist (and occasional *F1 Racing* contributor) Russell Bulgin (below) died of lymphatic cancer last year. As a tribute, his friends have produced a hardback book of his finest work. It costs £15 – all of which goes to the Royal Marsden Hospital. Call 01892 838928 to get your copy



CIRCUIT	AVERAGE GRID POSITION (2002)			AVERAGE LAP TIME (2002)		
	Michelin	Bridgestone	Bridgestone (excl Ferrari)	Michelin	Bridgestone	Bridgestone (excl Ferrari)
MELBOURNE	10.5	9.6	12.0	1m28.235s	1m28.001s	1m28.617s
SEPANG	10.3	10.7	12.9	1m37.378s	1m37.472s	1m37.945s
INTERLAGOS	7.6	13.5	15.6	1m13.931s	1m14.620s	1m14.879s
IMOLA	10.7	10.5	12.8	1m23.145s	1m23.260s	1m23.794s
BARCELONA	10.4	10.6	12.9	1m18.103s	1m18.029s	1m18.404s
A1-RING	11.2	9.8	11.8	1m9.648s	1m9.411s	1m9.665s
MONACO	8.8	12.4	14.5	1m18.098s	1m18.762s	1m19.143s
MONTREAL	10.9	10.1	12.0	1m14.436s	1m14.382s	1m14.691s
NÜRBURGRING	8.5	12.6	14.9	1m31.114s	1m31.833s	1m32.239s
MAGNY-COURS	8.8	9.3	12.0	1m12.957s	1m13.083s	1m13.475s
SILVERSTONE	9.8	11.3	13.5	1m20.819s	1m20.903s	1m21.369s
HOCKENHEIM	11.3	9.7	11.6	1m16.028s	1m15.826s	1m16.147s
HUNGARORING	10.9	7.8	9.8	1m15.449s	1m14.841s	1m15.333s
SPA	7.5	12.0	15.3	1m45.354s	1m46.071s	1m46.751s
MONZA	8.1	11.3	14.0	1m21.727s	1m22.106s	1m22.603s
INDIANAPOLIS	10.5	8.4	10.7	1m12.129s	1m11.792s	1m12.081s
SUZUKA	10.1	8.8	11.2	1m33.329s	1m33.063s	1m33.573s
SEASON AVERAGE	9.8	10.5	12.8	1m21.875s	1m21.968s	1m22.395s

TYRE WAR

Remove Ferrari, and Michelin win!

Shock! Michelin beat Bridgestone in 2002. This remarkable revelation comes direct from, er, Michelin – but, before you mock, ye cynics, check out their figures (above).

They show that if Ferrari's results are removed from Bridgestone's average performance at each '02 race, and Minardi's from Michelin's, Michelin would almost invariably emerge with the best average lap time and best average qualifying position.

Now, of course, you may find ludicrous the notion of doctoring data in such a plainly lop-sided way – especially as Bridgestone tailor-made their tyres to suit the Ferrari F2002, thereby compromising their rubber's effectiveness on other teams' cars.

It is also only fair to note that, with Ferrari removed from the Bridgestone equation, the next best Bridgestone team were Sauber, who finished fifth in the constructors' table.

Michelin, for their part, supplied 'boots' to Williams (second), McLaren (third) and Renault (fourth), so it's hardly surprising that the French rubber emerges on top if their dominant Japanese-shod rival should be overlooked.

Michelin's qualifying times are also markedly improved by the singular brilliance of Juan Pablo 'seven poles' Montoya, whose Williams FW24 made particularly good use of its footwear in practice.

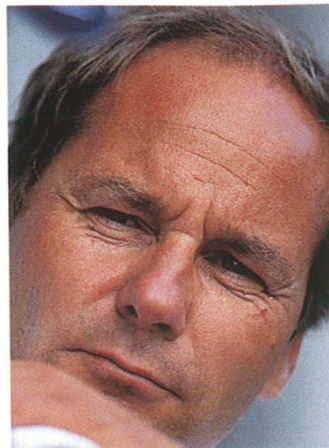
The most interesting point, surely, is that Michelin bothered to do this arithmetic in the first place; if only they could remove Ferrari from the '03 championship, why, they could even win the title outright.

Shame, though, that Ross Brawn says Ferrari are as yet "only just scratching the surface of the potential of our relationship with Bridgestone". *Sacrebleu!*

CAUGHT ON CAMERA: RUBINHO TAKES ON TINA TURNER



Has Rubens Barrichello finally admitted defeat? Gone crazy? Begun a new career in music? Fear not – he's too kind to do that to us. Seems he's happy to inflict his singing on his dear team-mates, though, at their Christmas party. Looks like the festive spirit got to his head...



GERHARD LUCK

Berger quits for quiet life

Gerhard Berger is about to resign as one of BMW's motorsport directors. No replacement will be appointed; Berger's co-director, Mario Theissen, is expected to take on both roles as soon as Berger has cleared his desk.

Do not believe rumours that BMW will ditch Williams after '04, however. History shows that championships are best won with a car built by a garagiste grandee and powered by a works engine – and BMW know it.

As for Berger, he will devote his energies to running his successful haulage company... and enjoying his life. Which is what he does best.

NEW TECHNOLOGY

Sauber go top of the class

Sauber have unveiled a state-of-the-art \$50 million wind tunnel, proving that even minnows have to invest big to stay in Formula 1, writes *Dom Taylor*.

Construction should be finished by November, and the tunnel fully operational by April '04. So, although Sauber's '04 car will benefit from it, the first car to be fully developed with a \$50 million wind behind it will be their '05 chassis.

Sauber are confident of making big improvements in aero performance. Most testing will be done using 60 per cent models, but the tunnel can take a full-size car. It will also have the capacity for tandem testing, whereby the aerodynamic interaction between two models can be monitored. The team hope to use this to design cars which can overtake more easily, yet be harder themselves to pass.

The new super-tunnel will also incorporate a huge area for VIP events and a museum containing every past Sauber racing car. Just the job for wooing new sponsors...

F1 MANUFACTURERS

Better in than out?

Formula 1 is a massively expensive and risky publicity stage for the automobile multinationals, yet they are falling over themselves (VW excepted) to become more deeply involved in the sport. *F1 Racing* unravels the contradictions

Mercedes have done it; BMW have done it; everyone expects Toyota to do it; Peugeot didn't come close. Do what? Why, deliver the goods in Formula 1 and parlay that success into epic levels of brand-building, of course. But there can only be one winner, and the price of failure is high – in terms of both financial outlay and humiliation. So why have car manufacturers been falling over themselves first to get involved in F1 and then (through the putative GPWC series) to wrest control of it from Bernie Ecclestone?

Peugeot have proved that brand-building can be achieved elsewhere – in their case, the World Rally Championship – for a relatively modest outlay. But, although Peugeot have been edging steadily upmarket since the early 1980s, they are still a volume manufacturer – their most luxurious models still lack the brand cachet of the likes of BMW and Mercedes, and do not sell well outside the domestic market. Rallying, if anything, concentrates the mind on the models (rather than the brand) competing in it: in Peugeot's case, the 206.

On the other hand, such is the spend required just to tread water in F1 that it really ought to be the province of the volume manufacturer. If you view Jaguar Racing purely as a marketing tool for Jaguar cars, the cost per unit sold is in the region of \$1200 – almost a tenth of the price of a medium-sized 'cooking' car.

So why are VW (a volume manufacturer, like Peugeot, but with newer and more credible upmarket products such as the Touareg off-roader and Phaeton execu-berge) so hesitant to get involved, especially now that Toyota are on board? Bernd Pischetsrieder, president of the VW Group, caused speculation when he visited the Austrian Grand Prix last year, but that was swiftly quashed by VW sports wallah Franz-Josef Paefgen.

"For VW there will definitely be no F1 programme," he said. "We have the resources to go the Ferrari route – but you have to ask if it is wise or profitable." In this context it is significant that two years ago, for the first time since the '50s, Ferrari's race team became a net contributor to the profits of Ferrari SpA. In fact, Ferrari are so valuable and saleable that, when the Fiat Group had to keep the institutional wolves from the door, they sold off a 30 per cent stake in Ferrari. But clearly the price of failure is too much for the VW Group to risk.

Or is it? There has been talk of Audi entering F1 now that they have ended their works Le Mans programme. It seems plausible: of the big three German luxury car brands they are the only one absent from F1. Conspicuously so.

But what form would an Audi F1 entry take? The Audi Sport factory was primarily responsible for building the Le Mans-winning R8 sports car's twin-turbo V8 engine (which is still in demand from

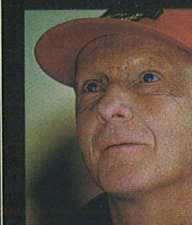
private teams running R8s and from Bentley, who use the same engine in their sportscar, so the factory is not idle). They do not have an F1-standard wind tunnel or the facilities to build chassis – the R8 chassis were built in Italy by Dallara. And they do not have a race team; that too was hived off to freelancers.

Perhaps they should look to Toyota for answers. Granted, Toyota Motorsport already had an extensive infrastructure in place before they embarked on their F1 campaign, but for a volume manufacturer (albeit one with a closely allied premium brand: Lexus) they have shown huge ambition. Their operating budget for their first year was well in excess of \$100 million, and their signing of Cristiano da Matta – with an eye to appealing to the lucrative South American volume market – shows that their programme is led as much by marketing as by engineering.

"It's very important for the automotive industry to continue to challenge itself," says Ove Andersson, Toyota's vice president. "From the marketing perspective, F1 will enhance the Toyota brand image all over the world. It's too early to see the results but, as the years go by, we're sure the overall benefits will become apparent."

The threat of Toyota's open-ended, success-at-all-costs campaign is not lost on the other teams. More than one team boss has told *F1 Racing* that they fear Toyota as much as they do Ferrari.

Jaguar restructure



In the wake of the serial failure of Neil Ressler, Bobby Rahal and Niki Lauda (above), two no-nonsense engineers have taken over the hot seat at Jaguar Racing.

Tony Purnell (CEO of Premier Performance Division; ie Jaguar Racing, Cosworth Racing and Pi

Research) and David Pitchforth (MD of Jaguar Racing) have changed the hierarchies of Malcolm Oastler

(chief engineer; ex-BAR), Rob Taylor (head of vehicle design; ex-Arrows), Mark Gillan (head of vehicle performance; ex-McLaren) and Ben Agathangelou (head of aero; ex-Renault).

Agathangelou, Gillan and Taylor will work under the supervision of a yet-to-be-named director of engineering (another no-nonsense engineer, no doubt).

Oastler, now a full-time employee (having been a 20-hours-a-week consultant in 2002), will have a roving brief.

The technical director role will be shared by Oastler and the yet-to-be-named chap.

And who will be team principal? Who knows?

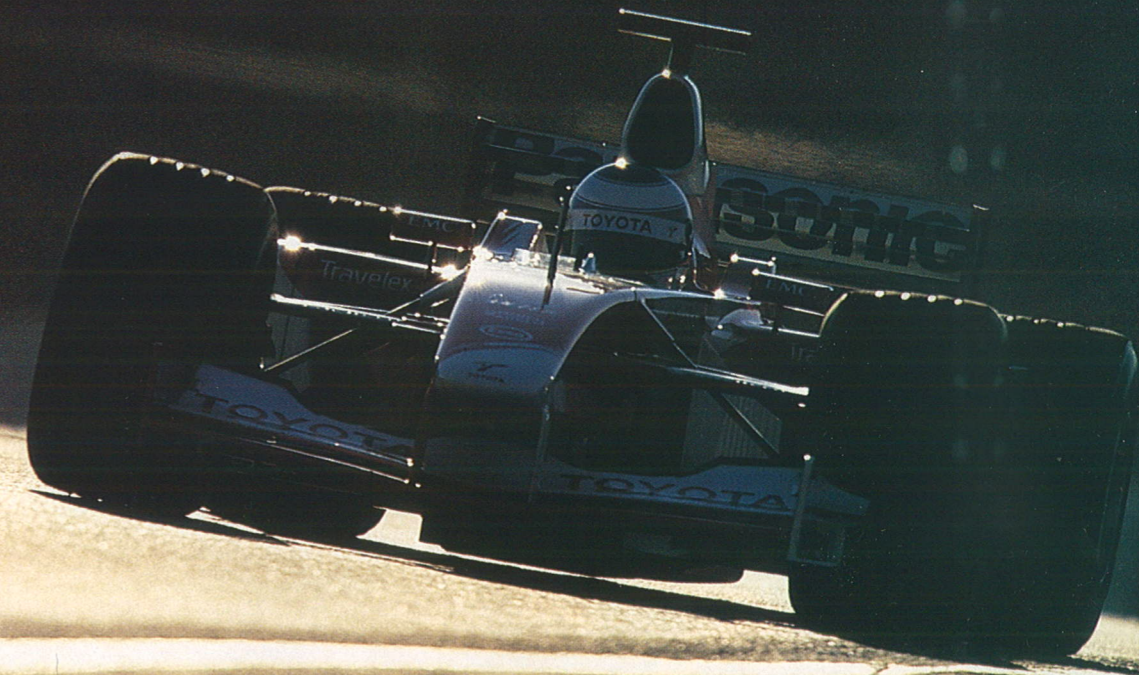
Will it work? Well, as Richard Parry-Jones knows only too well, it has to. Ford's highly rated chief technical officer is the man who has put Purnell and Pitchforth in charge, and his reputation will stand or fall with them.

F1 Racing has often criticised Jaguar – frequently for hiring bosses whose love of the limelight exceeded their willingness to graft. Now that the boot is on the other foot, it would be churlish to disparage the new regime. We wish them all the luck in the world.

They'll need it. For, if they fail, no-one inside or outside the team believes that Ford will sanction yet another throw of the dice.

Welcome, you no-nonsense grafters, to the last-chance saloon.

Toyota (right) are confident that F1 investment will increase their sales of road cars – and they're prepared to tough it out until they start winning



REPLACING THE RINGMASTER

Will the next Bernie please stand up?

Mr Ecclestone reigns supreme, but his regime may soon be replaced by something rather less authoritarian. We'll still need a man in charge, though. Who? *F1 Racing* brings you the low-down on the five main contenders

Ferrari president Luca Montezemolo recently suggested that Formula 1 needs to change the way it is run. That means replacing Bernie Ecclestone's iron grip on the sport's commercial future with a more democratic board of management, more answerable across a broad front within racing and the motor industry.

But does such an individual exist? And could F1 ever respond to a more democratic touch without a wholesale revamp of its current infrastructure? And could democracy ever work in a complex business where totalitarianism has been the order of the day pretty much for the past quarter of a century?

Balancing the manufacturers' needs against those of the smaller specialist teams, and apportioning the television income and other commercial rights on a more equitable basis than has been the case, will still require the presence of a strong man at the top – even if the days of the great dictator are over.

So who could be the chairman of Grand Prix Racing plc?

RON DENNIS: CAPABLE BUT ALOOF



The TAG McLaren chairman knows all about business management, having built up his company over the past 20 years to the point where DaimlerChrysler purchased a 40 per cent stake three years ago. He is well versed in dealing with automotive manufacturers at a senior level and knows better than most precisely what makes F1 tick.

However, there is much jealousy of and resentment against Dennis from some of the smaller F1 teams, who believe he has not been sufficiently responsive to calls for urgent cost reductions in the grand prix business.

Ron thinks deeply before making any decisions and could be the right man for the job. But in a business where initial perception often counts for more than substance, his seemingly aloof demeanour could be a handicap.

JOHN HOGAN: WORLDLY AND WILY



He is regarded by many people as the odds-on favourite, if he can be persuaded to take on the job. Australian-born

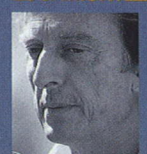
Hogan joined the Philip Morris empire in the early '70s and developed their Marlboro F1 sponsorship programmes to great effect, most notably with McLaren and Ferrari. A shrewd

operator with an even temperament and the willingness to listen to every point of view, Hogan is not only well acquainted with all senior figures on the F1 stage but also has impeccable credentials in the business world.

Moreover, he is capable of dealing directly with the likes of Ecclestone, Dennis and Montezemolo on first name terms and is not a man to be cowed or intimidated.

Hogan could bring a shrewd and balanced perspective to the inevitable complications involved in meshing together F1's conflicting interests.

LUCA MONTEZEMOLO: TOO GRAND?



If you're after high-profile charisma for the job, Montezemolo is your man – for he combines the political guile of a Max Mosley with a dash of extrovert Italian style and that rare ability to make the person he is talking to seem the centre of attention.

He realises that F1 needs an urgent commercial makeover and is not in the least bit intimidated by Ecclestone, secure in the knowledge that his status and achievement at Ferrari give him a dominant bargaining position. Luca

also knows all the F1 team principals extremely well, and has excellent car industry connections stemming from his efforts with Ferrari and Maserati over the past decade. And he is bright enough to understand the need to subjugate Ferrari's interests to the overall good of F1 if more democratic management is applied. But could he convince the team bosses of that?

JÜRGEN HUBBERT: BUSINESSLIKE



A Mercedes-Benz top man and very much the keeper of the flame during the DaimlerChrysler merger in the late '90s, Hubbert is an experienced and meticulous operator who has been a consistent and unflinching supporter of the M-B motorsports programme.

He will be retiring from Mercedes within the next two years, and should be considered a very likely candidate for the top job on an F1 board of management on which car companies exert a powerful influence. Well connected and extremely well respected in the global automotive industry, Hubbert could bring maturity, balance and perspective to the task of

reshaping the F1 business, despite the fact that he currently works for a company who hold a minority stake in the McLaren empire.

MAX MOSLEY: TOO POLITICAL?



He wouldn't want it as a gift, one suspects. A shrewd politician with a formidable intellect, Mosley is regarded with great suspicion by some F1 team owners and car makers – to the point where it is doubtful that he could sustain a consensus in a senior managerial role.

After more than a decade as president of the sport's governing body, he is unlikely to want to switch tracks to a job more akin to that of a senior civil servant rather than a leading politician. His impatience with bureaucracy would also be a negative point, but he would certainly bring to the party a shrewd knowledge of the overall motorsport business.

Perhaps too closely identified for too long with Ecclestone, Mosley could well be regarded as the John Major to Bernie's Margaret Thatcher.

• See: *The 99 most important people in Formula 1 history*, page 72 ▶

Expose more

Say it with 8080 pixels. Take a picture with the camera. Add sound. Add text. Then send it all. Instantly.



S55

SIEMENS
mobile

Be inspired

available at www.my-siemens.co.uk
or call 08457 400 700 for more details

Splash 'n' dash

▽ F1 teams' 'on-hold' music

FERRARI
Now: *Jingle Bells*-like muzak
Should be: *The Winner Takes It All* (Abba)



WILLIAMS
Now: *Nimrod* (Elgar)
Should be: *Don't Let's Be Beastly To The Germans* (Noel Coward)

McLAREN
Now: *Feel* (Robbie Williams)
Should be: *Silver Dream Machine* (David Essex)

RENAULT
Now: Classical guitar music medley
Should be: *Je Ne Regrette Rien* (Edith Piaf)

SAUBER
Now: Latino guitar music medley
Should be: *Chirpy Chirpy Cheep Cheep* (Middle of the Road)

JORDAN
Now: *Kiss* (Prince)
Should be: *Yellow Submarine* (Beatles)

BAR
Now: techno with 'You are through to British American Racing...' please hold' voice-over



Should be: *Hey Big Spender* (Shirley Bassey)

JAGUAR RACING
Now: Silence
Should be: *Rip It Up And Start Again* (Orange Juice)

MINARDI
Now: 'Please hold; we are trying to connect you' voice-over on muzak
Should be: *I Will Survive* (Gloria Gaynor)

TOYOTA
Now: *Café del Mar*
Should be: *Big In Japan* (Big In Japan)



Snowboarding to the Max!

Okay, we know it seems unlikely; but Max Mosley, the ever-unpredictable president of the FIA, is a demon snowboarder. But then maybe it's not so surprising: a life spent avoiding slips, maintaining balance and skirting round your foes is the perfect training...

LOOKY-LIKEY No 34: RICKY & MIKEY



Ricky Gervais
Star of *The Office*



Mike Gascoyne
Tsar of the office

The boy's a bit special

Your guide to F1's next hot property: Franck Montagny

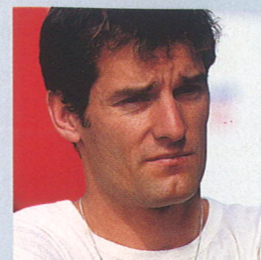
Ah, le garçon est un peu especial? Votre Français est très bon, monsieur! Mais oui. Q'est-que c'est? No, you're losing me now. Ça plane pour moi? Don't try to hide your ignorance behind an old Plastic Bertrand song. Okay. Tell me about Franck, then. Well, he's a young-ish French chap... You don't say! Do permit me to finish, old boy. He's one of those coves who does well in



the lower formulas and then stalls, if you see what I mean. It was all going swimmingly until he broke both legs in a shunt, and then his career seemed temporarily to go to pot. I hope he didn't inhale...

Très droll. Things got so rough that he even showed up at Le Mans a few times - which, as you know, is a scaly farrago at the best of times. But this past year he's reinvented himself in the Telefonica World Series (Formula Nissan), taking several wins and a load of podium finishes. And his team-mate, Justin Wilson, has just got himself an F1 drive with Minardi. So where does that leave Franck? Now that his star is in some way in the ascendant again, he's been given a try-out by Renault. Seems the French public aren't too impressed by the lack of French drivers in what amounts to the French team, so they need to get a French bum on the test car's seat. It's between Franck, Sebastien Bourdais and Romain Dumas. Franck could be in, if he plays his cards right. Oh, good! I hope they play rummy! Indeed. But the Bourdais fella won the F3000 championship last year, so the competition will be fierce. So what you're saying is that he's got a Montagny to climb, then? Have you been at the absinthe again?

CLIVE ROSE/LAT, ARCHIVE; MARK THOMPSON/ALLSPORT; PA PHOTOS; REX FEATURES; ILLUSTRATION BY GRAHAM HUMPHREYS



YOU ASK THE QUESTIONS

The Grill Room: Mark Webber

You, the readers of *F1 Racing*, voted overwhelmingly for Mark Webber to be our rookie of the year in 2002. And, judging by our bulging postbag, you're hungry to learn more about the lad

Rookie rules the roost

Q. Were you chuffed to have been voted rookie of the year by 36,590 *F1 Racing* readers?

CARINE BERTRAND, VARESA, ITALY
A. It's nice that the readers of *F1 Racing* think that I had a better season than the other newcomers to Formula 1 in 2002. It certainly was a great challenge with a small team. I don't think I feel any stronger for receiving the award, but it's nice to know the public are out there supporting my efforts.

Flipping 'eck!

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

ALEX LONGSDON, LONDON
A. Le Mans '99, when my Mercedes sportscar flipped [on two separate occasions].

Aussie vee aggro?

Q. Would you consider racing an Aussie V8?

BRUCE HASKELL, AUCKLAND, NEW ZEALAND
A. Well, I've never really considered racing a V8 in Australia. I left there at a young age, and I've been focused on single-seater racing in Europe ever since. It's a fantastic championship down there, and it's extremely competitive. You can never say never, but at the moment I'm not interested in it.



Fifth position in his first ever F1 race - and at home, too. No wonder Mark was pleased

Mile high club

Q. Ever done 'it' on a plane? If so, what about Stoddy's [Minardi boss Paul Stoddart] plane?

GILL DEQUOIS, LONDON
A. Stoddy's flights are definitely entertaining, and there's always a great atmosphere. I haven't resorted to those sort of antics on board, though - I think it would be very difficult on a commercial flight!

Aussies rule football (and cricket etc)

Q. Given Australia's general success in international sport - cricket, tennis, swimming and so on - do you feel under pressure from people back home to get results in F1?

PAT ROGERS, JEDBURGH, SCOTLAND
A. I'm very proud to be an Australian - especially when it comes to sport - and I'm happy playing the role of an Aussie in F1. No-one can put more pressure on me than I do on myself, so that's not

an issue for me. I think Australia has a good grasp of how F1 works and that you have to have a very good car to win. Hopefully, I can do that soon.

He's spinning around

Q. I saw you at the Kylie concert in May. Did you enjoy it? Is she a friend of yours?

KATHY GIBBS, BRISTOL, AVON
A. I've met Kylie a couple of times, and also her sister and brother. They seem like a very grounded family and are very nice people. The concert was fantastic - I definitely didn't expect I would enjoy it as much as I actually did.

Ego a-go-go

Q. You seem a pretty down-to-earth guy. Do you struggle in the glitzy, egotistical world of F1?

JOHN MULHOLLAND, MIAMI, USA
A. To be honest, I do sometimes. We're driving very fast cars which have been prepared by the best teams in the world - but that's all. There are a lot of people out there doing a lot more important things than F1 drivers. Some people in F1 do let it go to their heads and make a huge fuss about how important they are. It's quite amusing to see!

Who's the daddy?

Q. (1) Excluding yourself, who is/was the best Aussie racing driver ever? (2) Including yourself, who's the best Aussie racing driver ever?

JERRY FIELD, CAPE TOWN, SOUTH AFRICA
A. Absolutely no question about it: Sir Jack Brabham, on both counts.

King for a day

Q. If you could be Bernie [Ecclestone] for a day, what one thing would you do to make F1 better?

MARK MCKELLAR, WOLLONGONG, AUSTRALIA
A. Give the fans more access to where they want to go on certain days of the weekend.

Races in strange places

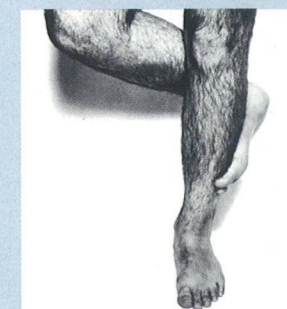
Q. Was it tough growing up with the poor television coverage of F1 in Australia?

STEPHEN HALL, CALIFORNIA, USA
A. It was frustrating just seeing the cars rolling up on the grid and not getting to see any practice or qualifying, although the time slots for showing the races weren't actually too bad when I was growing up. They seem to have worsened over recent years.

Getting high

Q. What was the high point of your season with Minardi, excluding the fifth place in Melbourne?

WILLIAM NORTON, TIPPERARY, IRELAND
A. I enjoyed the Monaco race a real lot. Magny-Cours was also a very good race for the team: pitstops were really good and I was able to push really hard all race as the car was working very well.



Hirsut mates of Mark, beware: the Jaguar star is a leg-pyromaniac on the quiet...

Snake? Charming...

Q. Have you ever 'siphoned your python' in your racing car?

SUSAN STEELE, GLASGOW, SCOTLAND
A. I've never had a piss in a race car - although in my sportscar days I know there were drivers who did!

Air miles

Q. Did you have time to think of anything when you flipped your Mercedes at Le Mans?

JASON HOLLAND, ONTARIO, CANADA
A. Yes. I didn't think I'd walk away from that one. It was a horrible feeling - not being able to control anything. Fortunately, the car was very safe and strong (once it landed)... and I got out unscathed.

Hairy situation

Q. What's the best prank that you've ever pulled on anyone?

GARREN BATTEN, CANBERRA, AUSTRALIA
A. I had a school-mate who had really hairy legs. We used to try to get wood lacquer on the back of them and then set them alight! And, yes, it did stretch the friendship - although I was his best man at his wedding in '01, so he must have forgiven me. Also,



Mark has been to a Kylie gig, but still prefers motor cars (even when he's 'spinning around') to Loco-motion...

we used to suck chocolate buds (like the ones used to decorate cakes) into a drinking straw and then shoot them onto unsuspecting people's white shirts! There are heaps more, but they're unprintable...

NEXT MONTH...

New boy JUSTIN WILSON is our next Grill Room victim. Send us the most off-the-wall questions you can come up with and we'll pitch them to him on your behalf. Our email is: letters.f1racing@haynet.com. Or fax us on: +44 (0)20 8267 5022. If you prefer, you can send queries by letter to *F1 Racing*, 60 Waldegrave Rd, Teddington, Middlesex, TW11 8LG, UK. Get askin'!

WEBBER ON SIPHONING THE PYTHON
'NO, I'VE NEVER HAD A PISS IN A RACE CAR - ALTHOUGH IN MY SPORTSCAR DAYS I KNOW THERE WERE DRIVERS WHO DID!'

backfire



(Above) Have Toyota made the most of their resources? (Top right) Beauties such as these could cause local upset if they appear at the Bahrain Grand Prix; (below right) you suspect that neither McLaren nor anyone else will catch Ferrari this year. Our star letter writer wins a Castrol Racing jacket (below)



star letter

The car behind...

I used to be a big fan of Toyota's rally programme in the 1990s, and read with great interest Tom Clarkson's *Winter Of Discontinuity* (*F1 Racing*, January '03). It was a very insightful article, but why wasn't Tom harder on Toyota? With their budget and resources, I – and many other people, I'm sure – expected a lot more than two points in the entire season.

Who can forget the efforts of the tiny (by comparison) Stewart team in '97, their first season in Formula 1? Rubens Barrichello finished second at Monaco – so buck up your ideas, Toyota!

Carol Hayes
Leeds, West Yorkshire

Ooh, you are oval

As an F1 fan in the States, I often face criticism from NASCAR fans that F1 is boring. My response is as follows. Does anyone go to see Luciano Pavarotti to hear him choke? Do you attend the *Nutcracker* to see a ballerina sprain her ankle? Of course not. You go to witness first-hand the unparalleled beauty and skill.

Is F1 overtaking infrequent? Maybe, but can you see the best drivers in the most extreme cars anywhere else? Of course not.

Michael Ashworth
St Louis, Missouri, USA

Sheikh a leg

I enjoyed Anthony Rowlinson's feature about Bahrain (*F1 Racing*, December '02) and am very much looking forward to the event itself. But I have some reservations.

If the grand prix is held in late October, to avoid Bahrain's hottest months, it may clash with Ramadan. Bahrain is a tolerant country – but I fear that alcohol, tobacco sponsorship and scantily clad grid girls may cause offence to some, especially at Ramadan. It would be a shame if F1 (albeit unwittingly) precipitated the kinds of angry scenes which marred the '02 Miss World contest.

Walli Hussein
Via email

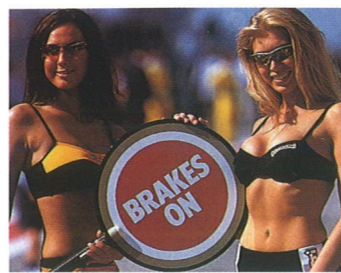
Chinese takeaway

I must answer Dawei Zhi's letter about the Chinese Grand Prix (*Backfire*, January '03). I realise not all countries have flawless human rights records, but that is not the point. Global pressure can be a great force for positive change. If the organising bodies of international sports had cosied up to South Africa, for instance, for the sake of a fast buck, apartheid might still be in place there today.

Darryl Hayes
Via email

Schumi shome mishtake

When Michael Schumacher says that he is "more than certain that our rivals will close the gap" (*F1 Racing*, January '03), I fear he is being economical with the truth. To close the gap significantly, the other teams either need Ferrari to trip up pretty comprehensively... or to pull something very special out of the bag themselves. On the



evidence so far, I'm not at all sure either outcome is feasible. It's all very well talking about building a new wind tunnel, for instance, but that's like joining a gym after Christmas – it may be one route to a result, but it cannot achieve that result unless used properly.

Roger Brierley
Via email

Lauda-ble? No, sirree!

As usual, *F1 Racing* (and Peter Windsor in particular) has got it right – while almost everyone else has (predictably) got it wrong. I'm referring, of course, to Windsor's superbly trenchant analysis of Jaguar Racing's decision to sack Niki Lauda in his latest column (*F1 Racing*, January '03).

Now that Jaguar have kicked 'the Rat' into touch, perhaps they'll start beating Minardi...

Steve Wentk
El Paso, Texas, USA

Testing patience

Why do people set so much store by testing times? It's not as if everyone is out there trying to break lap records, is it? Surely it's unfair to 'diss' a driver for being off the pace when all he's doing is evaluating development parts.

Barry Thompson
Perth, Australia

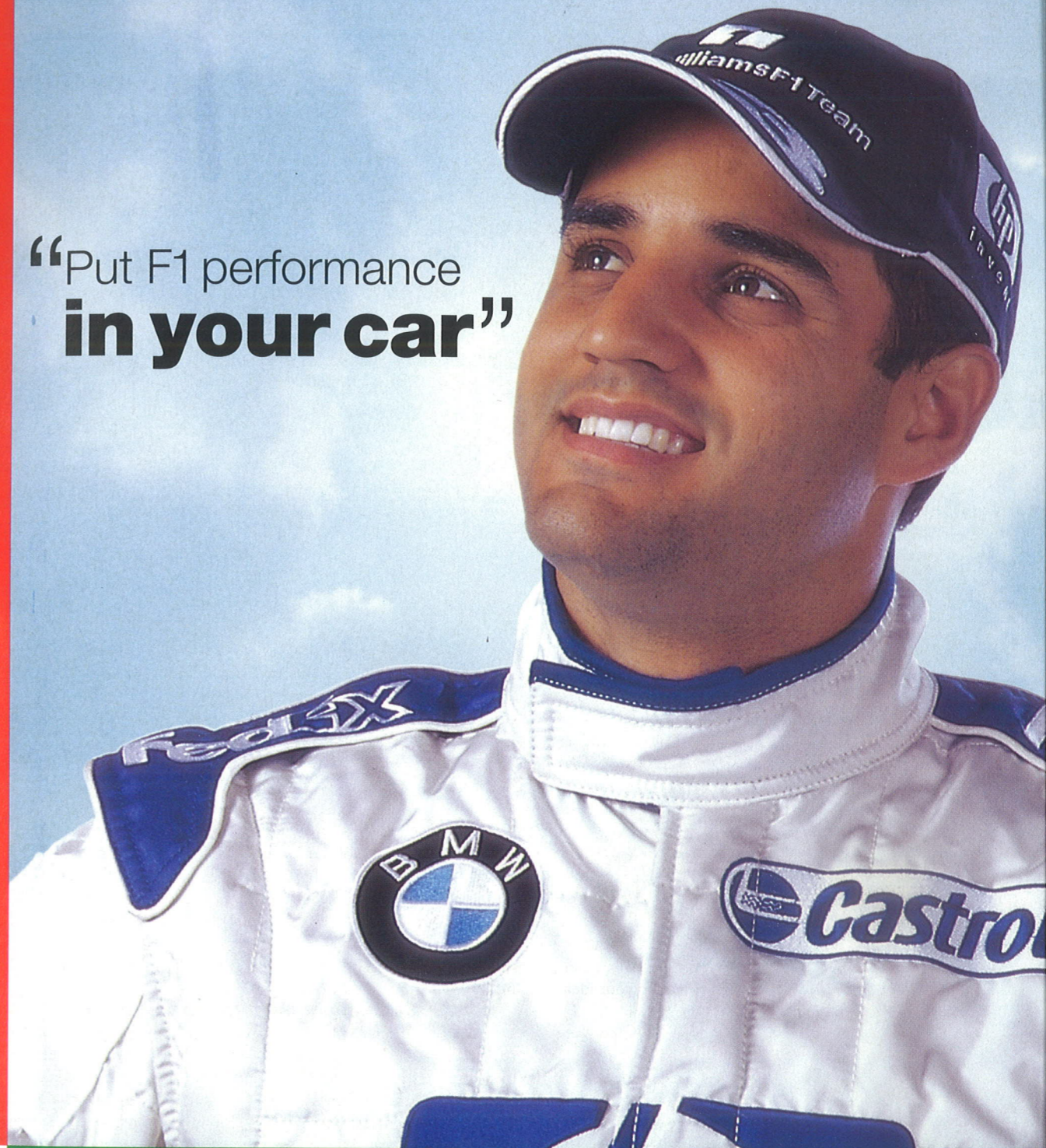
You boys are a bit special

I pick up most F1 news from the internet, but still enjoy *Pitpass* for its depth of analysis... and twisted humour. Over recent months *The Boy's A Bit Special* has become even more surreal. Keep it up!

Harry Locke
Minsk, Belarus

CLIVE ROSELAT, BRYN LENNOVALLSPORT

“Put F1 performance
in your car”



“Why do I use Castrol? Because it improves the performance of my car's engine. Castrol has consistently increased the power output and performance of my BMW V10 F1 engine. This race (and qualifying!) proven technology can also make a difference to your engine. So if like me you want more power and protection, choose Castrol.” Juan Pablo Montoya



Castrol... Put F1 performance in your car

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?



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.



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



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

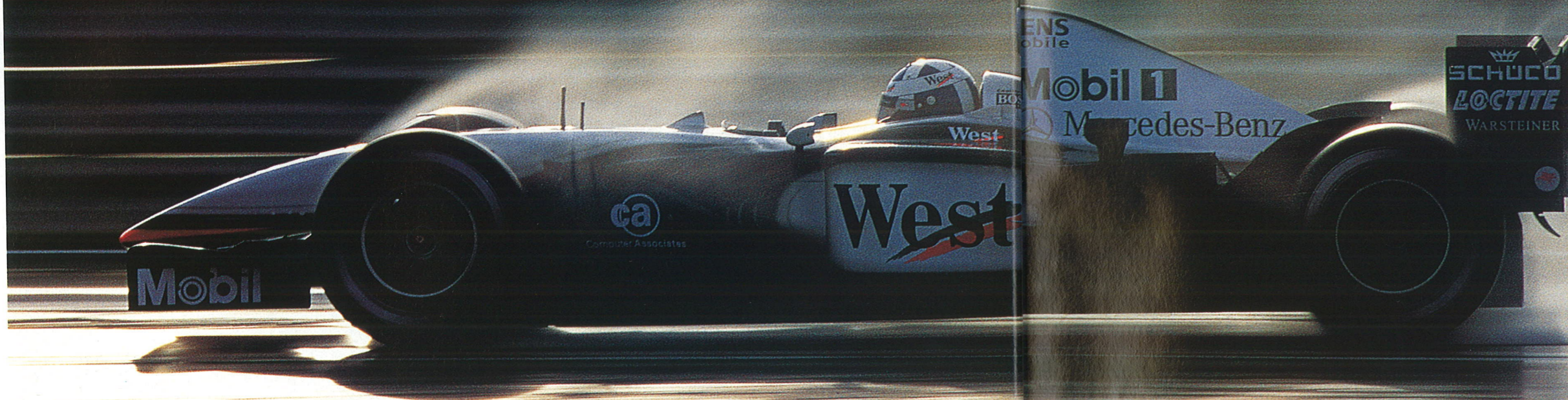


For more information on the Alpine range visit

www.alpine-europe.com

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

ALPINE
Car Audio and Navigation Systems



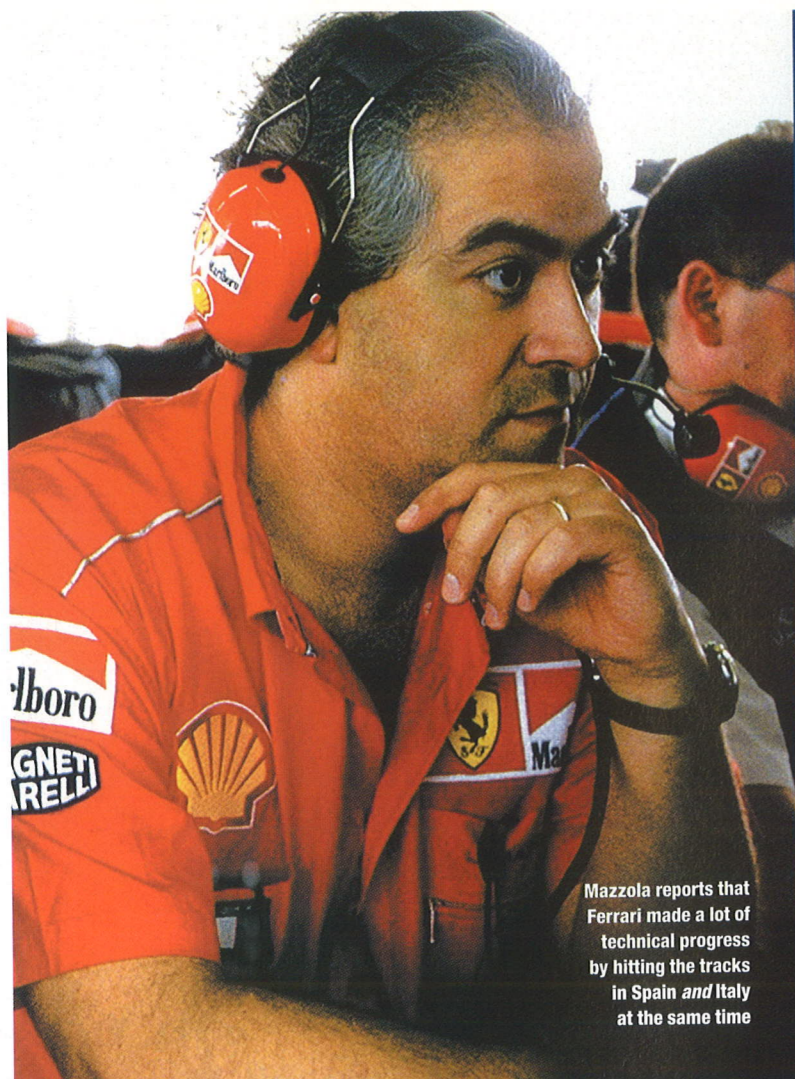
McLaren may not get carried away by winter testing times, but it was a useful three weeks for the Woking trio of Coulthard (left), Raikkonen and Wurz

CLIVE ROSE/LAT

They train in Spain...

All bar one of F1's teams have been testing in Spain during the winter 'break'. So... what have they learned? And who is quick? *F1 Racing* quizzed 10 men in the know

Interviews by Tom Clarkson



Mazzola reports that Ferrari made a lot of technical progress by hitting the tracks in Spain and Italy at the same time

LUIGI MAZZOLA
Chief test team engineer

FERRARI

"It was a busy three weeks for us prior to Christmas. We had a two-pronged test effort in Spain and Italy, in which we completed around 4,500 miles and gathered lots of useful information.

"Our test drivers Luca Badoer and Luciano Burti did the bulk of the driving – Badoer at Barcelona and Jerez, Burti at Mugello and Fiorano. Then Rubens Barrichello joined Badoer in Barcelona for the final two days at the beginning of December.

"We did both wet- and dry-weather tyre tests for Bridgestone. The wet-weather tests were done in Italy. We had rainfall at Mugello and we wetted the Fiorano track – but once we'd done that, it snowed!

"We also did some brake testing, electronics testing and some endurance testing on the 051 engine, which we used in qualifying for the last three races of 2002. If we have to start the new season with F2002, we'll have to use this engine because the new one for the '03 car doesn't fit into the back of the old car.

"We had just one rest day, Saturday December 14, for our Christmas party in Maranello. There were more than 900 people – including Michael [Schumacher] and Rubens – on the guest list."

'WE WETTED THE FIORANO TRACK – BUT ONCE WE'D DONE THAT, IT SNOWED!'



Williams are working on several areas at once. The gearbox hiccupped early on, but it's fine now, says Sam Michael

SAM MICHAEL
Chief operations engineer

WILLIAMS F1

"We've been working hard on a number of projects. We've got the new engine from BMW for '03 to 'debug', which has gone well so far, but we've identified some small problems that should be sorted out very soon. It's already producing good power levels. We've also been running the new gearbox, which is a good step forward in terms of weight and size reduction. There was a problem with it at the first test at Valencia, but that was solved in time for the second test at Barcelona. Now it's running without problems.

"We're also working well with Michelin. We're exploring new compound and casing directions for '03. Michelin have already found two new compounds: one soft and one hard. The casing directions are interesting as well but are longer-term developments.

"We have an intensive programme, with BMW, on traction control – to take our system to the next level. Regarding other components, we've been testing brake materials from Carbone Industrie, suspension geometries and aerodynamic components. All of this is aimed at the FW25. We also ran four new test drivers in an evaluation programme. They did a mature, professional job."

'MICHELIN HAVE ALREADY FOUND TWO NEW TYRE COMPOUNDS: ONE SOFT, ONE HARD'

MARTIN WHITMARSH
Managing director

McLAREN

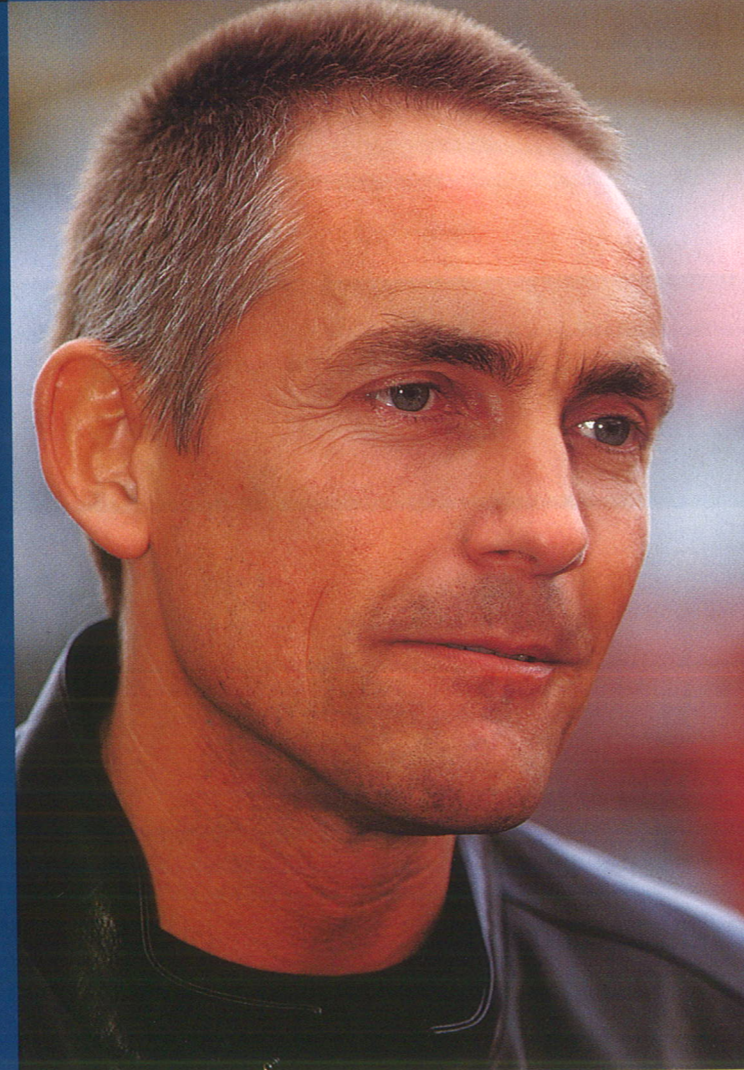
"It's been a busy winter for us – with David [Coulthard], Kimi [Raikkonen] and Alex [Wurz] all running new parts for next season. The test at Barcelona in the second week was satisfying because David went under the 1m16.0s barrier, which was a demonstration that we're continuing to improve MP4-17. We don't get carried away with 'winter world championships', though, and I admit the conditions were good... but it was a very good time all the same.

"However, as much as anything on the track, the past few months have been about building for the future. We didn't do a good job as a team in '02 and we've had to look at ourselves.

"Ferrari are not uncatchable. They did a competent job, but we know that if we do a good job we can beat them. We've had similar margins of domination in the past, and it's not easy to stay ahead.

"We've developed our technical organisation and processes a lot over the past year. We've introduced four chief engineers to the team – extremely talented individuals and who will work with Adrian [Newey]. Adrian remains technical director and chief engineer of our aerodynamic department. We took the view that there was too much responsibility placed on Adrian's shoulders for the creative pursuit of performance. So, while we've just endured the pain of an unsuccessful season, I think we've got a genuine expectation for progress ahead."

Whitmarsh (right) is confident that new appointments and a team restructuring will strengthen McLaren for 2003



MIKE GASCOYNE
Technical director

RENAULT F1

"It was a very busy test programme, during which we ran our hybrid car for the first time. It featured the '03 mechanical package with the '02 aero package, with the result that we followed a programme of extremely rigorous mechanical testing. It produced some very satisfying results, both in terms of mechanical reliability and power.

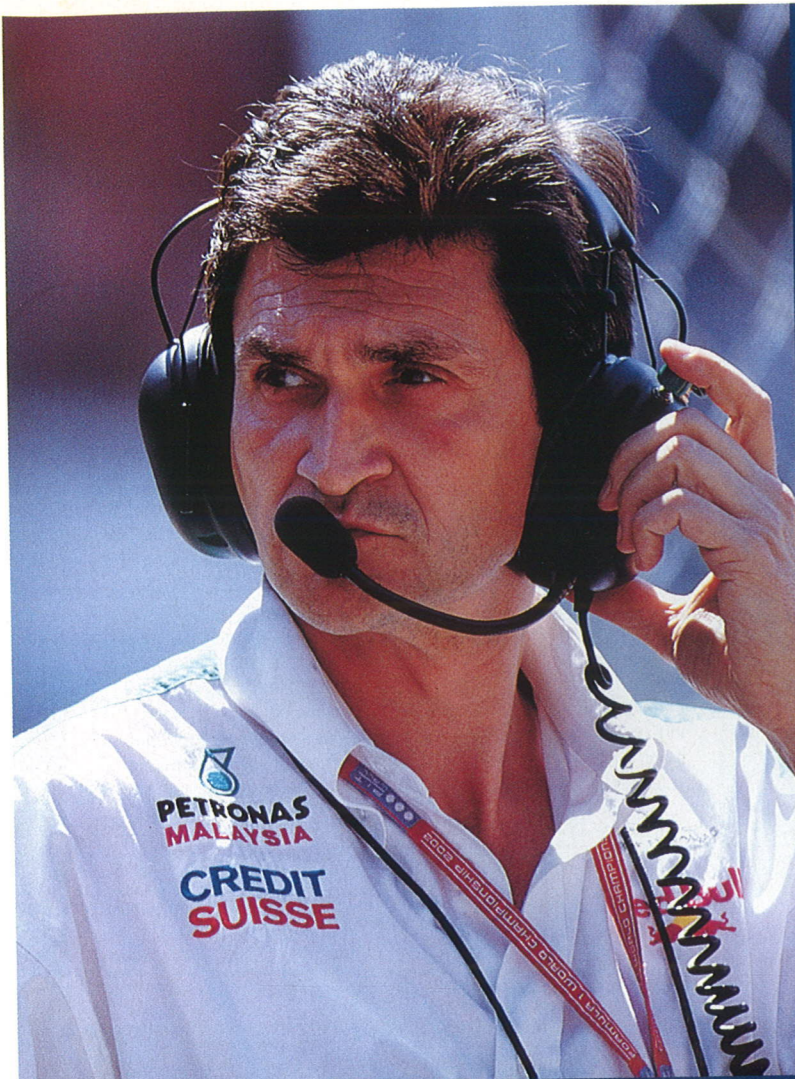
"Our '03 aero package won't run until the final Silverstone test before Melbourne, but that will allow us to spend as much time as possible in the wind tunnel. The car will look quite a lot different from the '02 car, as you'll see at the launch.

"From a testing point of view, running the old bodywork meant that we took a huge variable away from the total performance envelope. Of course, it cost a lot of money to make a new set of 'old' bodywork just for winter testing, but it worked well for us.

"The drivers were extremely happy with the way the car felt. When Fernando [Alonso] got out of the car at Jerez, he was so keyed up that he wanted to go and bang in some quick times – but we had to tell him not to. We've followed a very disciplined test programme. Again, by running a hybrid car, we removed a lot of the temptation to go out and set winter qualifying times. It would have been fun for the drivers, but we wouldn't have learned an awful lot from it." ▶

Renault have run a hybrid '02/03 car. Gascoyne (right) says that has made it easier to chart technical progress





JACKY EECKELAERT
Head of track engineering

SAUBER

"Formula 1 testing is a very expensive business, so it's important to maximise your track time. We achieved all of our objectives during the pre-Christmas tests, although we lost some track time due to early-morning fog one day at Barcelona – and on other days our running was limited by loads of red flags.

"We used a C21 chassis for all the tests, which was almost identical to the one we raced at the last grand prix of '02 [Suzuka]. Our main objective was to gather information for the new C22 that we'll launch on February 9 – dampers, gearbox, traction control and other electronic systems, aero work and tyre testing.

"Bridgestone gave us quite an extensive programme, taking in dry and wet weather tyres. We've got a lot of work to get through together, prior to the new season, as we work towards optimising a dry tyre for our car. There was also the single-spec wet tyre to consider – so whenever the track was wet or damp, we took advantage of it.

"I guess Nick [Heidfeld] did the majority of the driving because Heinz-Harald [Frentzen] still didn't fit the car properly – because the C21 was designed around Nick and Felipe [Massa]. Heinz's test programme will begin in earnest once the new car arrives."

Eeckelaert (left) is happy that Sauber collected plenty of information to help with the new car

GARY ANDERSON
Director of race and test engineering

JORDAN

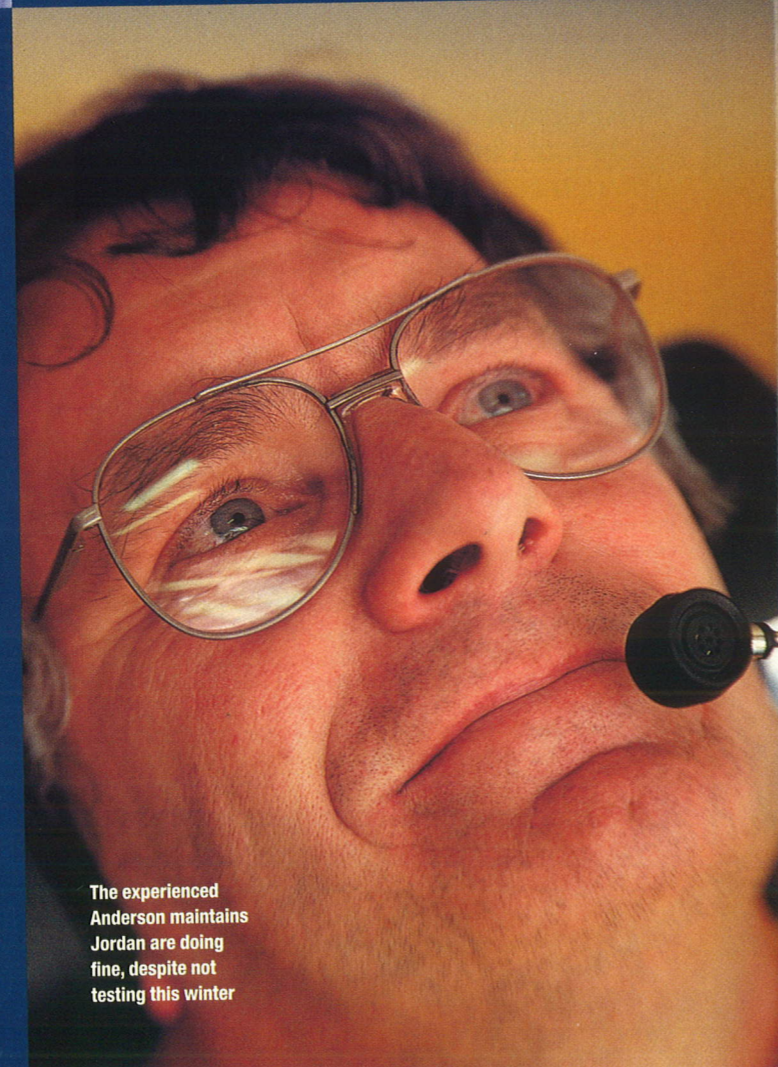
"We haven't been testing our new car – or even an interim car – because, to be honest, it wouldn't really have gained us very much. We'd have had to adapt an EJ12, which was built around a fairly heavy and large Honda engine, to take a much lighter and smaller Ford one... and the data we'd have got wouldn't have been much use. It wouldn't have been the best way to spend our budget.

"The new car – which will be called EJ13! – is a very nice, very tidy package. The only things we've carried over from last year are the driveshafts, and we've tried to optimise the car in every area. We've aimed to make EJ13 straight and simple: I reckon Ferrari showed last year that you don't have to have any bullshit involved in the design as long as everything works the way it should.

"We're quite happy with where we are at the moment. One of the reasons the bigger teams test so much is that they try to pursue all the tentacles of the octopus at the same time, whereas in a smaller team you have to pick the correct tentacle to pursue before you start. We think we've done that this winter. We didn't last winter. There was some talk about whether or not we should call the car the '13', but we decided against being superstitious. Who knows? It might be our lucky number. And, then, if we didn't use it, we'd be missing out!" ▶

'THE BIGGER TEAMS TRY TO PURSUE ALL THE TENTACLES OF THE OCTOPUS AT ONCE'

The experienced Anderson maintains Jordan are doing fine, despite not testing this winter



> Lap times from Spain: the low-down

What do the stats say? We've collected each team's best times from the Spanish tracks this winter, and compared them with their best from the previous testing 'season'. There was no pre-Christmas testing last winter, so most January/February times were set with new cars, whereas this year's November/December times are old cars'. The stats never lie... do they?

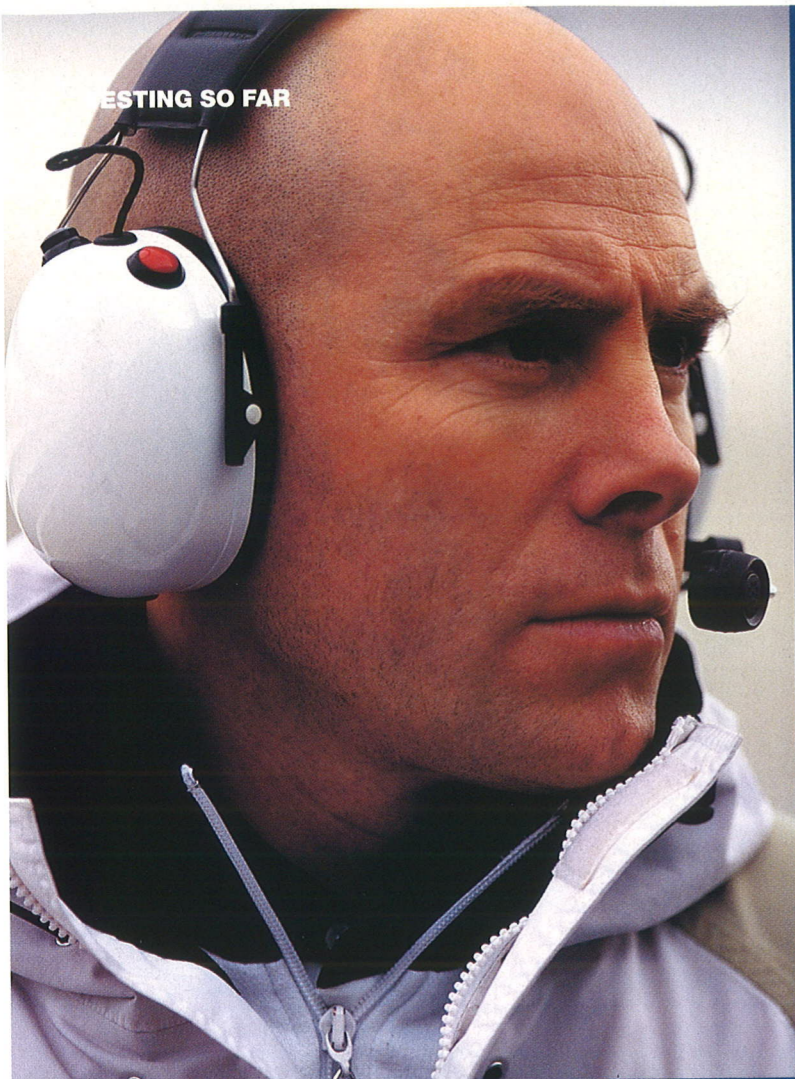
BARCELONA						
YEAR	TEAM	FASTEST TIME	DRIVER	DATE	CONDITIONS	
2002-03	Ferrari	1m15.897s	Rubens Barrichello	December 13 '02	Sunny	
2001-02	Ferrari	1m18.096s	Rubens Barrichello	January 30 '02	Sunny	
2002-03	Jaguar	1m17.405s	Antonio Pizzonia	December 5 '02	Dry	
2001-02	Jaguar	1m19.252s	Eddie Irvine	January 10 '02	Wet	
2002-03	McLaren	1m15.711s	David Coulthard	December 5 '02	Dry	
Fastest '01-02	2001-02	McLaren	1m17.328s	Alex Wurz	January 28 '02	Dry
2002-03	Renault	1m19.854s	Fernando Alonso	December 5 '02	Dry	
2001-02	Renault	1m17.677s	Jarno Trulli	February 13 '02	Sunny	
2002-03	Williams	1m17.444s	Juan Pablo Montoya	December 5 '02	Dry	
2001-02	Williams	1m18.013s	Marc Gené	January 26 '02	Dry	
2002-03	Sauber	1m18.079s	Heinz-Harald Frentzen	December 13 '02	Sunny	
2001-02	Sauber	1m18.749s	Nick Heidfeld	January 30 '02	Warm, cloudy, dry	
2002-03	Toyota	1m17.196s	Olivier Panis	December 4 '02	Dry	
2001-02	Toyota	1m19.831s	Allan McNish	January 31 '02	Dry	
2002-03	BAR	1m18.828s	Jacques Villeneuve	December 5 '02	Dry	
2001-02	BAR	1m19.198s	Olivier Panis	January 30 '02	Dry	

VALENCIA					
YEAR	TEAM	FASTEST TIME	DRIVER	DATE	CONDITIONS
2002-03	Williams	1m12.147s	Juan Pablo Montoya	November 28 '02	Sunny but cold
2001-02	Williams	1m10.977s	Juan Pablo Montoya	February 10 '02	Dry
2002-03	McLaren	1m10.674s	Kimi Raikkonen	November 28 '02	Sunny but cold
2001-02	McLaren	1m10.937s	Kimi Raikkonen	February 15 '02	Dry
2002-03	Sauber	1m13.745s	Nick Heidfeld	November 28 '02	Sunny but cold
2001-02	Sauber	1m12.404s	Nick Heidfeld	February 7 '02	Sunny and dry
2002-03	Renault	1m13.880s	Jarno Trulli	November 27 '02	Sunny but cold
2001-02	Renault	1m14.477s	Jenson Button	February 16 '02	Dry and sunny
2002-03	Minardi	1m16.649s	Matteo Bobbi	November 28 '02	Sunny but cold
2001-02	Minardi	1m15.360s	Alex Yoong	February 8 '02	Dry

JEREZ					
YEAR	TEAM	FASTEST TIME	DRIVER	DATE	CONDITIONS
2002-03	Ferrari	1m20.538s	Luca Badoer	December 5 '02	Sunny
2002-03	Sauber	1m22.339s	Nick Heidfeld	December 5 '02	Sunny
2002-03	BAR	1m22.140s	Jacques Villeneuve	December 13 '02	Windy, overcast
2002-03	McLaren	1m20.860s	Alex Wurz	December 13 '02	Windy, overcast
2002-03	Renault	1m21.646s	Fernando Alonso	December 15 '02	Dry
2002-03	Jaguar	1m20.870s	Antonio Pizzonia	December 13 '02	Windy, overcast
2002-03	Williams	1m20.960s	Ralf Schumacher	December 13 '02	Windy, overcast

* There was no testing at Jerez last winter because the circuit was closed for building work

FETTLING WHILE ROME BURNS? Despite some teams' money troubles, the big boys shelled out big time in three weeks' testing before Christmas, the nine F1 teams who decamped to Spain spent a fantastic amount of money. In consumables alone – which means engines, tyres, brakes and gearboxes – the total cost came to a cool \$34,352,000 (using the accepted standard F1 measure of \$1,000 per kilometre). That excludes the cost of the cars themselves, salaries, travel and accommodation. Truly, now more than ever, F1 has become a game of 'haves' and 'have-nots'. And the 'haves' have a helluva lot!



TESTING SO FAR

JOCK CLEAR
Senior race engineer

BRITISH AMERICAN RACING

"We used fundamentally the same car as the one we raced at Suzuka. Anthony [Davidson] started the tests at Barcelona, then Jacques [Villeneuve] drove there in the second week, working primarily with Honda software for the new car. Jacques and Jenson [Button] then ran together in the final week at Jerez.

"We have high expectations for the new season, although we only have our own information on what developments there are on the car. We think we've done a pretty good job across the board, but only time will tell how big a step forward the other teams have taken. The new car ran for the first time on January 8, with Jacques behind the wheel.

"The car is very different in its conception and, being the first one from our new technical director Geoff Willis, it's a move away from the direction we've been taking in the past three years. Geoff has put into practice a lot of the stuff he learned at Williams.

"In Jacques and Jenson, we have an interesting new driver pairing - although, as far as Jacques is concerned, Jenson has still got something to prove. I'm sure they'll do a little bit of sparring against each other early on, and it'll be interesting to see where they line up against each other at Melbourne."

BAR's new drivers worked together for the first time in December. Clear (left) expects fireworks...

DAVID STUBBS
Team manager

JAGUAR RACING

"We ran for the duration of the three-week test sessions, using an '02-spec R3 and a hybrid R3C - the '02 car fitted with the '03-spec 90-degree V10 Cosworth engine. Antonio [Pizzonia] and Mark [Webber] shared the work, both men driving both cars.

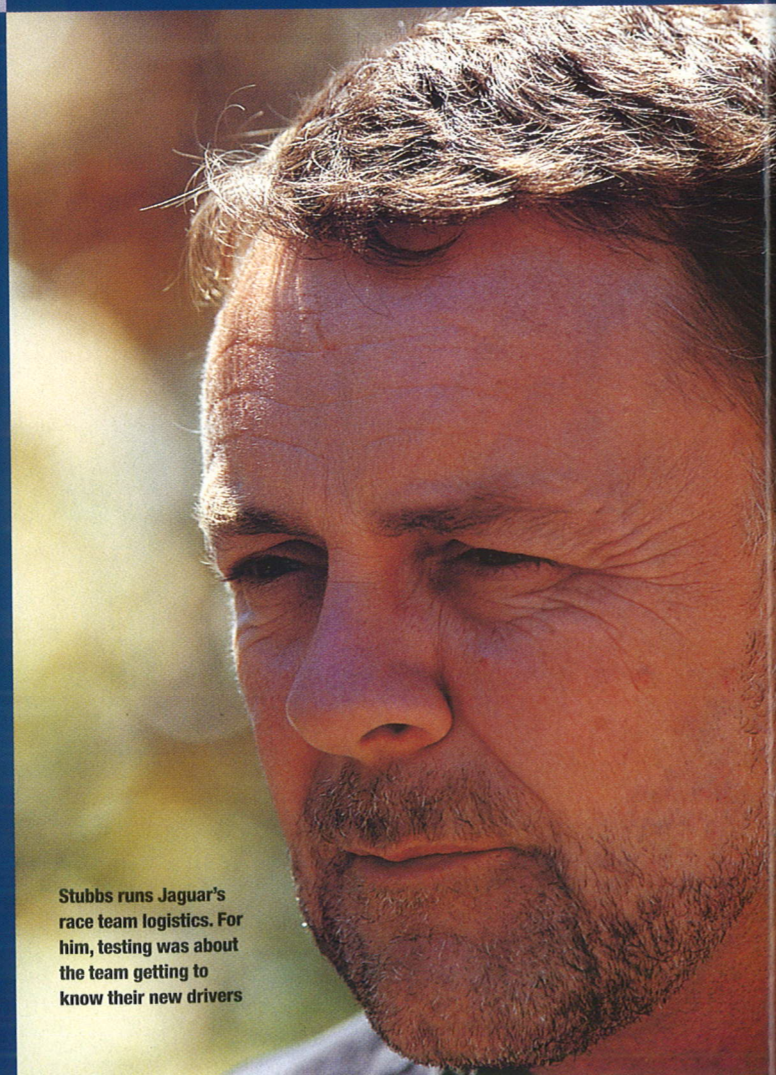
"They're new to Jaguar Racing, so we tried to ease their induction into the team as much as possible. Our engineers have had to get used to their whims, while they [the drivers] have had to get used to the way we work. For this reason, we used the R3 for familiarisation work and tyre testing.

"The R3C didn't achieve as high a mileage as we would have liked, owing to various problems with the new engine. Nonetheless, we learned a great deal about it and were able to feed what we discovered into the development programme in time for the next test in early January.

"It's way too early to draw any conclusions, but one thing is for sure: both drivers settled in very quickly and were very enthusiastic. They work very well together and have been very well received by everyone at Jaguar Racing, Cosworth Racing and Pi Electronics. There is a real buzz about the team at the moment." ▶

'OUR NEW DRIVERS SETTLED IN VERY QUICKLY. THERE IS A REAL BUZZ ABOUT THE TEAM'

Stubbs runs Jaguar's race team logistics. For him, testing was about the team getting to know their new drivers



VISIT
JV-WORLD.COM
THE OFFICIAL WEBSITE

AND DISCOVER THE WORLD OF JACQUES VILLENEUVE

Log on



experience

- FORMULA CHARITY
- CHARITY SKI & GOLF EVENTS
- SPEED CHALLENGE
- JV INTERACTIVE COMPUTER GAME
- NEWTOWN - MONTREAL
- BAR RESTAURANT NIGHTCLUB & TERRACE
- SPORT EXHAUSTS BY REMUS
- INNOVATIVE EXHAUST SYSTEMS
- SPORT VISION BY TAG HEUER
- SPORTS & PRESTIGE GLASSES
- OFFICIAL MERCHANDISE BY TSS&P
- JV CLOTHING RANGE 2003
- INTERNATIONAL SMS RESULTS SERVICE
- RIVALS DM & AIRBORNE ENTERTAINMENT
- JV SONAX CAR CARE FROM NEWTOWN SALES
- COMING TO CANADA THIS SPRING



enjoy



The name, image, helmet and signature of Jacques Villeneuve are internationally protected and trademarked by Goldstar Holdings Corp.

TESTING SO FAR



GIAN CARLO MINARDI Managing director

MINARDI

"We spent two days at Valencia in the first week, but it wasn't a development test as such. We had two PS01 cars there from 2001, each with a two-year-old Cosworth in the back that we badged a European V10.

"The main objective of the test was to give Russian rally champion Sergey Zlobin a run, courtesy of our Russian sponsor Gazprom. He did quite a good job and might test again for us in the future.

"In the other car, we gave Frank Montagny a run. It's something that we've been promising him ever since he won the '01 Formula Nissan Championship. Then, because we had two cars at the circuit anyway, we gave Matteo Bobbi a run. He's our contracted test driver.

"Once the programme was completed, we returned to the factory at Faenza and concentrated on building the new PS03 for '03. We have a Cosworth engine deal in place and we've just announced Justin Wilson as one of our drivers, so the cockpit is certainly going to have to be a bit bigger. After all, Justin is 6'3"! But he's an exceptionally gifted young driver and we're sure he has a very bright future in F1."

Minardi's (left) team weren't working on the car, particularly. Their focus was more driver-based

OLIVIER PANIS Driver

TOYOTA

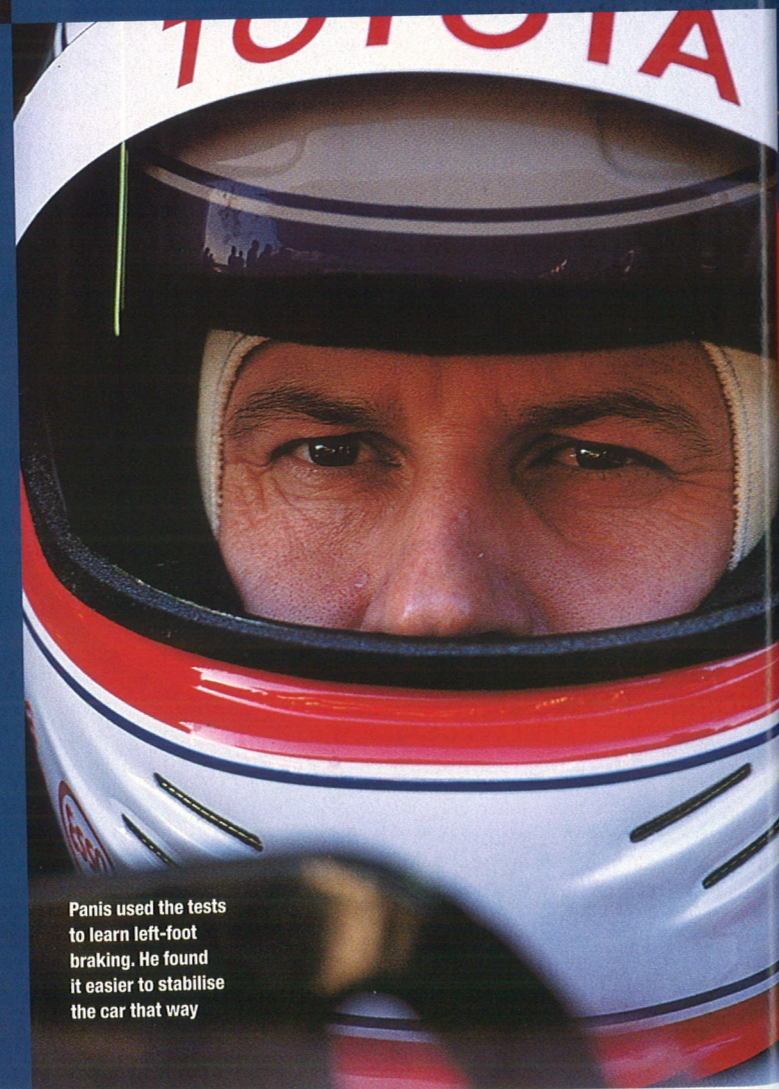
"Cristiano [da Matta] and I are both new to the team, so the winter test sessions have been as much about us getting to know Toyota as about testing new parts. I've been driving the hybrid TF102B - the '02 car with the '03 engine and gearbox - and Cristiano was in a standard TF102.

"I couldn't drive the car as it was set up when I first got in it at Barcelona, so I made a lot of set-up changes - springs, dampers, things like that, and it's now much better. We've also done a lot of work on the engine - which has proved to be both powerful and reliable - and electronics. And there was a big workload for Michelin with the new-for-'03 tyre rules in mind.

"From a personal point of view, I've had to get used to left-foot braking for the first time in my career. It's not possible to right-foot brake in the TF102 because the steering column sits between the brake and the throttle. It felt strange initially, but after 10 laps I felt as if I was quicker than I had been with my right foot! I'm able to stabilise the car better using my left foot.

"We did a lot of private running at Paul Ricard in the second and third weeks, where the team have a special test facility. I must say, I'm very excited about the new season."

'WE'VE DONE A LOT OF WORK ON THE ENGINE - WHICH IS POWERFUL AND RELIABLE'

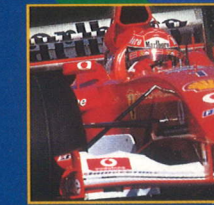
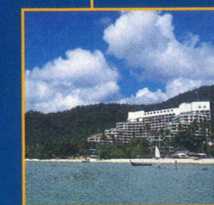
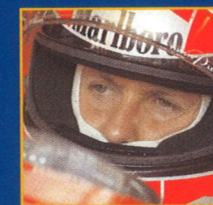


Panis used the tests to learn left-foot braking. He found it easier to stabilise the car that way

PAGE & MOY LTD

International Motor Racing Tours 2003

International Motor Racing Tours 2003



If you haven't already received our brochure call us now - 08700 106 392! It's all you need to plan your motor racing year.

Our Formula One season starts in Australia on 9 March and then Malaysia on 23 March.

Both are excellent opportunities to escape the British Winter and enjoy some well deserved sunshine. We have a choice of tours to both events - or why not combine the two races? Call us for details.

In mid-April F1 comes to Europe - San Marino, Spain and Austria are the first three events - all very different but great venues.

On 1 June it's Monaco - for many the highlight of the F1 calendar and our choice of tours is second to none. Then it's time to cross the Atlantic to Canada - Montreal is a great city - before returning to Germany, France and then Silverstone in mid-July.

Germany has its second race in early August with Hungary following on after the three week gap! The last race in Europe is back in Italy - at Monza - on 14 September! If you haven't been to this race yet don't miss it this year!

What better way to end our year than at Indianapolis? The US Grand Prix is on 28 September. Be there with us!

Make a provisional reservation now on **08700 106 393**.

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 Visit our website www.motorracingtours.com

H00239/833



Member



Bonded

F1'S NO LAPSE NEW LAPS

There will be no room for error in new-for-'03 qualifying. Just two laps – one on Friday and one on Saturday – will count for the grid, putting teams and drivers under extreme pressure. But the spectacle will be awesome, as F1's top combos learn to find the limits of the new regulations

Words by Peter Windsor; illustrations by Rhodri Jones/Red Seal

We could return to perfection, of course – to three-day, nine-hour qualifying sessions, with the best of maybe a couple of hundred laps defining a grid position.

This being an imperfect world, however,

and with factors such as 'excitement' and 'cost-cutting' being the issues of the day, any number of significant people with any number of vested interests will sit around a table and try to reach a compromise.

Basically, that compromise for 2003 adds up to single-lap qualifying on Friday

and Saturday, reverse qualifying orders and a new, tangible class structure in F1 – A-teams and B-teams. That's the 'excitement' element.

Cost-wise, I think the new regs will take us backwards. It seems very likely that the teams will agree that the major, ▶

(Right) Brand new working methods will be needed for the new qualifying regs. Cars must be ready to run in their allotted slots



NEW QUALIFYING

'I THINK MICHELIN ARE ONLY JUST BEGINNING TO REALISE HOW MUCH MORE THEY WILL HAVE TO SPEND'

changeable, aspects of one-lap car performance (cooling systems; fuel tank size; unique survival cells; light-weight exhausts etc) will not be allowed. In other words, the car in which you qualify will basically have to be the car you choose to race.

No, the issue, as ever, is going to be tyres. I think Michelin are only just beginning to realise how much more money they are going to have to spend in '03 in order to beat Bridgestone-Ferrari. Bridgestone, meanwhile, can now sit back and relax: they can build whatever tyres they wish for Ferrari without fear of criticism from rival teams.

Okay. To the point: are the new regs good or bad for Michael Schumacher and Ferrari?

On balance, I would say bad. There is no such thing as luck, of course, because everything happens as a result of some

other action, but there is now more opportunity – due to changes in weather or track conditions on Friday or Saturday – for Michael not to qualify on the front of the grid. And Michael on the second or third or fourth row is a Michael with a steeper mountain to climb. This applies to his opposition, of course, and you could argue that Ferrari, with all their components (and with Bridgestone in particular), will best be able to cope with changing variables. Nonetheless, through no fault of their own, Ferrari and Michael could end up qualifying midfield.

By contrast, I suspect that the new regs are good news for Juan Pablo Montoya. He is the sort of guy who is at his best when the pressure is greatest and conditions at their worst (see feature, page 104). I don't think he is any better than Michael at the one-lap blast but he is extremely good at living with an insoluble problem. He was a master of the old qualifying system, of course, but I think that the '03 version will be even better for him (relative to his immediate opposition). The novelty is that BMW-Williams will presumably now spend much more time running light fuel loads prior to the race. We frequently saw Williams in trouble on race mornings in '02 – trouble with ▶

(Below) Mechanics will be under much more pressure this year. They have only one chance to get it right – no tweaking between runs, now

>To test or not to test?

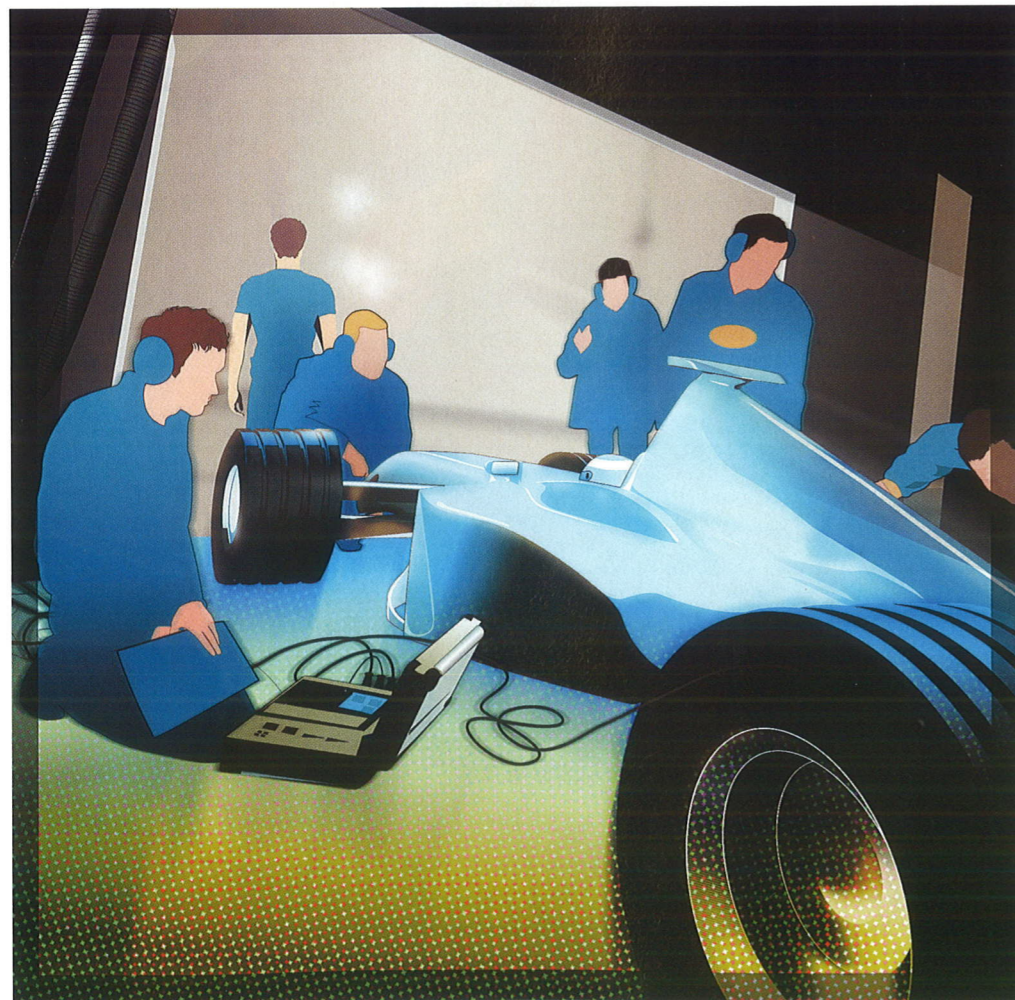
New rules have brought tough choices for the teams. Fear not, we'll explain

Rule changes have allowed teams to choose between unlimited testing, or only 10 days' testing a year – but with two hours' bonus testing on the Friday morning of each GP. 'Friday testers' may benefit in qualifying. **F1 Racing** tells you what's what. **Ferrari** Unsurprisingly, F1's richest team will be pursuing a (very) full test programme **BMW-Williams** Will need every available testing mile to catch Ferrari in 2003

McLaren-Mercedes New car, new engine, dedicated test team. Will test fully in '03 **Renault** Surprise move in opting for Friday testing. Could be a qualifying wild card **Sauber-Petronas** Not rich, but a team who always aim high. Will take full testing route **Jordan-Ford** Cash woes made the Friday testing option a no-brainer for Eddie's men **Jaguar Racing** Unlimited testing route makes sense for a team with work to do **BAR-Honda** Pressure from Japan has led BAR to choose the full testing route

Minardi-Cosworth As F1's minnow there was never any doubt over opting for Friday **Toyota Racing** Full test programme. Extra Friday hours would have helped Da Matta

Anthony Rowlinson



>And the mechanics?

One-shot qualifying means the guys in the garage *must* be right first time

A single lap, flat-out against the clock, no backmarkers. The car must be reliable for an average of about 10 miles, of which only about 3.3 will be driven at ten-tenths.

It seemed that the teams might produce cars specially for the purpose, with a mere 10kg capacity fuel tank; wafer-thin gear ratios; crazed engine; micro-radiators (or none at all); featherweight bodywork. The cost of qualifying could have gone ballistic.

But the FIA have stated that no car may be used which is significantly different from that which was presented for scrutineering at the start of the weekend.

So it would be impossible to race a car designed only for qualifying. But, while

some things would be easy to spot (a special chassis, for example), engines, gearboxes, brakes, suspensions, bodywork... these are routinely changed, and would be nearly impossible to police.

During Friday's session, teams will pay close attention to Saturday's forecast: if rain is predicted late in the day, the leading teams may 'sandbag', recording a slow time in order to take to the track as soon as possible the next day.

If track temperature changes significantly, mechanics may have to prepare their cars with some radical set-ups – they have lost the comfort of being able to fine-tune the chassis in between their first and second runs.

Steve Matchett



show your true colours

DAVID COULTHARD SUPPORTERS CLUB PO BOX 15, SEVENOAKS, KENT, TN15 0ZY
JOIN ONLINE AT WWW.DAVIDCOULTHARD-F1.COM

NEW QUALIFYING

race-spec ride heights, handling balance etc – so what will happen in '03? Assuming they have a more aerodynamically efficient car, hopefully not too much. If the FW25 mirrors the FW24 (relative to the McLaren), however, the new regs will not be good for Williams as a whole.

McLaren, I think, will work pretty well within the new regs (in terms of organisation), although the nature of the format will highlight even more their desire for a Michelin tyre that perfectly suits their car rather than the Williams. Michelin, of course, will be trying to persuade their two top teams to head in a common direction; the reality is that the nature of the game has changed. There is now a more intense need for one, perfect, qualifying lap.

This raises the extremes of tyre design – accentuates the small differences between one car-driver package and another – and by definition lessens the importance of the lowest common denominators (most usually defined by race conditions). McLaren pushed for a more liberal tyre rule – and, as a result, they are now in a stronger position.

Overall, the B-teams (those who will test early in the race weekend but hardly at all between races) will have a slightly better chance of success; they have lost little and

'THE A-TEAMS WILL STILL BE A-TEAMS – BUT THEY HAVE LOST SOME OF THEIR ADVANTAGE'

have gained something. The A-teams, meanwhile, will still be the A-teams (their massive test programmes will primarily see to that) – but they have lost some of their advantage. All of the teams wanted to reduce test mileage but the new regs have caused a massive rift in the ranks. For how long will the A-teams live with the loss of race weekend track time? Probably for as long as it takes for a Jordan or a Renault suddenly to luck into a win...

The driver element we cover elsewhere, although we should have no sympathy at all for Toyota's new A-team rookie, Cristiano de Matta (should he be blown away by his more experienced teammate). Any driver of quality should be able to learn any circuit, anywhere in the world, in about 10 laps. If he isn't quicker than Olivier Panis from qualifying session one then he should be replaced immediately by... Mika Salo or Allan McNish. **1**

>New rules in brief

So, how – exactly – has F1 qualifying changed for 2003? Here's the gen

- There will be two sessions: one on Friday, one on Saturday, each running from 1.00pm to 2.00pm.
- Each driver will have only a single flying lap per session (out-lap; flying lap; in-lap).
- Friday running order will be determined by championship position (points leader goes out first). At the first round, the previous year's championship positions will determine running order.
- Saturday running order will follow Friday times, but in reverse order: fastest on Friday runs last on Saturday and so on.
- Practice schedule remains: Friday 11.00am-12.00pm; Saturday 9.00am to 9.45am and 10.15am to 11.00am.
- Additional Friday practice: teams opting to run no more than 10 days of private testing between March 11 and November 1 '03 will be able to test at each event from 9.00am to 11.00am on Friday – using spare cars and test drivers, if desired.
- Tyres: each team will be allowed to use two types of dry tyre at each event. Friday testers may gain in qualifying by running soft rubber before choosing race tyres.

Anthony Rowlinson

(Below) Drivers will have to get heart rates up to the right racing level before getting in the car to qualify – so exercise regimes will change



>New training routine

The new quali rules demand different physical qualities. Get exercising!

The new regulations are even affecting the drivers' physical preparations.

"One-lap qualifying will impose certain new practices on us," Renault's fitness guru Giuseppe Sebastiani explains. "Our research shows that getting behind the wheel when the heart and adrenaline aren't at an optimal level takes its toll on performance."

"It will be of the utmost importance for the drivers to do very specific physical training before qualifying and to pay attention to what they eat even more than before." To that end, Renault will be bringing an exercise bike with them in the motor-home this year.

Bearing in mind these new physical

demands, Jarno Trulli and Fernando Alonso have, quite logically, already begun their preparations while staying with Renault's team boss Flavio Briatore in Kenya (see page 120).

A computerised Formula 1 start simulation exercise, consisting of a joystick and five 'start' lights going out on a screen, helps measure their reaction times. Surprisingly, they find the drivers' times are better after a physical effort.

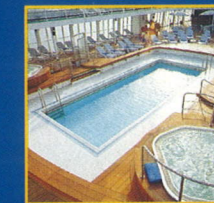
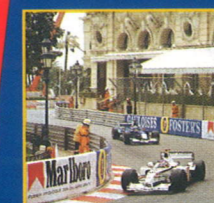
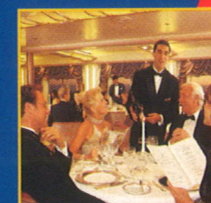
"Jarno is more the marathon type," Giuseppe says. "He doesn't have great muscle mass, but he's got great stamina – whereas Fernando is better on 'instant effort!'"

Stéphane Samson

Cruise to the Monaco Grand Prix on board the Silver Shadow

PAGE & MOY LTD

International Motor Racing Tours 2003



Spend 4 or 10 nights in complete luxury on board the superb Silver Shadow and in the company of the voice of F1 - Murray Walker.

Join the ship at Barcelona on Friday 23 May and enjoy a leisurely Mediterranean Cruise - visiting Marseille, Florence, Rome and Corsica. You arrive in Villefranche one week later - just in time for Grand Prix weekend.

Alternatively fly with us from Gatwick to Nice on Thursday 29 May and join the ship in Villefranche.

For Grand Prix weekend the ship will be anchored off Monaco itself (weather permitting) and you will be free to come and go as you please to watch the racing or enjoy the sights!

The ship is fully inclusive - all meals, drinks and gratuities are included in the price!

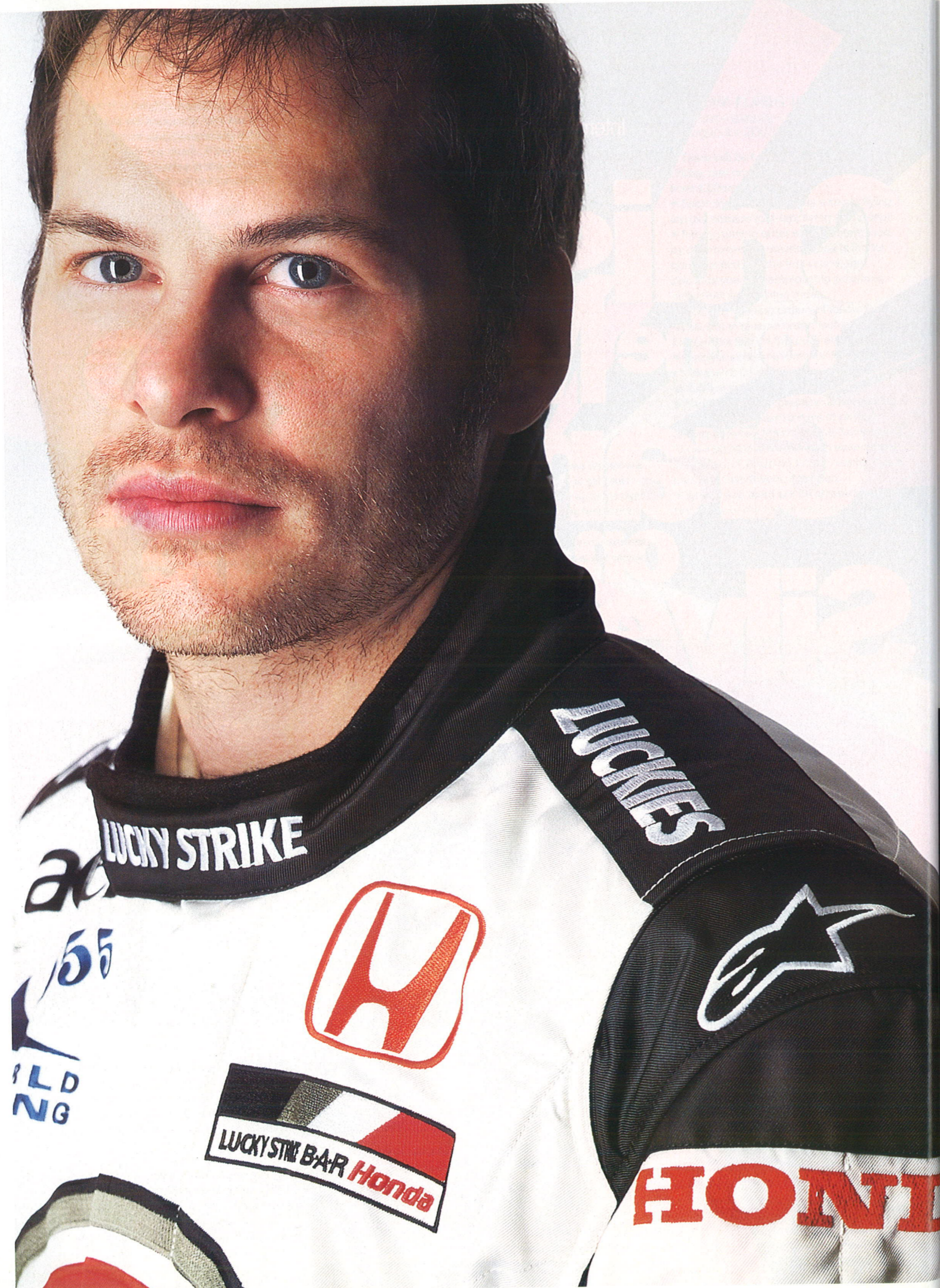
Call for our brochure and get more information - it's the ultimate way to enjoy Monaco.

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 Visit our website www.motorracingtours.com

H00239/833



Member Bonded



JACQUES

A hard man for a hard job

This year could be JV's last at BAR. But he isn't ready to hang up his helmet yet – far from it – which means 2003 will be his last chance to restore his reputation as a Formula 1 gigastar. Predictably, he is *utterly* confident

Interview by Matt Bishop; portraits by Ben Wright

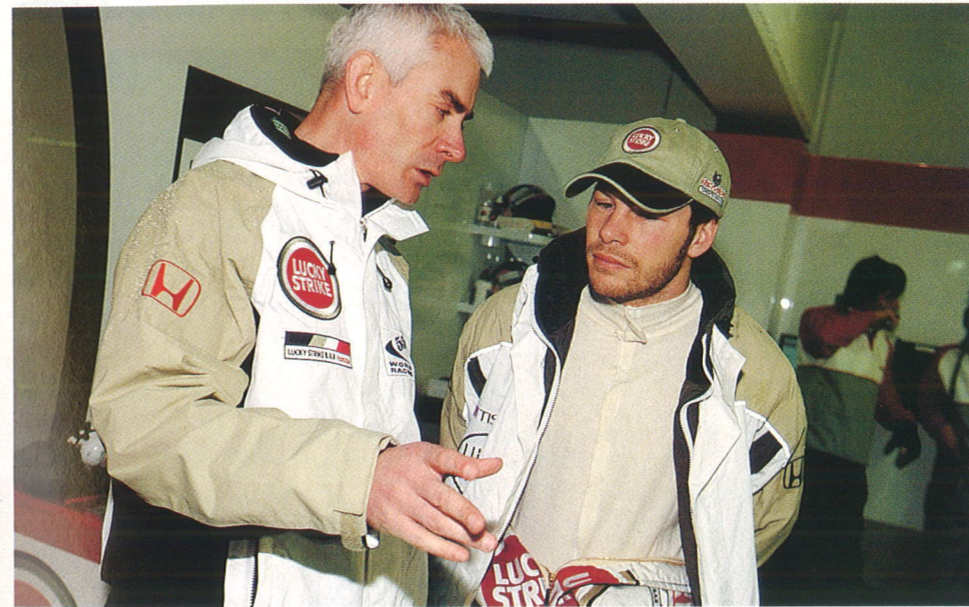
(Main) Villeneuve is a quick man, but his career is in less than perfect shape. Is he worried? Not a bit, it would seem

So Jacques Villeneuve – grungy, feisty, ballsy, testy Jacques Villeneuve – is now a Formula 1 veteran. Oh yes. Next season will be his eighth in racing's premier league, and, at 31, eight years older than his 2003 team-mate, he can no longer be regarded as a young gun.

His F1 career reminds me of Emerson Fittipaldi's. Emerson, you will remember, won championships with the grandee teams of the day (Lotus and, then as now, ▶



'WHEN I SIGNED MY BAR CONTRACT, I WAS TOLD THAT IF I DIDN'T SIGN THERE WASN'T GOING TO BE A TEAM'



(Left) JV with Geoff Willis, the technical director who joined BAR from Williams in 2002. Able to bring new ideas to the team, Willis has ensured that the '03 car will look very different from its predecessor (above). Villeneuve hopes it behaves differently, too

(Opposite) The 2002 BAR 004 lacked reliability and was tricky to handle. Aero and engine improvements could only achieve so much: BAR fell from sixth to eighth in the constructors' championship

McLaren) and then astonished the world by opting to drive for his brother Wilson's brand new Copersucar team. As a result, there is a terrible asymmetry to Emmo's F1 CV. He drove 144 grands prix in all – 70 for McLaren and Lotus combined, 74 for the family firm. Part one yielded him two world championships, 14 wins, six pole positions, six fastest laps and 244 world championship points; part two brought, respectively, zero, zero, zero, zero and 37.

Jacques's grandee team was Williams, of course, with whom he spent three very productive seasons (encompassing a world championship in '97) before astonishing the world by opting to drive for his best mate Craig Pollock's brand new British American Racing team. And although Jacques has now driven more races for BAR than he did for Williams, denying his stats the diabolical game-of-two-halves quality of Emerson's, the asymmetry is still there: part one gave Jacques one world championship, 11 wins, 13 pole positions, nine fastest laps and 180 points; part two has so far coughed up, respectively, zero, zero, zero, zero and 33.

Fittipaldi has called joining Copersucar "the biggest mistake of my life"; Villeneuve, predictably, is more verbose. But, now that Pollock has been ousted, BAR makes little

sense for Jacques now, and he knows it: "Craig built this team. He built a great team. So the way he was removed was, I felt, very unfair. And, a few months after he'd gone, when I got out of the car in Montreal ['02], a journalist [Gerry Donaldson of the *Toronto Star*] came up to me and said, 'David Richards [Pollock's replacement] has just said you're paid too much and that's why the team aren't going forward.'

"And I thought, 'What the hell is this about?' Because, when I'd signed my original BAR contract nearly four years earlier, I was told that if I didn't sign there wasn't going to be a team. So the reason they paid me a lot of money was that the sponsors wanted me. And if they hadn't wanted me, and hadn't wanted to pay what they paid me, I'd have gone somewhere else and won races there. But I didn't win races, of course, because I went to a brand new team, so I'm not going to feel bad about earning what I earn. And, besides, that deal was done long before Richards got here. I think what he said – the remarks Gerry repeated to me in Canada – caused a lot of tension, wasted a lot of energy and hurt the image of the team and sponsors. I thought Richards was being very unfair, and I naturally got very upset about it.

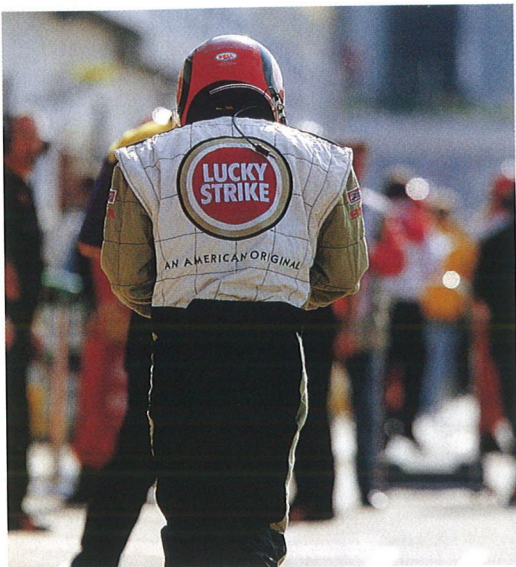
"Of course, Richards was trying to push me into going to the States [to race for Jerry Forsythe's CART team]. I knew that. So I said, 'Give me an offer and I'll consider it.' But the offer never arrived. Nothing in writing. Nothing actually put to me. And, when nothing happened and no CART deal was done, the story given out was that I'd said they hadn't offered me enough money. And, once again, that was extremely unfair because it made me look like an idiot. And naturally I got very upset all over again."

Phew!
Despite Jacques's palpable mistrust of Richards (as, you will notice, he always refers to his boss), he remains astonishingly sanguine about driving for BAR – albeit only for one more year: "The important thing is that the team didn't want me to go. I think they were happy with me, marketing-wise, engineering-wise, driving-wise. And that's what matters. As for who runs the team, I don't really care. That's very secondary. I couldn't care less who runs the team, in fact. The only difference is that, now, if a bigger team were to come up with an offer, it would be very hard to say no to it."

But will that ever happen... or has Jacques passed his sell-by date? "Not winning for so long has affected my market ▶

OPPOSITE: DARREN HEATH; THIS PAGE: OLIVE ROSE/LAT; STEVEN TEELAT

'A THROTTLE PEDAL SHOULD BE LIKE A MOUSE; THE CURSOR GOES WHERE YOU WANT IT BECAUSE THE MOVEMENT YOU MAKE IS SO SMALL'



> Jacques in 2003: the experts' view

It's gonna be tough, but JV is the man to do it. Ask the jury...

THE DRIVER:
Olivier Panis
"Jacques is a very strong and quick driver, and is very motivated because he has no contract for '04. I think he will beat Jenson."

THE EX-CHAMP:
Damon Hill
"Jacques isn't an easy guy to get on with; but he's hard

yet fair, and will want to beat Jenson without asking for special treatment."

THE BIG CHEESE:
Eddie Jordan
"Jacques is one of the toughest professionals. Just when you think you've nailed him, that's when he's most dangerous. He'd like a more competitive car and really has to do something in '03."

THE BOFFIN:
Mike Gascoyne
"Jacques is psychologically strong – he will swing the best results his way."

THE TV PUNDIT:
Mark Blundell
"There's been a lot of speculation about Jacques's future at BAR, so he's got a lot to live up to in a little time."

value, yes, but I'm driving harder and better than ever. It's a question of perception. Everyone seems to think Olivier [Panis] outqualified me more than I outqualified him in our two years together – but that's not true. Olivier did a great job at BAR, don't get me wrong, but I always outqualified him [11-six in '01; 10-seven in '02]."

Granted, in a quick car Villeneuve is still capable of winning races. But, more than most, his technique has changed since the days of slicks, since his glory days. "The Williams was a great car. It had a lot of downforce and it didn't flex, so I could run a stiff set-up [too stiff, according to Williams technical director Patrick Head]. And its [Goodyear] tyres were designed for us, because we had the quickest car. Now, of course, the [Bridgestone] tyres are designed for Ferrari, and Michael likes a soft set-up – so the tyres are designed with that in mind. So I've had to adapt. And on top of that, the tyres today are these stupid grooved things. Normally a stiff set-up makes the car more precise, which is why I like it – but that doesn't work with grooved tyres because they move irrespective of how stiff the car is. So I've had to adapt even more."

Another Villeneuve trademark, like his liking for a stiff set-up, is his preference for

a very short throttle pedal (ie one with a very short 'throw'). "Of course! Maybe a longer pedal is smoother, but it's much less precise. I like a throttle pedal to be like a mouse on a PC; you can put the cursor *exactly* where you want it precisely because the movement you have to make is so small. Imagine if you had to move the mouse a whole metre in order to move the cursor around; you'd be far less precise. Well, it's the same with a throttle pedal."

In terms of driving style, as chance would have it, Jacques is the antithesis of Jenson Button, his new team-mate. Jenson likes a long throttle pedal and a soft set-up. Whereas Jacques is an inveterate exponent of the efficacy of late braking, late turn-in and power-oversteer, Jenson brakes early and gently and carries great speed into an early apex. Who knows which approach will prevail? Who knows, moreover, whether it will be on track that the battle is won or lost? For it will be off track, rather than on, that the two men's differences will be most apparent... and pronounced.

Bluntly, each man *has* to beat the other in '03. Villeneuve's BAR contract has just one year to run, and there is no reason to suppose that he will even attempt to sign another one – even if Richards wanted him

to do so (which he says he does). Jacques has already gone on record as saying that the discord between him and his boss has made it more likely that he will seek employment elsewhere for '04; but if he is to find something to his liking, he will have to perform, and impress, big time, in '03.

He knows it. He also knows that for Button, who was outclassed by Giancarlo Fisichella at Benetton in '01 and shaded by Jarno Trulli at Renault in '02, '03 is equally crucial. But that is not Jacques's problem. Team-mates or no, Jacques is only too aware that his principal task in '03 will be to beat Jenson, to undermine him, to psych him out, to bury him. And, as Heinz-Harald Frentzen (whom Jacques did all that to, and more, at Williams in '97 and '98) can confirm; a fired-up Jacques is a foe worthy of the utmost respect. Fear, even.

Predictably, that is not *exactly* how Jacques phrases it, but the meaning is clear: "Yeah, well, Jenson has yet to prove what he can do. It's very difficult to judge his speed at the moment. So I guess that's the main difference between us. I don't have to prove I can win grands prix, because I've already won 11 of them. My relationship with Olivier was very good. I respected him. I respected Damon [Hill, ▶

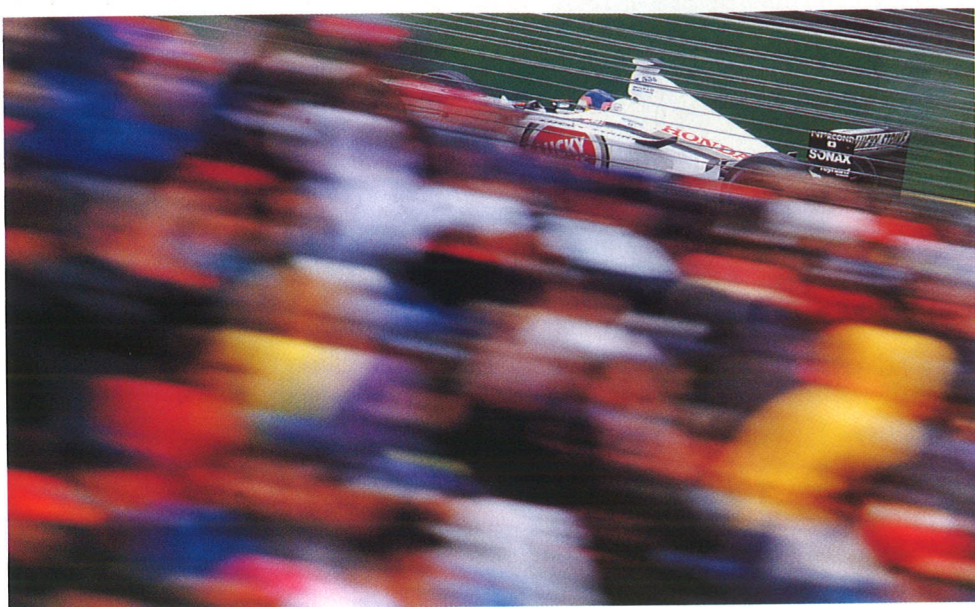
(Above left) Turn his back on F1? Never! It takes more than a bit of bad luck to disturb a seasoned hard man like JV (opposite). It's this simple: yes, he loves winning, but more than that he loves driving (above)



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

THE BAR MEN

'TAKE ME FOR WHO I AM OR ELSE DON'T BOTHER. I'M NOT GOING TO FORCE MYSELF TO BE FAKELY FRIENDLY'



(Above) BAR have always focused on Jacques Villeneuve and his needs. Not any more. Jenson Button has a contract for '04; Jacques hasn't. JV is determined to make himself the BAR driver people notice (left) in '03

DARREN HEATH; CLIVE ROSELAT

Villeneuve's team-mate at Williams in '96], too – but I was learning then. Now, it's different. Jenson is a smiley person, so I guess he'll be very friendly with everyone. With Damon and Olivier, it wasn't too much of a problem for me when they outqualified me. It didn't annoy me as much as it did, and it does, with other drivers."

I think Jacques wants us to understand that Jenson will have his work cut out to remain 'a smiley person' by season's end, don't you?

Jacques, of course, has rarely been accused of being smiley – or even civil, especially by his teams' foot-soldiers. Over the past two years Panis became overwhelmingly the BAR boys' favourite, whatever Villeneuve thinks or says about it, because of his unfailingly *sympa* manner. Why is it that, when Michael Schumacher has *par excellence* demonstrated time and again the benefits of being nice to the lads (and lasses) in the garage, the marketing suites and the PR offices, Jacques still steadfastly refuses to be pleasant to the unsung heroes of the team?

"I won't play games just to get people on my side and get a platform. I've got no time for that. Take me for who I am or else don't bother. If I don't know someone well, why

should I treat him like my best friend? It's fake. So I'm not going to force myself to be fakenly friendly. When I know a person, then maybe we can become friends. But you can't force it. Well, I can't. That's why I like working with people who I've been working with for a long time. Then it's real."

In '03 Jacques will have all his old friends around him – Craig Pollock (who remains his manager, and therefore remains a fixture in the BAR motorhome, to Richards' obvious discomfiture); his race engineer, Jock Clear, whom he brought with him from Williams; his personal assistant, Jules Kulpinski, who is going out with his number-one mechanic, Barry Gough. Jacques's people.

And, for the first time, despite all the politics, despite the ongoing silent spat with Richards, despite everything... JV is upbeat about '03. "Geoff [Willis] is great [see separate feature, page 62]. He's created a much stronger technical group than we had before. We're now – how can I put it? – a *proper* F1 team. Before, everything was like CART – you know, big and heavy. The car was like that; the organisation was like that; everything was like that. But especially the car. The wrong people were designing it – we didn't have the right technical know-how.

"Honda, too, have at last found the right direction. Their '01 engine was, er, fine – but their '02 engine was a big disappointment. But they've now started working in a different – and better – way.

"I've never been one of those drivers who always says, every winter, 'Next year will be different.' I've *never* said that. Last winter I said, 'I've got no expectations; let's just wait and see.' And it's a good job I did say that, because '02 turned out to be a very difficult year. But this winter I'm saying, 'I really believe we'll be better next year.' And that's true: I really do believe that."

If he is wrong, '03 will probably be his last year as an F1 driver, for he is not the type to beg his way into a seat at Sauber or Jordan, say, simply in order to prolong the agony. But if he is right, and if it is he rather than Button who bags the points and podiums (and – who knows? – a win, maybe... with luck, attrition and the wind behind him), then he will send Pollock on a schmoozing mission to Ferrari, or to Williams, or to Renault... or even, though I cannot envisage Jacques and Ron Dennis seeing eye-to-eye on stuff like grunginess or feistiness or ballsiness or testiness, to McLaren. And who knows what would happen then? **i**



We're signing up new team members
Interested?



Read the debriefs, ask the questions, be part of the team

Log onto www.jaguar-racing.com and join the Jaguar Racing Virtual Club



www.jaguar-racing.com

JENSON

Let's be careful out there...

This year, Jenson Button faces yet another fight for survival. His opponent this time is Jacques Villeneuve. The challenge doesn't cow 'our kid': he is already making friends inside Honda and going to Japan in his spare time. Keen, no?

Interview by Tom Clarkson; photographs by Ben Wright and Steven Tee/LAT

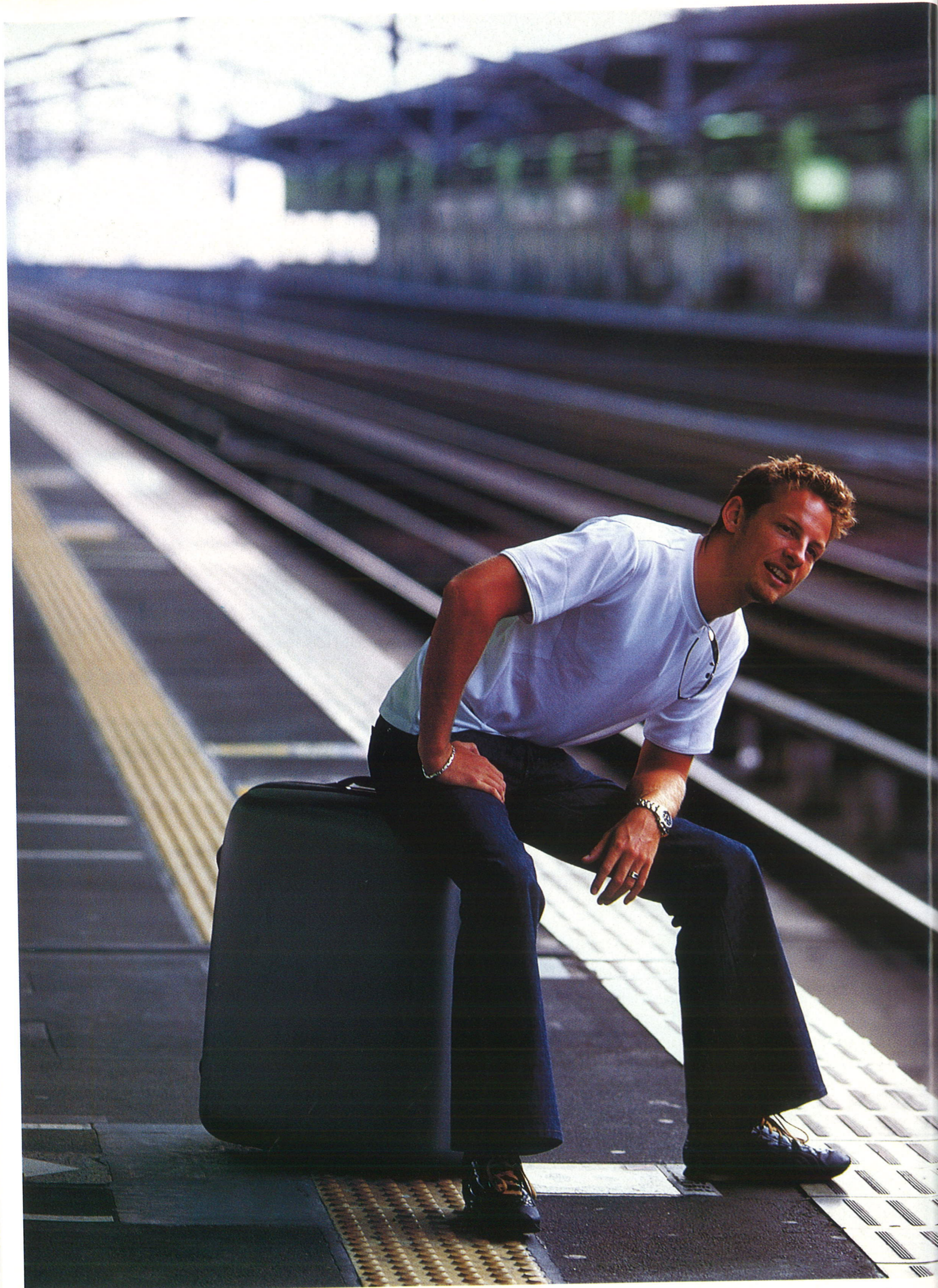
"This is 100 times scarier than Eau Rouge!" Jenson Button is not joking. We are screaming at one another like we're on the set of *Wayne's World* - cries of fear and excitement in one long crescendo. The

speedo is nudging 175mph and Jenson is regularly applying half a turn of opposite lock. His right foot stays buried, natch.

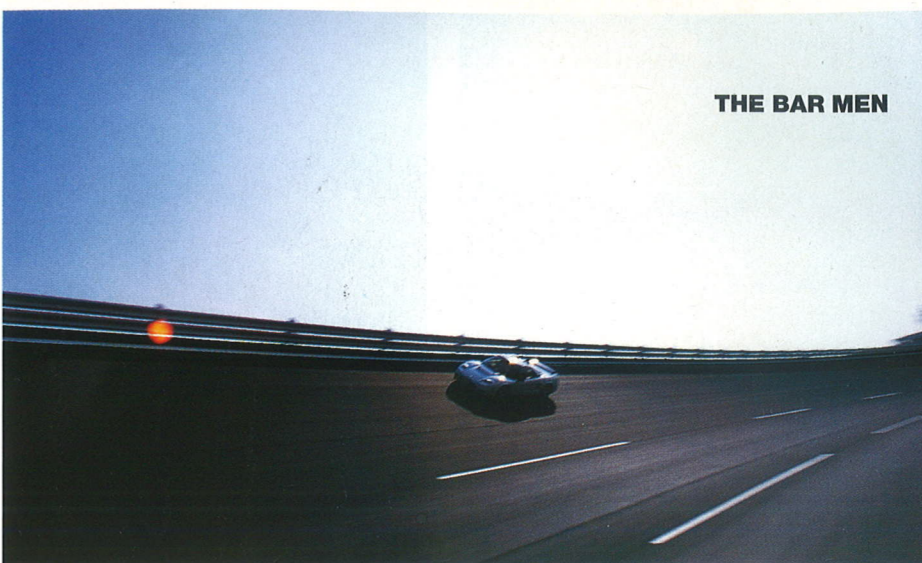
Neither of us is wearing a helmet. All we have for protection is a road car seat belt (each, of course!). We are in a Honda ▶

Barely in his new BAR overalls, Button is already pushing to be the team's favourite driver. But so is Mr Villeneuve...





'JENSON IS LIVING ON HIS REFLEXES. IT IS TERRIFYING BUT I NEVER FEEL WE ARE OUT OF CONTROL, AND WE NEVER ARE'



THE BAR MEN



(Above) Jenson tries Honda's oval test track in an NSX Type-R. He says it's a scarier experience even than Spa's Eau Rouge, despite having such a well-balanced car. But he's relaxed, calmly twirling the wheel (left), never in danger of losing it

(Opposite) Button – figuring it *has to be better than a British train* – awaits Japan's Bullet. He stayed on in Japan after the last race of 2002, visiting Honda's factory... and making friends

NSX Type-R, the fastest road car in Honda's fleet (280bhp; 1,200kg) – and by far the nimblest – on the company's 2.5-mile oval test track at Tochigi, Japan. The track comprises two level straights, linked by 42-degree bankings at either end. The car is unsettled on entry to the bankings, which means Jenson is living on his reflexes and sawing at the wheel. It is the greatest display of big-balls driving I have ever seen first-hand – and I've sat alongside many of Formula 1's current stars (at big-balls places such as Silverstone, Paul Ricard and Barcelona). Jenson is 100 per cent committed, but in absolute charge of this car's feisty on-the-limit equilibrium – all fingers and thumbs. Yes, it is a terrifying experience, but I never feel we are careering out of control. And we never are.

In the three days that Jenson and I spend together after the 2002 Japanese Grand Prix, I learn more about him here, high on the Tochigi banking, than I do anywhere else. We've had dinner together in Tokyo, we've 'chilled' together in that same extraordinary city, we've travelled together on the Bullet Train... and he has even driven me around the Motegi road course for a couple of laps. But – and

here's the rub – none of these experiences represents something *new* to him, none of them really *gets his attention*. As a result, while he enjoys these activities, he behaves... as you would expect him to behave: entertaining, funny and, on the track, completely masterful.

It is only on the oval that he really explores his limits, unsure how hard to push the car. Still, the rate at which he gets up to mesmerising speed is completely disarming. In a total of six flying laps, his fastest is just four seconds shy of the outright lap record, set in '87 by a more exotic Honda still: Nelson Piquet's Williams-Honda FW11B.

"That was awesome," he says, his smile so huge that you can see the corners of his eyes under his sunglasses. "The speed, the *g*-forces – and what a car! The Honda NSX Type-R is the best road car I've ever driven. It's fabulously predictable and well balanced, and has superb brakes."

And, before you say anything, yes, he would say that, wouldn't he? As a newly contracted British American Racing-Honda ace, he knows which side his bread is buttered on. But – just take it from me – this is *real* enthusiasm. There's no fakery involved. As a result, although the NSX

Type-R is not sold outside Japan, a one-off delivery to Monaco (where Jenson lives) is currently being organised.

More significant than the lap time, however, is Jenson's obvious raw enthusiasm for ten-tenths driving. He has just endured two years' politics at Benetton/Renault, during which he was constantly at the blunt end of team boss Flavio Briatore's harsh tongue, constantly watching out for Flav's heavy sword of Damocles. Jenson could be forgiven for having lost his edge. But he hasn't.

The message is clear: the best thing about the passing of '02 is seeing the back of Renault. It wasn't a bad season in terms of results: Jenson outscored team-mate Jarno Trulli by 14 points to nine. But the inequality of their situation – manifested as it was in a series of little things that, added together, amounted to one big fat handicap (shades of Alex Wurz in '00) – became increasingly unmanageable after Jenson announced his move to BAR in July. You should not be surprised, therefore, that Jenson scored only four of his 14 points in the second half of the year.

That was then. Now, Jenson is free to undergo a renaissance. If, at Williams, he was the chummy kid who knew little about

'THE HONDA FACILITIES ARE REALLY IMPRESSIVE. I NOW UNDERSTAND WHY THEY'VE HAD SO MUCH SUCCESS IN THE PAST'



> Jenson in 2003: the experts' view

The jury's still out, but our quintet reckon JB is in for a tough time



THE DRIVER:
Olivier Panis
"Jenson is quick, but he's up against a very quick man - Jacques - in '03. That's going to be hard. Believe me: I know!"



THE EX-CHAMP:
Damon Hill
"Racing with a world champion will be good for Jenson -



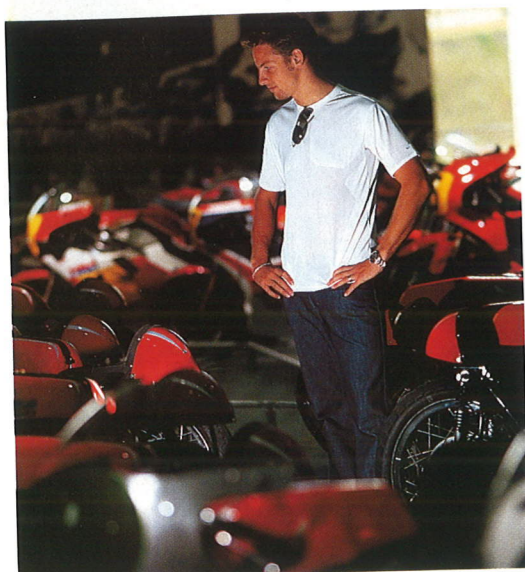
THE BIG CHEESE:
Eddie Jordan
"Jenson is one of the nice guys in the paddock, but he'll have to be deadly and devious to overcome Jacques. Youth is on Jenson's side, though: Jacques's age as well as his salary count against him."



THE BOFFIN:
Mike Gascoyne
"I think it'll take time for Jenson to get used to the new qualifying format."



THE TV PUNDIT:
Mark Blundell
"Jarno Trulli got the better of him in '02; so Jacques will be a tricky foe, because Jenson still lacks experience."



F1 and less still about its politics, at BAR he is expected to bring both maturity and experience to the party (not unreasonable, since he has been drafted in to replace a 36-year-old *éminence grise*, Olivier Panis, who has left BAR to become Toyota's new number-one).

That may be a tall order - after all, Jenson is still only 23 - but BAR technical director Geoff Willis, who worked with Button at Williams in '00, appears to be abundantly confident that the young man can deliver: "We all thought Jenson was very talented at Williams," says Willis. "He was accurate, very articulate and quietly self-confident, and had an impressively objective view of his own capabilities. He was rarely flustered and made very few mistakes. He understood instructions the first time - and, generally, I think, he performed very well given his extremely limited experience."

"What I'm expecting from him in '03 is the same level of self-confidence and accuracy but, now with three years' F1 experience behind him, a far better idea about how to improve the car's set-up."

The older, improved Jenson Button is exemplified by his conduct during his goodwill/reconnaissance visit to Honda's

Tochigi R&D base. He understands how crucial Honda will be to BAR's future success, and is anxious to make an excellent first impression. At the time of his visit (immediately post-Suzuka, '02) he is still a Renault-contracted driver, but he is keen to sacrifice three days of his own time to say 'hi'. Shrewd.

"I really hope Jenson is aware of how much his visit means to us," says Ken Hashimoto, Honda's F1 technical director. "Everyone here loves racing, and Jenson is already part of the family." For the record, Jacques Villeneuve - Jenson's '03 team-mate - has never once made a visit to Tochigi R&D in his own time.

Tochigi is a truly inspiring place. More than 10,000 people work here, all of whom have job descriptions which centre on creating technology that doesn't yet exist. Unsurprisingly, therefore, it is the home of Honda's F1 programme. To get some idea of the resources available, consider this: the design room alone is more than half a kilometre in length. For as far as the eye can see there is row upon row of computers, all geared towards the uncompromising task of winning Honda the F1 world championship. Despite what you may have read elsewhere, *that*, ladies

and gentlemen, is how serious Honda are about their F1 programme.

Jenson, who knows BMW's facilities in Munich and Renault's equivalent in Viry-Châtillon, remember, reckons it is second to none.

"The Honda facilities are really, *really* impressive," he says. "I now understand why they've had so much F1 success in the past, and I have no doubt that they'll win again this time around. To be honest, I had no idea they had so many resources to throw at their F1 programme. It's been worth the visit just to see that for myself."

By the time you read this, Jenson will have just given the new Honda RA003 engine its first test at Barcelona (on January 8). During our October Tochigi visit, he is the only person to be shown the new V10 and - such is the Japanese attitude to secrecy - we will have to take his word for it when he says that it is both lighter and more powerful than its RA002E predecessor. But, in truth, you would expect nothing less.

Many people's hopes rest on the new car - and a few reputations depend upon it, most notably Willis's (see separate feature, page 62). But, if it is as good as everyone in the team believes, then ▶

(Above) Jenson is astounded by the resources Honda devote to F1. The design room alone is more than 500m long; (above left) admiring Honda's old motorbikes; (opposite) see the determination in his eyes: Button intends to do well



INSETS: LORENZO BELLANCA/LAT; CHARLES COFFES/LAT; PETER SPINNEY/LAT; STEREN TIE/LAT

THE BAR MEN

'I'M REALLY EXCITED ABOUT BAR. I THINK THEY'RE ON THE CUSP OF THEIR BEST SEASON'



Job done: Jenson has taken the time to meet Honda's F1 men and to find out about their efforts. So, now, they're all right behind him (left). And there's an added bonus - he falls in love with, and 'acquires', a car not normally sold outside of Japan (above). Result!

Jenson could have the most competitive package of his F1 career so far in the BAR 005-Honda.

Team boss David Richards certainly has no doubts about BAR's potential. "I'm very pleased that Jenson chose us and put his future in our hands," says DR. "He has made absolutely the right decision and he won't be disappointed. Jenson is not going to be world champion in '03; but, within the next two to three years, if we get the car right and he develops as I expect him to, he'll be right up there."

It won't all be plain sailing. For the third time in four years, Jenson will be working with a new race engineer, Craig Wilson. Fortunately, Craig is not a completely new face to Jenson - he race-engineered Jenson's old Williams team-mate Ralf Schumacher in '00. And it was invariably Ralf who had the better set-up that year, which bodes well for the new season.

"I'm really excited about BAR," says Jenson. "I've known David for a long time and I've got a lot of faith in what he's doing with the team. He's made some changes, and I think BAR are about to start their best season so far in F1. I'm even more convinced about that now that I've seen what Honda are doing."

Richards is achieving a lot for BAR, but there's one element of the team that he can do nothing about: Jacques Villeneuve, the '97 world champion, who has been at BAR since the team's inception in '99. He is renowned for playing mind games with his team-mates (just ask Heinz-Harald Frentzen or Ricardo Zonta) and he is contractually bound to have use of the spare car at every race in '03. "It's in Jacques' existing contract, but Jenson knows the score," says Richards.

Jacques is a formidable foe - very strong in race trim - but Jenson has to overcome JV if people are to continue to think of him as a future world champion. By the same token, JV must beat JB if he is to have an F1 future beyond '03. Villeneuve is a man who can no longer live on past glories and - this being the last year of his BAR contract and his manager Craig Pollock now being out of BAR's executive loop - Jacques' future is far from certain (see separate feature, page 46).

Undoubtedly, it will make the intra-team rivalry at BAR one of the biggest talking points of '03. "I know Jacques quite well," says Jenson. "We see each other around and about in Monaco, and I like him. What is important is that we work together, for

the good of the team. Only once we've got the car where we want it should we start fighting one another." But fight they must.

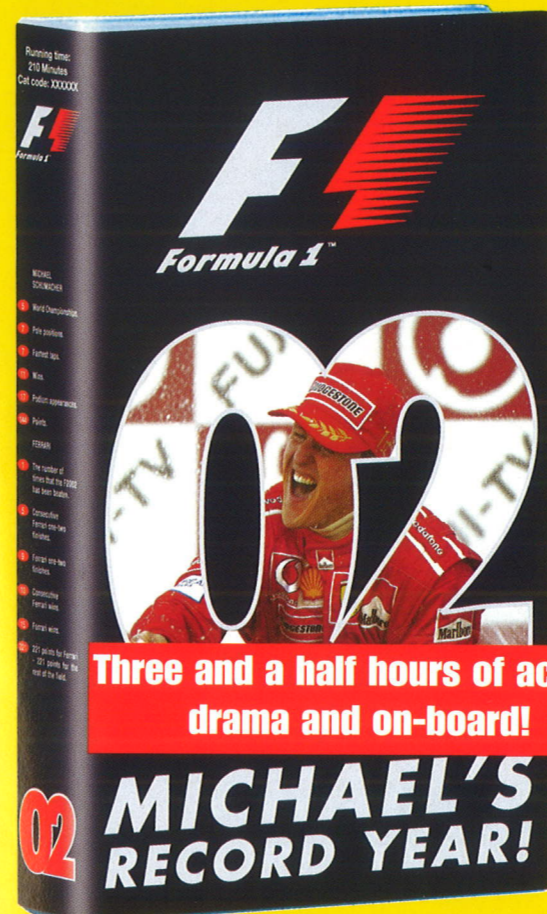
Publicly, Jenson has to toe the company line - but, privately, he knows that JV holds all the cards because of his long service at BAR. Button needs to curry favour from as many 'spheres' as possible within the team, in order to level the playing field. That's why he is at Tochigi and that's why he is continuing to make regular visits to the BAR factory over the winter - he even attended a Japanese etiquette class on one occasion, I'm told.

Jenson needs the letters 'JB', not 'JV', to be on everyone's lips at BAR. The two are pronounced in such a way as to be indistinguishable in Japanese - so, in theory, the guys at Honda shouldn't mind which man gets the better results!

In practice, however, that won't be the case. I saw the smiles on their faces when Jenson was on the oval; I saw the welcome they gave him in the design room; and it is a matter of record that in '01 and '02 it was the hard-working and good-natured Panis, rather than his more vaunted stablemate, whom the team learned to love.

Jenson Button is already big in Japan. Next step: the world. 1

THE OFFICIAL REVIEW OF THE 2002 FIA FORMULA 1 WORLD CHAMPIONSHIP ON VIDEO NOW!



Three and a half hours of action, drama and on-board!

MICHAEL'S RECORD YEAR!

Relive the highlights of another brilliant Formula One season with this power-packed official review! 'Michael's Record Year' is the definitive account of a great championship with the best action from hundreds of hours of coverage condensed into one video.

- Watch all the drama unfold through stunning camera angles and digital footage previously only available on pay-per-view TV.
- Follow the drivers behind the scenes, witness the controversies and get closer to the action with superb on-board cameras.
- Listen as strategies are unveiled via Team Radio and bask in the glory of the winners as another enthralling season is packed into 210 minutes to tell the full story of 2002!

VHS doesn't come much bigger or better than this. Make sure you don't miss out by ordering today...

VHS £16.99 210mins No.DM3702



Buy F1 2002 Review and purchase any of these F1 videos for just £9.99!

The official review library of VHS titles recording, year by year, the high speed duels and racing thrills with the world's best drivers. Each title has the very best championship action from every round, driver interviews, on-board cameras and, from 1999 on, a stereo soundtrack. The essential collection!

Each title below is on offer at £9.99 when purchased with F1 2002 VHS

- F1 2001 What A Class Act VHS WAS £15.99 215mins No.3701
- F1 2000 They've Done It At Last VHS WAS £14.99 130mins No.3700
- F1 1999 The Champion On The Track VHS WAS £14.99 130mins No.3499
- F1 1992 9/16 Well Done Nigel VHS WAS £14.99 90mins No.PEG1014 [O]
- F1 1991 Nearly Mansell VHS WAS £14.99 162mins No.3491

- F1 1986 All Over Down Under VHS WAS £14.99 120mins No.3460
- F1 1985 Deservedly Prost VHS WAS £14.99 106mins No.3087
- F1 1984 Two Till The End VHS WAS £14.99 90mins No.3065
- F1 1983 Review VHS WAS £14.99 108mins No.3043
- F1 1982 Review VHS WAS £14.99 90mins No.3500
- F1 1981 Review Start To Finish VHS WAS £14.99 86mins No.3154

F1 2002 AVAILABLE FROM LEADING STORES

OR BY MAIL ORDER TEL: 01624 640000 FAX: 01624 640001 NET: dukevideo.com
POST: DUKE VIDEO, PO BOX 46, DOUGLAS, ISLE OF MAN, IM99 1DD, BRITISH ISLES
EMAIL: mail@dukevideo.com QUOTE 6518 WITH ORDER. CHEQUES PAYABLE TO DUKE.
WE ACCEPT VISA / EUROCARD / MASTERCARD / AMERICAN EXPRESS OR CONNECT.
CARDS WILL NOT BE CHARGED UNTIL DESPATCH.

POSTAGE & PACKING: BRITISH ISLES: 1 ITEM £2.00 2 OR MORE £3.00
GUARANTEE: IF NOT 100% SATISFIED WE WILL REPLACE OR REFUND WITHIN 30 DAYS OF PURCHASE.
THIS IS IN ADDITION TO YOUR STATUTORY RIGHTS DELIVERY: 7 - 28 DAYS.

FREE POWERSPORT CATALOGUE!
AUTOSPORT INTERNATIONAL STAND No.9520



01624 640000 dukevideo.com

The (tech) buck stops here

Is Geoff Willis, British American Racing's new(ish) technical director, under pressure? Oh yes. Tons of it. Jacques Villeneuve and Jenson Button will only be as good as his 2003 car, the BAR 005, allows them to be. Has he delivered? Time will tell. He talks a good race, though...

Interview by Matt Bishop

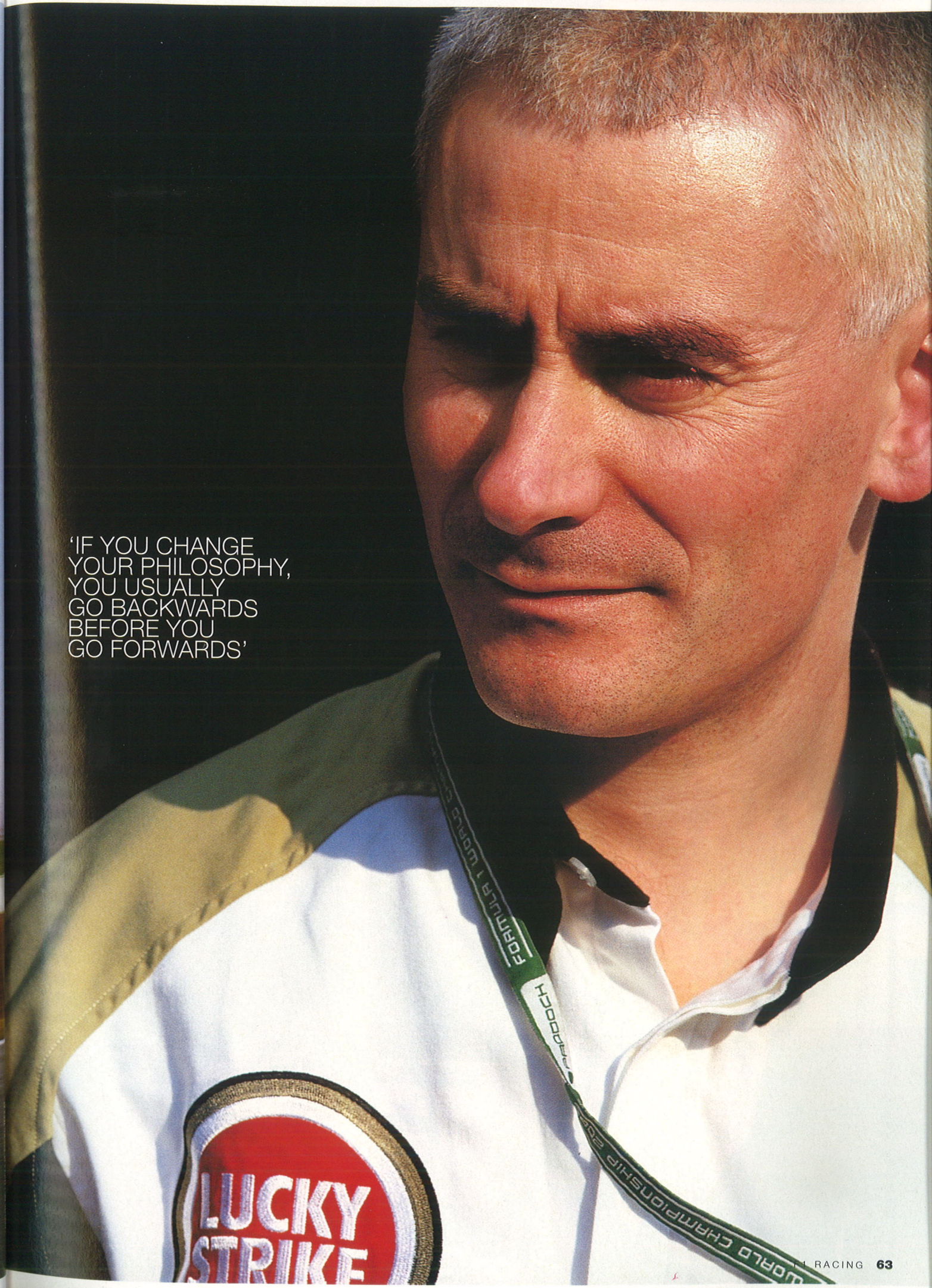
Matt Bishop: What is the overall philosophy behind BAR 005?
Geoff Willis: I can't tell you much yet, but look carefully and you'll see vestiges of other cars; that's because a number of its creators, including me, spent many years working for other teams. But,

though I spent so long [1991-01] at Williams, it isn't a Williams copy – and nor is it a Ferrari copy or a McLaren copy. Rather, we systematically identified the areas in which our '02 car was weak and made a priority list of what we wanted to achieve. And the result is a BAR with a new flavour.
MB: Twelve months ago everyone was talking about 'twin keels' – or 'bilge keels' as Formula 1's very own amateur yachtsman Patrick Head [Williams technical director] allegedly refers to them! And yet Ferrari managed to win almost everything last year with a conventional layout. Where do you stand on twin keels now?

GW: Well, I got a bit of stick last year for not making the [Williams] FW24 a twin-keel car.
MB: Most of it from Patrick!
GW: Well, yes. But one of the problems with the aero development of F1 cars is that if you change your philosophy and adopt a new development concept, you usually go backwards in terms of performance before you start going forwards again. Inevitably, there are many potential solutions through which you might get to the stage of going forwards again – and, given time and effort, you'll eventually find the right one. But, in order to do that, you might well have to evaluate quite a few other solutions, and ►

Willis (opposite) brings a decade of Formula 1 aero experience with him to BAR – and he says that the 005 will look nothing like 004 (main)

'IF YOU CHANGE YOUR PHILOSOPHY, YOU USUALLY GO BACKWARDS BEFORE YOU GO FORWARDS'



THE BAR MEN

'THE BAR 005 LOOKS LIKE WHAT A WILLIAMS WOULD HAVE LOOKED LIKE IF I'D HAD ENOUGH TIME'

that process might involve months of wind tunnel time and a lot of heartache.

So whenever you consider going down a radical design route, which is what the twin keel was and possibly still is, then the question you have to ask up front is: if we carry on with our existing concept, and develop it sensibly, might we not be further ahead than if we take a time-consuming punt into the unknown?

Okay, it's fairly obvious that some of the people who've gone down the twin-keel route [McLaren, Sauber etc] have found it locally optimum for them. Even so, I don't believe it's a truly significant step. It has certain aerodynamic advantages, but it has disadvantages, too. Moreover, a twin-keel layout demands other compromises. It has structural disadvantages, for example. I would suspect that Ferrari, say, didn't give any truly serious consideration to adopting a twin-keel layout for their '03 car. I'm just as sure that a number of other teams – like us, for one – looked at it and decided not

Willis isn't as hands-on as he was at Williams; these days he has to run the whole show (below) – a mega-stressful job

to go with it. I reckon the most successful cars in '03 won't have twin keels.

MB: One of the interesting details about the '02 Ferrari – and the '02 Renault, too – is the one-piece diamond-shaped front wishbone assembly. And, of course, you can't do that with a twin-keel layout.

GW: That's right; you can't.

MB: Moving away from the car per se, this is your first technical directorship. How are you getting used to being the guy on whose desk the technical buck stops?

GW: It's quite different. I've had much less aerodynamic input than I used to at Williams – which is understandable, since my role there was more or less exclusively aero-based. So what I've been doing a lot of at BAR, aero-wise, is trying to get our aerodynamicists to understand where we should be looking; how we should be evaluating one design idea against another; and what the fundamental concepts – not in terms of shape, but in terms of characteristics – should be.

In broader terms, having had the time to stand back from being at Williams has been quite useful. I've thought about the whole design process a lot more deeply and realised that I'd been wanting to change direction in certain areas for some time. And, with the BAR 005, we've done that – which is why I said it doesn't look like a Williams. It looks like what a Williams would have looked like if I'd had enough time to step away from the day-to-day process long enough to take a broader view of the thing. And that's got to be good.

Aside from aerodynamics, I've been much more involved in the structural and mechanical layout of the car. I've got involved in things I've only ever been peripherally involved in before, which is very

interesting and challenging because I'm now in a position where I have to make judgement calls between what can often be conflicting expert opinions. I'm not a particularly skilled mechanical engineer or structural engineer or suspension designer – I admit that. But I've worked with some of the best, and I'm really enjoying trying to pull all those threads together.

MB: Is that from a managerial point of view – or, more specifically, because you relish it as a technical assignment?

GW: Well, both. I'd say I enjoy it from a technical/managerial point of view, if that's not too much of a cop-out! When you take on this type of position, you inevitably end up with more managerial tasks – man management, in effect, which can be interesting, entertaining and rewarding... or, sometimes, a bit of a chore. But looking at the overall design package and pulling together the considerable talents of our design teams, well, I'd say it's a fascinating job description.

MB: Who are your key lieutenants?

GW: We're organised in groups that reflect the various aspects of the car. We've got two chief engineers, and they run everything in their area – from initial designs, through R&D, project planning, manufacturing direction, financial responsibility and so on. That's Gary Savage, chief engineer for composites, and Joerg Zander – a German who came to us from Toyota – who is in charge of overall mechanical systems such as suspension, gearbox and hydraulics. I should add Jason Rees, on electronics and electrical systems, and of course James Robinson, who takes care of race engineering, which includes some of the vehicle dynamics as well as race support tools, software tools and analysis tools. ▶

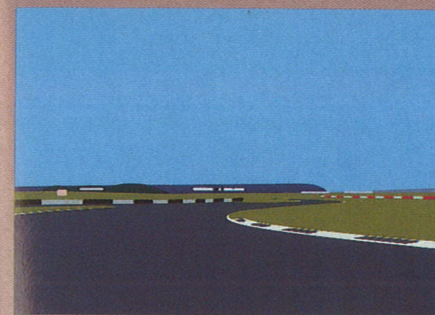


COMPETITION

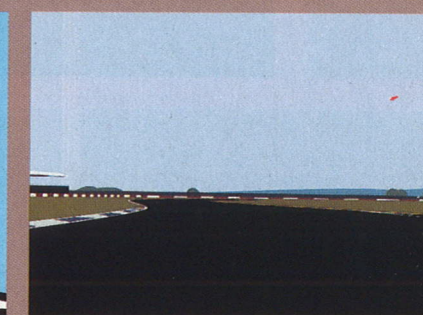
WIN!

A limited edition Jacques Villeneuve portrait produced by Julian Opie worth £1,410

Julian Opie is globally respected as one of Britain's leading contemporary artists. His work has been exhibited in London's Tate Gallery and the Museum of Modern Art, New York, as well as other great venues all over the world. He is also well known for his popular art, notably the *Best of Blur* album cover



Imagine you are driving (fast)/ Jacques



Imagine you are driving (fast)/ Jacques/helmet



QUESTION: Which album cover is Julian Opie famed for?
TIE-BREAKER (in 25 words or less): I like Jacques Villeneuve because...

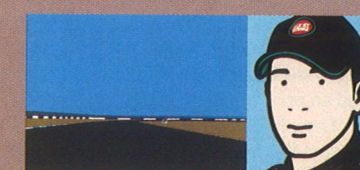
PLEASE SEND YOUR ANSWERS ON A POSTCARD TO:
OPIE COMPETITION, F1 RACING, 60 WALDEGRAVE ROAD, TEDDINGTON, MIDDLESEX, TW11 8LG UK
CLOSING DATE: February 6 2003 – SEE BELOW FOR TERMS AND CONDITIONS

SPECIAL OFFER: LIMITED EDITION PRINTS
'Imagine you are driving (fast)'

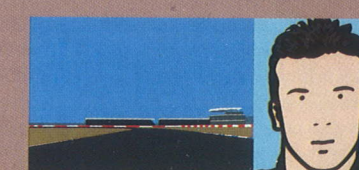
A series of six images to buy by Julian Opie based on his Lucky Strike BAR Honda 2002 Tribe Art Commission



Imagine you are driving (fast)/ Jacques



Imagine you are driving (fast)/ Rio



Imagine you are driving (fast)/ Olivier



Imagine you are driving (fast)/ Jacques/helmet



Imagine you are driving (fast)/ Rio/helmet



Imagine you are driving (fast)/ Olivier/helmet

JULIAN WAS INTRODUCED TO THE WORLD OF MOTORSPORT WHEN LUCKY STRIKE BAR HONDA ASKED HIM TO PRODUCE PICTURES OF THEIR DRIVERS AND SILVERSTONE RACE TRACK. FOLLOWING A SUCCESSFUL EXHIBITION IN LONDON AND TOKYO, WHICH MOVES SHORTLY TO MILAN, A SIGNED LIMITED EDITION OF EACH IMAGE HAS BEEN PRODUCED. THIS IS YOUR OPPORTUNITY TO PURCHASE THESE RARE AND BEAUTIFUL IMAGES

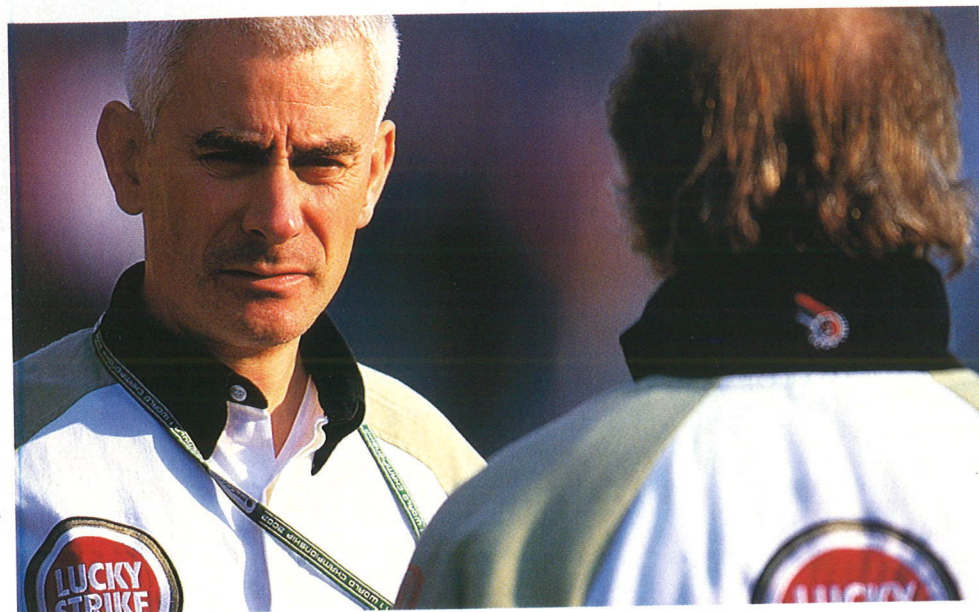
MEASURING 56x120cm, JUST 50 SETS OF EACH EDITION HAVE BEEN PRODUCED, ALL OF THEM SIGNED BY JULIAN OPIE HIMSELF. EACH IMAGE COSTS £1,410 UNFRAMED AND £1,680 FRAMED

TO ORDER OR FOR FURTHER DETAILS CONTACT DAVID ROBERTS AT: ALAN CRISTEA GALLERY
31 CORK STREET, LONDON W1S 3NU UK; TEL: 020 7439 1866; FAX: 020 7734 1549; EMAIL: info@alancristea.com

Terms and conditions: This competition is open to UK residents only. The prize winner will be randomly chosen from all the correct entries received by February 6 2003. No entries will be accepted from employees (or their families) of Haymarket Publishing and any other companies associated with this promotion. The judge's decision is final and no correspondence will be entered into. There is no alternative cash prize and the prize is non-transferable. The competition organisers reserve the right to supply a prize of similar value or specification if the named prize is unavailable. We may use your contact details to inform you about other offers and reputable companies whose products may interest you

THE BAR MEN

'LETTING GO IS DIFFICULT, BUT VERY IMPORTANT. YOU JUST HAVE TO GIVE PEOPLE ENOUGH SPACE'



> Geoff Willis: CV

Born: December 23 1959, Southampton, England
'82 BA Hons Cambridge
'82-7 Researcher, British Maritime Technology. Continues studying part-time
'85 Finishes MA, Cambridge
'86 PhD (engineering science), Exeter
'87-90 Blue Arrow America's Cup (hull and keel design)
'90 CFD engineer, Leyton House Formula 1
'91 CFD engineer, Williams Grand Prix Engineering
'97 Chief aerodynamicist, Williams GP Engineering
'02 Technical director, BAR

LORENZO BELLANCA/LAT. CLIVE ROSE/LAT

MB: Now that aero is so super-important in F1 design, would you agree that, to be a top technical director, you need to have been a senior aerodynamicist beforehand?
GW: That's a difficult question – because, in terms of their academic careers, aerodynamicists tend to specialise in aerodynamics very early. As a result, they don't tend to gain broad-brush engineering skills. So sometimes they can get out of their depth in broader-picture discussions. But if you've been involved with people who've had lots of specific technical engineering experience, you begin to get a very good appreciation of what the important parameters are. And then, as technical director, you get yourself into a position where you're not specifically expert in all fields – but, if you're listening to your individual experts, and they're arguing and presenting their cases properly, and you've set up the correct working conditions and training to enable them to do that, then as long as you've got enough understanding of the overall picture to adjudicate, you should automatically be making the right calls.
More specifically, aerodynamic performance is such a big percentage of what a design team can control in terms of improving a car's performance – because,

obviously, there's not much a design team can do about tyres, drivers, engines etc – that, inevitably, a chief aerodynamicist does tend to end up controlling a lot of the layout of the whole car. For instance, at Williams, I wouldn't really get involved in mechanical stuff like suspension kinematics, roll centres, caster angles and so on... but I *would* be saying stuff like, "The wheelbase needs to be like *this*" or "I want the fuel line like *this*" or "I want the fuel tank no higher than *this*." And I think it's pretty accepted in most teams that that's the way of things these days, and as a result a lot of fundamental concepts are laid out by aerodynamicists.
MB: Okay, but that was Williams. At BAR, as technical director, you've presumably had to delegate a lot of the aero work. How have you coped with being less hands-on?
GW: Well, letting go is difficult – but very important. Many, many people in all sorts of businesses suffer from not being able to delegate – not being able to let go. But you must. You just *have* to give people enough space, enough authority, to make their own decisions. Having said that, if you come into an organisation that's clearly not going in the right direction – as was at least partially the case when I arrived at BAR – then you do have to start off by being fairly dogmatic

and saying things like, "We're going for this type of layout *because I say so*." And if people question that, then you sometimes have to say, "Look, I'm simply not going to get into a discussion about it, okay?"
And what you're hoping is that, after they've got used to you and seen that hopefully you know what you're talking about, they'll understand – and since I arrived at BAR we've actually changed the entire culture of the design and engineering process. And I think the people at BAR – including, certainly, the aerodynamicists – are intelligent, able people. As a result, they've responded very well and are very happy with the new way we do things.
MB: How does BAR's wind tunnel rate against what you've been used to?
GW: It's probably not the technology I'd choose, given a blank sheet of paper. It's a 50 per cent model, which is fine, but it's what's called an 'open jet form tunnel', which is probably not ideal. It does have the ability to do certain things more easily than a more conventional tunnel, however. So, overall, for me, the jury's still out. I don't think the tunnel is a significant problem – but I'm, er, wary of it. Still, maybe that's a healthy thing; I think you should always be wary of your wind tunnel! **1**

When Willis (above left, with David Richards) arrived at BAR, he was scathing about many aspects of 004 (above right), describing them as "frankly awful"

AUTOSPORT



BE FIRST WITH THE MOTORSPORT HEADLINES ON YOUR MOBILE PHONE

AUTOSPORT brings you an all-new motorsport news service delivered direct to your mobile phone, keeping you in touch with the latest developments wherever you are worldwide*.

Register in 3 easy steps

STEP 1

Choose a service code

- 111 Formula 1 News
- 222 World Rally News
- 333 General Motorsport News

STEP 2

Type **ASPT NEWS** then your service code and then the word **ON**
example message: **ASPT NEWS 333 ON**

STEP 3

Send this message to **80088**

AUTOSPORT will carefully select the most pressing, breaking stories plus race results and send them directly to your phone. (On average you can expect to receive around 4 messages a week.)

Each message you receive will cost 25p (inc.VAT). There is no contract to sign and no minimum term. You can unsubscribe at any point by sending the words **ASPT NEWS** your service code and then **OFF** to 80088. Please remember to include a space between each word in your message.

To also receive **FREE** promotional messages containing latest news and great offers from Haymarket Publishing send a message with the one word **ASUPDATE** to 88088. To opt out at any time from receiving these **FREE** messages send the word **ASUPDATEOFF** to 88088.

*This service is only open to residents of the UK with a mobile phone on either O2, Vodafone or Orange networks. If you experience difficulties with this service or have any comments please email Haymarket@broadssystem.com. To receive messages overseas you must have roving permission from your network and your phone must be compatible with local networks.

HEAD OF FORMULA 1: HONDA R&D

Takeo Kiuchi

On supplying engines exclusively to BAR, and beating McLaren and Williams

What are your hopes for 2003?

I hope that we can achieve our first win with British American Racing. At the very least, I hope that we're in the top three teams of the year, which means that – realistically – we must try to beat either McLaren or Williams this year.

Can you tell us about the new engine?

It's completely new and we believe that it's very strong. We've narrowed the V-angle to 90 degrees because we found that there were some disadvantages to its being wider, such as extra vibration.

Will the engine be a world-beater?

In my opinion, there are three factors that determine the performance of an engine. The first is power, the second is weight and the third is reliability. By the end of the '02 season our engine was up there on the performance side, but it was still too heavy and not reliable enough. For the '03 season, I hope that we'll have achieved our goals in all three of these areas.

Your '03 engine didn't run on-track until January 8. Are you not even a little worried about reliability?

Not at all, because the engine has been running on the dyno since before the Japanese Grand Prix in October. We've tested it a lot in the factory in Japan, just not in the back of a hybrid test car. We've done enough.

Do you think that being based in Japan is a disadvantage for Honda?

Possibly, to some extent, and we *could* do what Toyota have done by setting up in Europe and bringing in some European people to the programme. But we want this to be a Honda Research & Development project, using our Tochigi facility in Japan, so we'll keep it based in Japan.

Why did Honda choose to remain with BAR and not go with Jordan?

It wasn't performance-related. We like the new management structure at BAR under David Richards and they offered us better cooperation on the chassis side. We currently have 10 full-time engineers working on the BAR chassis in Brackley, which is important training for our people.

Why do Honda concern themselves with the chassis side?

Honda make road cars and it's good experience for our engineers to learn about that side of the business in the pressured environment of Formula 1. It also helps us with the installation of the engine in the car.

How much will having just one team help your engine programme?

When we had two teams [BAR and Jordan] we had to give each of them the same treatment, which meant that we had to delay the introduction of new parts until we had four engines ready. Now, we'll have to make just two engines, so we'll be able to introduce new steps quicker.

How long will Honda stand by BAR before looking to a bigger team?

I hope that we can have a long relationship with them. We have a long-term commitment in place – '03 and '04 are definite and we have options to continue with the programme in '05 and '06.

Which testing strategy will BAR-Honda follow in '03: limited or free?

After lots of discussion with our partners at BAR we've decided to test throughout the year [rather than on Fridays at race tracks]. While it's the more expensive option, it's better for development of the car and engine.

'BY THE END OF THE YEAR, THERE WILL BE NOTHING BETWEEN VILLENEUVE AND BUTTON – AND I DON'T KNOW WHO'LL BE THE QUICKER!'

How has Toyota's presence in F1 affected Honda's motivation?

It's good for us that they're in F1. We welcome their competition and hope that they benefit from our presence here, too.

How do you think Jacques Villeneuve and Jenson Button will get on in '03?

I hope they'll both be quick. But I think Jacques will be the quicker driver to begin with because he has more experience in F1. By the end of the year, I think there'll be nothing between them – and I don't know who'll be the quicker one!

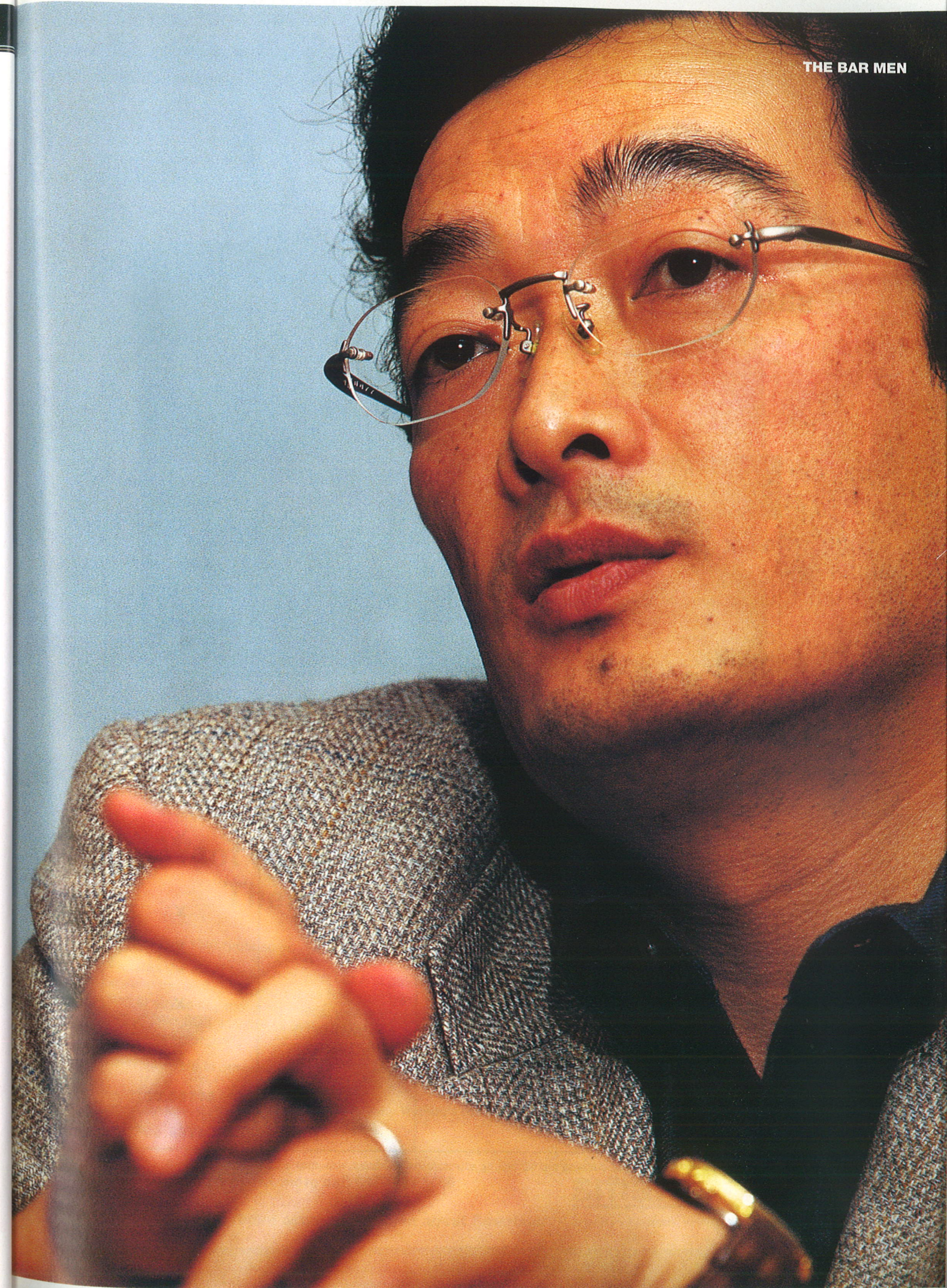
How important is Takuma Sato to Honda? Is he right to test for BAR?

We like Takuma a lot, but he's not dependent on us to stay in F1. He has a good future on his own and becoming BAR's test and reserve driver in '03 is a good thing for him because he can learn how to develop an F1 car. **i**



(Right) Jenson puts in the miles during testing. BAR-Honda have decided to test as often as they can (rather than limiting it in exchange for extra running on GP weekends)

OPPOSITE: GAVIN LAWRENCE/LAT; THIS PAGE: CLIVE ROSE/LAT





Smartnav. An innovative new satellite navigation system with intelligence.

With traffic solutions getting more and more extreme by the day, Smartnav presents us with the smarter solution.

It has enhanced features and benefits when compared with typical aftermarket products. See for yourself and make the smarter choice.

Smartnav is the next generation in satellite navigation	Smartnav	Typical After Market Satellite Navigation
Gets you from A to B	✓	✓
Provides you with turn by turn routing instructions, including road numbers	✓	✓
Calculates and updates your route in line with live, historic, forecast and incident based traffic information	✓	✗
Automatically updates with road layout changes and points of interest at no additional cost	✓	✗
Offers SOS Assistance in the event of a breakdown or emergency	✓	✗
Provides an operator based concierge service, helping to find nearest petrol station, car park, cash point and a whole selection of useful points of interest	✓	✗
Can book flowers, wine and champagne	✓	✗
All achieved through a simple independent hands-free operation	✓	✗
Supported by a fully interactive internet service	✓	✗
Car hi-jack safety feature	✓	✗
Unit price excluding installation	£499.00	£1400.00
Total cost over 4 years	£849.00**	£1760.00*

* Based on average RRP of current top 10 selling aftermarket products, assumes annual renewal of CD
 ** Based on 'Duration Tariff'



Give all drivers the knowledge of a London cabbie.

It takes no time at all. Simply remove the brain from a London cabbie, clone the 'knowledge' and insert it into your Smartnav. From there it's simple. Insert this 'taxi'...

Want to be a little more streetwise? There's a **smarter** solution.

Smartnav plans your route so you don't have to.

It calculates the exact location of your car and guides you around the traffic, helping you to find your own solution to day to day motoring chaos, with the added security of 24hr SOS assistance in the event of a breakdown or emergency.

Smartnav can help in other ways too:

everyone moving smoothly around the city they are in - just like a real taxi driver. Wouldn't that be great? we'd all love to be a London cabbie.

If you find yourself in unfamiliar surroundings, it can guide you to the nearest petrol station, restaurant, car park or hotel!

Together with its unique traffic avoidance system, its ability to get you to your destination and help to find local points of interest, Smartnav is the only satellite navigation system you will need.

To find out more call 0870 240 5000
 email info@smartnav.com visit www.smartnav.com
 or ask your local motor accessory retailer about Smartnav

smartnav[®]
 satellite navigation with intelligence
 by **Trafficmaster**[™]

The

most important people in Formula 1 history

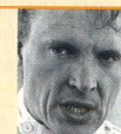
The important word here is 'important'. We're not talking about the fastest, the richest or even the most successful people in F1 history... but those who changed things, made things happen, *made a difference*. Our 32-man jury is itself a glittering one, consisting of drivers, ex-drivers, engineers, team principals... and a few well-connected hacks. Our oldest juror (Mr Walker) is 78; our youngest (Mr Davidson) is 23. Here, then, are the results, in reverse order...

Photographs by Darren Heath, LAT Archive and Allsport

But first... the jury



Marc Gené
Age 28
Nationality Spanish
Status in F1
Driver



Dan Gurney
Age 71
Nationality American
Status in F1
Ex-driver



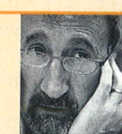
Alan Henry
Age 55
Nationality British
Status in F1
Journalist



Jean-Jacques His
Age 55
Nationality French
Status in F1
Engineer



Alan Jenkins
Age 55
Nationality British
Status in F1
Engineer



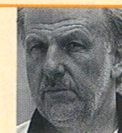
Eddie Jordan
Age 54
Nationality Irish
Status in F1
Team principal



Steve Matchett
Age 39
Nationality British
Status in F1
Journalist



Jo Ramirez
Age 61
Nationality Mexican
Status in F1
Ex-engineer



David Richards
Age 50
Nationality British
Status in F1
Team principal



Keke Rosberg
Age 54
Nationality Finnish
Status in F1
Ex-driver



Anthony Rowlinson
Age 33
Nationality British
Status in F1
Journalist



Stéphane Samson
Age 29
Nationality French
Status in F1
Journalist



Paul Stewart
Age 37
Nationality British
Status in F1
Ex-team principal



Patrick Tambay
Age 53
Nationality French
Status in F1
Ex-driver



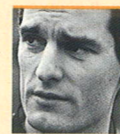
Mario Theissen
Age 50
Nationality German
Status in F1
Engineer



Jean Todt
Age 56
Nationality French
Status in F1
Team principal



Murray Walker
Age 78
Nationality British
Status in F1
TV commentator



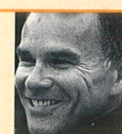
Mark Webber
Age 26
Nationality Australian
Status in F1
Driver



Frank Williams
Age 60
Nationality British
Status in F1
Team principal



Stewart Williams
Age 38
Nationality British
Status in F1
Journalist



Peter Windsor
Age 50
Nationality British
Status in F1
Journalist



Alex Wurz
Age 28
Nationality Austrian
Status in F1
Driver ▶



James Allen
Age 36
Nationality British
Status in F1
TV commentator



Ove Andersson
Age 65
Nationality Swedish
Status in F1
Team principal



Matt Bishop
Age 40
Nationality British
Status in F1
Journalist



Flavio Briatore
Age 52
Nationality Italian
Status in F1
Team principal



Bernard Cahier
Age 75
Nationality French
Status in F1
Photographer



Tom Clarkson
Age 27
Nationality British
Status in F1
Journalist



Stuart Codling
Age 30
Nationality British
Status in F1
Journalist



Jabby Crombac
Age 73
Nationality Swiss
Status in F1
Journalist



Anthony Davidson
Age 23
Nationality British
Status in F1
Driver



Giancarlo Fisichella
Age 30
Nationality Italian
Status in F1
Driver

=98 Louis Stanley (5pts)
The brother-in-law of BRM boss Sir Alfred Owen, he was a larger-than-life personality who helped direct the team. He made a huge contribution to safety by helping to establish the grand prix medical unit in the mid-1960s

=98 François Cevert (5pts)
Young, charming and quick, this Frenchman was Jackie Stewart's chosen successor and, you could say, a potential champion. A terrible accident at Watkins Glen changed all that. Cevert was Formula 1's James Dean

=95 Ekrem Sami (6pts)
Sami is the managing director of TAG McLaren Marketing Services, and revolutionised the treatment of sponsors: he handles business development, worldwide marketing and VIP hospitality

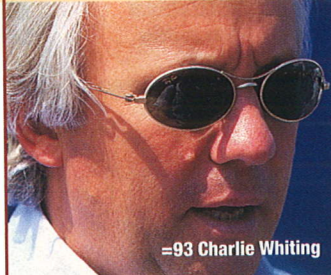


=98 François Cevert

=95 Prince Rainier (6pts)
He swears by Louis Chiron, the Monegasque driver, and claims not to like modern F1 values. Yet Prince Rainier of Monaco symbolises the poshest grand prix there is or has ever been

=95 Michele Alboreto (6pts)
Smooth and stylish on track, likeable and gentlemanly off it, Alboreto was a throwback to an earlier age. And the last Italian to get close to winning the drivers' championship in a Ferrari

=93 Charlie Whiting (7pts)
He's the man without whom a grand prix cannot run. Charlie is the official starter, safety delegate to the FIA (F1's governing body), and the head of the FIA's F1 technical department. Worth his weight in gold – maybe more



=93 Charlie Whiting

=88 Phil Hill (8pts)
He was America's first champion. That his team-mate Wolfgang von Trips was killed in Hill's title year ('61) tarnished his triumph. But Phil was a clever driver, very deserving of the championship

=88 Aleardo Buzzi (8pts)
Buzzi was a senior man at Philip Morris who worked with John Hogan, capitalising on Marlboro's F1 involvement. He was a very influential man, enthusiastic in all matters related to the sport

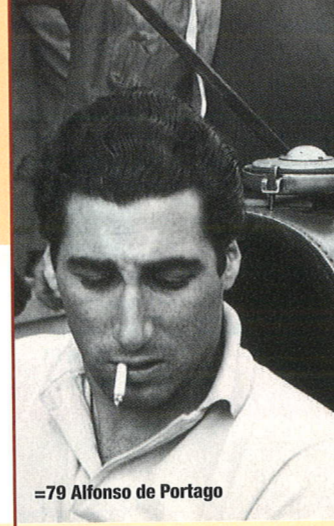
=88 Jean Alesi (8pts)
Noble driving, natural control... and consistent bad luck. Alesi's duel with Ayrton Senna at Pheonix in '90 will remain etched on all our memories. Sadly, he won only one grand prix... but he delighted millions of fans



=88 Jean Alesi

=83 Bob Dance (9pts)
Dance was an expert and experienced senior F1 mechanic who spent much of his working life with the Lotus team, though he did enjoy a mid-'70s interlude with Bernie Ecclestone's Brabham outfit

=83 Mal Currie (9pts)
Currie was a quietly effective man behind the scenes who helped organise the US GP at Watkins Glen from '61 to '80, helping make this fixture one of the most popular races on the world championship calendar



=79 Alfonso de Portago

The 10 most important F1 drivers

- 1 Ayrton Senna (558pts)
- 2 Jackie Stewart (495pts)
- 3 J-M Fangio (486pts)
- 4 M Schumacher (479pts)
- 5 Jim Clark (388pts)
- 6 Stirling Moss (299pts)
- 7 Jack Brabham (238pts)
- 8 Alain Prost (207pts)
- 9 Niki Lauda (115pts)
- 10 Alberto Ascari (103pts)

=93 Alf Francis (7pts)
Francis was a Polish expatriate jack-of-all-trades and one of F1's most highly regarded mechanics, working with Stirling Moss and Rob Walker until Moss's '62 career-ending accident

=88 Bernd Pischetsrieder (8pts)
'Big Bernd' was the man who urged the BMW board to re-enter F1 in '00 with Williams. Now in the top job at Volkswagen, he may – or may not – be tempted to do the same...

=88 Guy Ligier (8pts)
A small budget, plenty of passion and a family team ruled with an iron hand. A symbol of yesteryear – convivial, with the craftsman's touch – Ligier almost took the title with 'happy Jacques' Laffite

=83 Yoshio Nakamura (9pts)
He was a senior Honda engineer and a great Anglophile, who worked on the first Honda F1 programme. He also worked hard to make the company understand the demands of racing in Europe

=83 Jean-Jacques His (9pts)
His Renault innovations include gear distribution, V10 design, the return of pneumatic valves and turbo engines. His latest project is the 111-degree V10. He'll make it work some day

=83 Mike Hewland (9pts)
Hewland was a classic example of the old-school breed of versatile British racing engineer whose gearbox firm provided reliable transmission systems for F1 cars for a generation

=79 Alfred Owen (10pts)
He was a British industrialist whose family business nurtured the BRM F1 project during the '50s. Paternalistic and religious, Owen never attended races on a Sunday, but was a well-informed and committed enthusiast

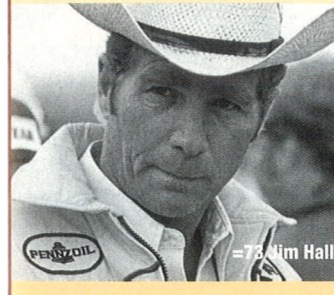
=79 Giulio Alfieri (10pts)
Giulio Alfieri was a brilliant and inspirational Maserati engineer who, throughout the '50s, worked wonders on sports- and GT cars in the era of the wonderful (and beautiful) front-engined 250F

=79 Alfonso de Portago (10pts)
A Spanish nobleman and multi-talented sportsman, De Portago's eventful lifestyle epitomised to the public what a racing playboy should be like – even though his F1 career at Ferrari was extremely short

=79 Paolo Martinelli (10pts)
Martinelli is a Ferrari faithful. He is an engine specialist who has been at Maranello since '78 and head of the F1 programme since '95. He found the power and reliability that the Scuderia were lacking

=73 Carlos Reutemann (12pts)
Lolé (as Argentina called him) carried the hopes of a nation whose tifosi had been enthused two decades before by the great Juan Manuel Fangio. A stupendously fast man, Reutemann was never champion

=73 Bernard Dudot (12pts)
Dudot, as technical director, was involved in F1 in the turbo years and is closely associated with Renault's several championships during their V10 adventure between '92 and '97



=73 Jim Hall

=73 Marco Piccinini (12pts)
Piccinini was Enzo Ferrari's *éminence grise* in the early '80s, an adept political operator who made up for lack of charisma with a sure and tactically adept feel. He is still on the Ferrari board

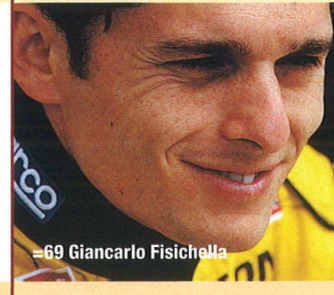
=73 Wally Hassan (12pts)
He was a Bentley racing mechanic for South African tycoon Wolf Barnato before becoming chief engineer at Coventry-Climax, responsible for a decade of F1 engines from the mid-'50s

=73 Jim Hall (12pts)
Hall inherited an oil fortune after his parents were killed in an air crash when he was a child. He made his name internationally with the aerofoiled Chaparral sportscars and a modest impact in F1 with a Lotus-BRM in '63

=73 Gustav Brunner (12pts)
Brunner is renowned for achieving a lot with very little for the likes of ATS, RAM, Zakspeed, Leyton House and Minardi. He is now at Toyota where resources are plentiful... and only *real* success will do

=69 Ron Tauranac (13pts)
Tauranac was a taciturn British-born engineer whose family emigrated to Australia when he was three. He was Brabham's technical brains during the '60s, when the team were at their best

=69 Leo Mehl (13pts)
The laconic driving force behind Goodyear's F1 involvement from the mid-'60s, Mehl played a big role in advancing the case for their staying in racing in the face of continued management scrutiny



=69 Giancarlo Fisichella

=69 Giancarlo Fisichella (13pts)
Undoubtedly, it was Fisichella's wondrous on-track fluidity of technique that won him votes. In terms of this listing, however, it is probably as Jordan's biggest (and most marketable) asset that he is most important

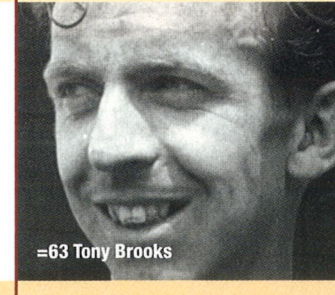
=69 Eric Broadley (13pts)
Broadley was founder, chairman and chief designer of Lola – named after the song, *Whatever Lola wants, Lola gets*. They had limited success in F1, but huge success in many other formulae

=66 Denis Jenkinson (14pts)
'Jenks' (of *MotorSport*) was one of the few F1 writers whose expertise allowed him to delve beneath the sport's surface. Marched to his own beat, and inspired a generation of racing hacks

=66 Luciano Benetton (14pts)
This Italian knitwear magnate brought his brand into F1, first as sponsor (with Tyrrell) then as team owner. He also gave us one of F1's most colourful characters: Flavio Briatore

=66 Gianni Agnelli (14pts)
The grandson of Fiat's founder, Agnelli brought Ferrari under Fiat's stewardship during one of the Scuderia's periodic downturns in form. He has been an energetic champion of the team ever since

65 Mike Hawthorn (15pts)
Along with the likes of Tony Brooks and Moss, Hawthorn was one of the stars who inspired British interest in F1 – and to him fell the honour of being the first British world champion



=63 Tony Brooks

=63 Nelson Piquet (16pts)
Emerson Fittipaldi spearheaded the Brazilian assault on F1; then, just as Emmo's career was on the wane, a new Brazilian megastar emerged to capture the public's imagination: Piquet

=63 Tony Brooks (16pts)
Britain may be the technological hub of F1, but it wasn't always that way. For many, the turning point was Brooks's win at Syracuse '55 in a Connaught – the first top-line win by a British car in 30 years. The rest is history

=59 Gian Carlo Minardi (17pts)
F1 minnows come and go, the speed of their undignified departure inversely proportional to their pace on track. Minardi's *équipe* have survived – with dignity – on the margins for two decades

=59 Rob Walker (17pts)
Walker, the quintessential English gent who ran the most successful private F1 team of all time (winning with Moss and Jo Siffert), was a competitive man who always remained civilised and charming

=59 Paddy McNally (17pts)
McNally is a former *Autosport* Formula 1 correspondent who joined Philip Morris's marketing and PR division and made a mint organising the Paddock Club alongside Bernie Ecclestone



=55 Ferry Porsche

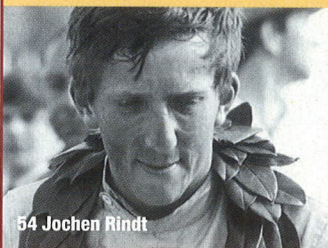
=59 Jürgen Hubbert (17pts)
Hubbert is a businessman: not the kind of guy who allows motorsport to become a costly project. He is heavily involved with the putative manufacturers' series, and so *may* end up running F1...

58 Vittorio Jano (18pts)
Jano was one of Enzo Ferrari's earliest colleagues. His efforts included the Lancia D50 F1 car of '54-55 and collaborating on the design of the 2.4-litre V6 engine which carried Mike Hawthorn to the '58 world title

=55 Ferry Porsche (19pts)
Ferry Porsche picked up the German-based sportscar baton after his father (the founder) died in '51. Their direct contribution to F1 was sadly brief in the early '60s, but they supplied turbo engines to McLaren in '83-87

=55 Geoffrey Kent (19pts)
Kent was the marketing whizz who got the most out of the Gold Leaf and John Player Special sponsorship of Lotus in the '70s. Like Marlboro's John Hogan, Kent was an imaginative and forward-thinking marketing ace in his day, and the black and gold-liveried JPS Lotuses which carried Fittipaldi to the '72 world championship (and, later, Mario Andretti to the '78 title) were very much his brainchild

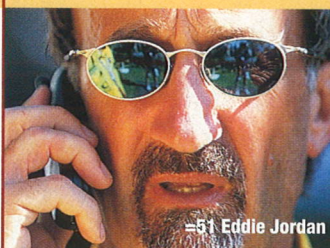
=55 Mike Costin (19pts)
Brother of Vanwall aerodynamicist Frank Costin, Mike was co-founder of Cosworth Engineering with Keith Duckworth. He was a key back-room boy who kept the infrastructure at the famous engine-building company operating smoothly and without drama. Very much one of F1's unsung heroes (who was also a dab hand behind the wheel of a racing car on an amateur basis)



54 Jochen Rindt

54 Jochen Rindt (20pts)
Rindt was dynamite – quick, confident and dramatic, the Gilles Villeneuve of his day (and he was managed by none other than Ecclestone). His position within the sport is, thankfully, unique: he remains the only person to have won the F1 drivers' championship posthumously. He won five races for Lotus in '70, then suffered a fatal accident at Monza with three grands prix still to run

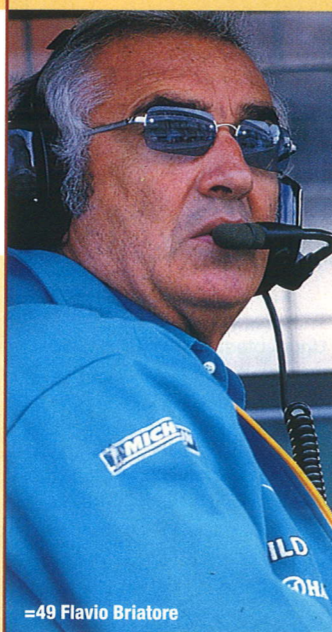
53 Tony Rudd (21pts)
Rudd was a versatile engineer who learned from Rolls-Royce, then worked for Prince Chula's White Mouse Equipe on Bira's ERAs... and later became the technical touchstone at BRM. He earns his place here due to the diversity and variety of his achievements, of which the BRM H16 engine was the most notorious... and the least successful



=51 Eddie Jordan

=49 John Surtees (23pts)
This former Norton and MV rider scooped seven bike-racing championships and then won the drivers' crown with Ferrari in '64 – only his fourth full season in F1. It was an extraordinary performance and means Surtees has a very special place in our list: he was a talented all-round driver and is still the only man ever to have won championships on two and four wheels

=49 Flavio Briatore (23pts)
This Italian first attended a GP in '89. At the time, he knew nothing of F1. But, a mere five years later, he was in charge of Benetton and carrying off his first title. Briatore has as many fingers as F1 has pies; in his time, he's been a 30 per cent shareholder in Benetton, an owner of Ligier, a Minardi shareholder, a driver manager and a senior director of Renault F1 UK



=49 Flavio Briatore

=46 Harvey Postlethwaite (29pts)
For the majority of his working life, Dr Harvey Postlethwaite eschewed convention. But it is his work for Tyrrell that is arguably the most memorable, for it was there that he pioneered the high-nose aero treatment that immediately and irrevocably altered F1 design orthodoxy. His last F1 car – a Honda test hack – was the first to feature a 'twin keel', a design still in vogue today



45 Dan Gurney

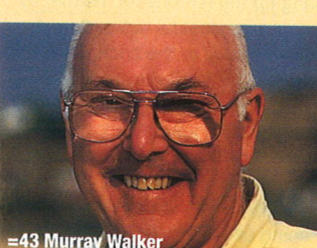
=46 Aurelio Lampredi (29pts)
Lampredi took charge of Ferrari's engine development department in '49 and staked his reputation on the idea that a 4.5-litre non-supercharged V12 would be the best solution in F1, capable of beating the eight-cylinder supercharged Alfa Romeos. Gonzalez's '51 British GP victory vindicated Lampredi's opinion, and he went on to work with distinction on Fiat's road cars

45 Dan Gurney (31pts)
Perhaps the driver whom Jim Clark feared the most in the '60s, Gurney deserved to win more than just four grands prix. He is best remembered for winning the '67 Belgian GP behind the wheel of his own car, the Eagle-Weslake. Sadly, the team pulled out of F1 in mid-'68 when the car proved too uncompetitive – but, crucially, Gurney's efforts had kept F1's flame alive in the USA

48 Rudolf Uhlenhaut (24pts)
A talented and innovative engineer, Uhlenhaut made his name at Mercedes in the '30s – when he not only made a great contribution to the technical side of the GP operation, but was also sufficiently talented a driver to be able to test and evaluate the cars quickly enough to help confirm the drivers' impressions. Post-war, he repeated the feat

=43 Murray Walker (36pts)
Murray (or 'Muzza') has become as synonymous with F1 as any driver or team owner in history. His commentaries, though not always devilishly accurate, were delivered with real panache and made the sport attractive to a wide audience. The affection with which Murray is generally held is reflected by the huge sales of his fine autobiography, *Unless I'm very much mistaken*. TV viewers still miss 'the Voice' today

=43 Nigel Mansell (36pts)
For a short while, when Mansell was at his prime in the early '90s, F1 was as popular in the UK as football – as shown by the *Sun's* campaign to "save our Nige" when he was let go by Williams. His sometimes argumentative nature meant that, despite 31 grand prix wins, he rarely got the credit he deserved. He was very talented, hugely brave... and stunningly quick



=43 Murray Walker

42 Mario Andretti (37pts)
Few drivers have ever had such a passion for motorsport. Mario could race anything well, from sprint cars to F1 cars. He started his first (US, '68) and last (Italy, '82) grands prix from pole, but had to wait until South Africa '71 to register his first GP victory. The championship duly came his way in '78 in the stunningly beautiful ground-effect Lotus 79

41 Mansour Ojeh (41pts)
Through Techniques d'Avant Garde, Ojeh bankrolled development of the Porsche turbo engine in the early '80s and then took a stake in McLaren. Ojeh and Ron Dennis reshaped McLaren into a dignified, visionary, aspirational and ultra-professional edifice – an example of corporate team-as-brand Darwinism that the rest of F1 simply had to follow

40 François Guiter (42pts)
Guiter was the man behind the wide-ranging and shrewd racing sponsorship programme initiated by the French Elf petroleum group, which not only funded the Tyrrell and Renault F1 teams but also ensured a steadily developing crop of young French drivers coming through into the upper echelons of the sport during the '80s. He was a popular and gregarious personality who really knew the racing business



38 Tony Vandervell

39 Rory Byrne (48pts)
This giga-gifted designer drew the best Ferrari of all time: the F2002. It was the keystone within the set-up which allowed Michael to rewrite F1 history. Yet before going down the Maranello road, Byrne had said his goodbyes to F1 and was setting up a diving school in Thailand. Fortunately, Ferrari lured him out of retirement; it could have been so different...

38 Tony Vandervell (52pts)
Britain's answer to Enzo Ferrari, Vandervell put his money where his mouth was to finance and build the sleek, aerodynamic Vanwalls which put Ferrari and Maserati to flight in '57 and '58. A self-made industrial magnate, Vandervell was the first British tycoon to dominate F1. A Churchillian figure, he lit the way for other British teams to follow his example in later decades

37 Emerson Fittipaldi (55pts)
His brace of championships ('72 and '74) were efficiently wrought affairs, but Fittipaldi will more likely go down in F1 history for having been a charismatic and inspirational precursor to an enduring and hugely successful dynasty of Brazilian aces – beginning with Piquet and continuing, via the incomparable Senna, to Rubens Barrichello and several other current 'boys from Brazil'. Truly, the first of his kind

36 Mauro Forghieri (66pts)
Mauro Forghieri was one of the key technical players at Ferrari between '60 and '83. His father, Reclus, had been a pattern maker at the pre-war Scuderia. A passionate and excitable man, Mauro contributed more than his fair share to the Ferrari legend as an all-round engineer who knew as much about engines as the chassis they were installed in



37 Emerson Fittipaldi

35 Jean Todt (71pts)
No-one believed in Todt when he turned up at Maranello in the summer of '93. Fresh from Peugeot, he took over Ferrari at a time of bitter political struggles and catastrophic technical gaps; but he pulled the Scuderia back on track. By bringing Schumacher, Byrne and Ross Brawn on board, he cobbled together one of the best F1 teams of all time

34 Alfred Neubauer (80pts)
This extraordinary, rotund former racer from the '20s virtually invented the role of team manager. He rose to prominence as manager of the all-conquering Mercedes team in the '30s, and repeated the task when they resumed racing in the mid-'50s. A shrewd self-publicist with a theatrical personality, Neubauer became synonymous with Mercedes' racing efforts and remained so long after retirement



33 Graham Hill

33 Graham Hill (82pts)
Hill was a charismatic 'Spitfire pilot' type who won the nation's hearts and popularised F1 in his home country, winning two world titles with British manufacturers. He fathered the '96 champion, held Lotus together after Clark's death in '68, won in Monaco five times, and – uniquely – won the Indy 500 and Le Mans. And he became an F1 manufacturer in '75. A genuine Boys' Own hero

32 Ross Brawn (88pts)
Brawn is the brain behind Schumacher's five world titles. He made Benetton a world championship force, and has done the same for Ferrari. But he is more than an engineer. He is masterful tactician, too – and, when combined with the driving talents of Schumi, he has pulled many races from under the feet of his rivals. Worth his (considerable) weight in gold ▶

The 10 most important F1 engineers

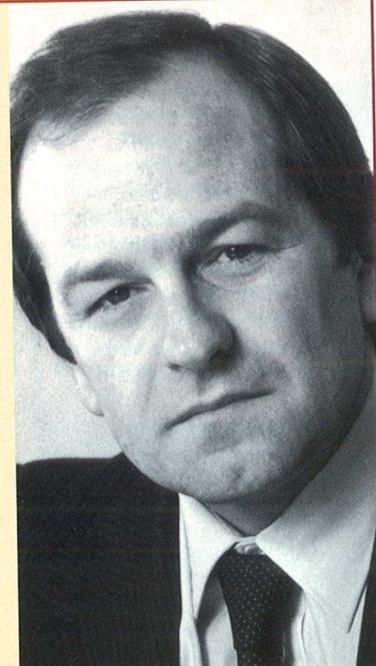
- 1 Colin Chapman (574pts)
- 2 Keith Duckworth (249pts)
- 3 John Cooper (214pts)
- 4 Patrick Head (204pts)
- 5 Adrian Newey (179pts)
- 6 John Barnard (165pts)
- 7 Gordon Murray (123pts)
- 8 Ross Brawn (88pts)
- 9 Mauro Forghieri (66pts)
- 10 Rory Byrne (48pts)

=30 Gilles Villeneuve (90pts)
Run an eye down Villeneuve's career stats – a bedrock of DNFs with a patina of podiums and wins – and you might, if you weren't there at the time, conclude that he came and went without leaving his mark upon the sport. Of course, you'd be wrong: Gilles was a megastar. Not just

in the sense of being superquick – though his commitment, verve and sheer abandon were breathtaking, no matter what he was driving (and, in F1, that meant an evil-handling Ferrari) – but in the sense that his driving had a ragged edge, an energy and an unpredictability that excited and intoxicated a generation of F1 fans. When he died, they – we – were devastated, and we will never forget. *That* is Gilles Villeneuve's importance

=30 John Hogan (90pts)
Hogan was a former Coca-Cola PR man from the early '70s who moved to Philip Morris, and then in effect wrote the F1 sponsorship guidebook over the next 20 years.

A very calm and unflustered Australian, Hogan ensured that Marlboro made the most of their F1 involvement in a manner which has set an example to all other sponsors in this increasingly high-profile sport. Hogan made the success of McLaren synonymous for a generation with Marlboro's distinctive red and white livery – a globally recognised logo that today evokes the record-breaking feats of Schumacher and Ferrari as much as it does America's favourite cigarette



29 Alberto Ascari (103pts)
Both admired and envied for his classical driving style and very close relationship with Signor

Ferrari, this brilliant Italian driver did not live long enough to achieve all that his enormous talent was capable of delivering.

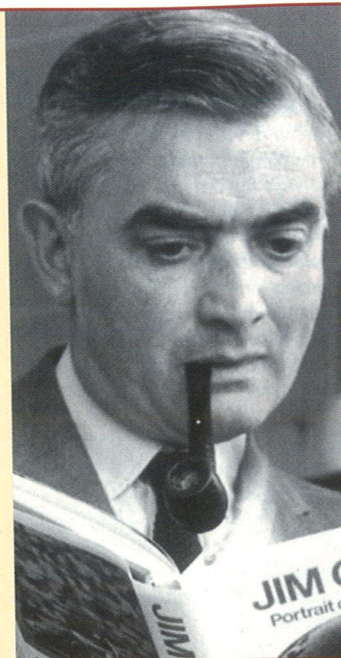
Now most often remembered as the man who won Ferrari's first world championship in '52, Ascari is regarded by many old timers as a man who eclipsed even Fangio in terms of sheer genius. Celebrated for what he *might* have achieved rather than for his relatively modest tally of two world titles, Ascari was killed at Monza in '55 in a banal testing accident.

Astonishingly, almost half a century after his death, he remains Italy's most recent F1 world champion

28 Walter Hayes (107pts)
Walter Hayes was the driving force behind Ford's emergence as a real F1 superpower during the '60s. A printer's son, Hayes was the man who fostered and nurtured the deal which eventually led to the all-conquering Cosworth DFV engine project.

Following (loosely) in his father's footsteps, he had become the editor of the now-defunct *Sunday Dispatch* at just 32. He left Fleet Street to join Ford in '62, starting a glittering career which ended with his retirement 27 years later – by which time he had become vice president of Ford of Europe.

He was an outstanding man with a very broad view of all the issues it was his task to deal with, whether in racing or in industry



27 Niki Lauda (115pts)
Alongside Luca Montezemolo in '75, Lauda ended the then-longest stint of unsuccess in Ferrari's history (the Scuderia had last won a championship in '64). Despite his horrendous (and very near fatal) accident at the Nürburgring in '76, he became champion again in '77. After an

unsuccessful period at Brabham (at that time run by Ecclestone), he hung up the famous red helmet to found a successful airline (Lauda Air), returning to the cockpit in '82, this time for McLaren, and winning a third drivers' title in '84.

Thereafter, Lauda's F1 exploits have been ill-starred. He worked as a consultant for Ferrari in the mid-'90s, then joined Jaguar Racing as CEO in '01. 'Nuff said

26 Soichiro Honda (118pts)
Honda's abiding philosophy that engineering must be the key to their success was something that their founder consistently imbued his colleagues with over a very long working life. Although primarily a car maker, he had the patience and foresight to allow Honda's F1 programme

to develop from its shaky mid-'60s start to a worthwhile and fruitful partnership with Williams, Lotus and McLaren two decades later.

By the early '90s, a Honda engine had become a more or less guaranteed passport to world championship success.

A passionate racing enthusiast, Honda allowed his engineers to 'play' in F1 so as to transport that expertise to the production line

25 Gordon Murray (123pts)
A precocious apprentice of Tauranac's at Brabham, Murray was appointed the team's chief designer by Ecclestone in '72. Grabbing his chance with both hands, he soon became one of the most radical engineers active in F1

during the '70s and '80s. Although a couple of his bolder innovations didn't pay off (such as surface cooling on the BT46) and another was adjudged too radical by the startled officials at Anderstorp in '78 (the notorious BT46B 'fan car', in which the cooling fan doubled up as an aerodynamic aid), Murray *always* pushed the envelope of what was technically possible

24 Luca Montezemolo (125pts)
The best-qualified and most effective of Signor Ferrari's lieutenants when F1's patriarch was alive, Montezemolo has also proved to be the most loyal keeper of the sacred flame after the death of the Old Man. Luca understood the business of F1 and the wider commitments

of the Fiat empire – so, by the time he was steered back into the hot seat at Maranello in '92, he was very clearly the best-equipped candidate to carry out what all too often seemed a thankless (impossible, even) task.

Since then, Montezemolo has revitalised the company, both on road and on track, and continues to show an ultra-deft touch when it comes to keeping the magic alive

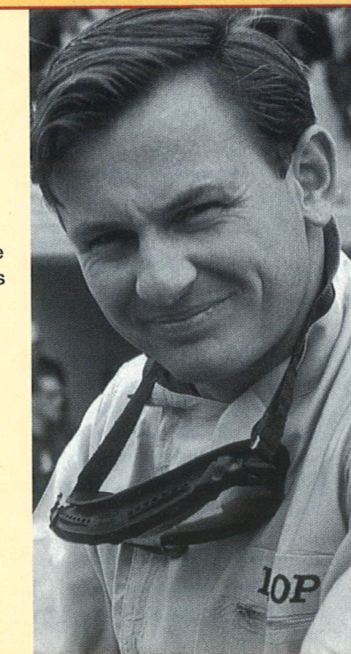
23 Jean-Marie Balestre (134pts)
Reasserting the influence and authority of motor racing's governing body – his beloved FISA – became an all-consuming crusade for the highly political Jean-Marie Balestre throughout the '80s. From an F1 standpoint, J-MB's rise to power would become a

matter of even more significance, leading to a head-on collision between FISA and F1CA (later FOCA), whose formidable president (Ecclestone) had been largely responsible for transforming the F1 business into a multi-media international sport. Energetic and dramatically confident, Balestre rewrote the rules of the game by transforming FISA into an ultra-authoritarian organisation

22 Bruce McLaren (151pts)
Bruce's legacy is perpetuated by the front-rank F1 team which continues to carry his name more than 30 years after his death while testing one of his Can-Am sportscars at Goodwood.

McLaren was regarded as a fine (if not world-beating) driver, but his importance in the sport comes from his talent as a practical technician and development engineer who could also deliver out on the circuit.

He brought a peculiar Kiwi blend of commitment and resourcefulness to the F1 game, even though he headed his own company for no more than five years. Popular and gregarious, he founded a legend that lives on, under Ron Dennis's stewardship

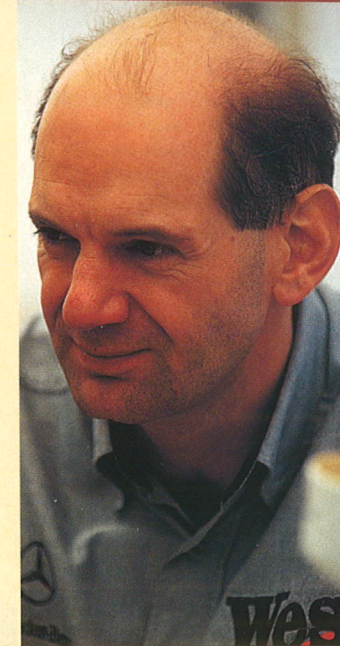


21 John Barnard (165pts)
There are many seriously brainy engineers on this list, but few have had as significant an effect on F1 during the past two decades as John Barnard. His reputation as a supreme innovator was founded on two fundamental revolutions: at McLaren in '81 he designed

the first racing car to have an all-composite monocoque (the neat and beautiful MP4). Within a couple of seasons it had become unthinkable for a top team *not* to have adopted this manufacturing technique.

Revolution number two was the brilliant (though, at first, widely derided) tech-gadgets he pushed so hard for, at Ferrari, in the late '80s: the semi-automatic gearbox

20 Adrian Newey (179pts)
In the early years of his motorsport career, Newey combined the roles of designer and race engineer to great effect while working for March on their IndyCar and sportscar programmes. But it is as an aerodynamics expert that he is now best known and will be remembered: after sculpting a succession of sleek but only sporadically competitive F1 cars for March/Leyton House, he moved to Williams and, with Patrick Head, designed the world championship-winning FW14. Even today, as McLaren's technical director (rather than chief designer), 'his' cars all bear the unmistakable Newey stamp: a flowing, intricately resolved aero 'look'. Truly, the F1 techno-genius of our times



19 Patrick Head (204pts)
Head made his sky-high reputation not on rushing innovations into production but on ultra-precise, super-methodical, mega-scientific engineering principles; so, while the cars built under his technical direction have not always been the first to model new concepts, they have almost

always been the first to make them work properly. Patrick's results speak for themselves: Williams have been among the top three teams for over 20 years, and many other teams' top engineering chaps – Newey, Brawn, Neil Oatley and Geoff Willis, to name but four – built their own reputations under the endearingly gruff stewardship of this energetic old-school boffin

18 Sid Watkins (206pts)
A passionate racing enthusiast and one of the world's top neuro-surgeons, 'the Prof' is one of the sport's truly great personalities, balancing gravitas and irreverence in equal measure. Unimpressed by stardom, Watkins has worked tirelessly over 25 years to ensure

that medical facilities across the F1 world have evolved to uniformly high standards. A great friend to many top drivers over the years, Watkins is one of the very few individuals to whom Ecclestone will occasionally defer.

Now well into his 70s, 'the Prof' continues in his crucial 'safety guru' role out of sheer enthusiasm and passion for the job. A legend

17 Alain Prost (207pts)
This cultivated Frenchman, gifted with incredible touch behind the wheel and very clear views on the way racing should be conducted, always put reason before passion. And it is this area in which he revolutionised the qualities required of an F1 driver. Some people accused him of

having an over-parochial approach and a permanently surly expression; but, say what you like, he was still the first driver after Fangio to win four world championships.

He also notched up a cool 51 grand prix wins and was only overtaken by Schumacher in '02. He would doubtless have appeared even higher on this list had his 'brand' not been ruined by a thing called Prost Grand Prix... ▶

The 10 most important currently in F1

- 1 Bernie Ecclestone (700pts)
- 2 Jackie Stewart (495pts)
- 3 M Schumacher (479pts)
- 4 Frank Williams (413pts)
- 5 Max Mosley (362pts)
- 6 Ron Dennis (335pts)
- 7 Sid Watkins (206pts)
- 8 Patrick Head (204pts)
- 9 Adrian Newey (179pts)
- 10 L Montezemolo (125pts)

16 John Cooper (214pts)



Cooper was the bedrock driving force behind a generation of 500cc Formula 3 cars which laid the foundation for a double F1 world championship success for the team carrying his name at the turn of the '60s. Cooper's brand of mechanical initiative was combined with a

highly innovative and ambitiously expansive persona which was always straining at the harness of his father Charles' irritatingly (in the eyes of the boy John, at least) penny-pinching ways.

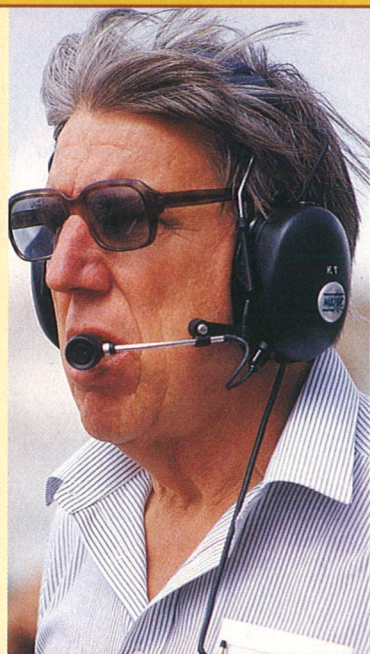
Cooper pioneered the central- or mid-engined design concept – which, at a (master)stroke, made obsolete most of his late-'50s rivals. Even Ferrari had to follow suit – albeit reluctantly – in the end

15 Ken Tyrrell (230pts)

The legend of 'Uncle' Ken began at a Goodwood test session in '64, when he 'discovered' a young Scotsman called John Young Stewart.

Ken and JYS went on to form an inseparable bond through Formula 2 and F1, dominating the top echelon in the late '60s and early '70s, during which time they won three drivers' titles ('69, '71, '73) and one constructors' championship ('71).

After Stewart had retired at the end of '73, Ken never won another world title, but he hit the headlines (and won a race) with the six-wheeled P34 of '76. His legacy continues even now through British American Racing, to whom he sold his team in '97



The **10** most important F1 Brits

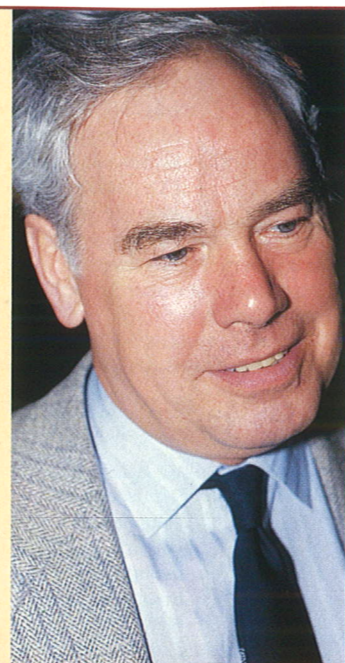
- 1 Bernie Ecclestone (700pts)
- 2 Colin Chapman (574pts)
- 3 Jackie Stewart (495pts)
- 4 Frank Williams (413pts)
- 5 Jim Clark (388pts)
- 6 Max Mosley (362pts)
- 7 Ron Dennis (335pts)
- 8 Stirling Moss (299pts)
- 9 Keith Duckworth (249pts)
- 10 Ken Tyrrell (230pts)

13 Keith Duckworth (249pts)

Keith Duckworth was responsible for what was perhaps the most important sea change in F1 engine development in the sport's history.

In '67 Duckworth's fledgling Cosworth company developed the Ford-financed DFV V8 engine as part of a £100,000 investment package by the Blue Oval – which, even then, was the bargain of the F1 age.

Duckworth always brought a pragmatic approach to bear on his engineering projects, and the all-conquering DFV stands as an enduring testimony to his efforts. Its advent transformed the nature of F1, allowing a wide range of new (and mostly British) teams to participate with this remarkable off-the-peg power unit



12 Stirling Moss (299pts)



Moss is known as probably the greatest driver never to win the championship, but also as the man who brought a new degree of professionalism to driving racing cars.

He was much fitter and far more dedicated than most of his rivals, and he would undoubtedly have

won that elusive world title had he not stuck by his belief in the importance of (usually) driving only British-built cars. His career was tragically cut short by a near-fatal accident at Goodwood in '62.

He never raced in F1 again, but his enormous impact on the world of motorsport – in Britain, particularly – was finally recognised in '99, when he became a knight of the realm

11 Ron Dennis (335pts)



When Dennis's company Project Four merged with Team McLaren in '80, he straight away made a good team great. Then, within just a few more years, he made a great team the very best there has ever been – and he continues to set the standard in terms of team management.

By all accounts Ron is a truly excellent employer, and generates enormous loyalty from his staff. Even now, with an estimated fortune of \$250 million in the bank, his obsessive commitment to F1 continues unabated, which leaves McLaren's future in safe hands. His new giga-facility (called Paragon) will open soon; and, from it, more world championships will come. You can be sure of that

10 Max Mosley (362pts)



The astute Mosley has achieved a degree of fame within motorsport as FIA president, but his greatest contribution to F1 was the careful framing of the Concorde Agreement in '81 (which heralded the end of what was possibly the most turbulent period in the sport's

commercial history). Brainy, wily and never one to let 'outsiders' know what he is thinking, Mosley also masterminded the sale of F1's commercial rights in '01, a deal which provided the newly established FIA Foundation with funds to invest in road and racing safety initiatives.

Max is a ruthless and formidable operator with a unique ability to read the political road ahead

9 Jim Clark (388pts)



When Jim Clark died in a minor F2 race at Hockenheim in April '68, the whole fabric of international motor racing trembled. Clark, more than anyone else in the history of racing theretofore, had seemed inviolate.

His partnership with Lotus's Colin Chapman epitomised F1

success for much of the '60s, for they thought alike and each displayed a consummate natural brilliance in their individual fields.

But it was the *manner* of Clark's success which demoralised his many fans. He was the yardstick by which other drivers judged themselves – and had most of them psychologically beaten before they even climbed into their cars

8 Frank Williams (413pts)

Williams Grand Prix Engineering – or, since '00, WilliamsF1 – are, with 108 GP wins, the third most successful team in F1 history, after Ferrari and McLaren. Yet, unlike McLaren or Ferrari, Williams are still owned and run by their entrepreneurial founder, the one and only Sir Frank.

Despite his disabilities Frank still works more or less 24-seven, and remains one of the most respected and admired figures in the F1 paddock. A very shrewd businessman, he has structured an ambitious reinvestment programme over the past three years at his Grove HQ – and, with BMW, is ready to win championships once again.

Truly, a one-off



7 Michael Schumacher (479pts)



Will he stop at nothing? Will it be six, seven... even eight world championship titles? At the grand old age of 34, Michael Schumacher is the man with all the records.

But, more than that, he has broken those records – and dominated the sport – in a car

built at Maranello... and that is always going to make anyone seem even more special.

He's quick, smart and incredibly aggressive (on track), and has been able to build a whole new team around him at Ferrari. As a result, he has become the world's best-paid driver ever.

Even so, winners on such a grand scale can never be popular with everyone... and Schumi isn't

6 Juan Manuel Fangio (486pts)



Fangio wasn't simply a great driver; he was also a shrewd and sensitive ambassador for both the sport as a whole and Argentina in particular.

His towering skill was matched by his shrewdness when it came to moving from team to team, and his inspirational qualities gained

him the respect and regard of his rivals in a manner seldom matched in subsequent F1 generations.

In retirement, Fangio remained an iconic figure, his reserved and formal demeanour somehow adding to his unmatched gravitas.

That it has taken more than 40 years for another driver to equal his record of five world drivers' championships speaks for itself.

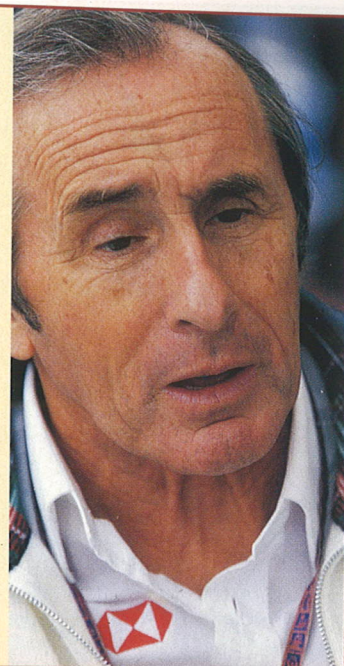
But Fangio did it in just 51 races

5 Jackie Stewart (495pts)

Stewart's enduring legacy to F1 was his willingness to spearhead the safety lobby in the late '60s at a time when it was almost assumed that drivers should be proud to risk death and terrible injury as a taken-for-granted element of their calling.

Jackie, while also winning three world drivers' championships quite brilliantly, debunked the theory that competitors had to be devil-may-care idiots – in fact, his ceaseless lobbying might be considered to have changed the subsequent history of the sport.

The FIA and the teams later picked up his baton; but, no matter what others may say, the seeds of F1's safety revolution were planted by the dyslexic Scot from Dumbarton



4 Colin Chapman (574pts)

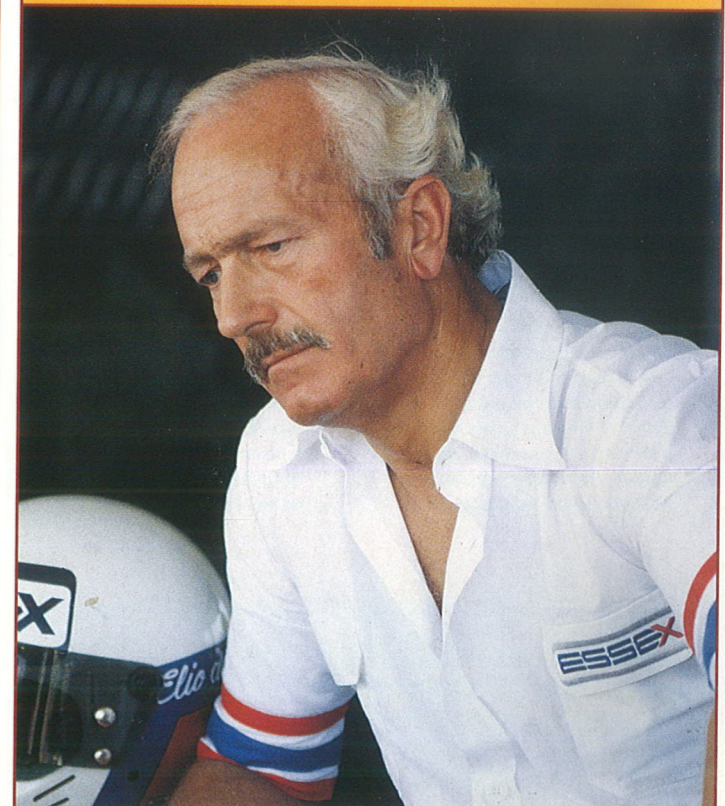
Energetic, dynamic and endowed with stupefying self-motivation, the boss of Lotus was one of the few really original thinkers in the ranks of post-war racing car designers.

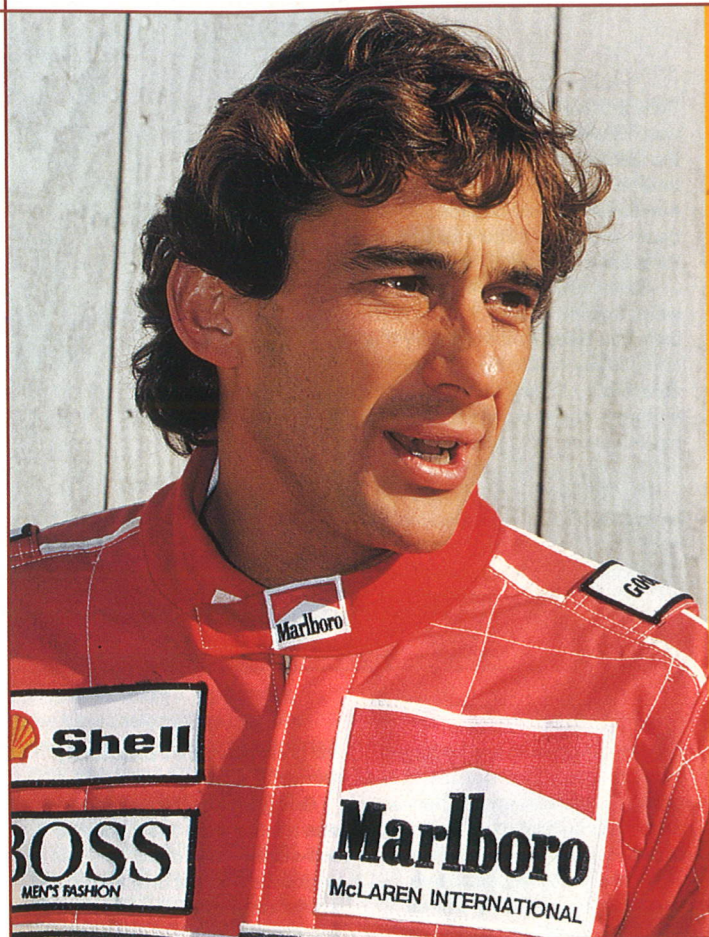
He also held the passionate belief that motor racing was all about technical innovation, and was therefore aghast when the FIA banned his twin-chassis Lotus 88 at the start of '81, feeling that such a decision went absolutely against

the grain of what F1 philosophy should be all about.

Going with the technical flow was anathema to this ingenious self-starter – one of the very few engineers who not only made a difference, but dictated future engineering trends.

It was under his supervision, for example, that the phrase 'ground effect' was coined in the late '70s. We may never see his like again ▶





3 Ayrton Senna (558pts)
When Ayrton Senna died, he was the most famous sportsman in the world. For that alone his position in the top three (the highest position for a driver) is guaranteed.

None of his predecessors achieved his eminence; only Michael Schumacher has since rivalled his fame.

Where Senna remains unique is in the degree of near-spiritual reverence attached to his name, a reverence that has grown since his death. His funeral in Brazil was on a scale hitherto reserved for heads of state.

Another one of motor racing's 'James Deans', Senna will remain forever young to the millions who mourned him, ensuring his iconic

status for future generations.

Loathed by some, dismissed mistakenly by others jealous of his talent, rarely, if ever, understood... Senna remains for those who watched him the epitome – even the zenith – of the words 'racing driver'.

His influence extended beyond his immediate sphere, and it is undeniable that he understood what he had come to mean to his followers. A degree of self-mythologising was the natural consequence.

But forget the myth; remember the reality. Senna could hold an audience spellbound with his mesmerising accounts of life beyond the limit. He took us to places we never knew existed

2 Enzo Ferrari (696pts)
Ultra-individualistic, super-unpredictable and mega-autocratic: all are 'words' which could be applied to the man who ruled his personal automotive fiefdom right up to the time of his death in August '88.

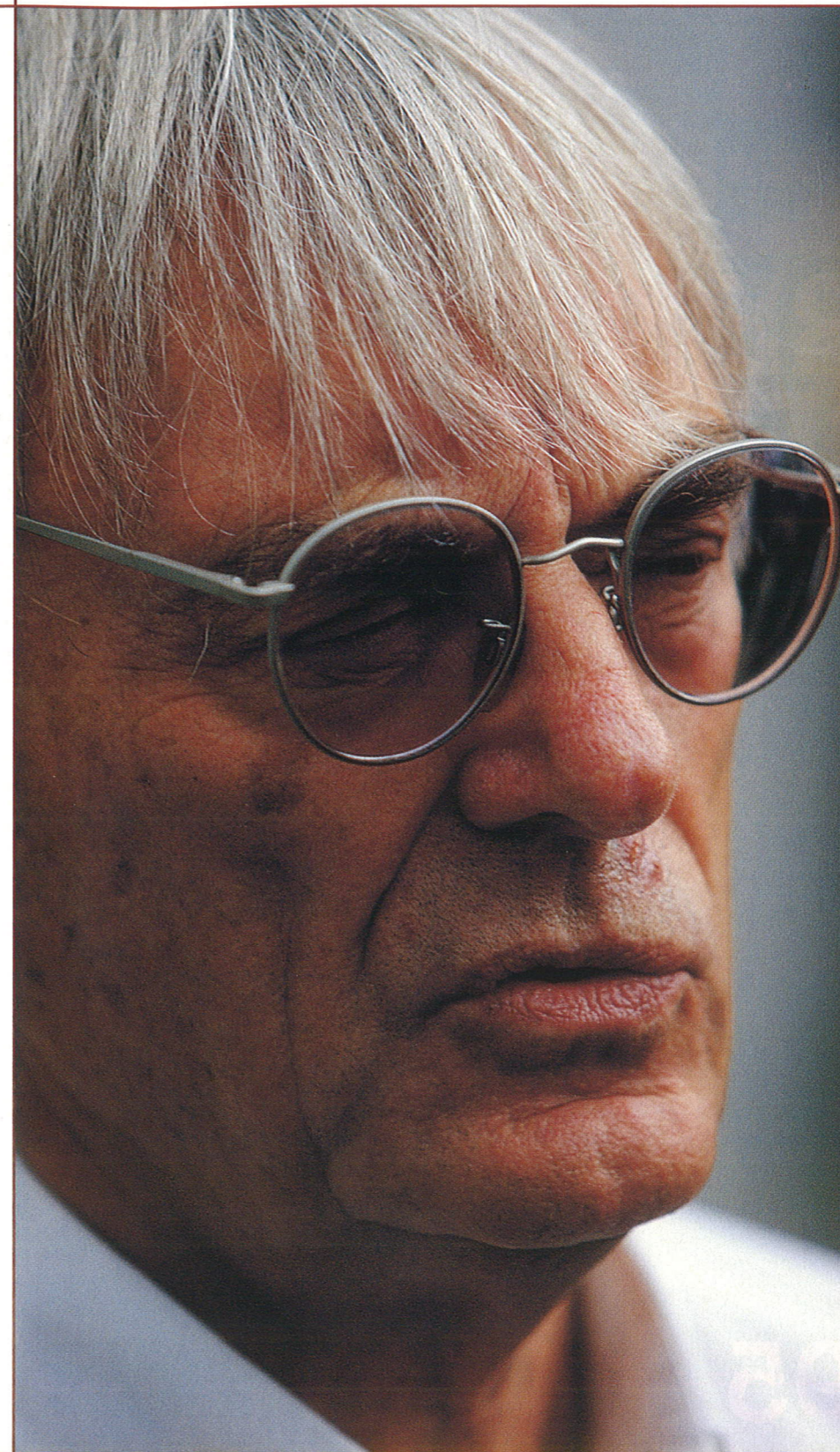
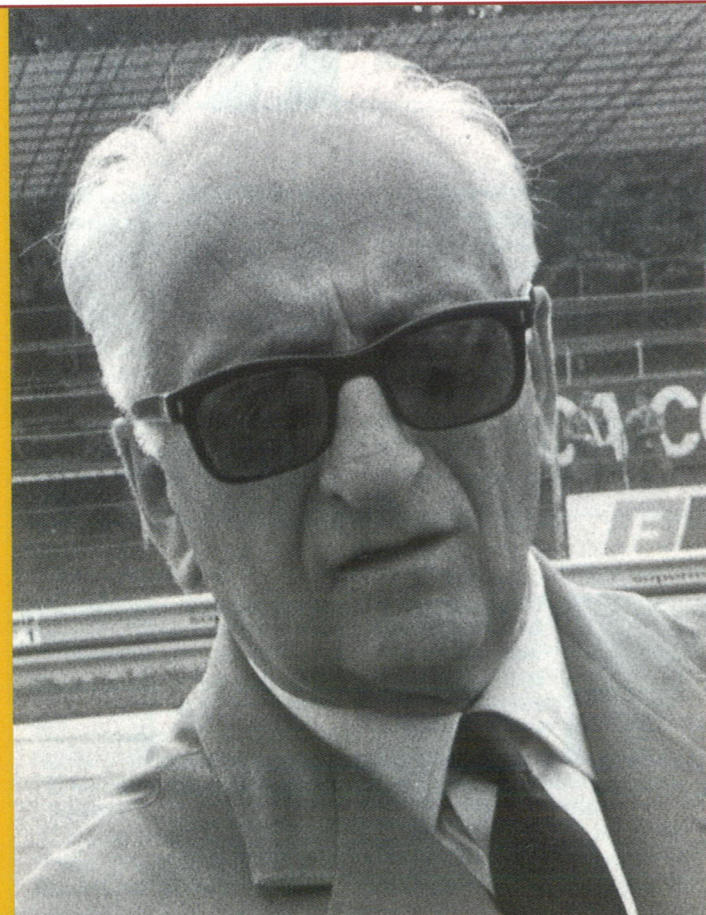
In the wake of Froilan Gonzalez's symbolic success in the '51 British GP, Ferrari sent a telegram to Alfa Romeo's president which read: "I still feel for our Alfa the adolescent tenderness of first love." Was it a genuinely emotional response... or just melodramatic claptrap?

It is hard to judge. Yet it has to be said that Enzo Ferrari was first and foremost a showman; a shrewd entrepreneur, right enough, but there was nothing he loved more than a touch of

self-generated pathos. As long as he controlled it from the centre of his dynastic universe.

His significance in the overall history of F1 is enhanced with every year that passes. Latterly, Ferrari represents something almost intangible, a nostalgic link to the pioneering days of the sport. That may not matter within the blinkered confines of the F1 paddock, but it is meat and drink to the traditionalist fans. Enzo Ferrari was responsible for the direct bloodline connecting Gonzalez's pioneering victory at Silverstone 52 years ago to Michael Schumacher's win at Suzuka last October.

That, ladies and gentlemen, is the key to his greatness



1 Bernie Ecclestone (700pts)
Were it not for Bernie Ecclestone's influence on F1, it's unlikely you'd be reading this issue of *F1 Racing*.

Mr E, the little big man, Saint Bernard, 'the Bolt' – call him what you will, but do not underestimate the power and influence of Bernard Charles Ecclestone.

Ex-racer, ex-motorbike dealer, ex-F1 team owner, even ex-cub reporter (he used to contribute to *Autosport's* national racing pages, an age ago), Bernie is now recognised as one of the world's most successful – and most wealthy – entrepreneurs.

Perhaps his greatest trick was having the vision to realise what a fabulous TV spectacle F1 could make, and then having the commercial nous to broker extremely lucrative rights to broadcast 'the show' with television companies around the planet.

This masterstroke transformed F1 from a samizdat Sunday afternoon pursuit to a pan-global must-see soap opera, with megabucks daredevils as its A-list stars.

The TV deals have made Bernie an extremely rich man, through a variety of companies: \$4 billion is the widely reported (but probably conservative) estimate of his worth. Such wealth and influence have brought detractors, of course, and the calls for Bernie, 72, to devolve more of his power to the teams that make the sport and to distribute TV wealth more equitably, grow ever louder.

They are likely to fall on deaf ears, though: Bernie once quipped to *F1 Racing* that the reason he had been able to hold the whip hand in the paddock for so long was that he'd made all the team bosses millionaires. And, though some of them hate to hear him say it, he is probably right.

Some paddock vultures sense the time may be approaching when pressure for a succession of some sort becomes irresistible. Are you listening, Bernie? Didn't think so...

> And finally...

The following 21 people each got a single P22-or-lower vote, from a single juror, and therefore did not obtain the five points necessary to make the final top 99:

Mika Hakkinen (4pts)
Robin Herd (4pts)
Lella Lombardi (4pts)
Peter Wright (3pts)
Gioacchino Colombo (3pts)
Norbert Haug (3pts)
Jo Ramirez (3pts)

Keke Rosberg (3pts)
Nigel Stepney (3pts)
Wesley Tee (3pts)
Martin Whitmarsh (3pts)
Elio de Angelis (2pts)
Pierre Dupasquier (2pts)
John Frankenheimer (2pts)

Chris Pook (2pts)
Johnny Rives (2pts)
Jacques Villeneuve (2pts)
James Hunt (2pts)
David Coulthard (1pt)
Damon Hill (1pt)
Antonio Slavoni (1pt) **1**

JUST THE TWO OF US

In a team who have suffered more than their fair share of slings and arrows, Antonio Pizzonia and Mark Webber – Jaguar Racing's all-new driver line-up for 2003 – may well find themselves very close allies. You can't often say that about Formula 1 team-mates, but these two are a bit out of the ordinary. We reckon they can make it if they try

Interview by Anthony Rowlinson; photographs by Martin Gardner

Time to rechristen Jaguar Racing: Team Extreme.

Most F1 teams are content with one principal. Jaguar are about to appoint their fifth (in only three years!). R3 wasn't just a bad car, it was *appallingly* bad.

On the flip side (let's be fair about this) last year's Cosworth engine, CR-3, wasn't just a good engine, it was *exceptionally* good (with even greater dyno promise from CR-4 which will run through 2003).

In sum, when Jaguar do things, they don't do them by halves (was that *seventy-four* redundancies announced last December?).

Only natural, therefore, that when it came to at-the-wheel talent for '03, Jaguar should replace not one driver, but (you got it) *both*.

Enter stage right Queanbeyan native Mark Webber and, all the way from Brazil's Amazon jungle, Antonio Pizzonia.

To say that they arrive as a breath of fresh air at a team who – for all the good intent of their overlords, for all the heart, soul, blood, ▶

Jaguar new boys Antonio Pizzonia and Mark Webber (right) are already getting to know each other. The signs bode well for a harmonious year





>CV: Webber

Born August 27, 1976, Queenbeyan, Australia
'93 Wins state karting championship
'95 Third, British Formula Ford Festival
'96 Wins FFord Festival
'97 Fourth, British Formula 3 Championship (Alan Docking Racing)
'98 FIA GT Championship (AMG-Mercedes)
'00 Races in International Formula 3000 (European Formula Racing)
'01 Second, International F3000 (Super Nova); Benetton F1 test driver
'02 F1 (Minardi)

'I THINK WE'LL BE GOOD AT STAYING CLEAR OF THINGS THAT AREN'T IMPORTANT'
 MARK WEBBER

(Below) Pizzonia's first test for Jaguar at Barcelona. He started off shakily, but managed to end the day ahead of more experienced team-mate Webber (opposite)

sweat and tears put in behind the scenes – are constantly in turmoil, would be to say that Marilyn Monroe was... kinda cute. One little, though telling, example of the difference they are already making: it's unusual for a team to replace both drivers. More unusual still to opt for a pair who, while both obviously very, very talented, are inexperienced in Formula 1 terms. Yet Jaguar felt confident enough to allow them to be interviewed together and without the safety net of a team press officer, even though both are so new to the team. The

recently departed Eddie Irvine presented, shall we say, more of a PR challenge. That's not to say Mark and Antonio are short of opinions – far from it. Both, as we shall see, have plenty to say for themselves. It's just that they are pretty regular guys, each with a well-developed sense of humour and a strong grip on reality, and both (joy of joys for a journalist) listen to your questions, think about them and then deliver a rounded response. Sitting together in the back of the Jaguar motorhome (rocking on its springs in what feels like a force eight gale) during a break from winter testing at Jerez, they make an intriguing couple. Some F1 'personalities' fail ever to find room enough for their egos. These two sit happily and at ease, side by side – as interested in their interrogator as he is in them.

"What's the angle for the piece?" Mark enquires, while Antonio is fascinated by my scrawled shorthand notes, and asks how it's learned. Earlier Mark had sympathised with *F1 Racing's* photographer, stuck, as he was, on the roof of the Jerez pits complex, in a yelping wind, seeking the perfect location for the pictures you see on these pages.

Some F1 'personalities' struggle to grunt 'hello' in similar circumstances. Physically these two are dissimilar: Mark is tall, lean and naturally athletic (Mark Webber, Justin Wilson, Alex Wurz – what is it about F1 drivers whose surnames begin with 'W'?); Antonio is shorter, burlier, but a marathon runner, also, when time permits.

They are only four years apart; but Mark, 26, seems much the older, somehow more senior. There will be no pecking order, so it's not the difference between a number-one and a number-two. But there's a touch more seriousness to Webber. Pizzonia, I suspect, has yet to suffer any F1 bruises and is still enjoying the novelty of being a race driver, as opposed to pounding out the laps for Williams as test driver last year.

So how is it then, this new life? "Fucking hell," Antonio exclaims, "it's new everything! Honestly I'm still getting used to it, but I'm loving it so far. There's quite a lot of work to be done though."

Honest enough, and all that work will be done by these two, Jaguar as yet having

declined to employ a dedicated test or 'third' driver. Their differing backgrounds – one having raced for a minnow, the other having tested for a grandee – should prove complementary during pre-season testing and, remarkably, each is genuinely warm about the other's abilities.

Mark says: "It's really good that he's driven a race-winning car. That can only be good for the team. I've come from Minardi, and they're a lot smaller than Williams, but they're a great little team as well. We've both done all the categories – we even raced against each other in Formula 3000 – and I think we've got a lot to bring."

One thing that won't be new to Mark is the experience of operating in an unstable environment. Minardi's problems have always been attributed to a lack of cash; Jaguar seem blighted by internal politics. But this last point brings forth an open and robust position from both.

"No comment!" Antonio dives in, before continuing: "Of course it was a surprise that Niki [Lauda] was no longer going to be team principal. He gave me a drive, after all, but our job is to drive the car, and as fast as we can – that's it." He turns to Mark with a grin: "Your turn now!"

"I'm not necessarily going to agree with you, Anthony," Mark says. "A lot of teams have politics – Ferrari, BAR, Renault – so I don't necessarily think that it's more of a problem here than anywhere else. This is a very, very big game we're in, you know. F1 is a big business. You can get caught up in things which are nothing to do with Mark Webber or Antonio Pizzonia, but I think we'll both be pretty good at staying clear of things which aren't that important."

Admirable sentiments, and – let's be frank – essential ones. Last year's Jaguar was a lame beast and there's much to be done before Melbourne '03 if the team are to be at all competitive. Only for an ex-Minardi driver and a test team hot-trainer (well, Antonio doesn't often wear shoes) could Jaguar be a step up F1's ladder.

It's reassuring to know that both signed with eyes wide open, but equally reassuring is their refusal to 'diss' the team.

"Everybody knows Jaguar had a lot of problems last year," says Antonio, ▶

CLIVE ROSE/LAT



>CV: Pizzonia

Born September 11, 1980, Manaus, Brazil
'96 International karting
'97-98 Formula Vauxhall Junior Championship
'99 Wins British Formula Renault Championship
'00 Wins British Formula 3 Championship
'01-02 Sixth and then eighth in International Formula 3000 (Petrobras)
'02 Williams F1 test driver

'IT'S NOT ABOUT BEING IN F1; IT'S ABOUT STAYING IN. BUT I KNOW I CAN DO THE JOB'
ANTONIO PIZZONIA

Pizzonia is palpably excited about his F1 debut. He looks calm, but as he speaks you can see him mentally pinching himself to check that it's really happening

playing absent-mindedly with his drink bottle, "and they're all still there on the R3: balance, downforce, grip... it lacks a little bit of everything. But at least the team know where the problems are now..."

While Antonio has been speaking, Mark's mouth has twisted into a lopsided grin, and as Antonio finishes, there's an Aussie-laconic, drawn-out "y-y-yep" from his left, delivered like sandpaper.

Antonio, though, won't be downbeat. He's just got his F1 Big Break and he knows R3 will soon be a (bad) memory.

"It's, er, pretty much at the limit of development, so all we can do with it is test parts for the new car. But that's going to be

good, you know. It's a new car, with a new engine, new gearbox... new everything!"

This F1 lark is still an Awfully Big Adventure for the self-monikered Jungle Boy, and he's amusing himself with his enthusiasm as he speaks. There's a distinct 'did I just say that?' moment after each answer, and then a 'yes I did' and a chuckle.

Mark's style is drier, but no less deadly. The roll of the eyes as Antonio reels off his list of 'new' things is straight from the Roger Moore raised eyebrow school of acting.

It's good that they can laugh - humour was in short supply in the green motorhome last season. If they brought nothing else, their bonhomie would be hugely welcome ▶



100% WRC fever!

rallyx



Claudia Winkleman Travel babe wants Rally Russia!

Monsieur McReel Citroen's welcome plan for Colin

Valentino Rossi 'The Doctor's' rally disaster



EXCLUSIVE

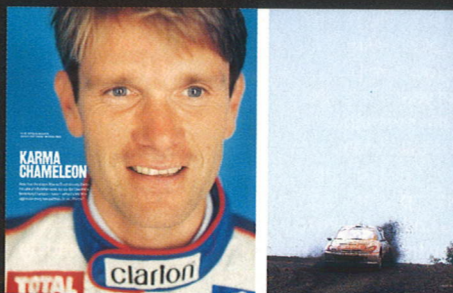
'We are the champions!'

Rallying's aces on how Peugeot crushed Ford and Subaru in '02

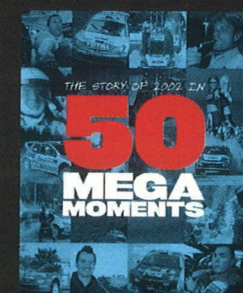
50 mega moments that made 2002 brilliant!



December 2002/January 2003 £3.00



INSTANT KARMA
Marcus Gronholm annihilated his rivals in 2002 but he still doesn't seem fazed by his success. What's his secret?



THE BEST BITS
The highs, the lows, the good guys and the bad guys: why you should remember the 2002 season as a vintage WRC year





'NOW I NEED TO HAVE THE ABSOLUTE BEST SEASON POSSIBLE'
MARK WEBBER

Mark Webber pounds round Jerez in last year's R3 in December. It was a difficult test, with several technical niches slowing progress

chez Jag. They will, though, bring much, much more.

Both are still on an upward career curve, and both know a good '03 season could bring glittering prizes. There's real ambition here: all sense of Jaguar being a home for drivers who are slightly past their sell-by date or who are destined for the B-list has evaporated at a stroke.

But opportunity brings responsibility: "There's a lot on both our shoulders," says Mark. "It's my second year in F1. I survived my first year and that wasn't easy, but now I need to have the absolute best season possible. What that means is very hard to say. So much depends on the new car..."

Mark trails away; Antonio picks up the baton: "We don't know how much the other teams will have improved, either. If the car is really quick, we'll be looking for points and podiums, but if it's another difficult

year, then maybe one or two points will be a good result."

"Make-or-break year" is a cliché to be avoided like the plague, yet, dare I say it, for both these chargers and for their team, '03 is unduly important for their respective and collective F1 futures. Jaguar cannot afford another season of woe; Mark has to show he can perform without the Minardi bonus of always being the underdog (making any result a good result); Antonio has everything to prove to an expectant paddock.

"There are a lot of different challenges for me this year," Pizzonia admits. "It will be my first year racing in F1, and I've got here, which is great. But it's not about *being* in F1; it's about *staying* in. If I don't do well, I'll be out... and I don't think I'll be back. There's pressure from all over the place. *I know* I can do the job, but I have to *prove* I can."

And for Webber, whose year at Minardi assuredly brought home the precarious nature of life at the top, the task ahead is similar: "Every weekend we have to step up to the plate. As in every top sport, the spotlight is always on you and you have to keep bad days at the office to a minimum. The challenge, therefore, is constantly to step up to that and to keep doing it. And there's the bigger picture for both of us, too, which is to take the green guys forward."

No argument on that score. The return of British Racing Green (and the marketing opportunities thereby awakened) was the rationale behind Jaguar's arrival in F1 in '00. But guess what? There are quite a few people out there for whom the Jaguar name retains a special resonance, and at least

these two aren't too blasé or hard-bitten not to be at least a little taken in by its allure.

"They're not just a team, are they?" says Webber. "They're a world-famous marque. The Big Cat has been very successful in sportscars, and I know the British love the name. I'm very proud to be driving for them and in a funny way that brings an added pressure. It's different from driving for, say, Williams, who are a great grand prix team, even if they're not a famous marque. The pressure there is of a different kind."

Antonio is nodding: "I'm really, really proud to be driving here and to be part of the team... but we still need a good race car. After all the work that's been done so far, I'm sure that we're going to have a much better team next season."

Brave words, much optimism. Harsh to think that F1 can break dreams as soon as make them...

One day, you know, somewhere down the line, Pizzonia and Webber are going to sit around a table and chuckle as they remember what they took on at Jaguar. How they put their careers on the line with a struggling team – and how that struggling team were the best option available to them. What they will also come to realise is that maybe, right now, the inverse is true: that these two could be the best thing that has happened to Jaguar for quite a while.

Because, aside from all the pressure, all the politics, the rivalry and competition, it looks like they're going to get along just fine.

Know what? Mark and Antonio are going to be good for Jaguar.

Extremely good.



TAKE OUR EXPERTS WITH YOU WHEN YOU BUY A CAR

FREE EVERY MONTH - YOUR NEW POCKET-SIZED GUIDE

- ◆ Where to buy ◆ How to haggle ◆ Great deals
- ◆ Finance and insurance advice ◆ Your rights

FREE WITH WHATCAR? - ON SALE DECEMBER 27



THE LONG INTERVIEW

Ross o' Corsa...

... Racing Red, of course, but also Racing Ross. If anyone provides the competitive spark that fires Ferrari's Formula 1 heart, it's their technical director. Oft-seen – oft-quoted, in fact – but rarely, if ever, so probingly interviewed as here. In this *F1 Racing* exclusive, Ross Brawn reveals for the first time why Schumi shouts at him on qualifying laps, why he doesn't want Jean Todt's job and why he turns away job offers. There's one that might tempt him, though. Which one? Read on...

Interview by Stéphane Samson

There's only one way to begin this interview: by talking about the next Ferrari. Last year's F2002 was so impressive that everyone now wonders what the Scuderia will be able to produce for 2003. Two thousand questions are already burning my lips. Will Ross Brawn be in the mood to give me some clues about the F2003? Let's try...

Stéphane Samson: Ross, Ferrari built a truly amazing car for '02. You haven't launched your new contender yet. What can you tell me about it today?

Ross Brawn: Well, all the early signs are very promising. We started the programme seriously in April '02 because you need to understand the car you have before designing the new one. The objectives are clear: you want to make things lighter and lower, you want to reduce the inertia of the car and its drag. You also want to increase stiffness and downforce. All those things are straightforward. You simply need to do better than the year before.

StS: Are you happy with the results so far?

RB: We've made a good step in several areas. We've also set up some efficient programmes with Bridgestone over the winter. I'm sure we can go forward by a

decent amount. But we won't know for certain until we run the car for the first time.

StS: Are you worried about your rivals?

RB: The dominance we enjoyed in '02 was very surprising, and I can't see us doing the same again. If any of our rivals make a bigger step than they were able to between '01 and '02, the championship could be much tighter. One side of me says it would be great to dominate again; the other side says it would be great to have a challenging season. So, I don't mind what comes.

StS: The technical regulations haven't changed for a little while now. Is it fair to say that Ferrari's margin of improvement is now smaller than the other teams'?

RB: Not really. Improvement comes partly from the effort you're making. I would be surprised if our performance improvement from '02 to '03 is not bigger than it was from '01 to '02. So, even within the same regulations, improvement does level off after a while – but we've found a substantial amount of improvement for next year's car. So, no, it doesn't seem to be slowing down.

Humph. These last sentences have hit my Dictaphone like an upper-cut. What did you say, Ross? The one-second-per-lap-improvement Ferrari made between '01

and '02 could be beaten in '03? Ron Dennis and McLaren, Frank Williams and Williams, Flavio Briatore and Renault... sorry, guys. Your '03 cars will need to be seriously innovative – and quick – to compete. At least you'll get some tailor-made Michelins, which should be a positive element. Let's ask Ross what he thinks about that...

StS: Teams can now be supplied with bespoke tyres. Will that change anything?

RB: If anything, the regulation change will help us, because it means that Bridgestone can be far more relaxed about providing special tyres for Ferrari. They've always been a little bit uncomfortable with people suggesting that there were tyres just for us and everybody else was struggling.

Moreover, what it does create is the ability for Bridgestone to react very quickly to anything Ferrari want as an improvement. In the past, we had to wait until they could support all the teams with a new development. Of course, they don't have to do that now. If they find a tyre that suits Ferrari, they only need to make 20 sets of it for the next race. I think that helps us. Whether it helps or hinders Michelin and their two main teams, I don't know. I must say, if I were Michelin, I wouldn't be ►



'IT'D BE GREAT TO DOMINATE AGAIN. BUT IT'D ALSO BE GREAT TO HAVE A CHALLENGING SEASON. I DON'T MIND WHAT COMES'

(Left) Ross Brawn reflects on his career. He had already enjoyed huge success before joining Ferrari, the team at which he seems to be have been happiest. Brawn is highly competitive and still gets a thrill from every race win. And he's seriously down, for days, when Ferrari lose

THE RULES ARE STABLE, SO THE BIGGEST COST-SAVING THE SMALL TEAMS COULD MAKE IS NOT TO BUILD A NEW CAR'

Brawn's plan is for Ferrari's performance to improve by even more than it did a year ago. Which means the F2003 should be even more formidable than its predecessor (right). He's not complacent, though, and reckons McLaren could easily be a big threat in '03



looking forward to having to have two individual programmes running. So, I suspect, they're going to try to have some common approach between the two teams.

Ron, Frank, Flavio... sorry. I did try...

StS: Which team are your toughest rivals?

RB: I've a feeling that, technically, if McLaren get their act together, they're going to be the biggest challenge. Adrian [Newey, McLaren's technical director] was a little off form last year, but he's a very clever engineer. He knows what he's doing.

I've always felt that McLaren were very tough opposition. Their race strategy and their function as a team, I have to say, have always been better than Williams'. But if Williams enjoy a car advantage, they're able to do very well. But when they're on a par with other people, they never seem to click quite as well as other teams. So, if we don't have a car advantage next year, I think McLaren will give us the hardest time.

It's interesting to note that, despite the fact that Williams are doing better year by year, Ross still considers McLaren to be Ferrari's most dangerous rivals. The way Ron's team ended '02 tends to bear out his view. It would be interesting to know if the threat will come as early as '03, though...

StS: Even if McLaren's new MP4-18 arrives as late as Imola or Barcelona?

RB: I think we have to assume that anything can happen. I've heard that McLaren are delaying the introduction of their car. I can understand their strategy: they've got to make a decent step, and we may find that when that comes, because it comes late, it will have had the benefit of extra time... and, therefore, will give us some grief. But,

of course, a championship is a whole year. McLaren need to be there at the beginning scoring points and establishing their position. So, I guess, if you've got half a year out of phase, the championship is going to be difficult. On the other hand, we only need to trip up a few times – a few failures to finish – and they could still come in with a new car five or six races into the season and have a very strong year.

StS: Do you know yet which car Ferrari are going to use in Australia, for the first race?

RB: It's a pretty similar situation to the one we had last year. We don't want to rush. The new car has got to be done properly – and if that means we have to take the old car to the first few races, we will. We've got a very good foundation with the F2002, and I don't believe there's any need to hurry. We're all putting a lot of commitment into getting everything done on time. But I don't think it's right to be doing all-night sessions when we've got a car as good as last year's is.

When you do that, mistakes can happen and reliability can suffer. We don't want that. **StS:** Does that mean there's a big technical step in '03, or just that you'll take your time and do things how they should be done?

RB: Well... both, really. I think it's quite a good step forward. There are some areas where, again, we wanted to devote a bit more time. The schedule did get pushed back. Also, we want to put the programme together properly – so that when we do decide to race the new car, we've got three completed cars and a spare chassis. Everything we need.

Ferrari are scared that their winning era could be coming to an end, but they look

so serene today that you can't help being impressed. They know what they're doing.

StS: Do the facilities you have (wind tunnel, computational fluid dynamics etc) make all the difference... or is success down mainly to the management of a team?

RB: It still takes careful consideration to put a successful F1 car together. It's not easy. There are lots of teams with very good facilities in Formula 1, but they haven't quite found the performance yet. I think a car must evolve step by step. You've got a reference point, which is your existing car. You have to be sure that what you're doing is an improvement on that. I feel that every car we've made at Ferrari has been an improvement on the previous one. I wouldn't say it's more difficult to make a mistake. We've just got better resources to make sure we don't cock up.

StS: Do you think the whole concept of having one car per year has had its day?

RB: Yes. It's something that didn't exist a few years ago, when the rules were fairly stable. It was pretty common to introduce a car partway through a season. Then, when the rules were changing a lot, it was impossible, especially because the FIA were bringing in a lot of crash test regulations. Because the rules have been stable for the past few years now, it helps.

StS: Does it mean that teams could now use the same car base, with just an update during the winter?

RB: Exactly. And this is why I've been a little bit frustrated when we discussed the cost-saving situation. To me, the biggest cost-saving any of the small teams could make is not to build a new car. And yet, they go

ahead and commit to new cars and new transmissions and new this and new that, when they're claiming poverty. The great thing about the stability of the regulations is that a team could take their existing car and develop it over the winter without having to make changes to all the fundamental parts. They'd find that a much more economic way of going racing than the way some of them seem to approach it at the moment.

StS: Talking about new regulations and new cars, do you think there's a risk that the top teams might develop a special qualifying chassis for '03 because of the new one-lap qualifying rules?

RB: They could, in theory. With qualifying at just one lap, we could do more extreme things than we could with three or four qualifying laps.

StS: What would those extreme things be?

RB: For example, you don't need a cooling system in the conventional sense. You don't need radiators. You just need a device that can absorb the heat output of the engine for one lap. You could have a fuel cell that only held seven or eight kilos of fuel – and you could take those two things together. You could have a survival cell that's quite unique, and it goes on and on. You could have a pretty special chassis. Of course, if one team did it, everyone would do it. We could build a qualifying car, but it would be a considerable investment and a bit of a cul-de-sac really. It would be better to nip the idea in the bud.

StS: How?

RB: There's a pretty broad agreement among all the teams that they don't want to make qualifying cars. Therefore, I think

that within the next few weeks or so there will be an agreement to make sure it doesn't happen.

StS: As an engineer, your job is to make cars go as fast as possible. Do you think an F1 car is still a dream machine?

RB: There were some very interesting periods of F1 where we had much less constraint. That was pretty exciting. Active suspension and all those sorts of things were exciting in their own right, but I still find it exciting now. Our '02 car was very good – and, when I sit down with the engineers and start to look at what we've got coming for the '03 car, it's still very exciting.

StS: You're a technical director, not a chief designer. What's the difference?

RB: I'm less involved in the conceptual engineering of the car. I don't go home at night and think about how we're going to do a new front wing, which is what I used to do perhaps 10 years ago. My job is to make sure the engineers have all the facilities they need, chair our various discussions and meetings – to try and nudge everything in the right direction – give an opinion when I feel it's appropriate. My nights are more likely to be spent thinking about the concept of how we can go about improving the organisation of the team or their engineering or reliability. I tend not to worry about the size of the radiator or what-have-you.

StS: And Ferrari's reliability records have been amazing...

RB: They're quite fragile things, F1 cars. Things are constantly going wrong. I love getting involved in the detail of fixing them. We had a transmission problem with the

'02 car at the beginning of last year, and it took a lot of thought by some very good people to solve it. I was a small part of that process, and I enjoyed that. On the design side, we've got a staff of 60 engineers plus all the technicians and the manufacturing staff. It's quite a large group of people, and they need some direction. They need looking after, they need supporting. So a lot of my time is spent doing that these days.

StS: So you don't miss the drawing board?

RB: I do miss it – but it's one of those things. You can't go backwards. In terms of whether I'm envious of what Rory [Byrne, chief designer] does... in a small way, yes, I am. I mean, it's great fun. But, again, we have our different strengths and weaknesses, and I enjoy what I do at the races. I can't remember us ever having had an argument. We've had disagreements, yes, but I can't remember us ever having had an argument. There's not many marriages that good! I suspect that if the roles were reversed – if I designed the car and Rory ran the race team – it wouldn't be quite as good, quite frankly.

It must be rather difficult to give up design. I bet Ross still sketches a wing here, a flap there... on paper napkins.

StS: You never give him your thoughts about the shape of a wing or something?

RB: Sometimes I mention to Rory a thought I've had or something I've seen. He'll maybe come back to me a bit later and say, "I've thought about what you said." He's quite well organised. He makes lists of things he likes to go through with me, and at least once a day he'll come and have a chat. That's what's nice about our group – it's not too formal. There's an openness. ▶

Good ideas are good ideas, regardless of who's had them. We don't tend to get too possessive about them.

No-one can better judge a first-class engineer than another first-class engineer. Time for the truth...

StS: So... how highly do you rate Rory?

RB: He's the best designer in F1 – his recent cars have shown that. For a guy who's been in racing as long as he has, his commitment and enthusiasm are still quite amazing. His strength is in his conceptual design. It would be a waste of his talents to get him too involved in the detail. He needs to concentrate on the concept. We have Aldo Costa, who's our design office manager, and he's excellent at engineering detail. A lot of the reliability of the car is down to him and his group. Rory works on the concept and then we've got Aldo supporting him. He gets in and designs everything properly. It's a very strong combination.

StS: You've been working together for a long time now. Does that help?

RB: Yes. Our characters seem to work together. We don't have to be in one another's pockets all the time. I go out for a meal with Rory quite often – his family and my family, probably once or twice a month. Sometimes it's social; sometimes it's business. We find it's quite nice to get out and leave the wives together and then spend some quiet time talking about something that maybe needs sorting at Ferrari. It's a very easy relationship that seems to work very well.

StS: What do you think of your cars?

RB: An F1 car does have its own identity, but I see it as a result of the efforts of a team. It can be a beautiful thing – but when

I look at some detail which I like, I tend not to think, "Well, that's a nice detail," but, "Oh, that guy has done a good job." In lots of areas, I know who has done a particular task. I probably don't spend enough time complimenting people on what they do, but the standards are very high at Ferrari. People are very professional there. They don't need to be told every day what a wonderful job they're doing.

Even if F1 is one of the most selfish sports on earth, Ross seems very much into the team spirit. He keeps talking about 'the guys' and about his managerial role.

StS: So the work of the whole team is the most important thing...

RB: Yeah. I mean, when I see a pitstop run really smoothly, I'm proud of that – I get a little choked up about it. Particularly when it's a pressurised one. That's something that still gives me an enormous sense of pride. Also, when you know the new car is finished and you're out there running it for the first few tests, you see what's coming, you see the way the car is performing. It really is something you can be proud of.

No doubt, Ross means what he has just said. I bet you now look at him differently. Behind the shell – and the beard – hides, obviously, a very sensitive man. It's time to learn where his passion comes from.

StS: Did you always love engineering?

RB: When I was a young child, my father – he was a kind of amateur engineer – was one of the first people who raced go-karts in England. They were very crude things then, but he was always into that sort of thing. I remember being given Meccano and Scalextric sets for Christmas. We were that way inclined. My dad wasn't a professional

'I NEVER THOUGHT I'D WORK IN MOTOR RACING. I THOUGHT IT WAS SOMETHING INTERESTING TO DO FOR A BIT BEFORE LIFE GOT SERIOUS'



(Above right) Ross first met Michael Schumacher in 1990, when Schumi raced sportscars. He later assisted Michael's move to Benetton. No wonder they work so well together; (above) Brawn reckons Rubens Barrichello would be champion if Michael weren't in F1

engineer, but he used to play around – and still does. His hobby is radio-controlled cars. He loves all that.

StS: Were you already designing your own models then, as a kid?

RB: Yeah, yeah. We were particularly keen on slot-car racing – which was a bit like Scalextric but a bit more sophisticated. My father and I used to build our own cars and that type of thing.

StS: Do you still have them at home?

RB: I don't, unfortunately. I always regret never keeping that stuff. You never think that at the time. I know a dealer in that market, and he keeps an eye out to see if he ever finds anything that might be connected in some way. I wrote some articles for some magazines as a kid, and he managed to supply me with those.

StS: How old were you?

RB: Thirteen or 14 – maybe younger. So I think it was natural for me to then find a career in engineering.

StS: Has F1 always been your goal?

RB: I just enjoyed engineering. I never truly thought I'd be involved in motor racing, even when I took my first job in motor

racing, which was with Frank Williams in '76. I just thought of it as something interesting to do for a year or two before life got too serious. That was 27 years ago!

StS: When did you realise that F1 was going to be your life?

RB: I don't know. I never got round to thinking, "Do I want to do something else?" What I was doing was enjoyable. F1 was very small in those days. I worked for Frank in two stints. I went to work for a year in Reading and, unfortunately, he lost his company to Walter Wolf – and I left because I didn't really enjoy a few things, like the people who came in after Frank. I did Formula 3 for a year as a mechanic, and then Frank got going again. He asked me to go back there – and I did. It was in '78, and there were 11 people there – including Patrick [Head, Williams' technical director]. I drew a few parts, machined them, fitted them to the car – and, sometimes, I drove the truck.

StS: Great days?

RB: It was a fantastic apprenticeship. But I never did it with a view to pursuing it as a career. As things went on, I just never saw anything else that was so exciting.

Opportunities came along, and it just built from there. Before I got married [in '77], I remember taking my father-in-law to the pub to ask him if I could marry his daughter. He said he was very happy. But I'll always remember what he said to me then: "When d'you think you'll get a proper job?"

The same thing happened to me a few months ago, but that's another story! Back to important matters...

StS: Do you remember your first F1 win?

RB: Very much. It was at Silverstone, with Frank, in '79. Clay Regazzoni. It was also the first win for Williams. The grand prix was on a Saturday that year. I was at the track on Friday, and my wife was expecting our first daughter. On Friday night, my wife went into labour. I had to call Frank and say, "Look, Frank, I'm sorry. I can't be there tomorrow." I was at the hospital all Saturday, watching my wife and trying to follow the race. I rang my mother-in-law to say, "Congratulations! You've got a granddaughter!" And she said, "Congratulations! You've won the race!"

The first win for a car I designed myself was with Jaguar. The XJR/14 won the sportscar championship and the drivers' championship. Lots of fond memories.

StS: And your first F1 championship?

RB: The year after we won our first race, with Alan [Jones], at Williams, in '80. And we won a second championship with Keke [Rosberg] in '82. You're always surprised. I mean, you manage to win a race... and that's fantastic. And you win a few races, and suddenly you've managed to win a championship. That was a fantastic period.

StS: Was it difficult to leave Williams?

RB: They were the team I'd started my career with. I was very fond of Frank and

Patrick. I wouldn't really say I was fiercely ambitious, but I got to the stage where I thought, "Well, maybe now's the time to try something else." And the Force Team Haas came along. Neil [Oatley, a designer at Williams at that point, now working for McLaren] was ready to make a move; I knew him really well and so we decided to jump together. There were times when I wondered whether I'd made the right decision – but, looking back, it was a lucky decision. Things worked out very well.

StS: So you were very experienced by the time you saw Michael Schumacher come to F1. Do you remember the first time you saw him on track?

RB: I met Michael in sportscar racing in '90. He was driving for Mercedes. It was pretty clear to us that he was the star of the group. Whenever he got in the car, it went faster but used less fuel. You could see he was visibly quicker. Luckily for us [Jaguar], Mercedes had a very democratic policy and all the drivers got the same amount of time in the car. So we managed to beat them. I don't think that would've been the case if they'd just kept Michael in the car a lot more often...

StS: Then you met him again at Benetton...

RB: Yes. Suddenly it became clear that Michael wanted to move into F1. His first opportunity was with Jordan – but they didn't have the experience or knowledge that we had of him, so they didn't make the commitment that we were willing to make. Because Flavio [Briatore] didn't know Michael and Tom [Walkinshaw] did [both Flavio and Tom were then at Benetton], Tom was really the moving force behind getting Michael to Benetton. So this is where it started. ▶

ROSS BRAWN: A LIFE DEDICATED TO SUCCESS (compiled by Alan Henry)

'1954 November 23. Born in Manchester. His father Ernie works for the Firestone racing department and plays a key role in firing Ross's enthusiasm for motor racing. Ernie Brawn works as service manager for Firestone's racing department from '63 to '74 and visits Maranello at the end of the '65 season when the Italian team is poised to make the switch from Dunlop the following year

'65-71 Educated at Reading Grammar School

'71-76 Undergoes initial engineering training at both the Harwell Atomic Research Establishment and Reading College

'76 Joins Williams Grand Prix Engineering for a year

'77 Works for March for a year

'78-84 Rejoins Williams and works in the emergent R&D (research and development) department, staying with the British team during their driver's championship-winning years with Alan Jones ('80) and Keke Rosberg ('82)

'85-86 Joins fledgling Beatrice Lola Force team, managed by Carl Haas and Teddy Mayer, as chief aerodynamicist

'87-89 Joins Arrows F1 team as chief designer/technical director

'89 Switches to the TWR (Tom Walkinshaw Racing) Jaguar sports car programme. Initially works on the 3.5-litre turbocharged V6-engined XJR/11, but then concentrates his design efforts on new 3.5-litre Cosworth-engined Jaguar XJR/14 (which is an F1-derived concept). "It's essentially a wide F1 chassis with bodywork that covers all its wheels," he says. "Externally, it looks like a sportscar and conforms to the defined dimensions. But with the bodywork removed, it's a two-seater F1 car." Teo Fabi goes on to drive it to the '91 sportscar world championship

'91 Moves to the Benetton-Ford F1 team as technical director after Tom Walkinshaw's appointment as engineering director the previous year

'94 Head of the design team which builds the Benetton-Ford B194 which successfully carries Michael Schumacher to his first world championship title. During the course of the year, he is embroiled at the centre of a controversy over whether or not the B194 had used an electronic launch control system which was not permitted under the new technical regulations. Benetton were eventually cleared of using the system and Brawn denied that the team were nevertheless guilty by insinuation. "Benetton were

totally cleared by the FIA of using any illegal facility or function," says Ross. "Our success has been gained by hard work and the talents of Michael Schumacher"

'95 Oversees design of Benetton-Renault B195 in which Schumacher takes his second straight championship

'96 Switches to Ferrari as technical director, inheriting a car which has essentially been designed by the group under his predecessor John Barnard. Presides over the return of the whole design/development process to Maranello after resources had previously been split between there and Barnard's UK design studio. Ferrari take five wins and second place in the constructors' championship

'98 Together with Rory Byrne and Paolo Martinelli, begins to put together the first cohesive F1 design of the new regime. Six wins; second place in constructors' championship

'99 Presides over a turbulent season during which Schumacher breaks a leg at Silverstone. Has to fend off controversy over incorrectly positioned bargeboards which initially cost Eddie Irvine and Schumacher a one-two

victory in the Malaysian GP. Wins appeal to FIA court and result is reinstated. Six wins; victory in constructors' championship

'00 Directs Ferrari's world championship-winning campaign, their first in 21 years, in which Michael wins his third title. "For me, the '00 car was the first the new group had worked on when I thought it was all starting to work quite nicely and we were all pointed in the same direction," he concludes

'01 Second straight Ferrari world championship with Michael Schumacher. "Even though I think we've probably had the best car we've ever had at the beginning of the season since the present group have been working here together at Ferrari," says Ross, "it's Michael's driving at crucial moments that has been the key this season"

'02 A third straight Ferrari world championship with Michael. Ross is now committed to staying with the all-winning team at least until the end of '04. Yet still Brawn remains self-effacing and modest about his own contribution to the victorious Maranello formula. "Michael just stands out in his era above any other driver for commitment, consistency, fitness and sheer performance; and the fact that he enjoys it so much is what's so remarkable," he concludes



(Left) Ross Brawn holds out a pitboard for Frank Williams (centre) at Monaco in 1978; (right) talking to Tom Walkinshaw in '92, when they both worked for Benetton



(Left) Watching the '95 Benetton-Renault take Michael Schumacher to a second world title; (right) a group hug at Ferrari, where winning GPs is still a habit for Brawn & co





(Left) Ross says he can't imagine putting his name on any other team's uniform in the future. But nor is he particularly keen to take on Jean Todt's team principal role (below). We reckon he'd make a very good boss, though, and the opportunity could arise once the current contracts expire in 2004

'IF WE LOSE A RACE I THINK WE COULD HAVE WON, IT TAKES ME TWO OR THREE DAYS TO GET OVER IT. I HATE TO LOSE A RACE'



Michael came to the team at the end of '91, before I'd joined full-time. I was still finishing the Jaguar programme. Piquet was leaving at the end of the year, so Michael was the guy whom everyone focused on – because he was very fast. He had no F1 experience at that stage, but he learned very quickly.

StS: Sum up Michael in five words.

RB: Fast. He's *incredibly* fast. Incredibly dedicated. Intelligent. Fit. Competitive. That's probably enough.

StS: Is the Ferrari-Schumacher relationship unique in the sport, or do you think this situation happens between a team and every amazing driver?

RB: I think it *is* special. Ayrton Senna had a very good relationship with McLaren, but I wonder if it was the same relationship as we have with Michael...

StS: His role within the team is sometimes misunderstood, no?

RB: Yes. He's a very, very important member of the team – he isn't always just being a driver. Some people imagine Michael walks around the factory giving people orders as to what they should be doing. He doesn't do that. What he *does* do is encourage people. Asking what they're doing. Taking a genuine interest. It's so valuable to have someone like that. People within the team think of Michael as a member of the family. They don't think of him as a paid driver. I think it's a mistake if a driver starts to run the team.

StS: Is that a general trend at Ferrari: no firm order or hierarchy?

RB: I don't think anyone at Ferrari dictates how the team is running. It's something that comes from a collection of opinions.

Michael is part of Ferrari in a way that I never perceived other drivers who were part of their teams. For instance, I couldn't see him driving for another team now.

StS: So does that mean it will be a disaster for Ferrari when he leaves?

RB: It will be a gradual process. Michael won't want to damage Ferrari in any way. There will be a structured transition. Maybe Michael will stay in some capacity that suits him and suits the team. Maybe he'll help us to recognise and develop new drivers. There could be any number of things that Michael could get involved in. I don't think he wants to manage the team. But I think, being part of the family, he feels a membership he would like to continue, even when he's not driving. I think that applies to all of us.

When our time is finished at Ferrari, either by our own choice or Ferrari's, none of us wants to harm the team. It's been a really wonderful period – I hope it continues. But when it comes to an end, it won't be a messy divorce. I see it as a properly structured handover to the people who have to look after Ferrari in the future.

I have never heard Ross speak on this subject before. He has obviously already thought about Ferrari's future and has some ideas. Has he already worked out how his personal situation could evolve?

StS: You're still young [48]. You're still passionate about Ferrari. And [team principal] Jean Todt's contract with Ferrari expires at the end of '04. Could you manage the whole team?

RB: I tend to think I *do* manage the team in my own area. I have a lot of people to look after. At Ferrari, I'm not sure I'd want Todt's

job. Jean has lots of qualities – and they're different from mine, I think. Moreover, I see some of the things he has to handle... and I don't particularly want to handle those tasks. I'm very fulfilled and happy doing what I'm doing.

You know, we mentioned the analogy with Rory, that he's got the toy to play with. I think, in some ways, Jean and I are the same. I have more fun, and Jean has to deal with the difficult things. You can never say "never", but I don't necessarily see his position as a natural progression for me. But if he left and Ferrari needed to be supported and needed people to do different things, then why not? But, no, I don't aspire to take over Jean's job in that way.

Whatever. I'm sure Ross could be just the man for such a job. Let's push him a bit more on the subject.

StS: Do you think you might work for any other team in the future?

RB: It could happen, because at some stage things will change. I don't know whether it'll be in a few years' time or in a very long time. In the same way things changed to create the group we now have, things will change and we'll slowly dissolve that group. It will take a different shape and a different format. But I do love Ferrari.

StS: What about living in Italy?

RB: Living in Italy is very nice! I'm proud that there's a little part of Britain, a little part of England, working in Maranello. It's great and I've not tired of it.

Ross is British, so there's one challenge in particular that he might like to be involved in at some point. You've already guessed it. I'll ask him the question directly.

StS: Could the Jaguar challenge seduce you at some point?

RB: Jaguar really could become the British Ferrari. They have the history. They do their own engine. They do their own car. Maybe one day, a team like theirs would be a new challenge. But I don't feel that I need that at the moment. I don't want *that* challenge. I'm very fulfilled at Ferrari. My task is to make Ferrari stronger – to make Ferrari work better, to maintain the performance we have. I know there's a dip to come – a dip *has* to come at some point – and I'm almost looking forward to the arrival of that dip, to proving that we can come out of it again, like we did last time.

StS: How many job offers have you received since you've been technical director at Ferrari? It must be quite a few...

RB: Sometimes, they're blatant offers. Someone comes along and asks you what your contractual position is – and I have to say, because Ferrari have been so good to me, I've always been very clear to people about my contractual position. I've never entered into any discussions which would have affected that contractual position at all. *You can do better than that, Ross.*

StS: How many offers?

RB: There are not that many good opportunities in F1. Some teams are like Ferrari – they have a very well-established group. Take Williams: I guess Patrick holds a position like mine, but Patrick is a shareholder of the company – and, I guess, until he retires, that's never going to change. So an opportunity there would never occur. I think perhaps it works the other way round. If I were to feel that I'd

had enough of Ferrari, I might see what opportunities were out there – and I'm sure I'd find some people to talk to.

I've never actively sought another position since I've been at Ferrari, because I've been happy. So I don't really know what's out there.

I'm only half convinced. Never mind... Let's explore Ross's activities at the track. He is more talkative – and fascinating – when talking about his daily task.

StS: Could you live without your activities at race tracks?

RB: Maybe not. I *do* enjoy the races. I don't know if it comes across, but I'm very competitive in my own way, in a quiet way. Sometimes, if we lose a race I think we could have won, it takes me two or three days to get over it. Ron [Dennis] has made similar comments. I'm just the same. And I *hate* to lose a race – particularly one that I think we could have won if it different decisions had been made.

StS: Hungary '98 was one of your masterstrokes, when you switched Michael from a planned two-stopper to a three-, thereby winning the race...

RB: Yeah, there've been a few races I really got a buzz out of. I really felt that was a race we *had* to win. Michael drove *fantastically* well, though. The guys in the pit did their job *fantastically* well, too. I contributed my bit. I do get a tremendous buzz out of that.

StS: People tend to see you simply as 'Mr Strategy'. Does that irritate you?

RB: No, but it's probably only about one per cent of what I do. People who are watching on television tend to think that's what I specialise in, but it's a tiny part of what I do.

I accept that that's what people think, though I sometimes wonder if they do realise what there is behind F1. I don't think many people truly *do* realise the depth and the engineering. We have in excess of 700 people at Ferrari. That just shows the magnitude of the task and what goes on away from the track.

There's an *enormous* amount going on. Strategy occupies me only on a Saturday night and a Sunday afternoon. The fortnight between races is spent on all the other tasks. It's an 8.30am-to-9.00pm job.

StS: How do you work on strategies? Is it a fairly obvious decision that you make in a second because you're gifted, or is there a lot of work going into it?

RB: Well, it's a combination. You do the calculations first, because you've got to understand how things are looking. You know: the effect of the tyres, the fuel, the pitstop times, all those sorts of things. I quite like to do those calculations myself because, in doing them, it's like writing a report. You understand it much more because you're *into* it. Some part of your brain registers the details... so when you need that information later on in the weekend, it's automatically there. I'm not the only one who does the sums, though. A couple of engineers work with me on a lot of this stuff. So you build this foundation of simulation: calculations to give you the bare bones of the strategy.

StS: And how do you decide, finally?

RB: Then you start to look at the more subjective things. You know: do you think your car is able to overtake? How easy is it to overtake on this track? Is it impossible or ►

'JOINING FERRARI REJUVENATED MY CAREER. WE SHOULD ENJOY THIS PERIOD OF FERRARI HISTORY. LET'S KEEP IT GOING AS LONG AS WE CAN'

(Right) As a television viewer, you'd be forgiven for thinking that Ross Brawn's strategy calls on the pitwall as his most valuable contribution to Ferrari's success. They count for a lot, yes, and he loves the race environment... but a GP occurs only once a fortnight. He's much busier the rest of the time



is it possible? How are the drivers feeling? You talk to the drivers, and sometimes you'll find they're really up for it. You know: "Give me a competitive strategy! Give me an aggressive strategy for today because I want to go for it!" All those things are data you make a judgement on. They can sometimes be significant. On the other hand, there are some things that can take you totally the wrong way. I remember at Silverstone a couple of years ago [in '01], I made a complete cock-up of the strategy because I'd convinced myself that someone else was doing something which they didn't do. The numbers told me one thing and somehow I convinced myself we should go a certain way. I learned a lot from that race and we finished second and third.

StS: So it is partly intuition then?

RB: Yes. Your intuition can't *always* be right, but you have to rely on it – because it isn't just a number-crunching exercise. I also like to have aggressive strategies. I think they put pressure on other teams sometimes, and force them into mistakes. You can't quantify that on a computer.

StS: And, in Michael, you have someone able to drive each lap exactly the same, don't you? Exactly on the same tenth.

RB: Absolutely. When there are two rival cars, one running on a two-stop and one running on a three-stop strategy, and they're not together on the track, it's much more difficult for a driver to maintain his own pace. Now, Michael is *excellent* at that – very, very good. He's probably the best in F1 at maintaining his own pace, lap-in-lap-out. So we can use that strength.

StS: Are you on the radio a lot during races?

RB: That depends. Funnily enough, there are two situations where I find myself on the radio a lot. When there's a lot happening, and when there's absolutely nothing happening! I'm on the radio a lot when there's nothing happening because Michael gets a bit bored and he starts asking a lot of questions – "Where's my brother?"; "Who's doing this?"; "Who's doing that?" – and I have to keep reminding him, "Concentrate! Everything's under control. Let's just concentrate. Let's do this; let's do that."

Once or twice in his career he's been in a very comfortable position and has made a mistake – a mistake that he wouldn't make when he was under pressure and racing hard. So I'm very nervous about that. Often I'll remind him to keep his mind on the job and not worry about other things.

StS: Can you give me an example?

RB: I remember, at Indianapolis in '00, Michael had a fairly healthy lead – and he spun on the infield. Of course, my immediate reaction when I see something like that is that we've had a mechanical problem. I don't expect the driver to make a mistake in that circumstance. So I came over the radio and said, "Michael, got a problem?" And he said "No, no. Everything's okay." So I said, "What's happening?" And he said, "I need to concentrate a little bit more" So, there are occasions when we have a bit of a chuckle.

In fact, one thing that's happened once or twice is in qualifying. Michael likes to have an update on his qualifying status during the qualifying lap itself. There's always a little critical part of the track where you can give him that information and not

spoil his concentration. So I always agree with Michael where that can be done. But, of course, it's not something you practice. Once or twice I've given him the information in the wrong place – and I've got a few expletives back from him! Telling me to stay off the radio and not to bother him. Any other time during the race, you talk to Michael and it's like you and me having this discussion. It's uncanny how controlled he is – you wouldn't believe he was driving a racing car. But on a qualifying lap, when he's really on it, he's best left alone. You can easily upset him.

StS: Which drivers would you like to have worked with?

RB: Obviously, Michael is super to work with. I also enjoy working with Rubens [Barrichello]. By his own self-appraisal, in discussions we've had, he's a much more complete driver than when he first came to work at Ferrari. His emotional side is much more under control. He's a very good racing driver. He's just a little bit in the shadow of Michael – it's inevitable. I mean, he would have won the '02 world championship if Michael hadn't been there. And I think there's an argument that he would have won it in '01 if Michael hadn't been there. Rubens is actually a very, very good driver.

StS: What about the others?

RB: Of the drivers I haven't been able to work with, who perhaps would have been good fun, there's Senna, of course. That would have been exciting. And I think [Alain] Prost was an exceptional driver. It might also have been interesting to have worked back in the days when we didn't have the technology – in the '50s and '60s, with Jim

Clark, say. They must have been unique times; you really were working on a car from intuition, because you didn't have the data acquisition that we have now. You had the driver input and you had what you saw with your eyes. It was almost a black art in those days. When I was an F3 engineer, that's how I used to work.

StS: Going back to strategy, how did you cope with the backlash that followed the '02 Austrian Grand Prix? You were seen as an anti-F1 team...

RB: Austria was a shock for us. I don't think anybody expected that reaction. One of the problems in running an F1 team is that you're very blinkered. You're very focused on winning, in any way possible – win the race and win the championship. Every aspect of our job is taken to the extreme. Every spare gramme of material is taken off the car to make it as light as possible. The engine is run to the maximum rpm possible. The drivers do six hours of training every day to be as fit as possible. So, of course, when it comes to maximising our situation in a race, we naturally take that to the extreme as well. We didn't really think enough about the likely public reaction to those decisions. We just focused totally on one objective. And we were shocked. I don't mind admitting we were shocked.

Ross suddenly looks rather sad and dejected. I bet he was hurt by what was said after that race. It looks as if he put so much of himself in the team that he thought he didn't deserve such a hard time.

StS: How did you deal with it?

RB: It took me a few days to understand what we'd done and why we'd provoked

that reaction. We'd done similar things with team orders a couple of years before – and everybody either accepted it or encouraged it. Suddenly they didn't. We had to realise we were dealing with a different situation. A situation where, even if we didn't believe it, everyone else believed that Ferrari were just walking the championship. There are people like Bernie [Ecclestone] who say, "Ferrari were taking the piss." That's not true, and it's very unfair for him to make those comments. We just didn't realise that we would create that sort of public opinion.

We didn't want to say, "We're more important than F1." It was just an error of judgement. We all went back to Maranello and said, "Stuff the world. They don't know what they're doing!" I think, with time, we understood it more – and then we could appreciate more why people felt that way.

StS: What about the media side of it?
RB: They tried to milk Austria from then on. I think it was a difficult year for the media, because Ferrari were just dominating every race. And if your job is in the media, you can celebrate the success of Ferrari – and there are elements of the media who say you should really appreciate what's going on because it's a fantastic thing to see a car working so well, drivers driving so well, a team working so well. And then there's another element in the media who say this is useless, because there isn't any racing going on. We have to live with all the different elements of the media. We can only do our job. And if we've had a season where other teams haven't been able to match what one team has been able to do, you can't really blame that team for that situation.

StS: Team orders are banned for '03. You won't have to worry about it any more...

RB: It's a difficult area. What we've got to be careful of is that team orders are not driven into a sort of subversive thing, where they're underground and are done in a Machiavellian way. At least we were always totally open about our decisions and the way we ran our team. Some people criticise us, saying they've seen the things we do and they can't respect us for it, because they know it's going on. It's unfair that they criticise us when they're doing it themselves, under the table. We just have to be careful that team orders don't become an issue *because* of not being allowed. Let's assume we're getting towards the end of a race and one of our drivers makes a mistake and the other driver overtakes him – there could be members of the media who say that was a deliberate ploy. And that's the danger.

StS: Such as when Rubens has a lot of technical problems... and Michael doesn't?

RB: Exactly.

StS: And what would happen if you could live the '02 Austrian GP again?

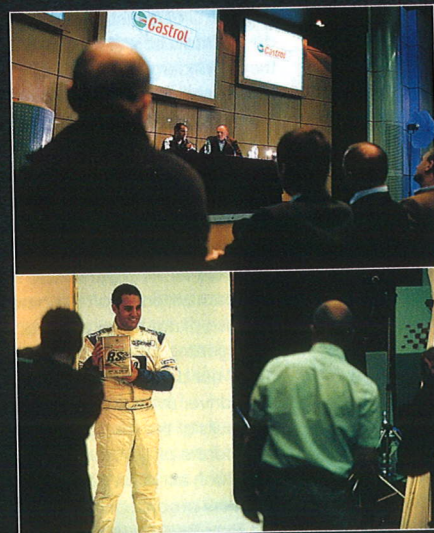
RB: Oh, for sure, we'd handle it differently, because we've learned a lot from it. We'd handle it differently, no doubt.

StS: Are you still enjoying F1?
RB: Yes, very much. It's a bit different, now, from what it was 10 years ago. My work is different, but I still get a tremendous buzz from F1. It was good for me to join Ferrari, because this team is special. It rejuvenated my career. We should enjoy this period of Ferrari's history – I don't know if it will ever be repeated. Enjoy... work hard... and let's keep it going just as long as we can. **1**

A life in the day of JPM

If it's December, it must be Monaco. And Nice. And Heathrow. And Grove. And Brize Norton. And Cannes. And Monaco again. Because, for Juan Pablo Montoya, there's no such thing as down-time – even in winter. Okay, he may not be doing the white-knuckle bit in the cockpit... but he's meeting, greeting, sponsor-schmoozing, earning his keep. *F1 Racing* went fly-on-the-wall

Words by Matt Bishop; photographs by Steven Tee/LAT



You could call it oiling the wheels. Literally, in fact, since on this December day the WilliamsF1 sponsor whom Juan Pablo Montoya has been enjoined to schmooze is Castrol. Trouble is, Castrol want to be schmoozed at Williams' smart and spacious conference centre at Grove (in deepest Oxfordshire)... on the same day as the FIA have decided to hold their annual Prize Giving Gala in Honour of the 2002 Champions of World Motor Sport (to give this glitzy shindig its full title) in Monte Carlo. And PGGIHOT2COWMS is a three-line whip for those, like Juan, who finished in the top three of their category's championships standings.

Fortunately, Frank Williams owns a Dassault Aviation Falcon 900 (\$28 million to you, sir), which makes such feats of bilocation considerably more do-able

(but more of that later). Here, then, from first light to midnight (and then some) follows (most of) what happened.

6.00am (CET): Juan is in his Monte Carlo apartment, fast asleep. When his alarm clock pipes up, it ain't welcome. Bloody typical, he ponders (not for the first time), that he has to go to England on this day of all days, when his peers (most of whom, like him, live in the Principality) will be able to lie in, chill, hang, then don a tux and stroll around the corner to the Monte Carlo Sporting Club, the ultra-plush gaff at which the FIA's pre-Christmas bash is traditionally held.

6.27am: Showered and shaved, Juan climbs into the limo that Williams' marketing bods have arranged for him. Still sleepy, he greets his driver with a few pleasantries, then subsides into reverie.

7.06am: Arrival at Nice airport – in good

time for the 07.45 British Airways flight.

8.57am (GMT): BA341 touches down at Heathrow. It's a grey day – probably too foggy for a helicopter, thinks Juan. Dammit.

9.09am: Suspicions confirmed: as Juan walks into the arrivals hall, he spots a face he recognises – a Williams driver (not Ralf Schumacher, silly; a chauffeur!). So it's going to be the M25. In the rush hour. Dammit.

(Meanwhile, I have driven without mishap from London SE1 to Grove, and have been drinking espresso in Williams' conference centre canteen with Steven Tee, *F1 Racing's* photographer... and waiting for Juan Pablo. Castrol have asked me to interview JPM in front of 300 VIP guests, and I thought I'd kill two birds with one stone by letting you, dear reader, hear what he has to say, too.)

10.34am: Juan arrives at Grove.

10.42am: We all file into the Ayrton Senna room, and I walk onto the stage ▶

Castrol sponsor WilliamsF1, so if they want a piece of Juan Pablo Montoya, they get it. (Top inset) JPM answers questions

from *F1 Racing's* Matt Bishop for the invited VIPs; (lower inset) the less glitzy side of life as an F1 driver – posing for an ad

'IT'S A GREY DAY – TOO FOGGY FOR A HELICOPTER, THINKS JUAN. SO IT'S GOING TO BE THE M25. IN THE RUSH HOUR'

to do my hello-good-morning-and-welcome bit. After a couple of Williams- (and Castrol-) plugging minutes of intro, I say, "And now, ladeez and gennelmen, the one 'n' only Juan Pablo Montoya!" And, as the man himself strolls onto the stage, the place goes wild.

Eventually, after two minutes of standing, stamping ovation... I begin the interview.

Me: "So, Juan Pablo... seven poles [wild applause once again]! Tell us what it's like to get a white-hot lap absolutely spot-on."

Him: "Well, qualifying is definitely the most exciting bit for me, because the car is at its fastest. There's just nothing like it. After that, everything just gets slower."

Me: "Are you ever nervous - either before, during or after an 11-tenths banzai lap?"

Him: "Nah. Before the race, yes, a bit. But not before qualifying. Just focused, that's all. Next season we'll have to push a bit more carefully, 'cos of the new [one-lap qualifying] rules. So maybe I'll be a bit more nervous then... but I doubt it."

Me: "So, next season, do you think we'll see less 11-tenths driving? Do you think the guys will drive with a bit more margin, to

make sure they don't mess up their laps?"

Him: "No. I think we'll see just as much 11-tenths driving... and a lot of the quick guys messing up and ending up 10th [on the grid]."

Me: "A lot of gravel, in other words?"

Him: "Yeah, exactly."

Me: "Can I ask for a show of hands here? Please put your hand up if you think the new qualifying rules are a good thing."

The audience does as bidden... but not that many of them.

Me: "I think that's well under half, Juan. Does that surprise you?"

Him: "Yeah, amazing. I think the new rules will make qualifying *much* better. Before, you had an hour with nothing happening for the first 30 minutes. In fact, the only good bit was the last three minutes. For example, I got the pole at Monaco, and the only bit that was seen on TV was me crossing the line. After I got out of the car, I really wanted to see that lap - but I never will. Nor will anyone else. But the new rules will fix that. People at home will be able to analyse, one by one, what each driver is doing. It's gonna be great."

Me: "Well, I agree, Juan. But, moving away from qualifying, what about the race itself? You bagged seven poles in 2002... but, er, no wins at all. Why?"

Him: "Well, I was a bit unlucky. I had a few chances at the start of the year. Ended up crashing with Michael [Schumacher, at Sepang]. Then, later on in the year, my suspension broke [at Monza]."

Me: "And '03? Can Ferrari be beaten?"

Him: "I've been around the [Williams] factory and everyone is flat-out. The car looks really, *really* promising. A whole new aero concept. I'm sure it'll be quicker than last year's car - hopefully, a *lot* quicker."

Me: "The way in which the big teams have grown is really amazing, isn't it, Juan? I mean: there are 460 people here at Grove, plus 280 at BMW in Munich working on the engine. That's, er, 740 in all!"

Him: "Yeah... 740 people working flat-out just so us two kids can have two mega toys to play with! Good, innit?"

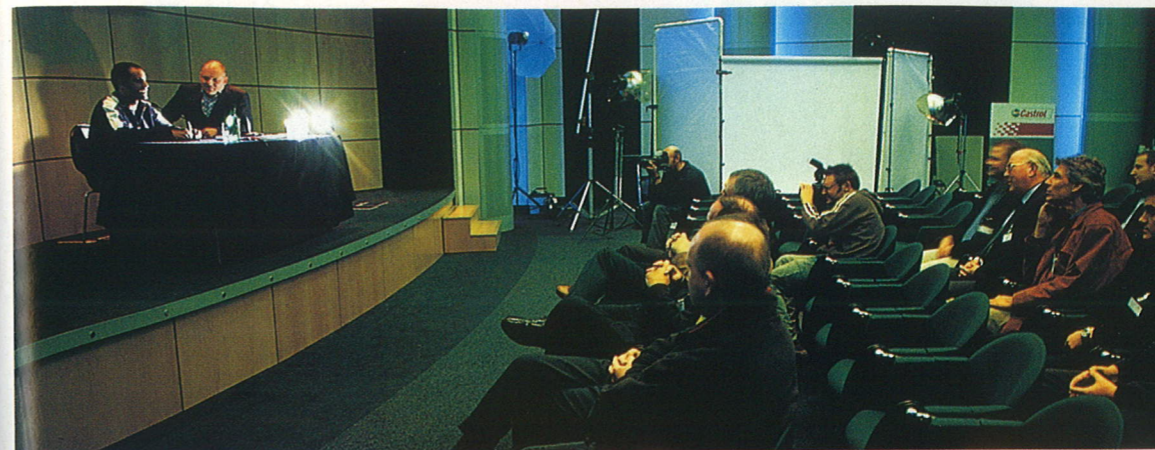
And as he flashes that whiter-than-white grin, the audience chuckles and whoops.

Me: "So, Juan, how are you, er, getting on with the other kid? Ralf, I mean..." ▶

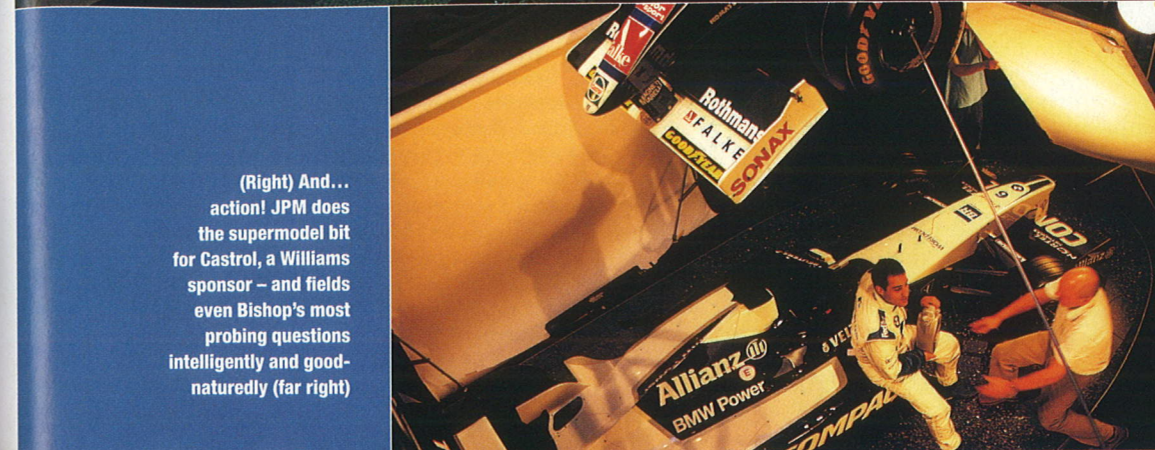
(Below) Montoya is an energetic and fluent interviewee who tells it like it is and knows exactly how to wow his VIP audience



'YEAH... 740 PEOPLE WORKING FLAT-OUT JUST SO US TWO KIDS CAN HAVE TWO MEGA TOYS TO PLAY WITH. GOOD, INNIT?'



(Left) A cheerful Juan Pablo Montoya is interviewed by F1 Racing's editor in chief Matt Bishop on stage in the Ayrton Senna room at WilliamsF1's new conference centre



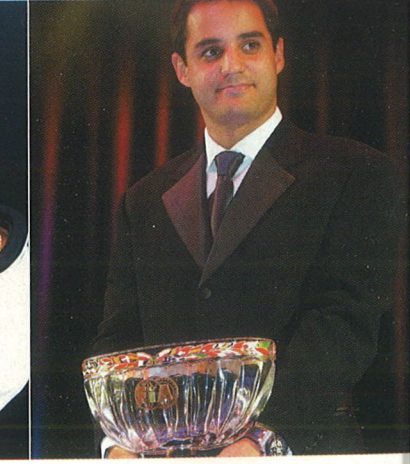
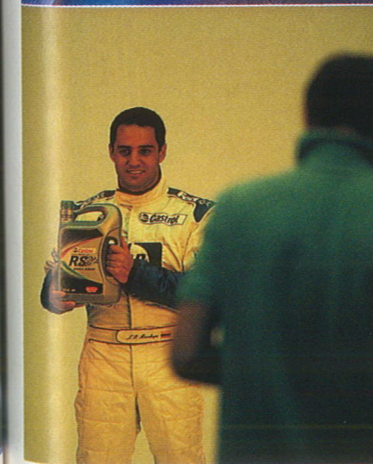
(Right) And... action! JPM does the supermodel bit for Castrol, a Williams sponsor - and fields even Bishop's most probing questions intelligently and good-naturedly (far right)



(Far right) JPM approaches sponsor days with, er, great fortitude



Backstage at the conference centre (left)... and 'saying cheese' alongside dozens of happy Castrol VIPs (right). JPM approaches sponsor days with, er, great fortitude



It'll be oil right on the night: JPM gets corny for the sponsors (above left)... and patiently signs hundreds of autographs for the

VIPs. Later in the day, back in Monaco, JPM attends the mega-glitzy FIA Prize Giving Gala at the Monte Carlo

Sporting Club. As third-placed driver in the 2002 world championship - and therefore one of the main attractions - saying no simply

wasn't an option. Even so, Juan made a subtle sartorial protest (above right), and invented his own version of 'black tie'. Naughty

Him: "I've got to be politically correct here, haven't I? No, seriously, he's fine. It's okay. We're not what you'd call friends. We don't have much in common, to be honest. But that's okay. He's okay. And, professionally, we work well together in meetings, openly, to improve the car."

Me: "Well evaded, mate! So let's change the subject. Williams were your dream team, weren't they, Juan? Not Ferrari."

Him: "Well, why would it have been Ferrari? When I was a little kid, Ferrari weren't winning. It was always Williams. McLaren, too, of course, with Ayrton."

Me: "Today's equivalent of Ayrton is Michael. Some drivers find his supreme ability intimidating. Do you? [I know Juan doesn't, of course; I'm just trying to goad him into providing a spirited answer]."

Him: "No! He's a very good driver – but he's got the best car, hasn't he? So that's it. And even Rubens [Barrichello] was able to handle him a couple of times in '02, so..."

Me: "Who do you rate higher: Schumacher or Senna?"

Him: "Oh... Senna. For sure. No question. No doubt. Okay, Michael is a really good driver – probably in my top three, with Jim

Clark and Ayrton. But – think about it – if Ayrton hadn't been killed in '94, he would have won the championship in '94, '95, '96 and '97... which would make it seven titles. And then Michael would only be on three."

Me: "Can I have another show of hands? Is Juan right about this, do you think, guys?"

At least three-quarters of the audience indicate enthusiastic agreement.

Him: "Well, done guys!"

The Castrol PR indicates that it's time to allow questions from the floor, so I do the David Dimbleby bit for 20 minutes or so. Juan is grilled on... Michael again; Ayrton again; his 161mph pole lap at Monza; whether he is as fit as Nigel Mansell; whether there will ever be a female F1 driver; etc. He answers patiently and wittily – and when the PR signals one last question, and I have to draw the session to a close, he smiles brightly during the impromptu standing ovation he is accorded.

11.28am: Juan is installed behind a desk, while a long line of VIPs queue up for autographs.

12.02pm: Juan has his photo taken with each and every VIP.

12.26pm: Show over, the VIPs sit down

to lunch. For Juan, however, the day is still young. He grabs a sandwich, nips across to the factory proper, views the '03 tub, looks at some drawings, meets Frank, and then...

1.13pm: ... scoots back to the conference centre for a long, multi-faceted Castrol-endorsing photoshoot which involves him striking a seemingly interminable series of poses with various Castrol products.

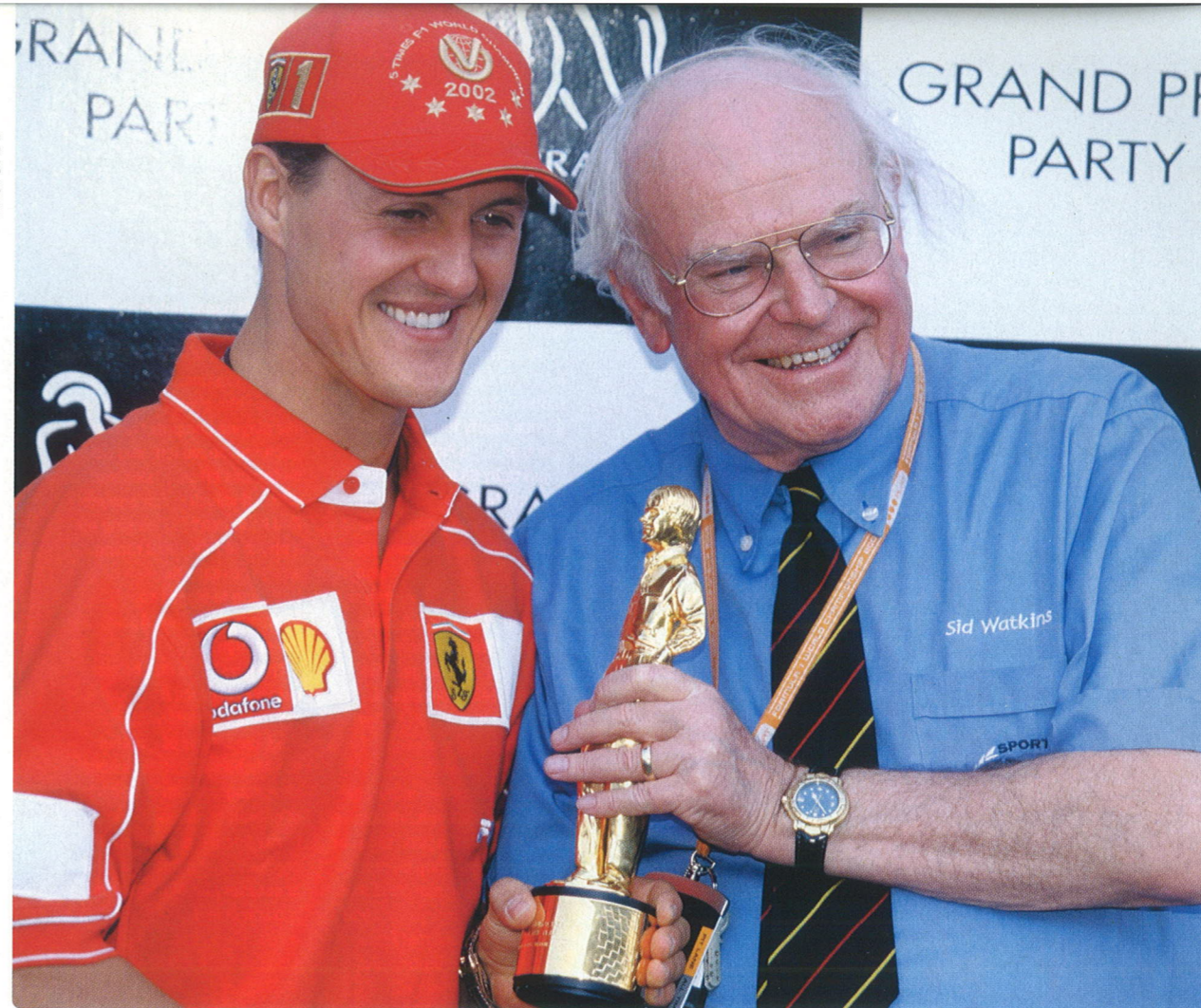
3.41pm: The 'shoot is finally over.

3.42pm: Juan and I jump into a 5-series BMW, and are driven very briskly to Brize Norton, where our carriage (Frank's superb Falcon 900) awaits.

4.35pm: Jeremy Cook, Frank's pilot since '83, welcomes us (we're his only passengers). He takes off immediately, and guns it (Mach 0.9) to Cannes. As ever in F1, the schedule is super-tight.

I had wondered what Juan would be like on the plane. I shouldn't have worried. Over 110 minutes he is happy to chat animatedly – gossiping, joking, giggling – and, as restless as all F1 drivers are when faced with little to do, whips out his laptop and resumes a month-old game of *Star Wars: Jedi Knight II* when I excuse myself, stroll to the other end of Frank's mega-big, ▶

PHOTO: LAT



On behalf of everyone who attends the
F1 AWARDS/2003 GRAND PRIX PARTY
 at the Birmingham NEC Arena on Saturday 11 January 2003,
 and who has donated money in the past, or wishes to do so in the future...

Thank you!

YOUR GENEROSITY SAVES LIVES.

Chas Cole

UK Concert Promoter
 Executive Producer F1 Awards/2003 Grand Prix Party

Professor Sid Watkins, OBE

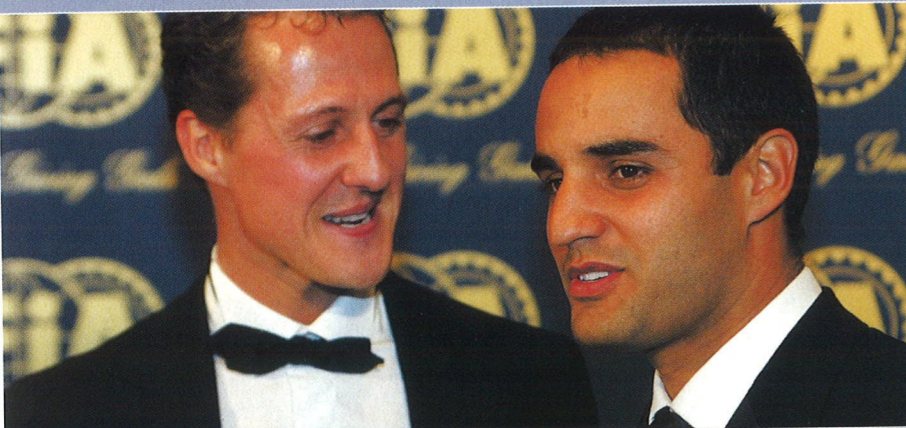
FIA Medical Delegate,
 Patron, Brain and Spine Foundation

If you wish to donate to The Brain and Spine Foundation, send e-mail to info@grandprixparty.com

www.grandprixparty.com



'SO... WE WATCH JUAN, MICHAEL, RUBENS AND ROSS BRAWN DOING THE CONGA!'



JPM with two of the most important people in his life: wife Connie (right) and you-know-who (above); leaving Williams' HQ with F1 Racing's fully insulated editor in chief (far right)



giga-posh plane, and change into my tux. **7.25pm (CET):** We touch down at Cannes. Williams have sent a limo to collect us (well, Juan, actually – but, since I'm on super-blag mode today, I think I'll tag along). However, a mate of JPM's has met the flight in Juan's BMW X5 4.6is (I wonder how much that cost him... not!), so he doesn't require the 'stretch'. "See you at the Sporting Club," he shouts, climbing behind the X5's wheel and relegating matey-boy to the passenger seat.

8.23pm: Astonishingly, 'my' limo and Juan's big Bee-Em roll up to the Sporting Club at precisely the same time. But this isn't only astonishing in the sense of coincidental; it's also astonishing in the sense(s) that (1) my driver wasn't exactly hanging about (I spotted an indicated 180km/h in places), and (2) Juan has had to stop off at his apartment (to change into his tux) on the way. Quick car, the X5 4.6is...

8.30pm: The dinner begins – precisely on time, as ever. The food is fab ("created by Joël Garault, holder of a Michelin star and head chef of the Restaurant Vistamar at the five-star Hotel Hermitage Monte Carlo", according to the menu), but the wine is better still: a delicious '90 Mumm Cuvée Limitée Rosé followed by a superb '95 Château Pichon Longueville Comtesse de Lalande Réserve de la Comtesse Pauillac en Magnum (gulp... and I do).

10.00pm: The prize-giving begins – precisely on time, as ever. It encompasses all FIA-ratified series, so the pace is brisk: no speeches. Each winner marches onto the stage, shakes hands with the compère, collects his bauble, pauses momentarily for the photographers, then marches back off again.

10.49pm: The F1 prizes come last, of course. Michael, Rubens and Juan do their bit, bow to polite applause, then remain on stage while all the winners are assembled for a group photo.

10.57pm: Show over. Bernie Ecclestone and Max Mosley look at their watches: just under an hour, as ever.

11.20pm-3.30am (or maybe later... I'm not too sure): We all stroll downstairs to the famous (but irritatingly spelled) Jimmy's, Monaco's most exclusive nightclub, which the FIA have hired for the night. The wine (and, more specifically, the spirits) flow very freely... and so it is that, well into the early hours, plebs like me are treated to the extraordinary sight of Michael, Rubens, Juan and Ross Brawn (I kid you not) doing the conga... while their wives look on, as amused as we are.

Who said F1 was an unfriendly sport? **1**

>How to nurture Montoya's nature

Frank Williams and Patrick Head rate Juan Pablo Montoya very, very highly; but do they know how to get the best out of him? Maybe not, says Peter Windsor...



I get the feeling – the *feeling* – that Frank and Patrick weren't too happy with Juan Pablo Montoya in 2002. Something about faffing around too much on Sunday mornings, or seven poles being irrelevant if you haven't won a race, or JPM not being Michael Schumacher in the body-fat percentage department.

They're right, of course, in the sense that JPM's morning warm-ups were usually a clutter of incessant tyre pressure-checking, wing adjustment and brake balance mods and he didn't win a race and, no, he isn't ever going to win a fitness test in the gym.

The trouble with all this, however, is that JPM is an easy guy to read and that, right now, he is saying, "Give me a decent car and I'll do the job. Don't talk to me about fitness or testing or any of that stuff. I finished third in the drivers' championship, beating every other non-Ferrari

driver, and I'm ready to win when you are..."

The situation is exacerbated by the world's most open secret – that Ralf Schumacher in '02 earned nearly four times as much as Juan Pablo Montoya (reportedly \$8 million to \$2.5 million). Nothing immoral in that – Ralf renegotiated his contract in late '99, whereas JPM is still on the long-term deal he signed before he ever raced for Williams full-time – but the effect is undeniable. Every time JPM outqualifies Ralf, he feels... underpaid.

Beyond that, think... Nigel Mansell. He, too, was easy to read. Nigel needed a huge retainer, a massive entourage around him, sycophantic phone calls every day, a good race car and nice lamb-chop dinners at every race. Give him all of that and he would win you a world title. Easy. Except that Frank and Patrick, unsurprisingly, soon became bored with it all – with the sycophantic bit in particular.

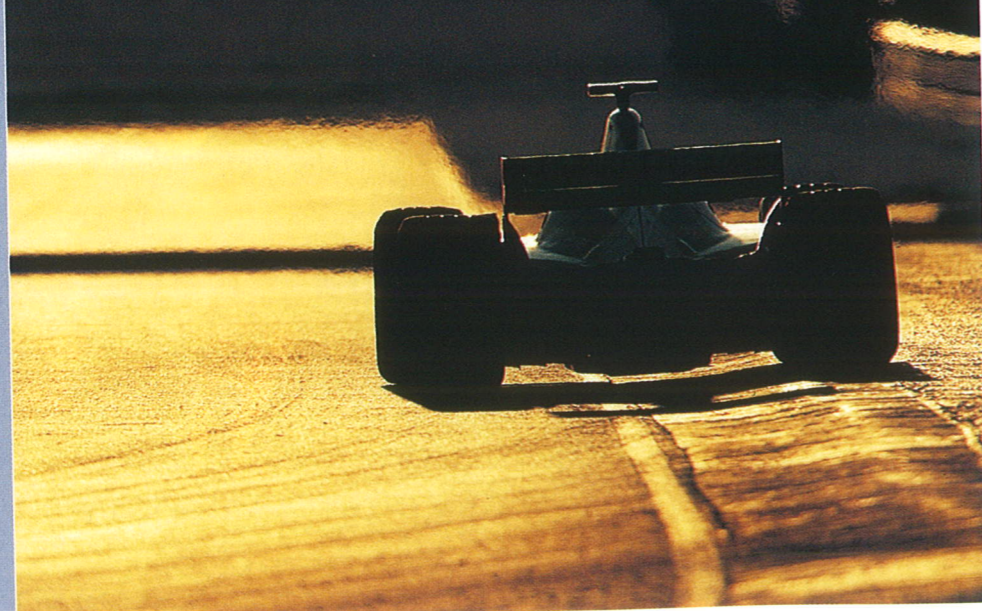
JPM's requirements are very different. He has a bit of an entourage – large by Williams standards – but it isn't too intrusive, particularly now

that JPM hangs out in the HP motorhome and Ralf in the BMW one (in Mansell's day they were all crammed together). He doesn't like gyms but he does like playing computer games (pictured, above left) and riding motocross bikes, jetskis and off-road vehicles. Fair enough. And he doesn't like picking up a phone to talk about racing – unless he really has to – or travelling to places simply to attend a meeting. Again, fair enough.

The flip side is that he just gets into his race car and drives the thing absolutely into the road, regardless of whether it is Michael or Ralf or anyone else alongside him. That sort of in-built confidence – not to say talent – is so rare, so precious, that it deserves just about every bit of pampering you can give it.

I get the feeling that the Williams boys would love JPM to begin to develop a Michael approach to life. Reality, of course, is that JPM is as good as he is because he *isn't* Michael Schumacher.

He's Juan Pablo Montoya. And he knows how to win, thank you very much.



'THE REALITY IS THAT JPM IS AS GOOD AS HE IS BECAUSE HE ISN'T MICHAEL SCHUMACHER'

(Above) Montoya, as ever, using all the road and more. The Williams bosses rate JPM's speed, but do they understand him? And can they learn to?

PAGE & MOY LTD

International Motor Racing Tours 2003

British Grand Prix Silverstone 20 July



It's time to book your hotel, tickets and hospitality for the British Grand Prix!

Our superb weekends in Stratford upon Avon are always immensely popular and sell out fast. You can join us for just two or three nights and once you arrive and park your car you can leave the rest to us. Our coaches will take you to Silverstone on Saturday and Sunday leaving you free to enjoy the weekend.

If you've no time to spare book a place on our one day trips by coach-there's a pick up point close to you.

Hospitality at Silverstone is excellent and we've chosen two of the best locations. The Pit Lane Suite is where you'd expect - overlooking the entrance to the pits - how much closer could you get?

The Copse Corner Village is conveniently located behind the excellent Copse Grandstand - the first bend is always exciting.

Whichever option you choose you'll receive a warm welcome, enjoy good food throughout the day and superb service.

If you're travelling with us we have a large selection of the best grandstand seats available.

We're waiting to hear from you!

Tel **08700 106 393**

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 Visit our website www.motorracingtours.com

HOO239/833



Member Bonded

THIRD DRIVER: McLAREN

Alex Wurz

On McLaren's 2003 cars, wanting to race (rather than test) and being a father

Since McLaren are going to start the season with a development of MP4-17, how is the work going on that?

We're making a lot of steps forward with the tyre/chassis relationship and things seem very positive. We're testing a new gearbox and suspension developments and both have been performing very well. There are always a few niggles making new parts work together properly, but that's why we test!

What's different with the new parts?

We've been going lighter and stiffer and trying hard to get the centre of gravity down, with minimum friction in the gearbox and suspension. That's the main target now before we start running MP4-18A. That will have a new gearbox, too, but it's all secret. All I can say is that it has seven speeds.

What's MP4-18A like?

It feels pretty good from the seat fitting! The regulations are so tight now, it's difficult to make things look radically different, but you will see some changes when it runs for the first time. There's a lot of detail change. That's where we're making most of the gains now. A new car is always the most exciting thing you can see – that buzz is the same for everyone in the team. All that work and there it is ready for you to drive.

Is it going to be a Ferrari-beater?

I hope we can match them by the middle of the season. There are no guarantees, but that's our aim. We're not here to be second in the championship, and with men like Ron Dennis [team principal] and Norbert Haug [Mercedes boss] running things, you know they're not ready to take second best.

As the team's 'third driver' do you have a race season and an off-season?

No, the test team is flat-out all year. The winter is sometimes even busier than the summer, with all the promotional stuff and factory visits we get involved in, but this year doesn't seem to have been too bad.

What are your own goals for '03?

I want to be quicker than both the race drivers! I'm a racing driver you know, so that ambition [to race] hasn't gone away. But I don't want to race at any cost, and really I'm quite lucky to be able to work with McLaren

and contribute to the team's development, so I didn't want to throw that away for any old race seat. My aims are quite high and unless I have an offer to go to a good team, I would prefer to stay at McLaren than put up with the frustration that you get in a team with a low budget. I want to make a big contribution to improving the car. A lot of the improvements to the MP4-17 were in the chassis and I'm happy that part of that was my work. It says a lot for the test team that the car improved so much.

Any chance of racing for McLaren?

You've asked the wrong person. If I could, I have no doubt in my head that I'd do a really good job for the team, but I have no idea what the contract situation is for anyone else. I don't know what the future will bring. I would be a much better race driver than I used to be, for sure – I've learned a lot. When you're testing, a lot of things go through your head and you have time to analyse, which you don't get when you're racing. It's a bit like being a footballer for a top side, but sitting on the bench: you get a chance to step back and work a few things out.

So who would you like to drive for, if you had your choice?

The only team I want to drive for is the best team. I like McLaren a lot. They're a very friendly team. They really care about you, which makes it really difficult to leave, even for a race seat. They care and put effort into you and listen to what you say.

Do you think you opted for the third driver position too soon, when there were still race drives available?

That's a hypothetical question and it's difficult to answer. Maybe I signed too soon, but I know what was in my head when I did sign. The driver market was very strange and I didn't want to find myself queuing up for a seat. McLaren had given me a deadline for signing, too, so I had to make my mind up. The other people I was talking to weren't being definite enough with their answers, so I said okay to McLaren. If I hadn't, maybe I would have had a race seat, but maybe I wouldn't have had any F1 drive at all.

Are you still enjoying being a father now that Felix is eight months old?

It's super-cool being a father. It's the best thing you can have in your private life. It reduces life to the important things. All those little bits that you worry about and spend so much time and energy on, which are not actually important, are taken away because you want to spend time with your family. I'm still training just as hard and driving just as hard. It doesn't make any difference – it just makes you a richer person.

Will Felix be quick, do you think?

He already has some pretty quick reflexes – for food, especially, and he always wants to be moving around.

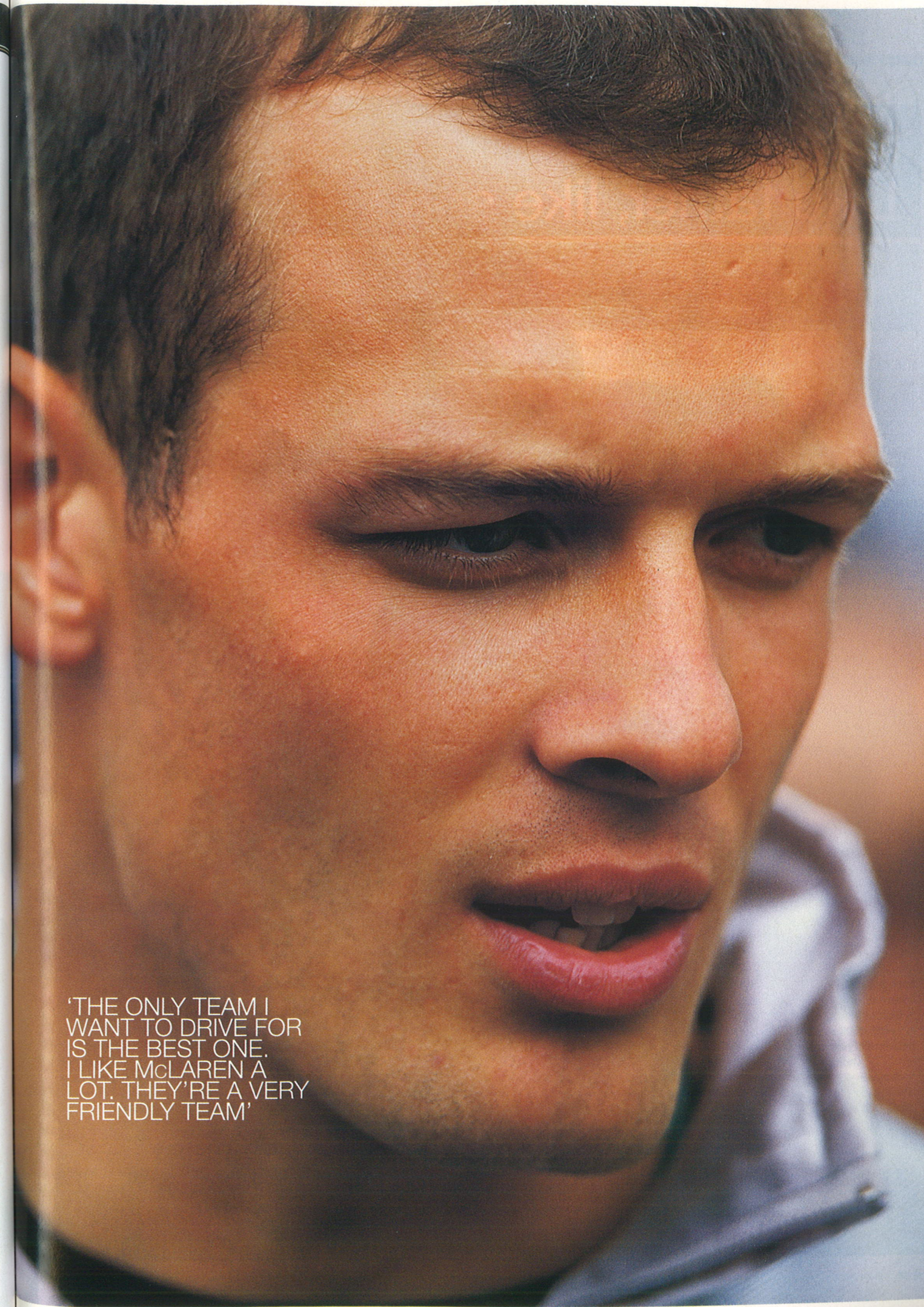
Does he look like you?

He did when he was born, but now I think he looks more like Julia [Alex's wife]!



This will be Wurz's third year as McLaren's third driver. He'd rather race, but only for a top team. This way, he drives one of F1's best cars every day

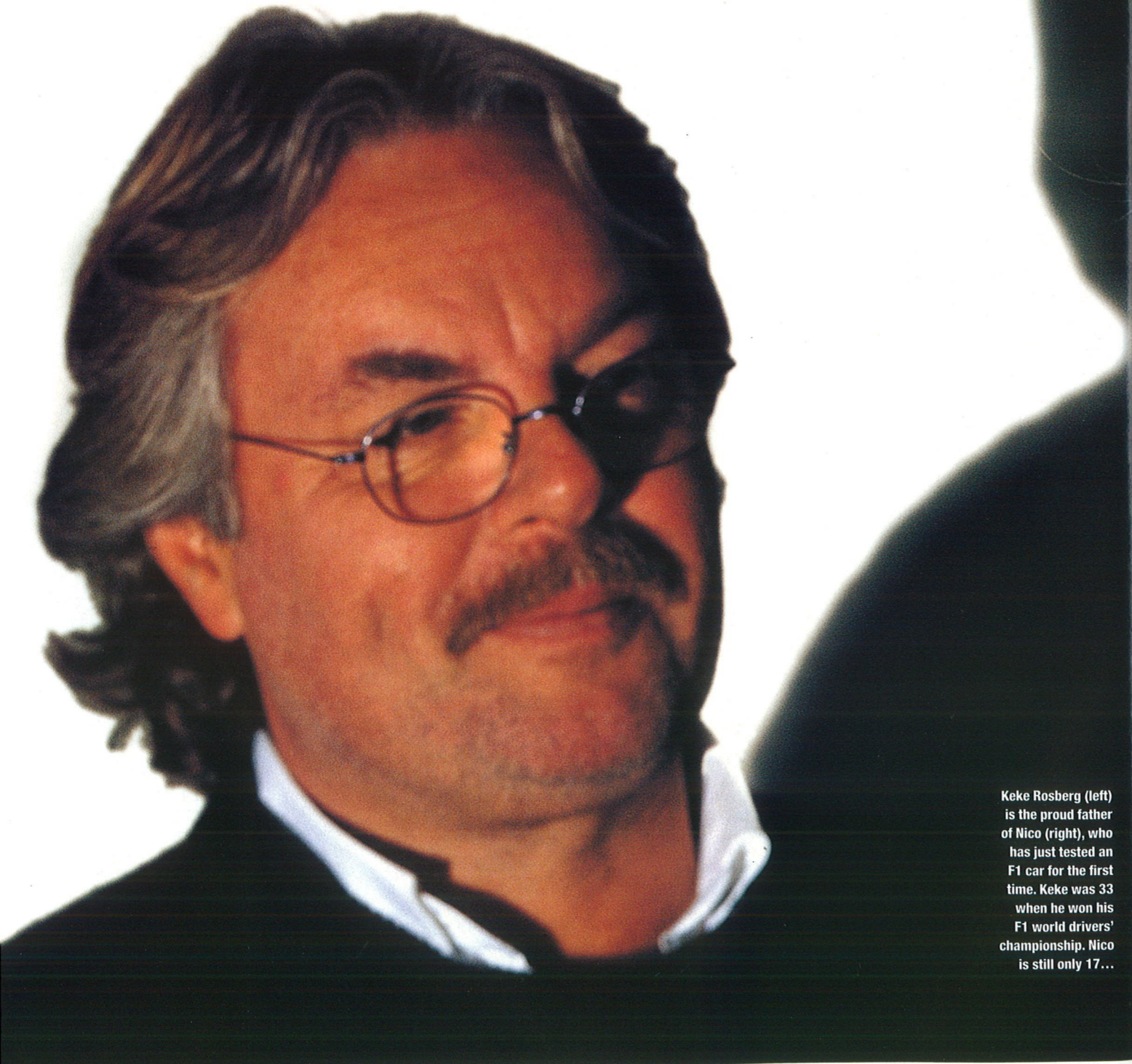
CHARLES COATES/LAT, STEVEN TEE/LAT



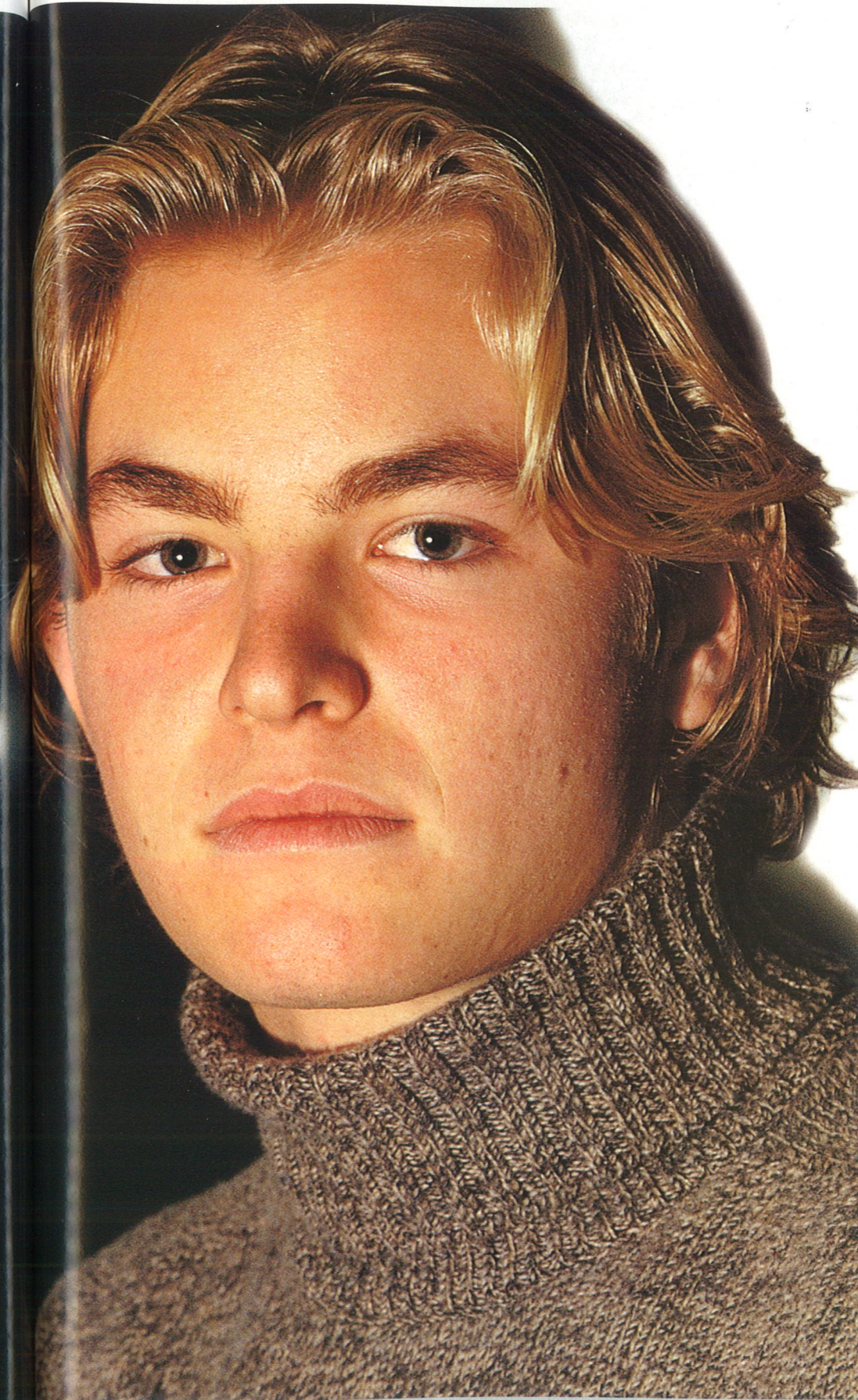
'THE ONLY TEAM I WANT TO DRIVE FOR IS THE BEST ONE. I LIKE McLAREN A LOT. THEY'RE A VERY FRIENDLY TEAM'

Like father, like son?

A famous name won't guarantee skill, but it's not a bad start. Williams recently tested Nico Rosberg, son of their 1982 world champion. Could it be that Nico has inherited Keke's mega talent? Tom Clarkson met them to find out more



Keke Rosberg (left) is the proud father of Nico (right), who has just tested an F1 car for the first time. Keke was 33 when he won his F1 world drivers' championship. Nico is still only 17...



'IT'S NOTHING TO DO WITH MY FATHER. I THOUGHT IT LOOKED FUN AND GAVE KARTING A TRY. I'M GOOD, SO I'M TRYING TO MAKE IT A CAREER'

At the end of November Williams conducted a shoot-out between two young hotshoes – Giorgio Pantano and Vitantonio Liuzzi – for their second test seat in 2003. They must now be wishing that they'd included a third driver in their evaluation.

Enter Nico Rosberg, the 17-year-old son of '82 Williams world champion Keke. Definitely his father's son: the same wavy blond locks and round face, the same matter-of-fact approach to life. ▶

LORENZO BELLANCA/AT



'DRIVING A FORMULA 1 CAR IS SENSATIONAL. THE FIRST LAPS ARE LIKE A GAME - EVERYTHING GOES SO FAST AND SEEMS SO SURREAL'



Keke is careful not to get in his son's way - but he watches every one of Nico's races, giving support if it's needed (left, karting in 1996).

(Right) Nico races in the '99 European junior karting championship; (above) testing the FW24 in November, Nico's first drive in a Formula 1 car



"I'm a racing driver because that's what I enjoy doing," Nico says. "My father had nothing to do with me starting out on this path. I thought it looked fun and gave karting a try. Now, though, I believe it's what I'm good at, so I'm trying to make a career out of it."

So it is that 17 years after Keke stepped out of a Williams for the last time, Nico steps into one for the first time. He has half a day at Barcelona in an FW24 as his present from BMW for winning the '02 Formula BMW Championship in Germany. He impresses everyone in the team with his feedback, application and speed.

"From where I was sitting, it looked like he did a good job," says Williams regular Juan Pablo Montoya, who is also testing today. "He hasn't got much experience, so I was impressed."

Early on he has a harmless spin, but otherwise the test runs smoothly, bar the inevitable neck problems experienced by all newcomers at a track like Barcelona. In all, he completes 38 laps, setting a best time 2.8 seconds shy of Montoya's.

On the pitwall, Keke looks on proudly, keeping an eye on his boy as he has done ever since Nico started racing. In fact, as

racing dads go, few are more committed than Keke, who has not missed a single one of his son's races since his career began - even when he was karting in North America.

"I try to keep out of his way," says Keke, "but I must confess that I really enjoy watching him. I'm here to help if he needs advice, but otherwise I try to let him get on with it."

Get on with it is exactly what Nico does at Barca, and he loves it. "Driving a Formula 1 car is a sensational experience," he says. "The first laps are like a game on a PlayStation - everything goes so fast and seems so surreal."

"My father has advised me not to attempt too much and just to enjoy the whole experience. 'You can forget about your neck exercises,' he says, 'because the forces in F1 are too great. Your arms are put under extreme strain as well.'"

Anyone with current F1 experience could have predicted Nico's physical problems. The neck exercises that he has done over the side of his bed in Monaco haven't been sufficient. But, even with his neck trouble, he is able to improve his lap times during the course of the afternoon. ▶

> CV: Nico Rosberg

A conventional (if super-rapid) path to F1...

Born June 27 1985, Germany (of German and Finnish citizenship)

'96 Races in French Minime karting category, aged 11. Wins League Côte d'Azur

'97 Second year in French Minime karting. Wins Trophée de France and is second in the Trophée de France des Constructeurs

'98 Races internationally as a works driver for the CRG factory in ICA Junior karting category. Finishes third in Italian championship (one win). Is also North American champion, and has a win in Trofeo Internazionale Andrea Margutti, Parma

'99 Karting in same categories for a second year. Runner-up in Italian championship and fourth in European championship, Angerville, France

'00 Races internationally with team mbm.com as a works team with CRG and Parilla in Formula A category. Is runner-up in European championship. Wins CIK race, Braga, Portugal

'01 Races with mbm.com as a full works team with Parolin and Parilla in Formel Super A. Is 16th in the world championship (best finish: third in Germany). Wins one race in Italian championship

'02 Makes single-seater debut aged 16. Races in Germany in Formula BMW Championship. Is champion (nine wins from 20 races; two seconds; two thirds). Is rewarded, aged just 17, with F1 test for BMW.WilliamsF1 at Barcelona. Williams reckon he "did a fantastic job and displayed maturity in his application"

SPECIAL OFFER TO STOP! YOU IN YOUR TRACKS



TWO WHEELS ONLY MAGAZINE SUBSCRIPTION ORDER FORM

YES! - I would like to start/renew my subscription to T.W.O. for 12 issues.

YOUR DETAILS BLOCK CAPITALS PLEASE (must be completed)

Mr/Mrs/Ms _____ Initials _____ Surname _____

Address _____

Country _____ Post/Zipcode _____ Telephone _____

E-mail _____

YOUR SUBSCRIPTION CHOICE (12 ISSUES)				Zone 1: USA, Middle East, Africa, India.				Zone 2: Japan, NZ, Australia, China			
	New Price	Your Price	Save	Area	New Price	Your Price	Save	Area	New Price	Your Price	Save
UK	£42.00	£33.60	20%	Zone 1	£96.00	£79.00	10%	Zone 1	£96.00	£79.00	10%
Europe	£65.20	£55.40	15%	Zone 2	£96.00	£79.00	10%	Zone 2	£96.00	£79.00	10%

TWO WHEELS ONLY T.W.O. MAGAZINE

SUBSCRIBE AND SAVE UP TO 20% off the shop price

TWO WHEELS ONLY DELIVERS A FRESH, STYLISH AND AUTHORITATIVE INSIGHT INTO THE WORLD OF MOTORCYCLING. PACKED WITH ROAD TESTS, FEATURES, SPORTS, CELEBRITY COLUMNS, BUYING AND RIDING TIPS. PLUS, AS A SUBSCRIBER YOU'LL

- SAVE MONEY OFF THE SHOP PRICE
- GET PRIORITY DELIVERY TO YOUR DOOR
- NEVER MISS AN ISSUE

PAYMENT DETAILS

I enclose a cheque drawn on a UK bank, or International Bankers Draft for £ _____ payable to Haymarket Publishing Services Ltd

Please debit my Mastercard Visa Amex Switch Diners

Card No _____

Valid From _____ Expiry date _____ (Switch Only) Issue No. _____

Signature _____ Date _____

Please send this coupon (photocopies acceptable) to the address below or call our Customer Service telephone number on +44 (0) 1795 414807, fax us on +44 (0) 1795 414555 or e-mail us at haymarket@galleon.co.uk

Terms & Conditions. This offer is available to UK & Overseas subscribers. All applications must be received by 31st March 2003. Please allow 6 weeks for receipt of your first issue.

We may use your contact details to inform you about other offers and reputable companies, whose products and services may be of interest to you. Please tick this box if you do not wish to receive such offers

CLIVE ROSE/LAT. INSERTS: JACKY FOULATER/DPPI



'PEOPLE DON'T GIVE YOU THE RESPECT YOU DESERVE BECAUSE THEY THINK YOU'RE ONLY RACING BECAUSE OF WHO YOUR FATHER IS'



Keke Rosberg lost his Formula 1 seat when Fittipaldi folded at the end of 1981. But then Alan Jones left Williams and Keke filled the vacancy.

He won the '82 championship and is pictured here racing at Brands Hatch (above) and Las Vegas (left). (Right) Chatting to Frank Williams



His fastest arrives on lap 29 of 38.

Nico Rosberg is the first of a clutch of '80s F1 world champions' offspring to try an F1 car. But there are two others not far behind. Nelson Piquet's son Nelsinho dominated the SudAm Formula 3 series in '02 and will contest the British F3 series in '03, as will Niki Lauda's son Matthias.

Undoubtedly all have been helped thus far by their surnames, but their fathers' fame can work against them as well.

"People who don't understand the sport think that because you have a name you should win immediately," says Damon Hill, '96 world champion and son of double world champion Graham. "They forget that it doesn't matter who you are; you still have to learn like everyone else."

Nico says that it is also a question of respect (or lack thereof). Take his championship-winning year in Formula BMW: his rivals thought that the only reason he won nine of the 20 races was that he had a 'bent' engine.

In an effort to prove his innocence, Rosberg requested that series organisers ADAC strip down his car partway through the year in front of his rivals. It didn't change anything.

"The name has helped in certain ways," says Nico. "But people don't give you the respect you deserve because they think you're only racing because of who your father is. That's why I'm looking forward to competing in German F3 this year – because, if I can get results in that, I hope I might start to get some real respect."

As yet there are no plans for Nico to test for Williams again, although they have let slip that he might be evaluated for a test seat in '04. If he were to bag that, Williams would be buying a good thing – for Nico is a sponsor's dream, enjoying as he does good looks and fluency in four languages (German, English, French and Italian).

And, yes, you did read that correctly. Nico must be the only Finn in the world who cannot speak Finnish.

"He's never lived in Finland, so I saw no reason to teach him," says Keke. "His mother is German, so the only person with whom he has a problem communicating is my mother, but I translate for them."

Imagine what will happen if Nico makes it into F1. You can already hear those post-race 'unilaterals': "So, gentlemen, a word in your own languages."

Er... how long have you got?! 1

> CV: Keijo 'Keke' Rosberg

Dad got to F1 via a rather more eclectic route

Born December 6 1948, Sweden (but is of Finnish nationality)

'65 Finishes third in Finnish karting championship, aged 16

'66 Is Finnish karting champion and also Scandinavian champion

'67 Wins the Finnish karting championship for a second time

'70 Finnish karting champion for a third time. Fifth in world karting championship (one pole position)

'72 Makes single-seater debut aged 23 in Formula Vee. Is second in Finnish championship and fourth in Scandinavian championship

'73 Wins Finnish Formula Vee championship. Is also Scandinavian champion and European champion

'74 Finishes third in European Formula Super Vee Trophy and second in Castrol Trophy

'75 Wins German Formula Super Vee championship and Castrol Trophy

'76 Enters European Formula 2 championship. Finishes 10th

'77 Sixth in European F2 (with one win). Also fourth in North American Formula Atlantic championship and wins the Formula Pacific Tasman series (in New Zealand and Australia)

'78 Wins Tasman series again. Also finishes second in Formula Atlantic and fifth in European F2. Makes Formula 1 debut aged 29 and wins Silverstone International Trophy, but does less well in championship F1 races

F1 Experience

RACING

We've come up with the following great ideas to make your 2003 season really go with a bang. So if you fancy watching an F1 race in the company of *F1 Racing* at a top London restaurant, or want to join us on a discounted driving day at Brands Hatch, read on

Watch a race at Café Grand Prix with *F1 Racing*

Date: 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



Brands Hatch racing experience with *F1 Racing*



Date: March 15 2003
Location: Brands Hatch, Kent
Duration: Approximately 2.5 hours at venue, depending on weather conditions
Requirements: Full driving licence must have been held for at least one year. This must be presented on the day. Height: 5'2" to 6'2". Maximum weight: 16 stones

The Brands Racing Experience is your chance to get to grips with stylish Audi TT Quattros and state-of-the-art Audi-powered single seaters.

You can also test your driving prowess against the *F1 Racing* editorial team. Can we really drive or is it all just hot air? Come along and find out! The normal price is £200, but *F1 Racing* has negotiated a 20 per cent discount to £159 for subscribers. If you're not a subscriber yet, you can subscribe for six months for just £16.60 with this offer and still save 10 per cent on the driving day. Call our subs hotline on 01795 414818.

Places are strictly limited. Call First Place now on 01327 850213 and mention *F1 Racing* to book. Please have your subscriber number ready

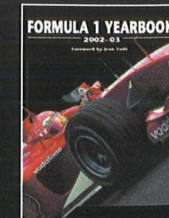
▷ Stars in your eyes

Juan Pablo Montoya has signed these stylish Oakley sunglasses for us – though we don't know how you're supposed to read with them on! Make just one phone call and they could be in your pocket. Call 0901 070 5075



▷ Real man of genius

We've got five copies of the *Formula 1 Yearbook*, with a foreword by Ferrari's Jean Todt. It contains the full year's results with analysis and photos. Call 0901 070 5076 for your chance to win



TERMS AND CONDITIONS
The winning entry will be the first drawn after the closing date: midnight, February 6 2003. Calls cost 75p/minute. See page 4 for details



(Main) Renault's Flavio Briatore can be a fearsome team boss. But when he's wearing something more comfortable, he's a friendly and fun-loving host

WORK ANOTHER DAY

Renault's drivers are at Flavio Briatore's country retreat in Kenya. A bit of training. A lot of fooling around. Sets up the new season nicely, as *F1 Racing* found out

Words by Stéphane Samson; photographs by Steven Tee/LAT

Breakfast time. Flavio Briatore, sarong tied around his waist, takes a seat at the long, gleaming table and lights his first cigarette of the day. It's already 25 degrees C. His gaze fixes somewhere far in the distance,

beyond the swimming pool and the luxurious gazebos, beyond the traditional buildings housing the guest bedrooms.

A plate of fresh fruit appears in front of him as if by magic. "What have we got on for today?" Flav asks lazily, in a cloud of

smoke, his movements still slow and sleepy. The Renault drivers' new physical trainers, Giuseppe and Fabrizio, exchange glances with Jarno Trulli and Fernando Alonso. They hesitate slightly, then tell Flav they'll be working in the gym today. ▶

RENAULT IN KENYA

Flavio sighs. Then says, in coarse Italian, "We're not going to shut ourselves up indoors on a day like this. No way. I'm going to get the boat ready and we'll have a picnic on the beach."

Resistance is clearly futile. Giuseppe and Fabrizio know it. Fernando and Jarno, for their part, giggle into their muesli. They know their boss well, now. So a picnic it is.

The Lion in the Sun, Flavio's home from home on the Kenyan coast, has for some days now been Renault F1's headquarters. British Airways from Heathrow to Nairobi, then private plane to Malindi. About an 11-hour journey altogether. Team principal Briatore and his drivers have got together for what is now a traditional winter getting-in-shape session. It is a week Flavio is very keen on, and one he wouldn't like to miss.

"Physical training, yes, but that's not the main thing," he says. "We don't have time

to get to know each other or to have relaxed conversations during the season. The few days that we spend together here will strengthen the team spirit before what will be a decisive season for us. Any driver who has worked with me, including [Michael] Schumacher, has been here. I set great store by it."

Everyone behaves so differently at the Lion in the Sun. So much, in fact, that it takes time to get used to the 'new' personalities. Briatore himself seems like another man. He is often taciturn and untalkative at the tracks – to say the least – but he now slips into the role of a joker, which not many observers can have seen him in. His audience is often crying with laughter. A dinner with this Flavio is something everyone should experience once in his life. Another world, really.

The setting is stunning. With its skilful

mix of African, Oriental, Indian and Moroccan styles, the residence has gradually been improved and tweaked by its owner since the end of the 1980s.

"The only luxury here is the weather," Briatore says nonetheless, laughing. "Where in Europe could we enjoy this sun at this time of year?" Pineapple juice, please.

The 'Lion' is a Jacques Prévert poem coming alive, many eclectic touches coming together in a harmonious way. The personality of this place is largely down to a blending of cultures, of fabrics, of spirits. Special attention has been paid to all the soft furnishings – bed linen in Indian silks, malmal blinds. Most of the dark mahogany furniture itself is made on-site: seven full-time carpenters actually live here. They've taken care of almost all the chairs, tables, and four-poster beds. Just draw what you fancy: you'll get it a couple of days later.

'I'M NOT STAYING INDOORS. I'M GOING TO GET THE BOAT AND WE'LL HAVE A PICNIC ON THE BEACH'



(Above) Flav takes Fernando Alonso and Trulli for a cycle ride. They're getting to know each other and having a good time, but it's not all

holiday fun – the boss still makes them keep fit. If they've had enough of running (below), they can always go for a swim (main)



enough, now he's showering outdoors! He sure is living a life of luxury here – just look at the bedrooms (above). No wonder Renault visit every winter



(Right) Flavio gets in touch with nature. As if having a second home in Kenya (as opposed to his brand new house in rainy England) weren't

A tailor is also here full-time. Need an alteration? New trousers? A special shirt? Done in a minute. With a smile.

The many antiques also tend towards the 'fusion' style. Sculpted Burmese stone panels on the white walls. Here, some unusual pieces from Kashmir. There, a Pakistani chandelier and some imperial era Chinese chairs. Everywhere, lithographs by Peter Beard, a friend of the house. A huge original hangs in Flavio's office.

"Peter has been here several times," Briatore says. "I like his work very much. It goes very well with the style of my house."

Near the entrance, an enormous lion sculpture gives the house its name. This is where the personnel meet you, dressed in white, with flowers and cocktails, when you arrive – knackered – from the local airport.

It's hard to describe the peace that takes hold of this place at sunset, when the

temperature drops slightly and dozens of candles flicker around the main pool. And then there's this roof. A traditional Kenyan roof to die for when the light bounces off it at night.

Two hours after breakfast, the *Kaliffa* – named after an ex-girlfriend of Flavio's – a long 2x200bhp speedboat, snorts onto the beach at Malindi. It slides slowly along the turquoise water, with Briatore at the helm, for 20 minutes before anchor is weighed near a bank of white sand. Time for talk of the approaching season.

"I'm pretty pleased with the way we performed in '02," Flavio begins. "The team are beginning to build sound relationships, which I'm really pleased about. Plus we've got a pair of quick drivers. We're going to make progress and get closer to the top teams this season."

Jarno and Fernando, meanwhile, are

splashing about together not far away. The camaraderie they showed at the end of last season, when they went to Utah together (see *F1 Racing*, December '02), was clearly no one-off. They joke, slap one another on the back, play tricks on one another. It seems a solid base for a good future.

Briatore lost no time in achieving F1 success. New to the sport in '90, he scooped his first world championship in '94 with Michael Schumacher and Benetton. Two-thousand-and-three is a bit different, though. This will be a pivotal year for him and his team. This season, Renault F1 must launch into another dimension. If they want to go for wins in '04 and for the championship in '05, podiums are what they have to look for this season. Ambitious.

"I'm not one of those people who constantly spout on about how F1 has ▶

'I'M NOT SOMEONE WHO CONSTANTLY SPOUTS ON ABOUT HOW F1 HAS NEVER BEEN SO TOUGH'



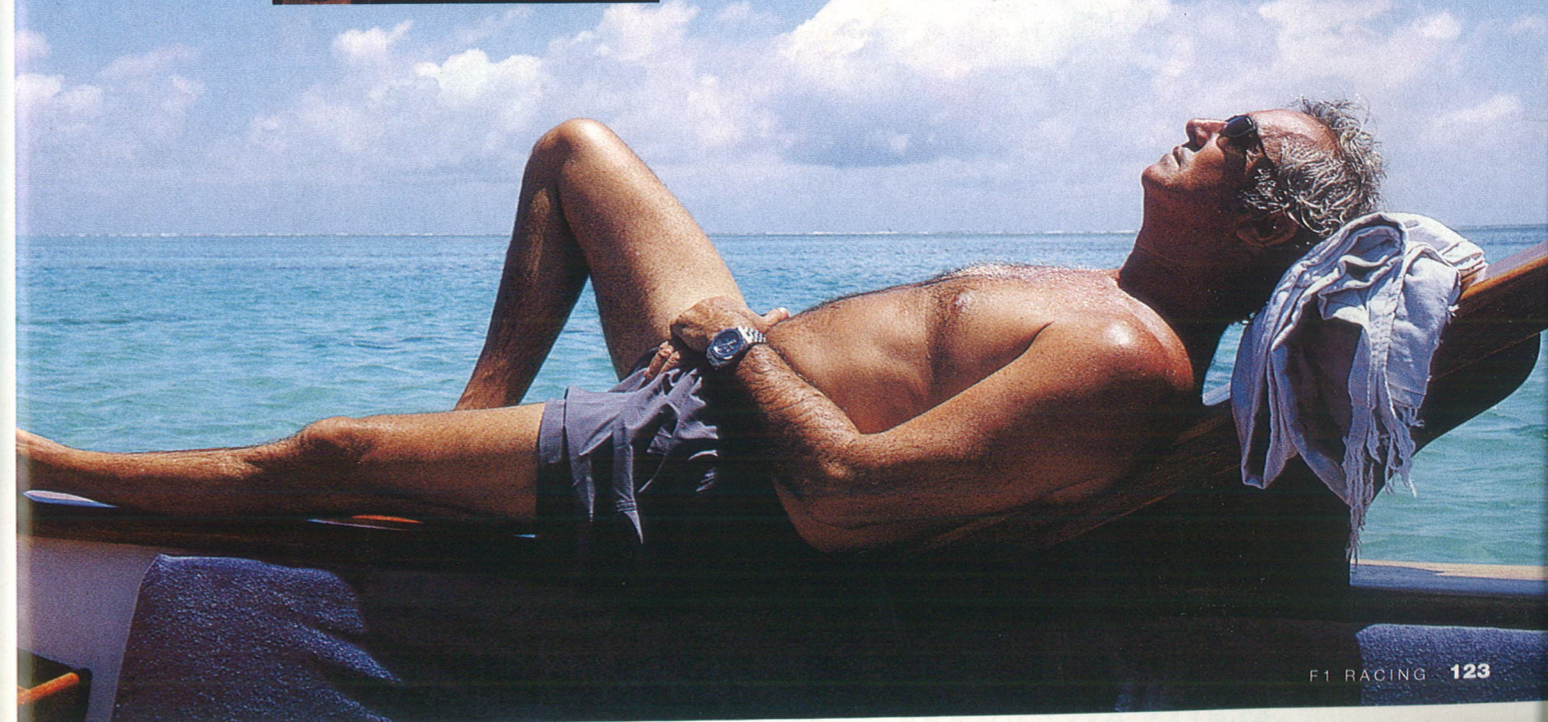
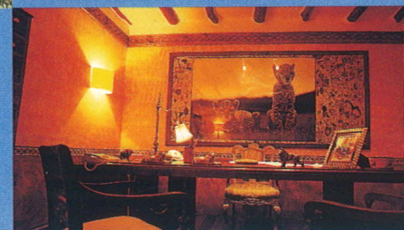
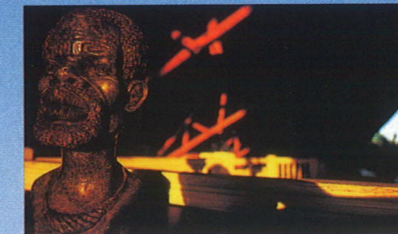
(Above) Sun getting a bit much for you, sir? Fancy a nice massage under the trees? No problem, sir. (Right) This painting in Flav's

office is worth \$80,000. The whole place is decorated with antiques and ornaments collected from around the world (below)



(Above) Nope, not the back garden – that's bigger again. This is 'merely' the view from one of the dining rooms; (below) Briatore works all hours

on driver contracts, engine calibrations and sponsorship deals. Never a moment's rest – unless he's busy having a picnic on a Kenyan beach!



RENAULT IN KENYA

never been so tough," Briatore says. "Since I've been involved in the sport, winning has always meant giving 100 per cent and working day and night. I don't see any difference between what it took to win the title 10 years ago and what it takes now. You still have to do your best."

Renault are well prepared, though. The R23 has been on-track since November 26 and the technical program is going well. Moreover, Jarno and Fernando are one of the most balanced partnerships on the grid.

"I know Fernando is a quick driver," Jarno says. "But having a threatening team-mate is a good thing. It pushes you to go for that last tenth, and the whole team benefit from that in the long run." Moreover, Jarno knows that his experience – this will be his seventh season in F1 – is a precious asset to the team. Fernando, officially, still has much to learn. "I have a long-term

contract with the team and I don't want to rush things," he says.

At Enstone, bets are on as regards who will finish ahead. It is now 50-50 between the two Renault drivers within the factory.

Briatore keeps an eye on his two young protégés. Of course, he is more than pleased of this entente cordiale, but he knows what Formula 1 is all about. "We're lucky," he says. "I've never seen team-mates get on as well as these two do. But I bet it'll all be different after the first race... By Imola, they'll really race against each other. Fernando is a quick learner."

These worries seem somehow out of place at the Lion in the Sun. The venue fulfils its role perfectly. It relaxes the mind and means everyone can just be themselves. Jarno: a gym-aholic more motivated than ever, MP3s constantly playing by the pool. Fernando: a mature

kid who sometimes has crazy 10-minute moments. He shouts, bounces and laughs. Flavio: the boss. Smiling... for now. Smoking a lot – as always. In a few weeks, protective shells will be donned again. But for now, the paddock is forgotten.

What other team could get their race drivers together for a week of 'total relaxation'? Ferrari? Forget it. McLaren? No. Williams? Unthinkable. "Our drivers don't have a special attitude," Briatore says. "It's an approach on which we've worked hard. Of course these guys are talented. But they're first of all team members. They need to respect the work of all the personnel at the factories. They are not special, not divas, not stars. They're paid to do a good job."

The Briatore anti-ego machine is busy, manufacturing the drivers of the future. Quick, reliable... and normal. **i**



'STARTING FROM A GOOD GRID POSITION MEANS INCREASING YOUR CAPITAL RACE ON RACE'

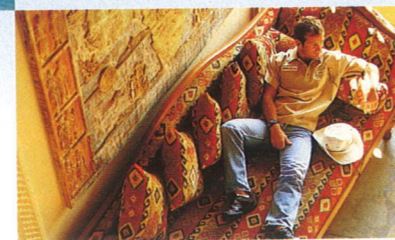


(Above) The local Masai warriors pop in for some traditional music and dancing. We're told they're the only African tribe who don't use drums. Whatever, their visit makes for a loud, lively and enjoyable evening; (below) Jarno takes five minutes to himself



All this luxury is sometimes just too much. The guys escape the ranch (below) and go on safari (above). Who's scared of a few lions after experiencing

the F1 paddock? (Right) Looks like someone kicked the ball over the fence! Flavio and Fernando work up an appetite in the sea before their beach picnic



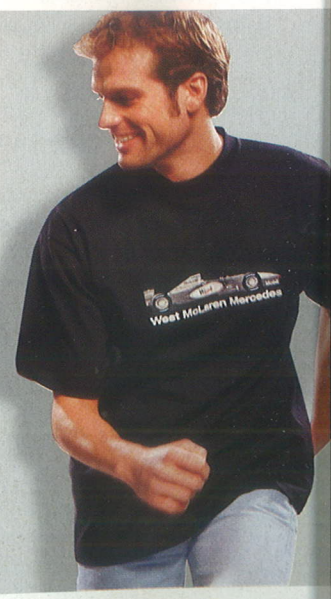
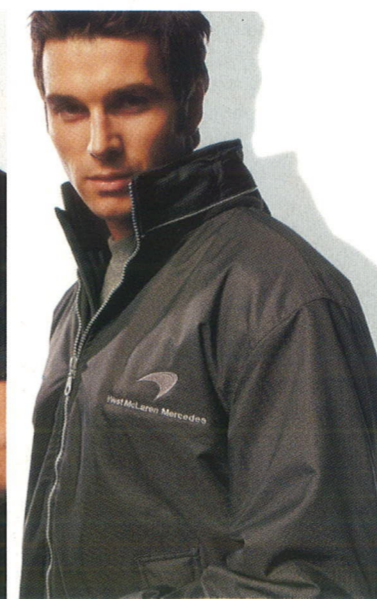
Team
McLaren

IF YOU ARE NOT ALREADY A MEMBER SEE WHAT YOU ARE MISSING



exclusive members pack

Access to exclusive events like the chance to go to a McLaren test
12 monthly issues of Racing Line, the official 60 page McLaren magazine



REDUCED MEMBERS PRICES ON THE FULL RANGE OF MERCHANDISE



see the full range & order on-line: www.mclaren.com

or call for a brochure & order on: +44 (0) 1274 771833

DRIVER: MINARDI

Justin Wilson

On making it to Formula 1, and fitting into the Minardi... despite his lofty stature

Your deal seemed to come together at the last minute. What changed?

It might look that way, but Jonathan [Palmer, Wilson's manager] has been working at this for months. It took a while; but when it all became clear, things moved pretty fast.

How did Minardi get interested in you?

Well, we started talking properly when Alex [Yoong] was rested for two races last season. It looked like I really had a chance to get the two drives which eventually went to Anthony [Davidson]. We were speaking a lot, and I made it clear that I'd really love to do it. Those drives didn't happen, as we all know, but things kept progressing for 2003 and it got to the point where it was all go.

You tested for Jordan in '01, and impressed the team, but then things seemed to go quiet, F1-wise...

That's pretty much how it was, even when I clinched the Formula 3000 title later that year. But we never lost sight of our target.

What was it like going to your first press conference as an F1 driver?

It was quite nerve-racking, actually – I think because it was such a long time coming. That gave me more time to think about things and that's when the old butterflies start: it was quite a big build-up, which made me very nervous. The real work starts now though. We've got a lot to do.

Minardi look to have a stronger package than they've had for years, with last year's Cosworth engines and a decent chassis...

Well, Mark [Webber] always said it wasn't a bad car. It looks nice in the workshop, with the Cosworth engine in. It's easy to get carried away and say it's going to be as quick as anything. But then you have to keep reminding yourself that you're running with a fraction of the other teams' budgets. We'll just have to work much harder to make up the gap without spending the money.

Paul Stoddart reckons Minardi could score 10 or 11 points this year, under the new scoring system.

Well, it's going to make a difference, isn't it? But, from what we saw last year, Minardi finished in the top eight several times, and

they would have scored points for those races. It'll be a case of chipping away and picking up some of those finishes again this year. The Cosworth was reliable and powerful last year, which is bound to help us be a lot more competitive.

We have to ask... does size matter?

Well, being 6'3" tall does make things a bit difficult. There was one point where we thought it wasn't going to happen at all with Minardi, after the first seat fitting. But with Paul's support and determination I knew they would bear me in mind for '03 and that they'd be able to work things out.

They've moved the pedals and bulkhead, so as to give me a bit more space without reducing the car's performance. It's a bit more than just a simple sandpaper job, but not a complete redesign. The team realised what they'd have to do if they were going to give me the drive – but they reckon I was worth the extra work, which is nice for me!

It must be pretty tight in there!

Yes, it is, but I'm used to that. When I was in F3000 we had to rework the car a bit, but with a bit of thought it was okay. Minardi were very enthusiastic, and they were really serious about getting me into the car from the off. At least I know they want me.

Minardi won't be testing much this winter. When will you drive the car?

There's a testing programme for January, and we'll continue into February.

Did you have any other F1 offers?

There was nothing from other F1 teams, but we were talking very seriously to a few CART teams. But since that Jordan test in '01, I knew that F1 was where I wanted to be. At that point I hadn't realised how much of an issue my height would be. Some of the teams wouldn't even talk to me.

What are the terms of your contract?

I'm on a three-year deal, with a performance review at the end of each season. It's up to me to get on with it now. If I don't do well enough, I'll be out; but if I do, maybe there will be more interest. Who knows? If we have a good enough season, maybe Minardi will suddenly be the place to be.


You had to bring money with you to get the drive, didn't you?

Yes.

How much?

Sorry, I can't tell you that. But it has come through a consortium of backers, and it's fully guaranteed [*F1 Racing* reckons the figure is \$3.2 million]. We have a plan to get further investors involved, and we want them to be able to get something back.

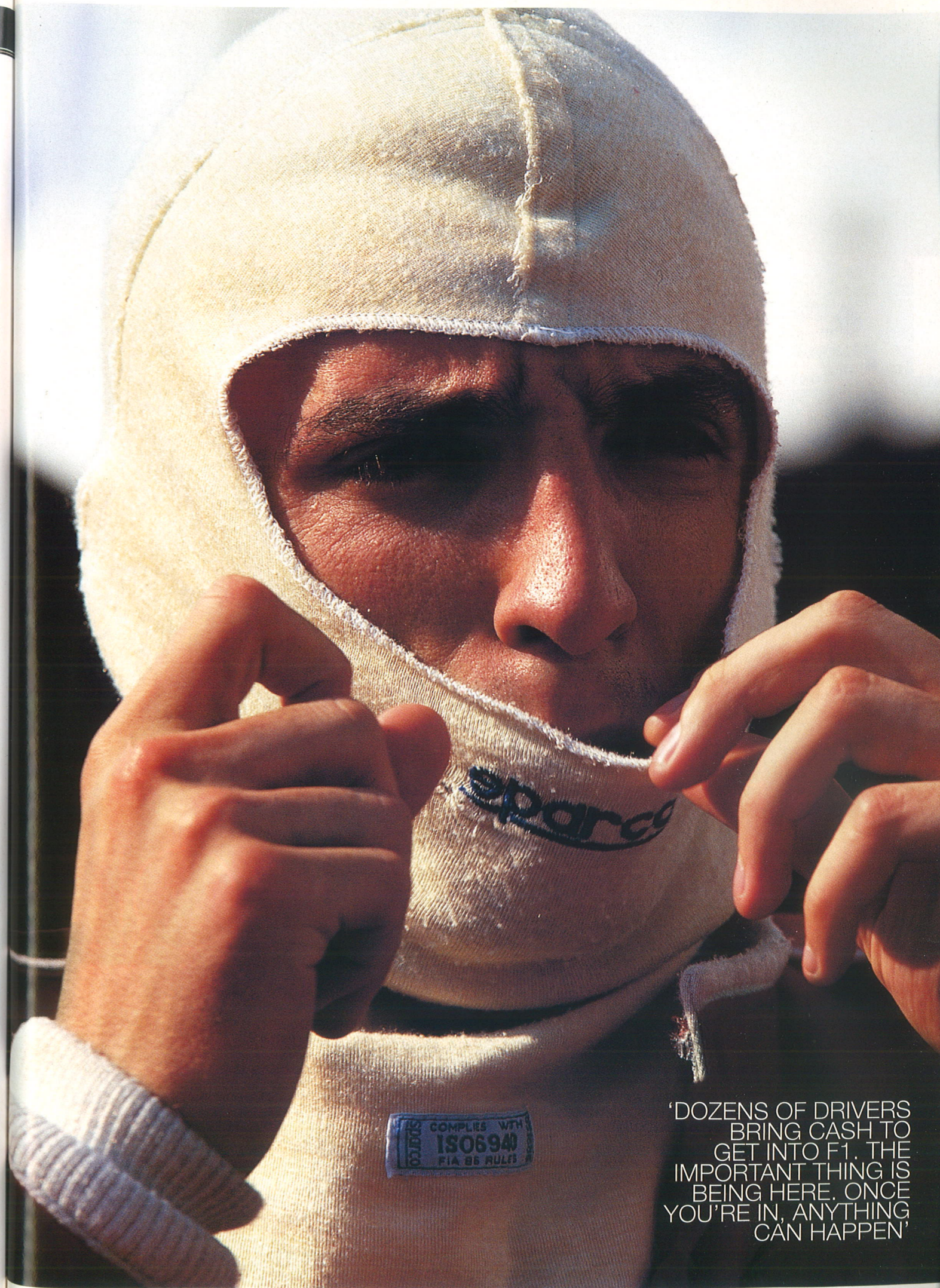
Do you resent having had to pay your way into F1?

It's just part of the job now. For so many drivers, it's what we have to do. Dozens of us have had to raise cash or sponsorship to get in. The important thing is being in F1. Once you're there, anything can happen. 



Justin Wilson (opposite) proved too tall for many teams' cars, and waited a long time for his F1 break. But Paul Stoddart (right, with Wilson) kept the faith, announcing Justin for Minardi on December 17

MAIN: LORENZO BELLANCA/LAT; INSET: PAUL DOWKER/LAT



'DOZENS OF DRIVERS BRING CASH TO GET INTO F1. THE IMPORTANT THING IS BEING HERE. ONCE YOU'RE IN, ANYTHING CAN HAPPEN'

CEVERT COURAGE REVSON



Cevert *Revson* *Stewart*

WHEN WE WERE COOL

In the 1960s and '70s, Formula 1 drivers led **suave, sophisticated** lives. Peter Windsor – still a youngster then – already worked in F1. He well recalls the world's most **glamorous** sport's three most **dashing** men: François Cevert, Piers Courage and Peter Revson

Photographs by LAT Archive and Schlegelmilch Photography

F1'S GLAMOUR BOYS

> François Cevert



(Left) Trophies, and memories, of a more flamboyant age: photos and a beer mat signed for Peter Windsor by his early F1 friends

He was born a jeweller's son, if you please – a gem of a man with a passion for racing and loving and with a humility that never died. Even after he won his first grand prix – the US, in 1971 – he continued to call his Tyrrell teammate (Jackie Stewart) 'the maestro'. It was midway through '73, when Jackie knew that François had made it – that he was quick enough, bright enough and sharp enough soon to win a world championship – it was

François Cevert (above) could have been a concert pianist, but went for motorsport instead. At Tyrrell (below), he proved fast and very talented

then that Jackie repaid the compliment. François, said Jackie, was now 'the maestro'; François always laughed it off. He fought his way up through the steroid-fuelled, late-'60s French motor racing ranks, benefiting from scholarship schemes financed by Shell and Elf. Think Jean-Louis Tringnant in *Un homme et une femme* and you have François Cevert. His first girlfriend was a married mother. His life passed rapidly through a haze of Gitanes smoke, frantic road and air trips – and via brilliant, incident-filled races. Nothing ever happened easily for François Cevert. He would lose second gear at the start, or would spin on lap one. Usually, he would recover beautifully. He was the heroic Frenchman with the dazzling smile.

'CEVERT'S LIFE PASSED IN A HAZE OF GITANES SMOKE, FRANTIC ROAD AND AIR TRIPS – AND BRILLIANT RACES'

And then, very quickly, as the new decade began, his career came together. He was fast and successful with a Formula 2 Tecno. Matra – the French missile company – hired him for long-distance sportscar racing, astutely teaming him with one Jack Brabham. In today's parlance, that's like Jenson Button sharing a Mercedes at Le Mans with Michael Schumacher. François learned from the partnership. He matured overnight. He also drove for the best F1 team of the time – Elf Team Tyrrell. He joined at the end of '69, replacing his close friend and brother-in-law, Jean-Pierre Beltoise, who moved across to Matra's new chassis-engine programme. With Jean-Pierre married to Jacqueline, François's sister, ▶



F1'S GLAMOUR BOYS

'HE WON BECAUSE HE REMEMBERED THAT THE PREVIOUS YEAR THEY NEEDED NEGATIVE CAMBER AT THE FRONT'

the French racing clan was suddenly in vogue. In the garage, though, and out on the circuit, François was the pupil, Jackie the teacher. It worked because François would listen. He was dignified.

He won that race at Watkins Glen because he remembered – long before the days of data acquisition – that an inherent understeer had been alleviated the year before (on the March 701) by running slightly more negative camber at the front. With Jackie, Goodyear and the Tyrrell engineers in trouble, François insisted upon the mod.

On the opening lap, typically, he left room for Jackie as they braked at the end of the main straight. He wanted to beat Jackie... but there was never a question

of potentially holding him up. There were no team orders: François just knew what to do.

As the race wore on, though, so did Jackie's Goodyears. He waved François past. Jacky Ickx closed in with his Ferrari, shaving seconds from François in traffic. The pressure was intense.

François won, though – despite fatigue setting in, despite the pressure.

I remember François on the flight home, charming the flight attendant into giving him four free seats in the economy section.

"I am testing for the 24 hours of Le Mans when I arrive," he said, eyes sparkling. "Please, please indulge me..."

Of course, monsieur.

He looked almost identical to Stewart in '73, in his third season at Tyrrell, except perhaps for making the odd minor mistake over, say, a five-lap run. Stewart had slightly more polish, more command, over a race distance; François, though, was only a semitone behind. Goodyear offered him a personal contract – something that, so far, they had restricted only to Stewart. And, for '74, with Jackie's retirement and despite

offers from all the top teams (including Ferrari), François would be Tyrrell's number-one driver. In his first three years with the team, François had finished second on 10 occasions, helping Stewart and Tyrrell to dominate the '71 and '73 championships.

At Watkins Glen in '73, on the circuit he loved, in the last race of the season, he was pushing hard in qualifying, holding his foot flat through the Esses, when his Tyrrell spun out of control, hit the fragile guard rail and disintegrated. François was killed instantly.

No-one knows for sure what happened. A tyre could have deflated. François might simply have turned in a fraction of a millisecond too late; that was the penalty you faced when you made a mistake in the early '70s. Earlier that day, talking to his number-one mechanic, Jo Ramirez, François noted that he was driving car number six, chassis 006 and Cosworth engine number 066 on October 6. The omens, he thought, showed that the day would belong to him.

Indeed: he – and October 6 – will never be forgotten.

(Main) Preparing for the 1973 Dutch Grand Prix. From left to right: François Cevert, team boss Ken Tyrrell, engineer Jo Ramirez (who retired from McLaren in '02) and Derek Gardner, who designed the car



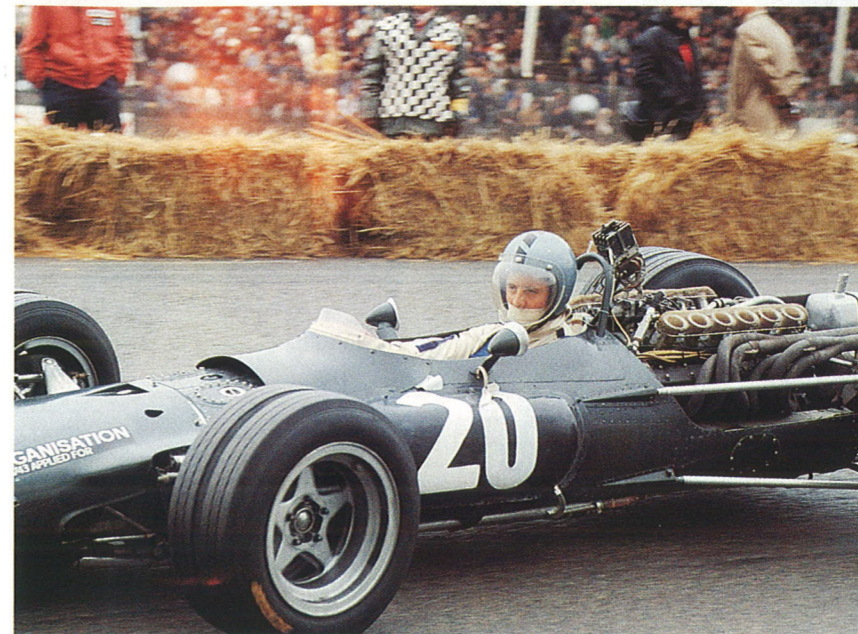
Cevert partnered Jackie Stewart (left) at Tyrrell. François – whose colourful life was rumoured to involve Brigitte Bardot – proved his mettle and was poised to take over as number-one when Stewart retired at the end of 1973. If only...



(Left) Cevert only once stood on the podium's top step – at Watkins Glen in 1971. If he'd lived, he'd surely have won many more grands prix

Rich, flashy 'It' man Piers Courage was offered a seat at Ferrari for 1970, but preferred to stick with Frank Williams (below right)

(Right) Watkins Glen, October 6 1973. Cevert had a good feeling about this race. Now we remember it for the worst of reasons



>Piers Courage



Courage stumbled into motor racing in the way of English public school boys stumbling into anything: he didn't need to work long-term (although he dutifully served time as an articled clerk) and he didn't need to exert himself. He would inherit, in time, the Courage brewery fortune. About London town, then, particularly in the early '60s, where he shared a Lower Sloane Street flat with Jonathan Williams (serious racing driver) and Sheridan Thynne (Mini racer-cum-manager), and where the Beatles were evolving from mop-tops to long hair, and King's Road was quickly becoming the coolest place this side of the Arctic, Piers Courage would have been the equivalent of the ultimate 'It' man.

So it was Jonathan and Sherry, of course, who nudged Piers into buying a Lotus Seven and then into racing a

Formula Junior Merlyn. Add Charlie Lucas (like Piers, an old Etonian) and Frank Williams, Jonathan's mate, and you have the catalysts. By '65, Piers Courage was winning F3 races with ease. He was very fast, very brave and very able to extricate himself from trouble. His car control was phenomenal.

He hurt himself in the South American series that winter, though, and spent weeks in agony in a Buenos Aires hospital. Back in Chelsea, as if to compensate for time lost, he produced the society wedding of the year by marrying the round-eyed and petite Lady Sarah Curzon – Sally Courage, as she preferred to be known thereafter. Piers and Sally: with their backgrounds, their money, their looks and their talent, they were the couple who had it all. That year – '66, when the Beatles recorded *Sergeant Pepper* – Piers won all over Europe with a Charles Lucas semi-works F3 Lotus 41.

Whereupon BRM signed Piers (and arch-rival Chris Irwin) to an F1 contract, beginning with the Tasman series. Piers proved to be spectacular in New Zealand – his psychedelic ties, in particular, caused a stir – and he was very quick and fiery.

Subjected to team orders at Teratonga, he sat only inches from the gearbox of his team-mate, Dickie Attwood, making a statement. BRM's team manager, Tim Parnell, was unimpressed.

At Monaco he lacked the stamina to drive 200 hard miles. Lorenzo Bandini lost his life in the same race for the same reason; Piers spun his BRM into retirement and into personal oblivion. He was dropped from the team and concentrated for the rest of the year on F2 with an unfashionable John Coombs McLaren M4A.

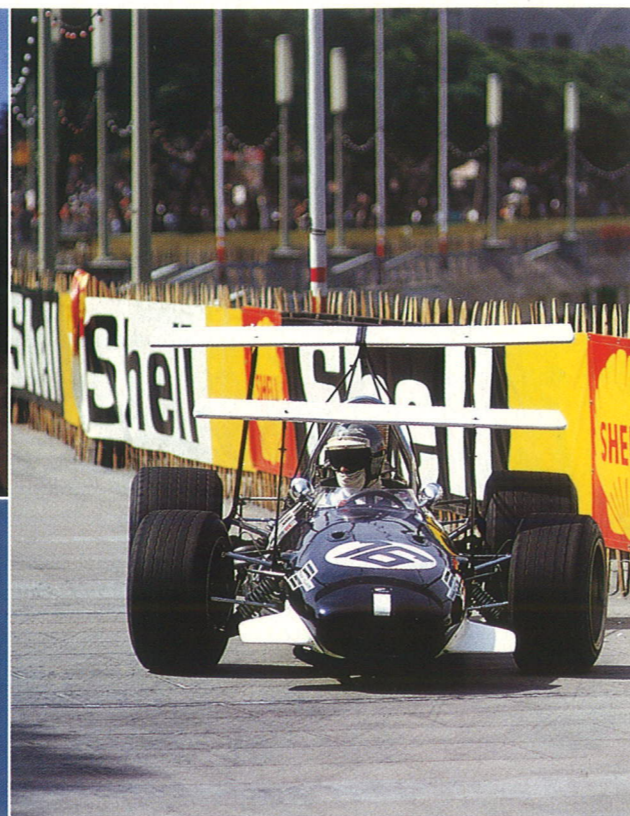
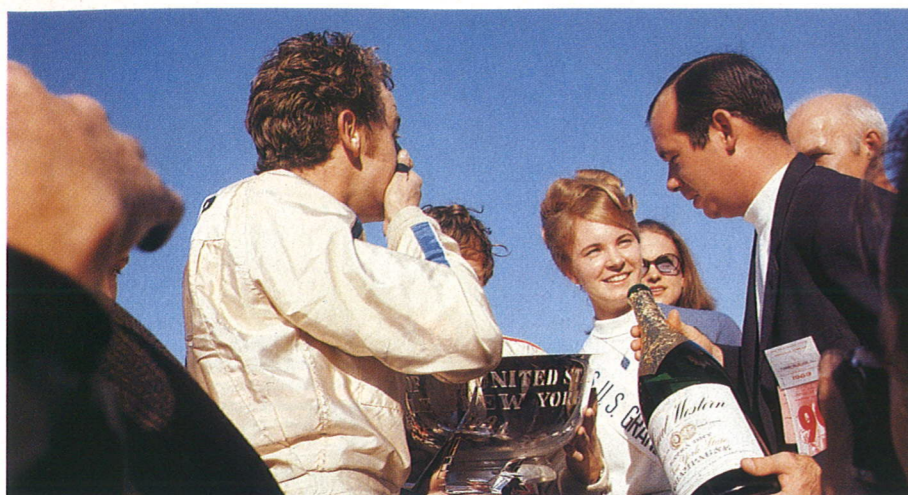
And, by most standards, the story could easily have ended there: privileged boy has fun, marries society model, settles down. Instead, Piers bought the unloved F2 McLaren and drove all eight rounds of the '68 Tasman championship as a private entrant.

I remember him at the pre-race party at Warwick Farm, where Graham Hill handled the introductions. Piers wore a beige, large-lapel suit with flower-power tie.

"What's the key to your recent run of form, Piers?" asked Graham provocatively.

"Gosh. Hard to say. Probably my car, actually," said Piers. "Goes like an absolute b-b-b-bomb!" ▶

Piers Courage (right) represented three teams during his short F1 career. In 1968, he raced the BRM P126 (above) for Reg Parnell. It was his first full season



(Above) Piers Courage was born to live a glamorous life – he just chose a different spotlight from the one his father had ready. He didn't want to brew his drinks... (Right) Monaco '69. At F1's glitziest, most party-friendly venue, Courage is about to finish second in only his second race for Williams. Crack open the champers

>How the cool three compared in Formula 1

	CEVERT	COURAGE	REVSON
Debut	Germany 1969	Germany 1966	Belgium 1964
Starts	47	28	30
Best championship finish	3rd, 1971	8th, 1969	5th, 1972 and 73
Points	89	20	61
Wins	1	0	2
Seconds	10	2	2
Thirds	2	0	4
Fourths	2	1	3
Fifths	2	2	3
Sixths	2	1	0
Poles	0	0	1
Fastest laps	2	0	0



'IF ANYONE WAS DESTINED NOT ONLY TO WIN RACES BUT ALSO A CHAMPIONSHIP, IT WAS COURAGE'

Indeed it did. Small, nimble and chuckable – and driven beautifully by Piers, silver-blue Bell helmet bearing the Eton colours – he was beaten only by the works Lotus 49s at the Farm, meaning that he was quicker than the '67 world champion (Denny Hulme) and right up there with Chris Amon's Ferrari. On the eve of the Farm race – February 13 '68 – Jim Clark wrote to his close friend, Jabby Crombac:

Piers has been going very well and more or less keeping it on the road. In fact he was second, about five seconds clear of Graham, last weekend (at Surfers') when he got into a bit of fuel starvation problems, spun it, got going again and finished right on Graham's tail...

Imagine Michael Schumacher writing today – writing – similar

things about, say, Mark Webber...

In horrendous rain, with visibility reduced to zero, Piers and his narrow-tyred McLaren won the final Tasman round of '68. Gamble justified and self-belief restored, he signed to drive for a full F1 season with a Parnell BRM.

Thereafter, Piers only looked good. He qualified near the front of the grid at the Nürburgring and Spa – wonder what those circuits had in common? – and joined his close friend and F2 entrant, Frank Williams, for the '69 F1 season.

Brilliantly – amazingly – Piers and the dark blue Williams Brabham-DFV finished second at both Monaco and Watkins Glen. If anyone was destined not only to win races but also a championship, it was the stunning and charming Piers Courage. He had been racing full-time for only four years.

For '70, though, Williams switched to the more commercially attractive Dallara chassis. It was a pig to drive and Piers crashed heavily at Zandvoort. The look on the face of the race-winner, Jochen Rindt, summed up the weight of the disaster of the day.

Piers had lost his life – and F1 a shining, vibrant star.

>Peter Revson



The cliché still lives: Peter Jeffrey Revlon Revson, the cosmetics heir, raced as a smooth, Ivy League playboy who eventually died just as his

younger brother, Douglas, had died – at the wheel of a racing car, attempting to be something that he was not.

Reality is very different. Peter's family was not poor but supported his racing only for two, early, years. He bought a Morgan, and competed with it, in '61-62 and in '63 he sold everything he owned to buy an F3 drive in Europe with \$12,000. He slept in his van; at Monaco he slept on the beach. And he won races: by season's end, he returned to the US with 6,000 unspent dollars and an F1 offer in his pocket.

It came to nought, of course, although Revson showed promise in his Parnell Lotus-BRM – entered, for starting money reasons, by Revson Racing (America). He qualified the two-year-old Lotus 24 on the ▶

Peter Revson (left) surprised observers by being a talented racing driver as well as a rich, handsome playboy. In 1972 he finished fifth overall behind team-mate Denny Hulme (pictured with him, above)

Got what it takes to be a racing driver?

Find out, thanks to F1 Racing and Zip Kart



win a Zip Formula driving day

F1 Racing and Zip Kart have teamed up to offer one lucky reader the chance to win a drive in a 130bhp single-seater race car with expert tuition from the man who put David Coulthard and Anthony Davidson on the path to motorsport success.

Zip Formula is the newest series in British motorsport and in the past year has firmly established itself as a vital step on the ladder to Formula 1.

The team behind it is led by Martin Hines, Britain's top driver development guru. His successes include David Coulthard, Jason Plato, Anthony Davidson and, most recently, Gary Paffett.

Zip Formula is for the driver who wants to race seriously but at an affordable price. Above all, it's fun. It is also unique in having its own MSA-recognised championship and TV coverage.

Zip Formula cars – with their wings, side pods and Ford Zetec engines – are serious racing cars and the series runs on top circuits in the UK and Europe. All cars are built to exactly the same specification, putting the emphasis on driver skill.

The day is being held on March 28 2003 at North Weald Airfield, Harlow, Essex.



For your chance to win a Zip Formula driving day, just answer the following question:

Q. What type of engine is used in Zip Formula cars? A:.....

Tie-breaker: (In 25 words or less) "I would like to drive a Zip Formula car because..."

Name:

Address:

Postcode:

Tel:

Email address:



Send this coupon to us by February 6 2003 to: Zip competition, F1 Racing, 60 Waldegrave Road, Teddington TW11 8LG

Terms and conditions: This competition is open to UK residents only. The prize winners will be randomly chosen from all the correct entries received by February 6 2003. No entries will be accepted from employees (or their families) of Haymarket Publishing or any other companies associated with this promotion. The judge's decision is final and no correspondence will be entered into. There is no alternative cash prize and the prize is non-transferable. To enter the competition you must be 16 or more years old, have driven karts or hold a current driving licence. The restrictions state that you must be under 6 feet 4 inches tall and weigh less than 15 stone. All entrants under 18 years old must provide approval from a parent or guardian. The competition organisers reserve the right to supply a prize of similar value or specification if the named prize is unavailable. We may use your contact details to inform you about other offers and reputable companies whose products may be of interest to you.

F1'S GLAMOUR BOYS

fourth row at Spa and finished fourth at Solitude. For the next five years or so, however, Revson concentrated on racing in America – on earning both money and a reputation.

Inevitably, he drifted towards the McLaren team, for he knew the Mayer brothers – Timmy and Teddy – from his youth. Timmy, an amazingly gifted driver, was killed at the wheel of a McLaren Cooper in '64. With Peter losing his brother, too, a bond existed between Teddy, the future McLaren director, and 'Revvie', the cool American who just might make it.

Chris Amon couldn't nudge his McLaren up to speed at Indianapolis in '70; Revvie stepped in and did the business. He drove a third works Tyrrell at Watkins Glen in '71 and joined McLaren full-time in '72, taking the pole and finishing second to Jackie Stewart at Mosport.

In '73, still at McLaren, he won both the British and Canadian Grands Prix. He lived in Redondo Beach, California. He began to date – and would consider marrying – a girl he met at Indy named Marji Wallace; she would in time be elected Miss World. He took holidays in Sardinia. He drove exotic sports cars from one GP to another.

He also wrote – with a tape-recorder, mainly on long-haul flights – one of the best of all racing books.

Some extracts from (what was

'IF I'M NOT GOING TO BE A WINNER THIS YEAR OR THE NEXT, I'M GOING TO QUIT. WHATEVER I DO, I WANT TO WIN'

appropriately called) *Speed with Style*:

To me, success is not measured by what material things you have but, rather, by what you're accomplishing. For some people, it's the result that counts; style means nothing. A French writer said a gentleman is someone who never undermines the self-respect of another. I think that's as good a definition as I've ever heard...

When I get in a race car I'm going to give 100 per cent... but I guess I've never got involved to the degree that Mark [Donohue] has because there are other things I'm interested in, other things I've wanted to do...

"At this time of my life [1973], the reason I'm racing is to be a winner. And if I'm not going to be a winner this year or the next, I'm going to quit. Whatever I do, I want to be successful..."

"It was a particularly hard job in '73. Sure, I won two grands prix – and it's good for an American to win two races in a year; but it

isn't enough. I didn't win any in '72 but each race I ran had a tone of quality about it..."

"Jackie (Stewart) was his usual loquacious self, and much as I tend to agree with him, he does go on. While he was in full flight I got a little bored and I slipped one of those nice Texaco wooden matches into his shoe and lit it. He was concentrating so hard that he never did feel the flame against his foot..."

Despite his success in '73, Revvie still had to work hard to earn a decent drive for the following year. Ferrari wanted him, but the retainer on offer (\$100,000) was less than that of McLaren's in '73. McLaren, for their part, invited him to drive a third, semi-works car.

He signed, then, to drive F1 for the still-new (American) UOP Shadow team and Indy for Roger Penske. It was while he was testing at Kyalami, with three promising early-season races behind him, that a titanium front upright bolt sheared and flung him into a guard-rail. He was killed instantly.

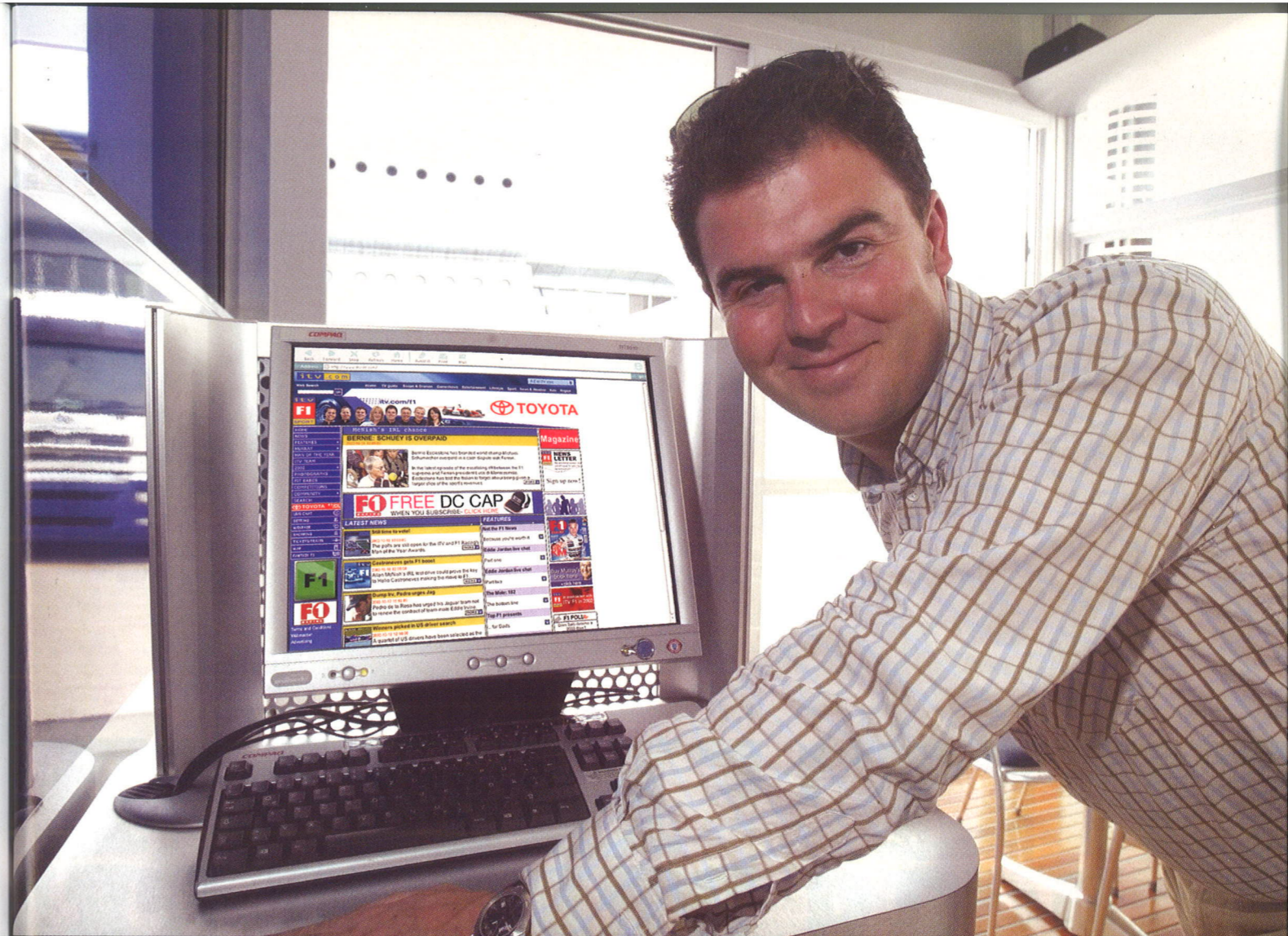
Ferrari, of course, went on to win a bunch of races in '74 – and there's no doubt that Revvie would have won races in the Yardley McLaren that Mike Hailwood eventually drove. With either of those two choices, Peter Revson could have become a genuine American sporting superstar.

Instead, he died – and remains – a genuine American hero. **1**

Revson eventually earned respect not just for his name but also for his racing abilities. In '72, he won two grands prix: Britain (below) and Canada



(Left) Revson with Teddy Mayer, McLaren team principal. Revvie's early career had been typified by a romantic, nomadic lifestyle, as he raced his way across Europe. In '72, he joined his old school friend and represented McLaren in F1



Our season never stops



itv.com/f1



MON

**「NO」
REPEAT
L 9AM-5PM J**

TUE

**「NO」
REPEAT
L 9AM-5PM J**

WED

**「NO」
REPEAT
L 9AM-5PM J**

THU

**「NO」
REPEAT
L 9AM-5PM J**

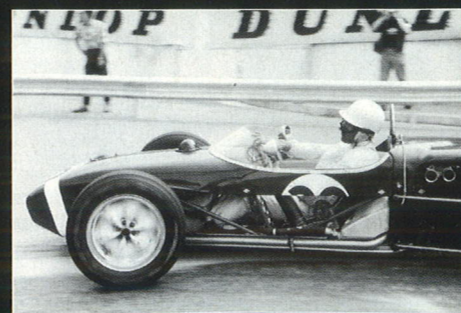
FRI

**「NO」
REPEAT
L 9AM-5PM J**



**RADIO
1215AM
NATIONWIDE
105.8FM
LONDON**

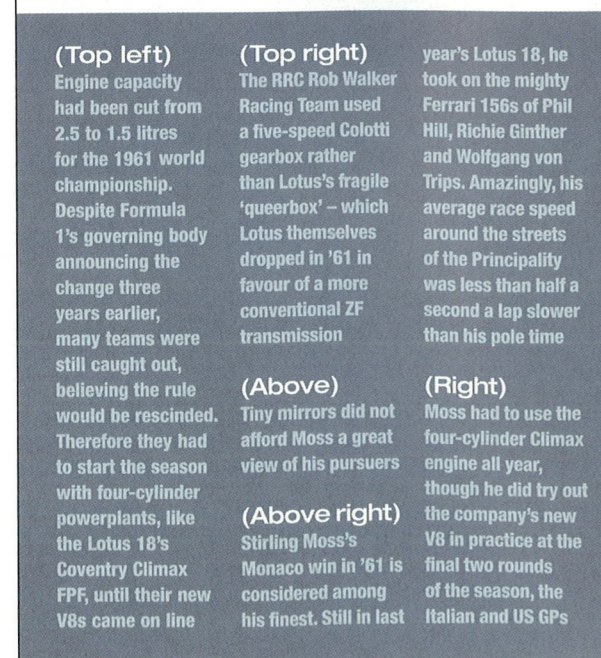
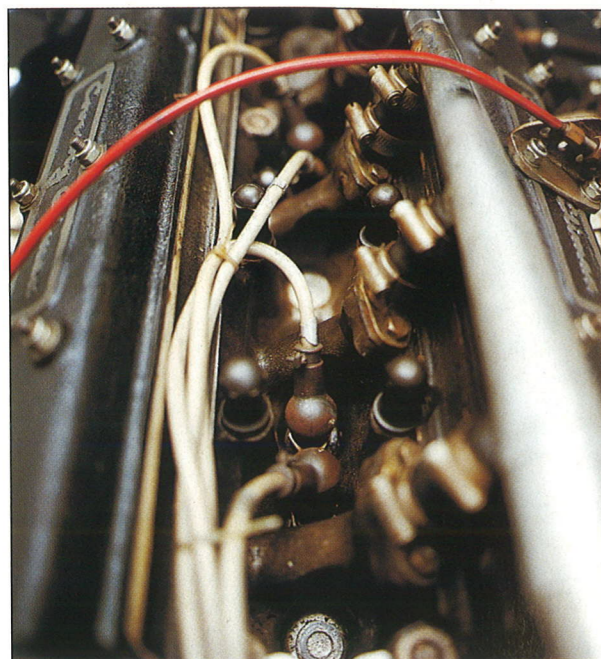
**WE DON'T REPEAT
ANY SONG
BETWEEN 9AM AND 5PM
MONDAY TO FRIDAY**



Coming of age

Twenty years since the death of Lotus founder Colin Chapman, *F1 Racing* remembers the Lotus 18 – the car which gave the marque their first grand prix win

Words by John Leach; photographs by Alex Puczyniec and LAT Archive



(Top left) Engine capacity had been cut from 2.5 to 1.5 litres for the 1961 world championship. Despite Formula 1's governing body announcing the change three years earlier, many teams were still caught out, believing the rule would be rescinded. Therefore they had to start the season with four-cylinder powerplants, like the Lotus 18's Coventry Climax FPF, until their new V8s came on line

(Top right) The RRC Rob Walker Racing Team used a five-speed Colotti gearbox rather than Lotus's fragile 'queerbox' – which Lotus themselves dropped in '61 in favour of a more conventional ZF transmission

(Above) Tiny mirrors did not afford Moss a great view of his pursuers

(Above right) Stirling Moss's Monaco win in '61 is considered among his finest. Still in last

year's Lotus 18, he took on the mighty Ferrari 156s of Phil Hill, Richie Ginther and Wolfgang von Trips. Amazingly, his average race speed around the streets of the Principality was less than half a second a lap slower than his pole time

(Right) Moss had to use the four-cylinder Climax engine all year, though he did try out the company's new V8 in practice at the final two rounds of the season, the Italian and US GPs

> Lotus 18/21 '912' history

Chassis 912 started life as a Lotus 18 with private entrant the RRC Walker Racing Team, who ran Stirling Moss in F1 from 1959-61. For '61 Lotus built the 21, but RRC had to soldier on with the old 18 (in which Moss had taken Lotus's first GP win at Monaco a year earlier). Moss won again at Monaco, but by Belgium the team had converted chassis 912 into the 18/21 hybrid with which he won in Germany. The car was later bought by Tom Wheatcroft, owner of Donington Park, and returned to its original spec.

- 1961**
MONACO
 Monte Carlo, May 14
 Grid: 1/21
 Race: 1st
- NETHERLANDS**
 Zandvoort, May 22
 Grid: 4/17
 Race: 4th
- BELGIUM**
 Spa-Francorchamps, June 18
 Grid: 8/25
 Race: 8th
- FRANCE**
 Reims, July 2
 Grid: 4/26
 Race: retired, brake pipe
- BRITAIN**
 Aintree, July 15
 Grid: 5/30
 Race: retired, brake pipe
- GERMANY**
 Nürburgring, August 6
 Grid: 3/27
 Race: 1st
- ITALY**
 Monza, September 10
 Grid: 11/33
 Race: retired, wheel bearing (qualified in the Walker 18/21, but raced Innes Ireland's works Lotus 21)
- USA**
 Watkins Glen, October 8
 Grid: =3/19
 Race: retired, engine

> Team Lotus mechanic: Cedric Selzer

"I joined Lotus in 1961. I'd been sacked by a Formula Junior team I'd been with and went down to Monte Carlo at grand prix time to look for work. I asked where everybody went for a drink and was told to go to the Tip Top bar. There I met up with the Lotus team and ended up with a job.

"[Team boss] Colin Chapman was something special. He was an incredible motivator. You only meet a man like that once in your lifetime. I would have laid down my life for him.

"The Lotus 16, which preceded the 18 [the 17 was a sportscar], was front-engined, but it suffered from chassis flexing.

"The answer was the 18, with its

engine in the rear. It was very light. It weighed absolutely nothing. You had to drive it on tiptoes, but it had great torsional strength.

"When the works team changed to the new type 21 for '61, the RRC Walker Racing Team [the privateer outfit which ran Stirling Moss] had to persevere with the 18, although after the first couple of GPs, they acquired suspension parts and body panels from a 21, and converted it into the 18/21 car with which Moss won the German GP at the Nürburgring."

• Car supplied by the Donington Grand Prix Collection. Tel: 01332 811027 (www.doningtoncollection.com). Thanks also to car restorer Cedric Selzer. Tel: 020 8902 3509.

(Above) The 18 shed wheels a little too easily. Moss lost one in practice for the '60 Belgian GP. He crashed and was badly injured. The driver's laconic diary entry reads: *June 18. Shunt. Back. Legs. Nose. Bruises. Bugger.*



> Driver: Stirling Moss

"In 1961, Lotus would not sell [RRC team boss] Rob Walker their latest car, the 21. I don't know if it was pressure from their fuel suppliers, Esso [RRC were funded by rival BP], or if it was a problem with their drivers [Moss had outshone the works cars in his privateer entry all through the previous year]. Anyway, we ended up running the old 18.

"Partway through the season, we were given 21 bodywork and we adapted our car into the 18/21, but it wasn't ideal. I won just two races, Monaco and the Nürburgring. At Monaco, you don't need the fastest car – it's a true driver's circuit – and at the Nürburgring, I had the right tyres for the conditions. I was third in the championship that year. Who

knows what would have happened if I had had a Lotus 21?

"I nearly didn't win any races at all. At Monaco, we found a cracked chassis tube when I pulled up on the grid. Chief mechanic Alf Francis wrapped the car's petrol tank in wet towels and took an oxyacetylene torch to it right there and then. I've never seen them clear the grid quicker at Monaco before or since!

"At the Nürburgring, Dunlop didn't want me to use their softer, grippier 'green spot' rain tyres. They thought it was too dry and the tyres would overheat and break up. We had quite a row about it. In the end, we ran on them anyway [rain in the race kept the Dunlops cool and Moss won by 21.4 seconds]."

(Above)

Cockpit clutter is at a minimum. Engine revs, oil pressure and water temperature are easily read, while oil temperature and fuel (below the dash on the left) require more effort. Note the natty leather knee pads

> Lotus 18* tech spec

ENGINE

Layout: Coventry-Climax FPF, four-cylinder in-line
Cubic capacity: 2,495cc
Bore and stroke: 94.0mm x 89.9mm
Compression ratio: 11.9:1
Maximum power: 237bhp
Maximum revs: 5,000rpm
Pistons and rings: Brico
Bearings: Vandervell
Carburettors: Weber
Spark plugs: Lodge/Champion

TRANSMISSION

Gearbox: Colotti
Forward speeds: 5
Clutch: Borg & Beck
Driveshafts: Lotus

SUPPLIERS

Fuel and oil: BP
Tyres: Dunlop

CHASSIS

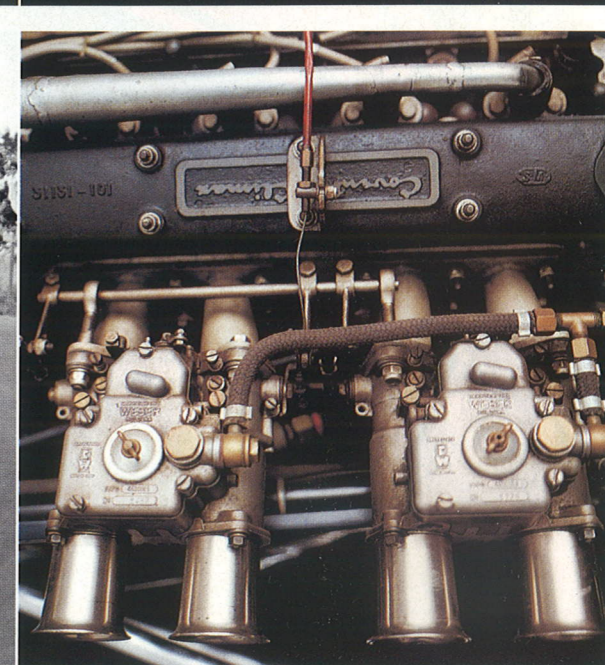
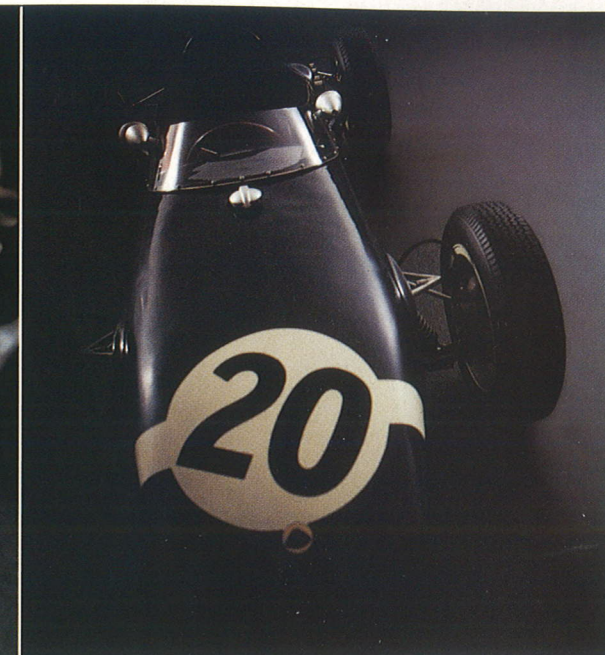
Brakes: Girling
Brake pads: Ferodo
Radiators: Serck
Battery: Varley
Instruments: Smiths

SUSPENSION

Front suspension: Unequal upper and lower wishbones with anti-roll bar
Rear suspension: single upper link, reversed lower wishbones with twin radius rods and anti-roll bar
Dampers: Armstrong

DIMENSIONS

Wheelbase length: 2,270mm
Front track: 1,260mm
Rear track: 1,310mm
Front wheel width: 140mm
Rear wheel width: 165mm
Fuel tank capacity: 136 litres
 *Chassis 912 is now back in its original 1960 Lotus 18 specification



(Top left)

Because they couldn't get their hands on the new Lotus 21 for 1961, the RRC team were forced to turn one of their existing 18s into a hybrid 18/21. The modifications included the addition of the 21's rear suspension

family connections to the whisky business) to run a strong privateer operation and Moss seemed to prefer their more relaxed approach after the strictures of a works team

(Above left)

Outgunned by the more powerful Ferrari 156s at the Nürburgring in '61, Moss resorted to a risky strategy of running Dunlop's high-grip rain tyres, even though on a drying surface there was a possibility

they wouldn't go the distance. The gamble paid off

(Left)

As well as new suspension parts, body panels from the 21 were added to the RRC Lotus to create a hybrid car

(Above right)

There were some problems with the carburation of RRC's FPF Coventry Climax engines early in '61. This was traced to a manufacturing fault at suppliers Weber, and was later cured

THE DAY WHEN...

Fittipaldi made Brazil rejoice

Twenty-five years ago: Brazilian driver, Brazilian car, second place in the Brazilian GP. Mega!
Words by John Leach; photographs by LAT Archive



(Right) Fittipaldi's wife, Maria Helena, gives her man a hug for bringing some pride back to his home country with a stirring performance in the F5A (below)

The Fittipaldi brothers. Sounds a bit like a circus act, doesn't it? And in Formula 1 in 1978, that was exactly how Brazil's racing siblings, Emerson and Wilson, were regarded. Not as headlining high-wire performers, you understand. More the paddock clowns.

For Emerson the fall had been rapid and far. The '72 and '74 world champion had barely hit mid-grid since his shock decision to leave McLaren for his older brother's fledgling grand prix squad in '76.

Wilson had never been more than an F1 journeyman and, after a couple of less than sparkling seasons with Brabham, he had decided his future lay in team ownership. The Brazilian sugar- and alcohol-producing conglomerate Copersucar were persuaded to back the brothers' joint venture, with Wilson as team boss and driver. It was never going to work. The team struggled through their debut season in '75, but they needed the feedback of a top-line driver. Enter Emmo.

The family quickly realised, however, that driver ability was no antidote for a wayward chassis. Emerson turned to a friend from his days at Lotus, designer Dave Baldwin, who came up with the Fittipaldi F5 in '77. It was better, but it was no magic cure.



'IN THE COCKPIT, TEMPERATURES SOARED TO 60 DEGREES, COOKING THE DRIVERS IN THEIR OWN SWEAT'

Another Lotus connection, Ralph Bellamy, produced the ground-effect F5A for '78, but after a lacklustre showing in the opening round in Argentina, it looked like being another long and disappointing year.

Next up was Brazil and the pressure cooker atmosphere of performing in front of a home crowd desperate for success.

The Brazilian GP's new quarters, the Rio Centro Autodromo at Jacarepagua, provided a warm welcome. Too warm for many. In the cockpit, temperatures soared to 60 degrees C, cooking the drivers in their own sweat like boil-in-the-bag rice.

Maybe Emerson was more used to the heat than some of his European colleagues or perhaps the adrenaline rush provided by the huge partisan throng that flooded into the circuit did it, but by the end of Friday's first practice, the F5A was third on the grid.

Elation was followed by deflation on Saturday when a broken CV joint left the Brazilian stranded on the track before he had completed a single quick lap. Willing hands attempted to push the Fittipaldi back to the pits. Seeing the danger, marshals intervened. Tempers frayed and a fracas ensued. Emerson was fined \$2,500 for his part in the proceedings, but his real penalty was a seventh-place grid slot.

Sunday. The cars were pushed out onto

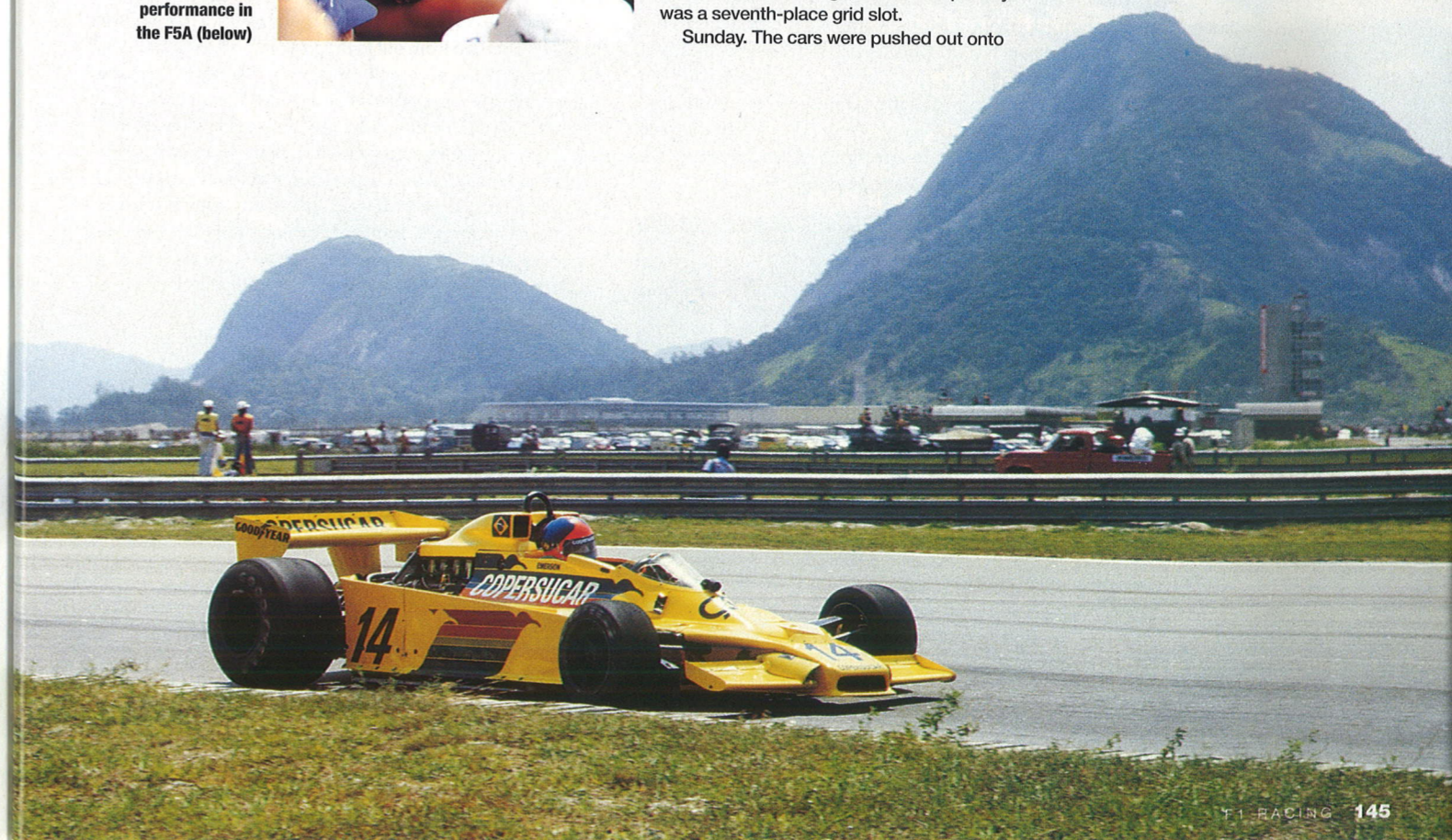
the grid. With minutes to go, engines began to roar into life. But not the F5A's Cosworth DFV, which remained resolutely silent, its air starter on the blink. The spare was readied quickly – just in time for Brazil's hero to take up his position behind poleman Ronnie Peterson's Lotus 78, James Hunt's McLaren M26, Mario Andretti in the second Lotus, Carlos Reutemann's Ferrari 312T2, Hunt's team-mate Patrick Tambay and Ferrari number-two Gilles Villeneuve.

Reutemann got a flyer at the start to lead at the first corner, with Peterson tucking in behind. Hunt was third, Andretti fourth, followed by Fittipaldi, already up to fifth.

No-one could do anything about Reutemann, who widened his gap to the rest with every passing lap, but the crowd had eyes for only one man. Emerson Fittipaldi was raising the roof. On lap nine he was fourth, on lap 12 he was third.

And it was to get better. With just seven laps to go, Andretti, who had been holding a comfortable second, slowed, stuck in fourth gear. Fittipaldi was second!

On the top step of the podium, Reutemann looked wistfully around him at the jubilant fans. It was no place for an Argentine. This day belonged to Brazil and the Fittipaldi brothers. 1



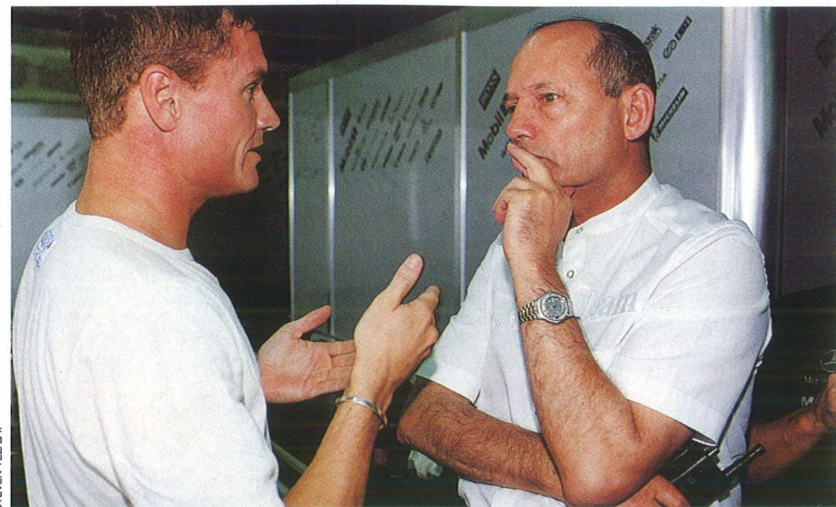
Dear David,
Doesn't time fly when you're having fun? I mean, one minute you're quitting Williams for a bright new future with the McLaren-Mercedes squad and the next moment you're flexing your muscles prior to starting your eighth season with Mr D's brigade.

Before we go any further, a word of encouragement. You may not yet have won the world championship but I think it's worth noting that you're the second most successful contemporary grand prix driver, admittedly light years behind the boy Schumacher, but 12 wins out of 141 races is a pretty respectable tally. Perhaps in 2003 at last your persistence will pay off with a consistent winning streak, albeit during the second half of the season after the chappies at the newly branded Mercedes-Ilmor squad have figured out how to put their brand new *motore* together in time for possibly the fourth race on the calendar.

Unfortunately for you, of course, Finns are very much as they used to be down Woking way. No sooner has the boy Mika hung up his helmet in favour of being a domesticated dad in his five-star tenement down on the old Côte d'Azur than Dennis the Menace pops up with another inscrutable blond from the land where the sun never sets. Or is it rises?

Still, I suppose you take a deal of satisfaction from being the only McLaren wallah to win a GP in '02. Keeping your concentration round Monte Carlo is a pretty steely test of anybody's nerve. And while there may be some merit in youthful exuberance, the Kimster spent most of that weekend slamming into the scenery or reversing into Rubens Barrichello's Ferrari. Only takes a day dodging the barriers through the streets of Monaco to put the younger generation in its place, eh, DC?

Ron Dennis and David Coulthard (below): all smiles this year? Only if DC regularly beats Raikkonen and wins races



'The mute one from the Arctic Circle certainly seems to be made of the right stuff, even if conversational niceties have passed him by'

Still, the mute one from the Arctic Circle certainly seems to be made of the right stuff, even if conversational niceties have passed him by. All of which raises the question of what sort of pressure you can expect next season. A mix of what has gone before, I think. But qualifying is one thing; staying on the bits between the grass over 190 miles is quite another.

Of course, going into the second season of a two-year deal with the Ronster puts a premium on a strong and consistent showing from your very good self across the entire 16 races. As most F1 team owners seem to be hanging around Oxford Street these days, with begging bowls and sad-eyed whippets on a frayed string, one is bound to feel they're already setting the scene for salaries to be slashed to austerity levels in '04.

Now Mr D is not one of F1's new generation of paupers, by any manner or means, but I'll stake you twopence to a bag of horse manure that he'll be putting the screws on the *pilotes* when it comes to contract negotiation time. The writing is already on the wall. I mean, quite honestly, the frenzied rush to get half-decent drives at the end of '02 made scrambling for lifeboats on the *Titanic* look about as civilised and orderly as queuing for the Pimms bar at Henley Regatta.

Would have to say that terribly nice Froggie by the name of Panis probably pulled the best transfer deal of all, switching from the perpetually self-igniting BAR-Honda squad to that rather more technically reliable product of the Rising Sun. I gather that our friends from the East plugged into his undeniable talent on the basis that he has first-hand experience of what makes a good F1 team. I am assuming they were referring to his experience as a McLaren test driver rather than his two years as Jacques Villeneuve's lackey driving for that Bollock man who was ousted by the chappie who runs those funny blue Japanese rally cars with the unpronounceable name I can't quite recall.

Far be it from me to enquire about your financial standing because I'm bound to assume it's pretty satisfactory. I gather the Scots are careful with the old spondulicks, a trait I'm sure you've inherited from old Jock McArmco whose tartan-clad racers you drove in your distant youth. Just as well, I reckon, given that we've got one of your lot as Chancellor of the Exchequer, Mr Braun (didn't he sponsor the Tyrrell team?) determined to make the financial pips squeak, at least for all of those not resident in a tax haven. If you'll excuse my slight bitterness.

Seriously, though, things are getting pretty lurid towards the back of the grid. Minardi might have a Russki signed up as test driver and some of my more alcoholically challenged colleagues have even suggested that Ebenezer Jordan might consider spending his *own* money because things are getting so financially threadbare. Bah, humbug, I say.

Oh, and here are my last few drops of festive merriment...
Why did Santa Claus need an umbrella?
Because of the reindeer.
Yours, with fast-fading Christmas cheer,

the SCRUTINEER

break the **time** barrier



The new Seiko Kinetic Auto Relay. At its heart is Seiko's unique Kinetic Auto Relay technology. It uses your body's energy to create electrical power, so there is no battery change – ever!

And it allows your watch, if unworn, to conserve energy by going into a deep sleep for up to 4 years, only to re-awaken at the current time.

Another example of Seiko's forward thinking.

www.seiko.co.uk 01628 770988

SEIKO
forward **thinking**

KINETIC
AUTO RELAY

Fly business on your holiday

Step into the comfort of Club World with our new leisure fares. Simply book early to one of 74 worldwide destinations for prices as low as £2125 return to Hong Kong. Just call 0845 77 333 77, visit your local British Airways Travel Shop or see your travel agent.



CLUB WORLD
BRITISH AIRWAYS