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Mika v Michael

How Schuey can take it to the wire

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Rosset

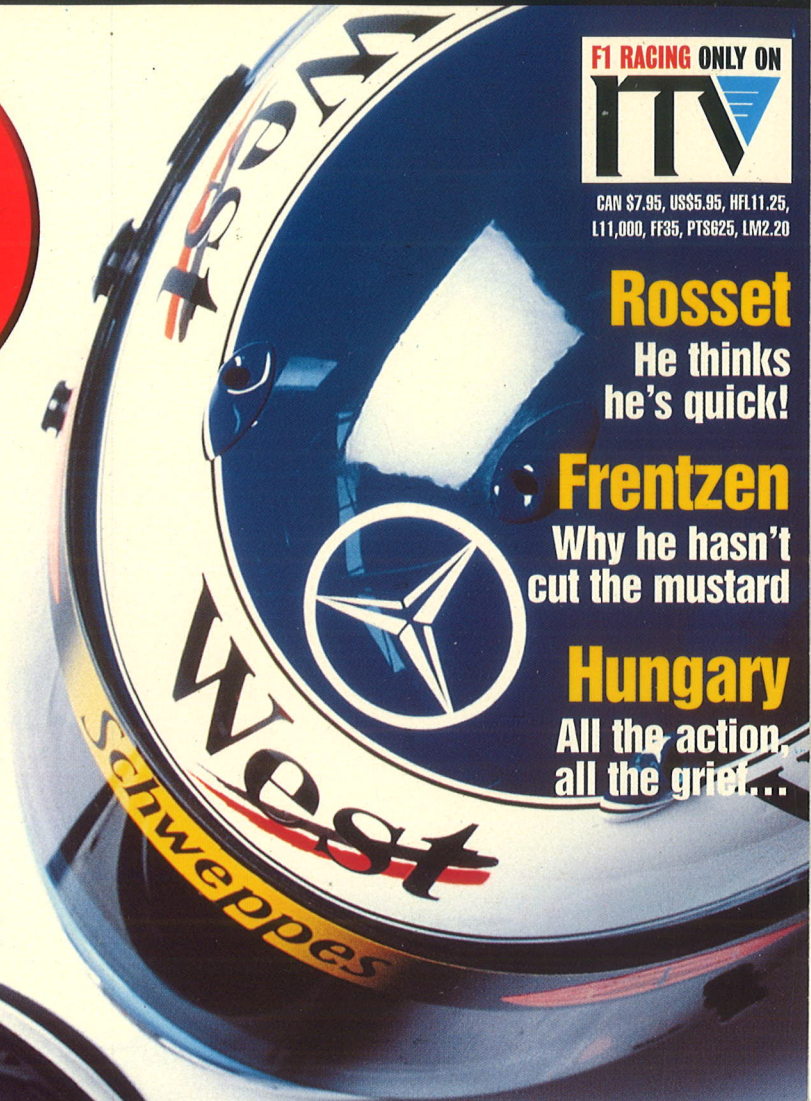
He thinks he's quick!

Frentzen

Why he hasn't cut the mustard

Hungary

All the action, all the grief...



PLUS

JACQUES VILLENEUVE

Meet his new all-star team

JIM CLARK

New clues to his mystery accident



WORLD EXCLUSIVE!

Ferrari's latest trick See page 24



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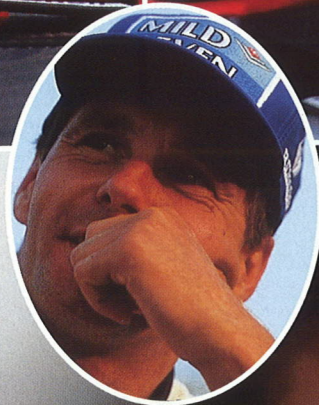
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▼40 It's shaping up to be a cracker – Mika against Michael. But who has got the stamina? Our man Windsor provides some food for thought



▲78 A retired F1 driver is unlikely to be down the allotment pruning roses. Before Berger joins BMW, he lifted the F1 lid for us. You'd be surprised...

►52 You can all too easily forget there's another German in F1. Here, Tom Clarkson chews the fat with Mulder's doppelgänger, Heinz-Harald Frenzen

F1 RACING

Cover photographs
Main: Darren Heath; inset: LAT
Contents photographs
Darren Heath, Gus Gregory, LAT

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Next year will see a new team on the grid. Confident, cash-rich and eager, Pollock's gang are ready for the off

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The night-clubbing designer has already won a major prize – the CART title. Now he and BAR want another

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Everything, but everything, has to be branded in F1, and scooters are no exception. We ride the catwalk

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F1's former humourist-in-chief is now a suit. Before he puts on his tie, Gerhard lets rip with some corkers

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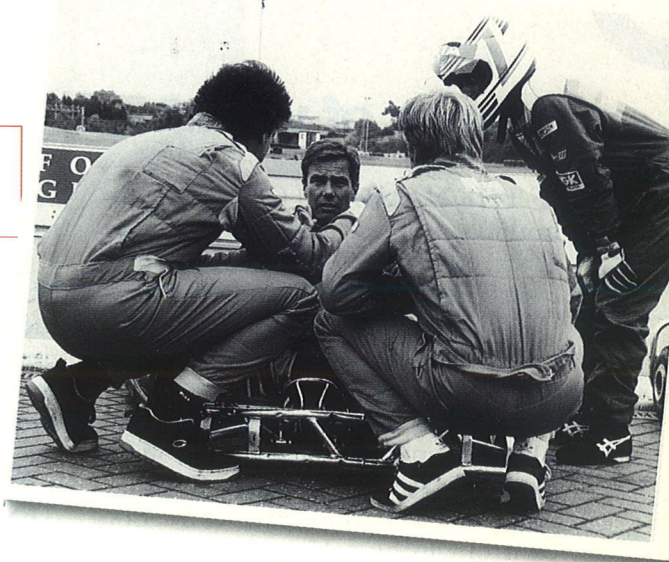
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1978 was a black year for Sweden – two of its most gifted drivers died within six weeks of each other...

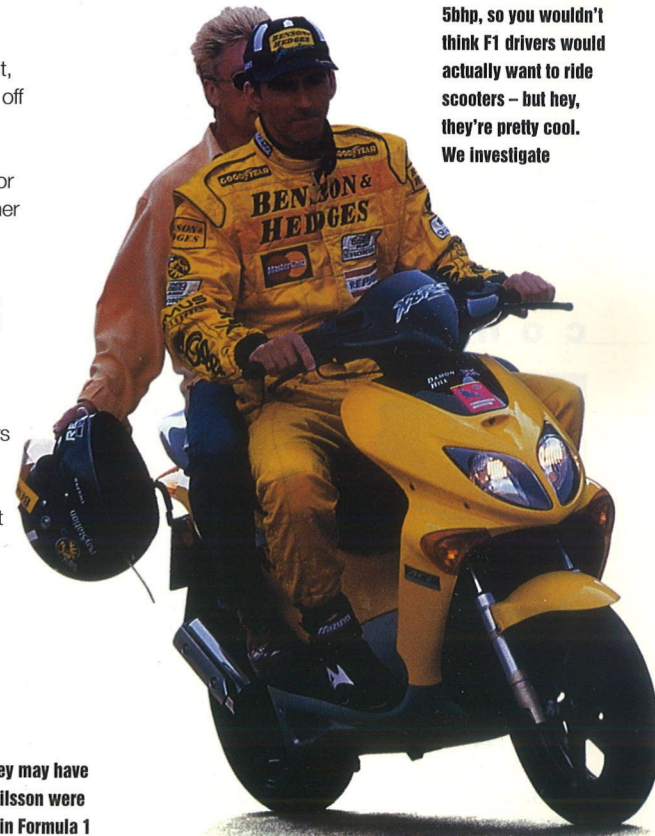
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Tyrrell's man has been feeling a bit hard done by lately. He tells why over tea (with added sympathy)



▲64 Fighting talk. He's multi-lingual, got £300m in his pocket and is pretty handy in a kart. Watch out, Craig Pollock and BAR are heading towards F1



▼74 They have only two wheels and just 5bhp, so you wouldn't think F1 drivers would actually want to ride scooters – but hey, they're pretty cool. We investigate



◀88 SuperSwedes they may have been but Peterson and Nilsson were also mates. A rare thing in Formula 1

A case of working to rule

IF THE NAME Tad Czapski means nothing to you, it soon will. As we reveal on page 24, backed by our own scoop pictures and exclusive information provided by a Ferrari insider, he and his lap-top computer have been vital to the team's success all season.

Czapski's forte is engine-mapping – a highly controversial area in modern Formula 1, since it is by varying engine maps that something akin to traction control can be achieved. And since FIA Rule 9.5 states, "Traction control is forbidden", some rival team personnel would have you believe that Ferrari's engine maps are illegal.

Which, if they confer traction control, they are. But therein lies the problem. Formula 1 is today so complex, so high-tech, that it has rendered the wording of much of the FIA Rule Book laughably inadequate. What, precisely, is 'traction control'? And, perhaps more important, what isn't? When Rule 9.5 was written, in late 1993, the



Matt Bishop

accepted definition of 'traction control' was the automatic shutting off of a cylinder, to reduce engine power, whenever wheelspin occurred. Thus the FIA policed the banning of 'traction control' assiduously – but paid scant attention to other devices which, though they were not 'traction control', clearly controlled traction.

So don't accuse Ferrari of cheating. They are merely reading between the crudely worded lines of an FIA Rule Book which is now woefully outdated.

The European Union directive on the sale of duck eggs within its 15 member countries runs to more than 29,000 words; the regulations regarding traction control in Formula 1, just four. Now, I know that duck eggs are a serious matter, and take comfort in the knowledge that their sale is properly administered. Even so, 29,000 seems too many; and four, rather too few.

contributors

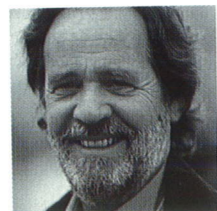
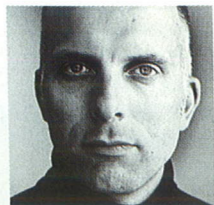


Russell Bulgin

A regular contributor to the *Daily Telegraph* and *Esquire*, Bulgin was British Motoring Writer of the Year in 1986, 1996 and 1997. Read his thoughtful musings about F1 paddock scooters (page 74) and you'll see why.

Gerhard Berger

As a driver, Berger was never afraid to mean what he said and say what he meant. Now he's BMW's new Director of Motorsport, nothing has changed. Find out what he thinks of his old F1 sparring partners on page 78.



Steven Tee

Managing director and senior snapper for top motorsport photographic agency LAT, Tee is as skilled at human portraiture as he is at capturing on-track action – as shown by his superb Adrian Reynard pics (see pages 68 to 71).

Freddy Petersens

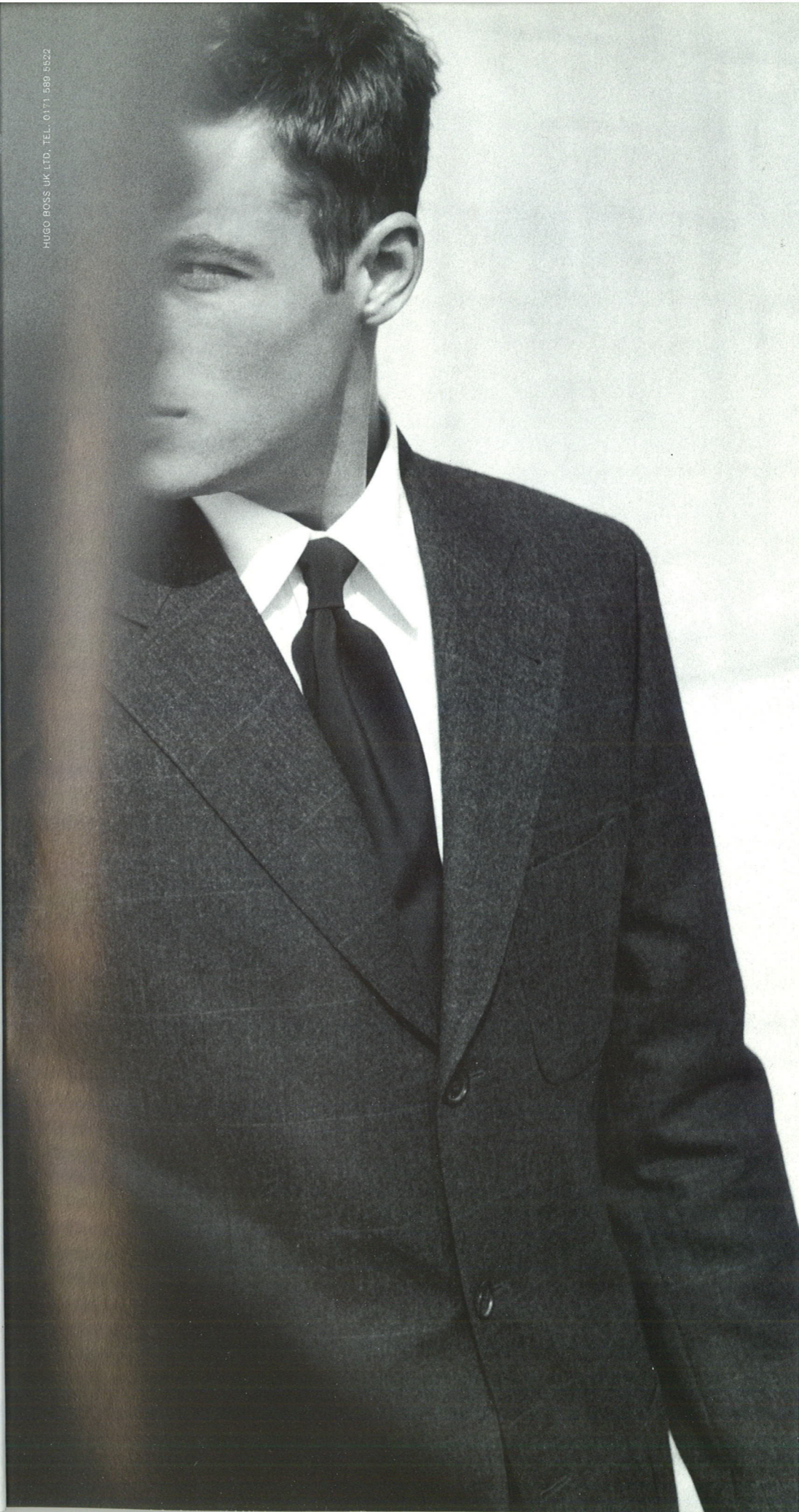
Sweden's top F1 hack, Petersens has been a paddock fixture for over 20 years. So when fellow Swedes Ronnie Peterson and Gunnar Nilsson were F1 aces, Freddy was big mates with both. His reminiscences begin on page 88.



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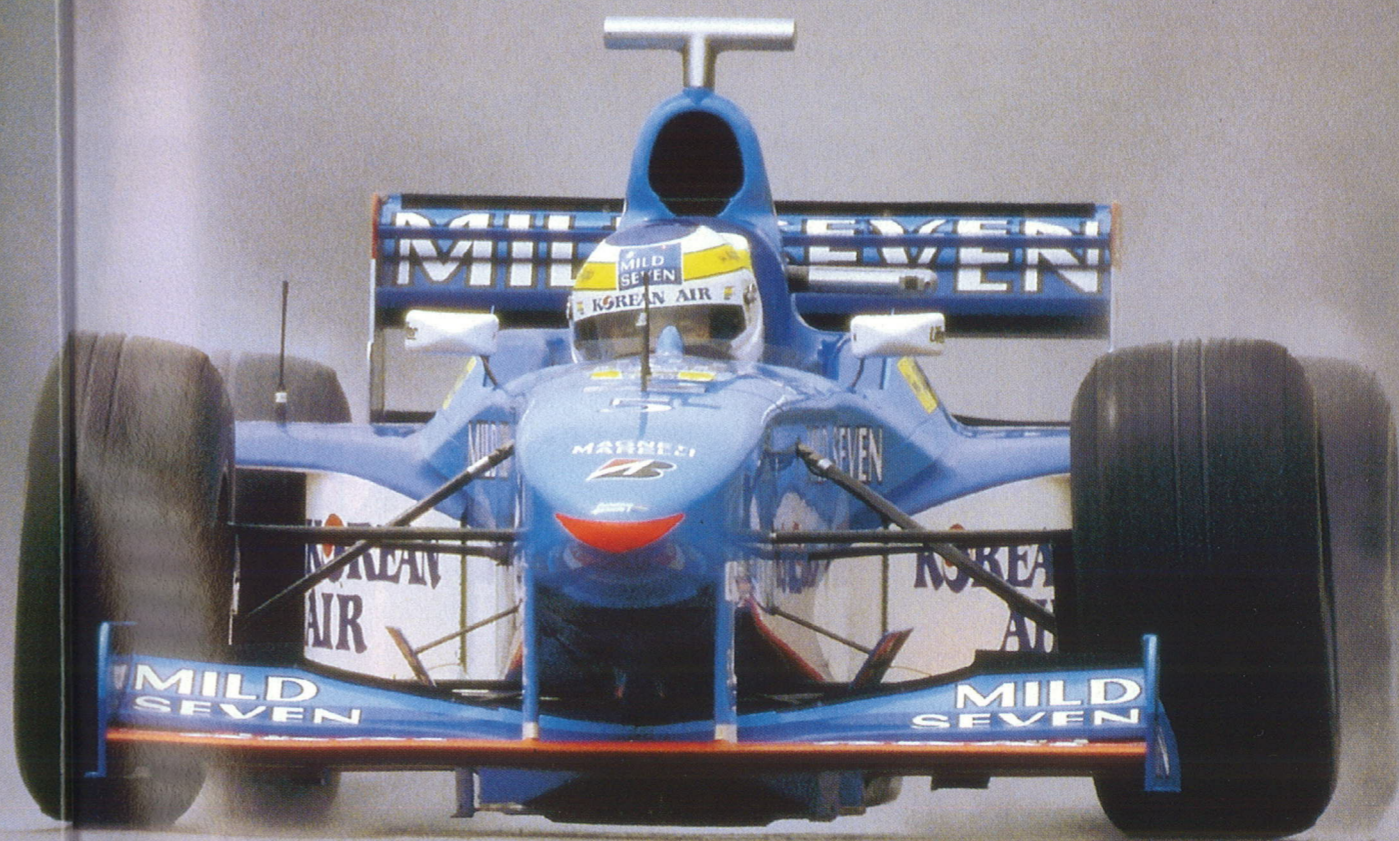
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When Giancarlo made Austrian rainwater go fizzy ...

Austria qualifying, and the rain is lashing down. If you're David Coulthard – a front-runner whose dry set-up is looking sensational – it's a disaster. If you're Giancarlo Fisichella – a quick man with a point to prove – it's an opportunity. Wait until the last possible moment, wait some more, and then some – a brand new set of Bridgestone wets nice 'n' gummy in their warmers – then boil out of the garage, splash down the pitlane and away. Run a wide line, careful on the brakes – late but gentle – feed in the power, watch the rear end. A couple of moments, but the time is there: 1 min 29.598sec. Your first pole. *Bene!*
Photograph by Martyn Elford/LAT, Canon EOS 1n, 600mm lens, Fuji Velvia film, 1/250 at F9





Reflections on how things used to be...

Just after 2.00pm, Saturday, A1-Ring. Jean Alesi is feeling good. Very good, in fact, because he has just qualified his Sauber-Petronas C17 second – the first time a Sauber has ever been on the front row of the grid. What about a stroll down the paddock, then, to collect plaudits, handshakes, back-slaps, high-fives, you name it? What about bringing back memories of the glory days, when he drove a red car, when he was the darling of the *tifosi*? Good idea.

Photograph by Darren Heath, Canon EOS 1n, 600mm lens, Fuji Velvia film, 1/500 at F5.6



At long last Damon sees the point(s) of it all...

Hockenheim, Sunday, 3.20pm, and Damon knows he's done it. Scored points, that is. For the first time in 1998.

He's running fourth, but there's no need to push – Michael Schumacher, fifth, is five seconds adrift, a speck in the Jordan's mirrors. After all the heartache, all the disappointment, all the recrimination, all the dreadful week-ends – Brazil, Monaco, Canada – it's all coming good. Three points, and the old enemy beaten into the bargain.

Photograph by Paul Henri Cahier, Canon EOS 1RS, 135mm lens with 1.4 converter, Kodachrome 64 film, 1/500 at F5.0



A spot of flat-out good vibrations

For Jacques Villeneuve, 1998 has been a nightmare – but it's immediately clear that the Williams is much stronger at Hockenheim, and by Saturday morning Jacques is really on it. Downforce pared to the absolute minimum, storming along the long, long straights, braking later than late for the chicanes, locking up massively into the Ostkurve, bouncing over the kerbs, running wide, a snatch of opposite lock. Big vibration, but a good time. And now you know what a flat spot looks like.

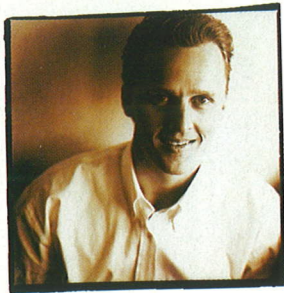
Photograph by Darren Heath, Canon EOS 1n, 600mm lens, Fuji Velvia film, 1/500 at F7.1

Something to write home about...

The McLarens are running one-two, line astern, neat as you like, as only they can. Michael Schumacher is keeping in touch, just, as only he can. But Hakkinen and Coulthard are getting away. Cue frantic brainstorming in the Ferrari pit. Change of plan. Let's try a three-stopper. In. Stationary for less than seven seconds. Out. Then Schumacher turns it on like never before – ten tenths, white knuckles, balls out, Ferrari dancing on the ragged edge over Hungarian bumps. Fastest lap after fastest lap. One of the mightiest drives in the history of the sport. If you were there, tell all your friends about it. If you weren't, one day you'll tell your grandchildren you were.

Photograph by Darren Heath, Canon EOS 1n, 600mm lens with 1.4 converter, Fuji Velvia film, 1/1000 at F7.1





Johnny Herbert

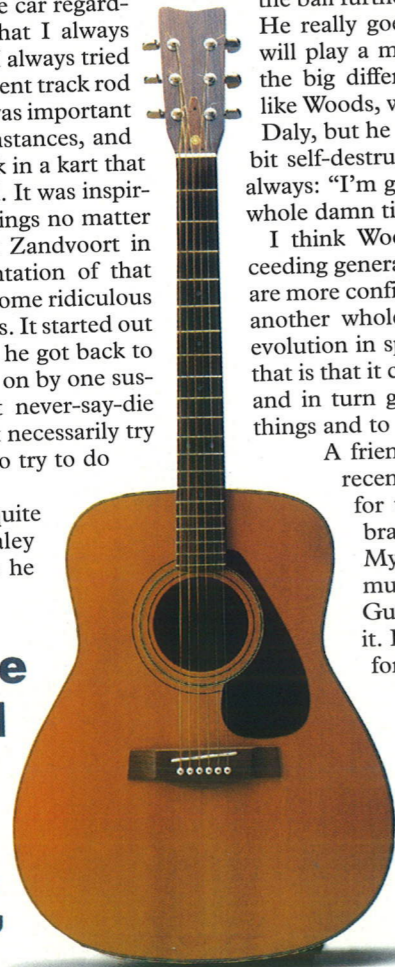
You can learn a lot from top sportsmen and women outside Formula 1. So here are some of the heroes

SPORTING ICONS ARE an important part of the growing-up process. When I was a kid in karting, my two heroes were Niki Lauda and Gilles Villeneuve. I remember that Heuer made driver helmets, and I wanted Lauda's. I asked for it, but for some reason my dad, Bob, bought me Mario Andretti's instead! I suppose I was the typical ungrateful kid! I also asked for a trumpet, and got a guitar, but that's another story.

What I loved about Gilles' style was that he would always be pushing hard, getting the most out of the car regardless of its condition. That's what I always liked. In karting that was what I always tried to do – if I had a puncture or a bent track rod or a dodgy axle or whatever. It was important to keep pushing in such circumstances, and I expected myself to be as quick in a kart that didn't handle as in one that did. It was inspiring, that desire to overcome things no matter what. That drive of Gilles' at Zandvoort in 1979 was the classic representation of that desire. There he was, going at some ridiculous speed, just to get back to the pits. It started out as a puncture, and by the time he got back to the pits the wheel was hanging on by one suspension link. But it was that never-say-die attitude that appealed. I didn't necessarily try to model myself on him, but to try to do similar things in adversity.

Later on, the other guy I quite liked was the decathlete Daley Thompson – I guess because he

'I suppose I was the typical ungrateful kid! I asked for a trumpet, and got a guitar. But that's another story'



enjoyed himself but always had a serious side to his sport. Then there was tennis player Bjorn Borg, when I was hitting the teenage years. He had all that long hair and looked more roguish than the rest. He represented the new generation, and the flair of his game was exciting.

The older you get, the fewer heroes you have. I think that's all part of growing up, too. Instead, there are other people that you respect. And you can still learn things from what other sports guys are doing, whether it's in a physical or a mental way. I keep an eye on things, because of that. Tim Henman, for instance, probably entered a few too many tennis tournaments last year, and was working way too much instead of preparing himself properly.

For younger fans, I think it's really good to see fresh blood coming along and doing well. People such as golfer Tiger Woods. You have all the old established guys – like Greg Norman, Jack Nicklaus or Nick Faldo – and good luck to them. Or Mark O'Meara, who's won a couple of the last big tournaments. They tend to play a steady game, though Faldo is the sort who is always changing his swing. But they tend to become percentage players.

Then you get a young hotshot coming in, like Tiger Woods, who really starts to take it to them. And he is someone who absolutely smacks the ball like anything. He is one of the guys who hits the ball furthest, and he plays an edgy game. He really goes for it – whereas Faldo, say, will play a more conservative game. That's the big difference. Probably the other guy like Woods, who never quite made it, is John Daly, but he used to just whack it. He was a bit self-destructive, too. Woods' mentality is always: "I'm going to win." He's like that the whole damn time.

I think Woods typifies the way that succeeding generations of sportsmen and women are more confident at an ever younger age. It's another whole step forward, another whole evolution in sport. And the good thing about that is that it can inspire even younger people, and in turn give them the confidence to try things and to compete.

A friend of mine had a real go at me recently about pulling a snarling face for the cover image of *F1 Racing's* brand-new sister magazine, *GPX*. My pal told me that I had spent so much time perfecting my Mr Nice Guy image that I should stick with it. But *GPX* is just a bit of fun – it's for youngsters.

It's important, though, as a sportsman, to project an image with which younger fans can relate. So that's why I pulled the snarl. If it inspires them to do the things they want to do, then that's fantastic.

I hope I still do present the right image, but that's not really for me to say!

THE COMPLETE TECHNOLOGY SOLUTION

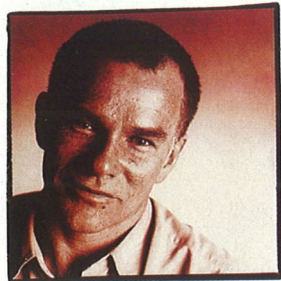
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As ever, they will go where they (think they) have to go. Better, perhaps, to consider where they *should* go

THE PIECES WILL HAVE FALLEN roughly into place by the time you read this – roughly being the operative word, of course, because nothing, when Formula 1 reshuffles itself for its next season, can ever be described as smooth.

The solution for **Prost** is simple: he needs to change the technical structure of his team. Bernard Dudot has had his chance, and John Barnard, the man they talk about as a Dudot replacement, is not the right man either. John is great – but he needs time and he needs money. Prost has only the latter. So walk down the pitlane, Alain, and take a look at the Minardi. Gustav Brunner designed it on a shoestring budget. If he starts work now, he could have a new car running by December. **Minardi** will survive; they always do.

Williams should run Alex Zanardi and Ralf Schumacher and try to keep Juan-Pablo Montoya under contract for testing duties. Montoya needs disciplining, and a year in Austria, working out in Tony Mathis's mountain spa when not driving the Williams-BMW, will have him nice and ready for real racing in the year 2000.

Damon Hill should re-sign with **Jordan**, perhaps for a little more money, and Ralf should be replaced by Tora Takagi. Takagi is at the heart

of Honda's absurd decision to build some sort of car of their own – so Takagi in a Jordan would not only force Honda to abort that project and give Jordan the support they deserve but would also give Japan's best driver yet the opportunity to finish solidly on the podium.

'Nothing, when Formula 1 reshuffles itself for its next season, can ever be described as smooth'



Benetton: no change. More of the same, please, but sort an engine deal out for 2000 and beyond. Wurz probably has some input here; indeed, Alex will probably own a major engine company by the year 2000, so sign him now in perpetuity, both as a driver and as a supplier.

Eddie Irvine has wisely decided that the second **Ferrari** is a better car than all but the first McLaren or the first Williams – and at Ferrari he should thus stay for ever more, making tons of money with no pressure on him at all. Michael, of course, is now as comfortable at Ferrari as are his German fans in their prancing horse caps. In time, he, too, will probably become managing director of Ferrari and will sit down with Alex to decide the future of the Western World.

Arrows are in a bit of a mess (see *Pitpass*, page 30), what with John Barnard remaining under contract and the Hart engine remaining badgeless, so Tom Walkinshaw needs quickly to switch to Mecachromes, to retain Brian Hart as a consultant and to give Mike Coughlan a lot more control in the design department. Enrique Scalabróni should also be hired to head up R&D. Mika Salo-Pedro Diniz is one of the healthiest driver pairings in the pitlane but, should the offer come, Tom should be prepared to sell Mika to BAT for \$12 million upwards. That is useful money in the bank and Johnny Herbert would be an excellent Salo replacement.

No changes required at **McLaren**, of course, now that David Coulthard has re-signed, but, at **Stewart**, replacing Jan Magnussen with Jos Verstappen was an uncharacteristic move sideways for the normally astute Jackie. The excellent Rubens Barrichello should instead be partnered by Greg Moore. Greg is North American, polished and very, very quick. Very Ford, very Stewart.

And what are **Sauber** doing, unsettling Jean Alesi with talk of Heinz-Harald Frentzen as a Herbert replacement? Just when the team are on a genuine rise, with the Ferrari engine deal secure and the genius in Alesi again beginning to surface, they bring in the man who has as much finesse as a mountain goat in a crockery shop. Sauber should either keep Johnny or replace him with someone easy – a young star like a Mark Webber or a Nick Heidfeld.

Which leads us to **British American Racing**. They can't fail, of course: £300 million should buy you a tradition of excellence, a full supply of Paddock passes and a regular slot on the podium – assuming, of course, that not too much of it has been spent prior to the Reynard turning a wheel. Arrows deserve to keep Mika Salo, so it should be Johnny H standing there alongside Jacques, at last earning the big money to which he has long been entitled. **1**

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FOR JEAN-CHRISTOPHE
BOULLION, THE
MOMENT OF TRUTH
HAS ARRIVED

Day-by-day new milestones are reached as British American Racing continues its building and preparation to compete in the 1999 FIA Formula 1 World Championship. It is no small task. From the ground up, everything is new, factory, car, staff, and drivers.

But everyone on the team is looking forward to the moment when they fire up the Supertec V10 engine and the BAR 198 takes to the track for the first time. No one is more eager than the team's test driver Jean-Christophe Boullion. He knows he will be behind the wheel. His helmet and gloves are ready.

"Boullion is one of the top test drivers in Formula 1," says Managing Director Craig Pollock. "He has enormous experience in testing Formula 1 cars and possesses a solid understanding of the engine package. I am delighted to have him on our team."



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A TAD TOO CLEVER BY HALF

Ferrari's latest trick...

THE SECRET BEHIND Ferrari's speed is a Polish electronics whizz by the name of Tad Czapski. He was part of the inner cabal at Benetton in that team's championship years (1994 and '95) – a clique which comprised Schumacher, Ross Brawn and Rory Byrne, all of whom are now at Ferrari. Czapski keeps a low profile, spending race weekends behind closed doors cogitating over a lap-top computer to which only a select few team members are allowed access.

Most paddock insiders believe that Ferrari have been operating a creative interpretation of FIA Rule 9.5 (which states: "Traction control is forbidden"). In

F1 Racing, June, we published a picture of Schumacher's Ferrari, taken by Darren Heath at Imola, which showed a single glowing rear brake disc – a tell-tale sign of selective braking (a system pioneered by McLaren and banned at Interlagos, two races previous to Imola). As soon as this picture had been published, *F1 Racing* was besieged by phone calls from F1 technical directors, all wanting to know where – exactly – the picture had been taken. No doubt about it, the F1 world suspected sharp practice, yet the FIA did nothing.

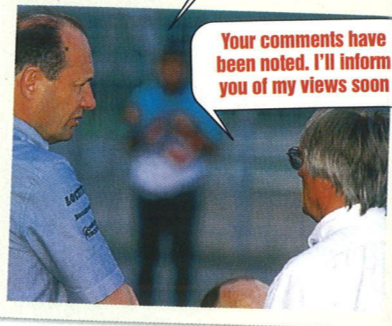
By Silverstone, those same technical directors were suggesting – off the

record, of course – that Ferrari now had another traction-enhancing gizmo: an engine-mapping device that minimised wheelspin.

In yet another *F1 Racing* exclusive, Darren Heath's lens has captured the key moment. The picture below shows Tad Czapski plugging his lap-top into Schumacher's Ferrari in Austria, seconds before the start. A Maranello insider has revealed to *F1 Racing* that Czapski's lap-top is used only on Schumacher's car, and that it controls the F300's engine-mapping. It all adds up, doesn't it?

We'll be keeping tabs on Tad from now on. As usual, we'll keep you posted.

Our research suggests rivals are extending envelopes creatively



Your comments have been noted. I'll inform you of my views soon

When Ron spoke out

MOST BIG TEAMS have harboured suspicions about the legality of the Ferrari this season, but McLaren boss Ron Dennis has been the first team principal to voice his suspicions. At the Austrian GP, Dennis visited the Ferrari motorhome after qualifying to inform the team's sporting director, Jean Todt, of his intentions to protest the legality of the F300, unless his suspicions about driver aids were allayed.

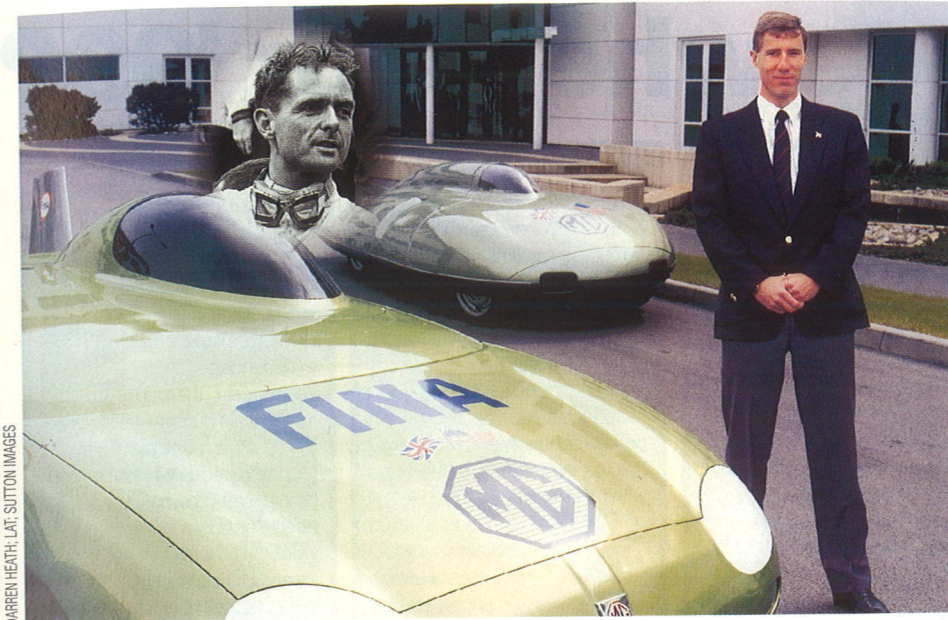
The three GPs prior to Austria – Montreal, Magny Cours and Silverstone – had all been won by Ferrari; at the race following Dennis's objection – Hockenheim – the red cars finished fifth and eighth. Interestingly, Czapski had been conspicuous by his absence from the grid.



Ferrari's engine-mapping whizz, Tad Czapski, plugs in his top-secret lap-top computer at the AT-Ring



SYLVESTER STALLONE is now a regular fixture at F1 races, and he was at the Hungarian GP with renowned film producer Andy Ryner, of *Terminator* and *Rambo* fame. They strolled about in search of ideas for the forthcoming F1 film *Into Thin Air*. Sly admitted that the movie will focus on three drivers of differing ages and look at their attitude to the sport – like his *Rocky* movies.



DARREN HEATH, LAT, SUTTON IMAGES

AS F1 RACING WENT TO PRESS, Andy Green was about to attempt another land speed record – following on the heels of his stunning 763.035mph run in Thrust SSC last year. The record he is taking on was set 39 years ago, by 1961 F1 World Champion Phil Hill. Hill set the '59 sports car record at 254.9mph, and is very interested in Green's attempt: "I wish Andy all the best. With the extra 3.0 litres his MG EX255 has over the MG EX181 I drove 39 years ago, and the benefit of 39 years' technology, I expect he might go a little bit faster than me!" We doubt if Green will ever be world champion, though.



Global F1 to arrive in '99

Next season's F1 calendar will comprise 17 races – not 20, as rumoured earlier in the year. The additional race to the 16 this year will be Malaysia, at the Sepang circuit near Kuala Lumpur; an October date is being discussed. Yet another addition could be South Africa, should Bernie Ecclestone agree terms. A Kyalami GP would come at the expense of Nürburgring.

No F1: better than slow F1?

Renault have fared well since quitting F1 at the end of 1997, reporting a 22 per cent surge in half-year sales in the first six months of this year. Their success contrasts sharply with the fortunes of Peugeot-Citroën, who supply engines to Prost and have had a sales increase of just 15 per cent. Perhaps they'd do a bit better if Prost did a bit better...



Goodyear feel the tyre pressure

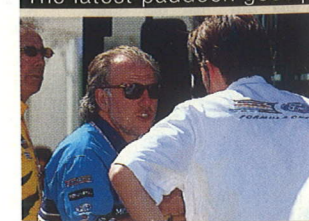


Will Goodyear abandon F1, or will success change things?

WILL THEY or won't they? Pressure is mounting on Goodyear to clarify their position as to whether they will remain in F1 next year. Rivals Bridgestone need to know soon whether they will be supplying the whole grid next season, because they will have to change their production process to do so. Pressure from the Japanese follows in the wake of claims by Ferrari that they are close to resigning with the Akron company – claims which Goodyear deny.

fact

The latest paddock gossip

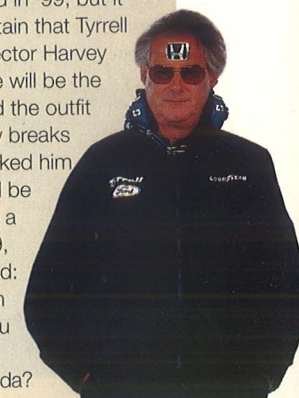


Ford to supply Benetton in 2000? Although Benetton boss David Richards and Ford's Martin Whitaker (pictured together, above) couldn't agree terms for 1999, an engine deal looks very possible for 2000. Ford want Benetton to use their V10s, following their disappointment with Stewart GP's poor results.



Williams-Hart for 1999? Williams could use the V10s of Brian Hart (above) in 1999, the last year before BMW arrive in 2000. They already have a deal to use Mecachromes in '99, but Arrows' Tom Walkinshaw wants Frank's deal. Also, Mecachrome might fear letting their engines fall into BMW's hands next year.

Harvey to lead the Japanese? It is still undecided whether there will be a Honda team on the F1 grid in '99, but it is almost certain that Tyrrell technical director Harvey Postlethwaite will be the brains behind the outfit when it finally breaks cover. We asked him whether he'd be involved with a team in 1999, and he replied: "I will, but I'm not telling you with whom." Who but Honda?



Who goes where for '99?

Red outlines around pictures indicate confirmed drives

WILLIAMS

CART champion Alex Zanardi is all but confirmed to lead the team, and favourite to become his team-mate is Jordan refugee Ralf Schumacher. Others – including Rubens Barrichello, Johnny Herbert and Juan Pablo Montoya – have been linked to the second seat but, post-Hungary, are now deemed to be outsiders.



FERRARI

The Scuderia's line-up remains unchanged for the fourth successive year, both Michael Schumacher and Eddie Irvine having re-signed with pay rises. Schuey will get a huge £22 million next year, as part of a deal which will see him stay with Ferrari until the end of 2002. Irvine's wage packet, by comparison, represents a rise of £2 million (to £5 million). He will continue to play second fiddle.



BENETTON

Giancarlo Fisichella and Alex Wurz were signed and sealed months ago. Both have two more years of their contracts to run – and, despite Fisichella's recent run of better results, the pair will continue to hold equal status within the team.



McLAREN

Mika Hakkinen and David Coulthard will be team-mates for the fourth successive year in 1999. Both drivers are now experienced winners, and their relationship during the past few months has improved quite dramatically, having been a bit frosty when Coulthard arrived at the start of '96. DC will now support Mika in the title showdown this year, but he'll have equal status in '99.



JORDAN

Damon Hill's recent performances have been good enough to keep him with the team for '99. But Ralf Schumacher is likely to be heading for Williams, so tester Pedro de la Rosa or Heinz-Harald Frentzen could step into the second seat, depending on how much B&H money is available to spend on retainers.



PROST

Jarno Trulli has been confirmed for two more seasons with the French team – while Olivier Panis, who has been with the team since 1994, has done a one-year deal for '99. Alain Prost would have preferred Heinz-Harald Frentzen, but title sponsor Gauloise insisted on a Frenchman in one of the cars.



SAUBER

Jean Alesi is under contract for '99, and Johnny Herbert is favourite to retain the second seat. However, the team could go for some fresh blood – like test driver Jörg Müller or Ferrari tester Luca Badoer. Sauber old boy Heinz-Harald Frentzen could even make a comeback, but it's unlikely.



ARROWS

Pedro Diniz and Mika Salo are under contract, although only Diniz is certain to remain with the team – thanks to the £6 million he brings. Arrows boss Tom Walkinshaw would release the popular Salo to another team, but only in return for a £6 million fee; the funds would help secure a top engine for '99. BAR might be tempted. If Salo goes, his likely successor is test driver Emmanuel Collard, who brings Elf money with him.



STEWART

Now that Rubens Barrichello's chances of a Williams drive are receding, he is likely to remain with the Stewart team – and Jos Verstappen will probably be his team-mate. Williams tester Juan-Pablo Montoya has an outside chance of nicking Verstappen's seat, and Herbert has had talks with Jackie Stewart too.



BAR

Jacques Villeneuve has already signed (for £6 million) and he is believed to have the power of veto as to the identity of his team-mate, which could rule out Ralf Schumacher. Mika Salo, McLaren tester Ricardo Zonta and Heinz-Harald Frentzen have all been linked with the second seat. Zonta could be favourite.



MINARDI

Argentine young gun Esteban Tuero is signed and sealed, and team boss Giancarlo Minardi has said that he'd like to keep Shinji Nakano for a second year as well. However, the team is perennially short of funds, so they could plump for the megabucks of the sluggish Ricardo Rosset or test driver Laurent Redon.



HONDA

It's still not known whether Honda will enter F1 in 1999 or 2000. But when they do, a Japanese pilot is a certainty – be it Tyrrell star Tora Takagi or Mugen-Honda test driver Juichi Wakisaka. Alongside, expect a recognised front-runner, like Heinz-Harald Frentzen or Johnny Herbert.



PICS: DARREN HEATH & LAT; GRAPHICS: NIEL RANDON



WHO'LL DRIVE FOR Williams and Stewart next year? As F1 Racing went to press, it was still unclear. No worries: to find out that and loads of other stuff besides, there's only one place to look: the F1 Racing website. So, to find out the bang-up-to-date gen on what's worth knowing in F1, dial www.itv-f1.com

on the inside

Why choose Ralf over Rubens?

"I see a significant amount of mediocrity," Jackie Stewart said earlier this year. "I don't think we're going through a halcyon period for drivers."

Michael Schumacher was simply mesmeric in Hungary, just as he was in Argentina and Canada. No disrespect to the likes of Mika Hakkinen, David Coulthard, Jacques Villeneuve *et al*, but nobody else even comes close. The way people were talking in Hungary, though, you could be forgiven for thinking that if Michael is the second coming, brother Ralf is the third.

Ralf is going to Williams, someone said. Well, he will if Frank pays enough. No, no, he's going to British American Racing, said another. That's if BAT stump up. No, no, said a third, Eddie Jordan will fight to keep him.

Whatever the truth of it all – and the Williams rumour seems to have the ring of truth about it – the Schumacher brothers seem to be the dominant market forces right now.

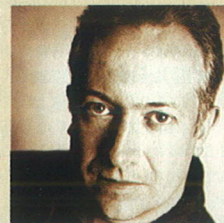
Memories are short. A few months ago Ralf couldn't evacuate a starting grid or complete a racing lap. Not always his fault, to be honest, but now he's suddenly regarded as a rocket. Hey, he's finished three races. Fifth and sixth twice. He's even managed to beat Damon Hill!

'Only a few months ago Ralf couldn't evacuate a starting grid or reliably complete a racing lap'

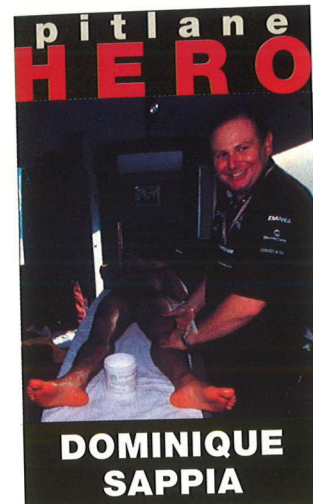
The man Frank didn't want, if you remember. What do we know? Ralf is young, German, sometimes fast. Got to make him a shoe-in for Williams-BMW, that? No dig at Ralf – but if so, you can see exactly where JYS is coming from.

If it's the Ayrtons and Michaels who put the magic into racing, you like to feel the guy's record has earned the opportunity. As with Hakkinen.

Williams may be struggling by their own standards, but they'll be back. Alex Zanardi is a fine choice, but there's another driver with a superb junior record who has shaded just about everyone he's driven with in F1. He's done six years in F1, he's only 26, he's intelligent, he's professional, he's quick. It's time opportunity knocked for Rubens Barrichello, not Ralf Schumacher. Here's hoping.

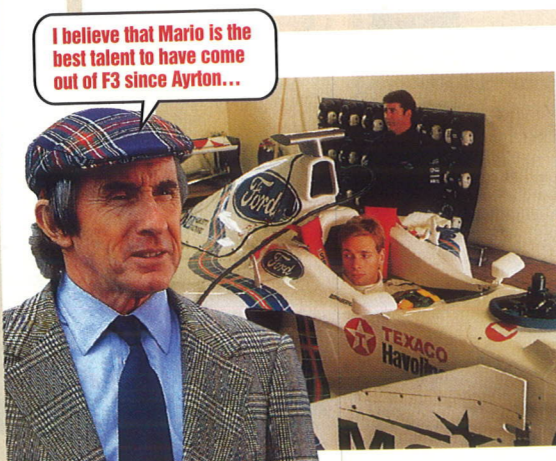


by TONY DODGINS



DOMINIQUE SAPPIA
ARROWS

Nationality: French
Age: 32
Job title: Team trainer
How did he get involved in F1? Arrows boss Tom Walkinshaw bought out Sappia's contract from former French football international Michel Platini, so that he could come and look after Tom's F1 drivers and the players of his new enthusiasm, Gloucester Rugby Club.
What does he do for the drivers? He looks after their training and dietary requirements, and makes up their drinks bottles during a GP weekend. The drinks are very important because, during a race weekend, a driver may not have time to eat – so they have to take in their nutrition via fluids. Sappia's main areas of expertise are osteopathy and physiotherapy, which he believes are the most important areas for a driver before and after driving the car.
How are Salo and Diniz different? Pedro has one of the strongest hearts Dominique has ever seen in a sportsman – he could easily be an athlete. Salo is the stronger of the two – "like a Viking".
How fit is Sappia himself? Not fit at all – but he believes he is paid to keep the drivers fit, not be fit himself. He has actually put on 25 kilos since he came into F1 in 1996.
Will he ever give up F1? He believes his future in F1 is with Tom Walkinshaw; when Tom gives up, he'll give up.



I believe that Mario is the best talent to have come out of F3 since Ayrton...

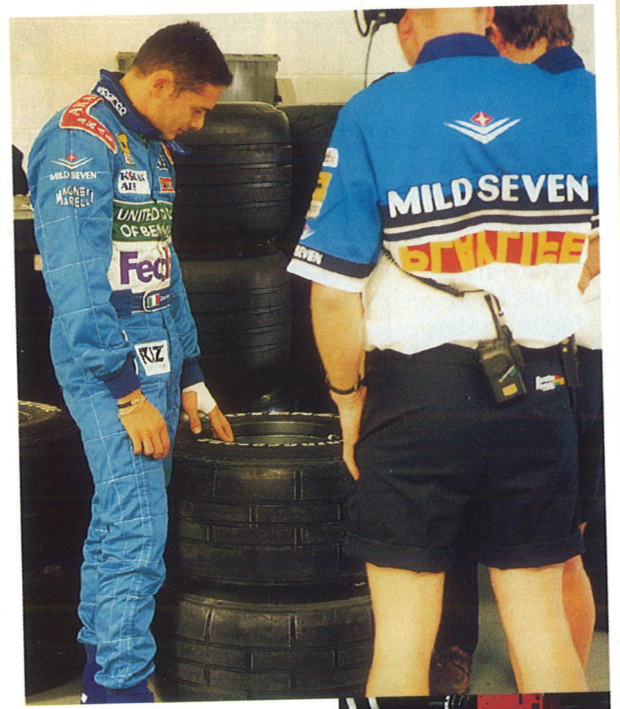
JYS's Haber-go hero

JACKIE STEWART'S 'staircase of talent' realised a dream recently when one of his Formula 3 racers, Mario Haberfeld, tested an SF2 F1 car at Luryc Levis in France recently. Stewart has two teams in the junior formulae – in Formula Vauxhall and F3 – and this was the first time that one of his juniors had tested the F1 car. "It was a fantastic opportunity for me," said Haberfeld. "I must thank Jackie and Paul for the chance, and I think I did everything that was asked of me. I didn't spin and would love to get another chance if they need more help."

FIA: ALL OUT OF IDEAS?

Lateral thinking: no good

BRIDGESTONE HAVE tested tyres incorporating hand-cut lateral slats, as a fact-finding mission for the FIA, conducted at Silverstone. These extra grooves, front and rear, are being considered as potential speed-slashing measures for next year, in the light of the ineffectuality of the longitudinal grooves and narrower-tracked chassis introduced this year. Benetton's Giancarlo Fisichella was the only driver to try the rubber, but proved only a little slower over a lap. "It had a small effect under cornering, but nothing very significant," said Benetton test team engineer Tim Wright. "They didn't slow the car as much as we expected." In the light of new tyre rules being introduced for 1999, and the likelihood of Goodyear sticking to their guns about quitting at the end of the season, the timing is right for a new tyre manufacturer to enter F1. Michelin are now thought unlikely to come in after a survey the



company carried out in France revealed that 60 per cent of the population think that the company is already in F1! German company Continental are a more likely bet. "We have no immediate plans to enter F1," said a spokesperson. But if a top team courted them, that might change...
1998-spec tyres are so grippy that the FIA are now experimenting with lateral slats. Big problem: they're no slower. And if you put grooves all over, you get ... slicks



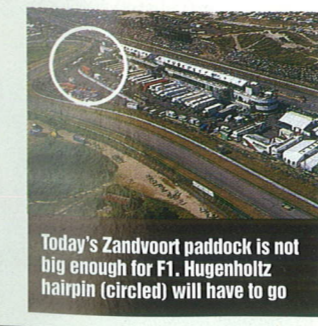
No offence, Johnny – but you can keep your Nomexes on...

Sauber star lands Swiss role on TV

JOHNNY HERBERT turned his attentions to being a film star during a break from testing at Fiorano recently. The Sauber star was a celebrity guest on the Swiss lottery show *Benissima*. Herbert has become a star on Swiss television since joining Sauber at the start of 1996. He now features regularly on chat shows, and it's a mark of his popularity that he now stars on popular TV with dance troupes. Eat your hearts out, Hot Gossip.

Zandvoort to return – but with its bochts cut off

THE ZANDVOORT circuit is undergoing major revision with the aim of bringing the Dutch GP, last seen in 1985, back to the seaside resort. The proposed 1.09-mile extension – work on which will begin in November – will make the new track 0.013 miles longer than the infamous old one, and will be ready by March '99. Even so, a lot more work is needed to bring the new Zandvoort up to late-'90s F1 standards. Circuit officials have been told by Bernie Ecclestone that the Hugenholtz hairpin will have to be demolished to make room for a modern F1 paddock. Hence the mooted loop between Gerlachbocht and Rob Slotemakerbocht. "We want an F1 race at all costs," said a spokesperson, "and we will do whatever the FIA want to make it happen." Sadly, that means we must expect a drastically neutered Zandvoort.



Today's Zandvoort paddock is not big enough for F1. Hugenholtz hairpin (circled) will have to go

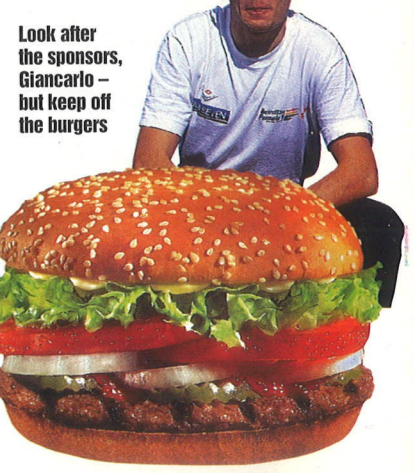


'One day you'll be as good as me'

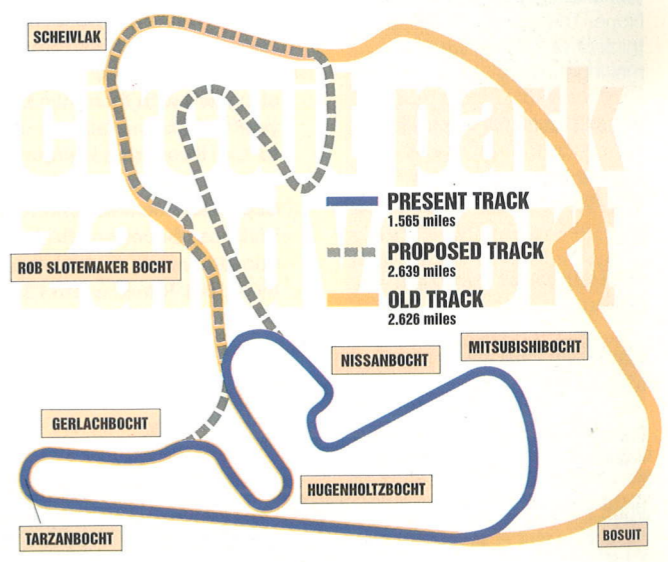
DAVID COULTHARD turned to former world champion Nigel Mansell for solace after poor results in Monaco, Canada, France and Britain had put paid to his world championship chances. "I have had a chat with Nigel," said Coulthard after scoring just one point in the four races. "He has probably had more bad luck than any other British driver when it comes to losing championships and he told me to keep my head focused on what I'm doing and it will come back – if not this year, then next." Mansell lost titles at the last knockings in '86, '87 and '91 but eventually won in '92.

It's OK, lads. It's burger, not Berger!

JAPAN TOBACCO, the owners of Benetton sponsor Mild Seven, have recently bought into Burger King. Still, it's one year too late, isn't it? BK would have looked great on the overalls of the man who gave the Benetton mechanics a grilling in 1996 and '97 (we're talking about Gerhard Berger). Still, at least this year the BK logo won't be wedged at the back of the griddle: With Fisichella, it would be more like fast food.



Look after the sponsors, Giancarlo – but keep off the burgers



hot seat



JÖRG MÜLLER
SAUBER

Do you believe in God?

Yes.

Who was your childhood hero?

My Dad. He was always a class above everyone else.

What is perfect happiness?

My family.

Who would you most like to date?

Julia Roberts – she's lovely!

Are women good road drivers?

They are as good as men.

What's your worst habit?

Getting my mother to wash my dirty clothes!

Which traffic rule do you oppose?

None. The legislators had to think of something when making the law.

Do you support the death penalty?

For paedophiles, the death penalty isn't enough. You should put them in the same room as the children's fathers.

What will you be doing aged 40?

Driving in races.

Who's your ideal dinner guest?

My girlfriend.

What's your favourite cocktail?

I prefer wheat beer from Bayern.

What's the most you've ever spent on a pair of shoes?

£110.

LAT, DPA, DPPI

PROST IN CRISIS

A designer, a designer! My kingdom for a designer!

ALAIN PROST looks unlikely to get a 'name' designer for his team before the construction of his 1999 car begins.

After the unmitigated disaster of this year's AP01, which failed to score a point in the first half of the season, the former world champion has been trying to lure Arrows technical director John Barnard to his Paris-based HQ. No way, says Arrows team principal Tom Walkinshaw.

"There hasn't been a cross word between John and I," said Walkinshaw. "All we are discussing is what he can do with his B3 engineering facility in Guildford, and who he can work for."

But Barnard no longer attends races for the team,

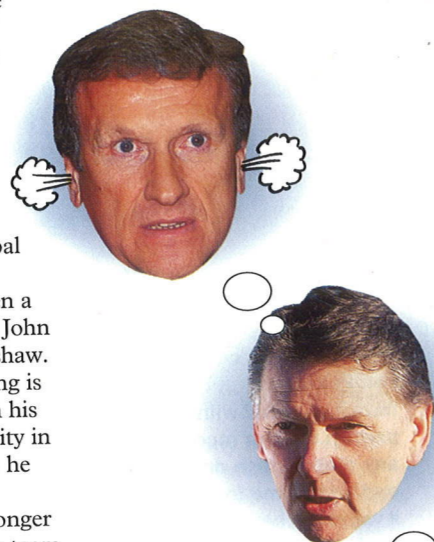
leading us to assume that their relationship is now effectively over.

Walkinshaw has denied that he is prepared to pay Barnard his annual salary of £300,000 in '99 to stop him working for another team.

The Prost AP01 was designed by Frenchman Loic Bigois, in whom Prost has a lot of faith. But Bigois lacks support because many of the technical staff in the team are fresh from college. Aided by an experienced technical director, Bigois could still become a winner, says Prost.

Where this sad situation leaves Prost GP's current technical director Bernard Dudot is unclear. The man who masterminded Renault's six world titles was unavailable for comment as *F1 Racing* went to press – but one team insider told us that Dudot should go back to building race engines...

Barnard: Prost wants him, Walkinshaw doesn't. But he doesn't want Prost to have him either...



Tom's next power struggle

DESPITE HAVING no technical director at present (see above), Arrows boss Tom Walkinshaw is still chasing a supply of Supertec V10s for next season. Arrows have struggled with their own Brian Hart-designed V10 this year and, having failed to attract a major manufacturer to fund the unit's development, Walkinshaw now wants to buy a ready-developed package. But whether Supertec (née Mecachrome) can service four teams – Williams, Benetton, BAR and Arrows – remains one question mark, as does the £14 million required to run them. But Tom is worth £85 million...



MIKA HAKKINEN was the star of the recent Cologne fashion week, during which the world championship leader modelled Hugo Boss's new spring/summer 1999 sportswear collection. Mika's wife Erja (right) came along to watch her man on the catwalk.



Footie for Schuey – next stop Minardi?

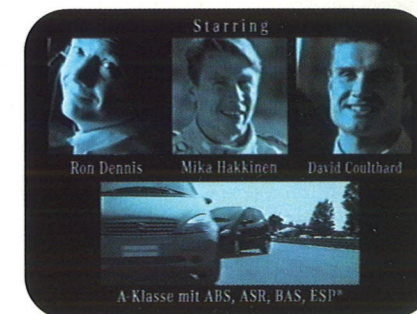
MICHAEL SCHUMACHER and former world tennis number one Boris Becker were the stars of a pre-German Grand Prix football match in which the 'F1 All-Stars' took on a team fielded by German TV network RTL.

The two German megastars were team-mates, Schuey wearing his

familiar number three. Other F1 drivers in the team were Sauber test driver Jörg Müller and Tyrrell's Ricardo Rosset.

Schumacher and Becker both played up front, both players scoring.

CHAMPIONSHIPS MAY NOT be commonplace for Minardi, but Gian Carlo's football team, Faenza, can't stop winning. They have just won the Italian Inter-Regional amateur title, and have now moved up to the National Second Division. No wonder GC has their photo (right) hanging outside his office!



LIGHTS, CAMERA, A-ACTION McLaren drivers David Coulthard and Mika Hakkinen recently starred in Mercedes' latest advert, which promotes the Stuttgart company's new A-Class hot hatch. The 60-second commercial sees the drivers racing each other through floods and fires, before crossing the finish line on foot. "Obviously, we had to use body doubles for the stunt sequences," said producer Corine Burn. "But otherwise Mika and David did all the driving – and it was pretty hairy at times!"



Beirut GP – honest!

A LEBANON GRAND PRIX looks possible for 2003, following FIA technical delegate Charlie Whiting's recent visit to the country's capital Beirut. During his stay, Whiting was shown a model of the proposed street track, and was walked around its layout by the country's prime minister Rafik Al Harari.

That Whiting made the visit to Lebanon suggests that their bid for a race is serious. His brief was to outline the FIA's safety standards to Lebanese officials; Harari also met Bernie Ecclestone at this year's French Grand Prix, where the financial side of things was discussed.

F1 degree? You are joking...

ANORAK HEAVEN exists, thanks to Swansea's Institute of Higher Education.

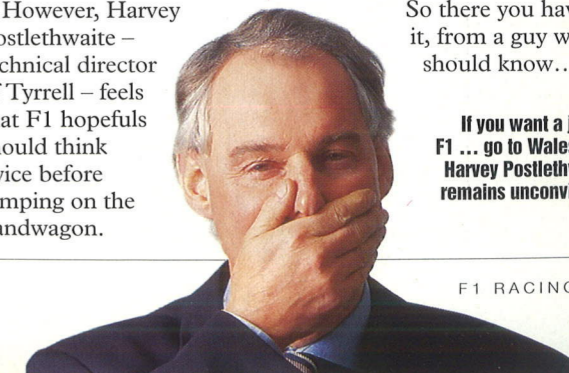
In time for September's intake, Swansea will offer a bespoke degree, the first of its kind in Europe, which will see successful students graduate with a degree in 'motorsport engineering and design'.

However, Harvey Postlethwaite – technical director of Tyrrell – feels that F1 hopefuls should think twice before jumping on the bandwagon.

"Before I can judge this course's true value, I'll have to find out who they have teaching it," he said. "It will be very difficult to get really good people. Until I know who they've got, I'd still rather have someone with a PhD in mechanical engineering from Imperial College, London."

So there you have it, from a guy who should know...

If you want a job in F1 ... go to Wales. But Harvey Postlethwaite remains unconvinced





F1 to one

Mika Salo

Finland's *other* grand prix star on Chelsea, doughnuts and monster Chevy pick-up trucks

Describe your season so far...

The results haven't been what I'd been hoping for, but the team are as good as I'd expected. There are a few things I want to change, and I'm working on them – but they're not overnight changes, they'll take time. This first year has been one of preparation, but next year it's going to be serious business.

Describe your working relationship with Diniz.

It's okay. He's got a bit of a different driving style from me, so I can't use his set-ups. But otherwise it's okay; we can share other things than set-ups.

Are you still happy with the Arrows chassis?

Yes. It's balanced, it's comfortable, it feels good.

And the Arrows engine?

It's a brand new engine, and we've scored points with it – not many engines do that in their first year. But we still need a lot more power if we want to continue with our own engine next year.

And more money, too...

Yes. For example, in Austria, I stopped on lap one. We could have fixed the car, but I was three laps behind already. So we decided, for cost reasons, to stop there and then so as not to risk blowing the engine, because we need every engine. We just need a few good results, and then the money will start rolling in. I'd like to get some Finnish companies involved alongside Nokia, who are with me already, and I'm trying to do that – but it's difficult. I'm not a marketing person; I'm just a driver.

Will you win races next year?

I hope so, and so do the team – but it's a long-term thing. I really want to do well, which is why I'm driving harder than most of the other guys!

Who do you mean?

Well, I don't want to slag anyone off because everyone is trying their best. But some of them are simply not good enough. To be honest, it's not fair. This year is my 26th year of racing, you know. I'm 31 years old and I think I deserve success in Formula 1. That's why I have to go and do kart races from time to time, like in Bercy last year. At least then I can feel the experience of winning. Winning is the feeling I want, and everything comes easier when you're winning.

Are you still as hungry as ever?

Yes, no change there. But ask me again after I've won three or four world championships. Maybe then I might be a bit more laid-back about it! But only a bit...

You're always quick in the wet. What's the secret?

It comes from 26 years of karting, I think. From the age of 10, I lived very near a kart circuit. And whenever I looked out of my bedroom window and saw that it was raining, I'd rush out to the kart circuit just for the fun of it. I loved the rain then and I love it now – it's a totally different kind of driving. You have to be so much more careful. You have to not do anything, if you see what I mean. But all good drivers are good in the wet.

Do you yearn to drive for one of the big three teams?

Who will be the big three teams in five years? Maybe I'm in one of them already. To be honest, I don't care what team I'm with as long as I win races. I'd be happy to win in a Lada!


How is life in Chelsea?

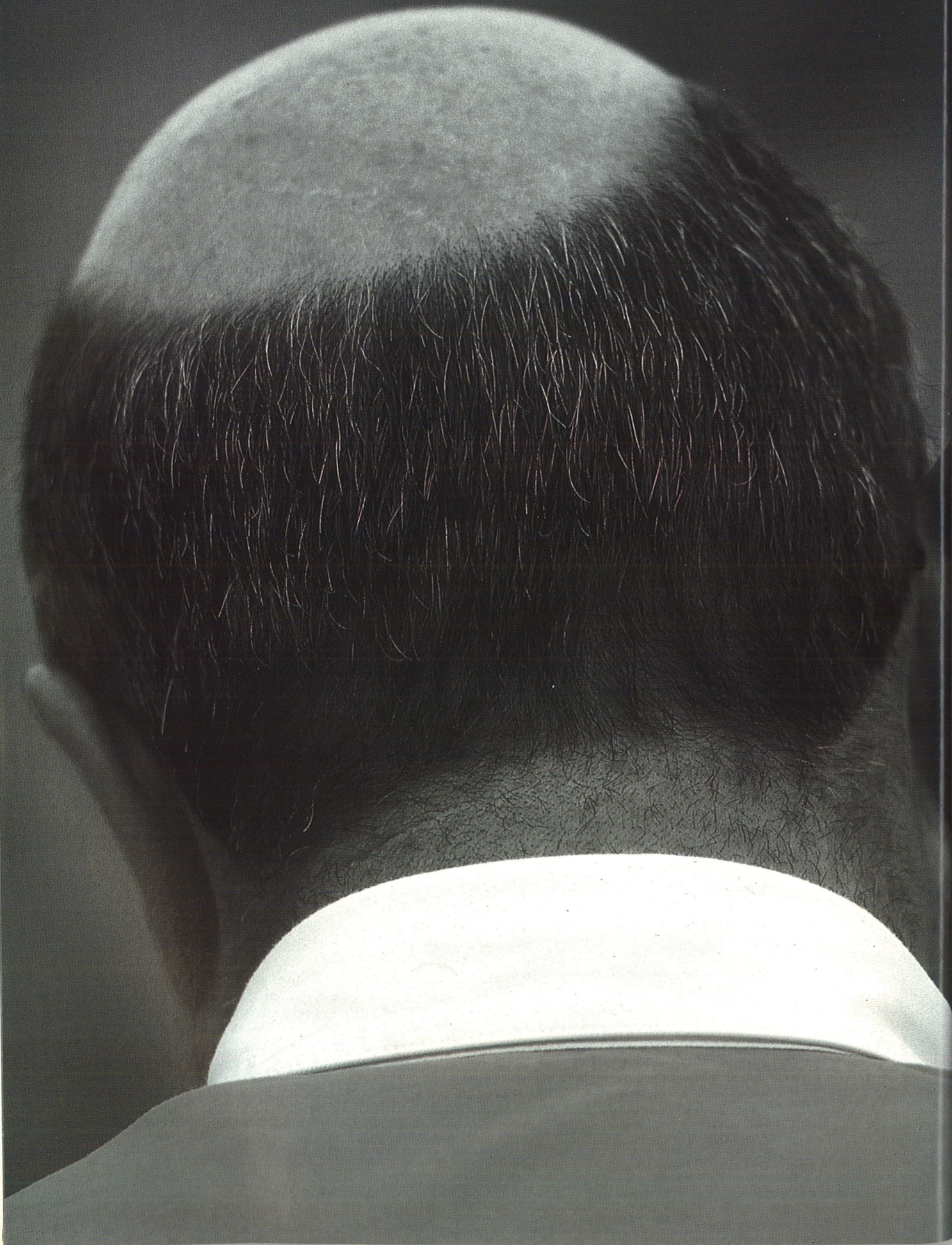
Great, except for the weather – this summer it has been total shit. But I really like London. I don't have as much time to hang out there any more though, because Arrows keep me a bit busier than Tyrrell used to. And I've bought a place in Helsinki, too.

You've also bought a monster truck to use in Helsinki...

Yes, a 1963 Chevy C10 pick-up. It's got more than 1000bhp now that I've played with it a bit, but it's legal – it's just passed its MOT. It's the first car I've ever driven that can spin its wheels in every gear at any speed!

Would you do doughnuts to celebrate a grand prix win?

Like Alex Zanardi does, you mean? Maybe, yes. In a recent press conference Jacques Villeneuve said he hates people who do doughnuts after a race win, but I'd probably do the same. Just to wind Jacques up! 



You're not having the best of seasons. Why is that?

It has been extremely difficult for us – but Jordan, Prost and even Williams have struggled too. We have not capitalised enough on the potential of the car, there have been driving errors and we've been pretty unlucky too – like in Montreal.

Who would be your ideal drivers for 1999?

We are happy with our present driver line-up. There is a possibility that we will extend Johnny's contract, and Jean Alesi is already signed; but of course we are looking around. Ralf Schumacher, Heinz-Harald Frentzen and our test driver, Jörg Müller, are all possibilities for us.

What should the ideal driver offer?

The selection of candidates is relatively small, but it's obviously an advantage if a driver has experience, knows all the circuits and is fast and dependable. Unfortunately, a combination of all these characteristics is still quite rare in F1.

Does Alesi still drive with his feet rather than his head?

It is important to respect a driver's space. You must accept him not just as a paid driver, but as a human being too. He will appreciate it. It might also get you a few tenths here and there...

How do you regard Malaysia's interest in Formula 1?

I think the interest in Malaysia, and all over south-east Asia, will be phenomenal because the people are passionate about motorsport. But I don't think Formula 1 could be without the more traditional circuits like Monza or Spa.

Could the Sauber team manage 20 races each season?

If this happens it will be crucial to reduce testing. The team are already working under extreme pressure as far as material and personnel are concerned, and also the budget.

Would a shorter race weekend help?

That wouldn't make any difference. I personally would be in favour of making Fridays a test day. Then we would race as normal over the weekend and not do any midweek testing.

What about the legalisation of traction control?

I suggested two years ago to legalise traction control, then everyone would have it – even those without the big budgets. Currently it's the rich teams who develop complex systems of controlling traction. The art of finding loopholes within the legal framework, and acting on those as quickly as possible, is all part of the F1 game.

Why was Sauber last to sign the Concorde Agreement?

It's an agreement for a 10-year period. Contracts have to be looked at carefully, and there were a few points which needed checking. This took time – it couldn't be signed overnight.

Was it naive of the other teams to sign up so quickly?

I wouldn't put it like that. Everyone has to make a decision according to their own situation and interests. For us, a 10-year contract is something that needs to be very carefully scrutinised.

People say your '99 [Ferrari] engines will be detuned...

People say a lot. We will receive '98-spec engines as our contract with Ferrari clearly states.


Are Sauber allowed to modify these Ferrari engines?

It's not a question of whether we are allowed to modify them or not, we do not *want* to modify them. Our contract with Ferrari for '97 and '98 included a clause about the transfer of 'know-how'. This transfer will be complete by the end of 1998. We got what we wanted and that is that.

Did you shelve the idea for a Sauber F1 engine?

We never announced that we would build our own F1 engine – it was interpreted that way. We have always said that we will try to obtain the competence and 'know-how' in order to build an F1 engine. We still have this goal, and we have made considerable progress to achieving it.

What are you going to do with all this 'know-how'?

We are involved in projects outside racing but I don't want to go into details. The knowledge gained in the past two years has reached a high level – it's a big plus for the future. 

F1 to o n e

Peter Sauber

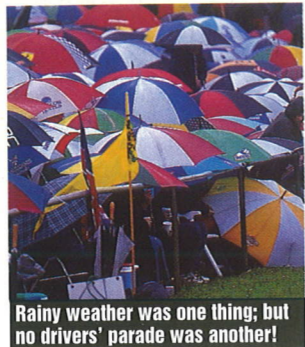
Sauber have not had a great season so far. Here, the boss talks traction control, 'know-how' and Malaysia...

DARREN HEATH

It's David's decision

How can David Coulthard say that he's out there for himself (*F1 to One*, August) after he let Mika Hakkinen win in Melbourne? Although Michael Schumacher and Eddie Irvine have already made a joke out of the new 'no team orders' regulation, aiding your team-mate's world championship campaign is surely more logical, understandable and acceptable than handing your team-mate four points at the start of the year.

GARRY REDDON,
MILTON KEYNES, BUCKINGHAMSHIRE



Rainy weather was one thing; but no drivers' parade was another!

should have finished third – if only he hadn't been plagued with brake problems...

JO HOLMES,
BUXTON, DERBYSHIRE

Pampered drivers?

Silverstone was great – except for one thing. Because of the weather, the drivers' parade was cancelled. Funny that they risk life and limb in the name of sport but are scared of getting wet for their fans. Please can the officials buy some umbrellas for the poor loves for next year?

WENDY STOCKDALE,
SCARBOROUGH, NORTH YORKSHIRE

Silver sarcasm

Tony Dodgins' article, 'What makes Mika tick?' (*F1 Racing*, July) was superb. I just don't understand why it took eight pages to give the explanation. All that had to be done was to show a huge photo of the McLaren MP4-13.

J DAUDISH,
WESTCHESTER, USA

Ferrari farce

Why are Ferrari allowed to make a mockery of the rules by letting Schumacher pass Irvine (as in Austria)? If Schumacher was able to take 15 seconds out of Irvine's lead in six laps because of Eddie's 'brake problem', how come Irvine could stay with him once he was past? Surely the telemetry would show that Irvine was suddenly able to increase his braking ability after his team-mate had passed him?

ANDREW FINDLAY,
CHOBHAM, SURREY

Ditch the top six

I've just thought of a brilliant idea. Why not award points to cars that finish in the

top 10? It would be much easier for the lower-ranked teams to score and would reward consistent finishers. Not to mention the extra action further down the field, where eighth place would be worth fighting for!

JAN MILLER,
LONDON

Sensible girl power

In response to S Chan's letter (*Backfire*, August), I am a huge F1 fan – and female. I adore the speed, the cars, the racing – not the drivers' bodies! It annoys me when mindless females claim to love F1 when all they care about is backsides and pecs. They give us *real* female fans a bad press.

REBECCA JANE PURDY,
OLD BASFORD, NOTTINGHAMSHIRE

Single for Silverstone

In 1997 Germany, Spain, Italy and France all had two grands prix. When Britain is home to most of the grand prix teams, how come we only get one?

ANDREW HIGHWAY,
CARDIFF

The good old days

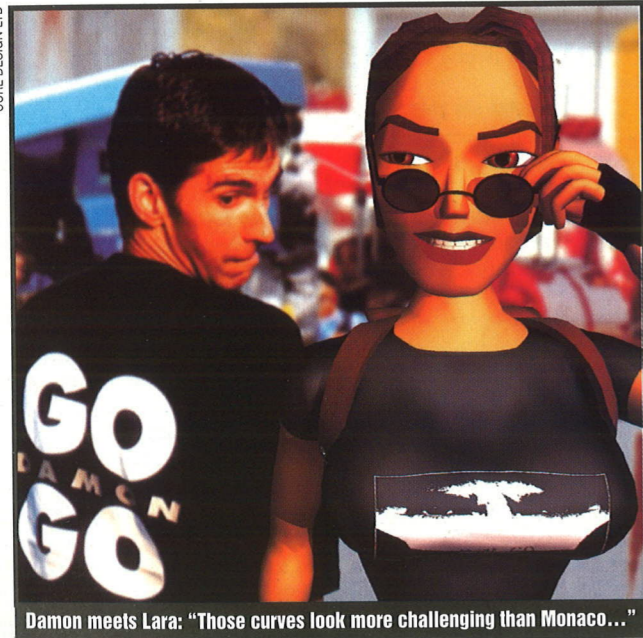
In the old days, in wet weather, the race was stopped, restarted and run on aggregate – thus eliminating the problem at Silverstone where Hakkinen's 40-second lead was whittled away to nothing behind the safety car. Let's leave such stupid rules to ChampCars.

DINO MICHAEL,
WESTON-SUPER-MARE, SOMERSET



Should the safety car be scrapped?

CORE DESIGN LTD



Damon meets Lara: "Those curves look more challenging than Monaco..."

Damon's ideal date

Following Damon Hill's recent admission (*Hot Seat*, July) of his affection for Lara Croft, we (the creators of Lara) decided to let the couple meet...

ANDREW THOMPSON,
CORE DESIGN LTD, DERBY

Brits' Austrian ball

Well done to all four British drivers for finishing in the top eight in Austria. Coulthard was amazing finishing second, having been in last place at one stage through no fault of his own. But poor old Eddie

DAYTRIP IN HEAVEN

Six lucky F1 Racing readers enjoyed the kind of day dreams are made of when they became special guests of Ford Motorsport during a Grand Prix test at Silverstone. The winners, flown from Germany, Holland and Scotland, were given a tour of the new Stewart Grand Prix factory in Milton Keynes before being chauffeured to the circuit to see their heroes Rubens Barrichello and Jos Verstappen in action.

After lunch in the exclusive Ford motorhome at the back of the pits, it was time for them to have the ride of their lives – in a Ford Puma with Jos and Rubens.



Rubens Barrichello prepares to take Lorna and Stuart Watt for a breathtaking lap of the Silverstone Grand Prix circuit aboard a Ford Puma

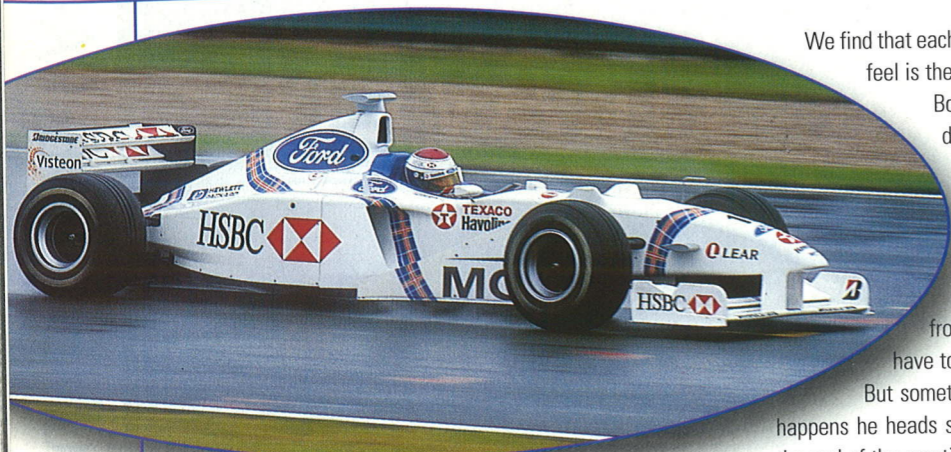
Top: Left to right, the prize-winners; Patrick and Robert Sturb, Monika Rauer, Astrid Sprey, Lorna and Stuart Watt



DON'T MISS FORD INSIGHT OVER THE PAGE!



FORD'S F1 DRIVING FORCE



Formula 1 is a team sport. It may be the drivers who are constantly in the spotlight and on the television, but they would be the first to admit that their presence is only possible thanks to the talents of many people behind the scenes.

For Jos Verstappen, this means the Stewart-Ford team and the Ford engineers assigned to it. The operation has always been run as one package, one team, but the amount of work that goes into developing Ford's Zetec-R V10, off the track and behind the scenes, is staggering.

The Stewart-Ford team continuously evolves the aerodynamic and mechanical components of the SF-2. And the same can be said of the engine. Driveability is a key factor in the development of the latest Zetec-R V10, because it's the key to the performance of both Jos and his team-mate Rubens Barrichello.

'The most important thing I have to communicate to the Ford engineers when I come into the pits is how the car feels in terms of driveability,' says Jos. 'We are constantly developing the engine to improve this aspect of its performance.'

Driveability has become a crucial factor in the set-up of a car, following changes to the technical regulations for the 1998 F1 season that reduced both aerodynamic and tyre grip. This means an F1 engine's power delivery must now be much smoother to ensure that as much of it can be transferred to the ground as possible.

Jos' Ford race engineer is Rob Preston who, via a radio-link to the car, remains in contact with the Dutchman whenever he is out on the circuit, and constantly monitors the performance of the Zetec-R V10. It is also Preston's job to oversee the development of the engine's driveability. And this is when the drivers' input is crucial.

'The basic engine is the same for both drivers when it comes off the dyno,' Preston says. 'And if we have a new specification of engine, both drivers will start off with the same set-up. After they have tried the engine, we will ask them what they want to change.'

We find that each driver takes a different route to get what they feel is the best out of the engine.'

Both the car and the engine have to be set-up differently for each circuit on the F1 calendar. And Jos and Rubens have to work to find the best way to set-up the engine.

'You are always aiming to make the engine's power delivery as smooth as possible,' says Jos. 'Sometimes it is fantastic from the first lap on Friday morning and you don't have to change it for the whole weekend.'

But sometimes it isn't as simple as this. And when that happens he heads straight for the Ford Motorsport transporter at the end of the practice session for a debrief. 'We spend quite a lot of time with Jos after the session, especially if he has got a specific problem at any point on the circuit,' says Rob. 'For example, he may have very poor traction exiting a hairpin in the wet.'

'The drivers come into our truck and pin-point the exact place on the circuit where they have problems, then we look at the electronics and suggest ways to smooth the power delivery.'

This is done through the Ford Zetec-R V10's engine management system, but there is much more that can be set to a driver's preference. In the event of the spare car being called into action before the race, the third chassis – usually set-up for a specific driver – can be tailor-made for either of them in just half-an-hour.

'When the cars are in the garage they are plugged into an overhead gantry that is connected to the network of computers at the back of the pit garage,' says Preston. 'The T-car will be programmed for one driver, but if we have to change to the other driver then the Ford engineers will programme in all the new settings.'

'Things like shift lights, pitlane speed controls and driveability can all be set differently. The relevant information can be transmitted to the car from the back of the garage almost without us having to touch it.'

Jos' move to the Stewart-Ford team has been of benefit to both partners, as Preston testifies: 'Jos has a lot of experience with other engines. He can tell us where we can improve and where we are already better than some of our rivals.'

The Dutch driver agrees: 'It is difficult to tell your engineers exactly what you want from your car when you first start racing in F1, because you don't have the experience and they know that. But because I have driven several engines they understand what I am talking about, and I think that is important.'

So does he feel that he can bring a lot to Ford's F1 challenge? 'The team listens to me and I listen to them. Stewart-Ford is a team and we have to work as one. We are both still learning a lot, but that is good – and that is how it should be.'

Driveability is a key factor in the development of Ford's latest Zetec-R V10



Jos Verstappen's Ford engineer Rob Preston (left) is in contact via radio-link with his driver. Preston has the task of improving the Zetec-R V10's driveability

Mika Hakkinen has pulled ahead in the championship chase once again – but you can never write Michael Schumacher, or Ferrari, off. It'll be close. Peter Windsor analyses the story so far

COUNTDOWN TO SHOWDOWN



hey were out first, basking in the early-morning freshness of their home grand prix. In the cockpit of the Jordan, Ralf ran quickly through the gears – but not quickly enough. Already, with the first chicane looming, Michael's Ferrari was three or four lengths ahead. Ralf looked beyond the Ferrari to the corner. With cold tyres and brakes, it was already time to back off and find his line. Yet, even as he did so, he was oddly aware of the Ferrari engine note still at full throttle. He saw the red car bobble, spit a plume of dust and then dive into the corner ahead of him.

Michael, as ever, was playing games.

On towards the second chicane they ran. Ralf was accelerating harder than he wanted on this installation lap – and yet still Michael was running away from him. He could see Michael's helmet bobbing from side to side as he checked his mirrors. He knew the sign. It was Michael saying, "What's wrong? Why are you going so slowly?"

A million people had recently been telling him to drive with his head rather than his right foot. He had conditioned himself to be wary of moments like this. Michael's stature was one thing. His, Ralf's, career was something else. He couldn't afford to do anything stupid. Again he backed off.

And, again, the Ferrari's engine note continued in high sixth – only this time Michael was way off line. Dust and debris filled the air. Ralf momentarily smiled as he saw the joke – Michael wanted to cover Ralf's Jordan with rubbish – then dropped his jaw as he saw the Ferrari gracefully dance sideways and spin backwards into the sand. Was this really happening? Had he missed the punchline?

Yes and no. Yes, Michael could not restart. He missed that entire (untimed) first session on Saturday morning at Hockenheim. He climbed from his car, he wandered around, trying to find an angle at which to watch the other cars, trying to avoid the photographers who crept through the woods towards him – and caught a lift back to the pits some 43 minutes later. At dinner that night he would explain to Ralf that he had run onto the loose because he was looking in his mirrors, wondering why his brother was so slow. "No, no. You were too fast," Ralf had replied, killing himself with laughter.

The punchline? Michael ran the same (short-wheelbase) car in the second session on Saturday – and its engine broke after only a couple of minutes. Much later, the cause of the failure was diagnosed as sand ingested into the engine while Michael had been running it backwards.

With Friday having been lost trying to make the long-wheelbase car vibration-free, and with traffic and insufficient set-up time ruining Michael's qualifying runs on Saturday afternoon, the German Grand Prix was thus lost for Michael Schumacher. On race day, on a Sunday when a hardish Bridgestone compound faced up against a near-perfect Goodyear, Michael struggled with too little wing. Qualifying, as he did, down in ninth place, he had opted for trying to pass people in a straight line. However, that old Hockenheim bugbear – the bumps into and out of turn one – left him struggling. The set-up was there to be found – Ferrari's Director of Engineering, Ross Brawn, was sure of it. On this occasion, though, on a day when he could have been third, possibly second, even Michael Schumacher ran out of time. He eventually finished fifth at Hockenheim, beaten not only by both McLarens but also by Villeneuve's Williams and Hill's Jordan. Will this be a pivotal race in the run towards the 1998 World Championship? Probably – but not just because it enabled Mika Hakkinen to expand his lead by a further eight points. Hockenheim will in time be seen to typify Michael Schumacher's year – a year when, in order to beat the McLarens, he has had to take more risks than most drivers take in a decade. Michael's problems on Saturday were self-induced; the real perspective of the weekend was Ferrari's decision to take the long-wheelbase car to Hockenheim. ▶

'IN ORDER TO BEAT THE McLARENS, MICHAEL HAS HAD TO TAKE MORE RISKS THAN MOST DRIVERS TAKE IN A DECADE'



Above: the McLarens have been the best cars this season, and Schumacher has had to chuck a lot of Moët over Hakkinen. Right: at Hockenheim, pondering an unforced error



'MIKA HAKKINEN'S RACE, FROM THE START, HAS BEEN AGAINST HIMSELF, AGAINST THE PRESSURE OF WINNING FROM THE FRONT'

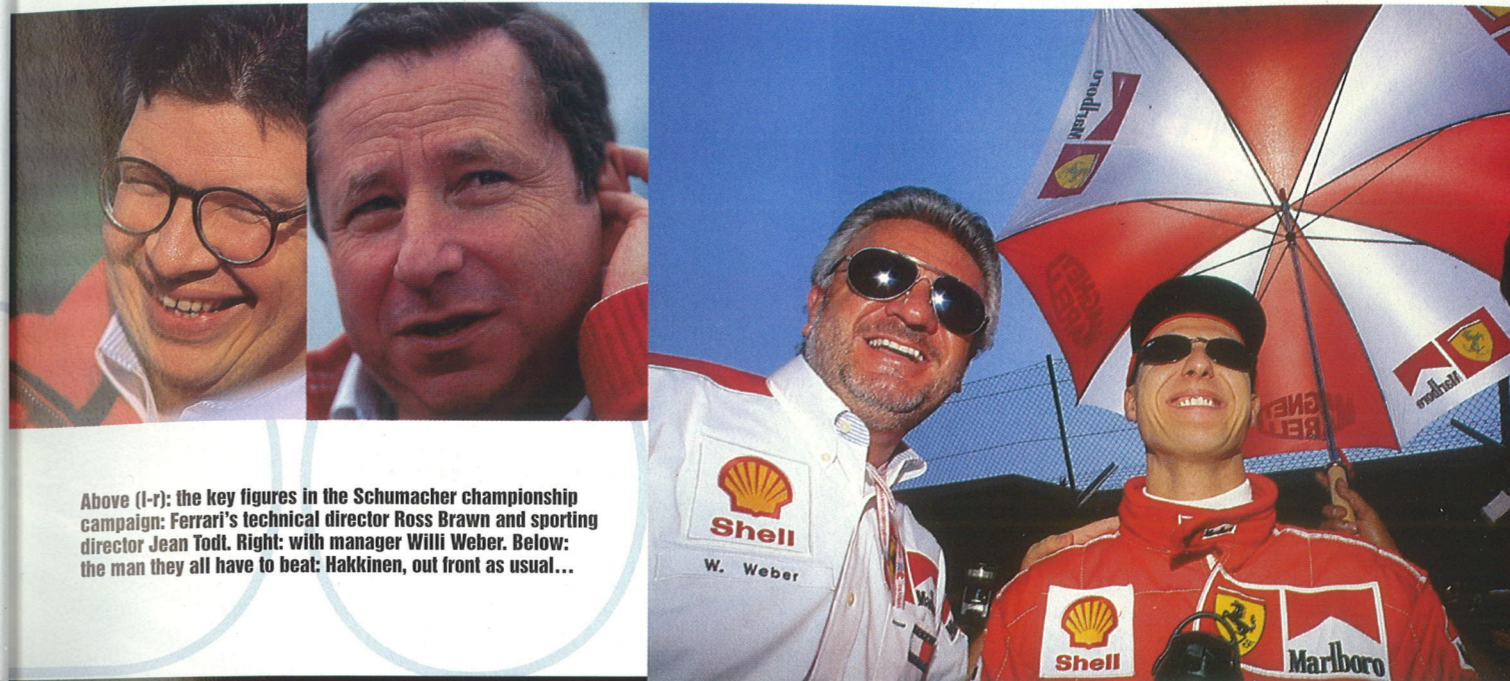
It had worked well at the Monza test and in theory would repeat that speed in Germany. The teams cannot test at Hockenheim, however, and the German circuit is much bumpier at critical places. All of Friday was thus lost as Ferrari took the decision to race the shorter-wheelbase (standard) car. On the basis that all drivers make mistakes at least three times a season, that gave Michael a relatively small window in which to make up time. He risked a low-downforce

set-up on a low-downforce circuit... and he struggled.

For Mika Hakkinen, the year has been totally different. He knew, probably by the third lap of McLaren's first pre-season test, that he had in his hands a car that not only he has dreamed of for all of his racing life but also that every other racing driver who walks the planet would pay big money to drive. Throughout the year, his race has not been against Schumacher or Coulthard or Irvine or Villeneuve; his race, from the start, has been against himself – against the pressure of winning from the front.

There was a moment, at F3 Macau, 1990, when Mika Hakkinen's career was frozen in time. All that had happened before – and all that would happen subsequently – was coloured by the few seconds towards the end of heat two in Macau when he closed right up behind Michael Schumacher. To win the race outright, Mika had merely to finish second. For Schumacher to win, Hakkinen had to be out of the points.

What was happening? Mika was trying to pass Michael, to go for an impossible gap when all he had to do was sit and wait, and – bang! – he was crashing



Above (l-r): the key figures in the Schumacher championship campaign: Ferrari's technical director Ross Brawn and sporting director Jean Todt. Right: with manager Willi Weber. Below: the man they all have to beat: Hakkinen, out front as usual...



heavily out of the race. Instantly – instantly to the world's press – came the message: Mika is quick but cannot use his head. Michael, again, proved to be a future world champion.

In an interview conducted by Mike Doodson a year after that Macau race, however, we see a very different side to the story. Mika: "Yes, it is true that all I needed to do was finish second behind Michael. That was my plan, and it was easy. Then Michael made a mistake coming out of the corner onto the straight and I had no problem passing him. It was a normal racing situation, but he moved over on me before the braking area and we touched. I crashed and was out of the race. Afterwards, he said he was very sorry because he hadn't seen me in his mirrors. I accepted that and it was over. Except that, a few days later, I saw an interview with Michael on Eurosport after the race. He said in the interview that, when he saw me in his mirrors, he changed his line to block me. I will always remember that."

So Macau '90, far from being the race that confined Mika Hakkinen to the corner of not-so-bright racing drivers who react poorly under pressure, actually showed us a very talented racing driver who would be back one day – back to prove a point.

If you want a true measure of Mika Hakkinen's character, look at his comeback race – the race after the 1995 Australian Grand Prix. He was still far from ready – far from recognising just how big a shunt he had had in Adelaide. For that, of course, was not his job. His job, once he had regained consciousness, was to think only of when he could first drive, and then race, the new McLaren. There were no Mansell Oscars for his drive in Melbourne '96, there was no theatre. He just got into the car and did what he had to do: he proved he was back.

He had the chance to do that thanks to the blood in the veins of his team owner, Ron Dennis. You can talk about anthracite motorhomes and bathroom-tiled garages and you can forget that Ron, like most of

MAIN: PAUL HENRI; OTHERS: DARREN HEATH



Then came those 15 magical opening laps in Austria, when Michael, on a lighter fuel load, prodded and nudged and chipped and pushed – and then watched, as, tenth by tenth, Mika slowly showed that he was not to be broken. If there was a critical moment, this was it. This was the time when Mika was going to run a bit wide here or brake a little later there and Michael was going to be through. After that? Who knows. More of what happened in Argentina, probably.

On this occasion, however, Mika showed how good his team and his car have allowed him to become. It was undoubtedly the best piece of pressure driving we will see all year, born of what happened in Macau – born of the support he has had from the man who has provided him with the best car.

Ferrari hid at Mugello and Fiorano over the winter and thus came to Melbourne believing that they could win. Michael's advisors, who are not idiots, pushed Jean Todt hard over the winter to consider the Bridgestone option. It wasn't necessarily that Bridgestone were going to build better tyres than Goodyear – it was that switching to Bridgestone would nullify the benefits of McLaren's virtual exclusivity with Bridgestone and minimise still the variables against which Michael was going to have to compete. Todt

'FERRARI AND MICHAEL ARE GOING TO HAVE TO BEAT A MIKA-DRIVEN McLAREN FITTED WITH WHAT AMOUNT TO CUSTOM-MADE TYRES'

remained loyal, however. Ferrari and Michael were going to have to beat a Mika-driven McLaren fitted with what amounted to custom-made tyres.

Still, nothing is impossible for Michael Schumacher.

Or is it? Melbourne was a disaster for Ferrari – a beating and then an engine failure. Michael's body language, as he hurled his steering wheel from the car, said it all. Ferrari's response was to pick up a copy of *F1 Racing* – specifically the November 1997 issue in which we published Darren Heath's photographs of McLaren's glowing inside rear brakes and additional brake pedals.

At this point you could press pause and wonder if Ron Dennis made a mistake in allowing Mika and David to so dominate in Melbourne. With that advantage in hand, would he not have been better advised to call the drivers in after 15 laps and pursue a three-stop smokescreen? Why show his hand so blatantly, thus prodding Ferrari into the selective brake-banning option?

Dennis argues, probably rightly, that reliability was his all-consuming worry in Australia. If they were quick, building up sufficient margin without risking the mechanicals was a prime objective. "Besides," he said recently, "I had both drivers on the radio saying that they didn't think they could drive any slower." Extra pitstops are always a risk, of course – but may have been an option. They may have prevented what happened in Brazil, in any event.

Ferrari flew their prime lawyer, Henry Peter, to Brazil, the object of which was to persuade the FIA to ban the 'McLaren' brake system. Peter won a great victory – but McLaren still won the race. More important, a trust was broken. Dennis had by that point already agreed that he would sit down with interested parties to hammer out a common agreement about the use of the braking system. When ▶

them out there, is ultimately a bottom-line racer. At a time when a replacement would have been easy, not to say predictable, Ron stood by Mika and nursed him back to speed. Two years on, that moral debt is part of Mika's strength. You can see it in his eyes as he stands there on the podium.

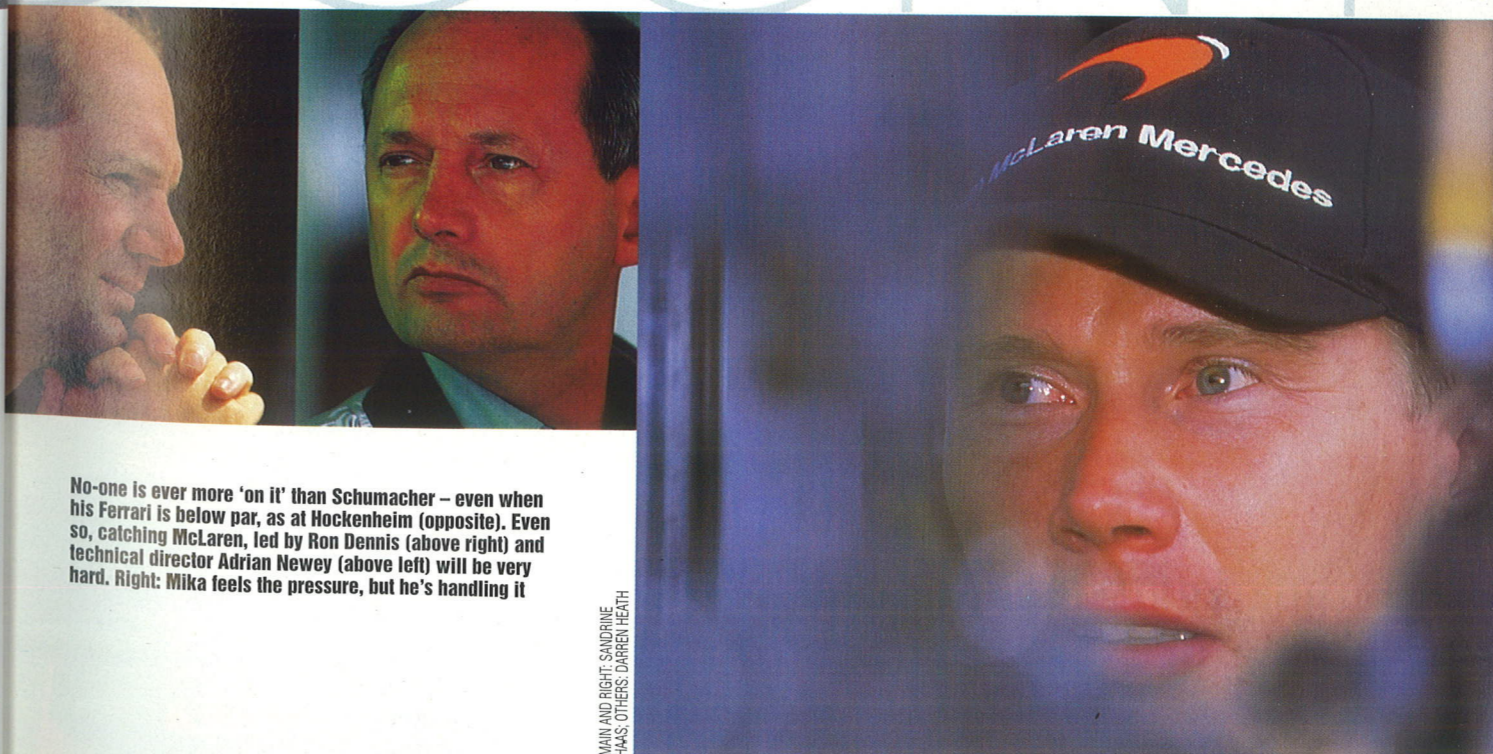
The Finn on the podium is the same guy who, in his Formula 3 days, used to drop my god-daughter off at school. Her friends used to rush up to her to see her dad's racing driver friend but she would quickly change the subject and race them back to the classroom. Could she really show them a guy who not only wore all-in-one pyjamas but who also wore them to take her to school?

Such is Mika. He lives quietly with his wife and his tortoise and, when he is asked in the post-race Barcelona press conference about Monaco, the upcoming race, and the main differences between the demands of Barcelona and the demands of Monaco, he replies, after a long pause, "I haven't really thought about Monaco." The surprise in his voice tells you, nicely, that he'd just like to enjoy Spain, thank you very much. Monaco would be another weekend. (As indeed it was.)

The guy has been brilliant this year. His speed in Barcelona, a circuit on which David Coulthard should

not be slow, was just sensational. His pole lap at Magny Cours, in a shoot-out with Coulthard and Schumacher, lives in the memory. There was the easy rhythm of Brazil and Monaco – and the comeback charge after the cock-up in Melbourne. Then came Silverstone. I suppose I should have known that this guy was getting better, and approaching Michael-like standards of confidence, when he finished third in France, despite a lunge and a spin and a heavy dose of frustration at the Ferraris.

Nothing prepared me for Silverstone, though. He was sensational in both the dry and the wet – to the point where he was leading Michael in the rain by 43 seconds. Then the safety car appeared and suddenly he had to do it all over again, with Michael behind him, sawing away at the wheel, warming up his tyres. Yes, he subsequently dropped it in the middle of the second-fastest corner on the circuit. Yes, he lost the race. Three facts remain, however: one, he nevertheless finished second. Two, his car control during that spin at Bridge puts Mika right up there with (in recent history) Michael, Mansell and Senna; and, three, without the safety car he would have won the race with ease. People talked a lot about Michael that day at Silverstone; for me, the star was Mika.



No-one is ever more 'on it' than Schumacher – even when his Ferrari is below par, as at Hockenheim (opposite). Even so, catching McLaren, led by Ron Dennis (above right) and technical director Adrian Newey (above left) will be very hard. Right: Mika feels the pressure, but he's handling it

MAIN AND RIGHT: SANDRINE PHAS; OTHERS: DARREN HEATH

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Right: a Ferrari victory is always something to go bananas about – as he crosses the line after a win, Michael often whoops into the car-to-pits radio. Bottom: Mika at speed

Ferrari went public, and the ruling fell into the hands of the local stewards, all bets, for the remainder of the year, were off.

Thus there is a chain of events. The brakes came off – and over, say, a five-race period their absence probably did affect the performance of the McLarens. Not by much – but by something. Ferrari had some wins, as they were always going to, with that car, that budget and that driver, and McLaren had some failures – as they, too, were always going to. When *F1 Racing* published another picture – this time of a glowing Ferrari inside brake at Imola – no-one seemed to care.

Silverstone came and went. Schumacher passed under a yellow and yet ultimately, following Mika's win in Austria, was left unpenalised.

At the Monza test, when McLaren seemed to be quicker than any other car in the sectors of top speed, entry, mid-corner and exit speed, and yet Ferrari were still faster on the overall lap, the undercurrent again began to swell. After the Austrian Grand Prix, a week later, Ron Dennis sat down with Jean Todt and explained to him that he was thinking of bringing some thoughts he had had to the attention of the FIA. Germany followed, and Ferrari's performance was the worst of the year so far.

Unrelated events probably – but they fall in the sequence of a chain, nonetheless. Personally, I find it inconceivable that either Ferrari or McLaren would risk their world championships by deliberately cheating; amongst the technical complexities of Formula 1, however, there is a huge gap between



LEFT AND BELOW: DARREN HEATH

'I FIND IT INCONCEIVABLE THAT EITHER FERRARI OR McLAREN WOULD RISK THE CHAMPIONSHIP BY DELIBERATELY CHEATING'



'THE SPORT IN GENERAL WOULD LOVE IT IF FERRARI WERE TO WIN THEIR FIRST WORLD DRIVERS' CHAMPIONSHIP SINCE 1979'

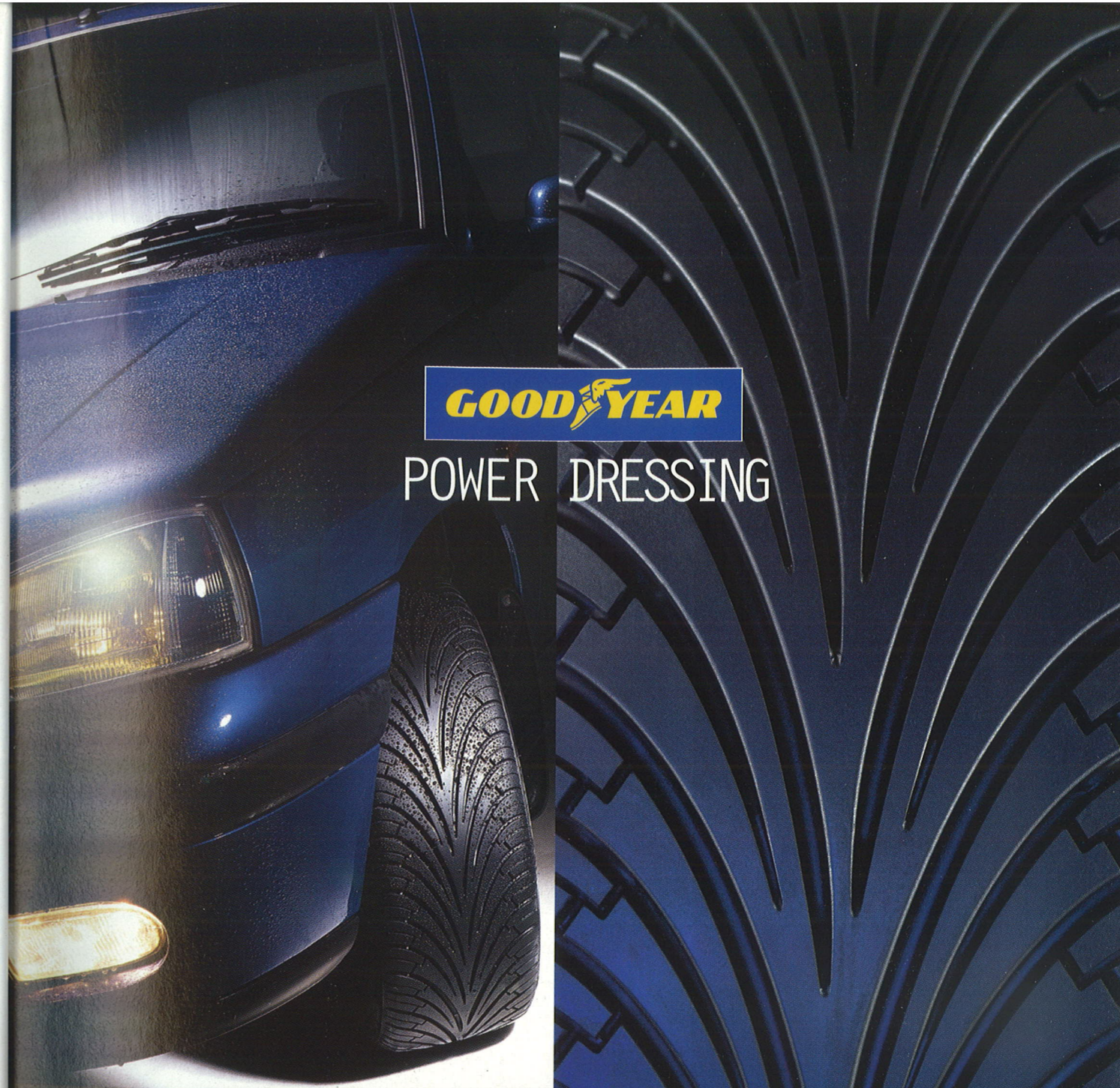
'legal' and 'illegal' and it is worked by the brains of such players as Adrian Newey, Neil Oatley, Ross Brawn, Rory Byrne, Patrick Head, James Robinson, Pat Symonds and Nick Wirth. If, given the superiority of Bridgestones-over-a-season and the McLaren engine-chassis package, Ferrari have *not* been pushing the legal envelope to the limit, you'd have to ask why.

And, yes, the sport in general would love it if Ferrari won their first drivers' championship since 1979. In many ways, though, Ferrari have already done enough to ensure that business will boom again in 1999, when probably there will be tyre parity. Nineteen-ninety-eight? Barring a sudden spate of mechanical unreliability or the unforeseen, Mika and McLaren will deservedly take the Mercedes name to its first championship since 1955. **1**



BELOW: DARRIN HEATH; LEFT: STEVEN TEE/LAT

The bookies, most F1 insiders and author Peter Windsor feel Häkkinen will end up saluting his first championship ... while Schumacher will be left wondering why the might (and wealth) of Ferrari has lost yet again. But the fat lady has not yet sung...



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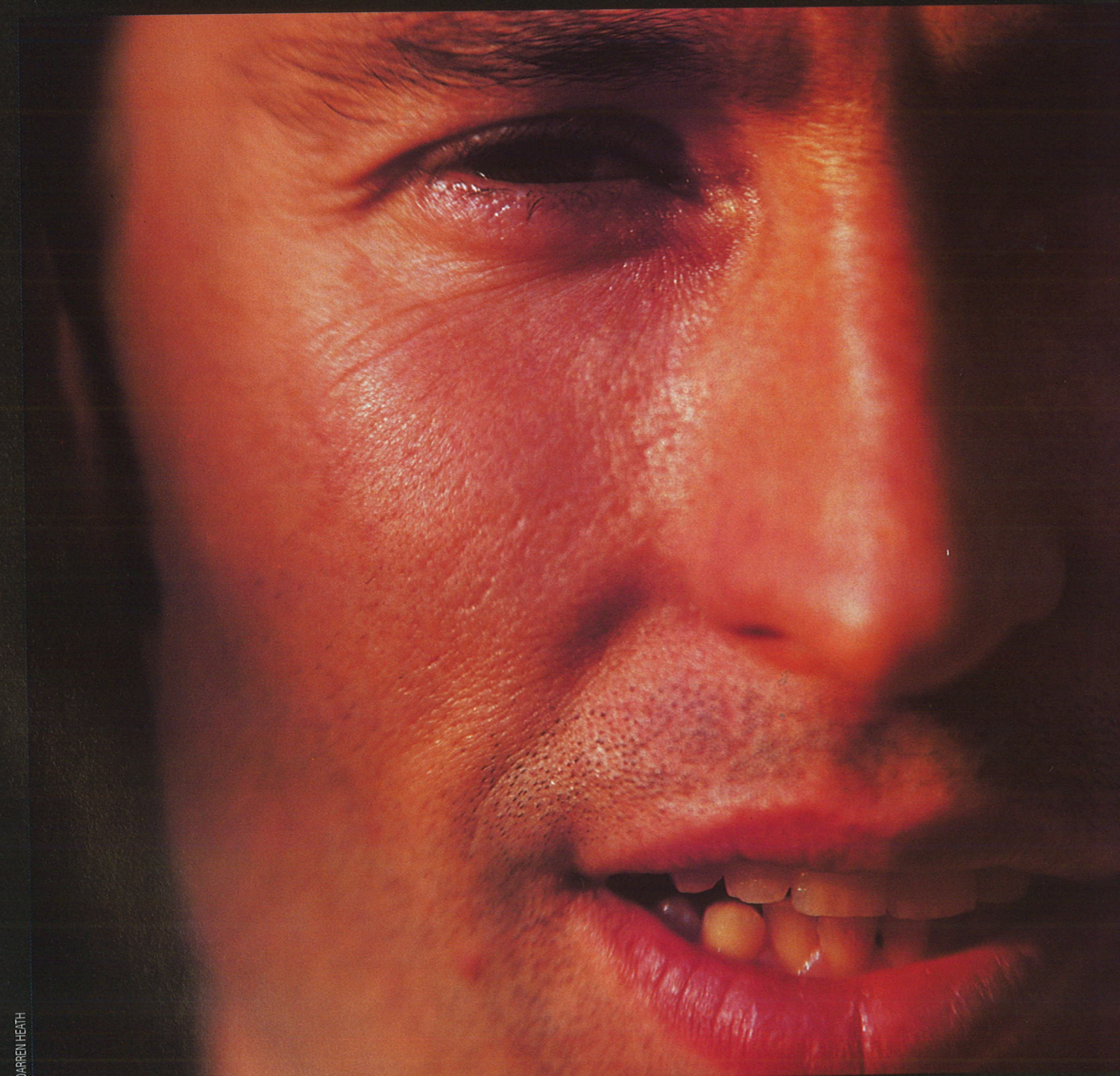


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Life in the shadows

Pity Heinz-Harald Frentzen. As gifted as any of his peers, yet destined to be an F1 nearly-man. Over a plate of sushi, he opens up to Tom Clarkson



DARREN HEATH

His name is not Michael Schumacher. And that's his biggest problem. In the eyes of his fellow countrymen, the only F1 driver worth talking about is the one whose red Dekra baseball cap they all buy. And Heinz-Harald Frentzen isn't that man.

It's not that he's not fast enough, merely that Schumacher – Germany's first world champion – got to their hearts first. Pre-Formula 1, it was hard to say which of the two would emerge the more successful; today, there are light years between them.

"Am I jealous of Michael? No. There is no doubt that he is one of the fastest drivers in the world. But I consider myself lucky to be an F1 driver. It's not difficult for me to see what I've got because I was a jobless driver in '92, and it was then that I found out that it is the nicest thing on earth to be a racing driver. At that time I was very close to going back into the family business – to be an undertaker. It would have been the easiest thing."

The next year Frentzen found salvation in Japanese Formula 3000 where, as well as rebuilding his career, he learned to love the life

of the racing driver. Competition with the likes of Mika Salo and Eddie Irvine was fierce but, off the track, they all had fun and Frentzen developed a passion for sushi, which explains why we are sitting in the excellent Japanese restaurant in the Wicken Countryside Hotel, 10 miles from Silverstone, where Heinz-Harald has been testing.

"I enjoyed my time in Japan," he says. "We could do what we wanted and there was never a journalist asking you questions about what you did last night. We had really good fun. But there's no way you'll find me drunk in a disco now I'm in F1. I now understand that well-known racing cliché: never trust a journalist." ▶

Opp: if you think there's distrust in those eyes, you're right – he has learned to be cautious with journalists and photographers. **Below:** in private, a different man



GAVIN LAWRENCE/LAT



DARREN HEATH

Life in the shadows



Above: if nothing else, Frenzen has always been fast and smooth, but luck hasn't always been on his side. Left: like all F1 stars, he loves road driving - and doesn't hang about...

GAVIN LAWRENCE/LAT

Such an attitude has been received with understandable resentment by the British press in particular, and as a result few British hacks have bothered to try to understand Frenzen's fairly complex character. Some have gone so far as to dub him the Williams driver not worth speaking to, the boring one. It's an unfair label, and it stems from the hostility towards him caused by his having replaced 'our Damon' at the end of 1996.

"I haven't done many stories with the British press which show what I'm really like," he says. "I came to Williams when Damon left the team and that made the whole situation a bit difficult. Some people wrote some unfair stuff about me, so I was a bit unwilling to speak to some British journalists."

Williams people have told me that, while Frenzen initially comes across as a reserved, slightly nervous character, there is in fact a more outgoing and amusing Heinz-Harald just bursting to come out. It takes a bit of unearthing, but I think they're right. I always figured there must be a fun side to him - anyone who would dare sport such visually crippling sideburns, as he did last year, must have a dry, self-depreciating side to their sense of humour.

As expected, he is a bit backward in coming forward when you first meet him. But as we drive out of the circuit together, he appears to relax; if he were wearing a shirt and tie, he would probably undo the top button.

(But I've already seen the softer side of his character. We'd agreed to meet at the Williams motorhome at 7pm, but on my arrival he was rummaging through some lockers with a mechanic, looking for a visor to give one of his fans. "That little guy is called Matthew," he said. "His father works at the track, and whenever we're testing he comes to watch. He's asked for a visor." Matthew - who looked no more than eight years old - was left grinning like a Cheshire cat.)

It happens again as we reach the main entrance: a group of fans are waiting outside, wanting autographs. Frenzen stops his Saab hire car, and someone in the crowd asks him whether he likes Michael Schumacher. "Why do you ask?" he replies, and we drive off amid cries of, "I love you, Heinz-Harald."

"It's funny," he says. "People don't understand that we don't see much of other drivers because we don't have time. We're always in debriefs or with sponsors. The main time when you see other drivers is in the driver briefings."

En route to the restaurant he makes a few personal phone calls, now in off-duty mode. He's in a reflective mood; mixed weather conditions and numerous red flags meant that very little meaningful testing has been achieved by the team today. He talks a little about how much they can learn from the data without putting in the laps.

"The teams have so much data nowadays - it gets more every year. If you're not careful, you can get lost in a labyrinth of datas."

Very poetic - the result, I discover later, of his having spent his free time during the past couple of days studying a book of English clichés; that dry sense of humour is shining through already.



GAVIN LAWRENCE/LAT

Talk over the dinner table is of his past racing career, his home life and his attitude to modern F1. His takes a very philosophical view of race driving, the opposite to that of his more happy-go-lucky, seat-of-the-pants team-mate Jacques Villeneuve. Frenzen talks at length about the challenge of putting a perfect qualifying lap together, a feat that he reckons to have achieved just twice in his entire F1 career: in Monte Carlo last year, when he planted his Williams FW19 on pole, and in Portugal in 1995 when he

hauled his Sauber V8 to a stunning fifth.

"There's so much pressure beforehand," he says. "You're aiming for a particular lap time - a time you know you can achieve - but everything has to be right. Then you think: 'Okay, let's go for it now.' And on these two occasions I got it perfectly right and it was such a big release. It's for moments like these that I am a racing driver."

The downside to the perfect lap, of course, is that attempting it always risks overstepping the mark. Frenzen takes a thoughtful approach to accidents, having experienced the biggest shunt of his career earlier this year during testing for the French Grand Prix. "I think I'm still too young to get long-term reactions to shunts. As you get older, you probably start asking: 'Is it really worth taking all these risks?'"

'I'm still too young to get long-term reactions to shunts. I haven't had the kind of shunt I've really had to think about'



'With Williams, at every test there is new stuff to try out. And unless you want to be at a disadvantage, you never want to miss out'

Life in the shadows

Above: to succeed at Williams, you have to get the respect of Patrick Head straight away. Frentzen never quite managed it

But I haven't had the the kind of shunt which I've *really* had to think about. Like, for Mika Hakkinen, it must be different; after his shunt in Adelaide in 1995, he must have much more respect for what can happen."

Arguably, too much intelligence in a racing driver is a bad thing. To be mega-quick, goes the theory, a driver must be able to take a chip out of his brain, which will in turn allow him to push just that little bit harder. Yet although he is undoubtedly intelligent, a lack of speed is not the reason why Frentzen has not won as many grands prix as many had expected.

In the days of the Mercedes Junior team – a scheme set up by the Stuttgart company in

1989 to nurture young German talent – he was regularly quicker than Michael Schumacher. Indeed, it was Frentzen who was considered the better prospect; he was the one given a full budget to do Formula 3000 in 1990 by Camel Germany, leaving Schuey to relative anonymity in sportscar racing. Yet 18 months later it was Schumacher who was in F1, his graduation to the top level paid for by Mercedes, and Frentzen who was licking the wounds caused by two appalling seasons in F3000.

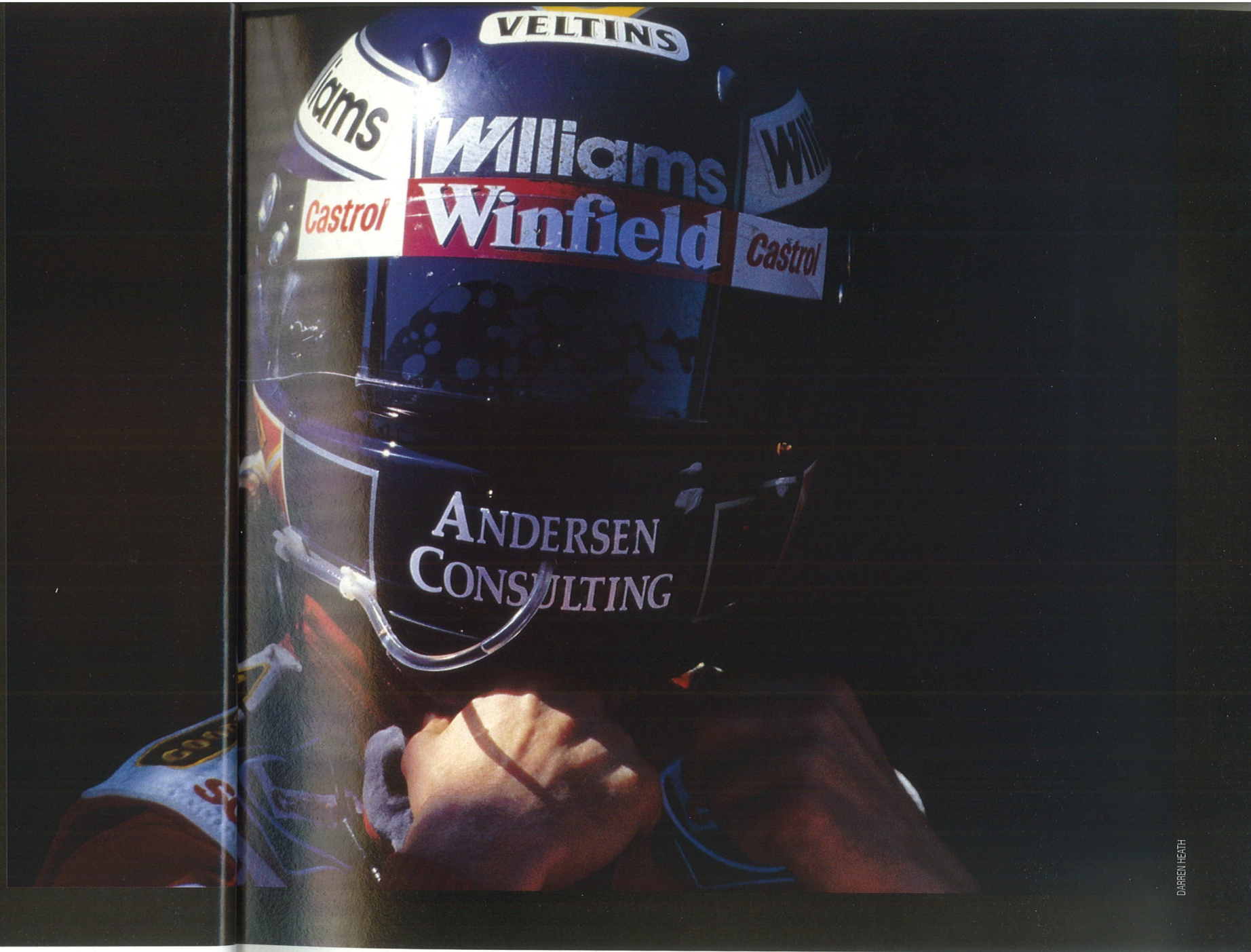
So why has it not worked out for Heinz-Harald at Williams? First, he is probably too sensitive a character – too quiet – to flourish in the Sandhurst-like atmosphere that pervades

the most traditional team in Formula 1; and while some of the blame for that should fall at his door, so too it should with Frank Williams and Patrick Head.

Williams do not operate a 'driver as star' policy – far from it. They like to keep their boys guessing a bit, and there was a degree of technical aloofness towards Frentzen when he first arrived – particularly on the part of Head, who seemed reluctant to help the newcomer find his feet. Williams isn't above indulging in psychological games either: at the end of last season Frank kept Heinz-Harald guessing as to whether he would be re-signed for '98 – and, when I asked him recently whether Frentzen

was an integral part of his BMW deal, all he would say was: "This is a deal between Williams and BMW; it is not dependent on any drivers." You doubt if he would have been a lot more forthcoming if Heinz-Harald had asked the question himself. Certainly, a driver of Frentzen's insecure disposition would without doubt have read such a response in any number of ways, and it would not have helped bring the best out in him.

Similarly, a few cosy dinners chez Frank and Virginia in early '97 might have helped Heinz-Harald settle into the team rather more effectively. That Frentzen worked miracles in a small-time outfit such as Sauber, yet has been ►



DARREN HEATH

Below: the view his competitors haven't seen enough of. But will there be F1 life after the Williams saga ... or will he step quietly away?

unable to control the racing behemoth which is Williams, is very revealing: we're talking family firm versus corporate monolith.

But Frentzen will admit to none of the above; they are conclusions you reach during conversation with him. In fact, there is a marked degree of awe in the way he talks about the team. "With Williams, we have so much work! At every test there is new stuff to try out and, unless you want to be at a disadvantage, you never want to miss out." And he says that the best racing car he has ever driven is last year's FW19: "It had the best car characteristics I have ever driven."

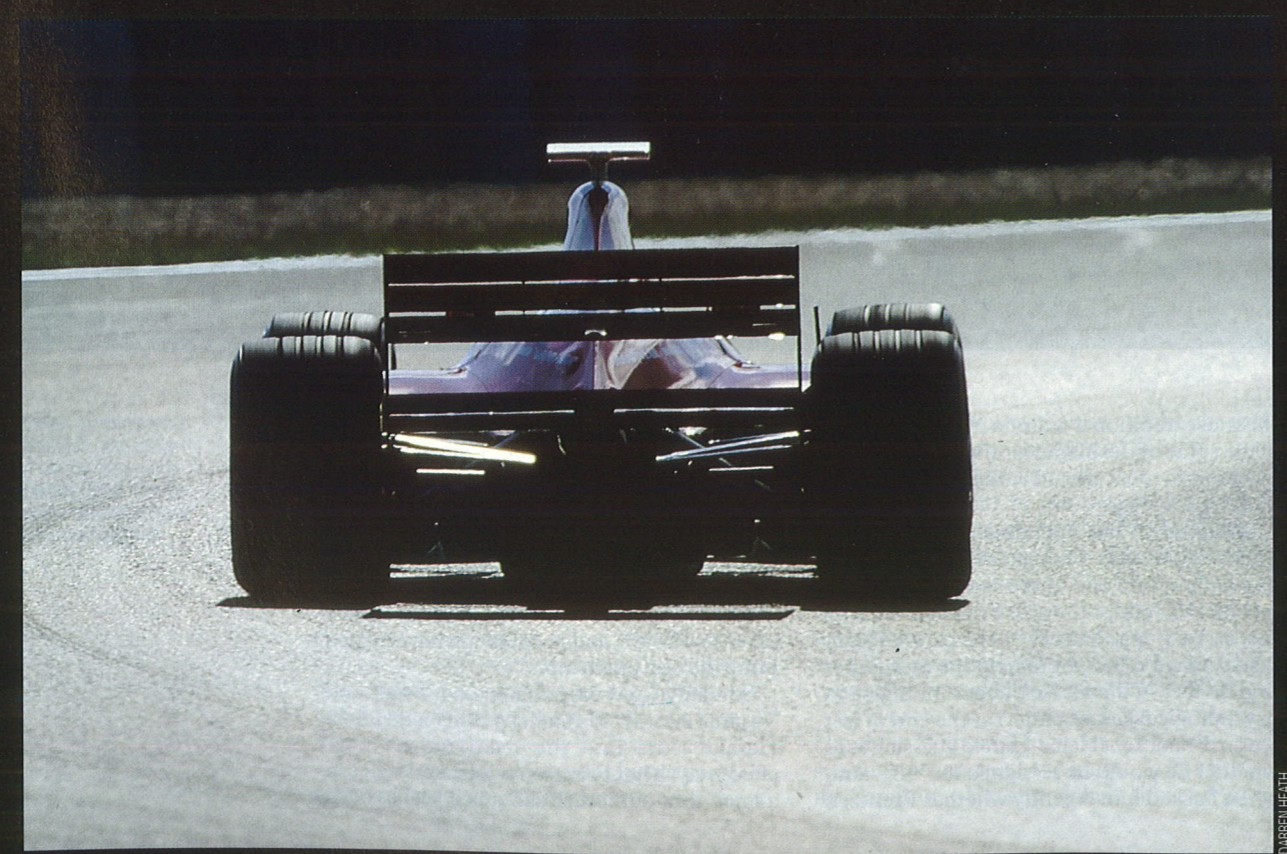
From undertaker's son to racing driver; from racing driver to jobless racing driver; from jobless racing driver to multi-millionaire F1 driver; Heinz-Harald Frentzen's career has been one of fluctuating fortunes. But though he has experienced some of the harsher extremes of life, he gives out none of the chippy bullshit that wriggles around the paddock from other corners of the pitlane. He still has

relatively simple tastes too. "My new hobby is model planes," he says. "I am not allowed to fly them in Monaco, so I keep them in the baggage compartment of my plane and fly them when I go to places. Yesterday I had a huge accident; it was an ordinary beginner's mistake. Soon after take-off I made it go down instead of up - the engine was 10 inches in the ground!" With that he roars with laughter.

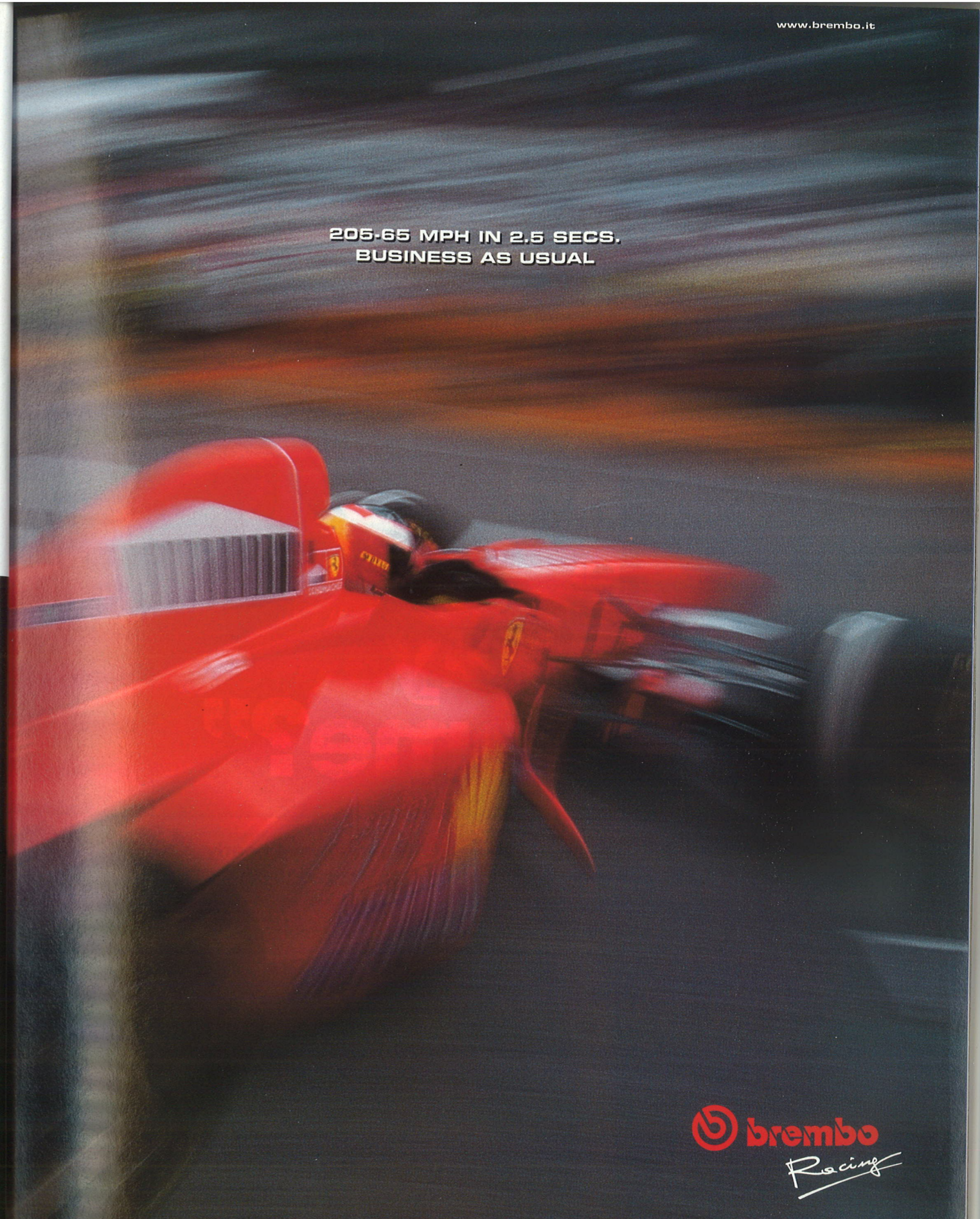
He's good company - even if he did nick some raw tuna off my plate when I wasn't looking. Mika Hakkinen has proved that nice guys can succeed after a lean start ... but then there's also Jean Alesi, who has achieved so much less than he deserved. Heinz-Harald is more likely to end up a Jean than a Mika, and that's a great shame.

So just how good is he? "There are two ways of looking at this: if I say I'm faster than Michael - which I believe - then you'll say I'm arrogant. But if I say I'm slower than him, you'll say I don't want to fight." Such is the dilemma of Heinz-Harald Frentzen. **1**

Life in the shadows



DARREN HEATH



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"Can we take the long way home?"

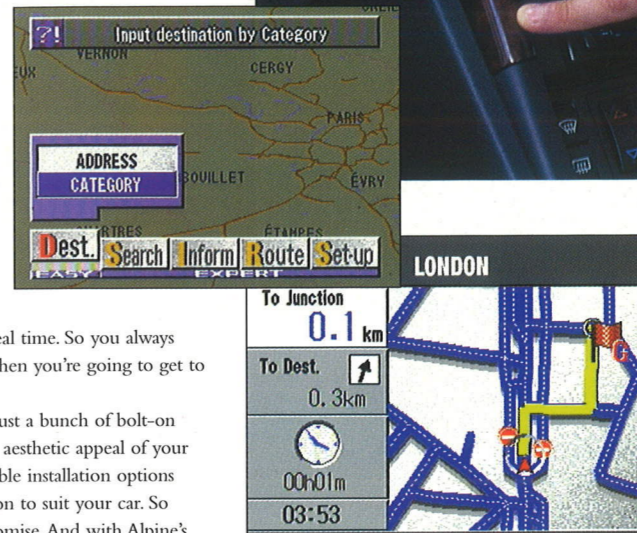


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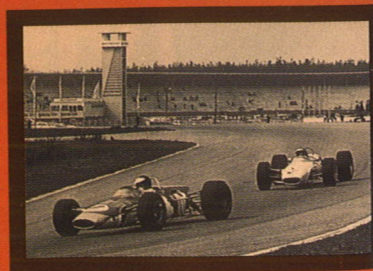
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At last it can be told

On 7 April 1968, in a freak accident that has never been explained, Jim Clark was killed at Hockenheim. On 2 August 1998, Matt Bishop visited the spot at which the famous crash occurred. And, by pure chance, met a man who had seen the dreadful tragedy unfold

Right: Clark in qualifying for the '68 German F2 race. On race day it rained, making conditions perilous...



Sunday morning, Hockenheim, an hour before warm-up. Enough time to walk to the first chicane, just beyond which there is a small stone cross. The cross is a memorial to Jim Clark, the greatest British racing driver of all time; it marks the spot at which, more than 30 years ago now, the great man breathed his last from within the mangled remains of a Lotus 48 Formula 2 car.

It was wet that day, and the crowd was small. Whereas today, even at this early hour, I pass ranks upon ranks of tired and silent Schumi fans, hangovers throbbing under red Dekra caps.

And then I see something I don't want to see, something that makes me wish I hadn't bothered making this trek in Jimmy's honour. For, sitting on the famous cross, beer-gutted and bleary-eyed, are two scarlet-clad oafs, each holding a can of Warsteiner. All around are crisp packets, cigarette butts, Warsteiner empties and dozing drunks.

My German is not good, so I opt for simple English. "Get off that," I say, trying to sound masterful. At first there's no response, then a shrug, a chuckle and a shuffling away. I stare at Jimmy's cross as Schumi's army stares at me. This is hopeless. After no more than a minute, I turn and walk the 50-odd metres to the first chicane – the Jim Clark Kurve – from where I plan to watch the warm-up.

On my way I pass a marshals' post, and some marshals. "Scottish?" asks one, in a thick German accent. "No. English. British," I reply. "Like Jimmy," he says, smiling. "I saw you at the cross."

He's a big man, probably in his sixties. The word that springs to mind is 'kindly'. "Jim Clark was a great driver," I offer. "I know," he replies. "I saw him die."

It's true. Winfried Kolb has stood at marshal post 16 on most race days since 1965. He was there on 7 April 1968. This is his story.

"I REMEMBER 7 APRIL 1968 very well. Like yesterday. I was a big fan of Jimmy Clark, and me and my friends were so excited that he was coming to Hockenheim for the Formula 2 race. In my opinion, he was the greatest.

"There was no chicane here in those days. Just one long, long curved road – a tunnel carved through the forest, with trees each side no more than one metre from the trackside.

"We were disappointed that Jimmy wasn't on pole. He was a few rows back. Car trouble, perhaps tyre trouble. But he was here, at Hockenheim, which had never had a grand prix in those days. We had a double world champion at our track. The best driver in the world. He wasn't on pole, but it was wet; perhaps he would do better in the race.

"At the start it had stopped raining, but there were puddles everywhere. I remember Kurt Ahrens was

leading, from Henri Pescarolo and Jean-Pierre Beltoise, who had been on pole. Visibility was really terrible – spray everywhere, even on those skinny tyres. They passed my post at maximum speed – for a late-'60s Formula 2 car, that was about 150mph.

"Jimmy wasn't moving up. Then, as the cars came by for another lap, I looked to my right and saw the nose of Ahrens' Brabham, the nose of Pescarolo's Matra, the nose of Beltoise's Matra ... and then the number one on the side of Jimmy's Lotus.

"It all happened so quickly. The back end of the car snapped to the left, Jimmy's hand went up to correct, the car ran broadside towards the side of the track, the left side, where my post was. There was a lot of spray, then I could see that the Lotus was heading for a tree. One big tree among all the other trees, and I could see that there was just no way that Jimmy was going to be able to avoid it.

"The car hit the tree, side-on, and broke into three pieces. The engine and gearbox flew about 80 metres along a small wall which spectators could stand behind; the front part disintegrated and slid down the tarmac; and the cockpit part, with Jimmy still inside, ended up on the left of the track.

"Jimmy's head was still, on one side. I was frozen. It looked so bad. In those days, you didn't have doctors at every post like

you do now, so I had to radio for one to come. All the cars had sped past, and the track was empty. Everything was quiet. I ran to Jimmy – it took about one minute – and the doctor was there seconds after me. There was no movement in the cockpit.

"I looked at the doctor, and his face was grim. He was bending over Jimmy. Suddenly he said, 'He isn't dead.' I remember that moment so clearly. I looked down the track, and the ambulance was coming. I did not dare to hope. They put Jimmy in the ambulance, and the driver drove away.

"No way was the accident Jimmy's fault. No way. That part of the track was not difficult. Flat-out, but easy. I feel sure it was a blown tyre, the left rear.

"I waited for news, and it soon came: Jimmy was dead. The field flew by again – now Beltoise ahead – and they rushed past the debris in a ball of spray. All except Graham Hill, who was running near the back. He looked in his mirrors, went down through the gears, slowed from 150mph to walking pace, stared at the debris – the red and white livery of Jimmy's Gold Leaf Lotus was unmistakable – and shook his head. I could see the shock on his face. Then he accelerated slowly away." 1



'I looked at the doctor, and his face was grim. He was bending over Jimmy. Then suddenly he said, "He isn't dead"'

Above: Winfried Kolb was the marshal on the spot when Clark crashed in '68. He still marshals at Hockenheim today



Main: a seat-fitting for Pollock before the start. Team-mates (l-r) Alastair Gibson, Andrew Alsworth and Tony Oliveira offer advice. Left: "It's wet out there," says Gibson. Right: Pollock (number five) takes no prisoners



taking the smooth with the rough

The boss of British American Racing, Craig Pollock, is an F1 rookie. We went karting with him and his new team

Story by Tom Clarkson, photographs by Gus Gregory

"YOU GET RESPECT BY DOING, NOT JUST BY SAYING," SAYS CRAIG POLLOCK, LEANING AGAINST THE PITWALL, WEARING FLUORESCENT ORANGE OVERALLS. HE'S ABOUT TO DO BATTLE AGAINST HIS NEW BRITISH AMERICAN RACING RECRUITS IN A WET-WEATHER KART RACE; HE'S PUSHING HIS THEORY TO THE LIMIT.

This is the first time that everyone at BAR has congregated under one roof and, as I introduce myself, they do the same among themselves. Pollock, I discover later, has expressed some reservations in private about having a member of the press present; his concerns are that I might affect the tempo of the evening.

"We have a special kart for you tonight," he says on my arrival, walking me around the edge of the pits at Daytona International Raceway in Milton Keynes. He points to a tractor.

It may not be a ball-jerker of a gag, but it sums up Pollock's man-management. For all his commercial brilliance – how else could he have wooed £300 million out of British American Tobacco? – joking is his means of stopping you perceive any aloofness on his part. This is typified later in the evening, during the prize giving, when his shouts of "Ringer!" – directed at Luca Furbatto, an Italian who works in Research and Development – drown out all the other friendly jibes.

"In this team, I treat everyone as an equal," he says. "I want to get to know the guys – we don't need to be friends, but in no way will I be a closed-door boss."

Talking to Pollock is an engrossing experience. He has very expressive eyes; a raised eyebrow is often your cue to speak. It's ever-so-slightly patronising, a trait – no doubt – derived from his years as a teacher. If you met him at a party, you might accuse him of having had one drink too many: although a Glaswegian, his accent is a slurred mix of Franco-Scottish-American. Sitcom directors would die for someone of his vocal versatility.

On a kart, Pollock struggles a bit; but he gets stuck in – and is the only BAR shareholder to do so. Adrian Reynard is in America, but Rick Gorne is present, albeit wearing a blazer on the sidelines. "Some of us have to work," he says.

For the record, Pollock's fastest lap is a 1min 15.61sec – 6.6 seconds slower than the fastest lap. But, by all accounts, he copes well with the wet track. ▶



Far left: team manager Greg Field keeps an eye on progress. Left: our man Clarkson and aerodynamicist Tristan Timmins keep the boss in line. Main: Pollock fights it out on track

taking the smooth with the rough

I'm a racer and I hate being beaten, even on a go-kart. I want the best of everything'

Although there are only 52 people here, which constitutes about 70 per cent of BAR's current workforce, Pollock understands the need for strength in depth. One objective of this evening is to mix the race team with the factory-based workers: "We will be doing a lot of these evenings in the future – even more when the new season gets under way. It's important that everyone understands the importance of one another. I'm even having a kart track built in the car park at the factory!

"I want everybody in the team to be rooting for us at each grand prix, and I have even organised a points-related bonus scheme which includes the cleaners. I want them to feel that they are part of the team effort as well."

In between stints on the kart, members of the team – many ex-Benetton, many ex-McLaren, many ex-Tyrrell – tell me about the wonders of their new working environment. The recurring theme is money and how they are given everything they want, but Pollock remains an enigma to most of them. Few have dealt directly with him, until tonight.

The mild hostility generated towards Pollock in the Formula 1 pitlane stems primarily from jealousy, and his immaculate blue shirts and genial behaviour leave him open to criticism. Every team in the paddock pitched for the BAT money – bar Ferrari – and yet all were beaten to it by this relatively unknown businessman.

But he's very shrewd: his great mate is Tom Moser, the global head of sponsorship for all BAT brands. This would have given him a big head-start over the rest. The two have known each other since Pollock persuaded Moser to back Jacques Villeneuve in Toyota Atlantic in 1993



with Player's money, a partnership that continued into IndyCar the following year.

"Why did BAT go with me in F1?" Pollock asks. "For a start, it's better the devil you know than the devil you don't. I have no skeletons in my closet, none of the baggage that comes with buying a team like Benetton, let's say. I also offer the chance of building brands together, which no other teams can do at present. Whether we'll put Hollywood, Kool, Player's, Lucky Strike or 555 on the cars, I don't know. But I offer unique opportunities."

The most unique of these being the 50 per cent shareholding he offered them in the team, which no-one else could equal.

"I'm a racer and I hate being beaten," says Pollock, "even if it's on a go-kart. I want the best and with BAT we are able to come into F1 at the highest level. That's the main difference between us and Jackie Stewart, for example. We don't need a lot of other sponsorship next year, which is a lovely position to be in. We are not bringing any baggage with us; we are able to build things up which he didn't have at the start, like wind tunnels."

Because of this fortunate position, Pollock has been inclined to talk up his chances for next year, increasing the pressure on him. But what you must remember is that he's in love with his new role: he has just achieved his lifetime ambition of owning an F1 team, and he thinks he can walk on water. All evening, when not actually driving, he's smiling and hugging team members. At one stage he even kicks me in the bum to attract my attention.

All of his working life has been geared towards this moment; he has worked in every sphere of motor racing, unwittingly laying the seeds for British American Rac-

ing. He has become multilingual, which is vital in F1; he has proved to be one of the best driver managers around, and he has a firm grasp of the importance of television, having flogged TV rights for the FIA in Asia – which gave him one of the best friends he could need in motor racing, Bernie Ecclestone. "My understanding of the necessity of television has certainly not hindered me with BAT," he says.

Pollock is part of a new age of team owner – like Benetton's David Richards – who have had to earn their ticket to the top. The days of right-place-right-time – as was the case with those of his peers who started as British *garagistes* in years gone by – are over. Pollock and Richards are two men with the necessary vision to lead their teams through the post-Bernie era.

But the true measure of Pollock's ability as a team owner will be revealed once the red lights go out in Melbourne for the first race of next year. Until then, he's in a honeymoon period during which time he can do no wrong. Everyone has potential, until they are asked to perform.

Richards has hinted in the past at the grief BAT have given him when he fails to win a world championship rally for three events, through the BAT-sponsored Prodrive arm of his automotive empire. This doesn't necessarily mean that BAT will be on the phone to Pollock three races into next season, but he wants to diminish the chances of this happening all the same.

He's now looking to befriend Flavio Briatore – boss of the team's engine supplier, SuperTec Sport. Pollock and Villeneuve were off to weekend with Flav in Sardinia after this kart race. Guess who'll get the best rebadged Mecachromes in '99?

"I'm very naive about this sport," he says. "But I'm a fast learner."

taking the smooth with

the rough

If Craig Pollock is the new team's silken-tongued deal-maker, Adrian Reynard is the racing man who must deliver. Here's how

Story by Tom Clarkson; photographs by Steven Tolson



HERE IS A DISARMING HONESTY TO ADRIAN REYNARD, A NAIVITY AND AN ARROGANCE INTERTWINED. HE HAS NEVER BEFORE BUILT A COMPLETE GRAND PRIX CAR, BUT HE STILL THINKS HE CAN KICK EVERYONE ELSE INTO TOUCH NEXT SEASON. SUCH DOGMATIC SELF-BELIEF IN A DESIGNER IS RARE, BUT IT'S A CHARMING QUALITY. NOT OFF-PUTTING AT ALL.

"WHY SHOULD I HAVE A PLAN WHICH SAYS WE WILL TAKE THE FIRST FEW YEARS TO LEARN ABOUT FORMULA 1?" HE ASKS. "I WILL NOT ACCEPT SECOND BEST, AND NOTHING OTHER THAN WINNING IS GOOD ENOUGH."

Like other self-made millionaires of the pitlane, Reynard is relentless; an energy field radiates from his body. He has flown in from America on the morning of our interview, but there's not a touch of weariness about him. He's an intense interviewee; he makes unflinching eye contact and he has a very expressive manner. Not many of his future rivals share these traits with him.

Compared with other design boffins in F1, Reynard is a maverick. Technobabble about drag coefficients and wind tunnel hours sit uneasily with his slightly laddish image; at 47, he still likes to hang out in nightclubs.

"I'm not particularly highly qualified," he says. "My basic engineering qualifi-

cations at college were pretty abysmal. Most of the qualifications I have are the result of my experience in motor racing." Abysmal is a relative term: his business card reads 'Dr Adrian Reynard'.

If Craig Pollock's job, as managing director of British American Racing, is to provide the dough to go racing, then Reynard is the baker. As the team's technical director, he is a major shareholder, but he will also oversee the design and manufacture of every component on the cars. It's not in a hands-on role – that will be left to the men he employs. Reynard will play a floating role, while the man actually designing the car is F1 newcomer Malcolm Oastler, who penned all three of Reynard's title-winning Indycars to date.

"I'm a facilitator," Reynard says. "I like recruiting people and putting them in an environment where they can surpass their expectations. I think I have the most fantastic job; my ambition is to carry on trying to make myself redundant by replacing myself with forever better people. The people I have now are far better at their jobs than I ever was – I'm a servant to them."

He will encourage Oastler and his team to be innovative. "I like any new technology challenges, and I will be leading BAR in a certain direction technically," says Reynard, who claims to be looking to the aviation business – his second love – for inspiration. Both of Reynard's parents were aeroplane designers: his father was a flight test engineer, his mother a draughtswoman: "The techniques are very similar in the aviation world, and there is a lot of people with such expertise can offer us," he says.

If, within the tight constraints of F1's current regulations, Reynard and Oastler can come up with something that Adrian Newey and Patrick Head haven't already thought of, they will be worth their weight in titanium. Reynard's confidence is infectious – but, in truth, the likelihood of two grand prix virgins outgunning the fastest drawers in F1 is decidedly small.

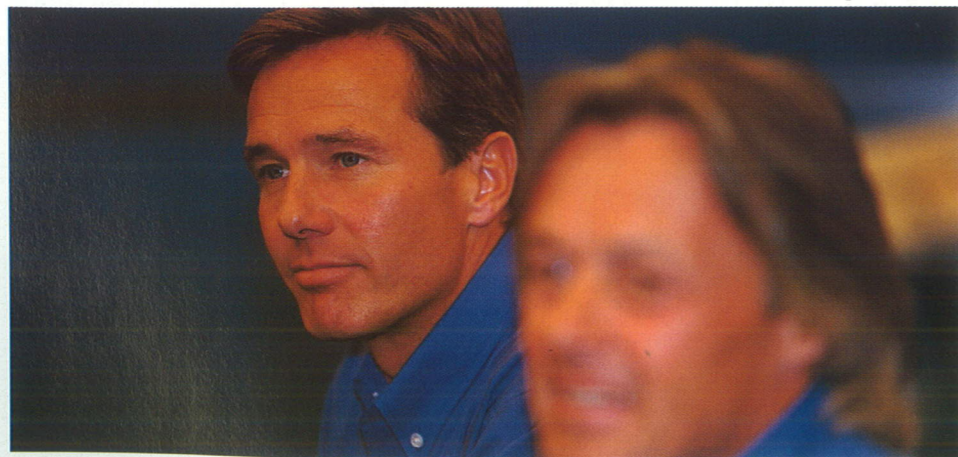
Not that Reynard will let any bad feeling towards him upset the apple cart; indeed, his response to F1 folk who say such things is to talk of racing Stateside. "People are quick to slate ChampCars," he says. "But there is technology being used there – particularly to do with braking – which hasn't yet made it into F1. It's not as backward as people like to imagine."

He also thinks Reynard's reaction time to new innovations will be second to none, again thanks to ChampCars. "When you're supplying 80 per cent of the field, as we do in ChampCars, it's far more demanding than in F1 because you've got to produce that many more parts. And we have a policy which is to treat everyone equally. In F1 it's easy to have a fast reaction time because you only have to make one or two parts of a development."

Lest we forget, Reynard's rivals in the US aren't world-beaters. At the beginning of last year, Lola – who have achieved huge success in CART – had all their backers withdraw on them after just one grand prix, when their cars were a monstrous 12 seconds off the pace. Are Reynard about to dive headlong into a similar fool's paradise?

No, because the 1999 BAR operation will be immeasurably better prepared than Lola's was. Immeasurably better

'I think I have the most fantastic job; my ambition is to make myself redundant'



Craig Pollock (left) has done all the deals, now Reynard must do the hard bit: produce a car to take on the F1 elite...

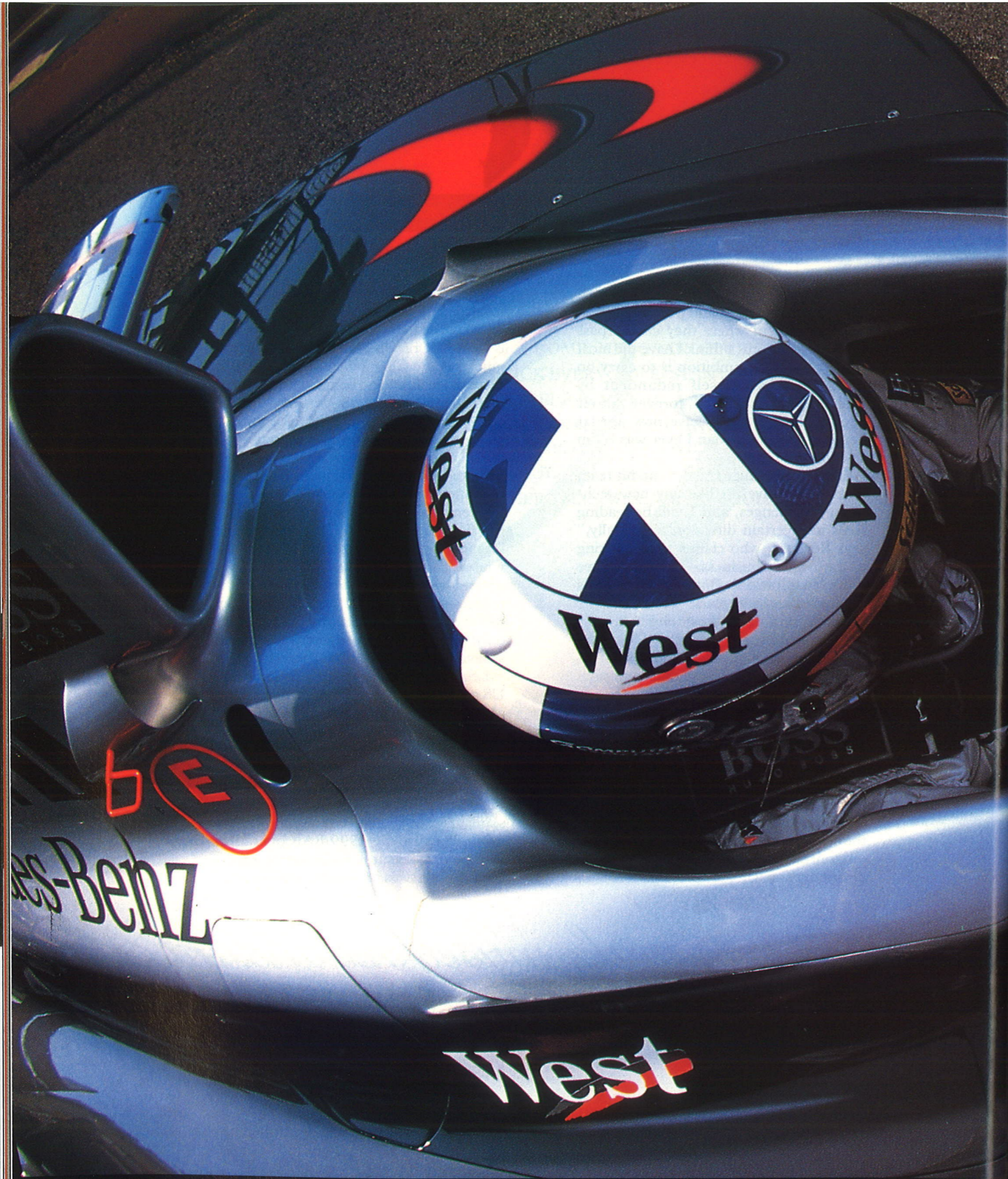
funded, too: seven years ago, Reynard tried to launch a Reynard-Yamaha F1 car and had to scrap the project midway through the design process when the money dried up. This time around, he has British American Tobacco pumping in £300 million over five years.

"To be honest, I never thought this project would come off," he says. "Craig mentioned it to me in 1994, and I said I'd do it as long as the money was there. He beavered away and here we are today, with a major sponsor. We can now do the job properly, as our new 150,000 square foot factory shows. I've designed a lot of factories over the years, but laying out this one was a real pleasure."

News that BAR have persuaded Jacques Villeneuve to drive for them next year brings back memories of 1997, when Arrows – under the new ownership of Tom Walkinshaw – signed reigning world champion Damon Hill. The partnership was not a success, and the two men parted company at the end of the year.

Will the BAR-Villeneuve tie-up go the same way? Unlikely. The Reynard-Pollock-Villeneuve trio have won a major championship already – the CART title in 1995; and Villeneuve's involvement is rumoured to go far deeper than Hill's ever did at Arrows.

Villeneuve is reigning world champion, and Pollock has just signed the biggest sponsor in the history of the sport. The pressure is now squarely on Adrian Reynard. Stand and deliver. **1**



Another day in the office



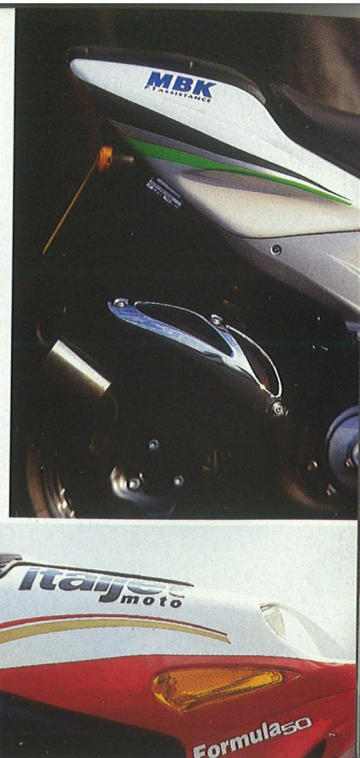
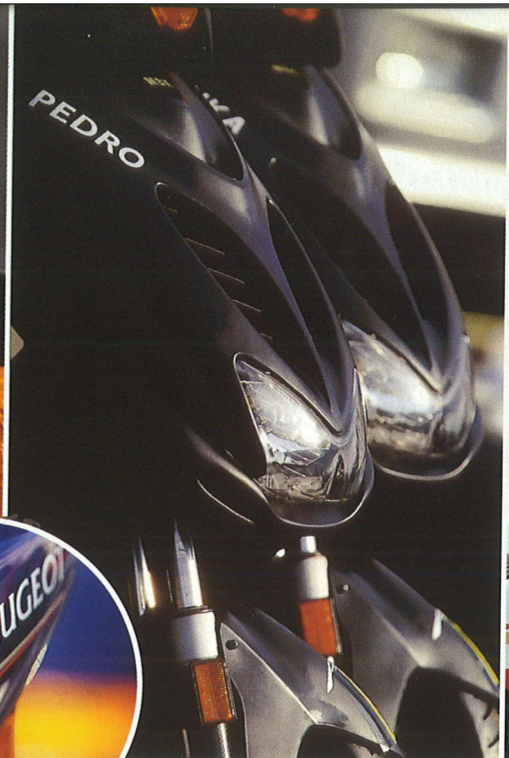
West McLaren Mercedes



scooter mania

A Formula 1 paddock is a squeaky-clean arena in which everything has to be branded, aspirational and ultra-cool. And the scooters are no exception...

Story by Russell Bulgin; photos by Darren Heath



F1 paddock scooter catwalk, clockwise from top left: Sauber, Minardi, McLaren, Prost, Arrows, Tyrrell, Williams, Stewart, Benetton, Ferrari. Previous page: Jordan

'Outsiders can only watch and wonder ... which is the point of the badged-

Think of them not as transportation, titchy two-wheelers shortening the aching chasm between helipad and motorhome park, or buzzing from hospitality suite to Paddock Club with the resolute alacrity of a gerbil on methamphetamine. Think of them, these gussied-up, graphic'ed-up, glammed-up scooters, as having an essentially heraldic role, announcing, say, that Benetton really are here, there and everywhere and that Jarno Trulli has nipped to the loo.

Time was when people – F1 people, insiders, hangers-on and assorted pitlane wannabes – actually walked around the paddock. Now even photographers blag scooters in search of a fresh angle, a new speed-blur, a curiously shadowed apex safely out of strolling distance – or at least too far in the boonies to hoof over there and be back in the paddock in time to beat the lunch queue at Ford.

Time was – back in the '70s, when racing tyres were forever crossply and under-car aerodynamics half a decade in the future – that a Honda monkey-bike dripped definitive paddock cool. Remember it? Exhaust note like semolina being forced through

a sock. Wheels the size of soup dishes. A vinyl baguette for a saddle. And the uncomfortable assertion that these bikes were so-called because of the inescapably simian riding position anyone over 4ft 11in tall was forced to adopt (perfect for the average racing driver, then). Now, in an era of air-brushed McLarens and decal-splodged Minardis, every team brandishes a set of custom-painted scooters, often emblazoned with the drivers' names.

So what happens if, say, Pedro Diniz, slopes off on Mika Salo's MBK? Easy mistake to make: each Arrows bike is identically matt black, differing only in driver moniker. Does Salo throw a strop? Has Diniz defaulted under the terms of his contract? Does he pay a penalty? Does he forfeit use of the spare car at the next race? Does the FIA get involved? Does – *whisper it* – Bernie have a quiet word? Who knows? This is inner sanctum-stuff. Outsiders can only watch and wonder. Which is, of course, the whole point of the badged-up scooter. Look at me, look at my sponsors; love me, love my sponsors and apologies for almost riding over your foot. Right now, out in the real world, scooters are on the cusp of trendy among a key demographic sector for whom bum-

fluff is mere months away (and Noel Gallagher).

Gallagher rides a Velocifero, a brand unrepresented in F1. The Velo' is defiantly retro – that figures, Noel, that really does – with two-tone paint in NHS hospital-ward tints and a design ambience which suggests pottering along the coast at Amalfi in late spring 1963.

F1 scooters are nutso-techno, tiny packages of preened

teen-lust, filling a hitherto dormant pop-cultural gap between *Blade Runner* and those irritatingly obscure limited edition Casio G-Shock watches which you can buy only in Japan.

No exaggeration. Arrows' MBKs have carbonfibre front suspension legs – on a scooter for which parking on a grass verge would represent the epitome of off-road thrills. Cross-drilled or slotted brake discs are commonplace. (Prediction: carbonfibre discs will be first seen on an F1 scooter in mid-1999. Smart money says that this will be Minardi's first-ever technical innovation in GP racing – and that Ferrari will copy it inside a month.)

F1 obsesses over presentation and associated oneupmanship, so scooterphilia is commonplace. Stewart Grand Prix are, to the outside world, slick, efficient and immensely capable. Look again. Team-issue scooters are white MBKs, flanks dripping with team-issue trouser-tartan – spookily, when Jackie Stewart mounts an SGP bike his legs disappear.

Most paddock scooters are Italian – MBK, Piaggio, Italjet, Malaguti. Prost and Jordan defer to their engine suppliers, Peugeot and Honda respectively. Sauber

prefer Herchee, from Thailand. Yet, irrespective of nationality, these bikes are emblazoned with a style of factory-fit graffiti which appears to be relentlessly Japanese. "Tech for fun", yells the Piaggio Typhoon. The Aprilia Sonic – Italian, again – has "Happy Sonic to you" writ on it. Another Aprilia has "Alum.Rim-Large size wheel-3.5 inches" lettered over its rims – and G-Shock-style translucent orange plastic bodywork. This mindless parathetical captioning should surely be sufficient for a generation which believes *Tomb Raider 2* to be high art. But no.

You can buy scooters pre-emblazoned with grand prix team livery – factory replicas, if you like. Kids in Tokyo pretend to be Giancarlo Fisichella by blitzing around on a Benetton-Piaggio which is less Mild Seven and more Mildly Weedy Seven. The Italjet Williams Formula 50, by contrast, is exactly the kind of scooter you could imagine Patrick Head sketching on the plane back to team HQ after another weekend away from the serious end of the grid.

Hub-centre steering and monoshock suspension front and rear. Electric start and electronic ignition. Complex air grilles and ducts which hint that this bike has seen the inside of a wind tunnel. (Head might just chafe at the notion of a 6.8bhp power peak, though.) First issued in Rothmans blue, the latest-iteration Formula F50LC

comes in Winfield red, thankfully kangaroo-free. You've guessed. Transportation is a side-issue. Paddock bikes are, today, a profit centre for any switched-on team. For every bike which makes you suspect Jacques Villeneuve has just nipped into Tesco – isn't that his scooter chained up over there by the trolley dump? – teams receive a royalty in return for licencing their imagery and trademark. An anticipated annual income would run comfortably into six-figure sterling sums.

But there's a rub. The European scooter market is saturated and acutely price-sensitive. The added fee from the F1 team hikes the showroom price and can up the price too far for the teenager who has been saving his or her Saturday job money since long before puberty finally hit home. That proves it: even on two wheels, F1 costs. **1**





Dishing the dirt

Gerhard Berger, BMW's new Director of Motorsport, always was a good talker. As a driver, he raced nine champions. Here's what he thought of them...



ALLSPORT



LAT ARCHIVE



ALLSPORT



LAT ARCHIVE



LAT ARCHIVE

Niki Lauda

First: your fellow countryman, Niki Lauda...

Niki was not a flamboyant driver; he didn't like to use a spectacular driving style. He focused on the job in hand, he concentrated on his job, he had priorities. He didn't try to match the usual image of a racing driver.

But how fast was he?

I learned to have a lot of respect for Niki – because of the way he approached his goals, the way he set his priorities, and the way he worked. Also the way he beat Ayrton Senna and even Alain Prost in his last championship year. For that, I have to give him great, great respect.

Yes, but how fast was he, that's the question?

That's the question, exactly – and we don't know. Because a lot of people say he wasn't that fast, and a lot of people say he was very fast. I think the only thing you can really say about it is that he beat Prost to the championship in '84 by half a point.



LAT ARCHIVE

Piquet: a huge natural talent and a playboy ... but he lacked respect for others

What was his motivation like when he went to Lotus and Benetton at the end of his career?

I just think his career was finished, and that was the only thing that was left.

Money, maybe?

Yeah, it was money – or maybe he wasn't ready to finish his career at that point. ▶

Nelson Piquet

How good was Nelson Piquet?

Nelson had an unbelievable natural talent – and not only in terms of speed. He was a natural in terms of moving from team to team, in terms of having a cool head at the right moment, in terms of making few mistakes, and in terms of having a real racing driver's image.

What was that image?

If you look at Nelson in the prime of his career, he was a bit like Keke Rosberg – but in a different way.

A bit of a playboy?

Yes. His life was not totally devoted to racing. With Ayrton Senna, there was nothing in his life *but* racing. With Piquet, there was life *and* racing. He had both.

Describe his character...

Well, personally, I think he can be very nasty. But you never really find out if he's being really nasty or if he's only joking. I think a lot of the time he's just joking, it's his sense of humour. I think he had great talent, he was a fun guy, but for me he lacked a kind of respect. He didn't really have respect for other people, and this I never liked.

Keke Rosberg

How do you rate Keke Rosberg?

Ah, Keke... He had a spectacular driving style. A lot of people say he was lucky to win the title, because he won only one race that year [1982], but I don't agree. He had a really special talent, especially on street circuits. He had fantastic car control. He could make a car slide, or drift. He could make a car do big things without it touching anything. He could really *show* people what he could do with a Formula 1 car. Very spectacular.

Describe his character...

Along with all that ability, he also had charisma. He'd be drinking schnapps, or smoking cigarettes, but he'd also do a race distance at a street circuit in boiling-hot temperatures and not collapse. This is what the fans like to see.

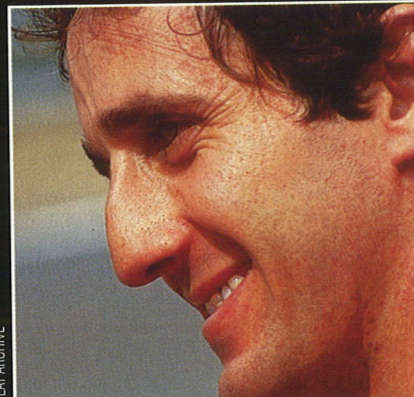
It's typical of Keke that he holds the record for the fastest ever qualifying lap at a GP (Silverstone 1985)...

Well, I think '85 was just a year when the cars were really strong – and he was in a Williams-Honda, remember? And he got everything absolutely right that day, and it was a great thing.

He was shown up badly when he was Alain Prost's teammate at McLaren in 1986...

Yeah, okay. But I think people like Prost were just in another league. No question. People like Senna and Prost were in another league. Just those two. I wouldn't say the same about Nigel Mansell.

Prost: a clever and serious man who suited the name 'Professor'



LAT ARCHIVE

Alain Prost

Alain Prost won 51 GPs. What were his main strengths?

Well, I think he was the best at two things: setting up the car, and getting the maximum out of it without taking too many risks. I think the name 'Professor' was just right for him.

Apart from that angle, how fast was he?

Oh, he was fast. And very few drivers could drive as fast as he could with an understeering car. His success shows that he was a very special driver.

A couple of times he put it over Senna in qualifying, so he could turn it up when he wanted to...

No, no. At Magny Cours, I think, or perhaps at Le Castellet, he was usually a little faster. But at other races I really can't think of many occasions where he was in front of Ayrton.

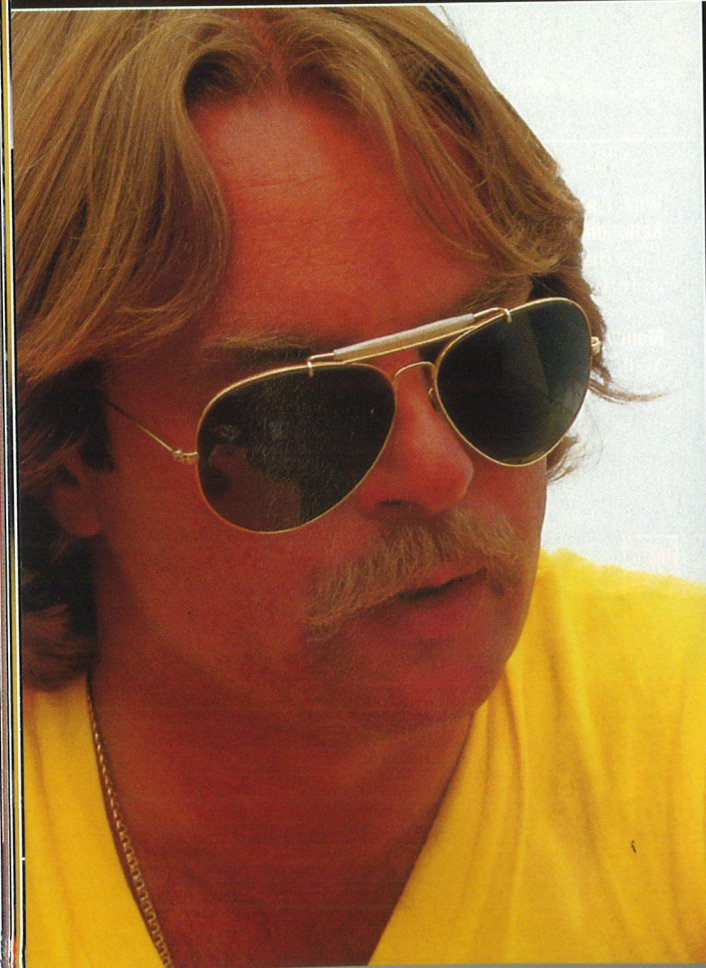
What about Prost the person – did you respect him?

Yes, I have a lot of respect for him. He's nice – a polite and serious man.

Will he come to rue starting his own F1 team?

No, not at all. If he wants to do it, he can be successful. His biggest problem is that he's too good a character, he has too good a heart. Now he's in a different job, he has to be quite hard with his people, and I think he's struggling with that a bit.

Rosberg: a real character who could smoke, drink and drive



LAT ARCHIVE

'Keke would be drinking schnapps, or smoking cigarettes, but he'd also do a race distance at a street circuit in boiling-hot temperatures and not collapse'



ALLSPORT

Ayrton Senna

Was Senna the greatest driver of all time?

Yes. I would put Senna at the top, then Prost and Lauda. Because, at the end of the day, they had a similar way, a similar style. They were not just racing, they also had this way of calculating a race. I don't know about guys like Jim Clark or Jochen Rindt, so it's difficult to say. But of the people I raced against, Senna was far and away the best.

How could he conjure such speed?

It wasn't just a question of speed – it was the whole package. Sometimes others were very fast in a given machine; sometimes others were very fast over a few laps; sometimes I was faster than Ayrton over a few laps. But as a package he was unbelievable. He had fantastic natural speed. Fantastic self discipline. Fantastic physical condition. And far and away the best concentration of all of us. He could concentrate better than anyone else, and he knew exactly how to set up his car for his driving style.

What was his driving style?

Actually, his driving style didn't exist. He didn't really have one. At the end of the day, when it was time for qualifying, he tailored his driving style to the problems of his car. And he'd put it on pole.

Senna: a good friend of Berger and the fastest driver of all time

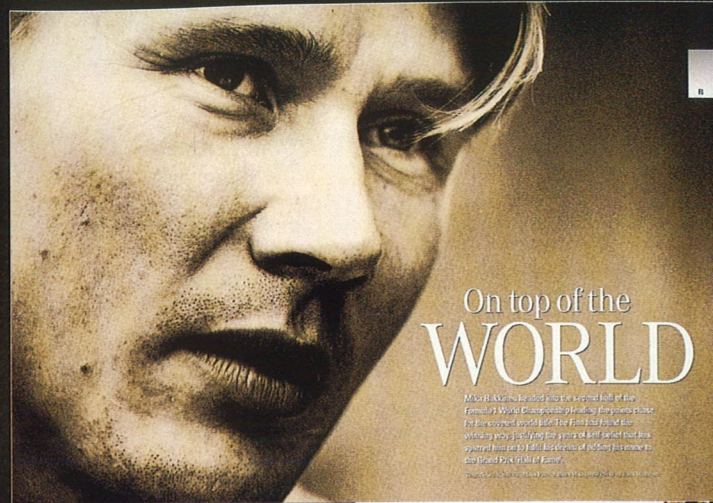
'Ayrton's driving style didn't exist. He didn't have one. When it was time for qualifying, he tailored his driving style to the problems of his car'

Did he have to psyche himself up for a qualifying lap?

No, I don't think so. Whatever he had to do, he went out and did. Go back to 1992 or '93, when the Williams was one whole second quicker than the McLaren [which Senna was driving]: even though his car was one second slower, that second just didn't exist for him. For him, the only thing that really existed was pole position. And, in the end, he could compensate for that second. Other drivers would say: "OK, today the best position I can hope for is third, because first and second are for Williams and we have no chance of beating them." But that way of thinking didn't exist for him.

You were extremely good friends, weren't you?

Yes, very good friends. We were similar ages too, and we respected each other. You know, sometimes you have people you get on well with; sometimes you have people you don't get on well with. And he was somebody I got on well with. ▶



On top of the
WORLD

Michael Schumacher is the most successful driver in the history of Formula 1. He has won seven world championships and 41 Grand Prix races. He is a true champion, a true winner. He is the best driver of his generation. He is the best driver of all time.



Every picture tells a story



The other handle of technology concerned with the historic French team... But we soon realized that collaboration... The other handle of technology concerned with the historic French team... But we soon realized that collaboration... The other handle of technology concerned with the historic French team... But we soon realized that collaboration...



ONE FOR THE ROAD

An excursion to the ancient city of Le Mans in the new Mercedes CLK-AM turned out to be a tour of emotion for all. Photographers, film crews, passers by and even roadworks just had to be near the silver newcomer.

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'Michael is quite clever for his age. I don't know about intelligent, but I think he's not stupid'

Nigel Mansell

Did you hang out socially with Nigel Mansell?
Well, I never used to hang out with him, no. But, having been a team-mate of his, I know him well.

Would you consider yourself a friend of Nigel's?
You know, the word 'friend' is so wide that I think it doesn't really mean anything. But I would say, yes, that I have known him a long time and so I think we were good colleagues.

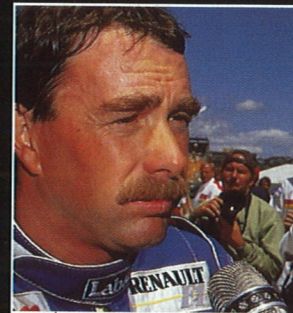
Everyone refers to Mansell as a whinger. Did you see that side of him?

Oh yes, he was. No question, he was. Nigel was a difficult man, but he would never give up. But if you ask me if he deserved the world championship, then I'd say yes because he was a big fighter and on race day he was somebody you really had to look out for.

So just how good was he?
I think he had good natural talent for racing, no question. But his real strength was more physical.

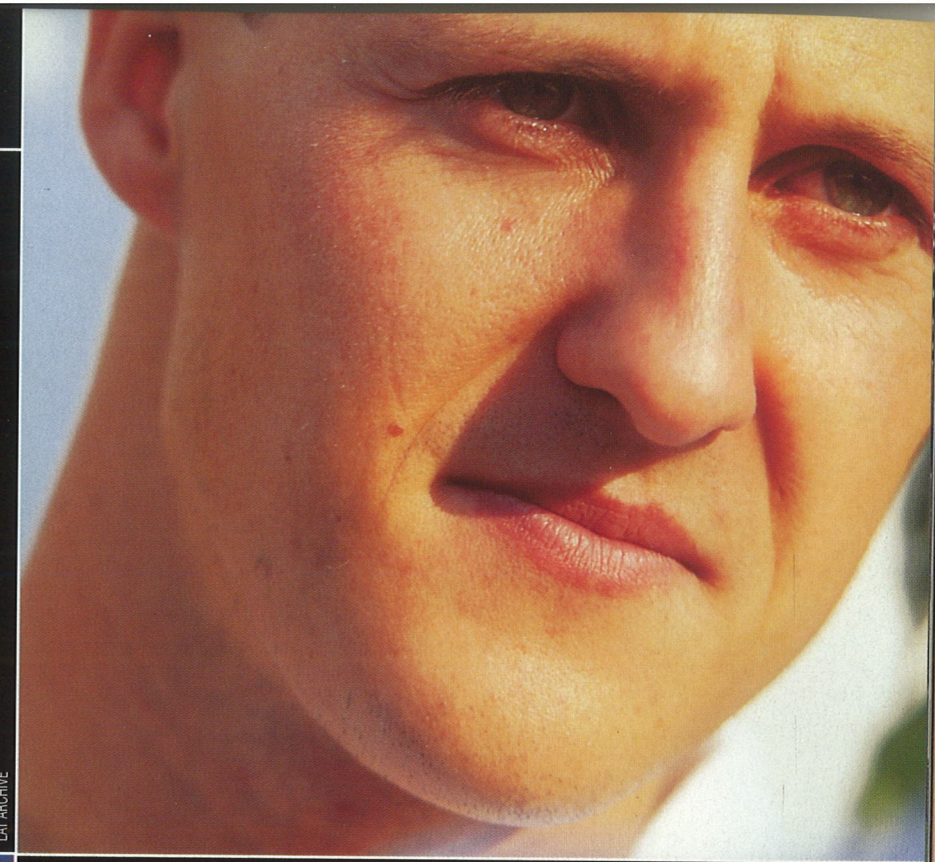
The battling spirit?
Yes. You know, as I say, he just didn't give up.

'No question - Nigel was a whinger; he was a difficult man. But he would never give up. On race day he was somebody you really had to look out for'



Above: Schuey is an equal to Senna on the track, but not off it. Left: Mansell was a whinger, but also a real fighter

LAT ARCHIVE



Michael Schumacher

How does Michael Schumacher rate against Senna?
Okay, I would put Schumacher very close to Ayrton in terms of his actual sporting performance. But the reason why he can never be better than Ayrton is that the charisma of Ayrton was something special too. That's just something you were either born with or not born with. Ayrton *was* born with it. And Schumacher wasn't.

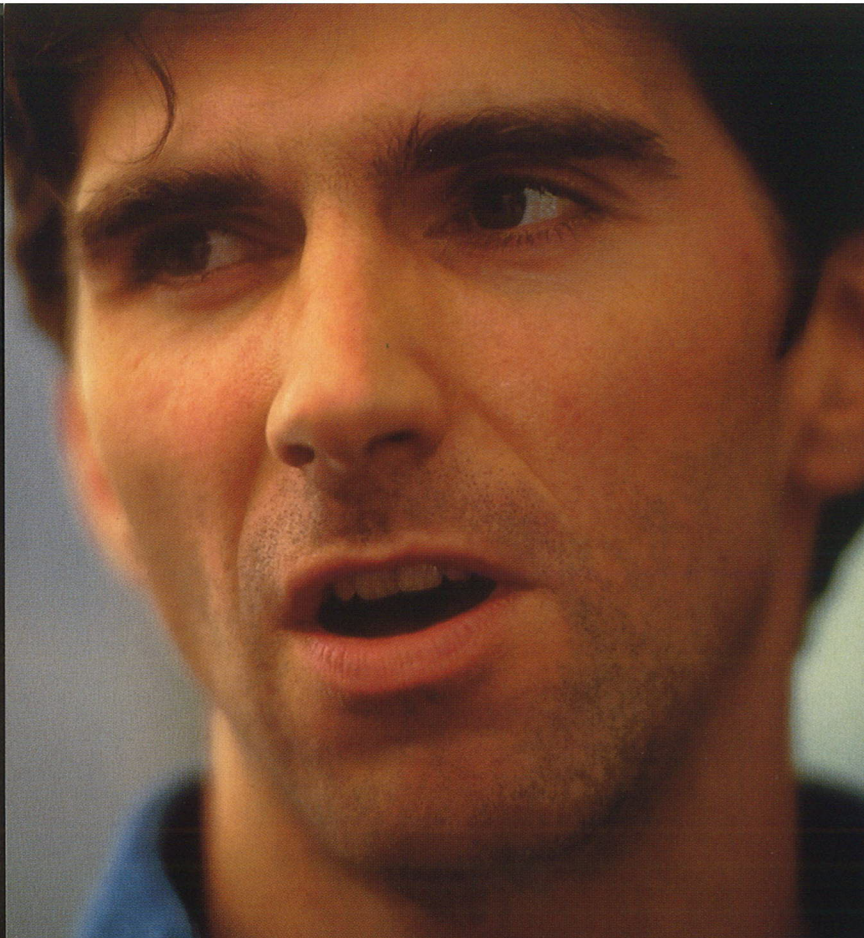
On the track, you would say Schuey is Senna's equal?
Yes, except that Schumacher is more often involved in controversies. On the track, Ayrton would fight like mad. He was magic. But Michael, on the top of all that ability, does all this dodging of the regulations. Otherwise I would say he's on the same level as Ayrton.

Do you get on with Schumacher?
In the beginning, no. But now, yes. I think he's a good guy. He's very focused on his job. He's quite clever for his age. I don't know about intelligent, but I think he's not stupid. I definitely don't think the guy is stupid.

For years you were the top German-speaking driver, then he stole the limelight from you...
Of course, yes. I was for many years the top German-speaking guy, and then he took it all away from me, which took some getting used to.

Is that why there was a bit of tension to start with?
No, not at all. At least, not from my side. To begin with, he was quite a difficult guy, but he's changed.

Do you think he could beat Juan Manuel Fangio's record of five world championships?
Yes, I think he has the talent. ▶



Damon Hill

What are your impressions of Damon?

I respect him a lot because I have always appreciated his gentlemanly style. But I think he's very up-and-down in terms of performance. In some races he can deliver an unbelievable performance, in some he's normal, and in others he's really bad!

Is that a motivational thing?

I have no idea. I don't know him well enough to answer that. But, you know, he was in the best car for two years. Actually, I think he should have been world champion twice...

In 1995 as well as 1996?

Yes. He was driving the best car. Mind you, the year before, 1994, it was Michael's mistake or Michael's fault that Damon wasn't world champion. But Damon was always a gentleman.

Is he still keen?

From the outside, you get the feeling that his time has gone, but he still doesn't want to accept it.

Were you faster than Damon Hill?

Now, that is something you can never ask a racing driver. It's something you can never really measure, and even I don't know.

Was he a worthy world champion?

Everyone who becomes world champion is something special. Being in the right car is a big help, but some guys can be champion in any car.

Above: Hill fully deserved the title, but his time as a top F1 driver has passed. Right: JV is a free spirit who can fight with the best



DARREN HEATH

LAT ARGHIE

'You get the feeling that Hill's time has gone, but he still doesn't want to accept it'

Jacques Villeneuve

What do you think of Jacques Villeneuve?

Jacques' strength, I think, is the head. I think he has good speed but, above all, he's very strong in the head. He's cool. I like him. He has charisma.

Why does he struggle in the wet?

Ah, he's not used to it. He came from IndyCar, where they don't race in the wet. So I think it's a case of his having started out behind the other guys, which means he doesn't like it. And if you don't like it, you're no good at it. But I've seen Jacques do some laps in the wet that weren't too bad.

Was he a hard man on the track?

Yes, but he was okay. He's not an easy one, he knows the tricks, he knows what to do. But I think he's a good racing driver.

What do you make of all this blond or purple hair?

I like it. Not everyone understands it because we are from a different generation, but we all have to respect what young people are like now. They like different clothes, they like flared trousers, they like blond or purple or

green or pink hair. And what's wrong with that?

So it's important that F1 has somebody like him...

No, I think it's important that somebody is doing what he likes to do. And I think it's probably good for the sponsors, too.

Do you think Jacques can win another world title?

He's young, so he still has a future in front of him. But at the moment Michael Schumacher is so strong that for the next few years he's going to be very, very difficult to beat. 1

'Jacques' strength is the head. He's cool. I like him. He's got charisma'

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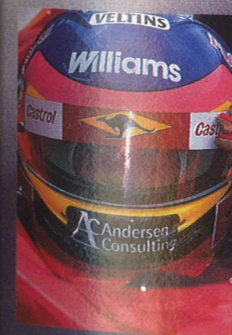
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NINETEEN-SEVENTY-EIGHT WAS A TERRIBLE YEAR FOR SWEDISH MOTORSPORT. RONNIE 'SUPERSWEDE'

PETERSON DIED ON 11 SEPTEMBER, FOLLOWING STARTLINE ACCIDENT AT MONZA THE PREVIOUS DAY,

AND GUNNAR NILSSON LOST HIS FIGHT AGAINST CANCER LESS THAN SIX WEEKS LATER. TWENTY

YEARS ON, FREDRIK AF PETERSENS REMEMBERS TWO VERY GREAT DRIVERS, TWO VERY CLOSE FRIENDS...

Take a look at a modern-day Formula 1 grid, and you'd be forgiven for concluding that Sweden and Formula 1 go together like chalk and, well, cheese. You'd be right. Time was when things were very different, though. Time was when Ronnie 'SuperSwede' Peterson was widely hailed as the world's fastest driver, and fellow countryman Gunnar Nilsson was making a name for himself as the other mega-quick Scandinavian.

Ronnie came first. He arrived in F1 in 1970 with Max Mosley's March team, and his spectacular driving style soon won admirers. Yet he was as mild off the track as he was bold on it. Some mistook this for arrogance, but they were wrong; it was shyness. Ronnie didn't let anyone get close to him unless he knew them – and, above all, trusted them.

I began covering F1 full-time in 1975 – and, since I am a Swede, Ronnie was the man I had to concentrate on. It was difficult at first, then gradually, as he began to feel more at ease with me, he began to reveal more – always off the record. What I didn't know was that he was testing me.

Some of what he told me was dynamite – about himself and even about other drivers. Was I going to write it? Could I be trusted? It was the classic journalist's dilemma: would I go for scoops or friendship? The latter won, and Ronnie took note.

Once you were accepted by Ronnie and his wife Barbro, you had two friends for life. If you had any problem, they'd help you sort it out. I was a struggling young freelancer, and sometimes the bills were too much to cope with. Ronnie paid them. "Pay me back when you can," he'd tell me. And when I did, he'd say, "Are you sure you can afford it right now? I can wait, you know."

A true friend.

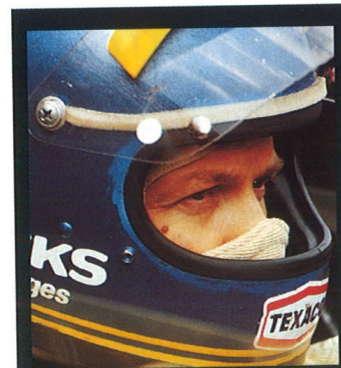
As was Gunnar Nilsson. He arrived on the F1 scene in 1976, and my sports editors now had two Swedes to get excited about. Gunnar and I were both from Helsingborg, in the south of Sweden, and I had helped him through the junior formulae. So I

didn't have to work at developing a mutually trustful professional relationship, as I had with Ronnie: it was already there.

It seems hard to believe when you think of the jetset lifestyle led by today's stars, but during the two years that Gunnar drove in F1 we shared hotel rooms most of the time. I had to keep money in both pockets – one for me and one for him. Sometimes he paid me back; sometimes he forgot. It wasn't that he was mean – he just didn't think about it that much.

In his pre-F1 days, I'd been Gunnar's gofer. He told me which races he wanted to do, and my job was to find sponsors, organise the trip, drive to the races with camper van in tow, go down to Italy and pick up F3 engines, and get money from his mother to pay the bills. That was the hardest bit. Gunnar was a charmer, and few could resist him – except his mother. She was a tough lady who didn't really approve of his chosen career, and I got the feeling that Gunnar was a bit frightened of her. So when he needed extra cash, I was the one who made the trip.

Ronnie and Gunnar were complete opposites. If Ronnie said he'd pick you up at a certain time,



Top: Ronnie unfamiliar in a full-face helmet. He was the last top driver to abandon open-face 'protection'. **Bottom:** Nilsson wins at Zolder in 1977, Lauda and Peterson alongside

'ONCE YOU WERE ACCEPTED BY RONNIE AND HIS WIFE BARBRO, YOU HAD TWO FRIENDS FOR LIFE, TRUE FRIENDS'

he'd be there. Gunnar would forget. Punctuality was not his strong suit, and he hated getting out of bed in the morning.

Even in those days drivers had to attend a few corporate functions. Gunnar liked them. Ronnie didn't: often he said he'd go only if he could take a friend. That friend was me. Once, in Rio de Janeiro, he was invited to go sailing on a beautiful three-masted yacht. He made sure I went too. That was typical Ronnie.

By 1976, Ronnie was a mega-star. Gunnar would be spearheading March's F2 effort, but was also slated to experience F1 for the first time, at a few selected grands prix, alongside the team's F1 regulars Vittorio Brambilla and Hans-Joachim Stuck. Meanwhile Ronnie, who already had seven grand prix wins to his name, was about to start his fourth season with Colin Chapman's Team Lotus. But the Peterson-Chapman relationship had lately become very strained – money wrangles, indifferent results the previous year – so much so, in fact, that Ronnie had even threatened not to race in the season's first race, Brazil. In the event he relented, but the weekend was a disaster and by the time he got back to Europe his mind was set. The solution was a 'Swede swap'. Ronnie went back to March, while Gunnar – against Ronnie's advice – got the Lotus seat. The young man had arrived. Although Gunnar had always



PREVIOUS PAGE: DAVID PHELPS; THIS PAGE: LAT. ARCHIVE

taken his racing very seriously, his manner was far more laid-back than Ronnie's. Away from the track, there was no comparison. We're talking James Hunt levels in terms of his appreciation of the finer things life can offer.

His flat in London's fashionable Notting Hill had a rich racing heritage, since its previous occupants had included fellow grand prix drivers Jochen Mass and Patrick Depailler. I stayed there whenever I was in London, and my first job was always to go shopping. There was never anything in Gunnar's

fridge. It was one of those details he never thought about.

According to Gunnar, you should support your local restaurants – and he did. Our 'headquarters' in those days was a cheap Italian place also frequented by a guy then on the fringes of F1 (he would eventually make his debut in the 1977 Spanish Grand Prix) named Rupert Keegan. Rupert seemed to have a different girlfriend almost every night.

Although Ronnie was almost five years older than Gunnar and led a steady married life out in the

Above: the two Swedes in 1978. The bald head of Nilsson was the result of cancer and chemotherapy; who would have thought that Peterson would die first?

country, they spoke to each other often on the telephone. The two men would chat, advise, cajole, talk shop – and they had much to discuss, for both were driving well. Ronnie's March 761 was quick if unreliable, but hung together long enough to give him a memorable win at Monza, while Gunnar's Lotus 77 was good enough for him to pick up plenty of points finishes throughout the year.

The next year, Ronnie joined Tyrrell while Gunnar remained at Lotus. Tyrrell were in the second year of their six-wheeled ex-

Jackie Stewart's 1971 World Championship Winning Tyrrell 003



The names Stewart and Tyrrell are inextricably linked in the world of Formula One for it was, after all, Ken Tyrrell who 'discovered' Jackie Stewart at an F3 test at Goodwood.

It was to be an enduring relationship and for six out of his nine years in Formula One, Jackie drove for Ken.

STEWART'S F1 YEARS

Jackie had his debut in Formula One in 1964 at the Rand GP in South Africa.

In 1965, he went to BRM and came third in the World Championship but thereafter the BRMs lacked competitiveness and in '68 he again signed for Tyrrell.

In 1969, Stewart won nine GPs in the Tyrrell and took his first Driver's Championship.

In 1971, Stewart clinched his second of three Championships in the 003.

GODFATHER OF THE MODERN F1 DRIVER

Jackie Stewart was always much more than a quick racing driver with dodgy sunglasses and sideburns.

From the beginning he was a shrewd operator; a winner both inside and outside the car.

Whilst he could, at times, show touches of sheer brilliance at the wheel his strength was always his

disciplined and pragmatic approach to motor-racing. He worked studiously to avoid the risks involved in racing.

Yet at the same time he was one of the great characters.

But perhaps even more importantly, Jackie elevated the racing driver from well-paid or well-heeled enthusiast to international superstar.

With his brains and determination, few who know him doubt that in the coming years he will return to the front of the grid to claim his fourth World Championship!

THE TYRRELL 003

The 003, modelled here with its aptly named 'bluff nose' cowl is shown in the configuration used for the front of the grid to claim his fourth World Championship!

That season, Jackie dominated Formula One with victories in Spain, Monaco, France, Britain and Germany.

His point score of 62 completely overshadowed that of the second placed driver, Peterson, with 33.

This 1:18 scale die-cast metal replica of

perhaps the most renowned of all Ken Tyrrell's F1 cars is a sight to behold.

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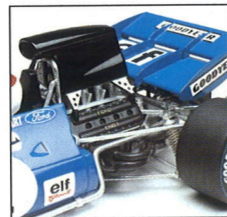
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experiment, and Ronnie was having a nightmare with the car. Gunnar, however, had the delectable Lotus 78 'wing car' at his disposal. On the Friday evening before the Spanish Grand Prix at Jarama, team-mate Mario Andretti having won the previous race at Long Beach, Gunnar and I sat on the balcony of our hotel room close to Madrid airport. Gunnar had a problem. Mario was on provisional pole, and Gunnar simply couldn't match the American's pace. He was only 12th. Why? For the first time in all the years I'd known him, Gunnar looked worried. We talked for hours. It was about four o'clock in the morning before we turned in for the night.

The next day Gunnar bagged seventh place on the grid, while Mario consolidated his pole. On the Sunday, the young Swede drove hard and well to fifth place. Mario won, but Gunnar had shown that he had had the bottle to turn around what might have been a complete fiasco. A ton had been lifted from his shoulders.

The fastest Gunnar
Gunnar Nilsson began his race career late. He was already 25 when he started his first full racing season in Super Vee in 1973. In 1974 he moved into F3 with a privately entered March and impressed enough to get a works F3 drive with March the following year. He won the first race of the season at Thruxton and went on to take the BP championship. He was due to drive for March in F2 in 1976, but a falling-out between Ronnie Peterson and Colin Chapman left the door open for his F1 debut with Lotus. He would drive in grands prix for no other team, and would win just one race, the Belgian at Zolder in June of 1977.

At the next race, Monaco, he retired, but then came Gunnar's day of days. At Zolder, in Belgium, it rained, but Gunnar mastered the treacherous conditions like no-one else and beat Niki Lauda's Ferrari in a straight fight to score a memorable victory.

Gunnar's progress had not gone unnoticed in the Swedish press, and Ronnie, who was going nowhere not very fast, had begun to complain that Gunnar was getting the greater level of attention from the Swedish media.

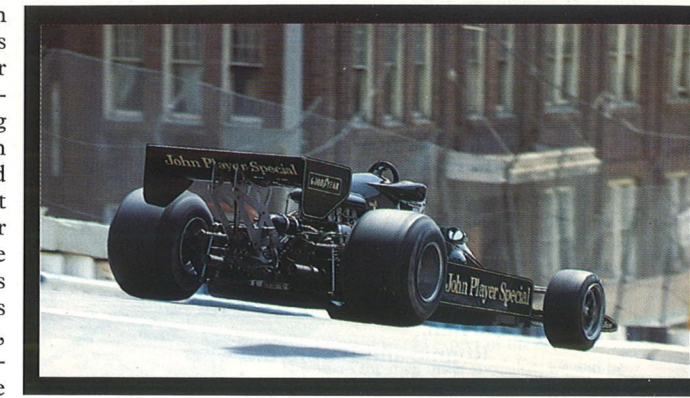
He was right, and the reason was partly the younger man's open, easy-going attitude. Gunnar really enjoyed talking to journalists, and would read everything they wrote. He talked freely with anyone and everyone. He loved giving interviews, and if he hadn't been featured in a magazine or newspaper for a while, he'd phone and ask why not. Ronnie was always more guarded. He'd always had difficulty talking to strangers, and he hated some of the questions the press threw at him. Some of my Swedish colleagues simply didn't believe me when I told them I had no problem with him – but then I'd earned my dues years before by not betraying his trust.

The 1978 Dutch Grand Prix was a case in point. At the end of the 1977 season Ronnie had gone back to Lotus, following Gunnar's decision to join the all-new Arrows team, and was back to his best. He'd won at Kyalami and the Österreichring, and people were calling him SuperSwede again.

Anyway, at Zandvoort Ronnie had come second behind team-mate Andretti, having shadowed him all the way. A group of us were standing outside the Lotus motor-home, ready to get quotes from Ronnie. Why had he not tried to overtake? "The brakes were fading," was all he would say. Then he went back into the bus.

After about 15 minutes he came out and asked me to step inside. The other Swedish journalists objected to this preferential treatment. Ronnie was having none of it and told them: "Listen, you all travel on expenses and only pick the fun races like Monaco or Holland. Fredrik is a freelancer, pays

'FOR THE FIRST TIME IN ALL THE YEARS I'D KNOWN HIM, GUNNAR LOOKED WORRIED. WE TALKED FOR HOURS'



Above: Nilsson in the Lotus 78, at Long Beach in '77. Team-mate Andretti won the race, but Gunnar was a winner three grands prix later, amid a Belgian downpour

his own way and covers all the races. He *deserves* a little bit extra." That day I got my scoop.

Mario is a pivotal figure in the life stories of the two Swedes, for he was a team-mate to both of them, a friend, too. We spent a lot of time in his house in Nazareth, Pennsylvania, when we were in the USA. Or we'd take his plane up to The Lake, his summer residence, and lark about. Seldom if ever did three competitors have so much fun together – and hardly a word was spoken about motor racing.

Gunnar and I would repay Mario when the F1 circus went north to the Swedish Grand Prix. He came to Helsingborg with us and we introduced him to our national drink, Agvavit. The results were devastating...

It was around the middle of 1977 that Gunnar started to complain of headaches and back pain. He thought his helmet must be too small – a theory that was proved, in his mind, when he started going bald (which he hated, incidentally).

When the season was over, he went to see a doctor friend, who didn't take long to diagnose what

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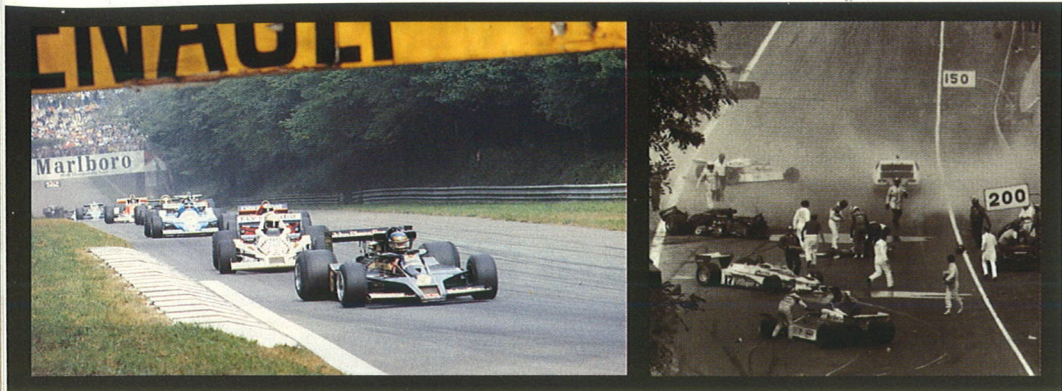
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was wrong. It was cancer.

The year that followed was tough indeed. Gunnar had signed for Arrows, but was never well enough to drive the car. He was bitterly disappointed, but he'd made a lot of friends through racing and they all came to see him. The only people he didn't want to see, for a change, were journalists. Only a few of us knew where to find him.

Ronnie and Barbro did whatever they could to help, and so did a few others – including Ian Phillips (now Jordan commercial director, but in those days a freelance journalist) and Chris Witty (a friend from F3). Another F3 driver, the American Danny Sullivan, visited with his girlfriend Sue whenever he could, while Brian Lewis, whose F2 car Gunnar had driven back in 1974, Jackie Oliver, from Arrows, and Bernie Ecclestone were all regular visitors too.

Mario won the Belgian Grand Prix in May 1978, and after the race a few of us were sitting in the Lotus motorhome. Suddenly, Mario asked for silence. "I dedicate this victory to my great buddy

Gunnar who won here last year but is now driving a much harder race," he said.

In September, the circus arrived in Monza. Mario was on pole, and Ronnie put the other Lotus on the third row. Disaster. Ronnie was involved in a multi-car accident on the opening lap and the race was halted to extricate him from his Lotus 78. He was taken to hospital with two broken legs.

The first reports said that at worst a toe would have to be amputated, and bulletins were sent around the world to that effect. Later, complications set in, and that night Ronnie died.

I went to the hospital early on Monday morning. It was a dirty place, cobwebs and cigarette butts everywhere. I hadn't heard the news. When they told me Ronnie was dead, I went numb. Twenty years on, I still find it difficult to accept, and painful to recall.

About an hour later Mario and his wife arrived. They clearly hadn't heard either. I stopped them before the paparazzi saw them, and broke the awful news. Mario took it very badly: "I wanted the title so much, but I didn't want to win it like this. What the hell am I going to do with it now? I don't feel anything for it."

After the next race, the United States Grand Prix East at Watkins Glen, I strolled out to the pitlane – and there was Bobby, Ronnie's mechanic. He was sitting on some tyres. "This is no fun any more," he said when he saw me. He meant it: he quit the sport.

Gunnar could not – or would not – believe what had happened. The cancer was getting worse, and

he knew it. His doctors advised him against travelling to Sweden for the funeral – but nothing would stop him, though he had to accept that he was too weak to help carry the coffin. The journey sapped the last of his strength; when he got back to London, he went straight to hospital. He would never leave.

In his last weeks, Gunnar was horrified by the suffering of other cancer patients – particularly kids. He determined to do something about it and, though severely weakened, he did so. He refused painkillers, fearing they would dull his senses, and devoted what remained of his energies to founding the Gunnar Nilsson Cancer Treatment Campaign: "I would rather be remembered as a man who did work to fight cancer and helped others than the man who won the 1977 Belgian Grand Prix."

On 20 October, one month short of his 30th birthday, Gunnar died. With him were Ian, Chris, Brian and myself. As we left the hospital, none of us could speak. **1**

Above left: Peterson's Lotus 78, Sunday morning warm-up, Monza '78. Above right: hours later there was carnage

SuperSwede

Peterson started in karts. He was Swedish champion from 1963 to '66, and F3 champion in '68. By '70 he was a March driver, competing in F1 and F2. In '71 his four second places in the March 711 put him second in the championship. His next season with March wasn't so rewarding, but in 1973 he moved to Lotus and led 11 grands prix to eventual champion Jackie Stewart's six, led for 393 laps to Stewart's 214, and took nine poles to Stewart's three. In '74, he won three times, then came a slump. He returned to March in '76 and won once; then, after a bad year at Tyrrell, he rejoined Lotus. He would win 10 grands prix in all.

LAT ARCHIVE

'EARLY REPORTS SAID RONNIE'S TOE MIGHT BE AMPUTATED, AND BULLETINS WERE SENT OUT TO THAT EFFECT'

Niki Lauda's Ferrari 312T



In 1975, the combination of Lauda's supreme talents at the wheel and the 312T's outstanding dynamics ended Ferrari's 11 year Championship drought, giving Niki the first of his 3 World Championship titles in the process.

Ferrari's sixth World Championship title had been secured by Surtees in the 158 in 1964. It was to take until 1975 for Ferrari to win the seventh with the 312T.

A development of the 312B3, the 'T' stood for transverse; the position of the gearbox-differential unit.

The car didn't really come into form until Monaco, when Lauda won Ferrari's first victory in the principality since 1955. Lauda went on to win at Zolder in Belgium, Anderstorp in Sweden and at the Dutch GP at Zandvoort. Third place at Monza was sufficient to secure the Championship although he went on to beat Fittipaldi at Watkins Glen for a fifth victory.

As ever Lauda's secret was consistency, finishing 13 out of 14 races and in the first 6 for 12 of them. He was also on pole on nine occasions; testimony to the talent that made Niki Lauda a member of that very unique club of triple World Champions.

AN EXQUISITE REPLICA

The arrival of this new replica from Paul's Model Arts has been long anticipated.

Die-cast in metal with real rubber tyres and plastic fittings, this 1:18 scale model is some 10" in length and sets new standards in Formula One model-making.

It is perhaps the most detailed 1:18 racing car we have ever seen. Particularly impressive is the engine detail. Lift off the metal cowl and the sight is quite breathtaking. You can even read the manufacturer's branding on the electronic ignition system!

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'There is no justice'



So says Ricardo Rosset.
Here he tells Tom Clarkson why

Main: the pressure of the 107 per cent qualifying rule is all too evident on Rosset's face. Left: there have been many long walks back to the pits, following unintentional on-track gyrations...



He's failed to qualify for several races, he's been blown off by his rookie Japanese team-mate Toranosuke Takagi, and he's incurred the wrath of the reigning world champion. It hasn't been a great season for Ricardo Rosset. Yet, according to Ricardo himself, there are good excuses for all his failures. And he isn't about to take the blame for them all. In fact, he's prepared to point the finger at the guilty parties...

What has been the main problem with your driving this year?

At the beginning of the year I didn't get any testing – and I wasn't really driving the car properly. I was like a passenger; I would try to drive around the problems and I couldn't attack the corners as a result.

Where and why is your team-mate Takagi quicker than you?

He has a very different driving style from me. In the beginning I was doing my style of driving, trying to carry a lot of speed into the corners. But I was carrying too much speed into them – in the slow corners mainly. Then I couldn't go around the corners as quickly as I wanted and would be slow out of them. That's why I was off the pace in the early races. I was always quicker than him in the middle of the corners, but could never get out of them as quickly as I wanted.

But Takagi is a good driver; he did very well in Formula 3000 in Japan compared with Ralf Schumacher. And he was testing the whole of last year non-stop, so there's no reason for him not to be going well. I was out of the car for a year – 1997 – so it's hard to get back into it.

How difficult is it for you to find the money for F1?

This time around it was quite difficult for me because the last time I was in F1 was with the Lola failure at the beginning of last year. That was really bad for me; there were big names involved with the team, like MasterCard, so it was very difficult for me to persuade the sponsors to go back into it after all that. ▶

STEVEN TEE/LAT



Rosset claims to be faster mid-corner than his team-mate Takagi. Unfortunately, this hasn't shown in this year's lap times

What is your support like in Brazil?

The people are behind all of us and I have no problem with the Brazilian press. I think the biggest problem I have is with the press in Europe. In Europe people tend to forget who you are and what you've achieved in the past; they just write what they see in front of them at that minute. I saw a press release describing what happened during free practice in Monaco when Jacques Villeneuve and I crashed. He was blaming me and that really upset me – because it wasn't my fault. If it had been, I would have had a big fine from the FIA. Everyone saw the race – no-one tries to overtake at the Swimming Pool. Jacques then started saying that I shouldn't even be in F1, that I shouldn't be here.

Well, what I say to him is that he should look back to '93, when he was my team-mate for Alan Docking in the Macau Formula 3 race. I was quicker than him there, so he's got no right to say I shouldn't be in F1.

How emotional is it for you when you fail to qualify for a race?

It's really disappointing. My grandmother once told me that if you have bad luck, all the things happen to you at once – and it's true. At Monaco on Thursday I was quicker than my team-mate, and I was feeling very confident, very happy with the balance of the car, and then I had that incident with Jacques that destroyed the car. So I had to change the car and, from then on, I had big problems with braking and we couldn't get that right. We went into qualifying and I did my time, and then I tried to go and be really quick

and I spun. The clutch wasn't working, which was why I hit the barrier trying to turn the car around. It was really bad luck and then I got a lot of bullshit from Jacques, saying that it was my fault, and the journalists published what he said and never came to ask me what happened. That's really bad: I know that Jacques must be under a lot of pressure, but I think I was a good excuse for him. I am an easy target and, on that occasion, people wrote me off for something that wasn't my fault – you can see that it wasn't on the video.

Do you drive a bit more slowly so as not to spin off?

No, not really. As a person, F1 doesn't matter for me.

'As a driver Jacques is quick, but as a person I have no time for him.'

I can walk out of this. I've got my honour, I've got my character and I've got my personality. I'm happy because I know there are others who don't have those things. Jacques, for instance, is a different person in front of the press. In Brazil this year he was a big friend of mine, asking me for lifts to the track. Even if the Monaco shunt was my fault he shouldn't have said what he did to the press. As a driver Jacques is quick, but as a person I have no time for him. He let me down over this, I think.

Look at Michael Schumacher and Alex Wurz – Schumacher was trying to win the world title and he banged wheels with Wurz in Monaco, which ulti-

mately put both cars out of the race. But Michael still respects him; it was a racing incident. With Villeneuve it wasn't my fault, and I didn't have blue flags, but he says that I shouldn't be in F1, that I am liable for everything that goes wrong. People tend to listen to the world champion. They don't look separately at the facts, and that really pisses me off.

I can never say, "Michael Schumacher screwed my qualifying lap" – who cares? But if I screw his lap, that is a big problem. People should respect each driver, irrespective of where they are on the grid. When I see the leaders I sometimes mess up my own race because I get on the dust to get out of the way. I try to make it as easy as possible for them.

How much does that type of prejudice in F1 hurt you?

There is no justice in F1, and I hate injustice. If I make a mistake, I'm the first to say I made a mistake. I'll never use someone else to cover for my own mistakes. Villeneuve, for example, is not a fit judge to decide whether I should be in F1 or not. I've proved myself in F3000. I'm having problems here, but I think everyone has a problem some time in their lives. I'm going to get over this by testing and thinking about my driving. It's not that I'm always slow – we also have problems with the tyres which make life difficult.

I try to improve by doing laps in my mind and thinking about every point on a racetrack. Then, after a test, I look at the telemetry and do a few other laps to try and see where I can improve.

I'm confident that I know how to drive the car. I've won races in everything I've driven so far in my career, so there's no reason why I shouldn't be winning races in F1 as well. It's only a matter of time. Since I came into F1, I've had a difficult time. The Arrows in '96 was a difficult car; then I stopped for a year, and now I'm back with new rules and not enough testing. It's tough. Of course people look at the practice times to gauge how someone is doing, but what people don't know is that I'm close to pulling it all together. On the lap that I went off at Mirabeau during qualifying at Monaco, I was seven-tenths up on my previous best lap.

Do you think you are good enough to win in F1?

Of course, although I have to improve. I was, in fact, very close to signing to do ChampCars last season because I think it's more even and easier to do well over there. I like that. In F1 you've got the McLarens going bloody quick, which makes it difficult for some people to qualify. I love F1 and it's why I started in motor racing – I wanted to be in F1. But I haven't come to race in F1 just to be part of the fame; I'm here because I love to drive the cars.

How hard does your father push you?

He doesn't at all. My manager always says that he is the best father in motor racing because he doesn't get involved in my driving. He helps me because he wants to see me do well, so when he can help me get a sponsor, he does. But he rarely comes to races.


Could you make a living at home in Brazil?

Yes. I've got my own business called Track & Field, which I started more than 10 years ago. We sell sports clothes and are looking to expand. It's through my company that I have one of my personal sponsors, Lycra. I would probably earn more money running that than I can in F1 at the moment. Even now I still run the business – it gives me a lot of pleasure, so I could easily shut the door on F1 and go back to Brazil and have a very good life.

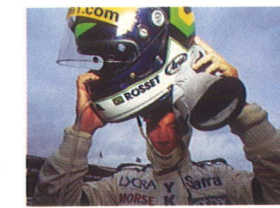
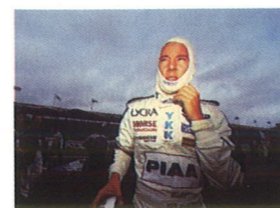
It would probably be much better, in fact, because in Brazil I have my family and friends; for my wife it would certainly be much better. Everything would be better over there. The only reason I am here is to drive the car, for no other reason. I really don't care about fame. I get a real buzz out of driving the car; I want to experience its limits. That's what really turns me on. That's the reason I am an F1 driver.

Does Barrichello help you – you shared a house with him?

At the end of the day we're professionals, so we don't talk about each other's cars. We don't compare lap times because that wouldn't be right. At the end of the day he wants to beat me and I want to beat him. But he can help me in other ways, like how to overcome different situations. He helps me a lot like this because he knows what I'm going through right now.

During my difficulties, the team have been fantastic. My equipment is always the same as Takagi's and everyone is really trying to help me overcome all this. They know that I can do it. 

DARREN HEATH



DARREN HEATH

A racing driver or a driver of racing cars? Many reckon that it's hardly worth poor Ricardo pulling on his helmet...

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■ You can enter as many teams as you wish, and at any time during the season, but only one team can be registered per telephone call to the 0891 number

HOW TO SCORE

Just like real F1, the top six finishers score points on the same basis used in the established 10, 6, 4, 3, 2, 1 system. However, for Fantasy F1 players, all drivers finishing in the top six are awarded an extra 10 points. So, for example, the driver finishing second gets six points plus an extra 10 for being in the top six, thereby earning 16 points. Players will also earn/lose points in the following circumstances:

- Six points will go to the fastest driver in race day warm-up. The second quickest gets five points, down to the sixth fastest who receives a single point
- The driver making the fastest pitstop (pitlane entry to exit) during the race earns five points
- At the finish, each place made up over the starting grid position will score that driver an extra point. Points are not lost for losing places

■ The first driver to retire from the race will lose five points. Four are lost by the second retirement down to the forfeit of one point by the fifth driver to pull out

■ The driver accredited with the fastest race lap will gain five points

■ Pole position is worth another five points

■ A stop/go penalty (for whatever reason) loses the driver five points

■ Five points will be awarded to the man declared by *F1 Racing* as Driver of the Day

■ Failure to qualify will mean two points being lost. If a driver fails to take the start, but is on the FIA's published starting grid, no points will be lost

■ Drivers lose all points gained over the weekend if they are removed from the results, for whatever reason

■ The scoring for a chassis is the same as that for a top six driver or an early retirement, but only the first chassis home can score for a team. Similarly, only one chassis loses points if it's among the first five retirements

■ The rules for engines are the same as those for chassis, but without retirement penalties

■ Any queries please write to Jacqui Weston at *F1 Racing*.

THE RULES

Team entrants must be 18 or over and residents of the UK. Telephone calls are charged at 50p per minute with a typical call to register entries lasting between five and seven minutes. Once registered, teams will be eligible to score/lose points at all remaining 1998 F1 GPs. The deadline for entering a team is midday on the Friday preceding the race and teams start scoring only after they are registered. Team scores are worked out using the official FIA time sheets from GPs. No correspondence will be entered into and there is no cash alternative to prizes. Employees of Haymarket Publishing and their agents are ineligible. The normal values of drivers, chassis and engines bear no relation to real life. *F1 Racing's* decision is final.



Top Prize

The leader of our Fantasy F1 league after the final race of 1998, will earn themselves the right to go to the 1999 Spanish Grand Prix. Together with a friend, our winner will enjoy four nights in a Barcelona hotel with travel to and from the circuit taken care of. Hosts Page & Moy will also supply grandstand tickets.



Belgium & Italy

GP games producer Psygnosis and PC hardware suppliers Digital Edge are offering one of their limited-edition bundle packs to the winner after each 1998 race. The pack contains the fantastic Formula 1 1997 game (PC version), F1 Sim Compact steering wheel and pedal set.



If you want a free trip to the superb Catalunya track in 1999 enter your team(s) now! And don't forget that two of these fantastic F1 Sim Compact pedal sets (below) will be won by Fantasy leaders after the Belgian and Italian grands prix

Last month's F1 fantasy winners

Chris Weaver, 'CW Formula One'	Britain
Häkkinen, R Schumacher, Zonta, Minardi, Ford (Cust.)	79 points
Colin Mann, 'Grass Cutters'	Austria
Coulthard, Nakano, Tero, Sauber, Sauber Petronas	77 points

Shopping list

You have £240 million to spend creating a team. We'll update the scores every issue and you can also use the 0891 numbers below to check on your progress

Name	Fantasy Price	Britain	Austria	Total
DRIVERS				
1 Michael Schumacher	£25m	23	24	210
2 Jacques Villeneuve	£23m	0	16	104
3 Mika Häkkinen	£21m	26	28	251
4 Heinz-Harald Frentzen	£21m	-4	0	43
5 David Coulthard	£19m	6	38	192
6 Damon Hill	£19m	-5	8	10
7 Eddie Irvine	£19m	24	20	167
8 Olivier Panis	£16m	0	-4	18
9 Jean Alesi	£16m	0	2	59
10 Giancarlo Fisichella	£11m	21	5	84
11 Jarno Trulli	£11m	0	6	9
12 Mika Salo	£11m	-3	-3	24
13 Ralf Schumacher	£11m	31	16	41
14 Johnny Herbert	£7m	-2	10	32
15 Alexander Wurz	£7m	21	8	136
16 Rubens Barrichello	£7m	0	-1	37
17 Jan Magnussen	£5m	0	0	25
18 Jos Verstappen	£5m	0	0	3
19 Pedro Diniz	£5m	0	-2	17
20 Tarso Marques	£3m	0	0	0
21 Shinji Nakano	£2m	11	10	54
22 Toranosuke Takagi	£2m	3	-4	6
23 Esteban Tuero	£1m	-1	5	1
24 Juan-Pablo Montoya	£1m	0	0	0
25 Pedro de la Rosa	£1m	0	0	0
26 Jörg Müller	£1m	0	0	0
27 Luca Badoer	£1m	0	0	0
28 Dario Franchitti	£1m	0	0	0
29 Nicolas Minassian	£1m	0	0	0
30 Soheil Ayari	£1m	0	0	0
31 Nick Heidfeld	£1m	0	0	0
32 Alessandro Nannini	£1m	0	0	0
33 Alessandro Zanardi	£1m	0	0	0
34 Mark Blundell	£1m	0	0	0
35 Max Wilson	£1m	0	0	0
36 Ricardo Zonta	£1m	0	0	0
37 Emmanuel Collard	£1m	0	0	0
38 Nicola Larini	£1m	0	0	0
CHASSIS				
39 Williams	£21m	8	12	107
40 Ferrari	£19m	20	16	168
41 McLaren	£19m	16	20	163
42 Benetton	£16m	14	11	116
43 Jordan	£13m	8	14	38
44 Prost	£13m	0	-4	-13
45 Sauber	£11m	-2	12	86
46 Stewart	£11m	0	-2	30
47 Arrows	£11m	-3	-3	3
48 Tyrrell	£7m	0	-5	-8
49 Minardi	£4m	10	0	22
ENGINES				
50 Mecachrome	£22m	14	13	145
51 Ferrari	£19m	20	16	172
52 Mercedes	£16m	16	20	168
53 Peugeot	£16m	0	11	44
54 Mugen Honda	£12m	13	14	74
55 Ford V10 (works)	£10m	0	0	62
56 Sauber Petronas	£7m	0	12	101
57 Hart (Arrows) V10	£7m	0	0	25
58 Ford V10	£3m	12	0	36

Fantasy F1 registration hotline:
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Fantasy F1 team positions:
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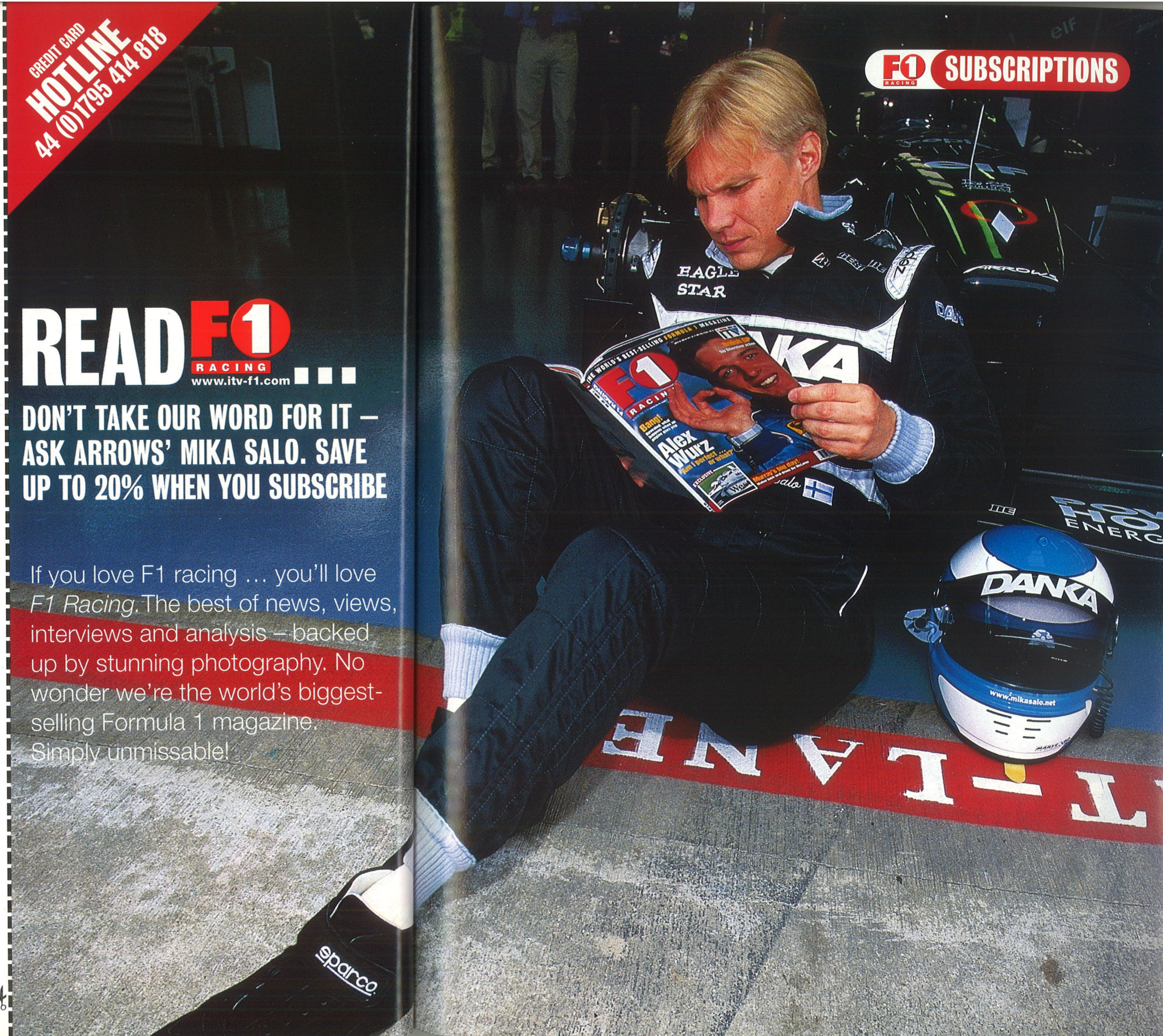
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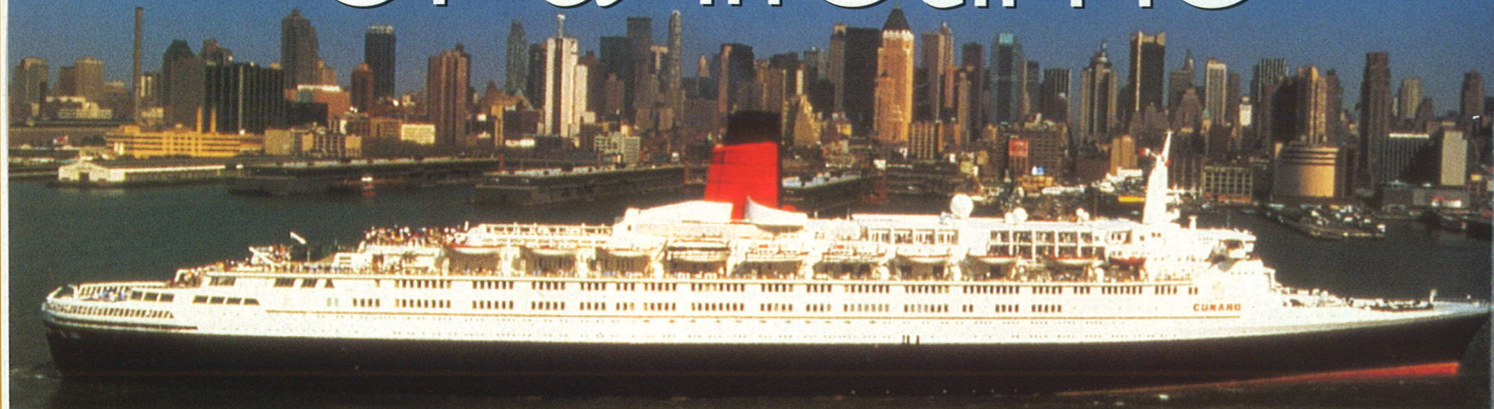
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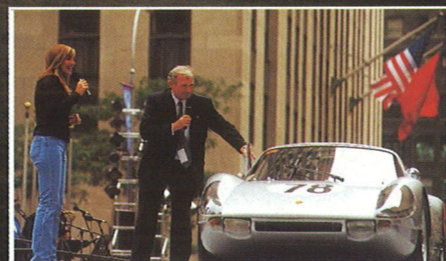
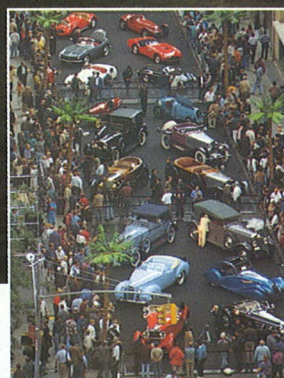
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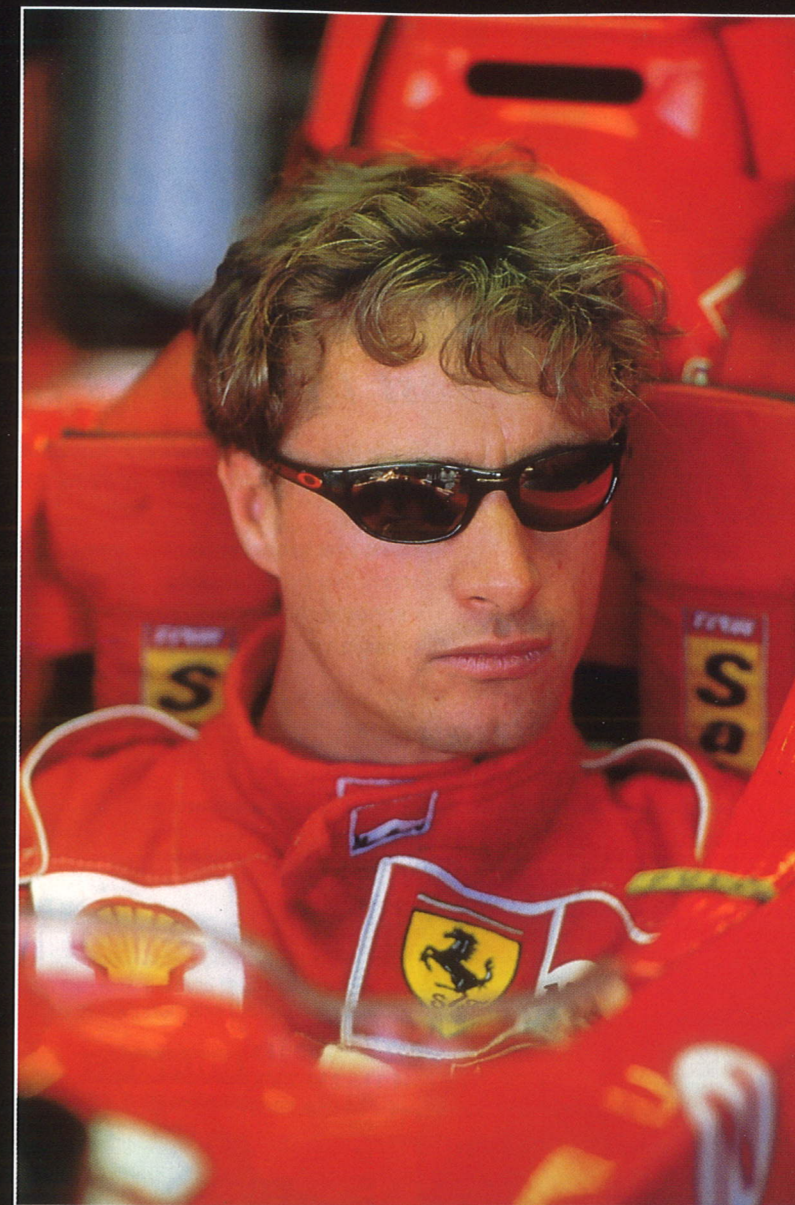
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NEXT MONTH



MEET IRVY THE SWIRV

Some people dismiss him as Michael Schumacher's personal slave; others say he should stop being a Schuey-poodle and try winning grands prix instead. So what does Eddie think himself?

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Monza's next - 13 September. Hockenheim was a big disappointment for Ferrari. No excuse is good enough for the tifosi - it's winning that counts! Lake Como is stunning - altogether a great weekend is guaranteed.



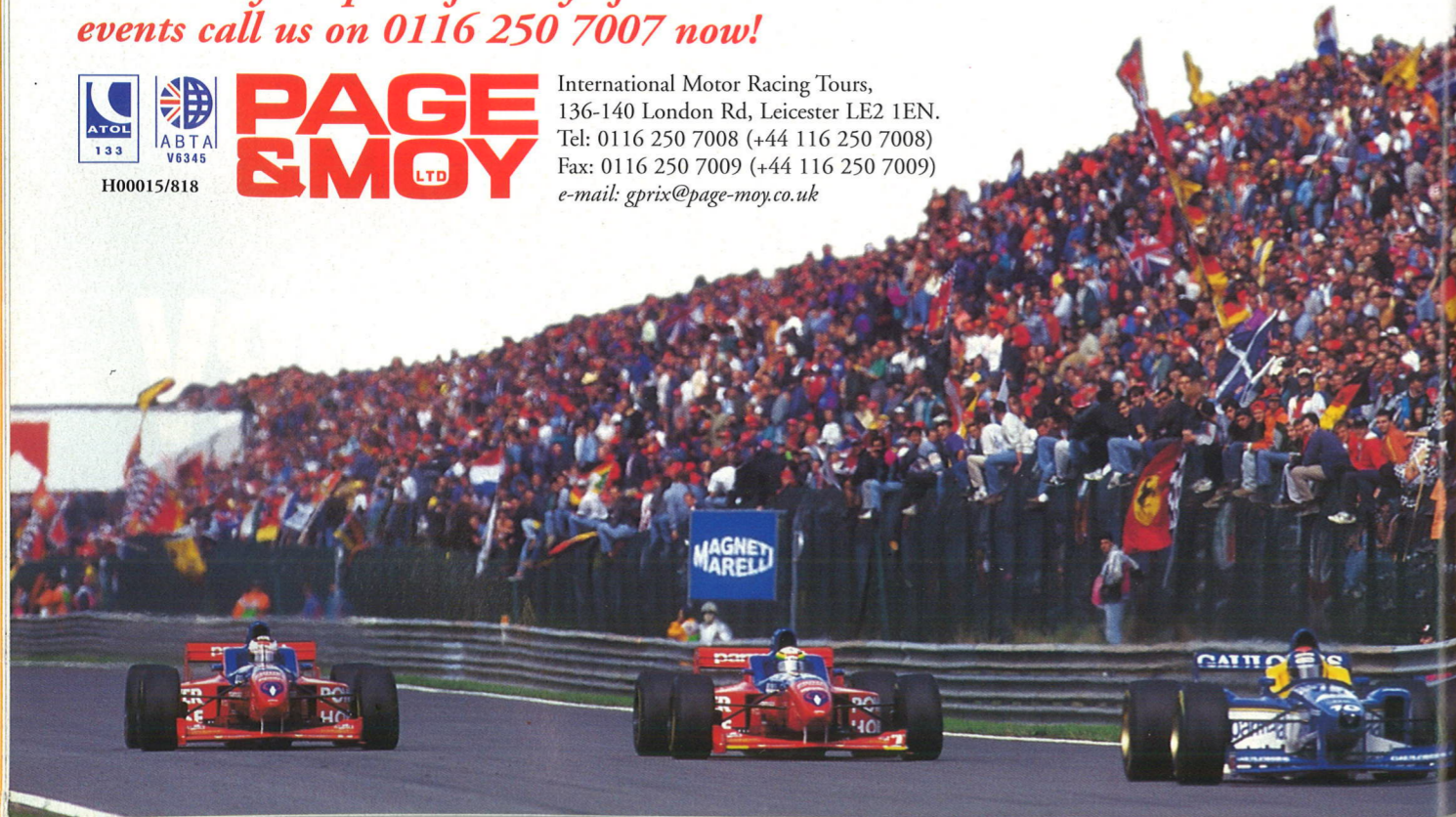
And finally - to the Nurburgring for the *Grand Prix of Luxembourg on 27 September*. Any talk of the Nurburgring is steeped in nostalgia and regret for the fate of the old 15 mile circuit but just 12 laps per race wasn't exactly good value for the paying spectator! It is now a modern up-to-date circuit with good facilities and excellent viewing - well worth a visit!

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Belgium 30 August

Italy 13 September

Lux'bourg 27 September

Japan 1 November

Austria

Fisichella bagged his first pole, while Barrichello and Salo made the top seven. But once the sun came out, it was back to the old routine **p108**

Germany

A dominant display from the McLarens spoiled Michael Schumacher's home GP. Brother Ralf began brightly, but was let down by some poor pit strategy... **p114**

Hungary

With McLaren on a roll, hopes were fading for Ferrari. But the Hungaroring always throws up a few surprises, and Schuey put in a masterly drive **p120**

Belgium

Things are hotting up. Rain sums up Spa - and we all know who likes rain. With Jordan and Williams back on song, McLaren need a cracker **p128**

Italy

Monza is the quickest circuit on the F1 calendar, so expect to see McLaren and Jordan run well. It's also the tifosi's home, and they always demand the best **p130**

Drivers

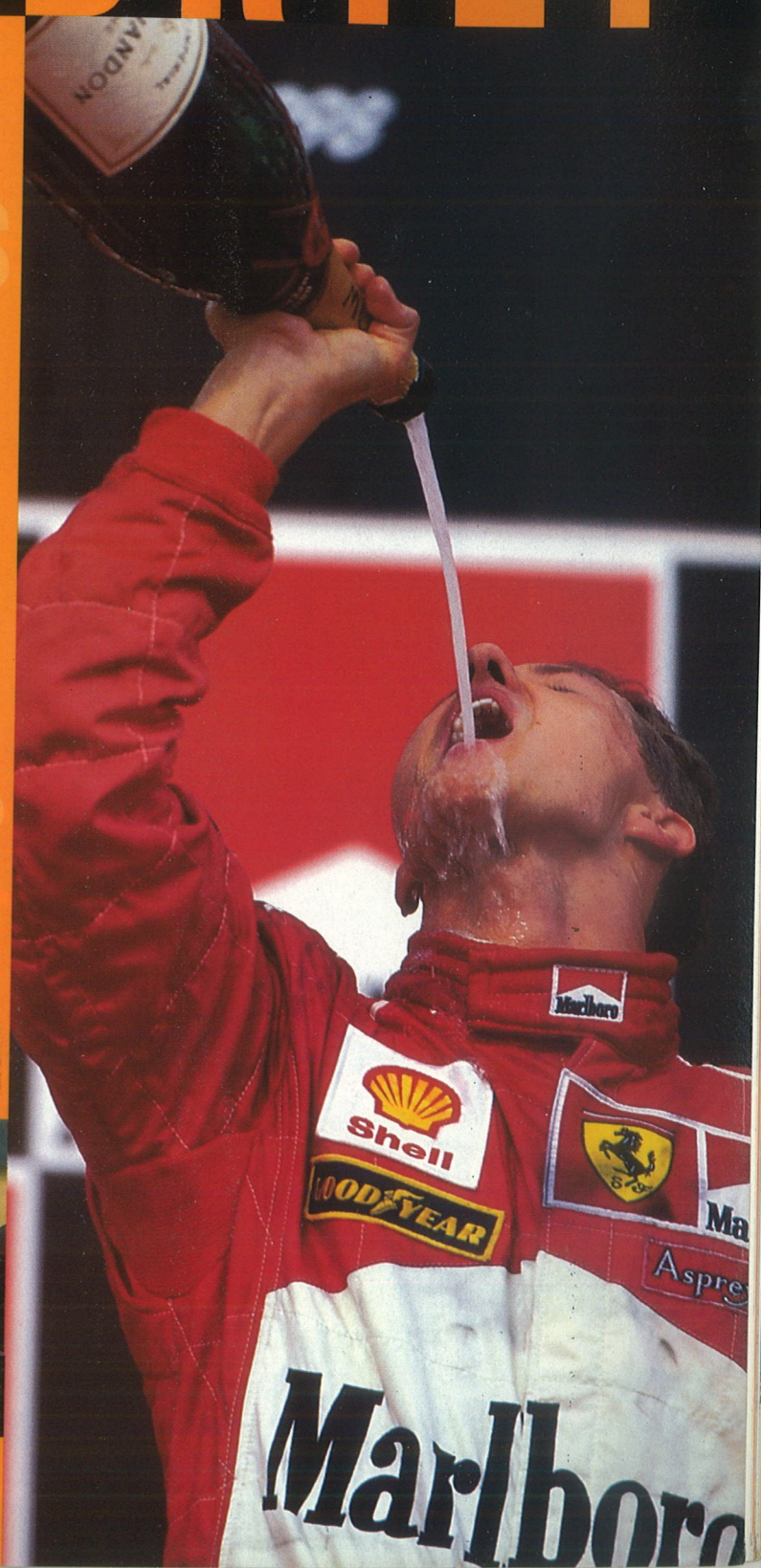
1	Mika Hakkinen	77
2	Michael Schumacher	70
3	David Coulthard	48
4	Eddie Irvine	32
5	Jacques Villeneuve	20
6	Alexander Wurz	17
7	Giancarlo Fisichella	15
8	Heinz-Harald Frentzen	10
9	Damon Hill	6
10=	Rubens Barrichello	4
	Ralf Schumacher	4
12=	Jean Alesi	3
	Mika Salo	3
14=	Johnny Herbert	1
	Pedro Diniz	1
	Jan Magnussen	1

Constructors

1	McLaren-Mercedes	125
2	Ferrari	102
3	Benetton-Playlife	32
4	Williams-Mecachrome	30
5	Jordan Mugen-Honda	10
6	Stewart-Ford	5
7=	Arrows, Sauber-Petronas	4



Right: Hungary '98 was one of Schuey's finest hours. Above: poleman Hakkinen hit trouble on race day, limping in sixth



RACE 10 **A1 Ring, AUSTRIA** 26 July

Mika takes the Michael

McLaren get their season back on track

THE JAW WAS SET FIRM, the expression stony-faced. Michael Schumacher had cost himself two points, and he knew it. Mika Hakkinen headed for Hockenheim with an eight-point championship lead and Schumacher knew it should have been six.

REPORT BY TONY DODGINS

Qualifying was a lottery (see separate story, page 111) but it mattered not that Giancarlo Fisichella had taken his first ever pole or that Jean Alesi's Sauber joined him at the front. Halfway round the opening lap it was Hakkinen first, Schumacher second.

Behind the McLaren, Schumacher bobbed and weaved, his gains under braking and out of slow corners telling you that the Ferrari was running a lighter fuel load. Two stops were going to be required, hence the urgency to get by. Schumacher gunned the Ferrari alongside, even eked out half a car length's advantage but, cool as you like, Hakkinen stood his ground, made Michael go the long way. Out on the marbles the Ferrari lost both grip and a place to Fisichella.

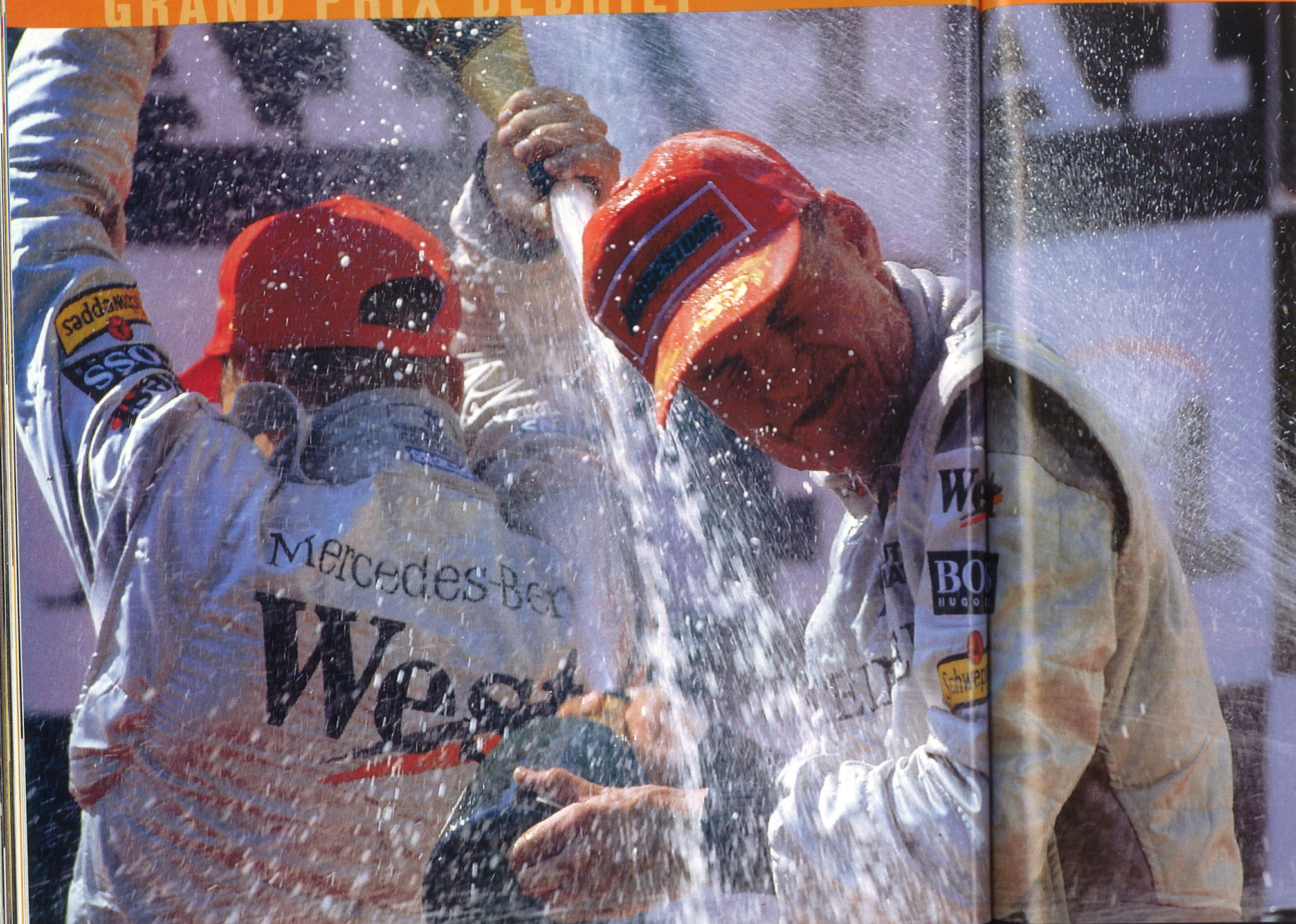
Within a lap the scarlet car was back, but Hakkinen remained unfazed. This was to be no Argentina. Mistake-free, Mika made sure to cover the middle ground. Frustrated, Schumacher made an uncharacteristic error. Lap 17 cost him 11 seconds as he ran off the road and careered violently through the gravel at the Jochen Rindt Kurve.

"It was a stupid mistake," he said later. "I came in too fast, the car ran onto the marbles - and I was off. I thought

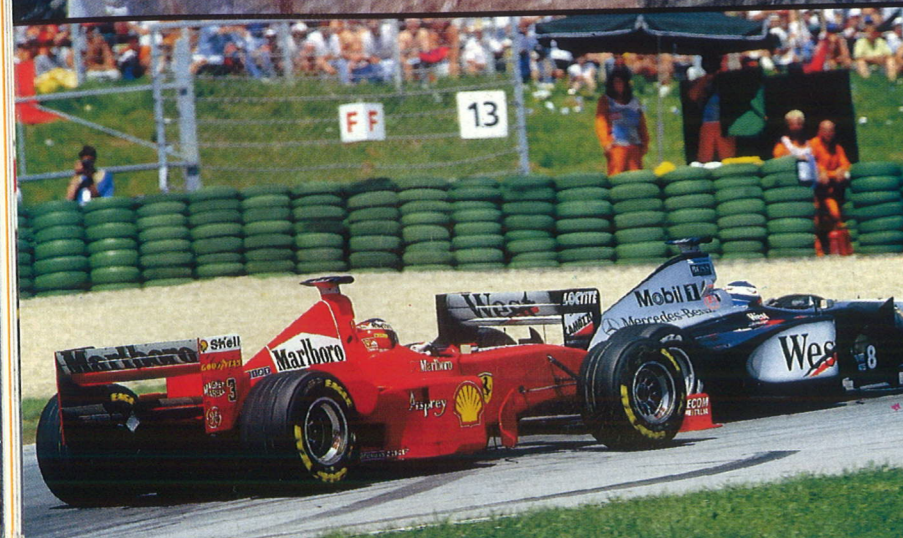
I'd done more damage than I had." Unfortunately, by the time he'd collected it all together, the Ferrari was past the pitlane entry and he had no choice but to complete another slow lap. He dovetailed the call for a new nose with his first fuel stop and rejoined at the back, minus his right barge board.

Hakkinen was home and dry. The only concern was tyre wear. Saturday's deluge had washed the circuit clean and the 'rubbering-in' process had to begin afresh on Sunday morning. Without a gradual build-up over the three days to ease tyre degradation, McLaren's best information from the warm-up was that they would struggle to do a one-stopper. But, then again, they expected Hakkinen to spend the opening laps behind Fisichella and Alesi, so the speed benefits of a two-stopper stood to be negated. Knowing that the circuit would rubber-in as the race progressed, they gambled on tyre durability increasing, and they were right. ▶

Fisichella's first pole promised a podium finish - until Alesi got in the way



MAIN AND FAR LEFT: DARRREN HEATH; BELOW LEFT: MARTYR ELFDORLAT; CUT-OUT: DARRREN HEATH



Above: Coulthard and Hakkinen celebrate the first McLaren one-two since Barcelona. Left: Hakkinen drove like a champion to keep Schumacher's early-race lunges at bay. Right: an unusual front row promised an upset but, by Turn 1, status quo had been restored with Hakkinen out front once more





DARREN HEATH

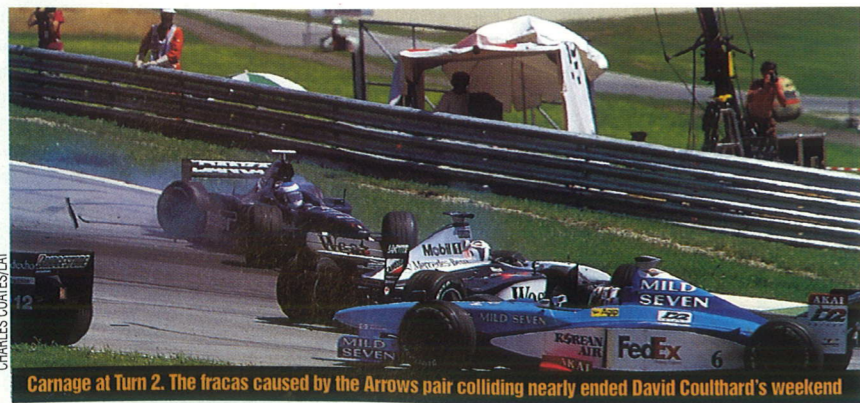
Schumacher jnr and snr fight for fourth place. In Austria Ralf proved that he is no walkover when his brother is in his mirrors. Their frantic battle was a race highlight

'I saw someone locked up coming down the inside and moved to the middle of the road. But I still got hit' DAVID COULTHARD

If the safety car worked in Ferrari's favour at Silverstone, it helped out David Coulthard in Austria, who had started 14th. "Back there, the only thing in your mind is avoiding an accident," he said. "The field concertinas together but people still think they can all brake at the 100-metre board.

Going into the second corner I checked my mirror, saw someone locked up coming down the inside and moved to the middle of the road. But I still got hit."

That someone was Pedro Diniz. You can only imagine Tom Walkinshaw's feelings as Pedro's Arrows collected team-mate Mika



CHARLES COATES/LAT

Carnage at Turn 2. The fracas caused by the Arrows pair colliding nearly ended David Coulthard's weekend

Salo's car and then thumped Coulthard's McLaren. Salo executed a quick doughnut to rejoin, clobbering Coulthard's nose and left front wheel in the process.

"One of the advantages of the narrow-track cars is that the suspension is stronger," Coulthard said, "but the downside is that you can't see the nose any more. I had no idea how much damage was done until I turned into the next corner and saw pieces of wing flying over my head! The safety car at least allowed me to rejoin and catch up with the pack." And so effective was his recovery drive that by lap 34, when Hakkinen made his only stop, David actually saw 'P1' on his pitboard for a few fleeting moments.

Schumacher, of course, was also making startling progress. He enjoyed a brief battle with brother Ralf for fourth, but once the Ferrari was through you knew that Michael had to finish on the podium.

Why? Because Irvine was third.

It was hardly unusual for the Ferrari number-two to be asked to move over for the delayed team leader but what was a total nonsense was Ferrari feeling the need to insult our intelligence by claiming that Irvine had a brake problem.

The only brake problem he had was his foot resting upon it more than he wanted. ①

On best behaviour

RANCOUR IN THE RANKS had become the order of the day in recent races, but David Coulthard had nothing but fulsome praise for the standard of driving at the A1-Ring. And he should know, having driven through from dead last on the second lap to briefly see P1 on his pitboard at half distance.

Coulthard explained that a restructured Grand Prix Drivers Association committee, with Alexander Wurz replacing Damon Hill as chairman, had discussed recent controversies with their colleagues; and the decision had been taken to urge race stewards to uphold the rule stating that a driver can make just one decisive move while defending his position.

"A lot of us didn't realise that's what is in the rule book," Coulthard said. "You are allowed to make one manoeuvre which cannot hinder the car trying to overtake you. So, basically, if a car's alongside you, you can't drive it off the circuit.

"It was to clarify situations like Canada, where there was some weaving, and Silverstone. It's not allowed in the rules and if the stewards wanted to enforce it they could, so in the interests of safety we've decided to make sure that we are all playing by that rule. I think everyone, including Jacques (Villeneuve) – who's not in the GPDA – was absolutely perfect throughout the race. They made a defence of their position and then it was up to me to make the manoeuvre."



STEVEN TEGLAT

The Benetton mechanics congratulate Giancarlo Fisichella on his lucky pole

Benetton win lottery

THERE'S NO SUCH thing as just a racetrack.

"You have a fundamental choice with a track surface — either it absorbs water or repels it," explained Ron Dennis. "At the A1-Ring, the water is repelled. The upside is that the circuit dries quickly, the downside is that little rivers form. It also makes tyre choice very difficult. You know that if the rain stops, the surface will dry quickly and intermediates will be better."

That was the story of qualifying. We were 27 minutes into the hour before a car ventured onto the soaking track. A double 360-degree spin by Tora Takagi on his exploratory lap showed the extent of the problem. With 15 minutes left, Michael Schumacher was two-and-a-half seconds quicker than his nearest rival. But, with just five minutes remaining, drivers were on

intermediates. Suddenly it was a lottery.

When the chequered flag fell, pole man Fisichella's Benetton had done its time on Bridgestone wets, Alesi's Sauber was second on Goodyear intermediates, Hakkinen's McLaren was third on Bridgestone intermediates, Michael Schumacher's Ferrari was fourth on Goodyear intermediates and Rubens Barrichello's Stewart and Mika Salo's Arrows were fifth and sixth on Bridgestone wets.

It was the first pole position by an Italian since Riccardo Patrese started the 1992 Hungarian Grand Prix at the front, and it ended McLaren's bid for 10 consecutive pole positions.

"Our telemetry showed us that Mika was on a likely pole lap when he hit slower traffic, but then that's racing," Dennis said.

It was a close call.



LAT

The Jordans would pose no trouble for DC; nor would the rest of the field

The differing tales of two Jordan drivers



MARTYN ELFORD/LAT

Ralf Schumacher outshone his more illustrious team-mate Damon Hill in Austria. Hill let his frustration out, claiming that the team weren't getting the job done

THE JORDANS looked a competitive proposition in Austria, explaining why Damon Hill was so disgruntled on missing out on the last five minutes of qualifying when conditions were at their best. "We really do need to be getting these things right," he

said as he faced lining up 15th, a full four slots adrift of team-mate Ralf Schumacher.

Hill made a fine start, picked his way through the trouble and came around ninth on lap one, right on Ralf's tail. A light fuel strategy demanded an early stop, however, and the

combination of a slower "in" lap and traffic meant that Ralf had opened a 7.5-second advantage by the time he completed his first stop seven laps later. More traffic took the margin to over 20 seconds, guaranteeing that only Schumacher would score

points for Jordan (his second consecutive helping). At the flag the pair were split by Jacques Villeneuve's Williams, which spent many laps trapped behind Jarno Trulli's Prost. Last year the pair had fought for the lead; this year they were barely noticed.

No glorious homecoming for Wurz

ALEXANDER WURZ, having his first home grand prix, was overshadowed by his Benetton team-mate Giancarlo Fisichella all weekend, until the Italian ended his race in a coming-together with Jean Alesi. Wurz eventually brought his B198 home ninth.

While Fisichella took his first ever pole in 1min 29.58sec, Wurz started 17th with 1min 33.18sec. "In conditions like we had, an awful lot of luck comes into it," said Benetton technical director Pat Symonds. "Whereas the timing was perfect for Giancarlo, Alexander got stuck in traffic and four seconds wasn't a true reflection of the difference between them."

Wurz had been relieved to actually step into the car on Friday morning. "Before that it was all appearances and press conferences," he said. "Starting from 17th, I really couldn't do any better. I enjoyed the race, but it was an object

CHARLES COATES/LAT



Wurz's weekend never recovered from a lowly 17th grid position

lesson in the importance of a good grid position. I took a big risk trying to pass Jos Verstappen's Stewart, but I had no choice. I went off into the gravel but got back on again without major dramas."

No luck for Stewart

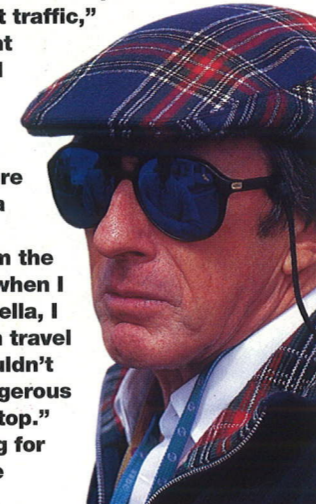
RUBENS BARRICHELLO lined up fifth at the A1-Ring after a superb wet-weather performance during qualifying – and he could have done even better.

"On my last lap I was four-tenths up in the first sector and then I hit traffic," he said. "Without that I might have been looking at second or third place."

Barrichello jumped Alesi at the start and ran fourth for the first seven laps, before being forced out early with a rear brake leaking fluid.

"I had a problem right from the start. Even on the first lap, when I managed to go inside Fisichella, I felt that there was too much travel in the brake pedal. I just couldn't drive the car. It was too dangerous and I had no choice but to stop."

It was highly disappointing for Jackie Stewart, who had the Princess Royal present as a guest. Jos Verstappen also retired with a blown engine.



CHRIS DIXON/LAT

Austria promised much for JVS, but delivered nothing



STEVEN TEE/LAT

Jean Alesi made a bad start and slipped from second to fifth on the first lap

Alesi: no basic instinct

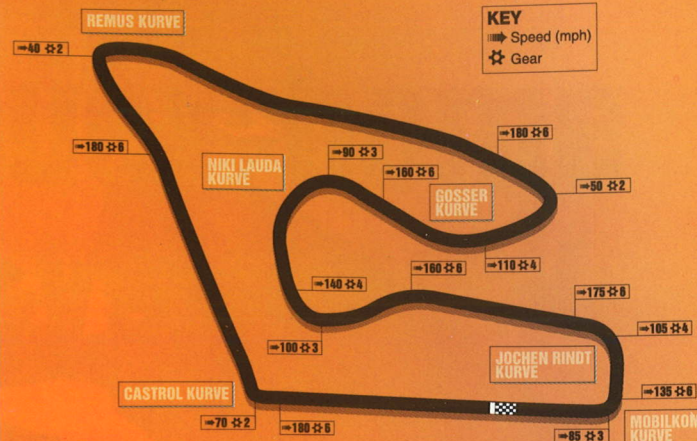
Jean Alesi, one of the best starters in F1, was fancied to take a Sauber into the lead of a grand prix for the first time but, sadly, he made a poor getaway.

"You can follow a procedure at the start, taking the revs and clutch to a certain point and then holding them on a button," Alesi said. "You get a reasonable start that way but I find I can do a better one by using my own instinct. It's a gamble but usually it's worth it.

"But here we used a longer first gear and, because of that, I pulled away a little too gently and lost time. It also didn't help me when I tried to do a spin-turn on an uphill gradient..."

On the subject of his race-ending incident with Fisichella, Alesi added: "I never like to have accidents but it's even worse when you have them with someone you like, and I really like Giancarlo!"

AUSTRIA TRACK FACTS

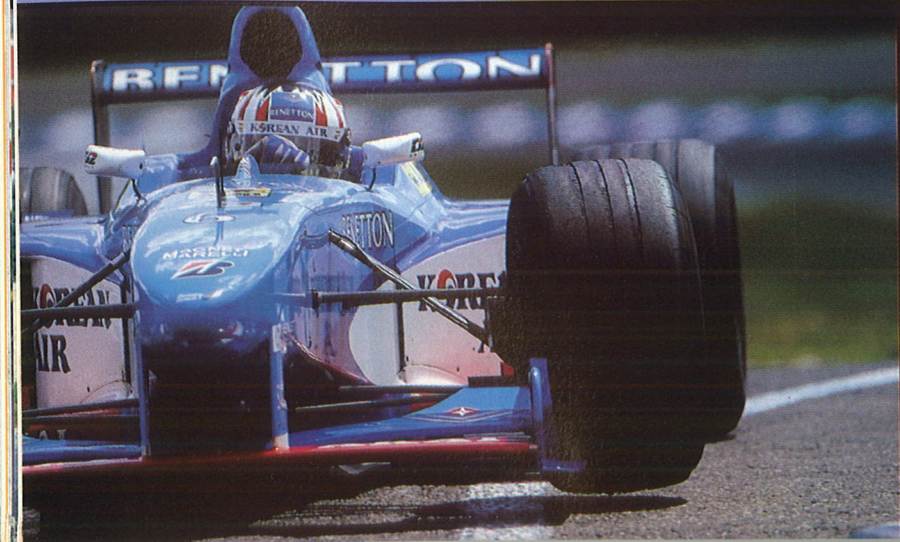


RESULTS

Final position	Driver	Total race time	Position after 1 lap	Qualifying lap position in brackets	Fastest race lap position in brackets	Fastest pitstop position in brackets
1	Hakkinen McLaren-Mercedes MP4-13	1:30:44.086	1	1:30.517 (3)	1:13.412 (3)	29.46 (14)
2	Coulthard McLaren-Mercedes MP4-13	1:30:49.375	17	1:32.399 (14)	1:12.878 (1)	28.42 (11)
3	M Schumacher Ferrari F300	1:31:23.178	2	1:30.551 (4)	1:13.029 (2)	27.45 (7)
4	Irvine Ferrari F300	1:31:28.082	6	1:31.651 (8)	1:14.066 (8)	25.47 (1)
5	R Schumacher Jordan-Mugen Honda 198	1:31:34.740	8	1:31.917 (9)	1:13.972 (5)	26.40 (3)
6	Villeneuve Williams-Mecachrome FW20	1:31:37.288	13	1:32.038 (11)	1:13.730 (4)	28.56 (12)
7	Hill Jordan-Mugen Honda 198	1:31:57.710	9	1:32.718 (15)	1:14.135 (9)	26.54 (4)
8	Herbert Sauber-Petronas C17	1 lap behind	18	1:33.205 (18)	1:14.639 (10)	26.91 (6)
9	Wurz Benetton-Playlife B198	1 lap behind	11	1:33.185 (17)	1:14.040 (6)	26.61 (5)
10	Trulli Prost-Peugeot AP01	1 lap behind	12	1:32.906 (16)	1:15.709 (15)	28.76 (13)
11	Nakano Minardi-Ford M198	1 lap behind	16	1:34.536 (21)	1:15.575 (13)	30.15 (15)
12	Rosset Tyrrell-Ford 026	2 laps behind	14	1:34.910 (22)	1:16.100 (17)	28.33 (9)

RETIREMENTS

Verstappen	engine	10	1:32.099 (12)	1:15.610 (14)	25.99 (2)
Stewart-Ford SF2					
Tuero	spun off	19	1:33.399 (19)	1:15.789 (16)	27.86 (8)
Fisichella	accident	3	1:29.598 (1)	1:14.044 (7)	28.39 (10)
Alesi	accident	5	1:30.317 (2)	1:14.791 (11)	—
Frentzen	engine	7	1:31.515 (7)	1:15.446 (12)	—
Barrichello	brakes	4	1:31.005 (5)	1:16.822 (18)	—
Diniz	accident	15	1:32.206 (13)	2:02.090 (19)	—
Salo	accident	20	1:31.028 (6)	—	—
Panis	clutch	—	1:32.081 (10)	—	—
Takagi	spun off	—	1:34.090 (20)	—	—



Above: '98 win number six for Hakkinen was a true world champion's performance. Left: Alesi outclassed team-mate Herbert in qualifying, recording a time almost a full second faster than the Englishman's. Far left: Wurz had another disappointing outing, ending up in 11th place

MAIN: DARREN HEATH; FAR LEFT: STEVEN TEE/LAT; BELOW LEFT: DARREN HEATH; CUT-OUT: DARREN HEATH

RACE 11 **Hockenheim, GERMANY** 2 August

Schuey: home and very sick

The German GP was a huge disappointment for Schumi's army, as Mika netted 10 more

THE KLAXONS STAYED SILENT, and where were the rockets? Another McLaren-Mercedes one-two was enough to give Mika Hakkinen a 16-point championship lead with five races to go. For Michael Schumacher, the weekend was a disaster.

REPORT BY TONY DODGINS

He went off on Saturday morning and he started ninth – his worst qualifying performance of the season, three places adrift of team-mate Eddie Irvine. There was no way back. He finished fifth and the Schumi faithful made a forlorn sight as they headed for home.

How Schumacher must wish he'd been born 25 years ago. If his home grand prix was still on the old Nürburgring, you could put him out in a wheelbarrow and he'd still be a factor. At Hockenheim he's all but impotent. The place is about machines, not men. Nowhere more than a Hockenheim grid do the animals go in two-by-two.

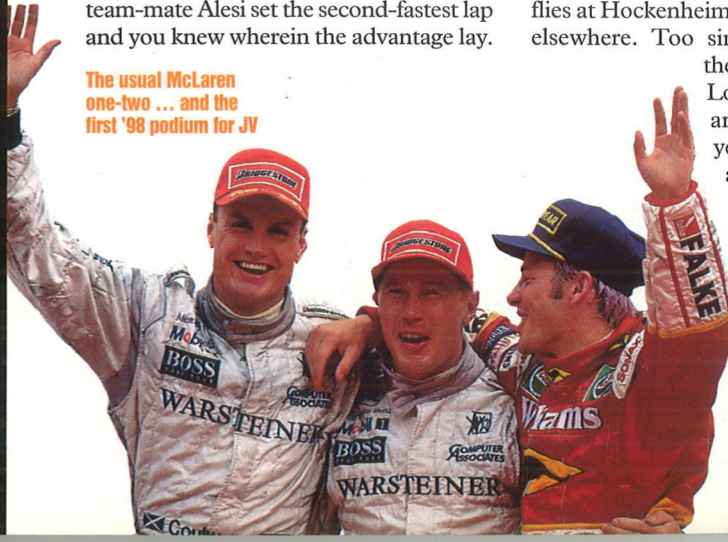
There is the odd case of inspiration, like Gerhard Berger last year. But even then, emotion clouded reality. Benetton team-mate Alesi set the second-fastest lap and you knew wherein the advantage lay.

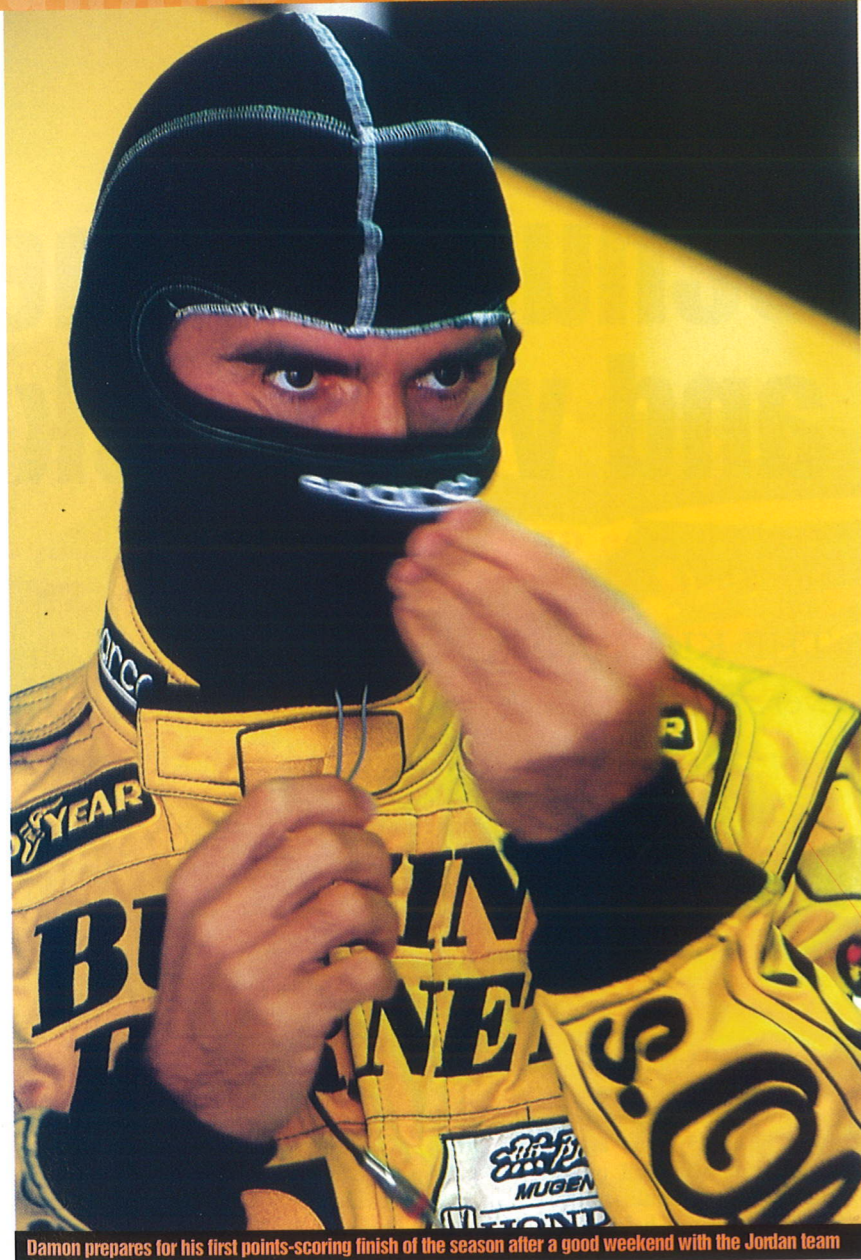
Think Hockenheim and you think power. These days though, it's not enough. "Aerodynamics, aerodynamics and aerodynamics. That's what matters here," Eddie Irvine said through a grimace. "Granted, horsepower is important. You look at the amount of wing Hakkinen is running and you know he couldn't afford it without some serious power. But efficiency is the key. And what's Adrian Newey? An aerodynamicist. There's nothing wrong with our engines, but look how we're struggling."

Take it that a McLaren works everywhere. But after that it's often the case that a car which doesn't possess huge amounts of inherent downforce often flies at Hockenheim although it struggles elsewhere. Too simplistic, that – but there's something in it. Look at the Benetton and the Jordan last year, the Jordan and to a lesser extent the Williams this time.

To be very quick around Hockenheim you need power in abundance, good stability under heavy

The usual McLaren one-two ... and the first '98 podium for JV





Damon prepares for his first points-scoring finish of the season after a good weekend with the Jordan team

CHARLES COATES/LAT

Ralf Schumacher was an odd one – well, maybe not (see separate story, p119) – and it meant that Villeneuve had only Hill's Jordan to worry about. Damon scored his first points of the year after a solid drive on a weekend when he was a factor throughout. He was 15 seconds down as the race entered its final quarter, but the gap was half that by the flag.

Of the three cars ahead of him, two were in trouble. Villeneuve reported getting sideways on oil from Hakkinen's car as they left the grid, and by the end of the race Coulthard's car was coated in escaped lube from Mika's MP4-13.

"I was a bit worried about it," Hakkinen admitted. "And there was a worry that not quite all the fuel had gone in at my pitstop. The team radioed me to lean-off the mixture a bit. I was losing power and just prayed that everything would be okay." With 10 laps to go, Villeneuve upped the pace, setting personal bests on consecutive laps and closing to within three seconds of Hakkinen. The McLarens had to respond.

"I was getting a lot of oil from Mika's car too, and figured that if he had a problem I should push and make it worse," Jacques grinned.

The McLarens immediately dropped down into the 1min 46sec bracket again for three laps, and a costly lap with traffic for Villeneuve gave them some breathing space. But, with six to go, Hakkinen fell back into the 1min 48sec area. And there he stayed.

"It wasn't a very comfortable position to be in," Coulthard said. He was obviously riding shotgun, but such was the oil problem that he was having difficulty seeing the circuit. His mirrors were

smearing with it too, to the extent that he couldn't see Villeneuve. "I knew Jacques was closing and I knew he'd have a go if he got to within a second. They were a long last few laps."

Happily for the McLarens, though, Villeneuve could no longer do 1min 46sec laps either. "The revs went up and I was getting more inside wheelspin. The car felt loose and I couldn't push," Jacques said. "It felt like a problem with the diff." It was enough to bag a fifth one-two in 11 races for McLaren, and the first Mercedes home success for 44 years. ①

Jacques was a factor on Sunday, too – and scored his first podium of the season. The Jordan team's decision to two-stop

'Before, I've never felt comfortable with a Williams in low-downforce trim, but this season it has been better like that' JACQUES VILLENEUVE

braking, a set-up which allows you to ride the kerbs without 'flying' and, of course, commitment. On his previous two visits Jacques Villeneuve had had a nightmare. Which always struck you as odd. He had a Renault engine, a Williams and you could never accuse him of lacking commitment. A year ago, with a better car, he came here and qualified ninth, half a second adrift of team-mate Heinz-Harald Frentzen. This time he was third, more than one second clear of his team-mate. He failed to displace Coulthard by just 18 thousandths. Anyone claiming to

Takagi takes Tyrrell to ... unlucky 13th

TYRRELL HAD A TRAUMATIC SATURDAY as Ricardo Rosset crashed at Turn One on Saturday morning and, after reluctantly accepting medical advice from Sid Watkins, missed qualifying and therefore the race.

Toranosuke Takagi was a superb ninth-quickest in the Saturday morning untimed session but shunted heavily, also at Turn One, on his second qualifying run. He ran back to climb aboard the spare but was soon in the gravel again. Where? Yes, you guessed: Turn One...

"The fine line that you tread in this configuration has caught out a lot of 'names' this weekend," said Tyrrell's

Harvey Postlethwaite, "but it's a shame that our best qualifying of the season was within our grasp and we ended up in the gravel (and 15th). Experience is only gained at a price and the team have a long night ahead to repair the damage. We shall be sacrificing a young virgin tonight in the hope of better things tomorrow!"

We think we know what he meant and Takagi certainly learned well, enjoying a spirited race with 1997 Tyrrell men Jos Verstappen and Mika Salo, whom he passed on the last lap to come home 13th. "His finishing position does not do justice to his race," Postlethwaite said.



Ricardo Rosset's weekend ended in tears before it really started; a crash at Turn One on Saturday morning meant he was deemed 'unfit' to even try to qualify

DARREN HEATH

Salo quick, but can't find the way home

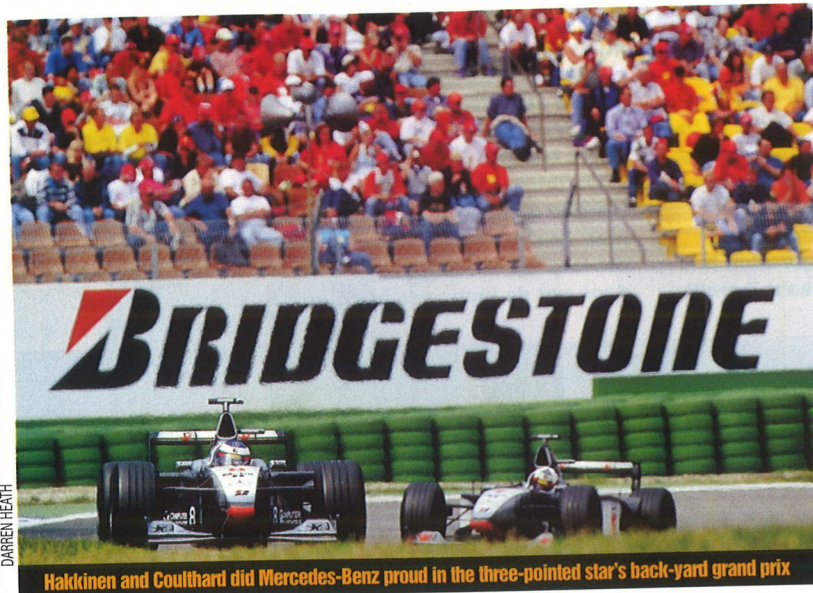
QUESTION: WHAT WOULD RECORD the quicker speed-trap time during a grand prix at Hockenheim – a Ferrari pedalled by Michael Schumacher or an Arrows with a home-brew engine driven by Mika Salo? Only one answer, you'd have thought, but you'd have been wrong. Schumacher's fastest race speed was 209.7mph, while Salo managed 210.1mph. Proof that strides have been made with TWR's engine, even if Mika was slow through the stadium and was obviously running less wing than Schuey.

Salo and team-mate Pedro Diniz weren't so quick on Saturday night, however. They attended a Danka function and were unsure about the route back to their hotel in Waldorf. Being jet-setting grand prix drivers, they just happened to have a GPS (global positioning satellite) navigation device. They tapped in 'Waldorf' and followed instructions – but arrived in Frankfurt. Seems there were two Waldorfs in the vicinity...



MARTYN ELPFORD/LAT

McLaren's top efficiency



DARREN HEATH

Hakkinen and Coulthard did Mercedes-Benz proud in the three-pointed star's back-yard grand prix

DAVID COULTHARD WAS annoyed at himself for overshooting his pit in what he viewed as his only chance of leading the German Grand Prix.

"I was right behind Mika on the lap he stopped, and I noticed from my dash that we were about 0.8 seconds down at the second split. I was stopping next time around and reckoned that if I could drive a really quick lap I might just get out ahead. But I hit traffic in the Stadium and was a bit frustrated as I came in, and just overshot."

Despite having to lug the fuel hose the extra few feet and realign the wheelchange men, that stop from McLaren was still the fastest of the afternoon among those on a one-stop race – which was everyone bar Ralf Schumacher, Rubens Barrichello and the penalised Olivier Panis.

Coulthard's total stop time was 29.09 seconds, and the closest to it was 29.76 by McLaren for Hakkinen. "For me, the highlight of the race was the performance of our mechanics," said Ron Dennis.

Coulthard, the soothsayer

DAVID COULTHARD predicted at the start of the season that the 1998 specification grand prix cars could actually be quicker at Hockenheim.

The idea behind narrower cars and grooved tyres was to cut down on the aerodynamic effect and to reduce the contact patch of the tyre, thereby reducing grip.

The 1998 tyres put roughly 17 per cent less rubber on the road. Less rubber equals less grip equals reduced speed. Simple physics, that. Hockenheim, however, doesn't have a long, high-speed corner. Braking

efficiency and a car that can be muscled across the kerbs counts for most at the three chicanes, leaving only the relatively slow Stadium section to contend with.

Coulthard figured that the loss in grip through the Stadium might just be compensated for by the reduced drag and increased straightline speed from the narrower cars, allied to ongoing engine developments. He was spot-on. Gerhard Berger's 1997 pole time was 1min 41.873sec, while Hakkinen managed 1min 41.838sec – the first time that a '97 pole has been bettered.

To wing it is to win it...?

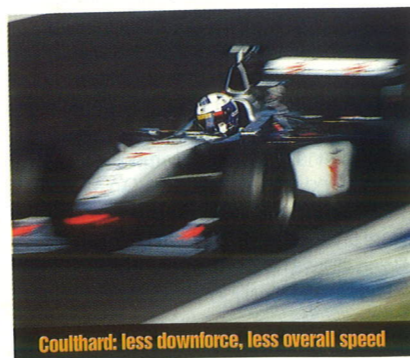
ALTHOUGH THEY WERE driving the same car, Mika Hakkinen and David Coulthard had entirely different approaches to a lap time at Hockenheim.

Hakkinen ran much more wing than Coulthard, with the result that the Scot recorded 222mph on the run down to the Jim Clark chicane, the fastest straightline speed anyone could recall for a normally aspirated F1 car. For the record, Ferrari people could remember 225mph-plus for Patrick Tambay's Ferrari and Nelson Piquet's Brabham on Paul Ricard's Mistral Straight back in 1983 during the turbo years.

Despite Coulthard's speed, however, Hakkinen outqualified him by half a second, as David paid for his straightline speed with limited grip through the Stadium section, where Hakkinen eked out a considerable advantage. He was also able to get through Turn One quicker, meaning that he only lost out by fractions in the overall sector-one time down to the Clark chicane.

The pair ran similar set-ups in the race and, despite the Mercedes V10 enjoying a reputation as F1's most powerful engine, Hakkinen recorded only 12th-quickest speed-trap time (210.3mph) as against Coulthard's overall best (215.2).

The other side of the coin was Hakkinen's best through the Stadium section (27.17sec) – only Damon Hill was quicker – as against Coulthard's 27.56sec, which was beaten by eight cars. Add together their best sector times and Hakkinen's optimum lap would have been 1min 45.81sec as against Coulthard's 1min 45.85sec.



Coulthard: less downforce, less overall speed

CHARLES CORTESE/LAT

Ralf: two-stop fever!

JORDAN'S RACE TACTICS were rather puzzling. Ralf Schumacher, who qualified fourth, drove a two-stop race – and Damon Hill, starting fifth, stopped just once.

Strategy is decided by comparing lap times with varying fuel levels, then factoring-in tyre degradation and the loss of time involved in making a stop. If opting for a multi-stopper, you then have to consider grid position and the likelihood of being prevented from lapping at optimum speed by cars starting ahead of you with heavier fuel loads.

Strategy decisions might vary within a team if, say, one driver has qualified near the front while another is mid-grid. In the case of Schumacher and Hill, however, they had both qualified near the front, so surely the calculations were the same. Had the mathematics been that close?

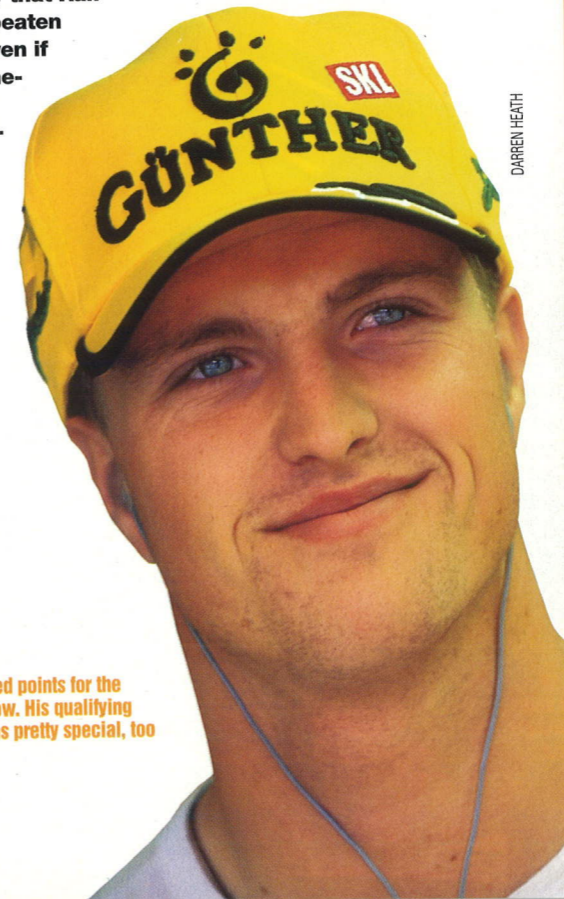
"We reckoned a one-stop race was 10 seconds quicker," Eddie Jordan said. So why did Schumacher make two?

Well, an F1 team are also a commercial operation, and here we were in Germany with Ralf ahead of his brother on the grid – which made him the quickest German.

"We thought that if we took some fuel out, he could go and lead the race," Jordan explained. Which would have meant lots of coverage for Benson & Hedges.

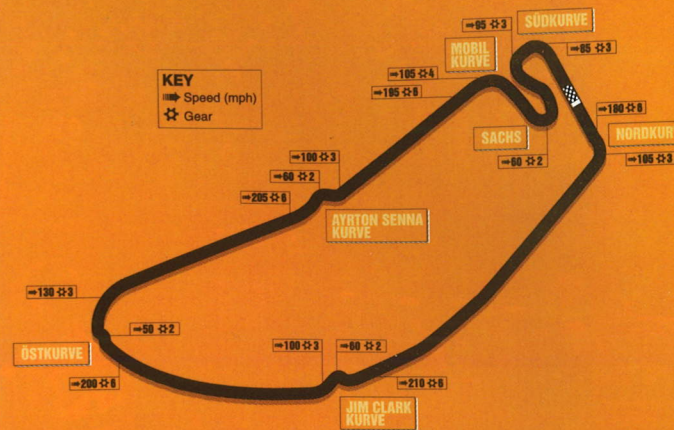
What actually happened was that the McLarens were able to go fast enough on their heavy fuel load to keep Ralf behind, but, claimed Jordan, "they didn't go fast enough to allow him to make the most of his lighter car. We thought they would be quicker. If you look at the times, Damon was able to lap within half a second of Ralf on average, despite a heavier fuel load, which meant that Ralf didn't open up enough of a margin to allow him the extra stop."

It's unlikely that Ralf would have beaten Villeneuve even if he'd run a one-stop race. If Ralf had one-stopped, he would likely have beaten his brother's Ferrari, making them fourth and fifth.



DARREN HEATH

Happy Ralf scored points for the third race in a row. His qualifying performance was pretty special, too



RESULTS

Final position	Driver	Total race time	Position after 1 lap	Qualifying lap position in brackets	Fastest race lap position in brackets	Fastest pitstop position in brackets
1	Hakkinen McLaren-Mercedes MP4-13	1:20:47.984	1	1:41.838 (1)	1:46.252 (2)	29.77 (4)
2	Coulthard McLaren-Mercedes MP4-13	1:20:48.410	2	1:42.347 (2)	1:46.116 (1)	29.02 (3)
3	Villeneuve Williams-Mecachrome FW20	1:20:50.561	4	1:42.365 (3)	1:46.274 (3)	30.94 (13)
4	Hill Jordan-Mugen Honda 198	1:20:55.169	5	1:43.183 (5)	1:46.317 (4)	30.45 (12)
5	M Schumacher Ferrari F300	1:21:00.597	7	1:43.459 (9)	1:46.381 (6)	30.17 (9)
6	R Schumacher Jordan-Mugen Honda 198	1:21:17.722	3	1:42.994 (4)	1:46.350 (5)	27.56 (1)
7	Fisichella Benetton-Playlife B198	1:21:19.010	8	1:43.369 (8)	1:46.831 (8)	30.10 (7)
8	E Irvine Ferrari F300	1:21:19.633	6	1:43.270 (6)	1:46.459 (7)	31.44 (15)
9	Frentzen Williams-Mecachrome FW20	1:21:20.768	9	1:43.467 (10)	1:46.890 (10)	30.13 (8)
10	Alesi Sauber-Petronas C17	1:21:36.355	10	1:43.683 (11)	1:46.964 (11)	30.26 (10)
11	Wurz Benetton-Playlife B198	1:21:45.978	17	1:43.341 (7)	1:46.880 (9)	31.46 (16)
12	Trulli Prost-Peugeot AP01	1 lap behind	13	1:44.844 (14)	1:48.446 (15)	30.31 (11)
13	Takagi Tyrrell-Ford 026	1 lap behind	18	1:44.961 (15)	1:48.608 (16)	32.66 (19)
14	Salo Arrows A19	1 lap behind	16	1:45.276 (17)	1:48.899 (17)	32.12 (18)
15	Panis Prost-Peugeot AP01	1 lap behind	14	1:45.197 (16)	1:47.775 (14)	31.31 (14)
16	Turo Minardi-Ford M198	2 laps behind	21	1:47.265 (21)	1:50.314 (20)	2:46.4 (20)
RETIREMENTS						
	Herbert Sauber-Petronas C17	gearbox	11	1:44.599 (12)	1:47.345 (12)	29.91 (5)
	Nakano Minardi-Ford M198	gearbox	20	1:46.713 (20)	1:49.424 (19)	31.51 (17)
	Barrichello Stewart-Ford SF2	gearbox	12	1:44.776 (13)	1:47.544 (13)	28.46 (2)
	Verstappen Stewart-Ford SF2	transmission	15	1:45.623 (19)	1:49.147 (18)	30.01 (6)
	Diniz Arrows A19	throttle	19	1:45.588 (18)	1:51.259 (21)	–
	Rosset Tyrrell-Ford 026	DNQ		accident Saturday morning; did not try to qualify		



ROUND 12 Hungaroring, HUNGARY 16 August

Brain, brawn and beauty...

Top tactics by Ferrari and sheer brilliance by Schuey gave us a classic Hungarian GP

The faces told the story. There was jubilation writ large across the visage of anyone whose chest bore a prancing horse. Down at McLaren, the expressions were as grey as the shirts. It was another supreme performance from

REPORT BY TONY DODGINS

Michael Schumacher. The man's genius in the cockpit permits the kind of tactical resourcefulness we saw from Ferrari technical director Ross Brawn in Budapest. The pair became renowned for it at Benetton and we are seeing it again now. For all that, McLaren could – no, *should* – have won the race.

The Hungarian Grand Prix was not what it seemed for the first 40-odd laps. The McLarens appeared to be in total control, with Schumacher apparently hanging on by his fingertips. Not so. Before Michael made his first pitstop (on lap 25), the best time recorded by his Ferrari was 1min 20.93sec. He was then stuck behind Jacques Villeneuve until the Williams pitted six laps later. Schumacher then had a clear track for the first time, and he straight away lapped in 1min 19.95sec (lap 32). That was half a second faster than any McLaren managed on its fresh rubber, and the first indication that Schumacher might have their measure. He rapidly

reeled in Coulthard, while Hakkinen was just three seconds further up the road. In the Ferrari pit, Brawn knew that even with a bit of extra speed it would be impossible to pass the McLarens on the track – such is modern-day Formula 1, never mind modern-day Formula 1 at the ultra-twisty Hungaroring. If anyone doubts it, remember that Ayrton Senna once shadowed, but failed to pass, Thierry Boutsen here for 70 laps!

Schumacher stopped again on lap 43. The expected window for anyone doing the 77 laps on a two-stop strategy were laps 48 to 53. Michael was early and his stop time was 1.4sec faster than his first visit, after which he'd done

18 laps. With 34 laps still to go, logic said he was now on a three-stop strategy.

When he peeled off into the pits, he was right on DC's gearbox. Knowing

If there's one thing Rosset hates, it's the phrase '107 per cent'. Yet again, he DNF'd...



Main: Schumacher was the only driver to pit three times during the Hungarian GP, a decision that took everyone by surprise. Above: Panis had a dismal weekend and ended up a very distant 12th. Right: the Williams team are back on song, JV taking an impressive third. Opp: Benetton's David Richards had very little to smile about



OUT-OUT: MARTYN EGROD/AT; OTHERS: DARREN HEATH



DARREN HEATH

Schuey's propensity for driving stunning 'out' laps, together with the wake-up call he had sounded 10 laps earlier, McLaren should not have expected to be able to call Coulthard in a lap later and get him out ahead of the Ferrari – even allowing for them not immediately realising that Michael had changed his strategy. But Hakkinen, three seconds further up the road, would have stood a fair sporting chance. Mika could have controlled Michael's pace, blocking him fairly – even allowing David to rejoin in front and sort out positions later. Schumacher's race would then have been in tatters.

Admittedly, hindsight is a fine thing; but why didn't McLaren do it? "Well," Coulthard said, "My in-lap at my first stop was actually slower than my in-lap at my second because I got sideways. I thought that if I'd lost a second and a half and still come out ahead of Michael first time around, I was comfortable with doing it again. And we weren't bargaining on him doing three stops. To do three stops when you're lying third isn't classically the right decision..." Fair point, but the first time around Schumacher had encountered Villeneuve on his out-lap. Second time around, even though the duration of his pitstop was only 1.4sec less, Michael's stunning out-lap was over



Top: Schumacher hunts down Coulthard with some rapid lappery. Above: the Jordan team continued to improve; Hill qualified and finished a strong fourth

four seconds faster. McLaren had wanted to see Coulthard mixing it with Schumacher rather than Hakkinen. "Obviously, in trying to keep an eye on Michael it's better if I'm running with him," David

said. "If he's behind me, it's a bigger task for him than if he's racing with Mika. That was the reason for that."

Schumacher's task was still an onerous one. "I got on the radio and told him he had 19 laps to open up the 20-odd seconds he needed for the extra stop," Brawn grinned. "He took a deep breath and just said: 'Okay.' That's what he always says..."

Schumacher was now driving pure qualifying laps – but McLaren gave him some more assistance. When Hakkinen stopped, two laps after Coulthard, he too had succumbed to the Ferrari's pace and lost his lead. But he had another problem. He found he could only lap in low 1min 22sec territory, almost two seconds shy of his speed on fresh Bridgestones after the first stop. Coulthard sat behind him for another three tours before Mika moved over, by which time Michael was already 13 seconds in the distance.

It was understandable. There was confusion over Hakkinen's drop-off – and problems with the radio, too. "I radioed in that we were two seconds off the pace and that he was having difficulty," Coulthard said. "I was held up for three laps." Arguably, David lost the five seconds that Schumacher had managed to gain after his third and final stop.

That, though, is harsh. You can argue that Schumacher cost himself five seconds when he fell off the last corner on lap 52, and that Ferrari's pace vindicated Brawn's call. It was a quite brilliant drive; Brawn ranked it among Schumacher's very best. Goodyear, too, can be proud. Emotions ran high.

The battle is on again. 1

Goodyear edge ahead

DESPITE ALL the pre-race talk surrounding another wider Bridgestone front tyre, new compounds from Goodyear were a major factor in Ferrari's fightback in Hungary.

The whole Budapest weekend involved tactical nip and tuck as McLaren opted for the softer of the two Bridgestone compounds on offer, while Michael Schumacher chose the harder of the two Goodyear tyres.

It was telling that Schumacher's fastest race lap (1min 19.28sec) was 0.79sec quicker than Jacques Villeneuve's, also on Goodyears. Williams team-mate Heinz-Harald Frentzen took the race's third-quickest lap, while the two McLarens ranked fourth and fifth, 1.25sec adrift of Schuey's best.

David Coulthard admitted to great surprise at the way

Schumacher was able to pull away over the final 30 laps, explaining that much of it was down to tyres as well as the German's ability.

"New rubber gave a bit more grip for the first couple of laps but then the performance seemed to drop off a lot," the Scot said. "There wasn't the graining that we expected, but I was on the limit of the tyres. Under braking I was locking up the fronts on entry, then when I went on the power I was sliding the rear through lack of traction. It was the maximum we could get from the car, which made it physically hard. I just couldn't get the car plugged in and it was very uncomfortable."

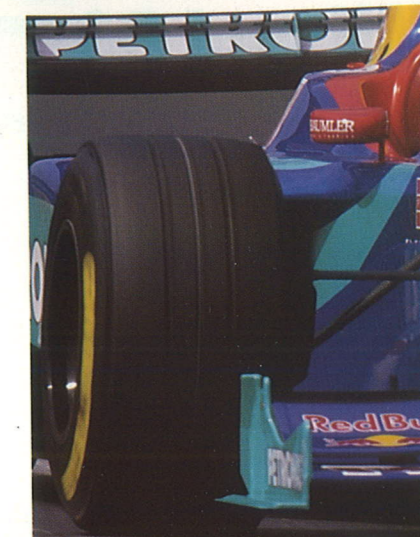
Coulthard admitted that, had McLaren opted for the harder of the Bridgestones, they probably wouldn't have prevented Schumacher from taking the pole.

This was seen as vital if they were to prevent him successfully running a three-stop strategy, widely regarded as the quickest option in a perfect scenario.

"You have to say there's a bit of work to do on the tyre front," Coulthard conceded. "This weekend I think Goodyear had a better race tyre."

Schumacher himself paid tribute to the Akron company. Ross Brawn explained, "Michael was committed to the harder tyre all weekend and was determined to make it work. But Eddie was on the soft tyre and that was pretty good too. I'm not sure there was a big difference and it's just a shame that Eddie had a problem."

"The Goodyear was durable; the compounds are now superb. Those who wrote us off after Hockenheim were a bit premature."



The Bridgestone front (above) was wider than the Goodyear (top), and had been expected to confer an advantage. On the day, Goodyear dominated

BELOW: MARTIN LEFROU/LAT; OTHERS: DARREN HEATH

Professor Ross Brawn, to you

FERRARI TECHNICAL director Ross Brawn wore a satisfied smile after the Hungarian Grand Prix. "Sure, Hockenheim was a disaster for us," he said, "but it's nice to be able to turn things around so soon."

Michael Schumacher said of Ferrari's tactical master stroke: "We were ready for a two-stopper or a three-stopper, and Ross took the decision." When, precisely? "The three-stop decision evolved from the start when we couldn't get past the McLarens," Brawn said. "We had 25 laps to think about it before Michael made his first stop."

Brawn refused to criticise the McLaren tactics, but admitted to

being a little perplexed. "You need to ask them why they didn't bring Hakkinen in first. They obviously had their reasons – although I don't understand what they were, I must admit! I'm sure they will sit down and work out what happened. It worked out for us today, and maybe there'll be a race in the future that will work out for them. The worry I had was that the people behind Michael were just a bit too close. I was scared we were going to get back out behind them – which did happen at his first stop, with Villeneuve. We had a few laps when we couldn't make any progress. You hit traffic here on about lap 15 and it gets tricky then."

Below: Schumacher's surprise pitstop caught McLaren unawares. Combined with Michael's sheer speed, it gave Ferrari the chance of victory



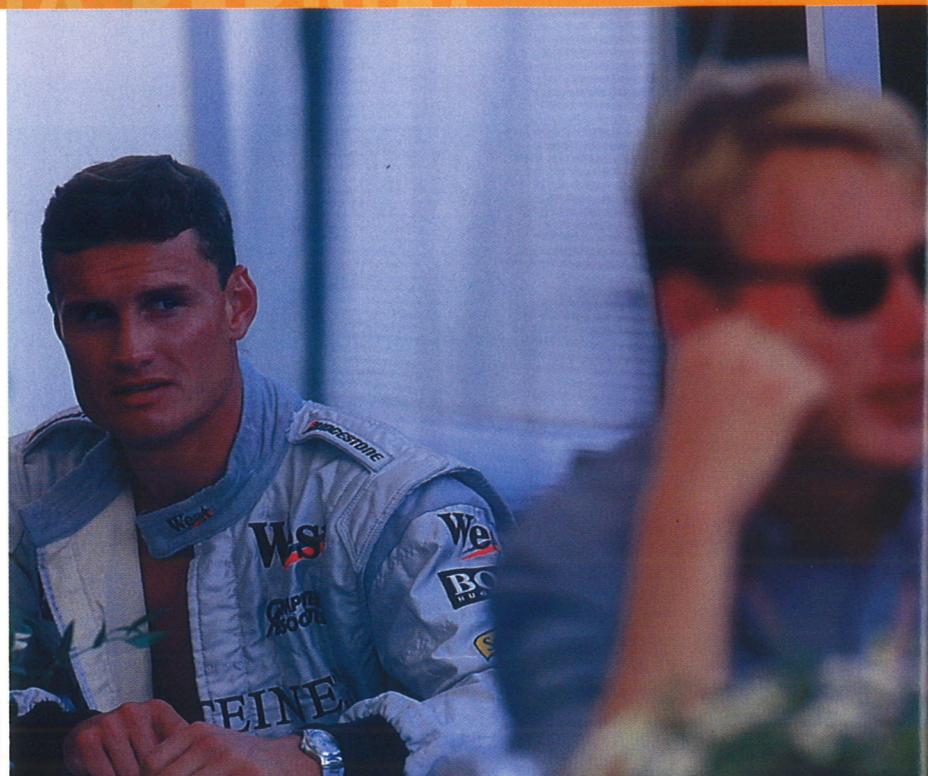
'We didn't bargain on Michael doing three stops. To do three when you're third isn't classically the right decision' DAVID COULTHARD

MH and DC: great minds drive alike

ALTHOUGH THERE can be no doubt that David Coulthard was riding shotgun to Mika Hakkinen's championship aspirations in Hungary, the pair were evenly matched when running flat-out. The fact that the McLaren pair were getting everything from their McLaren-Merc-Bridgestone combination could be seen from their quickest race laps.

Given a clear track, a driver will often set his best time on his first flying lap with a set of fresh rubber. David made his first pitstop after 26 laps and, sure enough, lap 28 resulted in his best lap of the race: 1min 20.546sec. Mika then stopped two laps later and, predictably, on lap 30 came his best lap: 1min 20.545sec. Now that's close...

To indicate the extent of Hakkinen's trouble later on, his second stop, 46 laps in, produced only 1min 22.27sec on lap 48. Coulthard, sitting behind him, was powerless to use his new



MARTIN ELPORD/LAT

All McLaren's effort is now being concentrated on Mika's championship campaign. Maybe next year, David...

rubber to best effect and by the time he got past, he could not do better than a mid 1min 21sec tour. Schumacher was flying around in 1min 19sec territory, and the Scot complained that his third set of Bridgestones were not as good, possibly due to wrong tyre pressures.

Hakkinen described his car as "impossible, especially over the bumps and in the corners". Team boss Ron Dennis suspected some sort of front suspension failure. Could McLaren still have won? "If we'd been a bit sharper, maybe it would have turned out slightly different," Coulthard thought.

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Schumacher: over the moon...

MICHAEL SCHUMACHER said that he regarded his Hungarian victory as one of the best of his 32 wins, a total which takes him clear of Nigel Mansell and which has only been surpassed by Alain Prost (51) and Ayrton Senna (41).

"For the last 30 laps it was just like qualifying laps all the way," Schumacher said, "which at this circuit is pretty tough. You dream about the ideal results, and the maximum I thought I could achieve was a win with Mika second. It was an emotional situation down here. It's been a while since Ferrari won here [Mansell, in 1989], and it's fantastic to do it in front of so many fans. It's one of the nicest wins I've had, to be honest."

Schumacher is now optimistic that he can close the seven-point deficit to Hakkinen in the world championship: "I think we have a pretty good chance. Spa is like a home race. It's a special circuit, I love it and there's no reason why

we shouldn't do well there. Monza could be tough, but the Nürburgring and Suzuka will be okay for us."

McLaren, too, are optimistic – and we could yet again be set for a grand showdown with the title going down to the wire in Suzuka.



Schumacher said his win in Hungary was "one of my best". He was the fastest man out there all afternoon

DARREN HEATH

Damon: here we go...

AFTER SOME WORRINGLY poor performances in Argentina and Monte Carlo – both high-downforce venues – Jordan were buoyed by their second successive fourth-place finish from team leader Damon Hill.

Hill opted for the softer of Goodyear's tyres, while teammate Ralf Schumacher, much talked about in the context of a 1999 Williams seat, opted for the harder compound and then lost several places when he ran wide at the first corner.

Hill said: "It would have been fantastic to keep Villeneuve behind me and finish on the podium, but there was nothing I could do. He was on the harder tyre and every time I pulled away he caught up as my rubber began to go off. I could see Frentzen closing at the end too, but managed to hold him off by putting in my fastest lap just two laps before the finish. If we keep on going like this we should hopefully end up with a podium result."



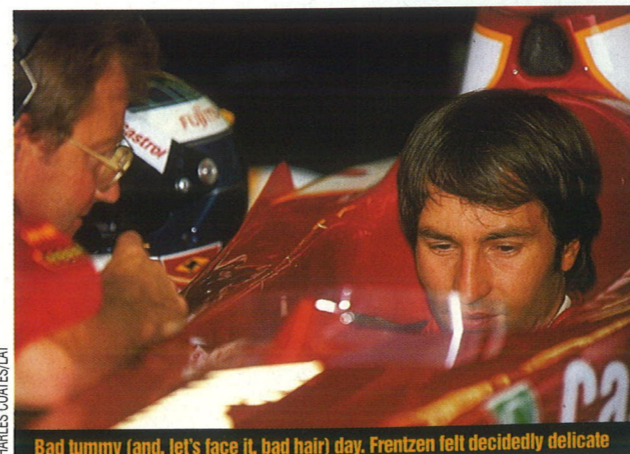
DARREN HEATH

After months in the doldrums, other drivers are at last seeing this view of Hill's Jordan

Williams men tough it out

BOTH JACQUES Villeneuve and Heinz-Harald Frentzen had to endure difficult Hungarian Grands Prix. Villeneuve scored his second podium finish in succession after a race-long tussle with Damon Hill. Jacques had gone for the harder Goodyear tyre, while Damon ran the softer option. "After about 10 laps my power steering failed, so it became very tough," said

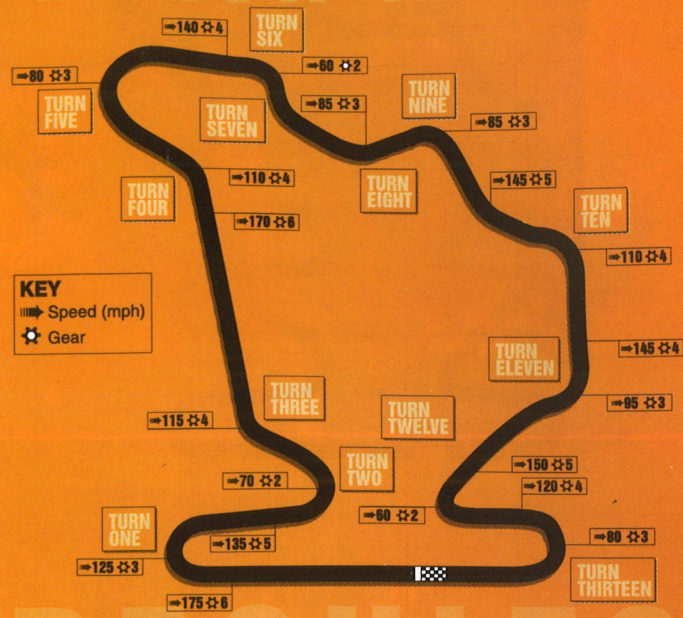
Jacques. "We've had it on our car for about two years now, and fortunately I've been training hard. Every lap felt like a qualifying one in terms of physical input!" Villeneuve found that once some rubber had gone down, his FW20 was well balanced – more than could be said of Frentzen's gut. A stomach upset ruined his race but he rolled home fifth, just 1.4sec adrift of Hill.



CHARLES COATES/LAT

Bad tummy (and, let's face it, bad hair) day. Frentzen felt decidedly delicate

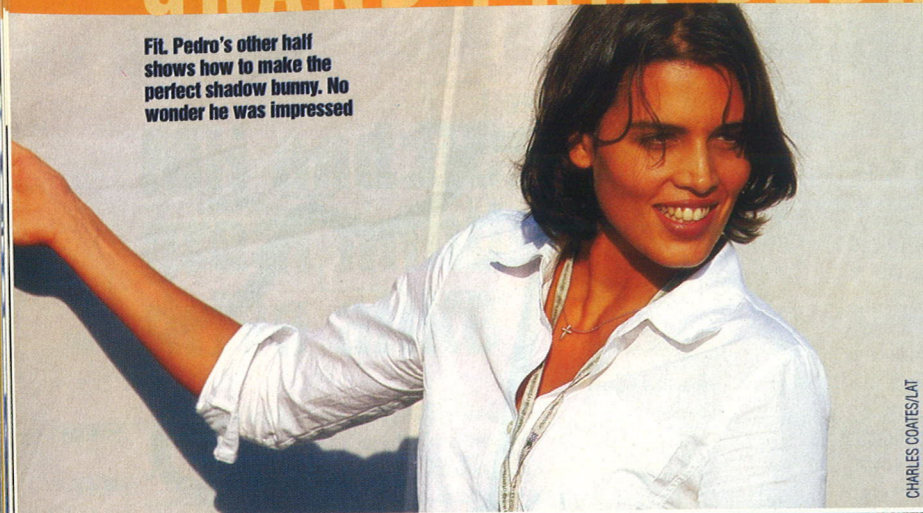
HUNGARY TRACK FACTS



RESULTS

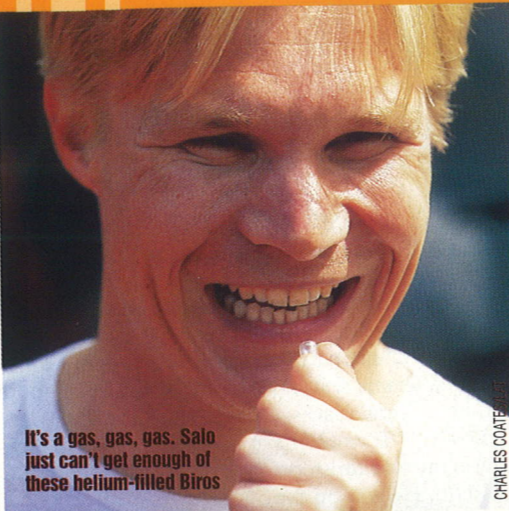
Final position	Driver	Total race time	Position after 1 lap	Qualifying lap position in brackets	Fastest race lap position in brackets	Fastest pitstop position in brackets
1	M Schumacher Ferrari F300	1:45:25.550	3	1:17.366 (3)	1:19.286 (1)	28.93 (1)
2	Coulthard McLaren-Mercedes MP4-13	1:45:34.983	2	1:17.131 (2)	1:20.546 (5)	29.98 (5)
3	Villeneuve Williams-Mecachrome FW20	1:46:09.994	6	1:18.337 (6)	1:20.078 (2)	29.58 (4)
4	Hill Jordan-Mugen Honda 198	1:46:20.626	5	1:18.214 (4)	1:20.680 (6)	29.57 (3)
5	Frentzen Williams-Mecachrome FW20	1:46:22.060	7	1:19.029 (7)	1:20.356 (3)	30.37 (10)
6	Hakkinen McLaren-Mercedes MP4-13	1 lap behind	1	1:16.973 (1)	1:20.545 (4)	30.61 (12)
7	Alesi Sauber-Petronas C17	1 lap behind	9	1:19.210 (11)	1:21.439 (11)	28.99 (2)
8	Fisichella Benetton-Playlife B198	1 lap behind	10	1:19.050 (8)	1:21.060 (9)	31.05 (16)
9	R Schumacher Jordan-Mugen Honda 198	1 lap behind	13	1:19.171 (10)	1:20.875 (7)	30.35 (9)
10	Herbert Sauber-Petronas C17	1 lap behind	14	1:19.878 (15)	1:21.329 (10)	29.60 (5)
11	Diniz Arrows A19	3 laps behind	11	1:19.706 (12)	1:23.429 (18)	30.43 (11)
12	Panis Prost-Peugeot AP01	3 laps behind	21	1:20.663 (20)	1:22.538 (15)	30.20 (7)
13	Verstappen Stewart-Ford SF2	3 laps behind	17	1:20.198 (17)	1:23.644 (20)	30.80 (14)
14	Takagi Tyrrell-Ford 026	3 laps behind	20	1:20.354 (18)	1:22.495 (13)	30.77 (13)
15	Nakano Minardi-Ford M198	3 laps behind	19	1:20.635 (19)	1:23.573 (19)	32.45 (17)
16	Wurz Benetton-Playlife B198	8 laps behind	8	1:19.063 (9)	1:21.479 (12)	30.26 (8)

RETIREMENTS						
Barrichello	gearbox	16	1:19.876 (14)	1:23.294 (16)	30.92 (15)	
Trulli	engine	15	1:20.042 (16)	1:23.318 (17)	34.20 (18)	
Sato	engine	12	1:19.712 (13)	1:23.716 (21)	-	
Irvine	gearbox	4	1:18.325 (5)	1:20.984 (8)	-	
Turo	engine	18	1:21.725 (21)	1:25.450 (22)	-	
Rosset	-	-	1:23.140 (22)	Did not qualify	-	



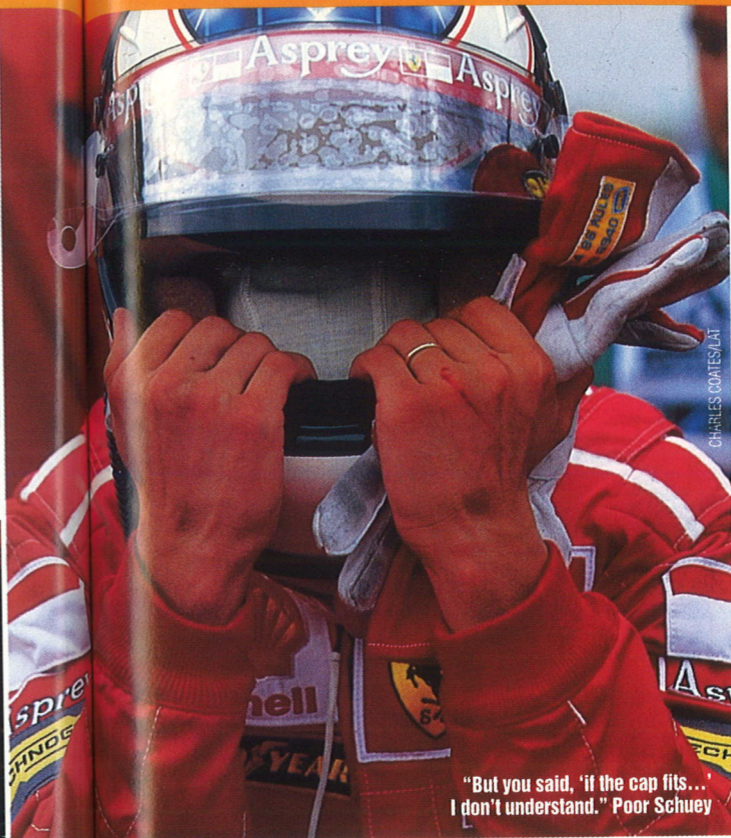
Fil. Pedro's other half shows how to make the perfect shadow bunny. No wonder he was impressed

CHARLES COATES/LAT



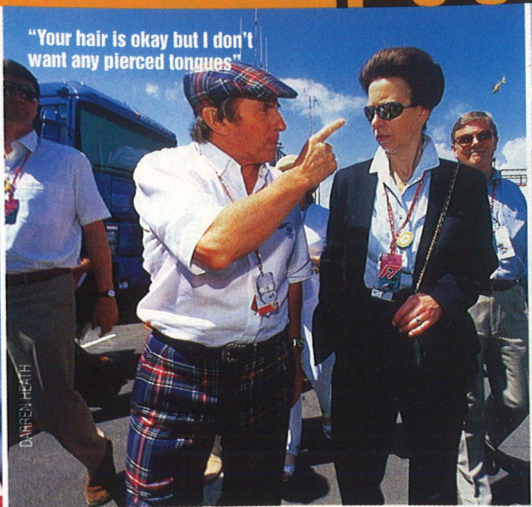
It's a gas, gas, gas. Salo just can't get enough of these helium-filled Birros

CHARLES COATES



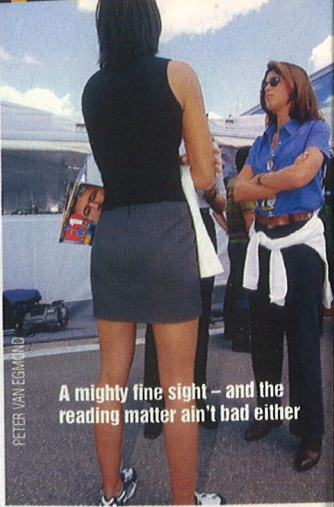
"But you said, 'if the cap fits ... I don't understand.'" Poor Schuey

CHARLES COATES/LAT



"Your hair is okay but I don't want any pierced tongues"

DANIEL HEATH



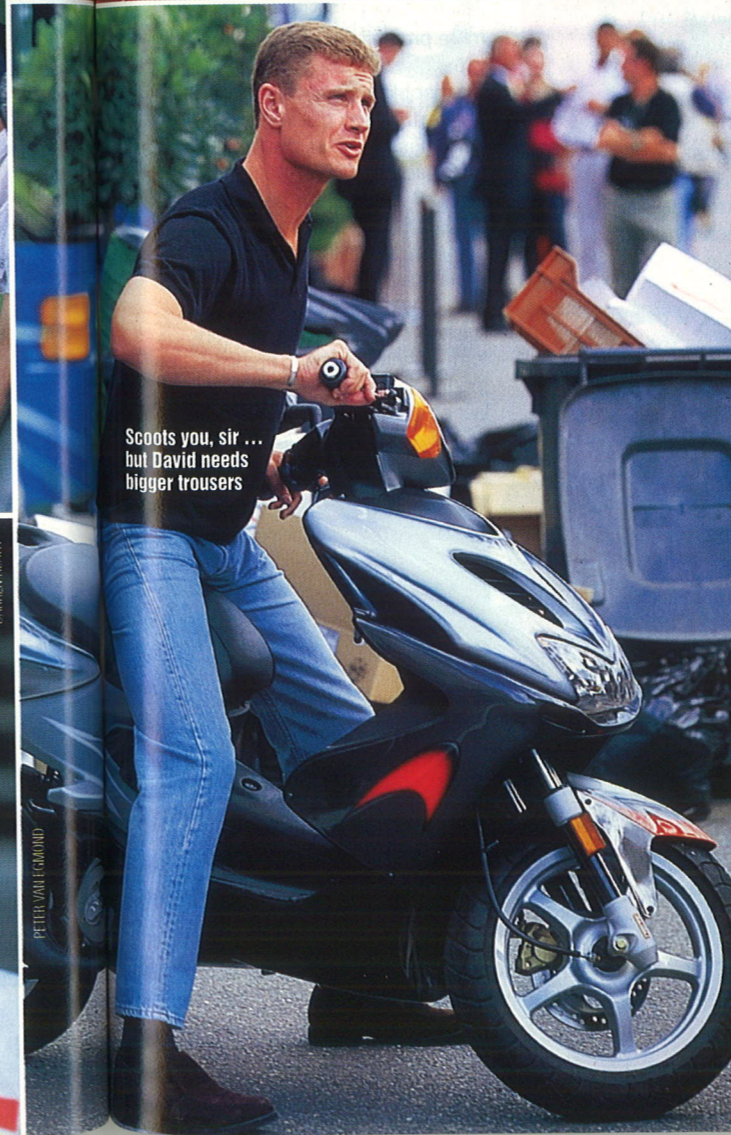
A mighty fine sight - and the reading matter ain't bad either

PETER VAN EDWARDS



Williams' new recruit eyes up yet another shot of vodka

MARTY KELLER/ORBIS/LAT



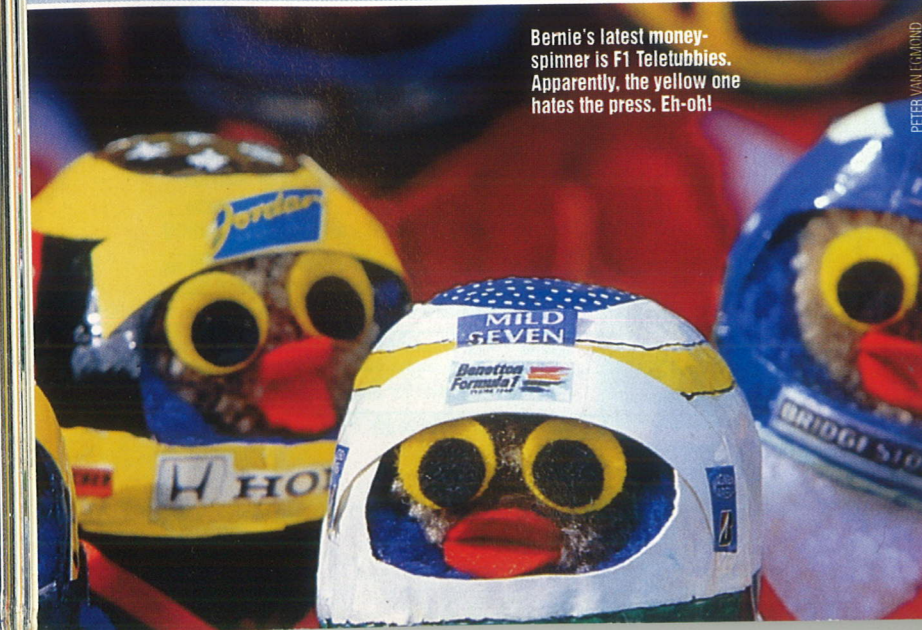
Scoots you, sir ... but David needs bigger trousers

PETER VAN EDWARDS



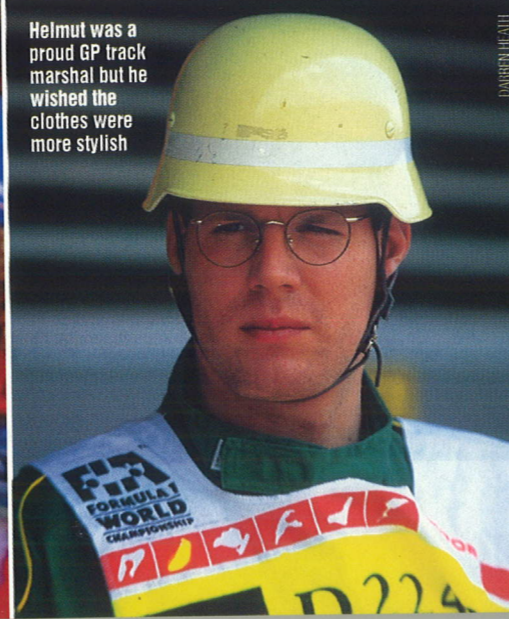
The great contact lens hunt wasn't helped by some liberal spraying of WD-40 solution

STEVEN FEE/SAP



Bernie's latest money-spinner is F1 Teletubbies. Apparently, the yellow one hates the press. Eh-oh!

PETER VAN EDWARDS



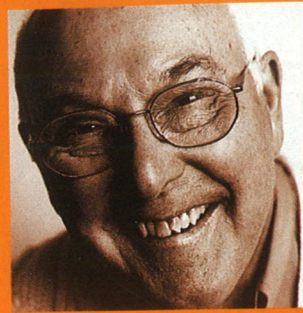
Helmut was a proud GP track marshal but he wished the clothes were more stylish

DANIEL HEATH



Boris Becker is amazed by the taxman's cheek. "You really want my glasses?"

PETER VAN EDWARDS



Can Schuey stir the Eau Rouge at Spa?

The Wunderkind's magic keeps the dream alive

'I've said it before, but I'll say it again: Schumacher is worth every one of the millions of lire that Ferrari pay him'

THE CHAMPIONSHIP LIVES! Right up to lap 45 of that incredible Hungarian Grand Prix I thought it didn't, as the seemingly invincible McLaren double-act raced on to what looked like another brilliant one-two and enough points to virtually wrap up this year's drivers' and constructors' contests. But I reckoned without taking into account the genius of Michael Schumacher and a breathtakingly rewarding strategy by the strategists at Ferrari.

I've said it before, but I'll say it again: Schumacher is worth every one of the millions of lire that Ferrari pay him – and so too is the team's wily technical director Ross Brawn.

So, four races to go, 104 points to be shared and only seven between Mika Hakkinen and Michael. Would you care to prophesy the outcome? Because I wouldn't! Consider this: the circus's next port of call, Spa, is where Schumacher shines like nowhere else; Goodyear are now clearly at least as good as Bridgestone and, even if Ferrari aren't quite a match for McLaren-Mercedes, the Maranello tacticians can more than make up the difference. Stir Michael (and Eddie Irvine) into the equation and even the men from Woking can be wrong-footed.

Superfast Monza could be a different plate of pasta, but the midnight oil will have to be burning by the bucketload at Ferrari to prevent another Hockenheim debacle. The much improved Williams and Jordan will be able to exploit their potential better there, too.

Don't go away – it's getting better all the time!

Spa tends to favour drivers who are most skilled in the wet. In 1997, predictably, it was Schuey. Don't bet against him this year



SPA FRANCORCHAMPS is one of the true classic circuits left on the current F1 calendar. Used by the public for most of the year, these roads have seen some of the most classic moments in motorsport history. The circuit is set deep in the thick Ardennes forest, making extreme variable weather conditions (like rain!) a likelihood all year round. But this does not deter the anorak-clad crowds that flock to these parts each year, and Spa remains a very popular grand prix venue.

What happened in '97?

A torrential Sunday lunchtime cloudburst left much of the track waterlogged. As a result, history was made: Spa '97 was the first F1 race started behind the FIA safety car. Several controlled laps were run in an attempt to clear some of the water. Villeneuve had pole position, but made the wrong tyre choice (typical Williams). He, Frenzen and Alesi were among those on full wets, while the likes of Schumacher and Fisichella made more progress on a drying track with intermediate tyres. Schumacher blitzed everyone to take his fourth grand prix win at Spa, while Fisichella in the Jordan took second place. Villeneuve's race fell apart when he missed the Bus Stop chicane and had to carry on down the pitlane. Williams quickly fitted intermediates but it was too late, and he finished sixth behind a very on-form Johnny Herbert. Frenzen, fourth, was later promoted to the last podium place after Hakkinen was disqualified for using illegal fuel in qualifying.



Last year's rolling start in the rain at Spa; Villeneuve leads Alesi and Schuey

ROUND 13 Spa, Belgium 30 AUGUST

Will Michael rain on McLaren's parade?

If it rains at Spa (it usually does!), then almost anything could happen. Anything except Schuey not winning, that is...

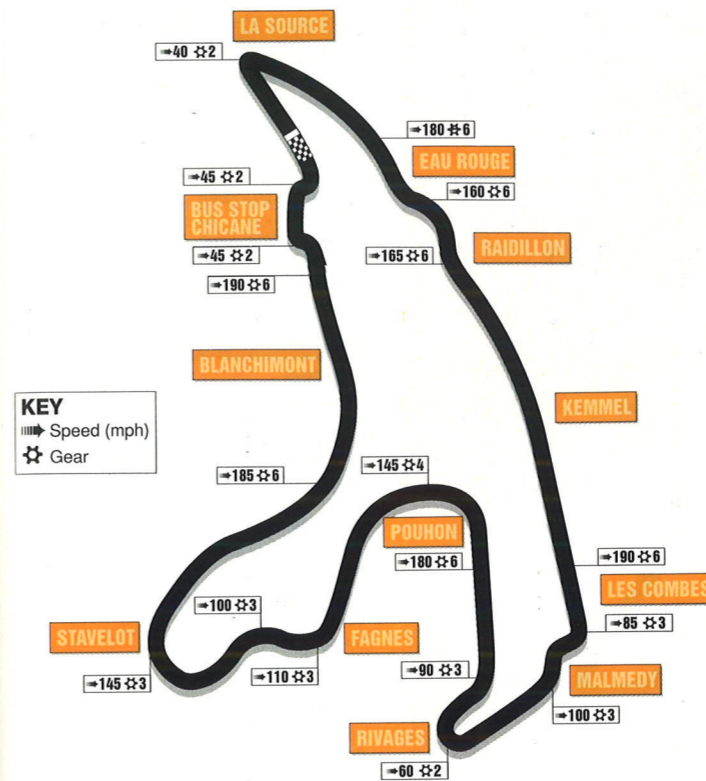


Photo opportunities

Spa is a good circuit for photos because you can get above the catch fencing and look down on the cars. Eau Rouge is spectacularly fast – too fast, in fact, to capture decent pics! The best section is from Les Combes, at the end of the long straight, through to Malmédy.



Senna's second ever GP win came at Spa in 1985, in the JPS Lotus 97T



Barrichello leads Schuey in '94. Schuey was disqualified, despite podium celebrations (below left)

Anorak heaven

The Spa circuit was first used in 1924. Founded by Jules de Thier on public roads, the circuit was 8.7 miles long – a lap in 1970 took 3 minutes 27 seconds. Unpredictable weather patterns occasionally left isolated parts of the track wet, and Spa was dropped from the F1 calendar in 1971 in favour of Nivelles and Zolder. A new, shortened loop between Les Combes and Liege-Stavelot, built in 1978, made the circuit useable once more; and F1 returned in 1983. Last year's race at Spa marked two milestones: it was the 300th grand prix for Arrows and the 200th for Minardi. Neither team have ever won a grand prix.

The challenge of racing at Spa is reckoned to be the ultimate test of a driver's skill, and statistics would bear this out. Since 1985, only world champions have won the race – Mansell, Hill, Prost, Schumacher and Senna. The 1960 race at Spa was tragic, with two British drivers killed. Alan Stacey, in a Lotus 18, was hit full in the face by a bird and crashed; Chris Bristow, driving a Cooper, slid into some trackside fencing and was decapitated.

Is it too late to go?

After Monaco and Silverstone (and some event at Le Mans), Belgium is the race most Brits go to. Page & Moy (0116 250 7007) offer 10 separate packages, Motor Racing International (01304 612424) have 15 – by car, coach, plane or train. You can get there for as little as £65.

Classic moments

1994: Young Rubens Barrichello qualified on pole after a rain-affected Friday practice. Rubens was one of the very, very few drivers to get out on the circuit on a set of slicks. Michael Schumacher tried but spun on his hot lap. The following day's practice was washed out – lap times were four seconds slower and so Rubens got pole.

1991: With Bertrand Gachot in prison for spraying CS gas in the face of a London cabbie, there was suddenly a spare seat at Jordan. Eddie Jordan considered asking Stefan Johansson to deputise, but even-

tually went for one **Michael Schumacher**. Schuey qualified seventh, four places in front of his team-mate, having driven the car but a few hundred miles in testing. He burned his clutch out at the start, but his impact on the sport had been mighty. By the next race he was at Benetton. Bad luck, EJ.

When to watch on ITV

Qualifying is at 11.45 on Saturday 29 August.

Murray & Martin's F1 Special is at 17.10, later that day. **The Race** is at 12.30, Sunday 30 August; **highlights** at 23.05 (times subject to change).



PAST RESULTS

1997 TOP SIX

- 1 Michael Schumacher**
Ferrari 310B, 121.886mph
- 2 Giancarlo Fisichella**
Jordan-Peugeot 197, 121.310mph
- 3 Heinz-Harald Frenzen**
Williams-Renault FW19, 121.194mph
- 4 Johnny Herbert**
Sauber-Petronas 16, 121.047mph
- 5 Jacques Villeneuve**
Williams-Renault FW19, 120.981mph
- 6 Gerhard Berger**
Benetton-Renault B197, 120.521mph

1997 POLE POSITION

Jacques Villeneuve
Williams-Renault FW19
1min 49.450secs, 142.442mph

PREVIOUS WINNERS

- Michael Schumacher** 1996
Ferrari
- Michael Schumacher** 1995
Benetton-Renault
- Damon Hill** 1994
Williams-Renault
- Damon Hill** 1993
Williams-Renault
- Michael Schumacher** 1992
Benetton-Ford
- Ayrton Senna** 1991
McLaren-Honda
- Ayrton Senna** 1990
McLaren-Honda
- Ayrton Senna** 1989
McLaren-Honda
- Ayrton Senna** 1988
McLaren-Honda

ROUND 14 Monza, ITALY 13 September

Team orders may reverse DC's 1997 win

Second only to Monaco in terms of glamour, Monza is where Schumacher must resurrect his championship hopes

MONZA IS ONE of the oldest race circuits on the Formula 1 calendar and, perhaps surprisingly, has not changed that much over the years. The basic shape of the track remains the same, but chicanes were added in 1972 to keep speeds down. The racing is still thrilling, though – with speeds of up to 175mph around the Curva Grande. The final corner is the Curva Parabolica, which fires the cars onto the main straight.

Monza always attracts plenty of glamour – in all forms – and becomes a haven of chic style and fashion for the Italian Grand Prix weekend.

What happened in '97?

David Coulthard made one of his lightning starts from sixth on the grid to grab third by the first chicane. He proceeded to take his second victory of the year with clever strategy and timing, waiting to pit until **Jean Alesi** did and then beating him out of the pitlane. **Jacques Villeneuve** spent most of the afternoon unable to pass **Giancarlo Fisichella**, coming home fifth behind the Jordan. His Williams team-mate, **Heinz-Harald Frentzen**, finished third, having been the quicker of the two all weekend. Ferrari and **Michael Schumacher** were off the pace throughout and finished in a lowly sixth place. The talking point was a high-speed accident between his brother **Ralf Schumacher** in the



Jordan and **Johnny Herbert's** Sauber, which retired them both.

Classic moments

1988: Gerhard Berger and **Michele Alboreto** raised the tifosi's spirits beyond natural highs with a Ferrari one-two, after Enzo Ferrari died in August. The duo

PAST RESULTS

1997 TOP SIX

- David Coulthard**
McLaren-Mercedes MP4-12 147.940mph
- Jean Alesi**
Benetton-Renault B197 147.878mph
- Heinz-Harald Frentzen**
Williams-Renault FW19 147.801mph
- Giancarlo Fisichella**
Jordan-Peugeot 197 147.752mph
- Jacques Villeneuve**
Williams-Renault FW19 147.735mph
- Michael Schumacher**
Ferrari F310B 147.574mph

1997 POLE POSITION

Jean Alesi
Benetton-Renault B197
1m 22.990s, 155.559mph

PREVIOUS WINNERS

- Michael Schumacher** 1996
Ferrari
- Johnny Herbert** 1995
Benetton-Renault
- Damon Hill** 1994
Williams-Renault
- Damon Hill** 1993
Williams-Renault
- Ayrton Senna** 1992
McLaren-Honda
- Nigel Mansell** 1991
Williams-Renault
- Ayrton Senna** 1990
McLaren-Honda
- Alain Prost** 1989
McLaren-Honda
- Gerhard Berger** 1988
Ferrari

came through to win after **Jean-Louis Schlesser** hit **Ayrton Senna** as he was being lapped. With Senna out, Enzo's boys only had to finish the race to win.

1989: Alain Prost won the race for McLaren, but had just announced that he was to be a Ferrari driver in 1990. Ensuring himself tifosi affection (to start with, at least), he dropped his trophy into the crowd below the rostrum, an act which left Ron Dennis enraged.

1995: Johnny Herbert, Benetton team-mate to **Michael Schumacher**, took his second ever race win (he also won at Silverstone that year) after another controversial coming-together between **Schumacher** and **Damon Hill**.

1996: Michael Schumacher won for Ferrari at Monza in his first year with the team. Tifosi go mad...

When to watch ITV

Qualifying is from 11.45 on Saturday 12 September. **Murray & Martin's F1 Special** is at 17.15. **The Race** is from 12.30 on Sunday 13 September. **Highlights** are at 23.00 (times are subject to change).

Photo opportunities

The best place at Monza to take photos is from the grandstand at the first chicane – you'll end up with the same shots as the professionals! The crowds push right up to the wire fencing though, so it's not always easy to get your lens through.

Anorak heaven

Since 1950, Monza has hosted every Italian GP except 1980, when it was run at Imola. Nelson Piquet won that one for Brabham. In 1957 and '58 we saw the Race of Two Worlds for F1 and IndyCars. IndyCars won both times, courtesy of Jimmy Bryan and Jim Rathmann respectively. Interestingly, the cars ran anti-clockwise.

Is it too late to go?

No. Page & Moy (0116 250 7007) have coach trips from £199, and four-night flight tours from £549.



Top: Gethin sneaks the closest GP win in '71. Above: Prost dropped his trophy just after this pic was taken

'The Monza bankings are regarded as historic racing architecture ... but they were unloved by the drivers and abandoned in 1968'

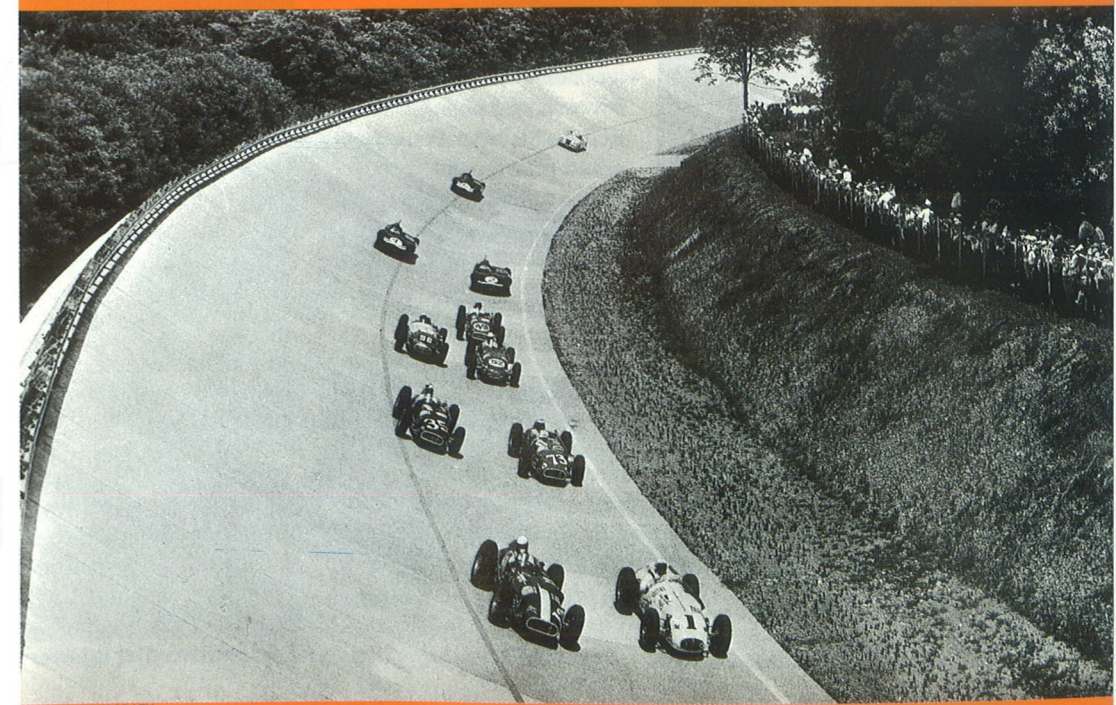
THE MONZA BANKINGS form an awesomely historic backdrop to the modern Formula 1 circuit and are regarded as historic racing architecture, though the concrete bankings were only built in 1955. They were finally abandoned for racing in 1968. There was a recent move to demolish the concrete structures and plant more trees in the royal park that surrounds the track. Although the necessary permissions were obtained, finance could not be raised and the project was forgotten, but not before British enthusiast Chris Balfe had begun an international campaign to save the bankings.

They may have been unloved by the drivers (in 1960 the British teams boycotted the GP, which had been run on a combined road-banking course in '55 and '56), but climbing them today serves as an exhausting reminder of static speed.

In 1957 and '58 races were held for a Two Worlds Trophy, known as the Monzanapolis races, when a field of Indianapolis roadsters was imported to race against European teams, but there were few takers – just the Ecurie Ecosse D-Type Jaguars in 1957. Aston Martin were asked to send cars in 1958 but they declined as the race would be just a week after Le Mans, a fact which hadn't troubled Ecurie Ecosse the year before when they brought the D-Types that finished one-two at Le Mans and finished fourth, fifth and sixth at Monzanapolis.

BRM were invited to bring their supercharged 1.5-litre V16 F1 cars, but Raymond Mays wrote to say it would not be possible. Tony Vandervell would not enter his Vanwalls, saying they were too light to cope with the bumpy concrete bankings. An entry came from a Mr JAF de Villiers with his D-Type Jaguar from Rhodesia, but he was a non-starter.

Ferrari and Maserati reluctantly entered cars in 1958 and Stirling Moss brought the Eldorado Maserati home seventh. The bumps of the bankings caused havoc with broken chassis frames, suspension and split fuel tanks. Jimmy Bryan won the '57 race in his Belond Special; the '58 winner was Jim Rathmann in the John Zink Leader Card Special. The concept was judged a failure and, like the bankings, quietly forgotten. **Eoin Young**



Top: Jean Alesi gets away at the start. Above: Coulthard beats Alesi out of the pits to grab his second victory of 1997



Sauber Snippets

● Jean and Johnny completed a successful four-day test at Monza prior to the Austrian GP, which confirmed that a suitable aerodynamic setup for the high-speed circuits had been developed.

● In Austria, Peter Sauber confirmed that the engine supply collaboration between Sauber Petronas Engineering AG and Ferrari will continue in 1999. Next year's Red Bull Sauber Petronas C18s will use a developed version of the 047 V10s, the same engines with which Ferrari has been winning this season.

● Johnny starred in a slapstick sketch filmed for the Swiss television show 'Benissimo' at Fiorano just before the Austrian GP. The Friends dance group proved highly attractive stand-ins for the regular pit crew, and Johnny certainly wasn't complaining about their antics, even when his pit stops did not quite go according to plan.

● Two hundred and fifty Red Bull guests, comprising the company's sales force and friends, enjoyed the hospitality of Red Bull Sauber Petronas in a marquee by the Autosport Tower at Silverstone, during the testing that led up to the British GP. They were kept fully abreast of the fast-moving pace of F1 via a series of informative talk shows hosted by television commentators Bob Constanduros and Tony Jardine, and detailed pit tours conducted by team members.



A royal visitor

First front row

At the A1-Ring Jean Alesi narrowly missed out on pole position for the Austrian GP, but nevertheless achieved the first front row starting position in Red Bull Sauber Petronas' grand prix racing history after a brilliant drive in the wet qualifying session.

This continued the form he had shown at the British GP, where he attacked both Williams cars at the start to fight hard for fourth place until halted by a problem in the gearbox's electro-hydraulic gearshift mechanism. In the Austrian GP he was again fighting for fourth place when Giancarlo Fisichella spun him out of the race on the 22nd lap.



Jean's front row in Austrian qualifying was team's highest

While it is frustrating to lose such results, Johnny's eighth place finish in Austria and Jean's 10th in Germany underlined the improving reliability of the C17. F1 is now so competitive that it is very

difficult to improve in the middle of a season; the fact that Red Bull Sauber Petronas has been able to do so is a direct tribute to the ceaseless development work that has been invested in recent months.

Prince Michael of Kent made a personal visit to the Red Bull Sauber Petronas garage at Silverstone, to seek out and meet with Johnny Herbert.

The Prince is the President of the RAC, a very keen sportsman himself, and a huge racing fan. Some years ago he drove an F1 Lotus at the Donington Park track.

He and Prince Philip enjoy a friendly rivalry as respective patrons of the Thames and London Rowing Clubs; Prince Michael bestowed honorary membership of the Thames Rowing Club on Johnny and presented him with a club tie - coincidentally the same colours as Johnny's helmet. He particularly praised his sportsmanship, and went away deeply impressed with the professionalism and friendliness of the Red Bull Sauber Petronas team.

Petit prix karters

Red Bull's traditional Hockenheim Petit Prix kart race gets more popular every year. This year 500 guests were present at the Jochen Mass indoor track on Saturday evening when a 13 year-old girl destroyed her adult opposition.

After a series of heats to determine the final runners, Hockenheim-based Marlene Dietrich raced like a star to win convincingly. A karting fanatic, she was delighted with her success and her prize - a special Red Bull helmet signed by Jean, Johnny and Jorg Muller.

"It was a great evening," Johnny said, "and it's always good to see young people enjoying their karting. Marlene did a fantastic job."

Racing is business

Tan Sri Dato' Mohd Hassan bin Marican, the Chairman of Petronas, accompanied Fritz Kaiser on the grid at Silverstone prior to watching Jean and Johnny compete in the British GP. This was his first visit to a race since Melbourne, and dovetailed with a series of business meetings in the City of London.

Petronas is an acronym for Petrolian Nasional Berhad, Malaysia's state-owned oil and gas company. The involvement with Red Bull Sauber in F1 is a critical element in its international branding programme, and the race provided the perfect opportunity to use the sport as a business medium, as Petronas entertained 30 VIP guests during the weekend.



Jean Alesi performed well in front of Petronas personnel at the British GP, but gearbox problems let him down

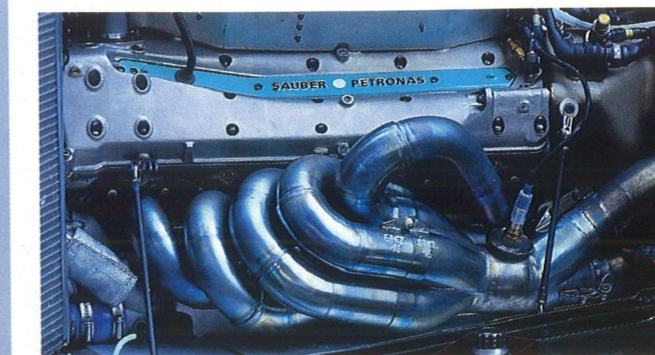
Power trim boosts performance

Red Bull Sauber Petronas has high hopes for the latest power trimming system, which has been developed as part of the ongoing programme initiated by Sauber Petronas Engineering.

Jean and Johnny report that versions of the SPE 02D Sauber Petronas V10 engine equipped with the latest

power trimming strategy have enhanced drivability and improved performance in comparison with the original system, which was introduced at Monaco. "It takes it another stage further," Jean confirmed.

Testing at Silverstone showed a lap time saving of four tenths of a second.



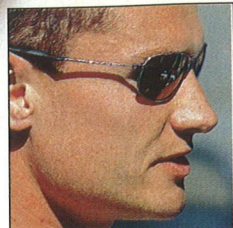
Petronas power trimming has led to improved drivability

New Sauber breaks cover



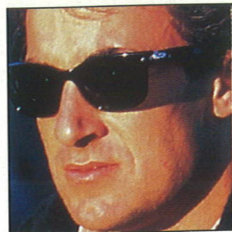
The new Red Bull Sauber Petronas was the talk of the Silverstone paddock during the British GP, but according to test driver Peter Sauber it was much more difficult to drive than the C17!

The Red Bull Beer Case was much less edible than team chef Arnold Graf's usual wonderful creations: "I built it up with the help of my neighbour, Marcel Schneider, back home in Auslikon in Switzerland," he explained. "It's an inverted beer crate powered by an car starter motor and battery, and mounted on roller skate wheels." Peter Sauber skidded it around the paddock with amazing precision, but reported: "It's pretty tricky to drive. The power is all or nothing, like an on-off switch. It's all about your personal weight distribution. That's very important, otherwise you fall straight off!"



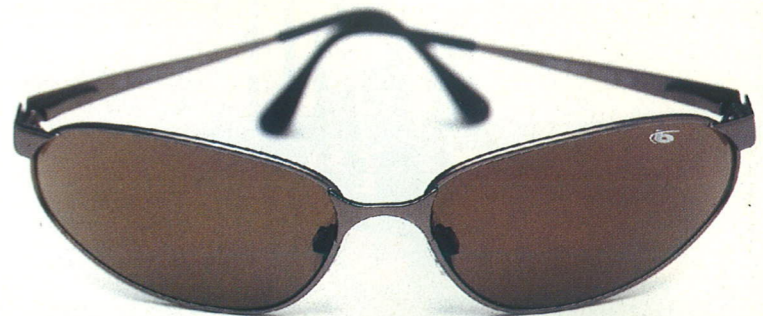
Square jaw – Square Wire

The most 'sensible' Oakley eyewear are these Square Wires. In fact they are so sensible that your dad might wear them. Don't fret though, they're clearly stamped with the Oakley moniker and DC wears them – so, hey, they must be cool. Price £115. For stockists, call 01462 475475.



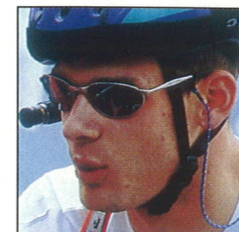
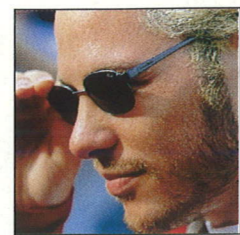
Ray-Ban 'em

Not so long ago Ray-Bans were the dog's dangly bits, but now they look dated and tacky and should you choose to wear them you'll look like an extra from the *Blues Brothers*. Or Jean. Price £89. For stockists, call 0181 4054000.



Never mind the Bollé Naja

Yes, we know that Villeneuve is wearing different glasses, but that's because Blondie's eyewear isn't available in Blighty. Ours, however, are light, durable, rather fetching and in the shops now. Price £95. For stockists, call 0171 7701766.



Killer Wurz

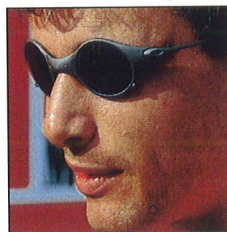
These Killer Loop 'Rumble' shades sound tough but they're covered under warranty by Bausch and Lomb, the same people who make contact lens solutions. Pointless info, yes, but ideal for those quiet pub moments. Stylish and understated. Price £75. For stockists, call 0181 4054000.



backstraight

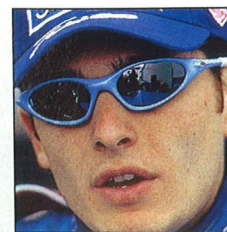
The sun is out – but rather than squinting at the prospect, try these instead

Edited by Tatiana Okorie and Oliver Peagam; photographs by Nick Wright



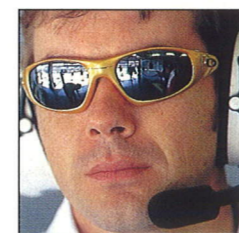
A pricey fly-by

The latest Oakley eyewear is for the enthusiast only. They cost two hundred big ones and you'll look a bit like a fly. Rumours has it the '99 model has a tiny speaker that buzzes... Price £199. For stockists, call 01462 475475.



Counting the Minutes

If Giancarlo had read some of the chuff that accompanies these slightly girly-coloured Oakley Minutes, he might have had second thoughts about wearing them. They are 'infused with cranial geometry'. Tosh. Price £79. For stockists, call 01462 475475.



Scottish beef and mustard

Paul Stewart clearly has good taste; we like these too. We know they're gold-coloured (or 'electric mustard' in the brochure), a bit pricey, and will make you look like a drug-dealing snowboarder, but they are also chunky and rather cool. End of story. Price £110. For stockists, call 01462 475475.



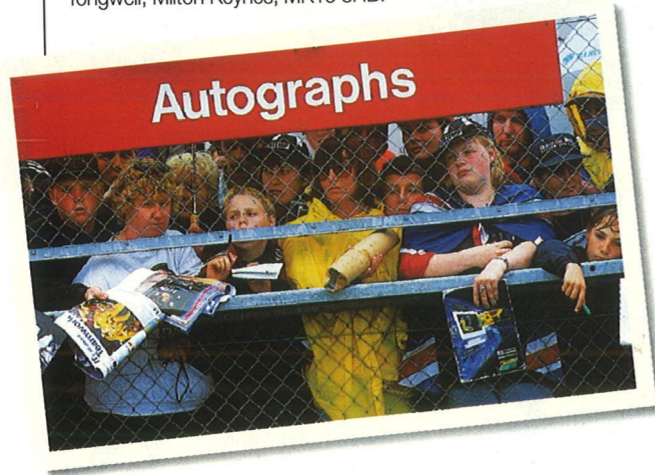
Yes, but is it really art, darling?



You've followed all the teams, idolised the drivers and bought the T-shirt. But you want more. Well, take a trip to the Peter Ratcliffe 'Legends in Time' galleries in Windsor. Here, you'll find the largest and most comprehensive collection of signed prints, steering wheels and drivers' helmets in the world. For appointments and information, contact Peter Ratcliffe (01344 874874) or Paul Doyle (01753 622555).

Attention, fans! Your luck's in

If you are one of the disappointed people from last month's *Parade* (below), your luck may be in. The people at Jordan sponsor Scania saw the photo and felt sorry for you. So if you were there, write - telling them what time our picture was taken - and include a recent picture of yourself. In return, Scania will send you an autographed Damon Hill goodie bag. Send details to Chris Love, Scania (GB) Ltd, Tongwell, Milton Keynes, MK15 8HB.



backstraight

Who really gives a flying duck?

This is the latest in living room chic - flying F1 cars. Let the ducks loose, tear down the furry wallpaper and send off for these pewter-effect wall racers from Coys Archives. It's difficult to say exactly who is driving (or flying), but we'd hazard a guess at Alexander Wurz judging by one recent airborne manoeuvre.

Available by mail order from Coys Archives (0171 584 7032). They cost £32 plus £5 p&p.



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black flag

Our man in the know – with the low-down
on the low-down side of Formula 1

Dear Ron,

My goodness me, what a beano this Ferrari-versus-McLaren controversy is turning into. Reminds me of the good old days of 1976, at the height of the James Hunt-Niki Lauda rivalry, when McLaren seemed to be getting shafted every other weekend by a combination of circumstance and misfortune.

In those days, of course, some of the strife was self-generated, and there was plenty of laughing behind the bike sheds as F1's most notorious swats got their come-uppance at the hands of the Prancing Horse.

I suppose that was a reflection, to some extent at least, of how my pals in the press viewed Teddy Mayer, your illustrious predecessor as MD of the McLaren organisation. I mean, nice enough bloke over a pint; but certainly a tricky cove to handle in pseudo-political matters. I'm tempted to say he makes you seem like a dream to deal with, which you can both take with a pinch of salt. Or not, as the case may be.

This latest touch of strife between your team and Fiat's has assumed a similarly tense and unpleasant edge. The trouble with this kind of dispute is that it tends to polarise people into the 'us' and 'them' camps – in the sense that anybody who is left sitting on the fence tends to end up being vilified by both parties concerned. A shame, I suppose, but then seeing other people's point of view has never been F1's strongest card.

There is, however, a viewpoint which tends to believe that high-tech F1 developments should have been reined in much more strongly in the past. If you set this alongside the fact that grand prix racing has never quite made up its mind whether the drivers' or constructors' championship is more important, we can see that this is not an easy dilemma to resolve.

If I can take you back to 1981, you'll perhaps be able to see my point. When McLaren International launched their first carbon-fibre composite MP4 challenger, it

was the last word in chassis sophistication. It went into battle with its Cosworth V8 engine against the first of the superb Ferrari 120-degree V6 turbos which seemed to be installed in a chassis which bore a strong resemblance to a second-hand, shoddily made bedstead. With the aerodynamics to match.

Ferrari, you see, have always found it difficult to shrug off that underlying '50s credo that the most important thing is the engine and that the chassis' only purpose is to provide a frame on which to hang four wheels and prevent the driver's bum scraping on the tarmac. Things have obviously changed a great deal over the past decade or more, but Maranello seem to spend a lot of their time arguing that technology should be reined in, whereas many British-based teams – like yourselves – believe there should be more freedom simply because F1 rules have now become so difficult to police.

This is, if you'll excuse me saying, short-term thinking of the first order. You and your F1 colleagues need to understand what interests the people who switch on their TVs on a Sunday afternoon – and, ultimately, by doing so enable you to enjoy such enormous funding for your grand prix operations.

I suspect they don't give a twopenny toss about electronic systems and asymmetric braking systems. What they want to see is a drivers' championship, not a technical contest between highly qualified boffins. Mika and David are far more important than your engineers in the overall picture of things, whether they are driving a McLaren or a Minardi.

What needs to be done is to define the rules more precisely and simply. I understand, for example, that the current F1 technical regulations say traction control is not permitted. But they stop short of explaining what is meant by traction control – and a lot of aggravation, as we all know too well, has stemmed from that very fact.

Saying that we must allow complex control systems because they are difficult to police – or, more specifically, that the FIA can't convince the teams that it is possible to police them – is a cop-out. Nothing more, nothing less.

So it's down to people like you to ensure that the technical side of F1 is simplified in the interests of better racing. I have great faith that you'll do your stuff.

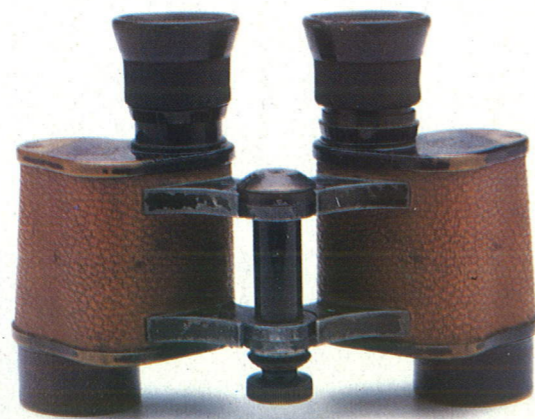
On a final note, my insiders tell me that you ran a competition within the company for the employees to come up with suggestions of the most appropriate name for the new factory you're building at Mizens Farm, near Woking.

Is it true that one of the entries was 'Dennisneyland'? Geddit? Well, Ron, I must say it seemed pretty hilarious at the time. To me, anyway.

Yours, chortling away quietly in the background,

the SCRUTINEER

'It's down to you to ensure that the technical side of F1 is simplified in the interests of better motor racing'



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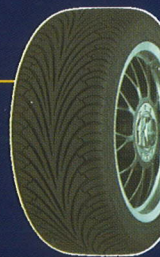
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