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Contents

July 2002

>Regulars

- 10 Parade**
Pictures so perfect, you'll gasp
- 18 Peter Windsor column**
More behind the scenes insights from our man
- 20 Pitpass**
News and analysis direct from the paddock
- 29 Backfire**
You have your say on the latest F1 goings-on
- 72 F1-to-one: Ralf Schumacher**
On 'Austria-gate' and Williams' title hopes
- 102 F1-to-one: Jacky Eckelaeart**
On Sauber's chances and Felipe Massa
- 127 Grand prix reports**
Action and results from Monaco and Canada
- 150 Grand prix previews**
All the info on the European and British GPs
- 154 Black flag: Mika Hakkinen**
A three-car McLaren team for next year?

>Features

- 30 Rubens speaks out**
Why he won't criticise Michael, why Austria was good for him – and why his time will come
- 38 Give Schumi a break!**
He's the greatest driver of the age – so why do so many people love to hate Michael Schumacher?
- 40 Jean Todt and Hiroshi Yasukawa**
The bosses of Ferrari and Bridgestone tell us how they achieved world domination
- 44 Focus on Coulthard**
Monaco was a stupendous win for DC, and a huge morale booster. But what does it mean?
- 50 Villeneuve drives the Lotus 72**
JV gets a taste of one of F1's most successful chassis ever. *F1 Racing* has a go, too
- 56 Who runs Formula 1?**
Exclusive: *F1 Racing* joins the FIA behind the scenes of a grand prix. A thrilling inside story
- 68 Button and Trulli in Cannes**
Renault's drivers take a day out from Monaco to eat ice cream at the Cannes Film Festival
- 74 Montoya's Mini**
Perk of the job, free motors. Juan Pablo takes us for a spin in his latest toy – a Mini Cooper
- 76 Sam Michael: tech wizard of Oz**
We profile the technical genius who may one day succeed Patrick Head at Williams
- 82 What's gone wrong with Honda?**
They used to win almost everything. Honda's engines are now floundering. We investigate
- 94 Auctioning Prost's assets**
We go to Paris to see the hammer fall on the remains of Prost Grand Prix. Emotional stuff
- 96 Felipe Massa: coming up fast**
Is Sauber's young rookie really as good as all that? We certainly think so and explain why
- 104 Tom Walkinshaw**
The Arrows boss talks – in frank detail – about life in F1's midfield, and, er, why rugby's great
- 116 Ferrari 312B – bellissima!**
We work our photographic magic on the car that lifted Ferrari's fortunes in 1970
- 122 Jim Clark's first ever GP win**
Jim Clark had little chance of winning the 1962 Belgian GP. But he did – the first of 25 F1 wins



Cover photography Ben Wright
 Contents photography Ben Wright, Darren Heath, Tim Kent, James Barham, Lorenzo Bellanca/LAT, Clive Rose/LAT, Steven Tee/LAT, Mark Thompson/Allsport
 Special thanks to Maria Balfour, Tim Bampton, Pat Behar, Claudio Berro, Stefania Bocchi, Agnes Carlier, Liam Clogger, Luca Colajanni, Helen Davies, Derek Francis, Martin Hartley, Silvia Hoffer, Tony Jardine, Agnes Kaiser, Ellen Kolby, Bradley Lord, Sonia McDuff, Lindsay Morle, Tracy Novak, Christine Page, Hillary Patterson, Clare Robertson, Steve Silk, Patricia Spinelli, Guido Stalman, Chris Styring, Branko Viric, Mark Winter, Jim Wright

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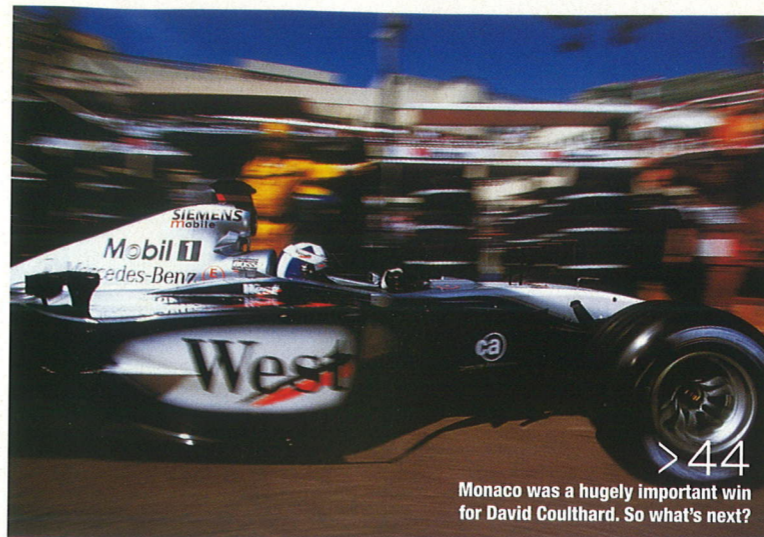
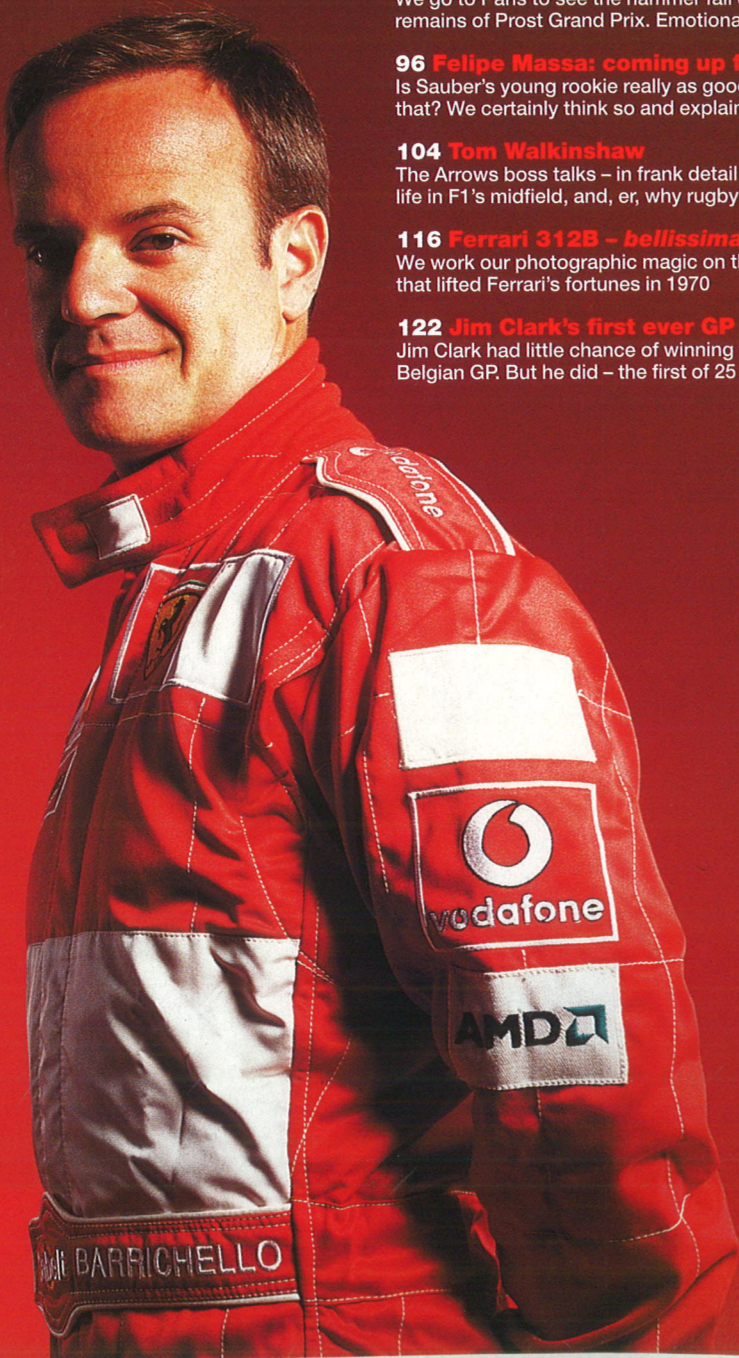


>30

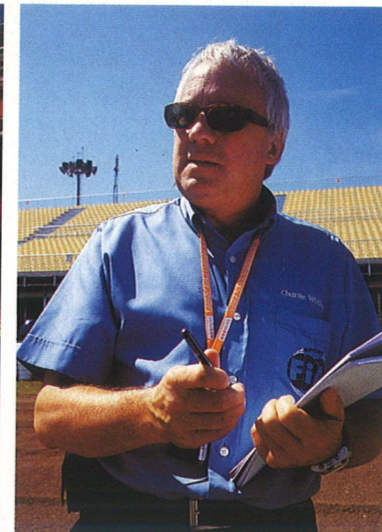
Rubens speaks out

'I GAINED MORE THAN ANYONE ELSE DID FROM AUSTRIA. AFTERWARDS, EVERYONE SAW ME AS A WINNER'

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>44
 Monaco was a hugely important win for David Coulthard. So what's next?



>56
 World exclusive: behind the scenes at a grand prix



>116
 Ferrari's magnificent 312B – the most gorgeous ever?



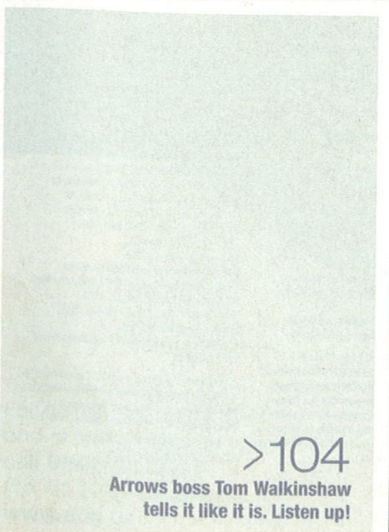
>40
 Ferrari and Bridgestone's bosses tell us why they're a winning pair



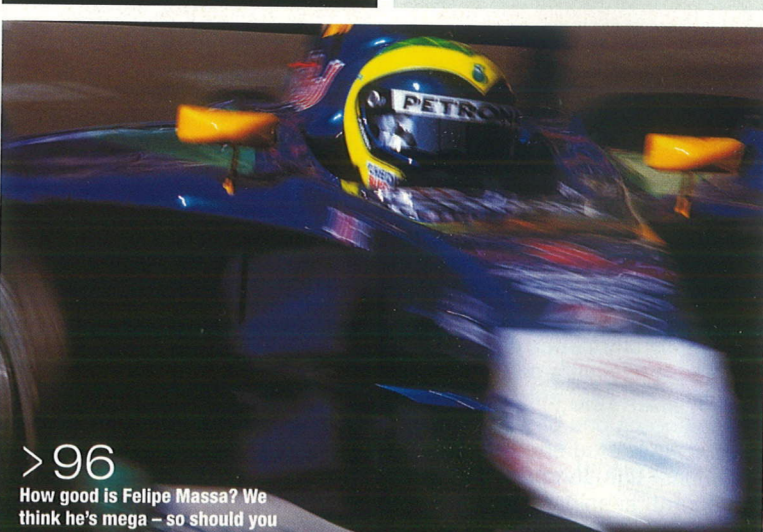
>50
 We join Jacques Villeneuve for a day in the Lotus 72



>68
 Jarno Trulli and Jenson Button 'hang' at the Cannes Film Festival



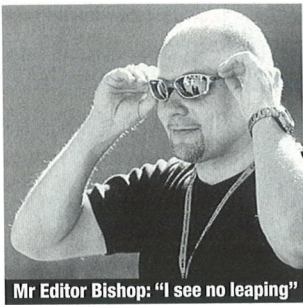
>104
 Arrows boss Tom Walkinshaw tells it like it is. Listen up!



>96
 How good is Felipe Massa? We think he's mega – so should you

Why is Schumi leaping limply?

Post-Austria, has Michael forgotten how to celebrate? Maybe he's bored with winning...



Mr Editor Bishop: "I see no leaping"

'I ASKED RUBENS TO EXPLAIN EVERYTHING - AND PATIENTLY, THOUGHTFULLY AND HONESTLY HE DID JUST THAT'

After 70 efficiently driven laps of the Circuit Gilles Villeneuve, Michael Schumacher stepped out of his Ferrari, performed his usual post-win hugging routine, climbed the short flight of stairs to the podium, stepped atop its central plinth, and leapt his famous 'Schumi leap'. It was the 59th win of his grand prix career and the sixth of his relentlessly dominant 2002 campaign.

The leap, though, was notably half-baked. Time was when we all marvelled at the amount of 'air' Michael was able to get with so short a run-up; indeed, when at Spa-Francorchamps in '98 Damon Hill attempted to effect a parody, the embarrassingly low-rise result was considerably more flop than Fosbury.

So why did Schumi give the Montreal podium ceremony so little oomph? Well, I think we all know the answer to that, don't we? Only a month after being booed to the echo at the A1-Ring, a full-on celebration of yet another easy win might have appeared a tad over the top.

Whatever your views of 'Austria-gate' - and *F1 Racing's* line, for the record, is that it was an unremarkable (if dreary) episode that warranted no censure - the one person who could have been forgiven for appearing peeved was Rubens Barrichello. Post-race, however, he was all smiles. Confused, we decided to get to the bottom of the story.

At Monaco, therefore, I sat down with Rubinho, switched on my Dictaphone, and asked him to explain *everything* - and patiently, thoughtfully and (I'm certain) honestly he did just that. I found it truly fascinating. I hope you do, too. We publish the transcript of the interview, in its entirety, on pages 30-36.

Matt Bishop editor in chief

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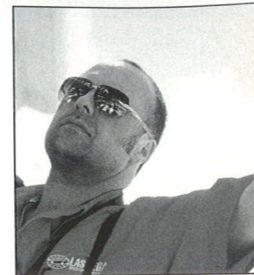
> Peter Windsor

After 30 years in the business (including stints at both Williams and Ferrari) in managerial as well as journalistic capacities, Peter *knows* about Formula 1. His views may not always be conventional, but they are never less than compelling - which is why we asked him to play devil's advocate for Schumi (page 38).



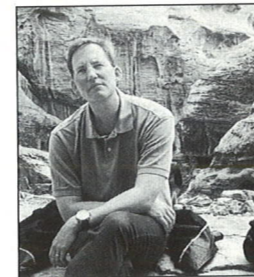
> James Bareham

A regular contributor to *F1 Racing*, James is one of the world's finest portrait photographers (it is his shot that graces the cover of David Ginola's autobiography, for instance). But he is also a daring visual documentarian - as you will see in our world exclusive look behind the scenes at a grand prix with the FIA (page 56).



> Jess McAree

Since he became a top editorial executive at Haymarket Magazines Ltd (publishers of *F1 Racing*), Jess has not had so many opportunities to man the keyboard on our behalf (although he does manage occasional forays into the office to steal our newspapers). Which is a shame, because his effusive style is always fun to read. See for yourself on page 44.



> Liz Wallace

As art editor of *F1 Racing*, Liz (er, right) is the ultimate arbiter of how the magazine looks (indeed, she has just refreshed the layout of this very page). This is her second stint in our design department; in between she looked after *Classic FM* magazine. She assures us that drivers are easier to deal with than divas...



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

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

Circulation enquiries to: Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE1 2TR. Phone 01733 555161 ISSN 13614487 EAN 02713614480008

Printed by: Southern Print (Web Offset) Ltd, Upton Industrial Estate, Poole, Dorset, BH16 5SN

Colour by: Colour Systems Ltd, 90-92 Pantonsville Road, London, N1 9HS

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For binders holding 12 issues, send a cheque for £6.95, inc P&P, to: *F1 Racing* Binders, PO Box 280, Sittingbourne, Kent, ME9 8FB, UK. This price is applicable to UK residents only; overseas prices on request. Please allow between four and six weeks for delivery.

Full details of subscriptions: page 126
Subscriptions: UK £42.00. Airmail to: Europe £58; Africa, India, Middle East £92; Japan and the rest of the world £94. Payment can be made by Visa, Mastercard or AmEx to: *F1 Racing* Subscriptions, PO Box 280, Sittingbourne, Kent, ME9 8FB, UK. Tel: +44 (0)1795 414818; Fax: +44 (0)1795 414555.
US subscriptions cost \$69.00 from: *F1 Racing* Subscriptions, EVA, 205 US HWY 22, Green Brook, NJ 08812, USA. Tel: 732 424 7811. Fax: 732 424 7814. Email: ewa@ewacars.com
Postage paid at Rahway NJ and at additional mailing offices.

F1 Racing is published monthly. Subscription is \$116.85. Postmaster send address corrections to: *F1 Racing*, c/o Mercury International Ltd, 365 Blair Road, Avenel, New Jersey, 07001. © Haymarket Magazines Ltd 2002. Published 12 times per year.



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High and mighty

If pitch sensitivity when running low is an MP4-17 weak point, would Monaco, where you run high-ish, offer solace? P1 for DC provided an emphatic answer

Circuit: Monte Carlo, Monaco

Time/date: 9.45am, Sunday May 26

Photographer: Clive Rose/LAT, Canon EOS 1V, 20mm lens, Fuji Velvia film, 1/60 at F20



Boo who?

For a man accustomed to universal approbation, it couldn't have been easy to face the crowd's jeers – especially two weeks on from *that* race. But boo Schumi they did

Circuit: Monte Carlo, Monaco

Time/date: 9.50am, Sunday May 26

Photographer: James Bareham, Contax Carl Zeiss, 200mm lens, Fuji Velvia film, 1/60 at F22



Slot racing

Jordan need a result, and at this point in the race Giancarlo *knows* he's got this one in the bag so long as he stays off the wall. Will he be "Very 'appy"? You bet

Circuit: Monte Carlo, Monaco

Time/date: 3.30pm, Sunday May 26

Photographer: Clive Rose/LAT, Canon EOS 1V, 35mm lens, Fuji Velvia film, 1/1000 at F4.5



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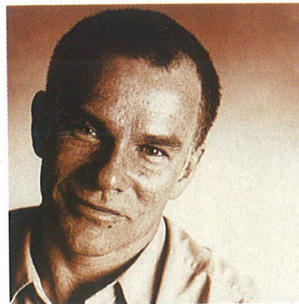
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LIFE'S TOO SHORT
NOT TO





Peter Windsor

People are queueing up to sit in judgement on Eddie Jordan's staff cull. Frank Williams isn't one of them...

THEY SAY THAT FIA PRESIDENT MAX MOSLEY recently chose Eddie Jordan's new boat as a backdrop for a TV interview about the decline in the Formula 1 economy, allowing the view behind him to say what thousands of words could not. They say, too, that several Jordan ex-employees are starting legal action against the man who laid them off. If he can afford a £5.5 million boat amongst other playthings, they argue, then why did he claim hard times?

None of this is right. The rich-poor thing isn't right – but then nor is the judgement by others of men like Eddie Jordan. If Jordan created that wealth, then spending it is his own business. For all we know, Eddie may well have raised more money for charity over the past 10 years than the rest of the F1 pitlane put together. And if he wants to sack part of his staff then that is his prerogative – just as hiring them in the first place was his choice, as well. Who are we to judge?

Which leads me to Frank Williams, with emphasis on the Frank. He doesn't like to be called 'Sir Frank Williams'. He likes to be just Frank. "Frank speaking," he says, when you phone him. "Just call me Frank," he says to strangers, unsure of how to address him. It leads me to Frank because increasingly he stands out in F1 as a man of impeccable manners and sound ethics who doesn't judge and doesn't complain. "Never, ever approach another team's sponsor," he told me years ago, when I worked in his commercial department. That was a first then and remains a first now. It was also long after TAG had switched from Williams to McLaren but before Honda had been persuaded to leave

Williams for Lotus and McLaren...

With age, Frank has become a little more mellow, a little more compliant. While Patrick Head was complaining about Ferrari post-Austria, unable to control his feelings, Frank was quietly sending notes of encouragement to Ferrari, telling them not to lose heart. When a major sponsorship prospect recently chose a rival team rather than Williams, Frank was the first to congratulate them and wish them luck. What Ron and Eddie and Flavio say in five minutes, Frank says in a very concise 25 seconds. He never criticises his peers and he is a man of refinement and taste. It's okay that Eddie Jordan plays with his band, or that BAR have their very loud parties; it's also nice, though, that Frank Williams can tell the difference between Mozart and Handel.

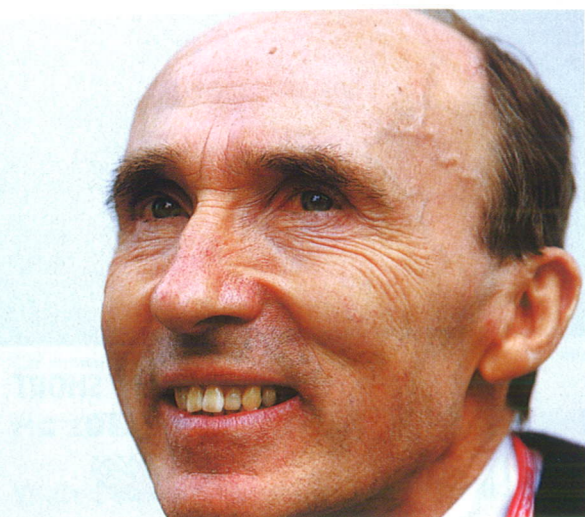
And there is his other life. His Falcon 50 took off at 0915 – Frank always refers to the 24-hour clock – on the Monday after Canada, which meant that he would have awoken at about half past three in the morning: that's how long it takes for him to get ready, to be the guy in the wheelchair whom too often we take for granted. He wouldn't have slept on the flight home – too uncomfortable – but he would have read the papers, chatted to his pilots, enjoyed the business of flying across the globe; and, like clockwork, he would have been in his office on Tuesday morning, running the business he has always loved. He remains the only major F1 player yet to sell his shareholding, yet he sits at the top of a brilliantly successful F1 company. Great engines, great sponsors, great drivers, great facilities.

He probably wasn't surprised when he heard of the Jordan lay-offs but he certainly wouldn't have passed judgement. And of that, in F1, we need more.

RUSSELL BULGIN passed away last month, his ashes scattered where he wanted them – over the Nürburgring and Shelsley Walsh. He was original, creative, informed and a beautiful writer. And he fought cancer. Only his closest friends were told.

I met Russell 22 years ago when he wrote to me, submitting an article for publication in *Autocar*. He was so good, so elegant, that he helped me to decide shortly afterwards to take a break from journalism and to concentrate on something else: suddenly, the competition was fierce. Russell became a great motoring and motor racing writer and the permanents – those things that never die – still remain: he always kept in touch, always paid compliments and was generous with his help.

LORENZO BELLANCA/LAT



'Frank never criticises his peers and he is a man of refinement and taste. He probably wasn't surprised when he heard of the Jordan lay-offs but he wouldn't have passed judgement. And of that, in F1, we need more'



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NEW BLOOD AT McLAREN

Why McLaren won't go west

Morale is not high in the McLaren-Mercedes camp, but radical change could be afoot

Don't be blinded by McLaren's performances in the past two races. David Coulthard's win at Monaco and his second place in Montreal are more a reflection of circumstance and great driving than the competitiveness of the McLaren-Mercedes package. Truth be told, the team are less competitive in '02 than at any time since '96. However, McLaren boss Ron Dennis has identified what he perceives as key weaknesses, and has gone about trying to rectify them.

Weakness one is the mechanical side of the McLaren design office; weakness two is a lack of organisation at Ilmor (whose engines are badged 'Mercedes-Benz').

To solve the chassis problems, the team have put in a big money offer to Arrows technical director Mike Coughlan. His job description would see him operating as Adrian Newey's number-two, although how this would affect chief designer Neil Oatley's position is not yet clear. "There has been dialogue with Mike," said Dennis at the Canadian Grand Prix. "There is a difference of opinion between him and his current employer – and, until that is resolved, there is little that we can do." Coughlan is already on 'gardening leave'.

'RON DENNIS HAS IDENTIFIED THE KEY WEAKNESSES AND HAS SET ABOUT TRYING TO RECTIFY THEM'

As regards Ilmor, Dennis and Merc boss Norbert Haug are looking for a replacement for Ilmor's late joint-principal Paul Morgan, who was killed in an aeroplane crash last year. Mario Illien continues to look after the technical aspects of the engine, but a person with Morgan's organisational skills is being sought – and might have already been found in the form of Toyota engine boss Norbert Kreyer.

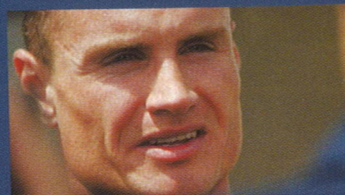
"There have been discussions with Norbert Kreyer," said Dennis, "but I can categorically state that he has not been offered a job by any of our [McLaren, Mercedes or Ilmor] organisations."

These changes, if they happen, cannot come soon enough; relations between McLaren and Mercedes personnel appeared to be distinctly frosty in Montreal. While Dennis and Haug have traditionally travelled to and from the track together, for example, that wasn't the case at this race. Ron being Ron, however, the only thing that will alter his thoughts towards his engine partner will be a turnaround in results. Watch this space.

That Monaco win (below) then a second in Canada don't mean that McLaren have turned the corner, but they have helped DC (left) edge towards second place in the drivers' standings

Second by stealth

Why DC's softly-softly approach may yet make him title runner-up in 2002



Post-Canada, David Coulthard is fourth in the drivers' table, on 26 points, despite having endured a miserable start to the season.

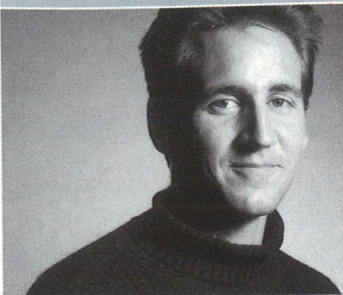
Sure, he has written off his chances of snatching the drivers' crown from Schumi (see page 44), but the consolation of being next best may yet come his way. McLaren seem at last to have

sorted some of their reliability issues which plagued their early season – and DC has shown a true poacher's instinct for maximising results from scant potential: think Brazil (3rd); Spain (3rd); Monaco (1st); Canada (2nd).

He's now but a point behind the Williams pair, tied on 27. This three-way battle will run 'til Suzuka.

On the inside

Mark Webber is the right man for BAR in '03. He's cheap, too!



David Richards is an achiever. Earlier this year he streamlined the technical arm of British American Racing and saw the first results of his endeavours in Montreal, where the BAR 004s were at their most competitive all year.

Next on DR's list is his 2003 driver line-up. Jacques Villeneuve, according to manager Craig Pollock, has a "cast iron" contract with the team, with an option on JV's side to leave at the end of this year. How Richards must hope he will!

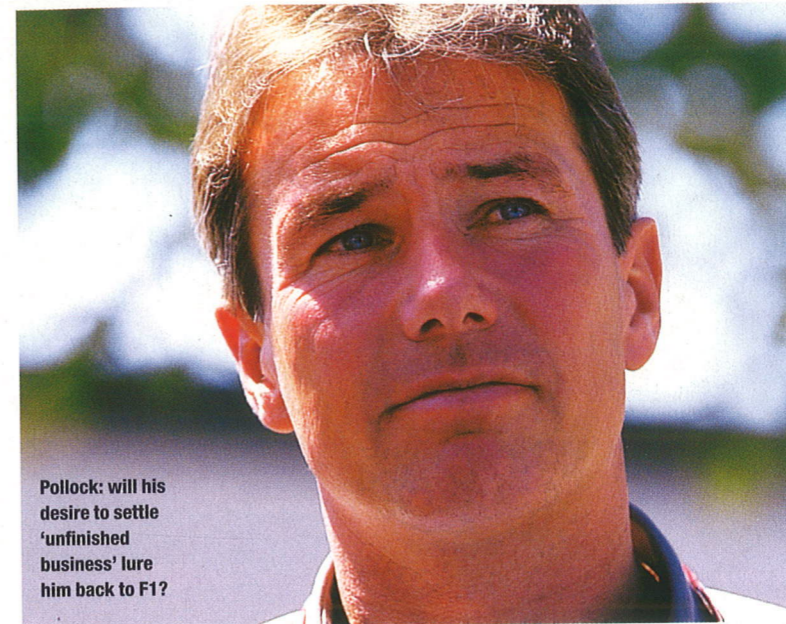
Villeneuve stands to earn £12-14 million from BAR next year, which amounts to around 20 per cent of the annual budget stumped up by British American Tobacco. Irrespective of Jacques' talent – which on his day is still formidable – he is wrong to expect a mid-grid team to pay so much; not even one bankrolled by BAT. Sure, the '97 champ deserves a good whack, but his salary demands are not in keeping with the team's best interests. Such a sum would be better spent elsewhere – with the remainder going to a guy like, say, Mark Webber.

'Webbo' has done a phenomenal job for Minardi so far this year. He has wrung the neck of the PS02 every two weeks, peaking with his performance at Monaco, where he was on course to outqualify – guess who – Jacques Villeneuve until his lap was ruined by Felipe Massa.

Mark is ideal for BAR for several reasons: he's fast; he's a sponsors' dream; he's articulate; he's good-looking. He's cheap, too, yet he could do a more or less equal job to Jacques, for far less cash.

Does JV know that Webber and Richards have spoken at length at each of the past four races? If there's any justice, Mark will be in the BAR 005 come March '03.

TOM CLARKSON



Pollock: will his desire to settle 'unfinished business' lure him back to F1?

YOU CAN'T KEEP HIM AWAY

Can Red Bull give Pollock wings?

The future of Craig Pollock was at the centre of much speculation in Montreal after the former British American Racing boss admitted that he feels he has unfinished business in Formula 1. "I still have things I want to achieve in F1," he said. "I learned a lot with BAR; if the right offer were to come along, I'd take a serious look at it."

Pollock has been linked to Red Bull in recent weeks, following the energy drink's recent launch into the American market. They have made former F1 driver Danny Sullivan boss of a driver-development programme, and a Red Bull team would be a logical conclusion.

"I can't talk about Red Bull's plans to bring on the team side," said Sullivan. "But if that is what they wanted to do, then that is where we'd end up."

Bernie Ecclestone is a close adviser of Red Bull boss Dieter Mateschitz, and

Pollock is a close ally of Ecclestone – they still speak on the telephone frequently.

Moreover, Pollock sold F1 television rights for Bernie in the Far East before bringing BAT into F1. He has denied any link to Red Bull – but, lest we forget, Red Bull were sponsors of Pollock's 24-Hour Formula Charity ski race last winter.

Consider also that this is the final year of Red Bull's Sauber sponsorship, the company having already sold their stake in the team. Come 2003, therefore, a big pool of Red Bull cash will be awaiting a suitable outlet.

Arrows remain the team most likely to benefit because boss Tom Walkinshaw is already associated with the company in the American IRL series, where his TWR empire build the Infiniti engine for Eddie Cheever's Red Bull sponsored team.

We'll keep you posted.

WHEN 'NO' MEANS 'YES'

Why Audi really could enter F1

Believe nothing until it has been officially denied. Believe, therefore, that Audi's participation in F1 is not an impossibility.

The official denial offered to *F1 Racing* – "Audi have no plans to enter F1 at the moment" – echoed recent remarks made by the VW Group's head of motorsport, Frans-Josef Paefgen, and chairman Bernd Pischetsrieder. Interestingly, Pischetsrieder chose the Austrian Grand Prix (where he 'did lunch' in the Arrows enclosure with Tom Walkinshaw) as the location for his remarks.

What is certain is that Audi are recruiting technical staff – an advert in *Autosport* on May 30 was worded thus: "You may have experience in the [road car] industry... motorsport, armed forces or aircraft industries." All are common, established

fields of recruitment for motorsport.

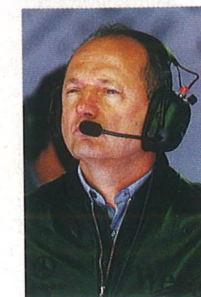
Given that both BMW and Mercedes, Audi's premium brand German rivals, are highly visible in F1, Audi's absence is conspicuous – particularly so in the context of their outstanding sportscar record since '00 (they bid for a third consecutive Le Mans victory on June 17). The marketing capital accrued from sportscar success has been limited, however – as was that of BMW, who followed their '99 Le Mans win with F1 entry, as Williams' engine supplier, in '00.

At the recent launch of the 450bhp Audi RS6 Quattro, enquiries as to F1 ambitions were rebuffed. But perhaps the clue lay in the car. What is RS6 if not a rival for the top-spec AMG Merces and BMW's M5? And how can you market such mega-cars without F1?

Splash 'n' dash

▽ Ron the money

Ron Dennis has come up with an ingenious method of cutting costs in F1: race less. "If you were to cut back to 15 races I don't think the world championship would be damaged," he said, "yet you would rid us of the need to raise a significant proportion of 2/17 of our budget."



▽ G-00-00-00-00-00-AA-L!

Appropriate that Rubens Barrichello should be presented with a footie shirt in his country's colours over the Canadian GP weekend: his compatriots had just stuffed China 4-0 to guarantee their passage to the World Cup last 16.



▽ Monaco: old track, new look

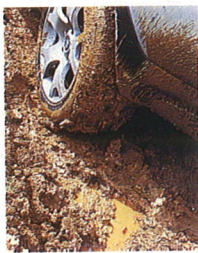
The Monaco GP circuit will be revised for the '06 race. A wider pitlane will benefit teams while a tweak to the exit of the Swimming Pool section (below) will allow the cars a greater run off area. The changes will be made to counter criticisms of the circuit's cramped and outdated facilities.



Splash 'n' dash

British GP: will the mud stick?

In the run-up to the British Grand Prix there are fears that Silverstone's facilities may not meet standards demanded by the FIA. Photographer Darren Heath's BMW X5 (below) had to use its four-wheel drive to tackle the track's perimeter road in early June. Failure to meet FIA requirements could jeopardise the 2003 British GP.



Donington's things of beauty

F1 Racing's trademark historic F1 studio shoots, (see pages 116-121 for this month's stunner) owe much to the help of all at the Donington Grand Prix Collection – home to beauties such as the Ferrari 312B (below). See www.donington.com for more.



French GP by car? Of Course!

There's only one way to get to the French GP: by car. Editor in chief Matt Bishop and ace lensman Darren Heath will blast down in an Audi S3 (below), taking advantage of the seasickness-free crossing offered by Eurotunnel. If you spot them, give them a wave!



Stoddart: "Let's see: if I sell a 747, can I afford to do the season?"



MINARDI/ARROWS CASH PLIGHT

Minnows in deep water?

Formula 1's two smallest teams, Minardi and Arrows, have become increasingly vocal about their financial plight. Their futures, say their respective bosses, remain uncertain. In Canada, Minardi chief Paul Stoddart said that without the £8.25m in TV money which he believes should have been given to his team after the demise of Prost Grand Prix, he cannot finish this season. He has already made 22 staff redundant from his Ledbury headquarters, and more could follow. He cannot even turn to his airline aviation business for financial support because that has slowed down dramatically since September 11.

Arrows, meanwhile, were expected to have a new sponsor in Montreal – but it did not materialise. On top of that, team boss Tom Walkinshaw said that he had a new

investor in the team, but he refused to name the person. There has been some speculation that it might be former BAR boss Craig Pollock, but Pollock was quick to refute this: "I still have a 35 per cent share in BAR – isn't that enough? I have no interest in selling that and I don't have any interest in any other team. I'm not even representing anybody else."

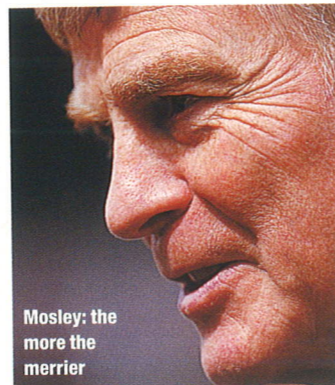
The question remains as to whether Walkinshaw and Stoddart, who claim to be skint, actually are so. Both teams have already received financial assistance from Bernie Ecclestone, yet Walkinshaw still turned up at Monaco in a new yacht.

F1 Racing believes both teams are taking part in a spot of sabre-rattling and that both have the necessary resources to complete the season – should they wish to.

CAUGHT ON CAMERA: HUGO HAKKINEN IN MONACO



So impressed was McLaren team boss Ron Dennis with the speed and balance shown by two-year old Hugo Hakkinen (above) at the Monaco GP, that he (Ron) is considering a long-term career development programme for the lad. Expect Hugo in karts by 2005 and in MP4-35 by 2020



Mosley: the more the merrier

THREE-CAR TEAMS IN F1?

Manage à trois (or else)

Three-car teams may ease 'cash crisis' in Formula 1

FIA president Max Mosley has proposed yet another cost-cutting scheme, the most interesting facet of which is a new world championship category that will open up the possibility of teams supplying their competitors with parts, engines or entire chassis. The most likely scenario is a manufacturers' title, which would encourage engine builders to supply more than one team.

Mosley's ideas were circulated in a 'secret' letter to the teams at Monaco; the manner of their transmission led to considerable speculation, the majority of which was sheer fancy. Although there is a historical precedent for teams using common parts or selling old chassis, the sport has moved on substantially from the days when the majority of teams ran with off-the-peg componentry (predictably, those most keen on the uptake of this particular angle were those most prone to reminisce about the 'good old days').

Modern F1 cars are almost entirely bespoke. And would the leading teams want to risk their new cars being beaten by their 'old' ones? Not with this much money/pride/ego at stake. Would they even invoke the capital cost in construction and inventory of keeping enough spare parts? Equally, no.

But it would not be out of the question for the top-end teams to run 'third' cars. That, too, has historical precedent: Ferrari, Tyrrell, March and McLaren have all done it.

Soon they may have to again, for as one Bernard Charles Ecclestone noted recently: "I'm sure we're going to lose a team or two by the end of the year. The sport is like a high-stakes poker game – with some playing with millions and others sitting with markers and unable to up the ante. But perhaps they shouldn't have been here in the first place."

DARREN HEATH; PETER SPINNEY/LAT; CLIVE MASON/WALLSPORT; TOM SHAW/WALLSPORT; TIM KENT



THE 'SILLY' SEASON BEGINS

Who goes where in '03?



Renault F1 test driver Fernando Alonso's impressive lapping of the Jaguar R3 at a Silverstone test on May 30 (pictured above) will not have been enjoyed by the team's regular drivers, Eddie Irvine and Pedro de la Rosa.

Poor weather conditions made competitive times impossible, but Alonso proved consistent and quick over 57 laps, never spun, and ended up 0.04 seconds quicker than De la Rosa (Irvine was absent).

"If Jaguar want me next year, that's good," said Alonso. "In the past other teams have been after me, and that has meant I've been revalued as a driver. The only difference is that this time I've actually driven the Jaguar – that's why people made so much fuss. The more Formula 1 cars I test the better. This is the fifth or sixth car I've tried out and it went pretty well. But at the moment I'm only thinking about Renault."

Well, he would say that, wouldn't he? But senior Jag men have hinted that they are on the look-out for a younger line-up next year – not good news for Irvine who, at 36, is F1's oldest driver. Furthermore, Alonso is managed by Renault F1 boss Flavio Briatore – and their management agreement will become null and void if Briatore fails to find a race seat for Alonso in '03. Since both Renault seats are likely to be filled for '03 (for Jenson Button is unlikely to be tempted by Jaguar's hefty cash offers), Flavio must now find his charge a drive outside his own team. So is De la Rosa safe? Not necessarily: two Spaniards would be bad news from a marketing point of view – and marketing is Jaguar Racing's *raison d'être*.

There may be changes afoot, elsewhere, too,

although not at the top four teams, where the line-ups of Ferrari, Williams, McLaren and Renault look almost certain to remain unchanged next year. Michael Schumacher and Rubens Barrichello are already confirmed at Ferrari, as are Ralf Schumacher and Juan Pablo Montoya at Williams; David Coulthard and Kimi Raikkonen both have what Ron Dennis has termed "plural contracts" at McLaren, while Renault are firming up their renegotiations with Jarno Trulli and Jenson Button.

Mika Hakkinen has a McLaren contract for '03 too, but he has gained 5kg since last year and seems to be enjoying spending more time with his family. Last month he put in a brief appearance in the Monaco paddock, where he told *F1 Racing*, "I think I'll let Kimi do the winning for me from now on."

After a nightmare '01 Button's strong performances this year have saved his Renault bacon, and a two-year extension to his contract is about to be announced – hence Alonso's decision to look elsewhere for an '03 seat.

The remaining teams look relatively stable, but the number-two seat at Toyota will probably be up for grabs (since Allan McNish is unlikely to be retained). Should he go, the drive would be appealing to a number of drivers, with Giancarlo Fisichella, Olivier Panis, Alex Wurz and Nick Heidfeld the likeliest candidates.

If, as looks possible, Eddie Irvine is not retained by Jaguar, he might tout his services to Toyota, too – but, since Mika Salo is a ripe old 35, Toyota might be wary of running F1's oldest stager in the other car.

Irvine has also been linked to a Jordan drive; however, this rumour is merely the result of a speculative story run in the June 6 edition of the *Sun* newspaper, and few serious F1 pundits gave it much credence. Irvine, a *Sun* columnist himself, refused to deny the story when asked to do so in Montreal, but he is shrewd enough to appreciate that any story depicting him as in demand, however far-fetched, can only assist his efforts to prolong his F1 career.

... but who loses out?

Is any F1 contract secure? We've read the small print

> **FERRARI:** Michael and Rubens: both confirmed until end of '04.

> **McLAREN:** DC is firm until the end of '03, and Kimi until '05. Hakkinen (left) has a contract with the team until the end of '03. He

receives no money this year, but is unlikely to take up his option in '03.

> **WILLIAMS:** Ralf is confirmed until the end of '04; JPM has a new deal in the bag, thought to be until the end of '04 as well.

> **SAUBER:** Heidfeld is confirmed until the end of '03, subject to certain conditions; Massa has a one-year deal – with the options on the team's side, of course.

> **JORDAN:** Fisi (left) is confirmed until the end of '04, but has options on his side. If EJ loses Honda, he can leave.

Sato has a two-year deal, with an option for the team for a further two years.

> **BAR:** Villeneuve (left) has a deal until end of '03, with an option at the end of this year which he can exercise.

Panis will be a free agent at the end of '02, but the team want him to re-sign.

> **RENAULT:** Trulli has a contract until the end of '03. Button is likely to re-sign, but Jaguar have offered him big money, too.

> **ARROWS:** Frentzen and Bernoldi both have one-year deals with the team, with options on both sides.

> **JAGUAR:** Irvine is a free agent at the end of the year; De la Rosa has one year to run.

> **MINARDI:** Webber and Yoong are free agents.

> **TOYOTA:** Salo has one year to run; McNish is a free agent at the end of the year.

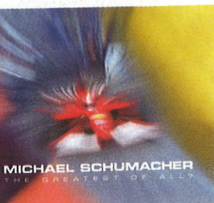
Cheer up, Al! It might never happen. Then again, it just might. Fingers crossed...

MARK LORENZO BELLANCA/LAT; INSETS: CLIVE ROSE/LAT; STEVEN TEE/LAT; MARK THOMPSON/WALLSPORT

F1 RACING
Experience

Just too good to be true...

If Schumi were a dam, he'd be the Hoover. And in his new book, author Christopher Hilton explains why Michael's mega. Call 0901 070 5070 for your chance to win one of 10 copies.



Picture this Art for art's sake, that's what F1 Racing is offering this month, courtesy of Artist Gillian Tapsell (www.gt-art.co.uk). You can win gorgeous prints of DC or Schumi (below) by calling 0901 070 5071.



Win Rubens' pole lap map One lucky reader can win Rubens Barrichello's hand-annotated map of Silverstone, as seen in this month's F1 Racing British GP supplement. The first reader to write to us with Rubens' pole time for the 2000 British GP gets the prize. See page 6 for address.



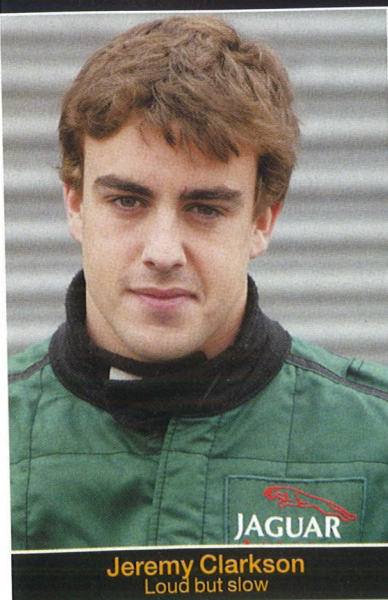
TERMS AND CONDITIONS The winning entry will be the first drawn after the closing date which is July 12 2002. Calls cost 30p. See page 4 for further details.



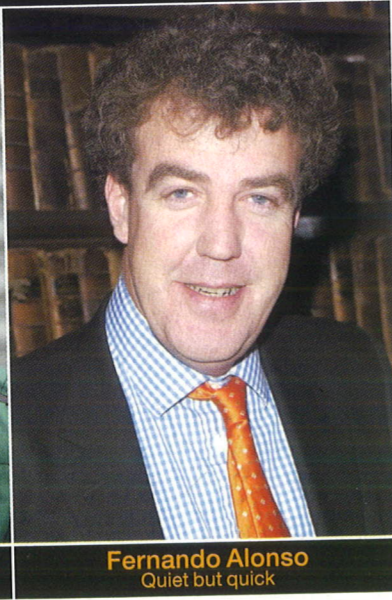
Grand prix parking: rookie style

Monaco's sneeze-and-you'll-shunt reputation is formidable, but someone forgot to tell F1's rookies this year: Massa, McNish, Sato and Yoong all crashed. And the 'old hands' fared little better - Raikkonen, Button, Salo and Barrichello all had offs or shunts, too...

LOOKY-LIKELY No 27



Jeremy Clarkson Loud but slow

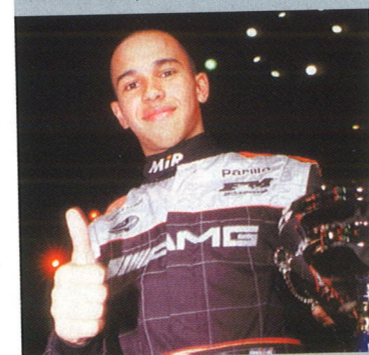


Fernando Alonso Quiet but quick

The boy's a bit special...

Your guide to F1's next hot property: Lewis Hamilton

Isn't he in loads of TV movies? No, you're thinking of George Hamilton. Well, what about the Evel Knievel biopic then? No, that was George Hamilton too. Ummm... Leicester Tigers? You're thinking of Jamie Hamilton. Radio Five Live pundit? That'll be Maurice Hamilton. Cash for questions? Neil Hamilton... Oh, I give up. Who is he then? Lewis is currently driving for Manor Motorsport in the Formula Renault UK Championship: Kimi Raikkonen's last stop before Formula 1. Before that, he was a karter par excellence. And he's only 17.



Hmmm. What separates him from the horde of young hopefuls, then? The patronage of McLaren. Team principal Ron Dennis is a big fan of Lewis, and has assisted the progress of his career. You may yet see Lewis at the wheel of a McLaren, in a testing if not a racing capacity (the sight might provoke déjà vu, since his yellow and green helmet livery is very Senna-esque). Really? So he's friends with the great and the good? As it happens, he's also chummy with Nico Rosberg, son of the 1980s F1 ace Keke. They used to race together in karts, in a team put together by Ron and Keke. What? How come I didn't know anything about this? You haven't been paying attention. Mind you, it was pretty hush-hush: they never carried any McLaren branding, although their results were announced in McLaren's in-house organ *Racing Line*. Interesting. Is he doing the business yet in F1 Renault? He's getting there. Watch this space.

DARREN HEATH; LORENZO BELLANCA/LAT; CHRIS DIXON/LAT; REK FEATURES; ILLUSTRATION BY SOPHIE JOYCE

A FEAST OF MOTOR RACING

Go-faster pasta

The recent opening of a well-to-do new London eaterie, sister to an identical establishment in Monaco, inspired the F1 Racing team to scour the capital in search of other, racing-themed restaurants. It's a tough job...

La Rascasse at Café Grand Prix

50A Berkley Street, London, W1J 8HA; telephone: 020 7629 0808; fax: 020 7409 4708; internet: www.cafegrandprix.com



You'll have more than 850 wines to choose from at La Rascasse. And the food is fabulous. Definitely a restaurant to try

London's coterie of food critics have granted the recently opened Café Grand Prix only a moderate rating on the gastronomic barometer: the décor rather than the bill of fare being the source of their ennui. AA Gill of *The Sunday Times* was especially curmudgeonly in this regard. But what might be considered ghastly in the front room of a two-up two-down in Beckenham is not necessarily so in an uptown fine dining establishment. La Rascasse is intended to be an ersatz of its Monaco sister restaurant (wherein our editor in chief dined during the recent grand prix), so you would be foolish to expect anything other than marbled walls and chandeliers. Besides, I quite like it (though I wouldn't ape the style in my own home).

In the most important regards - service and food, that is - La Rascasse really does tick all the boxes. Head chef Richard Turner is a Marco Pierre White alumnus, and so the dishes are uncomplicated modern French. There is a £19.50 set menu that should suit most tastes, but we opted for the more adventurous (and more costly) vista of the à la carte. The other half kicked off with a crab soup that she pronounced to be very pleasing; I began with the slightly non-PC choice of foie gras, nestling alongside a tiny but intricate rubble of beetroot and blood oranges. The affable and knowledgeable sommelier provided me with a glass of sweet and unctuous wine that set it off perfectly.

IN THE MOST IMPORTANT REGARDS - SERVICE AND FOOD - LA RASCASSE TICKS ALL THE BOXES

For the main course we allowed ourselves to be guided to the rib of beef for two. The rib in question arrived on a trolley and fell away from the meat with only a gentle impetus from the waiter's carving knife, revealing a perfectly pink core. It came with a bowl of Caesar salad (which, in the end, neither of us touched), a generous helping of sauté potatoes and green beans and a supplementary pot of herbed jus. I didn't draw from the latter since it is a shame to anoint meat further when it has been cooked so beautifully.

La Rascasse claims to have more than 850 wines on its elusive list, many of which you can have by the glass, so it was with some relief that I abdicated responsibility for the choice to the sommelier. He brought us two glasses of a polite 1999 Bordeaux that ended with a firm smack of cherry on the palate. We finished with a lemon tart that my companion found unimprovable, and a warm, spiced dish of pineapple and Cointreau propping up a crisp slice of pastry and a blob of ice cream.

The corollary of so-so reviews for an otherwise excellent restaurant is that it's easier to get a good table. I'll be coming back; the fact that AA Gill won't be here is a bonus. Stuart Codling

The others

Monza

6 Yeomans Row, Knightsbridge, London SW3 2AH; telephone: 020 7591 0210; email: monzarestaurant@msn.com Situated in a quiet street in Knightsbridge, Monza is a must for Italian food lovers and Formula 1 lovers alike. Established five years ago by its owner, simply known as Franco, the restaurant has maintained its unpretentious, homely feel despite its full-house-every-night success. On our visit we enjoyed not only superb food and wine but also genuine, enthusiastic conversation with Franco about F1, complemented perfectly by the array of memorabilia adorning the walls. A truly memorable occasion: 10 out of 10. Liz Wallace



Como Lario

22 Holbein Place, London SW1W 8NL; telephone: 020 7730 2954; fax: 020 7730 9046 The superb traditional Italian cuisine, convenient Sloane Square location and relaxed, friendly atmosphere make Como Lario a refreshing place to dine. Attentive staff are on hand to help you choose between the numerous well-priced dishes such as roast breast of duck in a black cherry sauce and linguine with red mullet sauce. The proudly displayed photos of famous F1 diners prove that Como Lario is an excellent place to make a reservation. Alison Lane



Bluebird

350 King's Road, London SW3 5UU; telephone: 020 7559 1000; fax: 020 7559 1111; internet: www.conran.com/eat Such is life: in 1923 the Bluebird garage sold "cut-price petrol" at one shilling and fourpence a gallon and had "segregated lounges" for drivers; now it's an ultra-trendy celebrity hangout, part of the Conran empire. A steel rooflight structure gives the restaurant a sleek and polished appearance; the Gastrodrome staff are very attentive and the food superb. There's also a Bluebird Bar, which opened late last year and serves own-label beer and a selection of bar food. Eddie Judd



Scalini

1-3 Walton Street, London SW3 2JD; telephone: 020 7225 2301 This cosy Italian restaurant is favoured by F1 luminaries including Jody Scheckter, Max Mosley, Jenson Button and David Coulthard. It's a small but busy place where the service is friendly, attentive and efficient. As for the menu, we really struggled to choose from so many mouth-watering (and well-priced) options. The food arrived quickly despite the packed house and was well presented. The portions were large and the food to die for. In summary: an all-round enjoyable experience. Suzanne Arnold



ONE AIM...

TOYOTA HAS A RICH AND VARIED MOTORSPORT HISTORY, FROM THE GIANT-SLAYING 2000GT OF THE 1960S TO WORLD RALLY DOMINANCE IN THE '90S. FROM ASSAULTS ON THE WORLD'S MOST GRUELLING RACE, THE LE MANS 24 HOURS, TO CHAMP CAR SUCCESSES IN THE USA. BUT NOW, PANASONIC TOYOTA RACING IS COMPETING AT THE VERY PINNACLE OF MOTORSPORT, THE FIA FORMULA 1 WORLD CHAMPIONSHIP.

IN THE THREE YEARS SINCE WE ANNOUNCED OUR INTENTION TO ENTER F1, WE HAVE ACHIEVED ALL OUR EARLY GOALS. THE TEAM HAS CONSTRUCTED A DEDICATED FACTORY AND STATE-OF-THE-ART WIND TUNNEL, DEVELOPED A BRAND-NEW V10 ENGINE AND CHASSIS, AND UNDERTAKEN A RIGOROUS TESTING PROGRAMME AT 11 CIRCUITS AROUND THE WORLD.

IN THE THREE MONTHS SINCE THE CHAMPIONSHIP STARTED, THE TEAM HAS SCORED POINTS - INCLUDING AT OUR DEBUT RACE AT THE AUSTRALIAN GP - AND LEARNED MANY IMPORTANT LESSONS. OUR EXPECTATIONS HAVE ALREADY BEEN EXCEEDED AS THE LIST OF ACHIEVEMENTS GROWS, BUT WE KNOW THE LONG ROAD AHEAD WILL BE HARD.

IN FULLY COMMITTING OURSELVES, OUR TIME AND ALL OUR EFFORTS INTO SUCCEEDING IN FORMULA 1, WE AT PANASONIC TOYOTA RACING HOPE TO SHARE THE DREAM AND EXCITEMENT OF THE JOURNEY AHEAD WITH AS MANY OF OUR FANS AS POSSIBLE.

WE HOPE YOU ENJOY THE RIDE!



CULMINATION OF A DREAM

The Australian Grand Prix was the moment everyone had been waiting for - but what next? Here, TMG's Ove Andersson and Makoto Matsui remember Melbourne and look forward to Toyota's future in F1

A minute and three seconds to go to the start of the first practice session of 2002 and Allan McNish accelerates out of the garage. It is the very first time Toyota has made the journey it will make thousands of times over the coming years.

The other 10 teams are in varying states of readiness, pitcrew scurrying around cars as drivers zip themselves into their overalls. The television screens in the garage show Michael Schumacher staring at a monitor and Juan Pablo Montoya talking to his engineer, before they flick to McNish, the new boy on the first day of a new term.

He stops at the lights, the engine making an orderly burble, and a clutch of cars gather behind him. A few seconds after 11.00am, the light goes green on '02 and McNish roars out onto the Albert Park track in Melbourne, Australia. Later, he will admit to feelings of enormous pride as he circles for the first time at a grand prix after more than a decade of anticipation.

Not only is his the first car on the track for the new season but

this is Panasonic Toyota Racing's first appearance in Formula 1 and the culmination of a three-year dream. It is a small victory but, Toyota hopes, the first of many.

"It was nice to achieve that," says Toyota Motorsport president Ove Andersson with a smile. "It was not really that important, but it was symbolic. We wanted to be first for the hell of it. It was our first race and Allan's too, so we had it in mind to be first onto the track."

McNish circles, the spotless white and deep red of his TF102 beaming into millions of homes around the world as the cameras track his progress. He is joined by the rest of the pack, including team-mate Mika Salo, whose car is the seventh onto the circuit.



"I FELT REALLY PROUD. TO HAVE THIS GREAT OPPORTUNITY, ME AND THE TEAM, IS JUST UNBELIEVABLE"
OVE ANDERSSON, TMG PRESIDENT

McNish does two installation laps and then returns to the garage.

Standing on the pitwall for the first time, Andersson is revelling in a unique moment in Toyota history.

"I felt proud, I really did," he says. "I cannot describe the feelings that went on inside me as I saw the car going around the track. To have this opportunity, me and the team, is unbelievable. I can't compare it to anything else in my career. There are steps in life; you have success, first victory as a driver and then as a team owner. But to arrive in F1 and start a challenge like this is beyond dreams."

"The work on this project really started in mid-'98. At the start, you think you have a lot of time, but it has gone so quickly: the planning, building the factory, preparation, constructing test beds, engines and everything. Time just flies."

"After all that work, to see the car go out for the very first time was an emotional moment for me. As I stood there and watched it, I was thinking about what we had all achieved."

On the pitwall, he stands slightly askance watching the two



"THINGS WENT VERY WELL AND IT WAS A GREAT WAY TO START THE SEASON - AND OF COURSE, TOYOTA'S INVOLVEMENT IN F1"
ALLAN MCNISH, DRIVER

rows of six monitors in front of him, glancing up occasionally at the giant screen beside the pitlane entrance.

"Everything worked better than expected," says Andersson. "The car functioned near enough perfectly. I just stand and watch and listen. I'm paid to worry now, not to get involved in the details."

Makoto Matsui, the general manager of Toyota's motorsport division, watched with quiet satisfaction as all around him celebrated wildly. The red and white machine of Mika Salo had scored a world championship point on the team's debut at the Australian Grand Prix, something beyond all expectation.

"It was an emotional time,"



he says. "I joined this project in 1998, at the start. I've seen it build from an idea to this: our car crossing the line and scoring a point. It's a big thrill for me and the whole team. I oversee and liaise with Toyota in Japan, but at the circuit I don't do anything. Once here, I trust completely in the 'Team'."

The 'Team' Matsui refers to is Toyota Motorsport GmbH, the outfit charged with putting the F1 programme together, as it formerly did with devastating effect on the world rally stage.

"I had not expected such a start," admits Matsui. "I thought if everything went well, we might be one-third from the back or, with a bit of luck, maybe in the middle."

The most remarkable facet of the team's car, the TF102, this season has been its rock solid reliability – it resonates with the standard-setting reliability of the company's road cars.

Matsui agrees, but says, "It's been achieved from a different motivation. We didn't deliberately set out to build a car that had to be reliable above all else. In F1, you need to be very aggressive in searching for performance, but we are very aware we have much to learn before we can know in which

direction to find that performance. Therefore, we wanted a car that would give us lots of miles, so we could learn more quickly."

After 20 years in various motorsport programmes with the company, the racer's edge in Matsui is never far from the surface. It may be a brand-new project, but he is itching to make competitive gains, stirred perhaps by the first sweet taste of success that Melbourne represented.

"This year is definitely a learning year, but we cannot be satisfied just to learn. We should tentatively stop the learning phase in the middle of the season and do a real performance push in the latter half of season. I believe we should have many points but before we find these gains,



"IT'S A FIGHTING ENVIRONMENT, ALWAYS PRESSURE, SO THE REWARD FOR SUCCESS, WHEN IT COMES, IS SWEET"

MAKOTO MATSUI, TMG MANAGER

we need to train the team."

Training that is achieved by doing the job week in, week out, where each event yields new solutions, making the team better informed on each return flight than on the outward leg. Many of the specific technical demands of F1 are still to be learned, but competitiveness is already deeply ingrained within the company.

"Fundamentally all motorsport is the same," says Matsui. "Not technically, but in spirit. It is the way you embrace all problems and react to them to make competitive gains. There is always urgency in F1 – things move so fast. Solutions need to be fast and the team needs to operate as a single unit. It is a fighting environment – together against the opposition – and very exciting. There is always pressure, so the reward for success, when it comes, is sweet. It's the same in rallying, Champ Cars or F1."

But Matsui knows it won't always be like this...

"We know there is a long road ahead," he says, "but Melbourne gave the team a nice present for the long road they have travelled to get this far. It gives us impetus for the future." ■



"F1 RACING IS A VERY COMPETITIVE SPORT AND CIRCUMSTANCES ARE NOT ALWAYS KIND TO US, BUT WE WILL MAKE PROGRESS"

MIKA SALO, DRIVER



(Above) A twin-keel, or a bilge keel? The author of our star letter wins a Juan Pablo Montoya T-shirt (below) courtesy of Grand Prix Clothes: www.grandprixclothes.com



star letter

A load of bilge

Just to be pedantic: a twin-keel would be one behind the other. Two keels side by side is a bilge keel. Just thought you might like to know.

Alastair Blair
Ardfern, Argyll

Fiasco? Not so!

F1 Racing is a breath of fresh air: a relaxing interlude in a world of noise and nonsense. Even more so when I read Peter Windsor's superb perspective on the Ferrari team orders at the Austrian GP. Amid cries of "shame", "outrage" and "fiasco" from the tabloids, motor racing publications and so-called fans, Peter Windsor and *F1 Racing* eloquently outlined the facts with the usual respect shown to the sport that we all love.

What is even more touching and significant is that you did so with respect for the man in the middle, Rubens Barrichello. Everybody else seems to have forgotten about him while pandering to their personal dislike for Michael Schumacher. Well done Peter Windsor for your sanity and superbly worded realism. On another note, your perspective on Schumacher's possible retirement plans was pure gold for this weary Barrichello fan. I live in hope!

Patrick Atherton
Lara, Victoria, Australia

Kimi overdose

You've devoted rather a lot of space to Kimi Raikkonen recently. Am I alone in feeling that this is disproportionate to his results? Meanwhile, there are other personalities who receive little coverage: Heinz-Harald Frenzen, Enrique Bernoldi, Alex Yoong, Felipe Massa... I know they drive for 'minor' teams, but that doesn't stop you writing about Allan McNish and Mika Salo just about every month!

Of the larger teams whom you quite understandably feature most prominently and regularly, it has to be said that your Williams coverage is rather slanted in the direction of Juan Pablo Montoya. I'm sure Ralf Schumacher isn't *that* truculent. Even up your coverage, please.

Jonathan Lowe
Via email

Flag waving

All that training with the marshals at Monaco (*F1 Racing*, June) must have given Allan McNish's confidence a major boost, judging by the times he set practice. What a pity he stuffed it into the wall so early in the race!

Richard Wilson
Via email

Sexual relations

I'm writing to express my thanks to Beth Williamson (*Backfire*, May) and all the other ladies who have written to *F1 Racing* criticising the lack of female-oriented content. I now feel a great deal more compassion for every man out there, because women sure are hard to please!

Yes, F1 is dominated by men. Yes, the only women in racing magazines are the grid girls (my personal favourite being the lovely Sonia Ferrer you featured in July '97). Does that make it any less enjoyable for me as a female? No. Should you deny your male readers eye candy because, for

backfire



some reason, some people are offended by beautiful girls? No.

I don't want an "in-depth feature written by a woman", nor one written by a man. I want an in-depth feature written by someone with an uncontrollable, undeniable, unhealthy obsession for all things F1. Which is exactly what *F1 Racing* provides.

Passion isn't governed by which box you tick next to 'sex'.

Kala Buser
Via email

You can't Matchett

I'm glad to see Steve Matchett appearing in *F1 Racing* again. Although I'm hugely interested in F1 technology, I find the kind of laborious detail that some publications indulge in somewhat off-putting. Steve encapsulates in a column what others take a few pages to explain. Keep it up!

Gary Temple
Via email

Mullarkey malarkey

Do you force-feed Stuart Codling a page of the dictionary every day? I quote from his otherwise illuminating interview with Sauber's Seamus Mullarkey (*F1 Racing*, June): "oligarchic organisational paradigm." Or is this part of a game of lexical tennis with the editor in chief, who is himself no stranger to the occasional polysyllabic flourish?

Clive Jenkins
Via email

(Below left) You appreciated our balanced comment on 'Austria-gate', including Rubens Barrichello's side of the story; (above) women and men alike enjoy F1's eye candy – they're here to stay



CLIVE JENKINS, CLIVE JENKINS/SPORT

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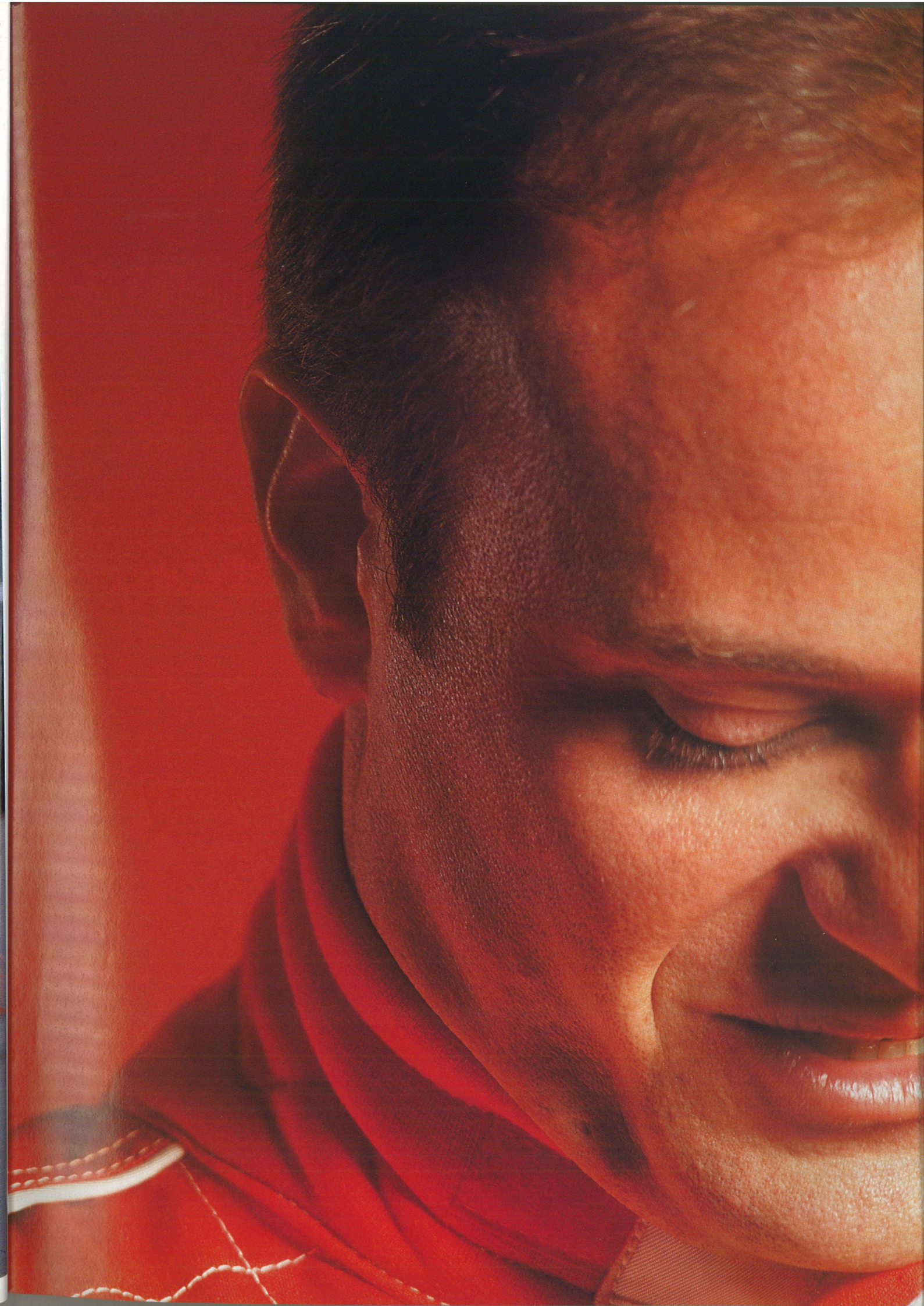
From the heart

This season, his 10th in Formula 1, is already the most impressive of Rubens Barrichello's career. Ultra-confident, super-resilient and quicker than ever, he has put 'Austria-gate' behind him even while most of the world's media are still begging him to admit that Michael Schumacher is the Devil incarnate. But he refuses to do so, and rightly so. So what does this God-fearing man really think of Schumi? And what does Schumi really think of him? And will Rubinho ever be allowed to do his own thing?

Interview by Matt Bishop; portraits by Ben Wright



At Monaco (left) Rubens was on a paradoxical high: two weeks after having been ordered by Ferrari to give up victory at the A1-Ring, he knew the world was on 'his' side





Matt Bishop: I'm going to have to start with a confession. Quite a few people – including me, I admit – were unsure whether you would be able to cope with the pressure of having to prove yourself in the crucial first half of a 2002-only deal alongside Michael Schumacher, who had just signed a three-year contract; yet you have driven superbly. How have you managed to do that?

Rubens Barrichello: I didn't have to prove myself to anyone. I have a one-year deal this year because I took up the option year on the two-year deal I'd signed for '00 and '01. It wasn't a case of sorting out a new contract.

MB: Okay, but it still left you only a single season in which to persuade Ferrari that they should retain you for '03 and beyond, as they have now decided to do. And surely you would agree that you're driving better this year than ever before. In fact you recently said so, and on the record.

RB: Look, the aspect of racing I love most is qualifying. And yet in '00 and '01 I was struggling even in qualifying. And that was a first for me. I've always been the kind of driver who can pull out a mega lap at the end of a session – even in an average car. I was often top-eight when I was at Jordan ['93 to '96] or Stewart ['97 to '99], wasn't I? But I was struggling at Ferrari until this year.

MB: So what is it that has turned things around for you?

RB: Actually, things got a bit better after Michael won the '01 championship [at the Hungaroring]. There was a big release of pressure within the Ferrari team, and I had

chances to win two of the last four grands prix of the year [Monza and Indianapolis]. It had taken me a long time to realise that, after many years driving average cars, I simply had to achieve better set-ups. You see, before I joined Ferrari, I was used to driving cars with understeer or oversteer – and it just wasn't possible to get those cars neutral. But one of the reasons Michael has always been so good is that he has always been super-focused on making his cars work for him. And it took a year and a half of my Ferrari life before I realised I could make my cars work for me, too. And this year things are even better, because F2002 suited me from the start.

MB: Why was that?

RB: Well, F1-2000 was a rather nervous car. F2001 was much more neutral on turn-in, and F2002 is better again. And because I brake in a straight line, with my right foot, I need a neutral car. Because Michael brakes as he turns in, trimming the car's attitude with left-foot braking, neutral handling is less critical for him. But F2002 is only partly responsible for my improvement. It's helped, though, because as I approach the car I'm saying, "Car, I love you." But remember: I was on pole in Australia this year with the old car, so F2002 can't be the whole story.

MB: Have you ever tried left-foot braking?

RB: In '93 and '94, my first years in F1, I braked with my right foot. Most drivers did, because you needed your left foot for the clutch. Then, in '95, when Jordan gave me and Eddie Irvine a two-pedal car, we both quickly got used to left-foot braking in pre-

season testing. But in Brazil, the first race of the season, I qualified 16th [Irvine was eighth] and I was 15km/h [9mph] slower than Eddie on the straight on my qualifying lap. I thought the problem was with the airbox not getting enough 'ram' into the engine – but it turned out that I'd been gently resting my left foot on the brake pedal without realising it.

MB: Why didn't the Jordan team spot that from the telemetry?

RB: I guess at that time the telemetry wasn't too good. But, even so, for God's sake, for six grands prix I was braking on the straight. Six races! In qualifying! It was unbelievable! I was so frustrated. And when we found out about it, I went back to right-foot braking – and it brought other benefits. My brakes began to run cooler again, and I used an average of eight per cent less fuel per race. But left-foot braking was never a problem for me. I did it, of course, in karting – and I do it in road cars even now.

MB: This season you've got a brand-new race engineer, Gabriele Delli Colli [whom Ferrari poached from Jordan in January]. I remember, late last year, Giancarlo Fisichella told me he was really looking forward to working with Gabriele at Jordan in '02

(Above) It's all in the head – and this year Rubens is more settled, emotionally and psychologically, than ever before

'JEAN TODT AND I HAVE BECOME GOOD FRIENDS. MY TIME IS COMING, AND I THINK JEAN RECOGNISES THAT'

After a tricky start to his Ferrari career, Rubens is now a happy man (below); in the pit garage he's confident (right); in the F2002 he's majestic (main)

[which, of course, Giancarlo never got a chance to do].

RB: No, that's right! Gabriele is great. He's a bright young man who wants to succeed every bit as much as I do. And, more than that, he has very good ideas. I loved the guy I had last year, Carlo Cantoni. He was such a good guy, but sometimes we panicked together. And then, although we weren't exactly fighting, it was difficult to get him to make decisions – so I was having to make most of them myself. It was a bit tough.

MB: You're confident in yourself, confident in your car and confident in your engineer. But Ferrari are irredeemably centred on Michael. Do you measure yourself against him?

RB: When I signed for Ferrari, I took a big chance. I knew I'd have a very difficult task ahead. I knew I'd have pressure from Ferrari, pressure from the press – the Italian press, especially – and pressure from the world. And, on top of all that, I knew I'd have the pressure of being compared with Michael. So why do it? For two reasons: because I wanted to pitch myself against the best, and because I knew Ferrari would build me a car in which I could win races. And I've proved I can do that. So being Michael's team-mate,



and doing well against him, is something I'm very proud of.

MB: Do you like him?

RB: Sure. And our relationship has got better over the years. Initially, I was always saying to myself, "I must beat him, I must beat him, I must beat him." And that was making things worse. But everything is much calmer now. I've worked out where my space is, and I've slowly conquered that space.

MB: What do you mean by the phrase 'conquered that space'?

RB: I know my place in the team, and so do the others. When I first arrived, I wasn't settled. I made too much fuss, and I don't think Ross [Brawn, technical director] liked that. But now that I've conquered my space – worked out where I should be and what I should be doing, if you like – he appreciates me. Now, we work really well together. I'm part of things. I've played my part in creating and developing F2002. So these days I don't need to approach every grand prix with the thought that I must beat Michael.

MB: You mentioned Ross – but what about Jean Todt [team principal]? How do you get on with him?

RB: When [in mid-'99] it was announced that I was leaving Stewart for Ferrari, everyone said, "Be careful of this; be careful of that." And, "Schumacher this; Schumacher that." But, most of all, "Todt this; Todt that." So when I arrived, in '00, I was very nervous, very careful. Scared, even. And, as a result, I was too defensive. But the problem was with me, not Jean. Eventually, we talked more –



and I learned more. And very slowly we've become really good friends. He has a father-son relationship with Michael, of course, but I accept that.

MB: It's not that uncommon in racing, is it? You and Jackie [Stewart] had a similar bond when you were at Stewart, for example.

RB: Exactly. And, in a way, we still do. You don't choose these things. They just happen. Michael just landed in Jean's life. He didn't think, "I'm going to love Jean" or "Jean is going to love me." It just happened that way, like with me and Jackie. Jean's and Michael's special relationship doesn't make me feel insecure. It's personal, but it doesn't alter their professionalism inside Ferrari.

MB: How can you be sure?

RB: Well, how can you ever be totally sure? People reading this will say, "Rubens has been fooled" or "Rubens is lying." But I promise you that's not the case. I have so much confidence. I know where I stand. And I must combine that confidence and knowledge with a sense of trust. It's always a bit of a dive into the unknown, because you can never know for sure. Even with your wife or girlfriend, it's always an act of faith. But I love my wife [Silvana] and I love my son [Eduardo] and I'm in such a good state of mind at the moment – and I want to take advantage of all that. I repeat: I like Jean as a person and I think he does a good job for me. Maybe all the trouble over Austria will change his mind [about the implementation of team orders] now that Michael is so far ahead in the championship; maybe it won't. But I don't think about that. I think my time is coming, and I think Jean recognises that.

MB: Ah! Austria! You must have known I was





(Inset) The now infamous A1-Ring podium: did Rubens end up gaining more than Michael did? (Main) Qualifying, two weeks later, at Monaco; had Rubinho got a clear lap, he might have had another pole

going to come to that thorny subject at some point! Tell me what you thought of all the anti-Schumacher and anti-Todt stuff that appeared in the press afterwards.

RB: To be honest, I felt sorry for them – especially Michael. I'm not sure it was his wish that I should let him pass. I've known him for nearly three years now, and I genuinely feel he didn't want it to happen. After the race he came up to me, and he admitted the race had been mine. He said, "How did you do that? You were fantastic today!" He knew it had been my day – and it had been my day. So I felt sorry for him, and I asked the journalists not to boo him [in the post-race press conference]. It was too rude.

MB: What about the fans' reaction?

RB: I understand that better. It's like Mike Tyson winning all the time. The public want to see him beaten. It's nothing personal. It's a normal reaction. Everyone feels that way. So when the fans saw I was winning, they felt good. A change for a change. And when they saw that there wasn't going to be a change for a change after all, they felt bad.

MB: But it was bad PR for Ferrari, wasn't it? Would the Ferrari management have preferred you to have let Michael pass a few laps earlier – or in a less obvious way?

RB: I don't think so. We talked on the radio for three laps, very calmly. It wasn't like last year's Austrian Grand Prix – that was an argument. This year, remember, I'd just signed a new two-year contract. I made no argument. I had conquered my space.

MB: What was said, exactly?

RB: They asked me to move over. I said, "Is that really what you guys want me to do?" They said, "Yes, it is." I said, "Have you spoken to Michael about it?" They said, "Yes, we have." So I said, "Okay." That was it.

MB: Did they tell you when and where to do it?

RB: No.

MB: You've said you feel your time is coming. As you know, some people doubt whether Michael will complete his contract. Do you ▶



MAIN: DARREN KEITH; INSET: TONY DOWNHILL/SPORT

FERRARI: THE KEY MEN



think he could retire before the end of '04?
RB: Perhaps, but I'd be surprised. He has a contract; he has a fantastic life both inside and outside the team; and, honestly, I can't imagine Michael not racing. He loves it too much. He still even loves testing!

MB: So are you hoping to be number-one driver at Ferrari in '05?

RB: No, no. I'm focused on now. Everything else is too far away. I've never talked about '05, never thought about it. Remember, I've only very recently signed a contract for '03 and '04. We're all working together, and we all [Schumacher, Barrichello, Todt, Brawn and chief designer Rory Byrne] have contracts that end at the same time.

MB: Yes, but isn't that a bit odd? Isn't that a problem? Won't Ferrari fade if so many key people leave at the same time?

RB: It's impossible to predict what will happen in '05 and beyond.

MB: Okay. But ahead of you are 40-odd grands prix as Michael's number-two. How can a man as talented and ambitious as you accept that situation?

RB: Look, in a way I don't accept it. But it's an internal thing. And we're a team. We're in perfect harmony. We pull together. And up to now Michael has been the faster driver. He arrived in Austria with 44 points; I had only six. I don't pretend I enjoyed letting him pass – in fact, I'd feel sorry for myself if I did. But, as you say, I'm ambitious. I'm very ambitious. So, well, things change.

MB: If, next year, you're ahead of Michael in the championship, do you expect him to be ordered to drive in support of your title bid?

RB: Of course. Our contracts are written exactly the same way. So he'd *have* to support me. It's in black and white. The person who is behind in the championship must follow team orders. That's it. And Michael has done that in the past, hasn't he [at the '99 Malaysian Grand Prix – since, due to injury, Schumacher had missed much of the season, leaving his team-mate Irvine as Ferrari's only championship contender]?

MB: In some ways, I think you've actually benefited from 'Austria-gate'. Do you agree?

RB: Yes. I think I gained more than anyone else did. What came afterwards was so huge, so enormous, that everyone saw me as a winner. In a way I gained more than if I'd won the race. I really think that's true. Inside, I know I won it, after all. And so I said

'BAD DAYS ARE IMPORTANT. IT'S THE BAD DAYS THAT YOU LEARN FROM, NOT THE GOOD ONES'



to myself, "Next time you win, Rubens, hold up three fingers on the podium, to show it's your third grand prix win."

MB: Will you regard your career as a failure if you don't ever become world champion?

RB: That's my dream, and I believe I can achieve it. But you don't always get what you want in life. People focus on individuals like me because we're on TV. But is a managing director of a company a failure because he hasn't managed to become the chairman? Of course not. Not everyone can get to the very top. So the championship is something I'll probably look back on in 10 years' time. Maybe I'll win it; maybe I won't. But I'm not thinking about it. I'm thinking about conquering my space.

MB: You're a religious man, aren't you?

RB: Oh yes. I used to be superstitious, too – in F3 and before. If I won a race, I'd try to remember if I'd shaved that morning. And I'd try to do everything the same for the next race. It took me a long time to say, "Don't bullshit your life, Rubens: just go out and *do* it." And now I've completely won my battle against superstition. I can't be pulled down by it any more. If Michael does a great lap, I'll try to beat it. If I can't, cool. And I don't pray to win; I don't believe the future can be mapped out like that. But I do think certain things are meant to be – like my meeting with Silvana in '96. That was meant to be. And when we met, we were meant to fall in love. That was God-given. Bad things can be God-given, too. Sent to try us. So every night I thank God for the life I have.

MB: Do you believe in the fluctuation of form? It's not commonly talked about in F1, but many sports stars – golfers and cricketers, for example – worry about it all the time. Do you think it exists?

RB: It does, yes. Some mornings you wake up in the wrong mood – and for no apparent reason. But those days are very important. It's the bad days that you learn from, not the good ones – just as you can sometimes learn more from your enemies than you can from friends who love you too much to dare to be critical.

MB: And luck? Because a lot of people would say you've had some truly appalling luck this season.

RB: No, I don't believe in luck. Not at all. I used to, but not any more. **1**

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MB: And luck? Because a lot of people would say you've had some truly appalling luck this season.



(Main) Now 30, and once a tad gauche, Rubens has at last come cool; (inset) Jean Todt, Ferrari's little big man; (inset top left) at speed in the superb F2002



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Why you should give Schumi a break

After the Austrian Grand Prix, people – many of whom really ought to have known better – criticised Ferrari and Michael Schumacher for implementing team orders. Peter Windsor argues that they were supremely wrongheaded to do so

Blame the team principals. They were the guys who changed the face of Formula 1, lifting it from a race between drivers to something very untouchable. Frank Williams began life with an off-the-shelf Brabham; today he rules an engineering empire that just happens to race two cars 17 times a year.

When Williams began to win, in 1979, Frank and Patrick Head were therefore not slow to adapt: they changed their harmonious Alan Jones-Clay Regazzoni combination to Jones-Carlos Reutemann.

"It costs just as much to run the second car, so logically we should run the two best drivers we can find," said Head memorably.

Points, though, are everything, so Williams made one other change: Jones would be number-one, Reutemann number-two. It was when Carlos was leading Jones in the wet, in Brazil '81, in round two of the championship, that Williams hung out the 'Jones-Reut' pit signal. There were no radios back then, no secrets: Williams instructed Reutemann to give the race to Jones.

Carlos didn't, of course – but that isn't the point. The only thing different about Williams then and Ferrari now is that Michael Schumacher has a much larger say in the running of things than did his counterpart, Alan Jones. Michael hand-picked Rubens Barrichello as his teammate because Rubens is a driver whom Michael thinks he can trust. If Rubens says he'll do something, Rubens gets it done.

Why is Michael in such a position of power – particularly within his team? Because Ferrari had previously always proved incapable of keeping it all together.

They had a great car and a great pair of drivers in '90-91 but they blew it apart with internal politics. Eventually, in '96, they gave up the business of trying to run it themselves. Instead, they hired Michael Schumacher – not only as the fastest driver of his era but also as the most intelligent F1 brain ever to sit in a debriefing room or to jump into a motorhome. Michael would put the new team together – the mechanics, the engineers, the drivers and the management. He had the mandate from Ferrari. He would play a role unique in the history of his sport.

The problem with this, of course, is that Ferrari were taking a risk. Racing is dangerous, so the downside would be Michael having an accident and the team falling apart. Ferrari quivered when he broke his leg at Silverstone '99, but otherwise – touch wood – the gamble has paid off. It could happen again, though, which is why you don't play around when it comes to scoring points. Gilles Villeneuve did exactly that – played around – when he gave the '79 world championship to Jody Scheckter.

In '80 – Gilles' year – the Ferrari, typically, was a pig. The equivalent today would be Michael deciding to race Rubens hard for the Austrian Grand Prix and both drivers ending their day in the Turn Two gravel trap.

There are thus no grounds for criticising Michael, or Ferrari, for what happened in Austria. To do so, indeed, is to undermine the dignity of Rubens Barrichello – the dignity of the decision he took to accept the instruction with grace. To suggest that Rubens won Austria fair and square is preposterous, however: if Michael was racing hard, happy to risk both cars, do his



(Left) Rubens Barrichello accepted Ferrari's decision with dignity – he knows that the team owe their competitiveness to Schumacher

critics honestly believe that he would have just sat there behind Rubens, conserving his machinery?

Afterwards, Michael behaved impeccably. He acclaimed Rubens in a way that previous Ferrari team-mates have never done – not even when Michael had donated a win to them. He gave the central podium place to Rubens, which was appropriate, and he praised Rubens for the job he'd done. (There was no doubt, though – none at all – about the job Rubens had *really* done: he had wrung the best from an F2002 and a Ferrari team that would not exist as we know it if it wasn't for Schumacher.)

Certainly all this is good for business. F1 was in danger of becoming vulnerable because of its predictability but now, thanks to Austria, there is again something about which the fringe observers can talk. The FIA, you can be sure, will wring the maximum from this one, even though Ferrari, and Michael, have done nothing wrong at all. Rap the knuckles about swapping podium positions. Talk about team orders. Penalise, perhaps, the vociferous hypocrites: controversy is always good for business.

Is it good for the sport? By definition, thanks to decisions taken 20 years ago, F1 is a technical, team sport in a way that American racing, for example, could never be. The F1 power brokers took this decision for financial reasons – to build walls around the industry they had created – and Michael's position with Ferrari is a logical extension of that.

Through it all, Michael has carried himself beautifully. Only in Britain do the fans love to hate him, which is why they

'MICHAEL IS VERY FAIR. EXPECT HIM TO LOOK AFTER RUBENS ONCE THIS CHAMPIONSHIP BUSINESS IS OVER'

seized upon Austria as an issue about which to talk. None of the criticism is valid. Michael is a calm, ethical man who is surprisingly self-effacing. He refuses to judge other drivers and does what he needs to do – and sometimes more than that – when the issue is purely about winning. The British hate him, perhaps, because of Adelaide '94, when he nudged Damon Hill's Williams out of the race – or perhaps because of Jerez '97, when he tried to sideswipe Jacques Villeneuve's Williams.

They were championship finales – and championship finales (unlike the rest of F1) have often been about two drivers racing one another, wheel to wheel, eyeball to eyeball. That's why Lorenzo Bandini (as the Ferrari number-two) took Graham Hill out of the '64 Mexican Grand Prix. That's why Ayrton Senna ran into Alain Prost at Suzuka '90; and that's why Carlos Reutemann didn't win the '81 world championship at Las Vegas.

Michael is also very fair. Expect him to look after Rubens when this championship business is over. And don't be surprised to see him slow down, and wave Rubens back in front, should the situation in Austria repeat itself. For all of Mika Hakkinen's quizzical smiles, he never did repay David Coulthard for the win that DC gave him in Australia '98...

And look beyond the ill-informed critics. You are currently watching the greatest racing driver of all time, Jim Clark excepted (see *F1 Racing*, February) – a driver who, over the next 18 months, has a very real chance of breaking the record of Juan Manuel Fangio. Blink and you'll miss it. **1**





Expressly Oriental

Ferrari's sublimely empathetic relationship with their Japanese tyre supplier Bridgestone hasn't happened by chance. It's the result of several years' intimate communication between two great racing organisations, each *absolutely* committed to winning. *F1 Racing* investigates

Interviews by Stéphane Samson; photographs by James Bareham

Ferrari boss Jean Todt (above left) and Bridgestone chief Hiroshi Yasukawa (above) have a very close working relationship

September 1997. Ferrari are asking themselves some very serious questions. Since Jean Todt's arrival as the head of sports management four years earlier, the team's performances have been on the way up. But the Scuderia still aren't the quickest on the track. Michael Schumacher might be fighting it out for the

championship with Jacques Villeneuve; but it's quite clear that in this battle at the top, the Williams has the upper hand. By a long chalk. What Ferrari are looking for is a clear technical advantage, a discovery that will allow them to start the '98 championship on an equal footing with their rivals. Technical director Ross Brawn and chief designer

Rory Byrne have just come on board. Their help will prove invaluable, but the benefits won't be felt until '99 or '00.

No, what Ferrari need is an immediate fillip. Just like that. The three tenths that will make all the difference. Their thoughts turn to tyres. Bridgestone entered Formula 1 in '97 and, if their tyres' performance isn't yet ►

FERRARI: THE KEY MEN



Ferrari enjoy an almost telepathic bond with Bridgestone. The two bosses (below) are firm friends, and the tyre's (left) needs are carefully considered at every stage of Ferrari's design process

quite up there with their American rivals (Goodyear), there are some promising signs. Damon Hill's near win in a humble Arrows in Budapest is a prime example. Perhaps that was the key to success? So, having sought the advice of his technical staff, Jean Todt picks up the phone. And 1,200 miles away, in Woking, McLaren's Ron Dennis is having exactly the same thoughts... and he dials the same number.

Today, sitting in his motorhome office with Hiroshi Yasukawa, general manager of Bridgestone's motorsport department, Todt admits that he met Bridgestone bosses a year before Goodyear's withdrawal. And, yes, it would have been nice to have been able to take his rivals by surprise when they launched the '98 Ferrari.

"We established links with Bridgestone in '97," he says. "We were impressed with their tyres' performance – they were only in their first season, after all. We held talks.

But that was it. The contract we'd signed with Goodyear was carved in stone."

So, officially, it was Ferrari's integrity that stopped the two sides from getting together. "We're a loyal team. There's no way we could have terminated our contract with Goodyear early – even if we were very interested in the products that a rival manufacturer had to offer," Todt explains.

So this little race was won by McLaren, who had no hesitation in parting company with Goodyear at the end of '97. MP4-13, the first McLaren wholly designed by Adrian Newey, is equipped with Bridgestone tyres from the start of the '98 championship. This gives the Woking team a head start, and they make full use of it: Mika Hakkinen clinches his first title that year at Suzuka.

The tyres played a large part in securing the victory. Right up until Montreal, the Goodyears were a real handicap to Ferrari. They had to wait until '99 before getting their hands on the Bridgestones, which are used by everyone in '99 and '00. It's the start of a technological revolution – which Ferrari may not have realised at the time.

Three years later, the Ferrari-Bridgestone partnership is dominating F1. And that's not by chance. Underlying this domination is an incredibly smart strategy launched by Byrne and Brawn. They dreamed up their ideal car, carefully noted all the features it needed, and then launched an enormous action plan for the mid- and long-term.

Their almost utopian aim can be quickly summed up: to achieve 100 per cent integration. To make a homogeneous and interactive entity out of carbon, metal and rubber parts, genetically programmed to function as a whole, in an almost organic way. Was that unachievable? Not at all. Ferrari went into battle. Engine-chassis relationship, aerodynamics, electronics, '02 gearbox plans: their research and design department worked at full steam from '98 onwards. And they achieved spectacular results, unlike the chassis-manufacturer plus engine-provider types of team. What's more, Ferrari have total control over their cars' design. It's a nice advantage to have. The only snag was the standard tyres used by the whole field in '99 and '00.

By entering F1, Michelin changed all that and enabled Ferrari to obtain their very own made-to-measure tyres. The decision by Williams and McLaren to link up with Michelin has left Ferrari the only top team still on Bridgestones. Ferrari have extended their contract with Bridgestone until '04,

(Below) Chatting in Todt's motorhome.

But it's not just about relationships at the top. Ferrari and Bridgestone swap engineers to better understand each other's requirements and ways of working

meaning that for the first time Byrne and Brawn have finally got their hands on their ideal tyre supplier. Within just a few seasons, Bridgestone have gone from being the only option to being the favoured technical partner. From as early as '00, Maranello and Tokyo have regularly exchanged engineers, the aim being to understand better the needs of the one party, and the character and plans of the other. So the machinery is now in place.

"I know we've said it before, but the competition in F1 has never been so intense," Todt explains. "Our goal now is to optimise every tiny detail. To improve the tyres' performance, we'll even go so far as to optimise rims, ball-bearings and so on."

So for a few months now, the Ferrari-Bridgestone pairing has been playing the transparency card. Which is new. "We don't have any secrets from each other," says Yasukawa. "Ferrari provide us with all the data we need. And, by the same token, we meet all their demands. Plus, Ferrari have set up a second test team devoted exclusively to tyre-testing. That shows what they're about. This relationship is unique in F1 – where, normally, every partner has something to hide. Everything depends on our trusting each other."

Todt agrees, adding, "The tyre factor is now taken into account throughout the design process, right from when the very

'THE TYRE FACTOR IS TAKEN INTO ACCOUNT RIGHT FROM WHEN THE FIRST SKETCHES OF A CAR ARE MADE'

JEAN TODT

first sketches of a car are made. It's crucial. Our technological approach is a lot more sophisticated than it once was. The F2002 is a prime example of that, even if there's still a lot of work to be done in this area."

So is this the way forward? "Without a shadow of a doubt," he says, even if all the Bridgestone tyres are made in Japan and the factories are obliged to work 24 hours a day so as not to lose any ground to Michelin (who have a geographical advantage, being in France). And, in any case, Todt and Yasukawa are now friends. It's good news all round.

So, F2002: let's talk about it. Formidably fast and reliable on the track, it requires very special tyres that suit it perfectly. A featherweight gearbox and an equally light engine link up with rear suspension geometry carefully designed to go easy on the tyres. In addition, Bridgestone can soften the structures and use softer compounds on the rears; the only limitation is that F2002 is so easy on its tyres that it sometimes fails to warm them satisfactorily. As for the front rubber, the contact surface has been increased by 3mm thanks to a

cunning ballast shift – a miracle for Ferrari, which, unfortunately, won't suit every team. A 120kg Honda engine with a 'traditional' gearbox would have trouble coping with such supple rear tyres. There have been a few, quiet, complaints...

"What? Favour one team? No, that's quite impossible," Yasukawa insists. "Technological progress benefits everyone. In any case, some of our teams have promised us test sessions as long as your arm – but they haven't yet kept their promises. At least everything is straightforward as far as Ferrari are concerned. Commitments are respected."

Which is one way of making it quite clear that, apart from Ferrari, few teams can expect victory on Bridgestones. "That's an advantage," says Todt, with a smile.

Be that as it may, this technological co-operation is only just beginning. Work has already begun on the '03 Ferrari, and the Bridgestone engineers are involved in this process, always inching closer to the ideal of total integration dreamed up by Brawn and Byrne.

And what about a possible Goodyear comeback? Well, you won't be surprised to hear that Ferrari aren't *at all* worried about that. Quite the opposite, in fact. It would just serve to make the Ferrari-Bridgestone relationship that little bit more exclusive. And that's exactly what they want. 1

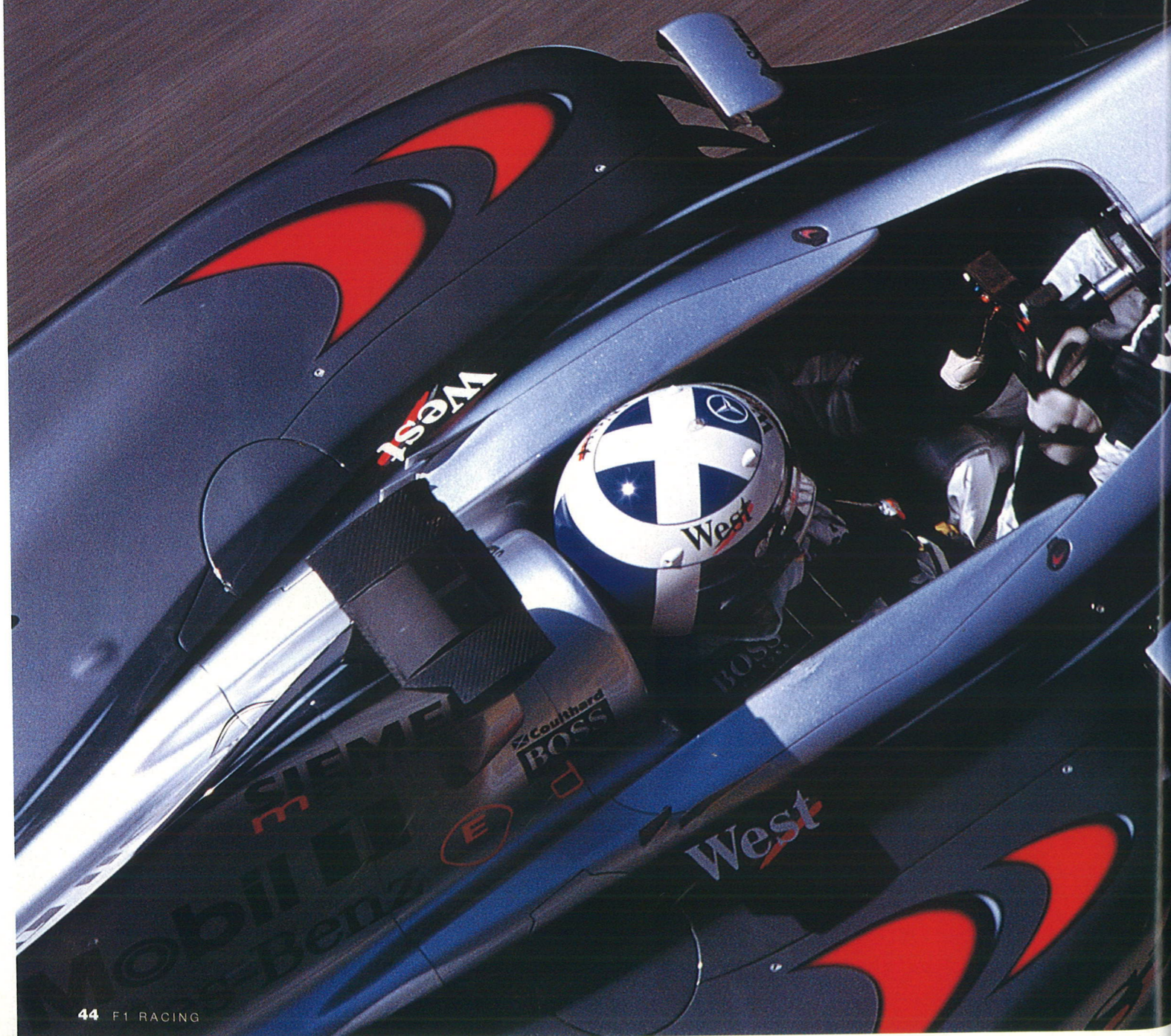


Performance artist



David Coulthard is a perfectionist – and, as Monaco showed, he is still finding ways of getting better. For DC, it's all about performance. It's all about winning – in his customary, graceful, robust fashion...

Interview by Jess McAree; photographs by Darren Heath



(Above) David Coulthard won at Monaco in spectacular style. Perhaps one of his best wins ever

We've chosen the right week to talk to David Coulthard. It's just three days after Monaco, and I'm thankful I got this slot: it'll be a breeze, because he's going to be over the moon, isn't he?

Well, yes... after a fashion. "In terms of importance, it's certainly one of the most significant victories for the team – perhaps even more so than Melbourne 1997, when I took the first win for them after a long lean spell."

Not quite what I expected, I confess. If you're one to set store by Martin Brundle's languid TV commentary (and I am), you

might have expected David to agree that this year's Monaco race was one of the most important in his career. But David is strangely muted. Happy, clearly – happier than I've ever seen him – but not exactly busting out all over.

"Well, I can think of other races that have probably given me more enjoyment," he adds, by way of explanation. "For instance, racing at Magny-Cours in '00 and passing Michael [Schumacher] – that was a good, hard-fought race where I really had to battle. You need concentration at Monaco, and you're trying to just keep it off the barriers, but it's a different sort of challenge.

"For me, the thing is that we're having a less competitive year – and when you're in that situation it always brings... certain issues to a head. It's just good to reunite the team by victory. Everyone loves a winner."

I let David's words hang in the air without trying to explore further. If there has been any internal conflict at McLaren, he's too diplomatic to say any more about it. But he doesn't need to. I'm already getting the picture: Monaco really was a critical team victory.

The reasons are obvious. By McLaren's lights, '02 is a dismal year. Before Monaco, it was looking at total failure – a season ▶



'MY MOTIVATION ISN'T TO BE SEEN AS SUCCESSFUL BY JOURNALISTS OR BY SPECTATORS. MY GOALS ARE PURELY PERSONAL'

without a win. Now, at least, honour has been restored, even if world titles remain beyond reach. "We aren't going to win a championship this year," confirms David. "That possibility has passed us by... unless there's some miracle."

More victories also seem a little unlikely. David, like McLaren boss Ron Dennis, sees Hungary as a possible future highlight... but, fundamentally, everyone's eyes are on '03. Development of next year's car is already under way. And David is again psyching himself up for another season start, another shot at that oh-so-elusive title. He's not thinking about its being any kind of 'last chance' - nothing like. "Next year is no more important than any other I've been in Formula 1," he maintains. "It's another year in a number of years I've been at McLaren, and I'm no closer to retirement in my mind than when I first arrived in F1. Every year you have to prove yourself, and if you don't perform there will be ways you can remove yourself from your contract or the team can remove you. It's not something I'd want to talk about because it's not something I'd envisage as an issue."

I feel like I've just had a criticism thrown back at me - though I wasn't aware I'd

made one. Brushing against the question of motivation and its link to performance, however lightly, tends to animate people who earn their living from competition. Like it or loathe it, 'proving yourself' is a racing driver's daily bread, and David is mortal. I brace myself and mention team-mate Kimi Raikkonen's qualifying record (four times up on David in the first seven races). What does he make of that?

"Well, the upside of experience is that you know what's a distraction and you know what's a frustration - because you've been through it all time and time again. It's difficult to retain that stay-up-all-night-this-girl's-amazing feeling, because after a while you start to think, 'I could really do with some sleep.' So I understand why motivation gets looked at. But if I look back at my time with Mika [Hakkinen], I was comprehensively outqualified by him three or four times a year - but I was still able to win grands prix and I still did a good job for the team and thoroughly deserved my place in F1. I showed that I'm a winner."

"I don't 'pick up' wins. I go fighting for them."

The subject of wins and winning is in the air - inevitably, considering we're talking

(Right) Pat Fry race-engineered DC for five years and now works in a group development role. Which means he still gets to spend time listening to DC's feedback!



only three days after Monaco - so I go with it. And I'm talking with the right man: David is intelligent and articulate, and it's a subject that's dear to him. His desire for a driver's title is well publicised, and a driving force in his life. It's the number-one priority.

Seditiously, I ask why it matters - after all, 12 grand prix wins surely speak for themselves. David pauses for a second.

"Even if you win a championship - and this isn't my motivation, but to think about it and answer your question - there will still be doubters. When Damon [Hill] won, people said, 'Ah yes, but he was in the best car.' You'll never get rid of that. And obviously winning a championship is also about being in the right place at the right time, having the reliability and luck and so on; but it's still your goal. It finalises things. After all, if I'd won a championship you wouldn't be asking me why it matters and I wouldn't need to answer; you can't argue against a win."

I point out that many great drivers never won a drivers' championship - Stirling Moss, Dan Gurney, Carlos Reutemann *et al.* Why does it matter so much to David? Again, the pause. I sense we've come to the heart of something important. And it's

DC was pipped to the Monaco pole in the closing moments of qualifying by Juan Pablo Montoya. He took his revenge at the start of the race (main), beating JPM into the first corner and never relinquishing the lead. He says it was "a very important win for the team"



(Right) Just when everyone was writing off 2002 as a terrible year, DC stunned the world by winning at Monaco. It was a stonking drive from start to finish; (above) DC's presentation (branding?) is, as ever, faultless



about brains and soul, not skill. Whereas most other drivers know they're the best, and are just waiting for a chance to convince the rest of us, David's intelligence precludes such egotism. He's out there convincing himself.

"My motivation isn't to be seen as successful by journalists or by spectators - I've always said I don't need to be the nation's favourite. My goals are purely personal: a pure love of going racing and winning, the need to be the best. I won't ever be an old man sitting on a bar stool somewhere and telling people what I did with my life... because that's not me.

"What is me is a competitive person quietly going about my business. I love to be motivated by a goal. The vision, when it's hurting, is, 'Okay, Five more laps to go. If I throw in the towel, the guy behind is going to beat me. So don't throw in the towel.' I like having those motivations. They drive me.

"Having said that, I'm not fiercely competitive. I'm never going to fall out with you over a game of cards, because those sorts of people are just such terrible losers! Certain things in life are just not that important, and I won't fight over them. I prefer to focus on very specific things." ▶

Who's quicker - DC or Kimi? Luke Steven examines the McLaren boys' qualifying and race pace



AUSTRALIA
Qualifying:
Coulthard 1.26.466 (4th)
Raikkonen 1.27.161 (5th)
Race:
Coulthard: DNF (gearbox)
Raikkonen: 3rd

MALAYSIA
Qualifying:
Coulthard 1.36.477 (6th)
Raikkonen 1.36.468 (5th)

Race:
Coulthard: DNF (engine)
Raikkonen: DNF (engine)

BRAZIL
Qualifying:
Coulthard 1.13.565 (4th)
Raikkonen 1.13.595 (5th)
Race:
Coulthard: 3rd
Raikkonen: 12th

SAN MARINO
Qualifying:
Coulthard 1.22.490 (6th)
Raikkonen 1.22.104 (5th)
Race:
Coulthard: 6th
Raikkonen: DNF (safety)

SPAIN
Qualifying:

Coulthard 1.17.662 (7th)
Raikkonen 1.17.519 (5th)
Race:
Coulthard: 3rd
Raikkonen: DNF (wing)

AUSTRIA
Qualifying:
Coulthard 1.09.335 (8th)
Raikkonen 1.09.154 (6th)
Race:
Coulthard: 6th
Raikkonen: DNF (engine)

MONTE CARLO
Qualifying:
Coulthard 1.17.068 (2nd)
Raikkonen 1.17.660 (6th)
Race:
Coulthard: 1st
Raikkonen: DNF (accident)

Since former champion and McLaren team leader Mika Hakkinen is on a year's 'sabbatical', many people predicted that 2002 would be David Coulthard's best chance of championship success yet - and when Kimi Raikkonen was announced as his team-mate, the pressure was applied even more firmly. No-one was in any doubt that, in Raikkonen, we had Quick Finn Mk2. Qualifying, obviously, is an important barometer of relative speed, and at Monaco Kimi was just

shading the season four-three. It is in the races themselves, though, that Coulthard has firmly established his superiority: of the first seven races, DC took points every time he finished. Raikkonen was less fortunate, collecting five DNFs from the first seven grands prix, though these were mostly due to mechanical failures. In spite of DC's vastly more rewarding race days, this one is too close to call. Watch this space. Correct up to and including the 2002 Monaco GP

Be inspired

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The Siemens S45 is equipped with GPRS for fast data transfer. Connected to your laptop it accelerates downloading of superfluous e-mails and nonsense websites. Your productivity will triple. You'll get three times as much nothing done in the same time.

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faster



The Monaco GP was won by DC and his engineers. Steve Matchett explains

The F1 technical regulations do not allow the teams to replenish any oils in their cars during the race pitstops. However, racing engines do burn a surprising amount of oil, so it has become essential for the teams to develop a system which allows them to replenish this lost oil without falling foul of the rules; in essence they circumnavigate the restrictive regulation.

They do this by installing an additional reservoir of engine oil, housed in a separate tank. During the race, as the main supply becomes depleted, the teams 'top up' the oil level by feeding it from this supplementary tank, connected to the main supply via a flow valve and pipe-work. The rules are satisfied as no oil is actually added to the car - it is merely shifted from one area of the car to another. Best we leave it at that.

During the early stages of the race at Monaco, Coulthard's car was blowing a considerable amount of blue engine oil smoke out of its exhausts, normally the sure signs of imminent failure.

However, thanks to the pits-to-car radio transmissions, introduced at the start of this season, the McLaren engineers were able to fix the problem while Coulthard carried on driving to victory. The problem was a leaking valve, controlling the flow from the supplementary reservoir. It seems that a small amount of contamination had jammed the valve partially open resulting in the main oil tank overfilling. The excess oil then burned and blew through the engine's vent.

Using their two-way communications, which allow the team to alter remotely a multitude of functions, the engineers were able alternately to open and close the supply valve until the contamination was dislodged and the valve resealed itself. The oil level corrected itself with no lasting damage. This is, perhaps, the first example of an F1 grand prix being won by remote electronic intervention and manipulation by a team's engineers.

'I ALWAYS WANT THE OPPORTUNITY TO WIN GRANDS PRIX. THE MOMENT YOU TAKE PAY OVER PERFORMANCE, YOU'RE RETIRING'



That focus, for David, has a lot to do with being in control. He's never happier than when at the wheel of an F1 car, or talking to Pat Fry (chief of race engineering) and his crew before going out on track. He has a chance to make things happen, to influence events. 'Influence' is a word he uses a lot, in fact. For David, pressure and worry come with being a passenger - and control is an important aspect of his happiness, both on and off track. We talk about a possible future outside F1, and David returns to the subject himself. "Before I bought into my hotel [the Columbus in Monaco], my investments in the stock market were things that somebody else managed for me, and I got little pieces of paper saying what I'd transferred from here to there, and whether my money had gone up or down.

"Well, great! Fab! Yippee! Where's the motivation in that? It's not, for me, about whether I'm twopence richer than I was yesterday. I want to be part of something, to have a hotel with a gym I can use, where I can accommodate friends and family, to have a restaurant and to influence as a consumer. If I walk in there and things aren't quite right, I'll be asking, 'Is that right? Is this our vision for our business?'"

It sounds like a question Ron Dennis would ask, and prompts me to wonder if David would ever consider taking on a role as a team manager - or owner. From the current crop of F1 drivers, he's perhaps the

only one who even remotely fits the bill.

For a brief moment he considers it, the way an astronomer looks at a distant star - it's bright and fascinating, but simply light years away. David still has far too much business in the driving seat, too many unanswered questions about the present to look to the future. Even the possibility of driving for another team is off the menu (I mention possible big pay deals with Jaguar, or perhaps Toyota). David is living for David - today. And it's not about wins so much as winning.

"At contracts time my brief to Martin [Brundle, his manager] is always the same: Never give up on performance. I always want the opportunity to win grands prix, and I always will. The moment you take pay over performance, you're retiring - and that's not me.

"I will never give up on performance. Some people just want to 'get by' in life. That's not who I am. I want to be right first time and I want to be more right than the next guy."

Me, I'm already convinced. A man who can win the Monaco Grand Prix as imperiously as David did on May 26 has nothing to prove to the rest of us. But there's still a lot of room on David's tombstone for grand prix victories. He wants them all there, and more - "Even with 12 I reckon there's quite a bit more space" - because he still needs a bit more proof. For himself.

He may have just won for the first time in almost a year, but there's no respite for DC. Just three days after Monaco he was back in the car at Silverstone (above). Between runs, as ever, he was thinking hard - and optimising the package (as McLaren drivers do)



'I have a dream'

Like Martin Luther King, whose oratory passed into legend on the steps of the Lincoln Memorial on August 28 1963, *F1 Racing's* Tom Clarkson (above) has always had a dream. On May 20 2002, he saw it fulfilled... **Photographs by** Lorenzo Bellanca/LAT and Clive Rose/LAT



(Opposite) Our man Tom Clarkson has his name on the Lotus 72's chassis – so he must be an F1 driver! (Above) Jacques Villeneuve offered him words of advice

Emerson Fittipaldi never calls him Jackie, just Jack. Jack Stewart. The wee Scot comes up in conversation while Emmo is effusing about the 1973 Argentine Grand Prix, his best ever race in the Lotus 72. "Jack was making my life pretty difficult," he says. "But I knew that I had the better

car, and I managed to sneak past him. I then gained on the leader François Cevert and overtook him with two wheels on the grass. That was my greatest win – in the greatest racing car I ever drove. The Lotus 72 was a phenomenal car. Brilliant."

I thought it important to speak to Emmo prior to driving the 72. It is, after all, the

actual car in which he won the '72 World Championship. He'd know its idiosyncrasies and be able to advise me how to drive it.

"The thing about this car," he continues, "is that it's very predictable. I always knew what it was going to do before it did it. It never played any tricks on me and I was able to talk to it like a friend. Enjoy it." ►



> Six seasons of winning

The Lotus 72 was one of F1's most successful chassis ever – in six incarnations over six years it won 20 grands prix. Suzanne Arnold explains

1970 Lotus 72
1 start, 0 points,
0 wins, 0 poles,
0 fastest laps

1970 Lotus 72B
4 starts, 0 pts,
0 wins, 0 poles,
0 fastest laps

1970 Lotus 72C
14 starts, 49 pts,
5 wins, 3 poles,
0 fastest laps

1971 Lotus 72C
5 starts, 3 pts,
0 wins, 0 poles,
0 fastest laps

1971 Lotus 72D
14 starts, 22 pts,
0 wins, 0 poles,
0 fastest laps

1972 Lotus 72D
27 starts, 61 pts,
5 wins, 3 poles,
0 fastest laps

1973 Lotus 72D
7 starts, 22 pts,
2 wins, 1 pole,
3 fastest laps

1973 Lotus 72E
24 starts, 85 pts,
5 wins, 9 poles,
4 fastest laps



1974 Lotus 72E
23 starts, 44 pts,
3 wins, 1 poles,
2 fastest laps

1975 Lotus 72E
25 starts, 13 pts,
0 wins, 0 poles,
0 fastest laps

1975 Lotus 72F
3 starts, 0 pts,
0 wins, 0 poles,
0 fastest laps

Totals
Starts 147
Points 299
Wins 20
Poles 17
Fastest laps 9

(Above) Emerson Fittipaldi at the 1973 Spanish GP, which he won in the 72E; (main) in its Lucky Strike livery as driven by F1 Racing

The car is in a slightly different livery today. The JPS-liveried bodywork sits in the adjacent pit and the car is decked out in Lucky Strike logos, in deference to the BAT-funded retro experience that has brought us to Valencia, about three hours' drive south of Barcelona.

Jacques Villeneuve and former Lucky Strike-sponsored Lotus 72 racer Dave Charlton are to swap eras. Jacques will drive Emmo's 72 and Dave, who competed in 11 world championship grands prix from '67 to '75, will drive this year's BAR 004. Then, of course, there's me – known on this occasion as "that lucky, lucky bastard".

Adding to the authenticity of the day is the presence of Eddie Dennis, Emmo's original mechanic.

"Ah, Eddie," says Emmo at his mention. "You'll be in safe hands. He's a very, very good guy."

Jacques drives the Lotus first, while Charlton rolls out in the BAR. It's 400bhp, stick-shift and slicks versus 800bhp, fully automatic and grooves. Jacques is quicker, although the day is not about lap times. Dave's first comment on the BAR is, "This is too bloody quick for me!" He gets quicker as he gains in confidence.

Jacques enjoys his time in the Lotus. He hits the 9,500rpm rev limit on the straight, but he doesn't push it hard around the corners. He does a pitstop, but however hard he tries to max the revs and dump the clutch he cannot get the rear wheels to spin. Such is the grip from the Avon slicks.

"It doesn't feel like an old car at all," he raves afterwards, his baggy retro-style overalls hanging around his waist. "I wasn't pushing hard, but it felt very well balanced and consistent [as Emmo predicted]. It's also a much softer car than I'm used to, so the front end gives a surprising amount of grip, particularly with the slick tyres."

'THE 72 DOESN'T FEEL LIKE AN OLD CAR. IT'S VERY WELL BALANCED AND CONSISTENT'
JACQUES VILLENEUVE

Now it's my turn. First, on with JV's overalls (he's 5'6"; I'm 6'2"), which fit me snugly, thanks to his desire for baggy everything. Second, into the car for my first Formula 1 seat fitting. Mega!

First significant problem: the steering wheel. Unlike today's high-tech versions, it is fixed; bending my long legs around it is not easy. Worse still, I can't sit straight because I'm too tall. Out with the seat. Now I'm sitting on bare aluminium, but my knees are still jammed against the steering rack.

"You're a bit taller than Emerson, aren't you?" says Eddie Dennis. "I can move the brake and the clutch back a bit, but I won't be able to move the throttle for you."

I can't begin to drive like this, so Eddie moves the two pedals back, which enables me to release my knees from the top of the cockpit. But the accelerator is now 5cm higher than the brake when depressed, which makes heel-'n'-toeing impossible.

"Why are you going to bother heel-'n'-toeing?" asks Jacques. "I used the clutch twice – once when leaving the garage and once when coming back in. For the rest of the time I left-foot braked, blipping the throttle with my right as I changed down. It's how I drove in Formula Atlantic in '93."

Call me conservative, Jacques, but I'm not about to make porridge of the 72's dog rings, so in the comfort of the pit I practise a Clarkson samba on the pedals. I shift my foot from brake to throttle to brake, by way of simulating a series of downchanges. ▶

RALF

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CUTTING A DASH

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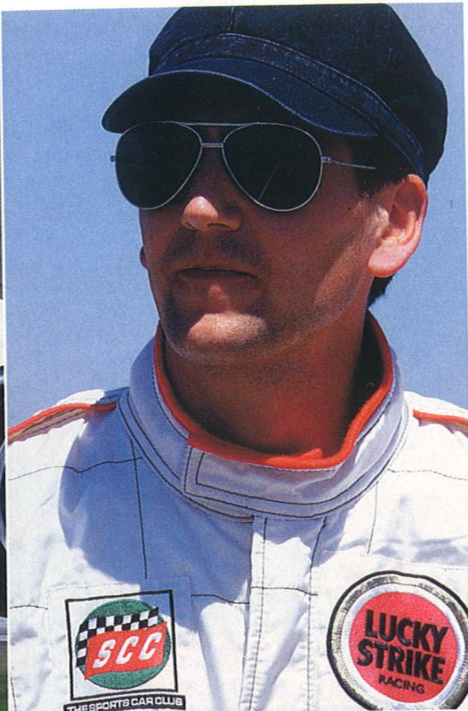
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(Above) Dave Charlton takes a ride in this year's BAR 004 – and finds it much faster than the Lotus 72 he raced in the '70s. But he soon gains confidence with it; (below) Charlton talks Jacques Villeneuve through the old Lotus; (above right) F1 Racing's intrepid grand prix editor Tom Clarkson watches the experts and prepares for his spin in the Lotus – is he nervous (right), or just bemused?



'THE SUSPENSION BOBS UP AND DOWN IN FRONT OF ME. THE TYRES FEEL SO CLOSE I CAN TOUCH THEM'

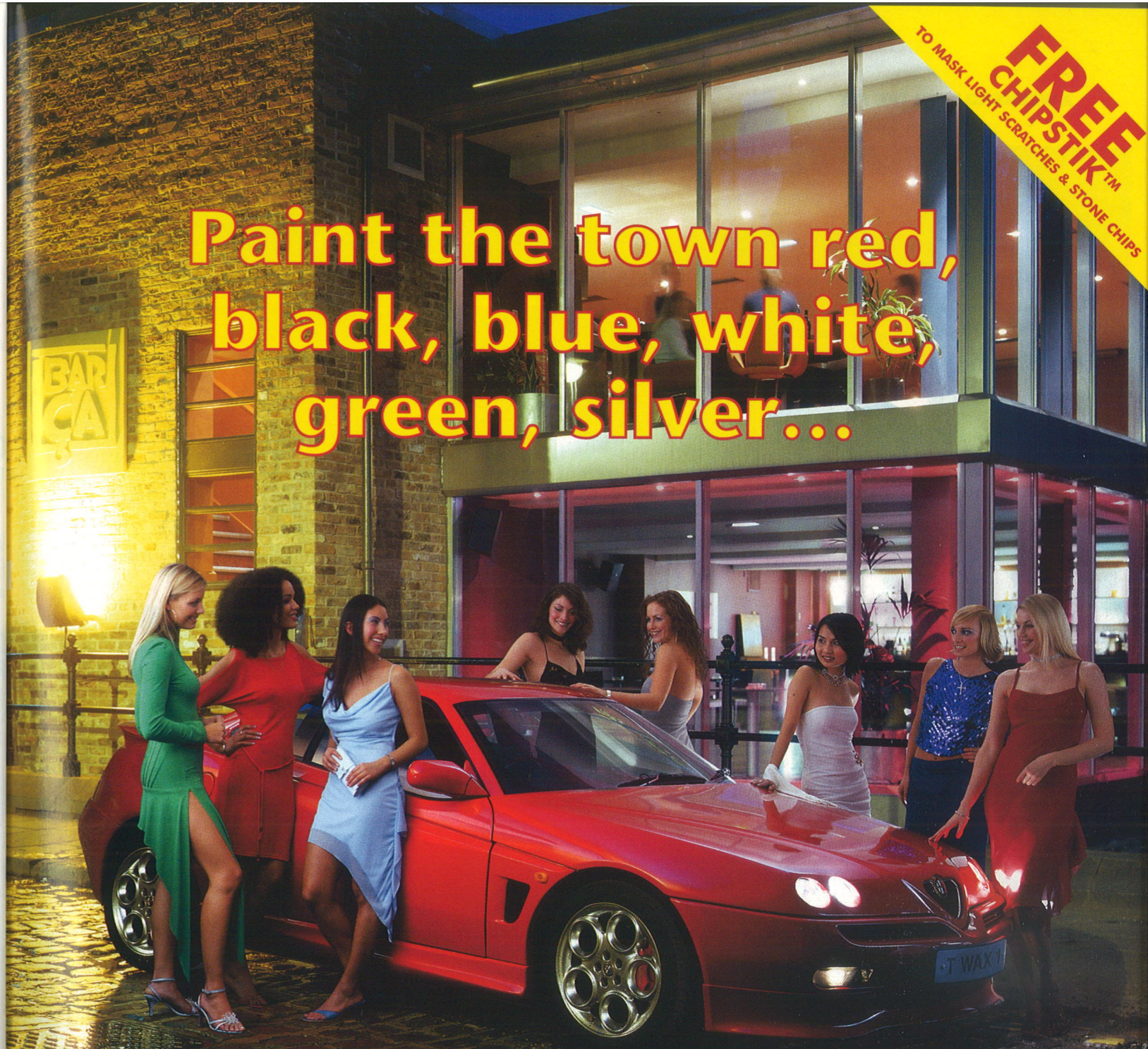
As for the (lack of) seat position, I feel like I'm lying down, although Eddie assures me that the earlier Lotuses were worse. I'm given a piece of foam to put behind my back in order to get me closer to the steering wheel. I'm ready to rock. "Hold it at about 3,000 revs and have two goes at it with the clutch," says Jacques. He means feel the biting point, hold it and, once you've got motion, let the clutch out all the way. Do it too quickly and you'll stall. As events transpire, the hardest job is selecting first. It is spring-loaded and it

takes two hands to pull it across and back. After that, pulling away is a breeze. I select second gear after 50 metres, which takes me into the standard 'H' pattern of the five-speed 'box (christened 'FG' by Hewland – which, according to legend, stands for 'fucking gearbox'). I'm struck by how much I can see. The suspension bobs up and down in front of me, the in-board brakes are ready for action next to the footwell and the front tyres feel so close I can touch them. Sadly, Valencia is a poky track – all hairpins and tight chicanes. The constant turning at least gives me an insight into the nimbleness of the car and the lightness of the steering. The 72 is 42cm shorter than the BAR 004, and I feel completely surrounded by it – as in a go kart. As for the engine, well, the 72 has the best power-to-weight ratio of any car I have ever driven – but it doesn't feel that much

quicker than a Ferrari 360 Modena (say). It's very driveable, however, even with a mid-range misfire. Like the 72, this engine – the Ford Cosworth DFV – is a piece of racing history. Lest we forget, a derivative of this famous V8 won Michael Schumacher the championship as late as '94. Another of its close relations was used by Jim Clark to win the '67 Dutch Grand Prix. After four laps I come back into the pits, and I can't resist doing the F1 driver *thang*. I switch off the engine short of the garage and coast towards the throng. And there you have it: T Clarkson, F1 driver. It's an unforgettable experience: I had a dream, and that dream has now been fulfilled. I'm filled with a sense of excitement and relief that I've brought this piece of history back in one piece. Emmo is to drive it in its JPS livery at the Goodwood Festival of Speed (July 12-14) and I'd hate to have interfered with that reunion. 1

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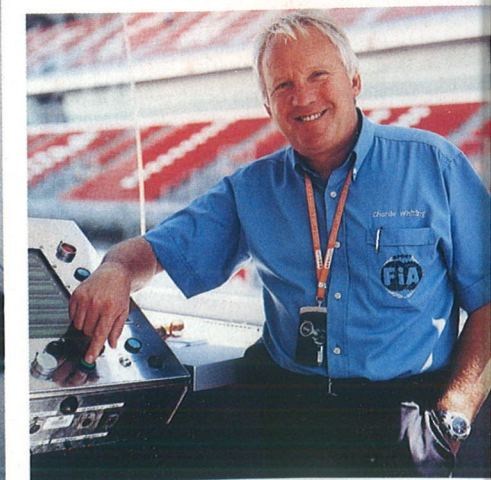


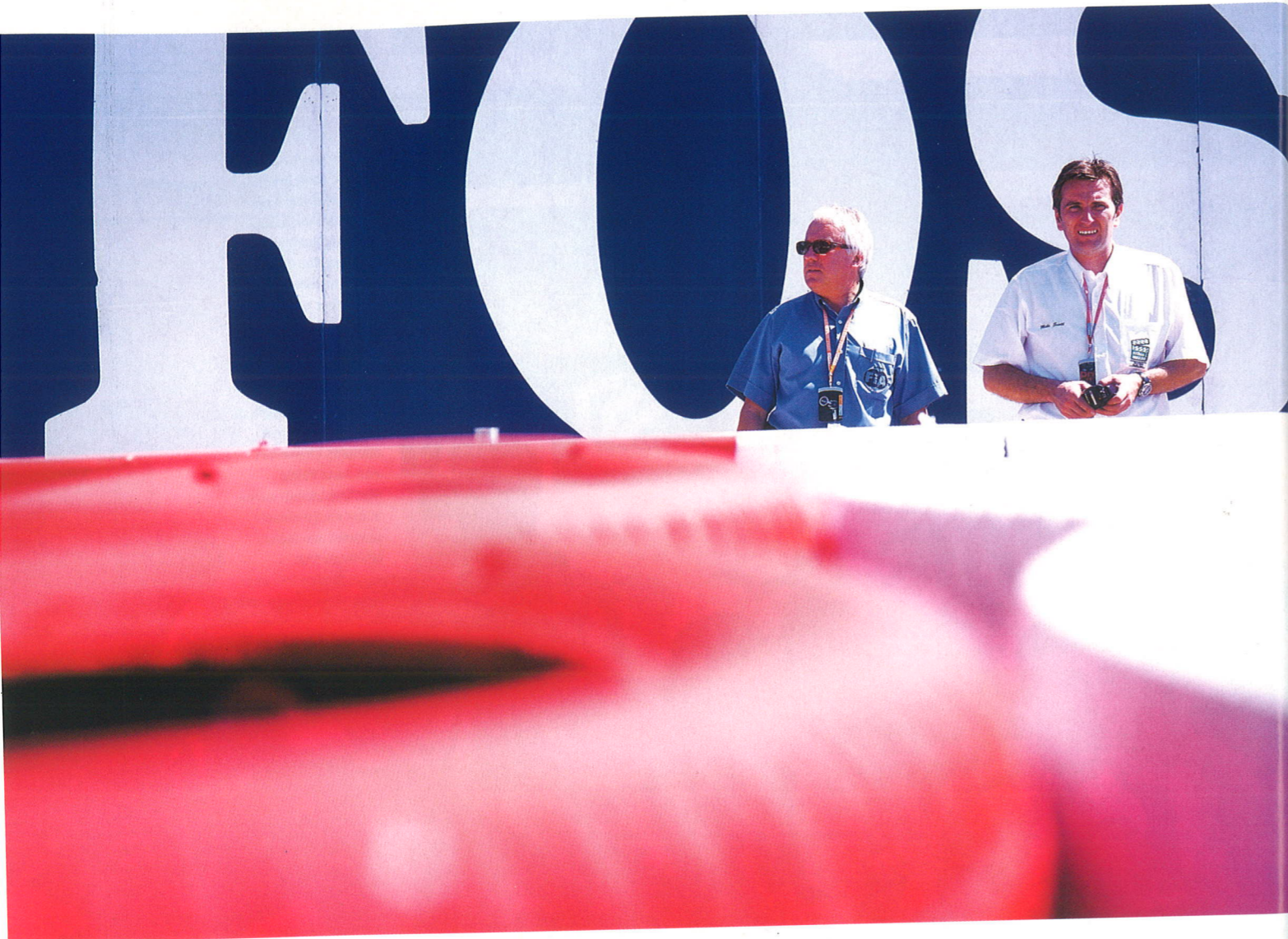
(Left) Look like a lively bunch, don't they? Before each grand prix, all the drivers are summoned to a briefing, where Charlie Whiting, the FIA's race director (below, with his finger on the start light button), tells them what's expected of their behaviour. The briefings usually run smoothly, although, at Montreal last year, Jacques Villeneuve and Juan Pablo Montoya almost came to blows. So closely guarded are these briefings that no journalist has ever been allowed into one. *F1 Racing*, however, was granted world-exclusive access to take this picture

Fancy telling this lot how to behave?

Well someone has to, and that, for the most part, means the FIA. Not just President Max Mosley, or right-hand man Alan Donnelly, but the unsung heroes who have to make each Formula 1 race weekend happen. *F1 Racing* brought them out of the shadows

Words by Stéphane Samson, Tom Clarkson, Anthony Rowlinson, Christian Pasquet; photographs by James Barham





CIRCUIT SAFETY

A place for everything...

One hour and 40 minutes. Barcelona is a land of records, for that's how long it took Charlie Whiting, the FIA's race director, to do just one lap of the track. But what an important lap it was: he was checking the track's safety.

Each and every metre of the 2.937 miles of Barcelona Tarmac is inspected. In one hand, Whiting holds a map of the track. On his belt are a mobile phone and a digital camera.

Barcelona. Thursday, 11.00am. Whiting stares at the straight stretching out before him. With a firm step, he moves towards the new start control booth. Whiting calls out to Mike Scott, the man in charge of the TV coverage set-up. A camera set on a wall will have to be removed. Why? Because the lens juts out over the track, and that's deemed too dangerous.

A common stumbling block is the depth of tyre walls placed in front of other, concrete, walls. In some places there's a gap so that an emergency vehicle can get onto the track.

"These spots need the greatest security measures," Whiting says. Several walls will be very carefully inspected. "All the photos and notes we take are looked over by two



Charlie Whiting (above with TV man Mike Scott) holds sway over the safety of every F1 circuit. One frown from Charlie can send circuit owners back to the drawing board

Every metre of Tarmac is inspected by Charlie (below left) and any irregularities such as sharp kerbing (below right) have to be fixed before F1 cars can take to the track

(Bottom) Detailed notes are made about the circuit's condition and general safety. The FIA's inspection process begins months before a grand prix is held

Even gravel has to be to FIA specifications. A single rogue rock (as found here by Charlie Whiting, right) means the whole bed has to be relaid to FIA-approved depth

engineers working at the FIA. Each circuit has a file opened on it."

Charlie first inspects the tracks two months before the race, using those files. "I confirm whether the work that needed to be done has been done. If not, I demand that it is. On the Thursday before a race, I pay more attention to details." Such as an advertising hoarding, which has protruding bits of metal.

Going over a run-off area covered in gravel isn't easy. Some big stones have got mixed in with the little pebbles. "We'll have to remove these," Whiting tells the track director. "It'll all have to be relaid." Regulations insist that this layer of stones should be 25cm thick and not a centimetre more.

On the final straight, Whiting wants the cement between the rumble strip and the grass relaid. "It's razor-sharp," he warns.

It's 12.40pm. The track is declared to be largely in accordance with the regulations, apart from small changes that will be made later that afternoon.

CHARLIE WHITING Q&A

Q What do you look for on your track walkabout?

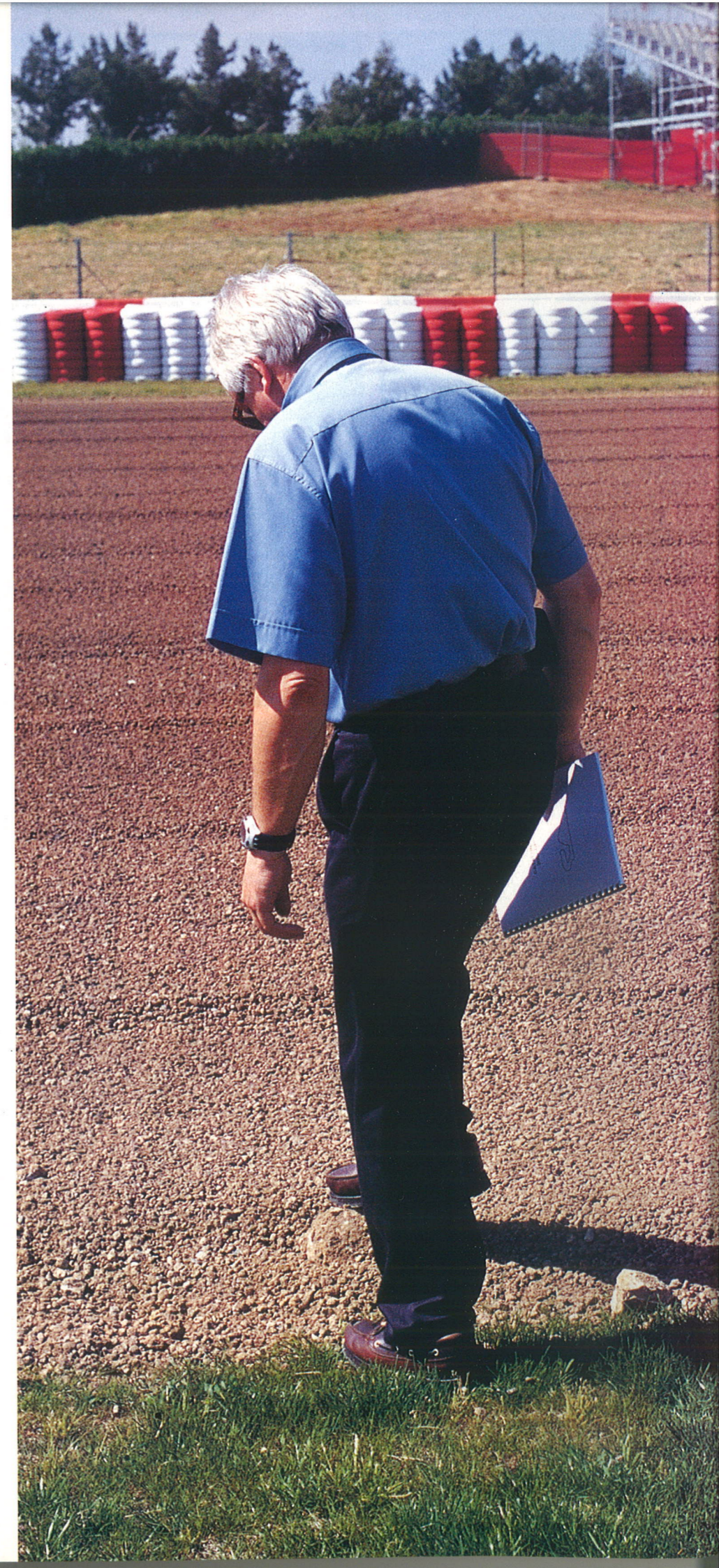
A I'm mainly looking at track condition. I visit every track two months before the race and then, on the Thursday of the GP weekend, I look for details – verges, kerbs – which they still have time to change overnight.

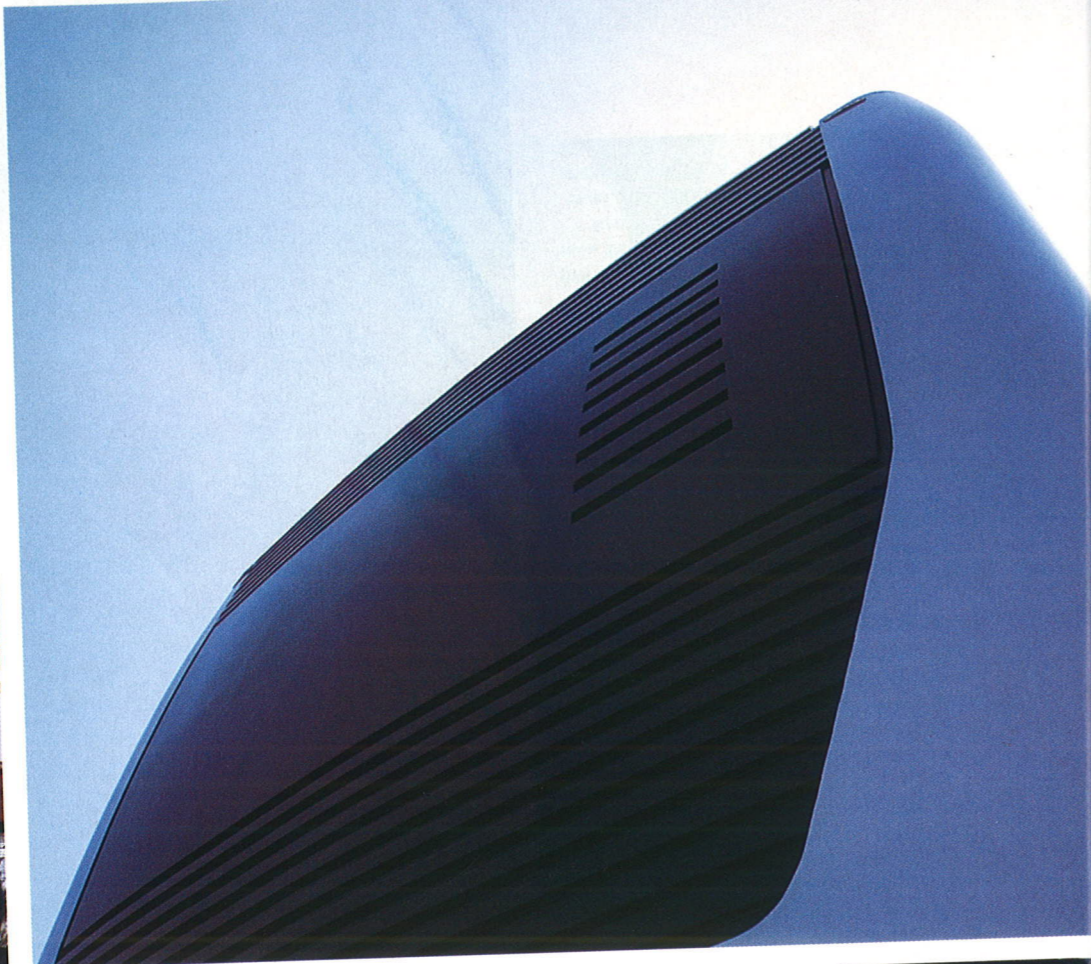
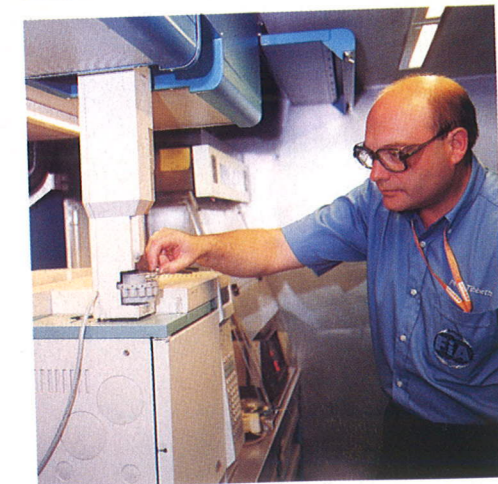
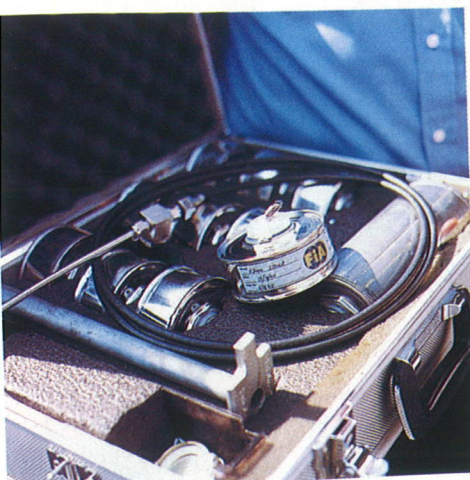
Q How much does the condition vary from track to track?

A Just five years ago, they varied quite a lot, but not any more. They're all pretty good now. If there are any problems, it's the tracks which are used a lot that tend to have the problems – the verges on the inside of kerbs get worn away by touring cars and that can really damage an F1 car.

Q Are there any improvements that you'd still like to see?

A Only at the hard-used tracks. Somewhere like Sepang, which is used only five times a year, is always in near-perfect condition. ▶





Race control (below) is where, ahem, the race is controlled. Gwenda Searle, Charlie Whiting and Herbie Blash (right) scrutinise every second of every race and practice session, watching for potential danger, rule breaches and the unexpected. F1 Racing's Stéphane Samson (below, far left) watches silently

RACE CONTROL F1's nerve centre

Think 'Hello Houston', or a James Bond villain's base. The wall here is lined with 30 numbered screens showing what's happening on every centimetre of the track. It's all recorded by the same number of videos. Twenty or so officials in deep concentration are seated at their consoles. They have to be sure they miss nothing.

There's silence. Darkness. Access is extremely limited. So is this the Apollo XI mission? Well, almost. It's an F1 grand prix.

"Five, four, three, two, one... Pitlane open," we hear over the loudspeakers. Automatically, this message appears on all the screens. The first cars roar into action.

There are three captains of this ship: Charlie Whiting, FIA observer Herbie Blash and race control operator Gwenda Searle.

'THE GAP BETWEEN A DECISION AND ITS APPEARANCE ON ALL THE SCREENS IS JUST A COUPLE OF SECONDS'

They are linked by headsets and all are seated before their laptops. They're in constant communication with the stewards out on the track, race technical control in the pitlane, the emergency vehicles, safety cars, the timing people and the rest of the stewards. Searle carries out Whiting's orders in a flash. She's the one who sends the signal, with a click of the keyboard, for a yellow or red flag or to call out the safety car. The gap between making the decision and its appearance on all the screens is just a couple of seconds.

Searle has in front of her a map of the track split up into sections of roughly 200m. Each driver is represented by his initials, which move around the digital map. If they're in purple, it means he's in the pits. Green: he's in action. Red means the driver is going abnormally slowly and an eye needs to be kept on him. The computer points this out if more than four seconds elapse between the driver's passing each 'marker', or if it's between one and two seconds on the straights. Every car's slightest movement is observed by some incredible computer equipment.

Michael Schumacher runs wide. Immediately, Herbie Blash says, "MS off Loop Six Turn Two." A few clicks on the keyboard by Searle and the message appears on all the screens in the press ▶



Every fuel type used has to be approved and archived by the Federation after painstaking analysis. Petroleum engineers are authorised to sanction formulas throughout the year. There are sometimes up to 10 specifications which apply in a season, depending on the demands of individual tracks. Which means that the fridge is packed with samples in little metal boxes - like tins of tuna. And they don't do this just for F1: there's F3000 as well.

PETER TIBBETTS Q&A

Q How many samples do you analyse per grand prix?

A It varies a lot. For example, two of the first three in qualifying are tested but, for extra caution, we also take samples before and during qualifying. By the same token, we work on the cars and the refuelling equipment during the race.

There are also analysis requests put in by teams themselves. When they switch from one fuel to another, they want to be sure that no trace of the first type remains in the tank. Ferrari, McLaren and Toyota have their own equipment, but the other teams might have to use our services.

Q Does the analysis take long?

A About 45 minutes. The sample has to be raised to 280 degrees C and then has to cool. We get the results in graph form and that shows us how much there is of every element making up the fuel.

Q What happens if there's a dispute?

A We always take our samples in triplicate. We keep the first sample, the second goes to the team and the third is kept to be sent to an independent laboratory in case of a dispute. Similarly, when a petroleum engineer submits a new fuel for approval, at least five litres are kept by the FIA.

Each team's fuel supply is minutely analysed throughout the race weekend. Fuel analyst Peter Tibbetts (left) has the delicate task of ensuring the fuel being used by the teams matches the samples (centre left) they have supplied to the FIA in advance of the event; (top left) some of the testing equipment; (above) the dark-windowed FIA trucks park at the better end of the paddock to perform their studies in peace

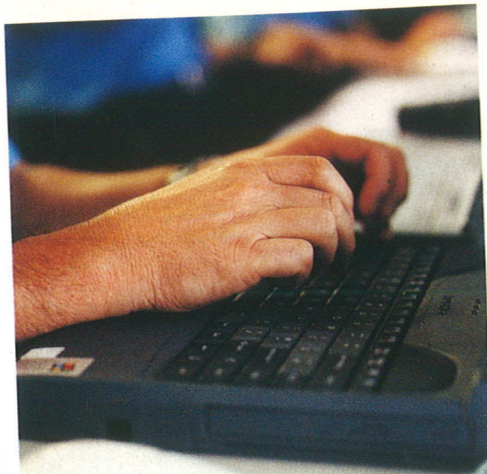
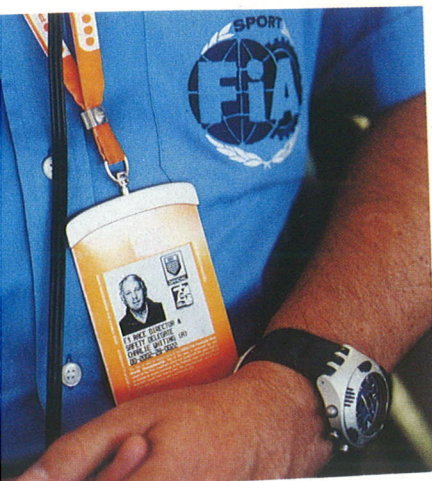
TRUCKS, FUEL AND SOFTWARE

Analyse this

The grey lorries are lined up at the posh end of the paddock. There are no windows and there's not much activity - the pneumatic doors rarely open. On the left is technical delegate Jo Bauer's office, the storeroom for all the FIA staff radios and the fuel analysis lab. On the right, the software analysis rooms. This camp works at full steam from Thursday to Sunday. And their task? To check, over and over again, that everything conforms to regulations.

As far as fuel is concerned, it's a matter of making sure that the compositions used by teams match the formulas that have been laid down by the FIA.





room straight away. A moment later, the printer whirs to life with a message from the stewards saying that David Coulthard has broken the pitlane speed limit. This message is immediately sent on to Charlie Whiting who signs it and sends it at once to the stewards.

The concentration is intense from start to finish. Nerves are on edge. And that's how it is at every F1 – and F3000 – race.

HERBIE BLASH Q&A

Q How has race control evolved over the past five years?

A Closed circuit television is now at every track and as a result we can see much more of what's going on around the track. Add to this the general communications at

the circuit, all of which have come on in leaps and bounds, and you can see that we have a lot of information to help us with our decisions. There was very little of this as recently as five years ago.

Q Explain the in-cockpit lights systems?

A The biggest step forward that we've made is our electronic marshalling system, which isn't used in any other race series around the world. We can inform the drivers directly about what's happening around the track – for instance, if there are yellow or blue flags waving.

Q What's the hardest decision you've ever made?

A Most decisions are very difficult – made worse by knowing there are 700 million people watching at home!

Charlie Whiting (above left) and his colleagues take a stuffed cat to each race (centre). No, we don't know, either... (Right) One click and a decision is instantly on computer screens; (below) the display that charts each car's movements; (right) Jo Bauer and his marshals prepare the scrutineering bay. Their procedures have to be immaculate to prevent disputes



Each of the cars called into scrutineering during Saturday's qualifying session is measured for compliance with FIA dimension rules (right). Checks are made on front and rear wings, the airbox, sidepods and overhangs. The whole lot is weighed, too, with the driver *in situ*. Technical delegate Jo Bauer, the 'paddock referee' (bottom right) inspects his findings

SCRUTINEERING

There's nowhere to hide

Dark. Atmosphere 10 months pregnant with tension. Something straining to happen. Jo Bauer, FIA technical delegate, knows what. *F1 Racing*, journalist and photographer, doesn't.

1.18pm, Spanish GP Saturday. Qualifying. Hot, hot, hot. Garage walls quiver with anticipation.

Bang! Enrique Bernoldi's Arrows explodes into our dim-lit, tight-spaced world. The terrifying engine tempest is cut. Dead. Split-second calm. Then ant farm activity as stewards descend on A23; pushed onto a £100,000 weighbridge. Template gauges are placed on the rear wing for height, width and depth dimensions. Same at the front. Bauer presses buttons on the weighing machine. Bernoldi sits, impassive, in the cockpit. Flicks up visor, scratches his nose. A piece of paper passes from Jo to Bernoldi: an FIA certificate of weight conformity. Car's legal. Done. Gone.

'BERNOLDI SITS, IMPASSIVE. A PIECE OF PAPER IS PASSED TO HIM: AN FIA CERTIFICATE OF CONFORMITY'

Panis is next. The second in a random computer-selected sample. Calm, like Bernoldi. Looks at me, through me, mind still on Q-laps. Car's legal, done, gone. Now Montoya. Edgy. Agitated. Eyes fidget. Then jumps from car and sprints down pitlane for the spare. Race car's not working right... but it's legal, done, gone. Ten more will come in this session. All legal, done, gone – in under 60 seconds each.

JO BAUER Q&A

Q Are you viewed as the pitlane police?

A I think we're more like referees for the paddock. We're always blamed by the teams whatever we do – our work is not appreciated, just like football referees! I'd say we are respected, but nobody likes to see us for too long in their garage.

Q What's the hardest part of your job?

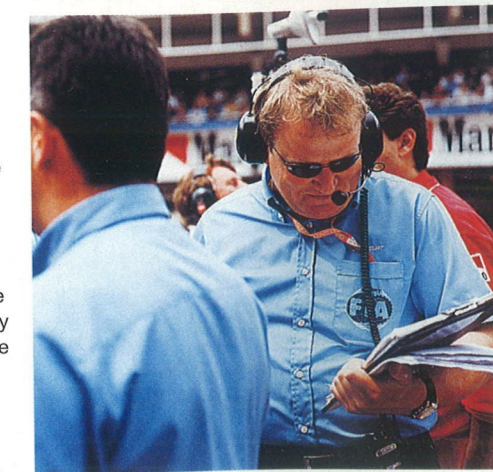
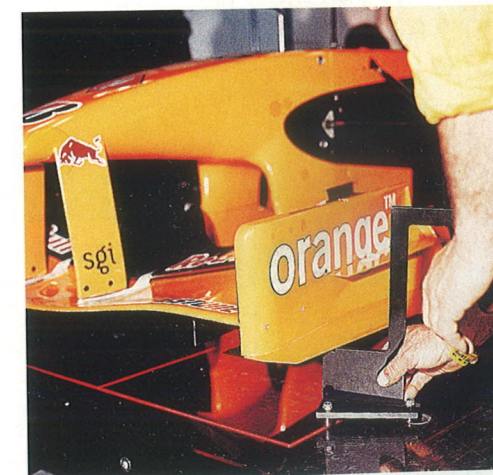
A We have to ensure the cars are legal, so it's not easy when we find something we have to question. If you have a situation like Malaysia '99 [when Ferrari's barge boards were declared illegal], it's very difficult.

Q It must be quite stressful?

A It's a very stressful situation. There's a lot of pressure. Whether the infringement of the regulations is deliberate or by accident really doesn't matter. Those are problems we have to address later when we have made a ruling on the infringement.

Q Do the teams try to get around you, by making excuses for 'mistakes'?

A Excuses don't really apply. Everybody is ►

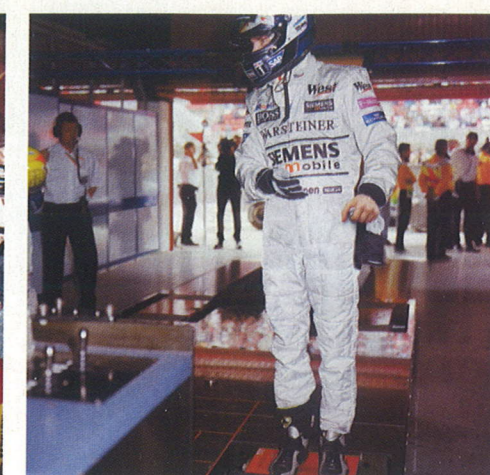




very professional. Everyone knows the rules and really they shouldn't be making these mistakes – if that's what they are – when so much money is invested in making and racing these cars.

It's black and it looks expensive, so it must be carbonfibre (left). The FIA use measuring templates to ensure conformity of chassis dimensions

Montoya is called in for scrutineering (right). But the car's broken, so he runs off for the spare. Kimi Raikkonen weighs in at 72.5kg (far right)



Everybody knows Sid Watkins as 'Prof' – even if his overalls say 'Doctor' (right). Bernd Maylander (below right) drives the F1 safety car

MEDICAL AND SAFETY CARS

FIA to the rescue

Since 1997 the safety and medical cars have been supplied by Mercedes-Benz, their anthracite livery precisely matching McLaren's 'silver arrows'. They are not standard machines: though DaimlerChrysler would prefer us not to say so, the engines have been boosted to 470bhp (a standard AMG Merc has around 100bhp less). The suspension, brakes, gearbox *et al* have also been beefed up comprehensively. But a car is only as good as its driver – which is why the safety car is always driven by DTM ace Bernd Maylander and the medical car by ex-GT pilot Dr Jacques Tropicat.

The speed is not just for show. Before the current Merc era, all manner of humdrum saloons were pressed into reluctant service, slowing F1 cars to unacceptably sluggish velocities when the safety car was out.

That's all history now, of course – indeed, if the heavens open unexpectedly, and the F1 cars are on dry tyres, they are sometimes hard-pressed to keep up with Bernd's flying Merc. But that's not the biggest problem: if F1 cars are forced to run too slowly, their tyres and brakes lose temperature and stop working properly – a worst-case scenario (and hardly safe).

Clearly, every second counts when it comes to bringing potentially life-saving assistance to an injured driver, which is why the medical car is basically an estate version of the safety car, chock-full of ultra-high-tech equipment.

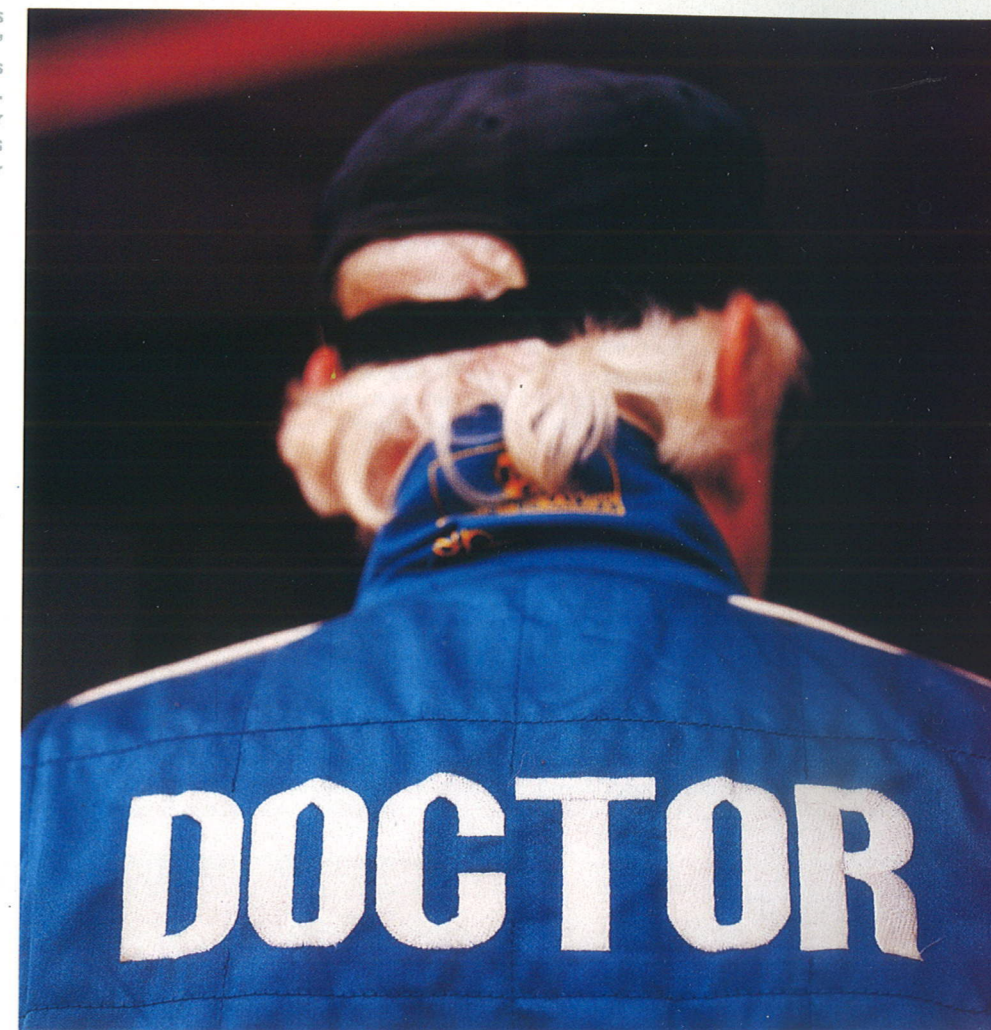
SID WATKINS Q&A

Q Is there still much to be done on safety?

A A lot. We want the drivers to wear the head and neck safety device and we're also looking at wheel retention and barriers.

Q Do you agree that danger is one of the attractions of F1?

A It will always be dangerous. There will always be the chance that a driver is hurt or killed. Max [Mosley, FIA president] talks



about the zero option [where there would be no injuries], but that's not possible.

Q How important are your achievements?

A I'm proud of what I've done. F1 has been more of an organisational thing, while my life away from F1 has been more about my personal skills. The weekend job has taken over from the daily job in terms of public perception, but that's not the reality.

Q When will you stop F1?

A I love the job and I love the people, so I'll continue for a while yet.

BERND MAYLANDER Q&A

Q How quick is the safety car?

A At Hockenheim last year I got it up to 174mph at the end of the straight. But it's more important to be quick in the corners, not on the straights. If it rains a lot, I'm ►



> THE MAN WHO CAN

He's not an FIA man, but nothing, *nothing* escapes the attention of FOM's Pasquale Lattuneddu

You've read about the people without whom the FIA could not run the on-track aspects of a grand prix. Now read about a man who doesn't work for the FIA, yet has so much clout that he has team bosses pleading with him. He is a man with a superfluous surname – he is known throughout the F1 world as the one and only Pasquale (left).

Everything away from the track falls under Pasquale's jurisdiction. He is Bernie Ecclestone's eyes and ears on the ground and he is revered and feared in equal measure. Why? Because he is the man who – among other jobs – allocates paddock passes. Gold dust

to you, me, drivers, team principals... everyone, in fact.

While pass requests and rejections (almost in equal measure) fill up a lot of his day, Pasquale also ensures that the paddock looks immaculate, that the team transporters and motorhomes are parked exactly where they are required... And he escorts VIPs around on race day.

Then, away from races, he chases the race organisers to ensure that they fulfil their promises and modifications from year to year. In F1 everything must be perfect. No excuses. So, if it's broke, whatever it is, it needs to be fixed – and it's Pasquale's job to make sure it is fixed.



A WEEKEND WITH THE FIA

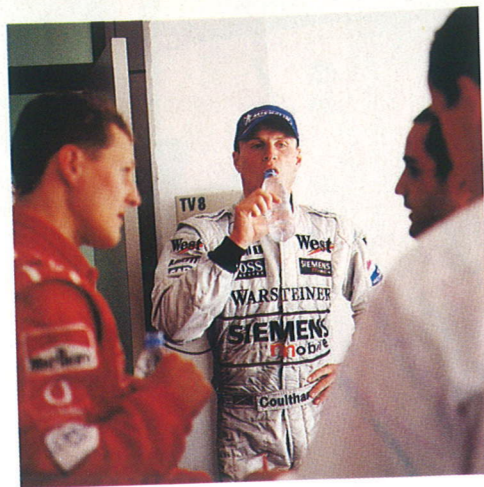
sometimes quicker than the F1 cars because the safety car weighs more.

Q How close to the limit do you drive?

A This is my third year of driving the safety car, so I don't get as nervous as I used to when leading the field. I drive at about 95 per cent because I obviously don't want to spin in front of the field.

Q Who sits in the car with you?

A Peter Tibbetts. He works the lights and keeps in radio contact with Charlie Whiting, telling him about the conditions if it's raining.



as back-up. I have everything in duplicate."

But what people haven't been aware of until now is that he actually gives the drivers a huge hand. "It has been known for the drivers not to be able to get the corks out of the champagne bottles. Now I have the bottles opened mid-race."

AGNES KAISER Q&A

Q What do you do then?

A Since 1999 I've been FIA press delegate.

Q What's it all about?

A The job is split into two parts. I work in our Geneva offices overseeing accreditation and then with Pat Behar at the circuits as the FIA's contacts for the 500-plus media.

Q That's a lot of hacks to cope with. Are they a handful?

A They can be, but the most professional ones are easiest to deal with. It's only the ones who try to bend the rules who are difficult. I had to be tough at first, but I think they've just about accepted a woman in the job!

Q What's the best bit of your job?

A Being a part of F1. Simple as that.

Q And the worst?

A It's hard when someone has a problem which you can't help them with. And there are always difficult requests.

Q How do you view journalists?

A I always try to treat them equally. They're important. They tell the world about our sport. **1**

(Above left) Schumi, DC and Juan Pablo Montoya chat briefly, moments before mounting the podium; (above right) their towels and a bottle of water each (unbranded) have to be laid out exactly as the FIA stipulate; (below) the traditional podium celebrations as seen from behind – another *F1* Racing exclusive (but of course!) with a little help from the FIA...

FIA PERSONNEL AT THE TRACK

Charlie WHITING

Race director, official starter and safety delegate

Herbie BLASH

FIA observer

Alan DONNELLY

Representative of the president of the FIA

RACE CONTROL/TOWER

Gwenda SEARLE

Race control operator

Sally PAXTON

PA to Charlie Whiting and secretary to the stewards of the meeting

TECHNICAL

Jo BAUER

F1 technical delegate

Alan FULLER

F3000 technical delegate

Simon BUSBY

Software analyst

Alan PRUDOM

Software analyst

Peter TIBBETTS

Fuel analyst and safety car observer

Claudio GARAVINI

Technical assistant

Michel LEPRAIST

Technical assistant and truckie

Chris DE GROOT

Technical assistant and truckie

MEDICAL

Sid WATKINS

Medical delegate

Gary HARTSTEIN

Medical assistant

MEDIA

Agnès KAISER

Formula 1 press delegate

Pat BEHAR

Photographers' delegate

DRIVERS

Bernd MAYLANDER

Safety car driver

Dr Jacques TROPENAT

Medical car driver

PODIUM

Champagne supernova

Between the moment the top three grand prix finishers go into the parc fermé and the moment they stand on the podium, the rhythm of their lives is yet again dictated by stopwatches. Two minutes – TV broadcast demands – is all that the drivers and Agnès Kaiser, the FIA delegate, have to get from the weighing room to the podium. Once they're on-stage the drivers are guided by a format which is worked out to the second.

Meanwhile, someone in the wings has been preparing the finishing touches. Alexandre Molina works for AllSport, the event management company, and takes care of the podium and the podium only. Alexandre has all the drivers' and constructors' national anthems on CD. But he's recorded them on his laptop too. And once the winner is in place, Alexandre plays the national anthem by remote control. He waits until the last moment to get out the right flags and checks himself that they're attached to the mast correctly: you can't fly a country's colours without being sure that the flag's the right way up.

"Anything can happen," Alexandre explains. "If anything goes wrong, I can immediately start the CD I've prepared



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THE NEW EAGLE F1 WITH RACING 'SLICK' TECHNOLOGY.

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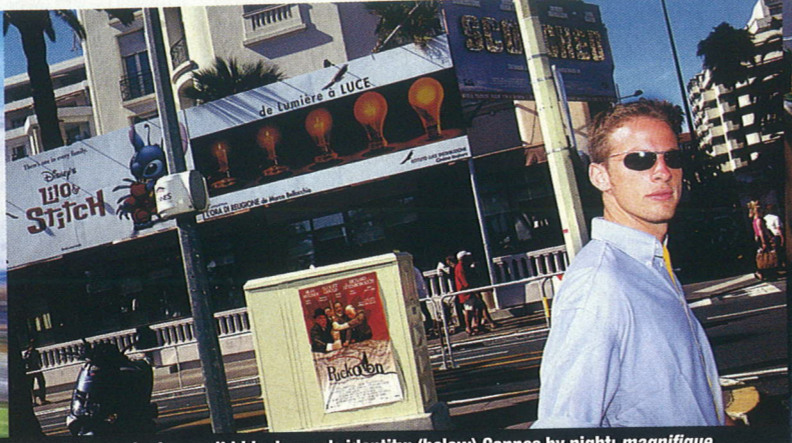


GOODYEAR

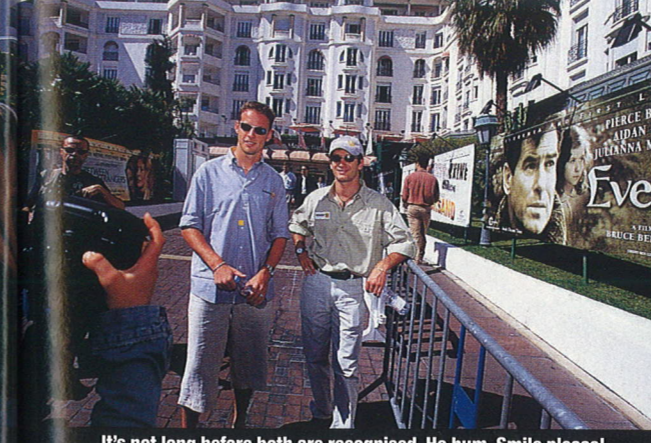
We discover. You explore.



(Above) Nice ice, baby, Jarno (below) enjoys his ice cream. More will follow...



(Above) Even shades can't hide Jenson's identity; (below) Cannes by night: magnifique



It's not long before both are recognised. Ho hum. Smile please!



Le Jenson buffs up on les films. Mange tout, Rodney



A Renault madam? Or maybe sir would prefer a Renault?



Jarno & Jenson: also available in Cannes

Ah, the glamour. The Monaco Grand Prix. The Cannes Film Festival. Ice cream. All in a day's work (and play) for Jarno Trulli and Jenson Button. *F1 Racing* went schmoozing on the French Riviera

Words and photographs by Steven Tee/LAT

Jenson wants an ice cream. It's the Tuesday before Monaco – and Mr Button, Jarno Trulli, their trainer Bernie Shrobbree and yours truly are in Cannes (darling) for the annual Film Festival.

The day is as pristine as could possibly be expected – everything is bathed in superstar sunshine of the kind produced so perfectly on the French Riviera. The sun is out; so are the stars: Sharon Stone, Antonio Banderas, Ken Loach, David Suchet, Roman Polanski... blink and you'll miss 'em. And Jenson wants an ice cream. Such is his wide-eyed puppy-dog fervour that even 'iron man' Shrobbree, Renault's merciless ex-marine fitness guru, relents. Jenson gets his ice cream.

Heartwarming to see that even here, in Sophistication Central, the millionaire Formula 1 ace Jenson Button is prepared to act natural. Must be the fact that he and Jarno are being outstarred for once.

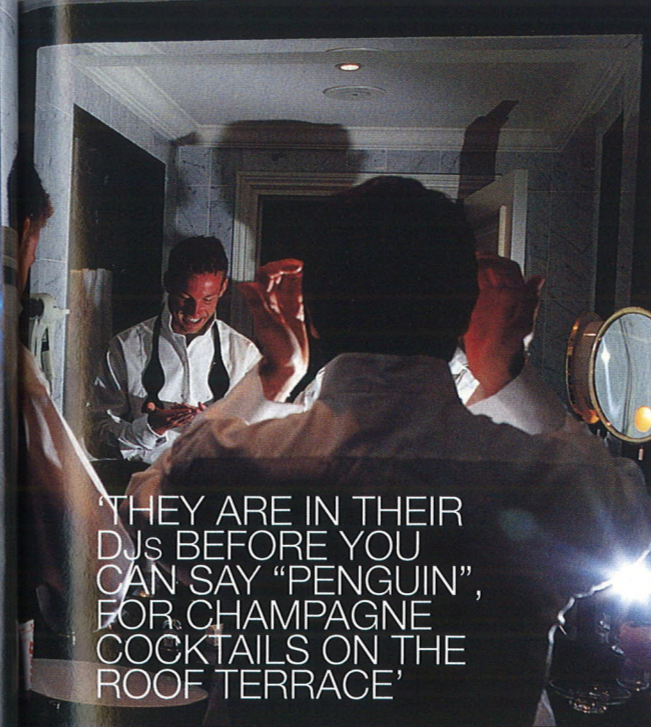
Anonymity is fleeting, however. The omnipresent paparazzi soon recognise these two suspiciously lean, tanned and assured individuals chillin' among the star-spottin' hordes, and flashguns begin to pop. So they beat a retreat, to the sanctuary of their suite in the Hotel Majestic, the only place to stay for anyone who's anyone in Cannes this week, film festival week.

The boys are tired after their stroll along Cannes's glitter-dusted Croisette (that's a

prom to thee and me) and they take an afternoon snooze. The rude awakening comes soon, though, and they're into their DJs before anyone can say 'penguin', for champagne cocktails on the roof with Michael Keaton (*magnificent* views).

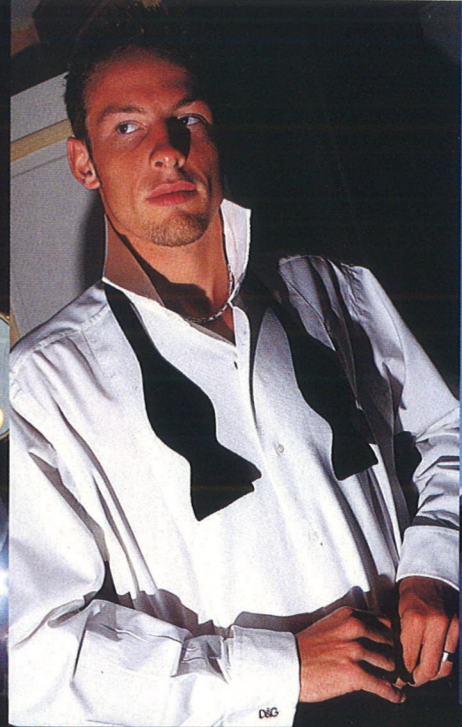
To the film – the premiere of Ken Loach's *Sweet Sixteen*: a gritty slice of Glasgow council estate life. Jenson and Jarno love it – and they have another ice cream each.

Finally, a chauffeur-driven Renault Vel Satis home. That kind of place, Cannes. As the man said, "You can either lie on the beach and look at the stars, or vice versa." Or even, if you're from *F1 Racing*, mingle with them... eating ice cream. 🍦



THEY ARE IN THEIR
DJs BEFORE YOU
CAN SAY "PENGUIN",
FOR CHAMPAGNE
COCKTAILS ON THE
ROOF TERRACE'

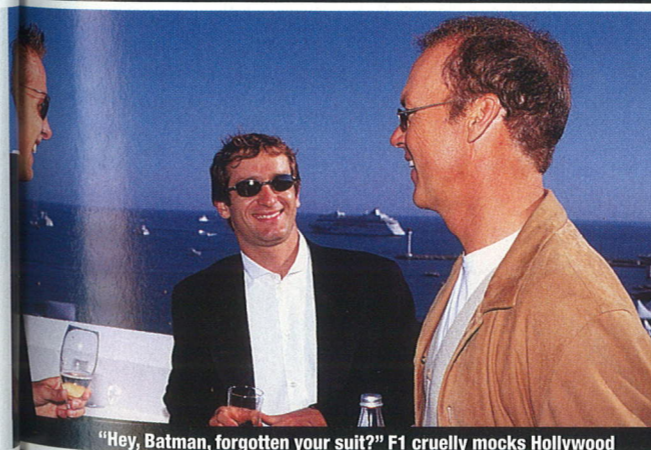
"Ere, Jarno, you got any of that low-drag hair gel Michael uses?"



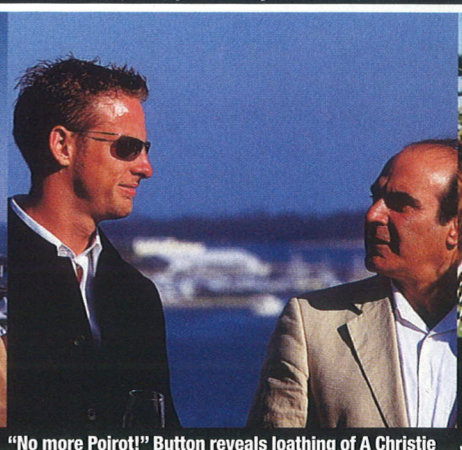
Jenson: mean, moody and ready for an ice cream



Jarno: "I'll eat all the canapés before Jenson arrives"



"Hey, Batman, forgotten your suit?" F1 cruelly mocks Hollywood



"No more Poirot!" Button reveals loathing of A Christie



Jenson models *Palme de Tête* hairstyle. Cannes fashion...

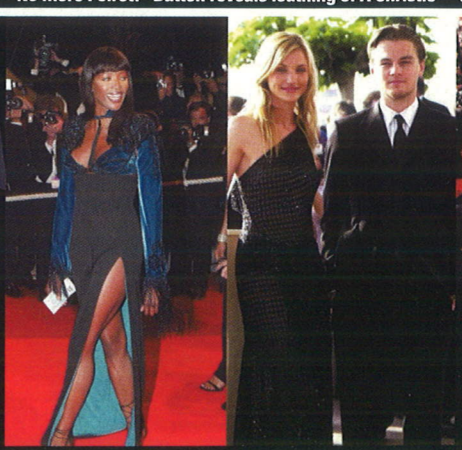


68 F1 RACING "I can spot a gap." Trulli rehearses a passing move

Button practises the Freddie Mercury 'funny teeth' gag for a Monaco karaoke event



"You're not on the list." Trulli's bouncer impression fooled many



Naomi 'Flav-lite' Campbell Diaz, Di Caprio. Expensive



Button shows talent for leaning at four degrees from vertical



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Ralf Schumacher

On the Austria saga, Williams' chances for the rest of the season and parenthood

What's your take on the Ferrari team orders controversy in Austria?

I couldn't understand what all the fuss was about. Team strategy is nothing new in Formula 1, and in particular at Ferrari. Okay, Rubens [Barrichello] was slightly stronger than Michael [Schumacher] but, in the end, it's the championship that counts. It didn't make any difference to the constructors' championship which driver finished ahead, but it did for the drivers' world title, so they swapped. They made the right decision.

How did Michael react to the negative publicity? Was he very upset?

He has been very successful for a long time and I don't think he has changed as a person through good or bad publicity. The English press in particular are very critical of both of us – and him in particular. I don't understand why. Every driver will sometimes react to things in a way that people don't like, but we're only human and we have to do our jobs. Strategy is not only down to us.

Is Michael a sensitive guy?

He's a very nice person so, sure, he was disappointed and so would I have been in his position. In my opinion, he simply didn't deserve that reaction. I don't understand why the fans were upset. They shouldn't have been surprised.

Will Williams ever use team orders?

We don't need them here because Juan [Pablo Montoya] and I are so closely matched. But, if either one of us has a chance of winning the championship, the other will support him. I would certainly support Juan in this situation and I'm sure he would support me.

Can Williams catch Ferrari this year?

We're getting closer to them, but the gap is so big between us and them that, being truthful, I don't think we can win the title. By the time we've closed the gap to them, I'm afraid that Ferrari will be too far down the road.

Are Williams building a B-spec car?

You know more about this than I do... There might be something later in the year.

Have you been disappointed by Michelin's tyres so far this year?

Not really. I think they started off too well last year – did too well too quickly – which is why the pressure is on us now. There are still a lot of areas where they need to improve but people expect a lot because we were so successful last season. Mind you, we still have a lot to improve on our car as well.

How seriously do you take your duties on the Grand Prix Drivers' Association (which represents the drivers on issues such as safety)?

Very seriously because even small changes to the cars or the tracks can potentially save our lives. We can only achieve things as a whole body and it doesn't help when some drivers such as Jacques [Villeneuve] and Eddie [Irvine] say that it's useless. I don't understand their point of view.

What's the deal with the blond hair?

Before Austria I tried to do something and it was a simple mistake by the hairdresser. It would take too long to explain what happened, but it was a complete fuck-up. Never again – although it's not as bad now as it was.

Do you still have the bull you were given by the people of Salzburg (bulls are honoured in Salzburg)?

Ah, Salzburg. It's a very nice place – you should go there some time. And, yes, I still

have the bull. It stays on a nearby farm and will remain there until it dies. It wouldn't enjoy life in my garden!

How's your baby son David?

He's fine. Over race weekends he stays at home with my wife's parents. People keep telling me that I should bring him to a race, but I don't want to do that until he's a bit older – when he can walk and talk.

Would you encourage him to be a racing driver?

The sport is getting safer and safer and in 20 years' time it should be safer still. But I'm not going to force him to be a racing driver – he doesn't have to be 'the next Schumacher'. He can do whatever he wants with his life, so long as he does it properly.

What is the most important thing that you can teach a kid?

To behave properly. I will try to point him in the right direction and make sure that he doesn't start smoking or drinking – or dyeing his hair! Having a kid is a great thing and I'm sure Cora [Ralf's wife] and I will have more in the future.

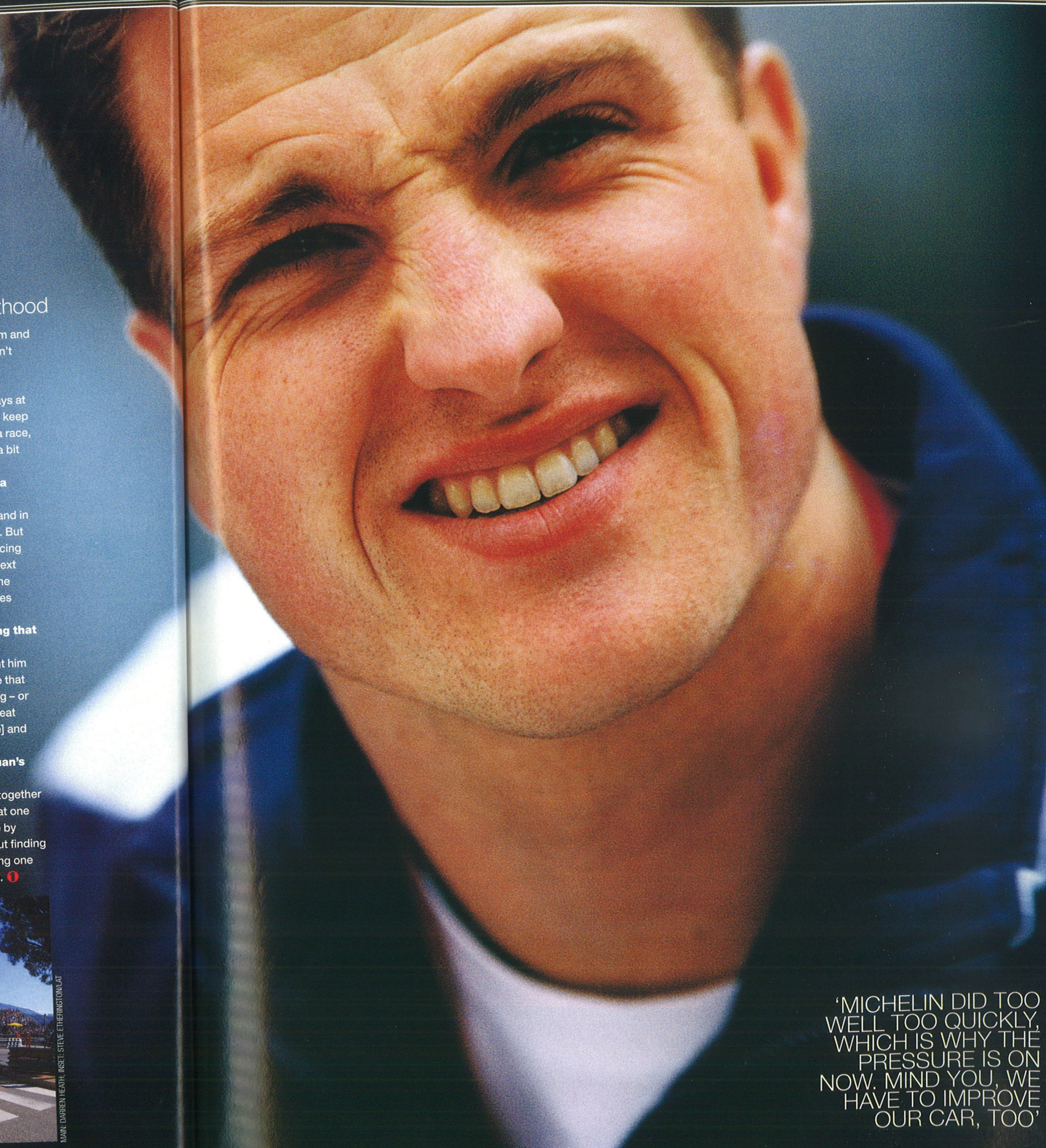
Were you at all surprised by Juan's pace in Monaco?

No, the two of us were very close together the whole weekend, apart from that one lap in qualifying where he beat me by 0.598 seconds. Monaco is all about finding a rhythm, getting it right and getting one clear lap at the end of the session. **1**



(Right) Monaco, where Ralf and team-mate Juan Pablo Montoya were again very closely matched. Montoya's engine failed but Ralf finished third

MAIN: DARRIN HEATH; INSET: STEVE ETHERINGTON/LAT



'MICHELIN DID TOO WELL TOO QUICKLY, WHICH IS WHY THE PRESSURE IS ON NOW. MIND YOU, WE HAVE TO IMPROVE OUR CAR, TOO'

Hello, Juan, got a new motor?

Yes he has – a nice, shiny, yellow Mini Cooper, courtesy of BMW, those Munich chappies who build engines for his Williams and also find time to bolt these little beauties together. Tough life...

Words by Tom Clarkson; photographs by Ben Wright

Formula 1 drivers never seem to pay for anything. It's a perk of the job: they are the 'haves' in this world of 'have nots', and the more successful they become, the less they pay for. To the sea the river runs.

There are some drivers, however, to whom the rivers run more freely – the

household names such as Michael Schumacher and Juan Pablo Montoya. Ignore, if you can, the fact that they are super-rich. The biggest challenge for these guys is to spend money. Go out to lunch with them and the restaurateur will try to feed you on the house. They get free watches. Free clothes. Free bikes, free

computers, free sunglasses... the list goes on. They could even get free condoms if they asked for them (great for the rubber company's image – think about it: "Wonderdom, as raced by Johnny Hotrod").

Of course, they also get free road cars. Michael gets Ferraris, Juan Pablo gets top-spec BMWs (with such rarefied tastes



(Above) Montoya loves yellow cars "because there aren't too many around". The Mini (opposite) is his latest freebie from BMW, and is used in Madrid by JPM's fiancée Connie

they must thank their lucky stars that they don't drive for some of the manufacturers towards the back of the grid.

Since Montoya is as charismatic as they come, and about as perfect a product placement icon as could be hoped for, Williams' engine suppliers have furnished him with a BMW M5, their state-of-the-art 21st century über-saloon, which he keeps at his flat in Oxford.

But y'know what? It's not quite the ideal set of wheels for every occasion, so Juan has gone and got himself another new toy (thanks, BMW): a 1.6-litre Mini Cooper (also BMW-built, of course). It's the ultimate city runabout according to JPM and, he reckons, "perfect for Madrid."

The Spanish capital is where Juan Pablo's fiancée Connie Freydel is at

'THE MINI IS GREAT. IT'S VERY NIMBLE, THE GEARBOX IS SMOOTH, THE BRAKES ARE GOOD. SURE, IT'S NOT THAT FAST...'



university and it's where he tries to spend as much of his free time as possible during term. Connie lives in the outskirts of Madrid, in a dusty and spacious suburb called Aravaca, and the Cooper is her mode of transport for "school" each day.

"The Mini is great to drive," Juan Pablo says. "The driving position is very good, it feels very nimble and I like the retro interior. The gearbox is smooth, the brakes are good and it feels well put together – like a BMW, actually."

He loves road cars in yellow and his Mini continues the tradition of yellow cars that he has owned – most recently a Ferrari 550 Maranello that he had while racing in America. "It's a very unusual colour," he says. "I like yellow cars because there aren't too many of them around."

As anyone who has driven the Cooper might agree, one of the few criticisms that can be levelled at it – and it's one that an F1 driver could make of any road car – is that it lacks grunt. It has a miserly 115bhp, yet weighs a hefty 1,125kgs.

"Sure, it's not that fast," JPM says, "but I've still managed to get it up to 228kph [since that's 142mph, I presume that this was on an unrestricted German *autobahn*; moreover, since BMW claim only 124mph for the car, perhaps its speedo (or its driver's imagination) was a tad optimistic]. That's why I've given this car to Connie and I'm going to get one of the new Cooper Ss soon, which is an increase from 115 to 163bhp. That should be really fun to drive."

Especially, Juan Pablo, if it's free... 1

Williams' next 'Head'?

Meet the man who may one day succeed Patrick Head as technical chief of WilliamsF1: Sam Michael, one of Formula 1's most talked-about engineers

Interview by Tom Clarkson

"I can't remember the job interview as such," says Gregg Siddle, "but I know I was very impressed by him. I wrote in my diary, 'follow this one up.' And I did."

Siddle was Sam Michael's first boss in motor racing. He ran a successful Formula Holden team in Australia and Sam combined his studies in mechanical engineering at New South Wales University with going motor racing.

Sam has never looked back.

His F1 break came in 1993 after Siddle introduced him to Lotus boss – and fellow Aussie – Peter Collins. He joined Lotus as a data acquisition engineer when he was just 22 years old, then switched to Jordan a year later when Lotus folded. He now holds one of the most senior technical positions at Williams, where he reports directly to technical director Patrick Head.

It has been a meteoric rise through the ranks for Sam, marking him out as F1's Next Big Thing. He is now chief operations engineer at Williams and a technical directorship beckons. But that may not be at Williams because Head has a 30 per cent stake in the team, which means that he isn't budging. Or is he?

Four years ago Patrick let slip to *F1 Racing* that he might step back one day.

"I've been doing this job for quite a long time," he said. "I imagine that I'll keep working until I see Williams winning again, then I might look at slowing down a bit." He has two children, Luke and Julia, giving him – and wife Betise – even greater incentive to spend more time at home.

At Imola last season Williams won their first race in nearly four years, but there has been little evidence that Head is slowing

down. He still works 24-7 and he still lives and breathes F1. But there is evidence that a potential heir has been found.

Sam Michael has a broad understanding of F1 car design, thanks to his six years at Jordan, where he spent each winter with a different section of the design team. Such a thorough grounding is rare in modern F1 because design has become a very regimented procedure, in which engineers focus on specific areas of the car.

The Grove grandees like to make out that Sam does the same job as his Williams predecessor James Robinson. In truth, the similarities end in the job title because Sam's character and practical approach to problem solving lead him to transcend the boundaries of his chief engineer's role.

"Sam is now pretty central to discussing the car with [chief designer] Gavin Fisher," ▶

Ralf Schumacher (below) was race engineered by Sam Michael (right) at Jordan and knows Michael's worth. Frank Williams agrees, and is keen to keep hold of his services at Williams

PHOTOGRAPH BY STEVEN TEEZ/AT



'HEAD STILL LIVES AND BREATHES F1, BUT THERE IS EVIDENCE A POTENTIAL HEIR HAS BEEN FOUND'

WILLIAMS' RISING STAR



'WE REALISED VERY QUICKLY THAT SAM IS EXCEPTIONAL. HIS FUTURE IS WITH WILLIAMS'
FRANK WILLIAMS

says Head. "I suppose that he has taken over some of the reins from me and he has developed quite a lot as an administrator in the time that he has been with us. Compared with James, his personality and the way that he works seem to get a better response from the people around him." None of this 'Sam talk' is intended to belittle the efforts of Fisher, whose pen has been responsible (in a CadCam kind of way) for the past five Williamses. He is Williams' office-based chief designer and examination of the team's hierarchy reveals him to be on an equal level to Sam, each of them reporting directly to Patrick. Sam, however, is the problem solver once the car has been produced. He directs the six race engineers (two per car and two 'floaters') at the track, as well as giving suggestions to Gavin on areas such as suspension geometry, wheelbase and

weight distribution. And on top of all that, he looks after race strategy. There is something familiar about the relationship between Sam and Gavin. Are you thinking what I'm thinking? Ferrari. If you can't beat 'em, join 'em. Ross Brawn is Ferrari's technical director and Rory Byrne their chief designer. For Ross read Sam and for Rory read Gavin. Ross oversees the running of the cars at the track, the race strategy and technical direction of the team. Rory, on the other hand, is the office-based boffin who is left to design in the peace of Maranello. "I don't want to do Gavin's job and he doesn't want to do mine," says Sam, "which means that the politics between us are non-existent. We work well together, each of us with the sole objective of making the fastest racing car possible. "As to what role I see myself doing in the future, I don't know. All I'm focusing on at the moment is doing my current job as well as I possibly can. I'm certainly not thinking about where I want to be in five years." As I interview Sam, I find myself making notes, just like Siddle did 10 years ago. Sincerity and political astuteness are the two outstanding features. He looks you straight in the eye as he talks and it comes as no surprise that he worked out his notice period at Jordan in full. As for his political abilities, you can only speak as you find, and he made every effort to talk up the strengths of the team. Self-aggrandisement, he understands already, is an unwelcome trait at Williams.

All this makes him a difficult interviewee, and you cannot even loosen his larynx by tickling his ego because he doesn't have one. It makes some of his answers a bit bland, a bit PC - make that WC ('Williams Correct', excuse the pun, Frank) - because he points everything back to the team. "You must understand," he says, "that there were two attractions to coming to Williams. First, the opportunity to work with Patrick. He has a lot of experience and I knew I could learn from him. Second, the chance to work in a bigger organisation than I was used to, which would give me the opportunity to win races. Williams are a fantastic team with lots of talented people." Sam has only been at Williams for 18 months, but his feet are already well under the table, as these plaudits suggest. Ralf Schumacher: "Sam is a really good guy. We worked together at Jordan as well and I can see that he has a lot of experience to fall back on." Juan Pablo Montoya: "He's great at strategy. He gives us all the options and we take the best one available to us. He makes it seem very obvious." Frank Williams: "We realised very quickly when Sam joined us that he is an exceptional individual. I don't want to see him go anywhere - his future is here." It seems that everyone wants Sam to stay at Williams, and the 'carrot' has to be Patrick's job. You can't keep a man of Sam's calibre and experience tethered for long. "I'd like him to come back to Jordan one day," says Eddie Jordan. Watch out, Frank. 1

> **Sam Michael CV**
1971 Born April 29, Australia
'93 Graduated in mechanical engineering from University of New South Wales. As a student started working for a Formula Holden team (Australia's equivalent of Formula 3000). After graduation, joined Team Lotus as a design engineer, working on data acquisition and lap simulation
'94 Moved to Jordan as a design/data engineer for race and test team
'96 Promoted to head of research and development
'98 Race engineered Ralf Schumacher
'99-00 Race engineered Heinz-Harald Frentzen, winning two races
'01 Joined Williams as chief operations engineer

(Main) Sam Michael helps develop the car and plays a central role over race weekends. He liaises with race engineers and is good on strategy; (inset) with Patrick Head, Williams' technical director - a role Michael may one day inherit



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Remember. The planet is your playground. Go play

High-speed handling

GOODYEAR'S REVOLUTIONARY EAGLE F1 TYRE PROVIDES ENHANCED RIDE, HANDLING AND STABILITY

Tyre manufacturers face an interesting and challenging conundrum: on a smooth, dry surface, the racing slick offers the ultimate tread pattern because it presents a solid, continuous band of rubber to the road, and therefore, much more grip than a grooved tyre. However, such a design has little use to a manufacturer of all-weather road tyres which must deal with everything from uneven surfaces to severe rain, snow and ice conditions – and, perhaps more importantly, be durable enough to last a number of years, not a few fast laps of a racing track.

Faced with this test, Goodyear has

launched its new Eagle F1 high performance tyre. The secret is OneTRED, which creates a single tread pattern – like a racing slick – offering maximum grip and, with ultra-stiff sidewalls, it's hard wearing too.

Two elements play a crucial part: the first is the central tread which stiffens the centreline and gives more responsive steering, a sportier feel and better grip through the corners; and the second is the shape of the tyre itself which, due to its wide footprint, further enhances the Goodyear Eagle F1's high performance handling characteristics.

You can test the performance of the Eagle F1 tyre at the Johnny Herbert Rockingham Experience. Based at Rockingham, the UK's first purpose-built circuit since 1907, this race school offers many activities including the Touring Car Experience featuring cars like the Subaru Impreza WRX and Lotus Elise, the Champ Car Experience and the Ferrari Challenge. For more details telephone 01536 271272 or visit the website at www.jhrockinghamexperience.co.uk



GOODYEAR
Eagle F1

Picture taken at Rockingham Motor Speedway





THEY'VE LOST THAT WINNING FEELING

Time was when a Honda engine was a guaranteed ticket to grand prix glory. Not any more. So... what went wrong? Peter Windsor explains

Honda supply BAR (left) and Jordan (above) with a V10 that, off the record, both teams describe as "puny". How the mighty have fallen...

It isn't as simple as it looks. It isn't as simple as the Honda engine not having enough power, or being too heavy or – as was the case last winter – of the engine's new valve train putting on a fireworks display virtually every time it ran. It isn't as simple as, "Canada will be a step forwards" or, "We're working on the problem." With V10 F1 engines it is never as simple as that.

With a company like Honda, where you know that they have the facilities and the budget and the experience – not to mention the technology – to build the best Formula 1 engines in the business, the

reasons for losing are so interwoven as to be virtually invisible.

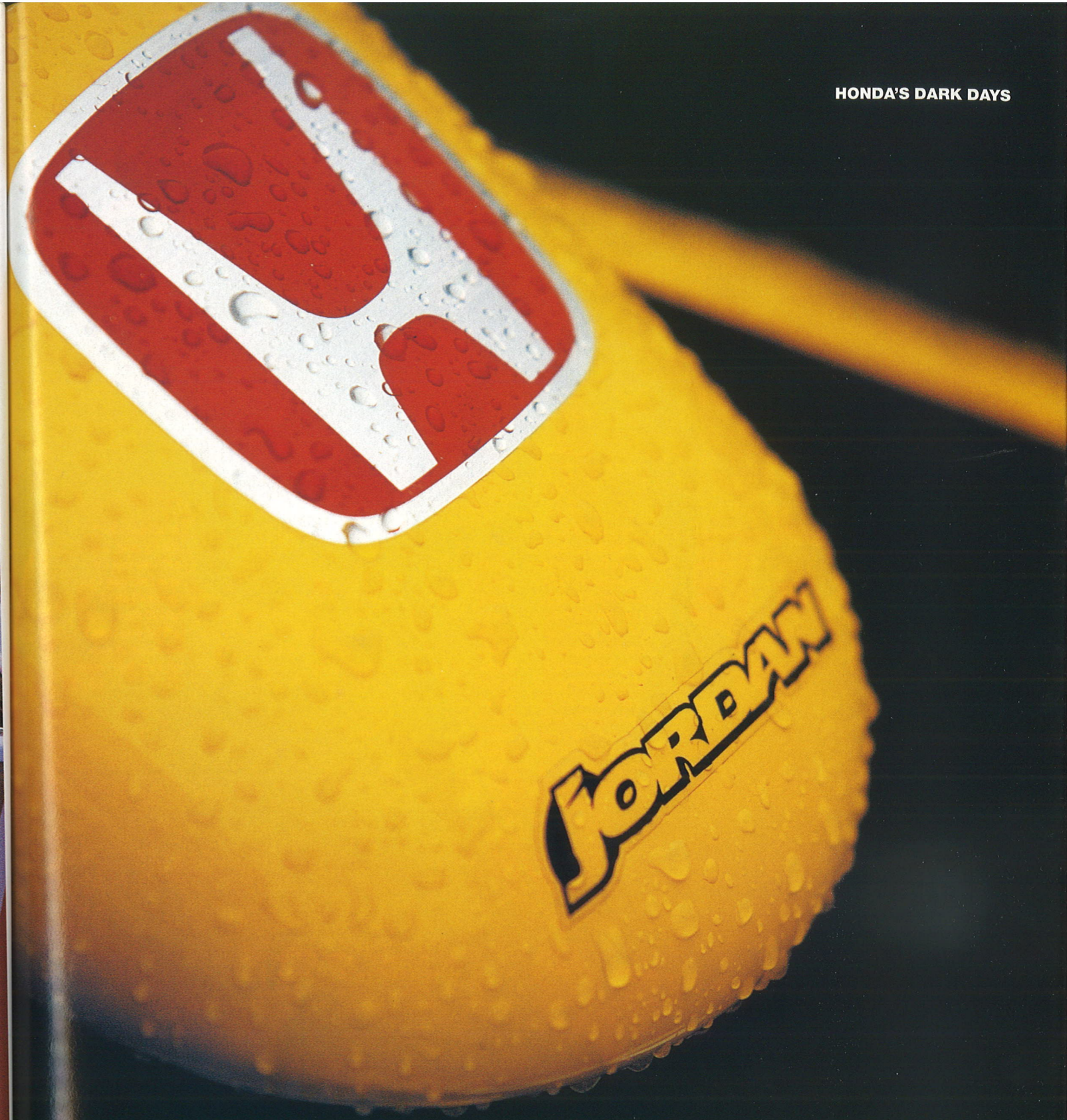
What we can say is that there were good times: since winning their first grand prix in Mexico, 1965, Honda had (prior to this season) won a further 74 races and 11 world championships.

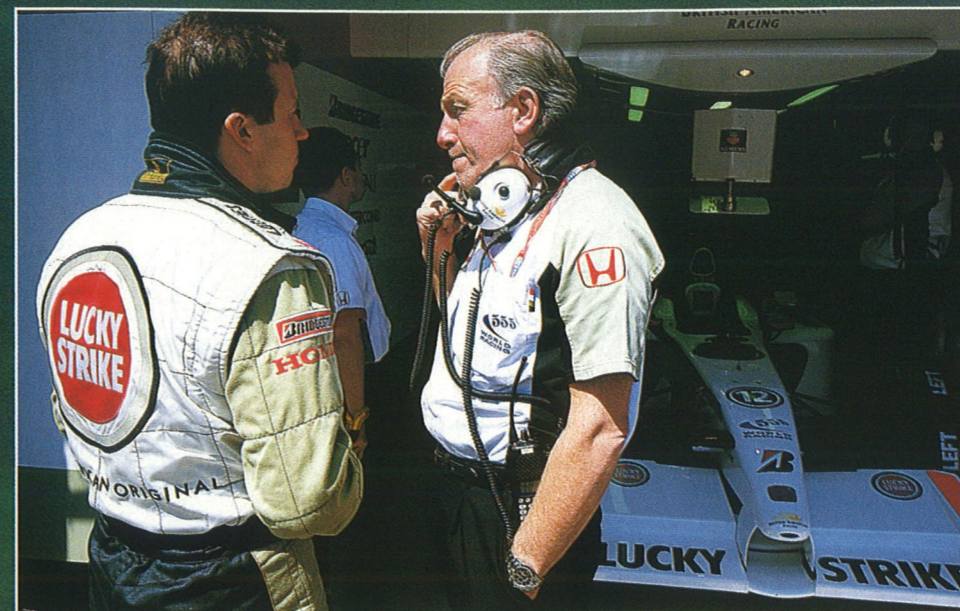
It all began to go wrong 10 years ago, when Honda pulled out of F1 at the end of the '92 season. Williams-Renault had trounced McLaren-Honda, thus bringing full-circle the shift in power. Honda had dumped Williams at the end of '87, choosing to race instead with Lotus and McLaren, and Williams' future had for a

while looked dark: in '88, running stopgap Judd engines, Williams had failed to win a single race. Williams teamed up with Renault, though, and four years later exacted their revenge: not even Ayrton Senna and the McLaren-Honda were a match for Nigel Mansell's Williams-Renault.

End of story, you would think. Honda had invested and won – and now, with the economy tightening, they had found the time to stop.

Honda continued to supply production engines to Ligier from their Mugen shop through to the end of '97. Then, starting in '98, Mugen Honda switched to Jordan. The ►





HONDA'S DARK DAYS

'THE PATH WAS BOTH LOGICAL AND OBVIOUS: HONDA SHOULD BE A FULL WORKS PARTNER WITH JORDAN'

BAR's links with Honda have grown stronger over the past year, and new boss David Richards (above, with Olivier Panis) may be the man to persuade Honda that the way forward is to supply just one team - his. Watch closely: BAR (opposite) could be about to strike lucky and beat Jordan (below) in the battle that really counts

car was quick and effective; Damon Hill and Ralf Schumacher finished one-two at Spa. Heinz-Harald Frentzen won two races for Jordan-Mugen Honda in '99. More and more engine manufacturers were returning to F1; the momentum gathered in the Honda boardrooms in Japan.

And the path was both logical and obvious: Honda should be a full works engine partner with Jordan, capitalising immediately on their success with Mugen. As previously detailed in *F1 Racing*, however, the new board at Honda had little feel for F1 politics and reality. With their decision-making influenced by the volatile Yoshinobu Noguchi, a marketing man from the Williams-Honda days, Honda began to consider offers from the heavily financed British American Racing operation, dazzled (and blinded) in part by Honda USA, who had won Indy races with Reynard. Anyone with a racing brain knew that Reynard's Indy technology was about as relevant to F1 as rallying is to circuit racing, but that meant little to Honda. With serious money on the table and lots of votes from America, Honda decided to return to F1 as an official works team with BAR. It was as if their experience

with Williams and McLaren had counted for nothing. Jordan, poised to break into F1's highest level, were left merely as customers.

As expected, Honda's return in '00 was a major disappointment. While the brand new Williams-BMW finished third in the championship, BAR, fifth, blamed "newness". Honda, confused, wondered what had hit them. BAR should have been top-six virtually from the start and winning by the end of the year; that was what used to happen in the '80s and early '90s. Instead, drivers like Jacques Villeneuve were not only refusing to attend cocktail parties and street parades but also complaining about the engine power. Was it the engine? Was it the chassis? Was it the installation? Was the whole package overweight? No-one knew the answers because no-one knew the answers. The technology at BAR was light years away

from that at Williams and McLaren.

And in the Williams days, of course, it hadn't been just a question of working with a healthy partner. Patrick Head used to stamp and scream his way down to the Honda offices, hand-guiding the progress of the engine. A great chassis-engine marriage is not about two individually brilliant parts being joined in the middle by a driver; it is about relatively inexperienced but highly skilled engine men having to be guided by the microscopically small parameters of F1 technology brains. If the director of engineering of any given F1 team isn't strong or bright enough to be able to steer the development of the engine, then that engine is almost certainly going to fail. Thus it was with Honda at BAR. Lost in the money-out-of-the-sky buck-passing driver-is-God ethos of BAR, Honda's development programmes and understanding of the ►

THIS PAGE: LORENZO BELLANCA/LAT. INSET: CLIVE ROSE/LAT. OPPOSITE: STEVEN TECLAT



HONDA'S DARK DAYS

problem were about as effective as BAR's boasts that they would out-point Williams. Honda, indeed, went backwards.

The problem was compounded in '01, when, realising that they had backed the wrong team, Honda announced that they would now supply factory engines to Jordan, as well. Of course, what Honda should have done at that point is cancel their BAR deal and concentrate exclusively on Jordan. Exclusivity is everything in F1 –

particularly when it comes to engines. Right then – with Jordan still on a roll – it could have worked. Jordan-Honda today could perhaps be running at the front. Instead, with two teams, with more egos and with an even greater number of problems, the sense of direction became confused. Key Jordan people began to leave; the team, changing character quickly because of Eddie Jordan's financial success, began to slip backwards. Meanwhile, BMW were now winning

races alongside McLaren-Ilmor-Mercedes and Ferrari's engine programme had never before been so integrated with their chassis development. Honda were merely part of the midfield, building engines that their teams and drivers criticised publicly. The reality was that, with no sense of technical direction, Honda were treading water.

Now, mid-'02, Honda are again reviewing their position. They seem finally to be convinced that they should supply factory

Strictly unofficially, BAR seem to be Honda's premier team. The BAR 004 is mediocre, but Olivier Panis (below) and Jacques Villeneuve are still first-class



Top speed 203 mph. Where permitted.



> The key men from BAR and Jordan on 21st century Honda



EDDIE JORDAN
"I have a contract with Honda

for 2003 and I'm happy with them. They'd like my car to be better; I'd like their engine to be lighter and faster.

But these are normal things and Honda are a very good partner. I need to push them into making a better engine and, if that can happen, then of course I'll be happy to stay with Honda in the future."



DAVID RICHARDS
"There is a long-term development

programme, and I'm convinced that in the next 12 months you'll see some major steps forward from Honda alongside BAR. By '04 we will, I believe, be very strong contenders at the front of the field.

"I've never heard a driver or a team say the engine is too powerful for them – it's never going to be as good

as we want it! It's not quite up to Honda's expectations at the moment, but it is progressing."



JACQUES VILLENEUVE
"An engine can't make you two

seconds a lap faster. Only a car can do that.

"There was an all-round improvement in Montreal, but we still need to move things on. It's a little bit of everything. I think it would be a big help to

have the chassis and engine integrated, but I think that's totally impossible if you have two teams using the same engine."



OLIVIER PANIS
"I trust Honda a

lot. I have enormous faith in them, in fact. Their recent engines have not been brilliant – but it was a learning time for them, too. Honda know that. They've been working very hard to improve

the engine race by race, and we've seen the signs of that progress in recent grands prix."



GIANCARLO FISICHELLA
"The engine was not very good at the

start of '02. There was not really enough performance, and it didn't have any reliability. There was a small improvement in Imola and another one in Montreal, but we must keep pushing. The car needs to be

better too, and we need reliability to allow us to work on that in tests."



TAKUMA SATO
"Honda have come out with a brand

new engine this year – it always takes time to get up to speed with a new engine. It has improved steadily over the year. It still needs more performance, but I hope the development will accelerate over the second half of the season."

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HONDA'S DARK DAYS



engines only to one team – but which? You could still think that a very closely knit, exclusive, regrouped Jordan-Honda marriage is the way to go – but you don't have to talk to Eddie for too long to gain the impression that, for him, the battle has already been lost. Honda are said to be ready to offer only production engines to Jordan for a high price (£29 million per season)... which is one of the reasons that Jordan are now talking to Cosworth.

BAR, meanwhile, are looking increasingly attractive to Honda – with one major proviso. They now have solid management (David Richards), and their finance has never been in doubt. The big question mark is whether Richards' technical team (led by Geoff Willis) will be significantly better than that of the Oastler-Reynard shambles. If you were Honda, and you wanted again to win grands prix, you would perhaps instead consider a long-term marriage with, say, Sauber. There is also no doubt that, right now, Arrows' technology level is considerably higher than that of, say, BAR. Honda know BAR, however, and one of their key new players, an American vice president named Otmar Szafnauer, is an ex-BAR man. In this respect, BAR is a no-brainer.

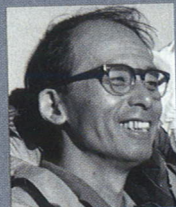
Can Honda win again? Only if they are working with very good F1 technical people – not the committee men who comprise most of today's large operations; not the boffins. They need to be working with the F1 men who kick and table-thump and demand that the crankcase is designed *this* thick, or that the oil radiators are of *this* matrix. That was how Honda won races in the '80s – and that is how Ferrari and BMW win races today.

Whether BAR can provide this sort of input is, as I say, a massive question mark. 1

In an effort to please Honda, Jordan hired the erratic Japanese driver Takuma Sato (above). The tactic may have backfired, for Taku is now being made to look very average by his superfast team-mate Giancarlo Fisichella

>The way they were...

Tread soft, ye critics of Honda, for they have racing oil in their veins and a wonderful history. Ayrton Senna (right) won all three of his world titles with Honda power, forging an almost spiritual bond with their engineers. Here, then, are the golden memories of a few of those who enjoyed success in Honda's glory days



NOBUHIKO KAWAMOTO (TOOK HONDA INTO F1 AND MADE DECISION TO WITHDRAW IN '92)

"Looking back, I feel that Honda achieved what we'd intended to do – and that we made some small contribution to F1.

"Although we withdrew at the end of '92, Honda never intended to sit on the sidelines and it was the determination of our young engineers that prompted Honda to consider returning to F1. The technological challenges we face as a car manufacturer are not hugely different from those in F1. We are able to meet those challenges."



JOHN SURTEES (TEAM HONDA '67-68)

"We were a little team with very little money, but there was terrific enthusiasm and it was wonderful to be involved. When Nigel Mansell won

at Brands Hatch in '85, I had a note from the president Tadashi Kume saying, 'This would not have been possible without your contribution.'

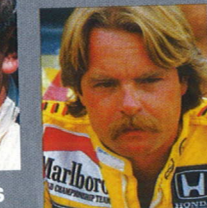
"That was nice. They cared for people as well as technology."



FRANK WILLIAMS (TEAM BOSS)

"The thing I remember most strongly from our time with Honda ['84-87] is their incredible will to win. Working with them was a marvellous experience. We achieved one drivers' title and two constructors' titles with them.

"So much of the racing ethos that drove them came from Kawamoto. I think they must surely be missing him now."



KEKE ROSBERG (WILLIAMS-HONDA '84-85)

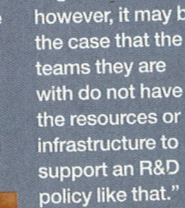
"When I drove for Williams, Patrick Head was central to our success. Honda made great engines, but it was

Patrick's bullying that pushed them to do so. Frank even used Jack Brabham, who knew Kawamoto very well, to help apply the right kind of pressure. I hope [BAR boss] David Richards will be able to do the same."



RON DENNIS (McLAREN BOSS)

"In the '80s and early '90s, Honda used F1 to develop their engineers – and McLaren were very involved in that. It meant they always had a group of people with experience and expertise working on our engines. Now, however, it may be the case that the teams they are with do not have the resources or infrastructure to support an R&D policy like that."

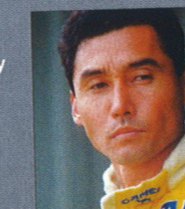


SATORU NAKAJIMA (LOTUS-HONDA '87-88; TYRRELL-HONDA '91)

"I spent three years battling together with Honda in F1. My time spent with Honda, from my first F1 race in Brazil in '87 to my final race in Australia in '91, gave me the greatest treasure a driver could have. I hope Honda continue to stir people's emotions and build a new stage in the legend."

I was with Ayrton [Senna], had a great impact. They brought a higher level of professionalism and technology and their engagement gave immediate results. In '88, McLaren-Honda won 15 races out of 16. I met Honda again in '97 through the association between Prost Grand Prix and Mugen. Again it was a reasonably successful experience.

"Their sense of competitiveness and dedication are values of great importance in F1 and will allow them to enjoy more success."



SATORU NAKAJIMA (LOTUS-HONDA '87-88; TYRRELL-HONDA '91)

"I spent three years battling together with Honda in F1. My time spent with Honda, from my first F1 race in Brazil in '87 to my final race in Australia in '91, gave me the greatest treasure a driver could have. I hope Honda continue to stir people's emotions and build a new stage in the legend."



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No doubt it was a computer software millionaire who remarked, "It ain't the box that counts, it's what you put in it." At the FIA, they know exactly what he was talking about – there's little point in having the toughest, tallest barriers and safest racing cars in the world if the people running the circuits don't know what they're supposed to be doing.

And it's no surprise to find that in Formula 1, they definitely do.

"We often say that if you're going to fall ill or have an accident, as a member of the public, the best place to do it is at a grand prix circuit," says Bob Kettleboro, Clerk of the Course at Silverstone in the UK. "We have stunning facilities. For instance, there is a fully-equipped operating suite and intensive care unit at the FIA-approved Medical Centre, and everything is available to the public as well as to the racing teams."

Back-up procedures at F1 races represent the world's most formidable safety system. At any grand prix race, there are at least 600 circuit officials, including doctors, paramedics and firemen – and how they work together is as minutely detailed as the training they all receive for their specific jobs.



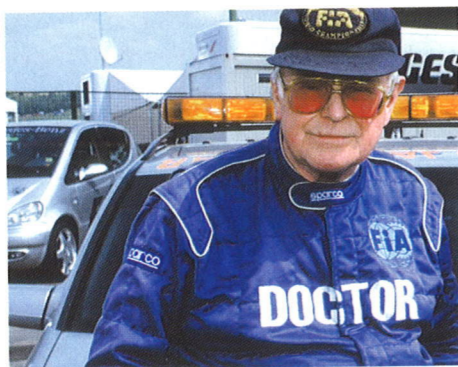
The pyramid starts with Charlie Whiting, the Race Director, who works alongside the Clerk of the Course. Then there is the Chief Medical Officer and FIA Medical Director, Professor Sid Watkins. Groups of officials work with radios on specific channels: FIA officials operate one frequency, while the Clerk of the Course operates on another with his senior staff and incident marshals (these are the ones who remove wreckage from the track). There are also sector observers in charge of specific sections of the circuit who relay information direct to race control. The incident marshals are there to act if there's an incident on track. It's not the marshals' job to pull injured drivers out of cars: that's for the trained medics.

Medical officials train at every race with real people and real cars – nothing is ever left to chance

The division of responsibility is reflected in 'civilian' life, where fire crews and medics attending road accidents draw strict lines between their duties: "We need fire crews to open wrecked cars, but we lift people out, because if you don't know what you're doing you can make injuries worse," says a London Ambulance Service spokesman. Formula 1 takes this problem seriously: so-called extrication vehicles race to the scene of accidents with special spinal boards that allow the crew to safely lift injured drivers from a car cockpit. "These people train at every race," says Bob Kettleboro. "They are tested on real cars, and FIA officials time them as they pull drivers out of their cars. Nothing is left to chance."

If fire crew and paramedics have their counterparts in the real world, the role of F1 flag marshals reflects that of traffic police: to make the accident environment safe. "Our priority at accident scenes is to secure the scene," confirms a spokesman from the UK's Association of Chief Police Officers (ACPO). "Sometimes this involves a 'rolling road block' – a car with flashing lights that slows traffic in the run-up to the accident scene. It's a similar idea to the safety car in Formula 1."

The FIA has meticulous accident response plans. Attention is focused particularly upon parts of circuits where accidents are likely to happen – where cranes and cameras can't be sited, more marshals are posted. ("We do the same thing on the road network, where extra police patrols operate at accident 'black spots' a long way from built-up areas," says the ACPO.) Circuit officials are in contact with local hospitals, knowing the specialities of each and even the individual consultants



Above: fire marshals are on duty all around F1 circuits, backed up by fast-response vehicles carrying fire-fighting equipment

Left: Professor Sid Watkins, Formula 1's dedicated surgeon

Below: the low-tech broom is still the marshal's main stand-by, although fire crews also have cutting tools for emergencies



At F1 races, two safety choppers are on standby at all times, fully fuelled and ready to go. Only Prof Sid Watkins and the Chief Medical Officer have authority to despatch them from a circuit



WHAT THE RACING FLAGS MEAN

Flag marshals are the F1 equivalent of the police: their primary role is to make the circuit safe for other cars and drivers, while a racing incident is being cleared up. The flags most commonly

seen are red (race or practice session stopped), blue (allow faster driver to overtake) and yellow (hazard, slow down). Marshals can also show a white flag to indicate a slow vehicle ahead – perhaps a

race car with a problem, or a medical vehicle – and a red and yellow striped flag to indicate a slippery circuit surface – perhaps caused by an oil spill. The green flag means 'resume racing'.

on duty at race weekends. Transit times to all hospitals, by road and by air, are known. And two helicopters are kept fuelled and on standby at every race. They are under the direct control of the Chief Medical Officer and Prof Watkins, but the idea is to stabilise injured people at the Medical Centre before evacuating them from the circuit.

Like traffic police, the FIA relies heavily on cameras – live FOCA TV and circuit CCTV is extremely useful for alerting officials to real or potential problems. There is one Formula 1 trick, however, that no police force is ever likely to use on civilian roads.

"Funnily enough, it was a system introduced to police the blue flag rules [in which drivers must allow faster cars to pass after being shown three blue flags], but which has turned out to be useful for general safety," says Bob. "There are sensors at set distances along the whole length of the track. If all four of a car's wheels go over a kerb – in other words, if it has left the track – a caption on the screen at race control goes red, alerting the Race Director that something must have happened."

When things do go wrong, one of Formula 1's clearest lessons for normal road traffic is

that regular training in First Aid makes all the difference. "Knowing how to react to accidents and administer basic medical help saves lives," says Dr Christoph Lauterwasser, a risk expert working at the Allianz Center for Technology. "When faced with an accident in road traffic, people can help enormously by guaranteeing their own safety and trying to secure the accident scene, so that no other accidents can occur. Then they should attend to casualties and inform emergency services. Staying calm and reacting sensibly to these emergencies makes all the difference in crisis situations on the road."



GOOD BIDDANCE...

Au revoir then, Prost Grand Prix. This time it really was the last goodbye, as the final remnants of the team were auctioned off. *F1 Racing* bade farewell

Words by Christian Pasquet; photograph by Thierry Gromik

(Main) The evening was tinged with sadness, but there was no reluctance to dig deeply to buy souvenirs

It is to be the last time Prost cars ever take centre stage. (The less charitable might assert that this would be the first time they had ever taken centre stage, but no matter.)

For today, May 6, in the saleroom of the Palais des Congrès, Paris, the remains of this once promising, but ultimately desperate grand prix team are to be sold off. Twelve cars, five seasons – hundreds of lives entwined in a jumble of grand prix history.

It will prove a strangely emotional occasion for all present and there's not an empty seat in the house. The Palais des Congrès welcomes the excited, the curious, the

'MAY THIS SALE BE IN HONOUR OF THE PROST GRAND PRIX DRIVERS, ENGINEERS AND MECHANICS'
M POULAIN, AUCTIONEER

wealthy and those earnest enthusiasts who have smashed open their piggy-banks to buy themselves a wheel, some overalls, an engine hood or even a Formula 1 car.

Everyone here, it seems, has something to say about the adventures of Prost Grand Prix. And on this night, their admirers buy themselves a team – piece by piece.

Pieces, that is, of Sunday afternoons spent cursing at the small screen, and of Sunday evenings spent celebrating – albeit rarely – the achievements of Olivier Panis, Jarno Trulli, Jean Alesi and co. Wheel hubs, wing bases, wheels, cockpits, overalls and the cars themselves are all that remain to be shared out in this final sale of memories. But one last time, before the sale begins, a certain Monsieur Poulain gathers them all together again, with a brief and lively address in honour of Alain Prost. "This evening, I'm an auctioneer, but I'm also a friend of Alain Prost", he says. "May this sale be in honour of the drivers, engineers and mechanics."



There were plenty of smaller items for souvenir hunters, too, including overalls (left), helmets, wheels and car parts

Several of Prost's cars (right) were included in the auction, exciting much interest. Trulli's 1999 AP02 sold for £127,000



And then, with the emotion ushered aside, he opens the bidding.

The first car up doesn't have a driving block. But there is a Ligier JS43 chassis and cockpit, in the blue of France, with yellow and white trim. Pedro Diniz used it for 12 races in 1996. "Are you keen?" Poulain asks. They're keen! The Ligier goes for 30,000 Euros (£19,000), as does a '97 JS45. A Mugen Honda V10 is snapped up. These are from the year Panis was going like a rocket until he was seriously injured in Canada. This, the team's first serious problem, stopped them in their tracks.

Tension is rising now, as fingers are raised and eyelids blinked. And so are the bids – collectors have come from all over

Europe to do battle, mobiles in hand. Competition is fierce.

The first genuine Prost car, designed by Loic Bigois, is next under the hammer. Bidders mill around the seat of the '98 AP01, which retains its Peugeot engine but lacks the original livery. More's the pity.

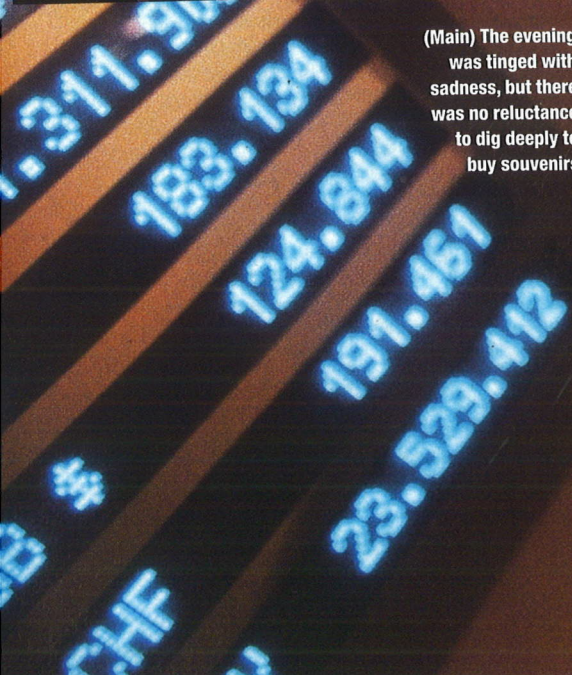
Moments later the calculators go mad. An AP02 driven by Trulli in 10 races gets hearts all a-flutter. The hammer falls at 200,000 Euros (£127,000).

From cars to wheels, carbon parts to overalls, the total sum spent rises with the temperature. But it's a bitter-sweet occasion. There's no way to rewrite the history of the team, some of whose members are sitting in the audience,

sadly watching their hard work disappear, eager to know who has snapped up the fruits of their labours.

Their disappointment is matched only by that of the hopefuls who have travelled far to be part of this event, but who have been thwarted by deeper pockets.

Finally the souvenir-hunters' cheque-books are opened. A suspension triangle, an alloy wheel, a brake stirrup – something for the living-room, the attic, the office... Everyone has their own fancies, and everyone has their own recollections. The auction ends with three lithographs going under the hammer. Sketches for designs never to be crafted. And, some £920,000 of grand prix history later, the curtain falls.



Timely Felipe

Right place, right time? Most certainly. Quick – entertainingly so? Indubitably. Just the sort of bright young thing F1 needs? Can't argue. But how *good* is Felipe Massa? Peter Windsor adjudicates

Portrait by Darren Heath

Felipe Massa may change, but it is unlikely. Like his team-mate at Sauber-Petronas, Nick Heidfeld, Felipe learned from the start of his racing life that hard work is the key to it all. There's nothing egotistical about Massa, even though his reason for living is to drive the best possible racing cars quicker than anyone on earth.

Thus Felipe and Nick can be seen at the front of their team garage on Thursday

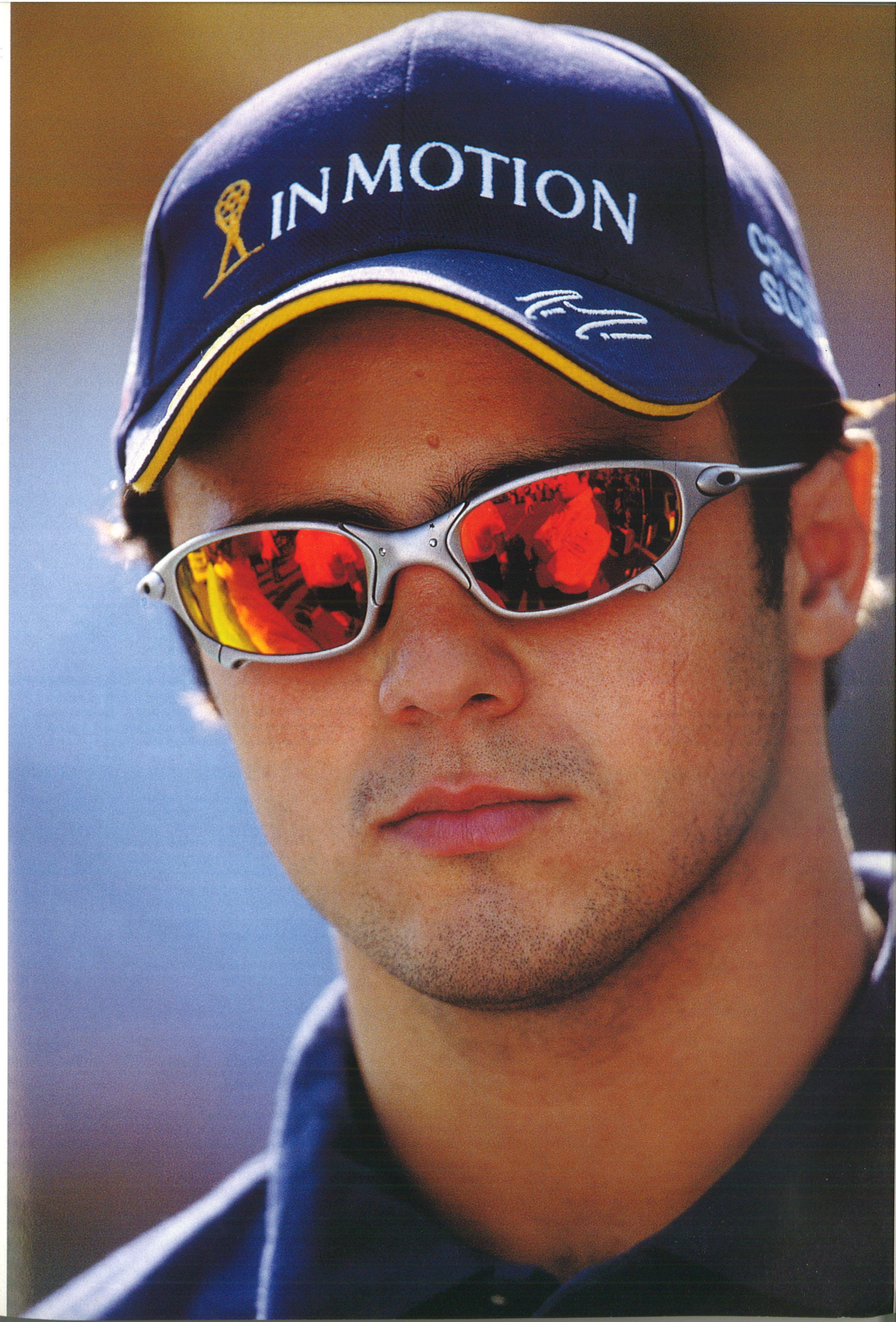
afternoons, signing autographs and shaking hands with those in the pit walkabout. Thus they have the capacity not only to be available for TV interviews after qualifying but also to attend their team debrief. No other drivers in the pitlane are so aware of their responsibilities in every dimension. No other drivers in the pitlane seem so capable of completing several tasks at once.

And still Massa – and Heidfeld – have

been able to show up all but the Ferrari and Williams drivers, making the ridiculously well-paid, championship- and race-winning names of the lesser teams appear as rank nobodies. Heidfeld is a great driver: that has always been obvious to everyone except Alain Prost (who fired him) and to a bunch of pitlane pundits who seem to think that Nick is not the cleverest guy in the pitlane (wrong!).

Nick is not inexperienced, however. It is ▶

Massa was a childhood prodigy on bikes and his innate balance and speed showed immediately he sat in a racing car. He's set for a very bright F1 career



MASSA HYSTERIA

when Felipe Massa jumps into an F1 car and proves instantly quick that the employers of the better-paid drivers begin to look at their bank accounts. Massa is so naturally gifted that nothing to date has been a problem for him. Indeed, his very inexperience has actually saved Sauber a shunt or two...

It was at Valencia, in a pre-season test, that Felipe found himself catching what appeared to be a Minardi but in retrospect might have been an Arrows. Anyone who has been around F1 for a while knows that running closely behind another car in a test session is about as advisable as walking blindfold across the pitlane: there is no upside and the downside is unimaginable in the sense that you might hit the guy or he might hit you – in a test, of all places.

Felipe, though? Felipe thought he'd get a tow and then flick out under brakes, enjoying the act of overtaking. He hadn't, to date, done much of that – and he planned, in the season ahead, to make it a habit. So he ran up behind the darker car's

rear wing, pulled to the inside a little bit, pulled back... and a front wing mounting broke, causing him almost to lose control. He caught the moment, kept the Sauber away from the tyre wall, but it was scary. He returned to the pits to report.

What actually had happened was this: when he had pulled slightly out of the slower car's slipstream the right hand side of the front wing had massively increased its load. When he pulled back again, into relatively sheltered air, the resulting pressure resonance had proved too much for the left-hand mounting. Sauber pieced all this together when they analysed the data back at base – and strengthened the mounting points as a result. Their rookie driver, in his inexperience, had just saved them... an incalculable amount.

Like Kimi Raikkonen, Massa is totally devoid of complications. He lives in Switzerland, near the Sauber factory, and spends his free days working out on the team's neck-strengthening rig, working out in general and catching up on his sleep. He

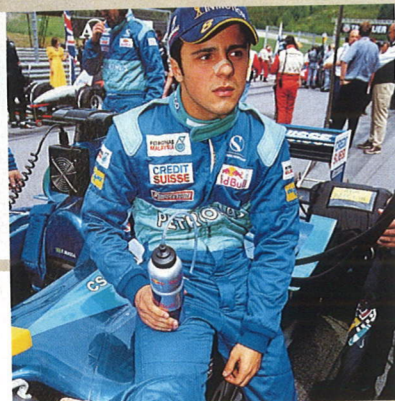
misses Brazil, particularly his family and his two Labradors (Winner – golden; Draco – black) and thus returns when time allows. His father, Luis Antonio, worked in a plastics factory near São Paulo; the family home is in Botucatu, a district of São Paulo where the air, at least, is clean. On bikes he was a child prodigy, displaying balance and co-ordination way beyond his years. He began racing karts at the age of eight and in 1998, at the aged of 16, he raced 2-litre, 180bhp Formula Chevrolets for half a season. He finished fifth in the championship and won the finale.

Massa's parents wisely charged a family friend, Riccardo Tedeschi, with the their son's career management. Tedeschi is well known in Brazilian motor racing circles, partly because he managed Rubens Barrichello in his early years and partly because he still runs his own national racing teams. Tedeschi ensured that Massa not only achieved his school grades but also that Felipe spent some time in England, learning English (at a school in ▶

Paddock myopes were swift to brand Massa as wild (main). Yes, he likes oversteer, but the naysayers have missed his precision, control and sheer unflappability



Brazilian Massa is managed by Riccardo Tedeschi, who also oversaw the early career of countryman Rubens Barrichello (above)



'LIKE RAIKKONEN, MASSA IS TOTALLY DEVOID OF COMPLICATIONS... HE MISSES BRAZIL AND HIS TWO DOGS'

Such is Massa's talent he is completely unfazed by F1's multifarious demands (left). He's one of the new ultra-professional breed of F1 drivers



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MASSA HYSTERIA



Pace, car control and immense confidence have allowed Massa already to embarrass drivers with far bigger reputations and salaries (above)



'RAIKKONEN, MASSA: THEY ARE BOTH POTENTIAL WORLD CHAMPIONS. THE QUESTION IS, WHO WILL FOLLOW?'

Jacky Eeckelaert, Massa's race engineer at Sauber (left), was quick to spot the talent of a future champ. Peter Sauber snapped him up

Cambridge), and studied marketing in college while winning the 1999 F Chevrolet Championship. Next stop: Europe.

Tedeschi chose the European and Italian Formula Renault Championships because their prize money system was so good. With a relatively small initial outlay, a successful driver could finance his entire season – as Massa did. Working part-time in a car body repair shop but racing most weekends, Massa's eight wins secured him both championships. In the last race, at Valencia, he needed to win while his nearest rival needed to finish only second. Massa drove to win... but also controlled the race pace, protecting the positions of the cars directly behind him. His rival could do no better than third. Michael Schumacher had performed a similar feat in Malaysia the previous year, when he drove slow enough to enable his team-mate to win but fast enough to keep Mika Hakkinen in third place... Schumacher, indeed, had become Massa's guiding light. "I'm too young really to remember Ayrton Senna," he says, "so Michael was always the driver I admired and watched. Even now it is amazing to be racing with him, although I'm starting to become used to it. If I actually had to race

against him – if he had a problem or something – I'm sure it would be no problem in the sense that he would be just another driver I had to beat."

Like Rubens before him, Massa drove in '01 for Adriano Morini's Draco F3000 team. For budgetary reasons they chose the Italian, rather than the European Championship – and again Massa was unbeatable, taking six poles and winning six of the eight races. Tedeschi also took Massa to Imola, for the San Marino Grand Prix, where he introduced him to Peter Sauber, a man with vision who at that stage was running Kimi Räikkönen. Tedeschi asked Sauber to watch Massa's F3000 season. Impressed, Sauber invited Massa to test at Mugello. The rest we know about. Sort of.

The conventional wisdom is that Felipe Massa is quick but wild, a driver with too many rough edges for conclusions yet to be drawn. I completely disagree. Massa likes oversteer – that is obvious; and, like Mika Hakkinen and Räikkönen, he brakes in a straight line and turns in relatively late and wide. He is also very aggressive in traffic. If he has a problem with the car, though, he will tend to fight it rather than to drive

around it; that is his character – and that is why some casual observers might describe him as erratic. The reality is that Massa is extremely precise and very consistent. At Barcelona, where he was racing in dirty air behind his team-mate, and the Sauber's wings could be seen from the on-board cameras to be vibrating and flapping all over the place (when actually they were well within their operating margins), Massa was approaching and leaving the fast corners on almost exactly the same square millimetre of Tarmac for laps on end. And this with Heinz-Harald Frentzen pushing him hard, awaiting an error.

Räikkönen, Massa... the question is not how good these guys are, because both are potential world champions. It is, instead, about who next will follow in line – Tedeschi, eyes gleaming, speaks of Augusto Farfus Jr, Felipe's buddy – and about why they should now be arriving in a rush. Is this yet another, hitherto unrecognised, result of Michael's brilliance? Is his genius inadvertently beginning to lift the whole standard of driving, from F1 to karting, particularly amongst the very naturally talented?

The evidence of Massa suggests it is. **1**

That serene gaze is the window to one calm racing brain. Already fiercely quick, Massa is learning fast from, among others, his teen idol Michael Schumacher. "It's amazing to be racing with him," says Felipe

Prima Vittoria by Alan Fearnley



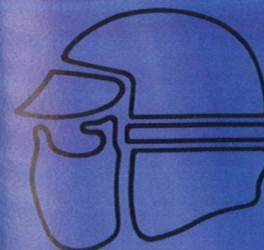
To celebrate Juan Pablo Montoya's first F1 victory, Monza 2001

Juan Pablo Montoya's entry onto the F1 stage has surpassed all expectations. His driving style, speed and total commitment to winning has excited crowds and TV audiences around the globe.

It was this special quality that inspired Alan Fearnley to paint, for the first time in more than five years, a modern F1 racing painting. The outcome underlines his position as the worlds leading automotive artist. This picture captures all of Juan Pablo's magic in a scene which commemorates Montoya's first F1 victory at Monza 2001.

The limited edition print of this original work is restricted to 400 worldwide. Each is hand-signed by Alan Fearnley and Juan Pablo Montoya, and comes with a certificate of authenticity and a photograph of Juan Pablo signing. Without doubt this will be the most collectable print of F1 racing, not only in 2002, but for the foreseeable future.

The price of this print is £249 plus secure carriage (UK £9, Rest of the World £22). Print size is approx 555mm x 745mm.



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HEAD OF VEHICLE ENGINEERING: SAUBER

Jacky Eeckelaert

On relations with Ferrari, keeping Sauber the number-four team and Felipe Massa

Has the C21's pace surprised you?

We knew that we had built a fast car but, until we got to Melbourne, we didn't know how it would compare with others. Relative to other teams, I think we're similar to last year, except Renault have made a big step forward.

Are there any areas where you think the car is too conservative?

I don't think so. For our designers to build a faster car is very difficult. From where we are now, there are only very small gains to be made. We can no longer dream of finding half a second in performance.

How good is your Petronas-badged Ferrari engine?

It's very good. Of course Ferrari have more horsepower than us, but it's good. We have the one that Ferrari finished last season with, and I think they had another step with the engine in the old car for the start of this year.

Do you have close ties with Ferrari?

It's got better as we've got to know them. We're satisfied with their service and I think they're pleased with us because we pay our bills on time! Yes, we're just a customer of Ferrari, but the Ferrari people who work for Sauber are very supportive of us.

Are Sauber a junior Ferrari team?

Not at all. Apart from the engine and some engine-related software like traction and launch control, nothing comes from Ferrari. Our car is designed and built in Switzerland.

To become regular winners, do you need an exclusive engine deal?

We're qualifying on average one second from pole, and a more powerful engine won't be enough to bridge that gap. The chassis needs to improve too, and the way that we engineer it. That's a slow process.

Would you sell out to a manufacturer?

At the moment, we're preparing everything to accept a manufacturer. The main advantage is that you don't have to pay for engines, so you have more money to spend on the car.

Your design team don't have a chief designer. Do you need one?

We've proved that it works as it is. What we're now trying to do is improve the quality of our data and the way we analyse it. We're looking at every area of the car in much more detail.

Can you challenge the top teams?

The last step won't come overnight. That process takes several years. Ferrari, McLaren and Williams have been in Formula 1 for years: they have lots of experience. You need time to build yourselves up. For sure money helps, but not overnight.

One of the problems that Alain Prost had was that he bought a very small team from Flavio [Briatore], he had a budget like Williams' and he wanted to do in two years what Williams did in 20 years. It's impossible.

What is Sauber's team spirit like?

It's good. Everybody said last year that we were lucky to beat Jordan and BAR, which is true, but we still finished fourth. This year we have proved that we beat them because we were better. That's very good for morale.

What's your aim for the rest of 2002?

We have to forget the first three. Fourth would be very good – to beat Renault.

What did you first see in Felipe Massa?

I was impressed by his ability to drive the car on the limit after just a handful of laps. He was very clever but sometimes over the limit.

A bit accident-prone...?

To begin with, yes, but he has calmed down. I keep trying to convince him that lap time matters only in qualifying and the race. He doesn't have to beat Nick [Heidfeld] at other times – even on the Friday of a grand prix.

What's his technical feedback like?

It's getting better and better. At the beginning he was busy concentrating on keeping the

car on the track. So his feedback wasn't very clear then, but it's better now.

Was he unable to concentrate?

Yes, because he was used to short races.

Being an F1 driver is about being able to concentrate while putting in a big physical effort. One of the things we've done with Felipe is to get him riding a bike in the gym while also doing some computer tests.

How does Felipe compare to Kimi Raikkonen this time last year?

They are similar in that they both take no time to learn a track. Five laps and bam: they know it – including Monaco. But they also have their differences: Felipe is a real character, he talks all the time. He's more of a charmer than Kimi.

Which do you think will be a champion?

You're really putting me on the spot here! But I think Kimi will.

Are you surprised at Kimi's pace at McLaren against David Coulthard?

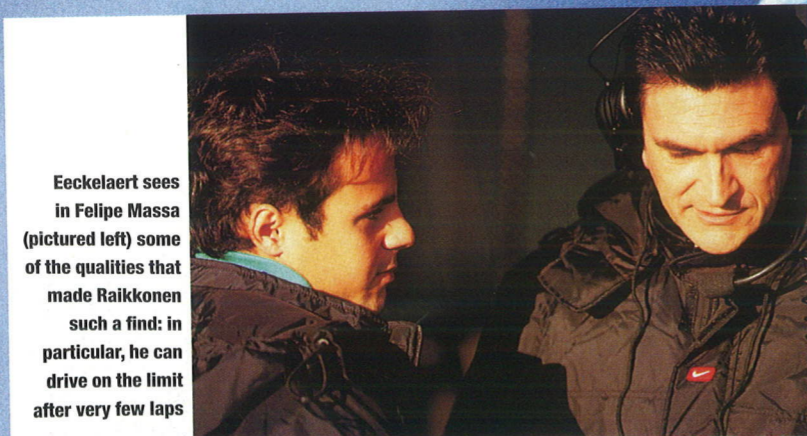
Kimi is very quick. He has surprised me this year because David is a very fast driver. Once fast, always fast – in the right conditions.

Has Nick got over the disappointment of not getting the McLaren drive?

Very much so. There is no number-one at Sauber, but he uses his experience to help us.

Is F1 too expensive?

The cost is what the sponsor wants to pay: the teams will always spend the money they have. If anything, I think the TV money should be split evenly – rather than the most successful teams getting the most money.



Eeckelaert sees in Felipe Massa (pictured left) some of the qualities that made Raikkonen such a find: in particular, he can drive on the limit after very few laps

'THIS YEAR WE HAVE TO FORGET ABOUT THE TOP THREE TEAMS. FOURTH WOULD BE GOOD – TO BEAT RENAULT'

MAIN: DARREN WEATH; INSET: CHARLES COATES/LAT

For a few dollars more...

As the head of F1's perennial midfield strugglers, Arrows, Tom Walkinshaw could be forgiven for thinking that a few (thousand) fistfuls of dollars would solve his problems. But don't be fooled; it's not just a question of cash. A racer's heart beats beneath that flint-eyed visage

Interview by Anthony Rowlinson

A twinkling Aston DB7 in the car park. That'll be the boss's motor, then. 'Course it is; it's in the space nearest the main entrance of Arrows' Leaffield Technical Centre HQ. Says 'Tom Walkinshaw' at the back of the parking bay.

So does the one next to it.

Other senior personnel make do with a single slot. A little detail, granted, but one which serves to remind that the person you're about to meet is among the biggest *grandes fromages* on the F1 cheeseboard.

Been around a bit, has Tom. Ex-racer (v successful); motor racing entrepreneur (v successful); conqueror of Le Mans with Jaguar (v successful indeed); key part of the Benetton axis which took Michael Schumacher to 1994 and '95 world titles (consummate success); Arrows boss since '96 (success not often mentioned in the same sentence).

Has a reputation for being a bit of a hard case, too. Intimidating, gimlet-eyed presence; cactus prickles when caught in the wrong mood. Not really a man to josh with, then, about Arrows' congenital inability to produce consistent form, despite pepperings of promise every season or so.

Still, that's what we're here for, so I snatch another quick glance at the slab of granite sitting opposite, swallow a Paxman pill... and take the soft option.

Anthony Rowlinson: Good result at the weekend? [We're speaking three days after Arrows scored their longed-for first point of '02 at Barcelona.]

Tom Walkinshaw: Yeah, I think so [think Scottish, think clipped]. The car has shown that it was good from Imola, then we got some extra power ["pooooer"] for practice at Barcelona. And that made a big difference. In the race, other than Ferrari - no-one is racing them, at the minute - the car was as quick as anything else on the track. *Tom ponders for a second, as if for a reality check that Arrows had, indeed, scored their first point since Austria '01, then...*

We were as quick as anything really and when Heinz [-Harald Frentzen] had a free track, he was running in the 1:22s [only Michael Schumacher, David Coulthard and Juan Pablo Montoya clocked appreciably faster best lap times]. It helps, because the team try all the harder to make the car quicker for the next one.

A glimpse into the Walkinshaw motivational psyche? No time to ponder: Tom seems reserved, speaking quietly, so let's not allow things to cool before we've even got going.

AR: You mentioned after the race that you were pleased to have signed Heinz-Harald this season [Prost refugee Frentzen, you will recall, found a last-minute ride at Arrows when the seemingly secure Jos Verstappen

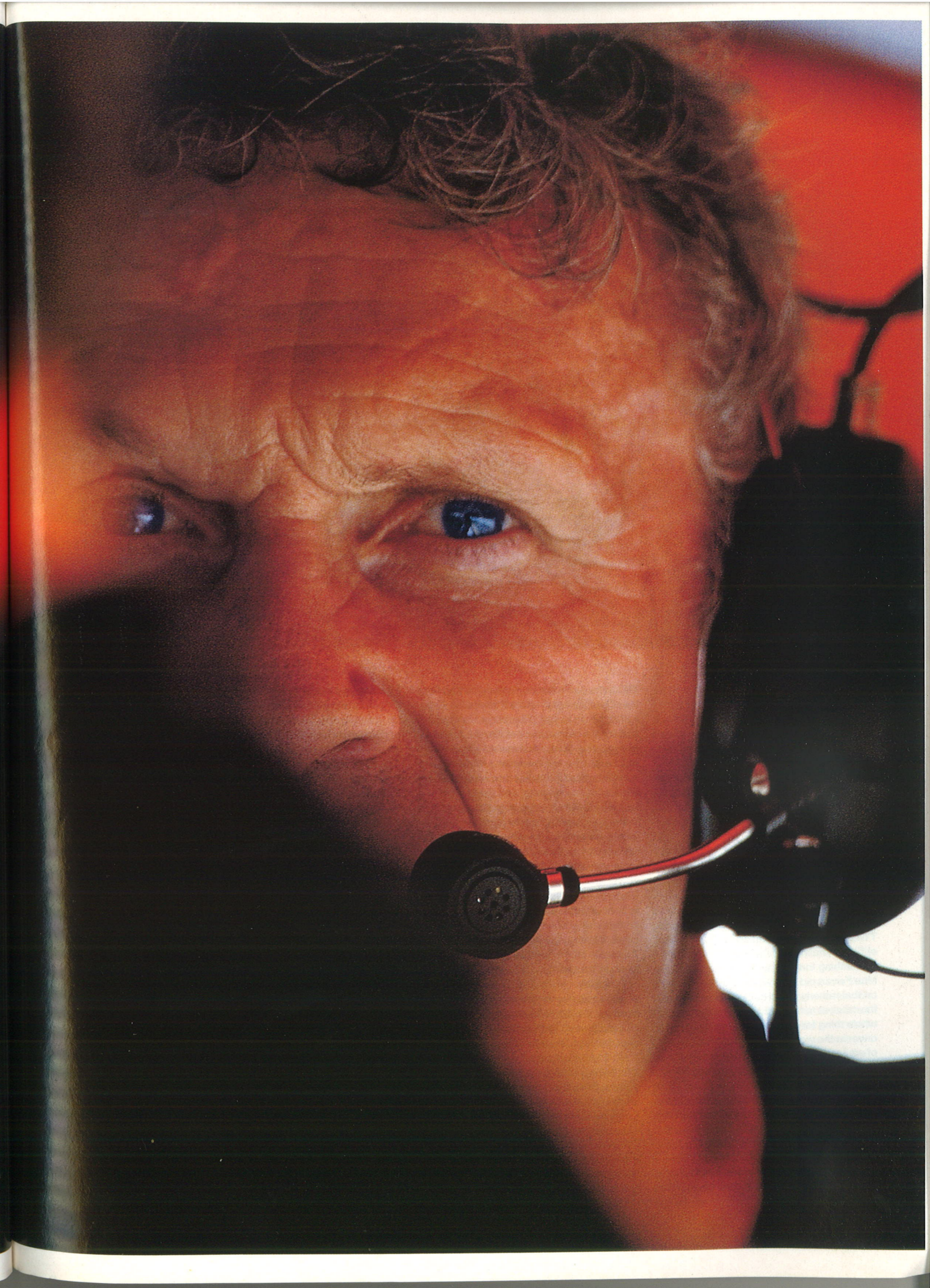
was dumped, shortly before Melbourne.]

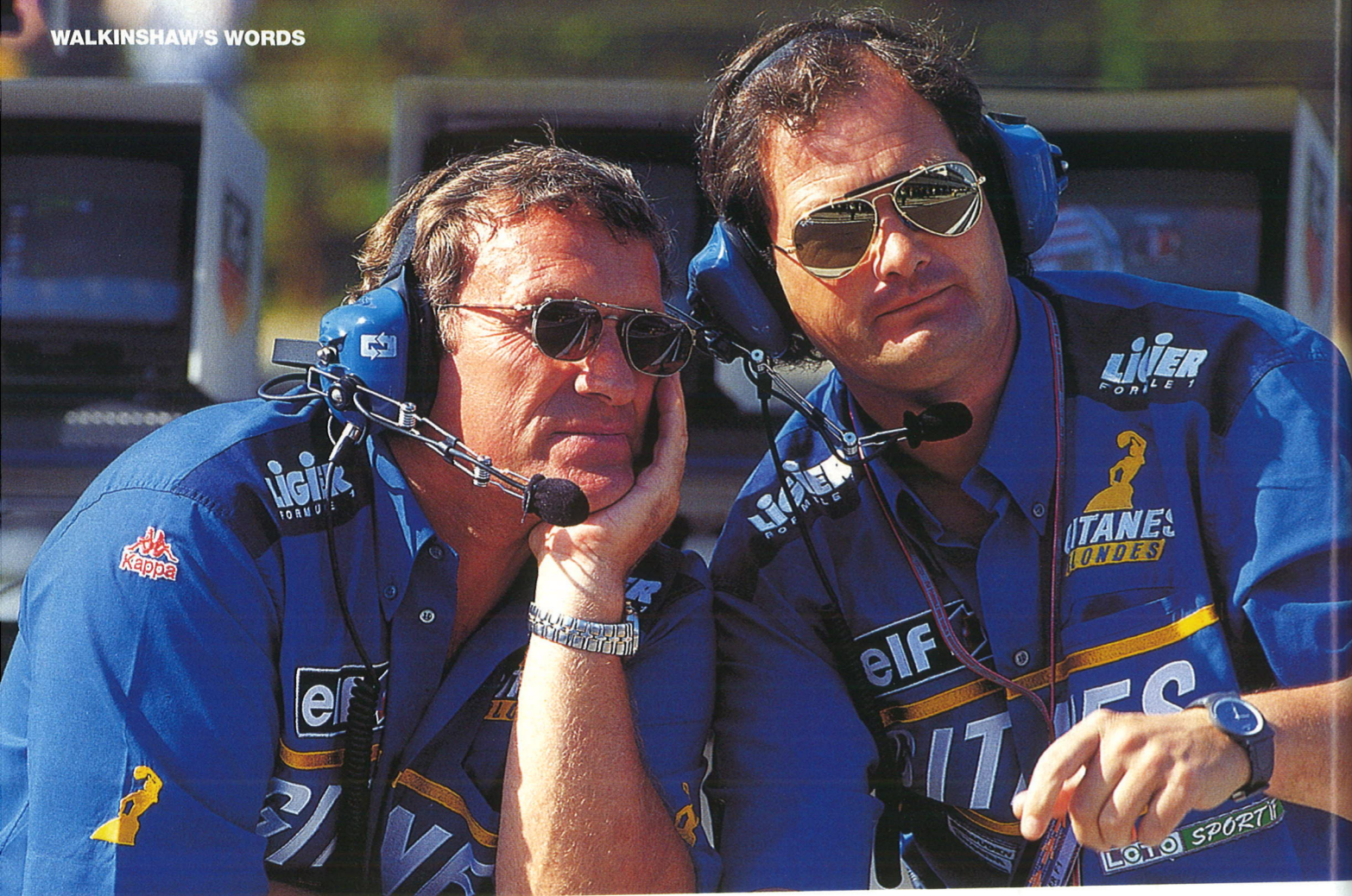
TW: Why wouldn't I be pleased? Looking back to last year, Enrique [Bernoldi] was quicker than Jos, but as soon as Heinz-Harald came in he was dominant from day one and he is also pulling Enrique along with him. It's really nice to see him getting quicker and quicker. At first Enrique was taken aback by how quick Heinz-Harald was, but he's come to terms with that and he's working hard to drag himself up there. You can see his performance getting better and better, which is what it's all about. We've got a real team leader now.

AR: Heinz-Harald seems almost to have been rejuvenated this year. Do you agree?
TW: Yes, he's really responding. I think he's fitting in well and feels the warmth that's in the team for him and the fact that even though times are tough, we're still focused on improving the car and working hard to try to keep the team together to deliver what we're capable of.

AR: So how do you rate Heinz-Harald?
TW: I think he's on a par with any of the other recognised top number-one drivers. So that's your [Giancarlo] Fisichellas or your [Jarno] Trullis or your [David] Coulthards or what have you. I think he's in that league. ▶

The Arrows F1 team are just one part of Tom Walkinshaw's empire. TWR, his engineering company, work with car manufacturers worldwide and on projects such as the Russian GP circuit





'AT BENETTON IN 1994 WE WON THE TITLE WITH £10M. NOW, YOU'D NEED ANOTHER "1" IN FRONT OF THAT'

AR: But perhaps not quite in the Michael Schumacher league?
TW: I don't know anybody else who is in that league, do you?
Note the characteristic team boss fast feet: no sooner is a question asked, than it is batted back. Very Ecclestone-esque.
AR: No.
TW: I mean Michael's taken ownership of Ferrari, hasn't he? And he's driving the whole thing forward. In the old days, Old Man Ferrari did it; now Michael has taken on that fatherly role. That's how I see it. He's the catalyst for everything that's driving the whole thing forward. You can't take the best driver in the world and give him the best bit of equipment in the world and be surprised that he's dominating. They're getting the reward for their efforts.
This is generous praise indeed, for both driver and team, and almost all of it came unprompted. Is it impossible to think this is one die-hard racer appreciating the talents of F1's ultimate exponents?
AR: But when you get one team as dominant as Ferrari is now, isn't that bad for the show?

TW: I'm sure Ferrari don't think it's bad for the show! [Laughs] I think it would be very selfish of me to say, "Ferrari are dominating, bad for the show." Look at how McLaren and [Ayrton] Senna dominated a decade or so ago – the sport survived that and everyone else had to analyse what they did and try to compete. And that's what happened. Slowly but surely, they brought themselves up to get on a par.
 Maybe in those days the financial strain in doing it wasn't anything like it is now. I remember at Benetton in '94 we won the championship with a budget of £10 million total. I think you'd have to drop another '1' in front of that now. It's only eight years on, so that's what we mean about escalation in costs. We have got to work harder...
Tom trails off, momentarily, before his mind fixes on the new-for-'04 'one engine' rule.
 I think the one engine regulation, funnily enough, will help to make the show better, because it will mix things up. There will be oil leaks and so forth on Schumacher's car on a Saturday, for example, and suddenly you'll find things not as you expected.
AR: Talking of engines, how much satisfaction do you take from the fact that you've got a customer Cosworth engine... [I was about to add, "and you're beating Jaguar with it," but Tom interrupts...]
TW: No satisfaction whatsoever in having a customer engine from anyone! [He's referring, of course, to the £20 million bill he gets from Cosworth for a supply of their motors.] But if I had to have one, I've

probably got the best. [Chuckles]
AR: Okay, what I was about to ask was, do you take satisfaction from your performance relative to that of Jaguar, who have the same engine supplier?
TW: [Suddenly more serious] I think, obviously, having the customer engines we have is good because it enables us to benchmark ourselves against Jaguar. Having said that, I would far rather see us working as one large family and developing the whole thing forward so that we can move both teams further up the grid, than being preoccupied with who's better. I think there are a lot of common interests. Obviously I think my team are better, but having worked for Jaguar in the past it's a funny feeling, because for 12 years I was there to do the job for them [see timeline, page 110] and be the best, and now we're trying to beat them. On one hand when you're quicker, obviously you're satisfied, then again you're disappointed to see them struggling a bit.
AR: Are you alluding to having a works relationship with Ford or Jaguar? Is that something you might like?
TW: Yeah, obviously a works relationship would be good. I think the engine's very good, but I've no idea what the prospects are of that happening. But with two teams using the same engine, you get a situation similar to the one Renault had [supplying Benetton and Williams in the mid-'90s].
 There were things like transmissions and what have you that were the same, and

(Above) Walkinshaw with Frank Dornie, technical director of Ligier. Dornie followed Walkinshaw to the Arrows team in '96, but that partnership lasted only a year

(Above) Walkinshaw's rugby experience – as a player and as owner of Gloucester rugby club – means he's used to being in the middle of a scrum

when you have teams that are using an engine they share with Ferrari, they are sharing a lot more technology than just an engine and that must be to the mutual benefit of both of them. I don't think it damages either side to do that until they're at the front of the grid – and we're both quite a long way from that.
AR: But you must be quite satisfied with the job that your design team [led by Sergio Rinland and Mike Coughlan] are doing? The A23 qualified 10th at Barcelona...
TW: This year's car was done without Sergio's involvement [he wasn't with the team during development]. He's just involved in working on next year's car, and I'm happy with the job he's doing on that. The A23 was done with a team of people we had in place last year – Mike Coughlan and his whole team. It was finished before Sergio arrived, but he's making a big contribution now, and hopefully we'll be seeing that in the next evolution.
It's noticeable that Tom is very precise about who did what, on which chassis: a reflection of internal sensitivities perhaps?
AR: What's your latest thinking on the issue of the costs facing F1?
TW: My view is that the minimum we have to do is to stop the further escalation of costs – that should be in everyone's interest. I don't know a single participant who privately does not acknowledge that we need to do something about bringing the costs under control and reducing them. Whatever one or two of them might say in

public, whether it's manufacturers or private teams, everyone has the same stake. Even the engine suppliers want the same, so I'm only expressing the common view. I don't think it's all gloom and despondency, which sometimes it's portrayed as, I think it's only good business sense that we try to do that.
 For too many years F1 has allowed costs to escalate on an uncontrolled basis because the product and the market's appetite for it was so great. It's got to a level now that people are not prepared to do that any more. So the only way now to run a healthy business is to look at your cost bill and then you've got to look at your income stream, but from other areas. And we should be looking at what we can do to maximise the potential for other income within the sport collectively. At the very least we should get together to look at how we can do central merchandising.
 When you look at the revenues that are generated in the National Football League, in the USA, for example, and then you look at what we generate in F1, we're amateurs at it. On the one hand you've got this phenomenal business and this huge audience, but then we sit back and because we don't want to work together we don't exploit it. For me, a business mentality has to prevail here. On a Saturday and a Sunday of course you are out there trying to beat each other, but on the Monday morning you should be able to sit around a table and say, "Right, now how can we go and sweat the assets better and earn some more money

for ourselves?" It's a two-fold thing here and I don't mean from TV, although Bernie's done a good job on that side of it, but there's a whole raft of other things, merchandising and licensing etc, where we're not even scratching the surface.
Get the impression Tom has thought about this a bit?
AR: You say it's not all doom and despondency, but is F1 in danger of pricing itself out of its market or fan base?
TW: I think the events of the world have made the alternatives for sponsors and advertising and so forth much cheaper, so therefore, irrespective of the fact that we are in effect the same price as we were, other people are panicking more than F1 is, and they are cutting their rate cards. That will have an effect. Don't think that if people can get an alternative at half the rate they could a year ago, it won't have an impact on us. So we've got to look at the show we put on, to make sure that it is still as viable as it was before, so that we can justify the rate cards that we charge them, and we also have to look at the supplementary income and the redistribution of other incomes that are there, on a more equitable basis so that we don't have to turn to sponsors all the time and ask for more money.
 There's no doubt that the exposure F1 gets is second to none. Throughout the world there is no other medium that will give as much exposure to sponsors who stick with it, but we should not be complacent about it. ▶

'PEOPLE LOOK AT WHETHER YOU GET POINTS OR NOT. IF YOU FINISH SEVENTH, NO-ONE KNOWS ABOUT IT'



AR: I read recently that you've invested some of your own capital in the team...

TW: Ha! Recently!

Tom is reduced for a moment to helpless laughter.

AR: I can think of other principals who might not. Why did you do that?

TW: Look, we've got 260 people here who work hard, and continually work hard, but we came to a situation where we had to take a view. Some people have taken the view that they have to downscale what they've got - quite rightly - and, er, I took the view that I would like to run the team for as long as I could at a level that was competitive and show what we were capable of, because I didn't want to be turning up to be in F1 for the sake of it. It's better, I think, to keep the team together and try to show what we are capable of, for as long as we can.

AR: Was it hard to decide to invest some of your own cash?

TW: No, it wasn't that tough. I could have closed it there and then, or downscaled it dramatically, or said, "No, we'll try to keep this running at a proper level" at least for another period of time... If you're going to throw the towel in, then, for me, almost inevitably, you throw it in to stop. Anyway, we can all stop any time we choose. There's no need to do a Prost. If you choose to stop, you tidy up your affairs, and say, "That's it, I've given it the best I can for as long as I can." Once you've put the last 50p in the slot machine [laughs again, with a hint of irony]... if it's gone, it's gone hasn't it?

But you've got to keep playing and there's got to be a reason why you didn't win the formula. But hopefully if you do it

regularly you end up winning a race and so forth. When that goes out of the question and you're not doing it for that any more, then that's enough.

AR: Is it galling when you see other teams who perhaps haven't been around as long as you, getting success that maybe you think you deserve?

TW: I suppose you've just got to say that they've put together a package that's enabled them to get results. Good luck to them. You luck in from time to time... You know, I've won races and championships in the past probably with a fraction of the resources that other people have and they have turned around to me to say, "Why are you winning?" But for whatever reason at that time we got the package right, and we got a result. When I look at some of the big teams at the moment and I look at the amount of money that they have at their disposal and what they actually get for that, that can hurt a bit. Sometimes I wonder how they can get away with delivering what they actually do deliver in return for the amount of money that's coming their way.

AR: Does it ever seem too much of a struggle, too much of a fight?

TW: [Apparently greatly tickled] *Ha ha ha!* Ach, I suppose everybody goes through times like that. Actually just after Imola, when Heinz was running on a one-stop strategy, he'd driven a perfect race, and he still wouldn't have come away with anything better than seventh, you think, pssssh, what are we doing? But it normally only lasts a night and by Monday morning I've decided what we're doing.

AR: So what's the best you can hope for from the rest of the season?

TW: We're certainly looking to score more points. We're so close. If there were points for positions down to 10th place instead of sixth... It's really hard, this business [seems suddenly resigned]. It's viewed very critically because people look at whether you get points or don't get points. In Spain, Heinz did a fantastic race and he could just as easily have been fifth or seventh. But if he had been seventh, no-one would have known about it, and I don't think that's right.

The day I get fed up with this business, I'll be gone. You won't find me around.

AR: Would you go from motor racing entirely or just from F1?

TW: From motor racing? [He asks, slightly agog, as if the thought couldn't be countenanced.] Well we've got one of the most successful touring car racing teams in the world in Australia. So, I don't know, I wouldn't take the business out of motorsport completely... the day I get fed up with F1 we'll go, but no I wouldn't take us out of motorsport... I don't think I can change the habit of a lifetime.

AR: You almost won with Damon Hill in Hungary in '97. How frustrating was it to let that one slip away?

TW: You've no idea how frustrating that was! If he had just got into fourth gear like he was told to, when he was told to, he would have cruised home. What happened was that he changed the bloody thing right down into second and then he was stuck in second for the whole lap instead of stuck in fourth. He would have won. He had almost a lap on Villeneuve at that point, but he misheard the communication.

AR: If he'd won, do you think Arrows' destiny might have changed?

(Right) Chatting with Eddie Jordan, one of the team-owners who shares Walkinshaw's concerns about costs; (far right) with Damon Hill, whom he signed for '97 - the year after Hill was champion



TW: Who knows? It would have had an impact. The problem at that point was that we could not keep the momentum.

AR: Do you hanker for that success? Do you think you've gone downhill since then?

TW: The game's a bit different and the budgets required to do it are different. The cars are night and day more reliable now. So when you get three manufacturer teams at the top, all with good cars, good drivers and good reliability, you get a hell of a lot of people working in different factories with not a lot to show for it.

So I think the one engine rule will help that as well - it will introduce, even if only initially, a reliability issue that's not there at the moment. It's tough without a major manufacturer behind you. I think that's the biggest issue now for everyone who has not got manufacturers. You keep going every day, plugging away at it and sometimes you wonder when you'll see light at the end of the tunnel, then other times you think you can't even see the tunnel. It's difficult.

AR: For a team like Arrows who buy their

engines and build their own chassis, what's the best you can hope for?

TW: There are private and semi-private teams who have finished in the top four in the past two or three years, so...

AR: Like Sauber?

TW: And Jordan for that matter. Sauber have a lot of help so obviously they are seen as a good second string to Ferrari now. They are a daughter team to the leaders, they are in there and if they stay competitive they are capable of taking points away from Williams and McLaren. They obviously have a good relationship there which seems to work well. I think other lead teams, once they get themselves sorted out, will start looking at the same thing.

AR: Do you want that kind of relationship for Arrows?

TW: I don't know. I've never seen myself as a daughter [adopting a comically wan, high-pitched tone]! But to get that kind of relationship you have to base it on friendship and to be fair to Cosworth, they have been really super as well, moving

forward on the engine spec. I'm expecting to go forward on that relationship.

AR: So, a works relationship with Jaguar or Cosworth next year?

TW: I think you're wrong to put a name to it. We've never stopped trying to make a relationship happen. It's very, very difficult. With the instability that there is in F1, I think that is extremely unhealthy for the sport and for the business. It's bad for the sponsors and the manufacturers - they just don't like this kind of uncertainty.

AR: So talk of a rival championship is damaging?

TW: Yes.

AR: Could it happen?

TW: Well the manufacturers have got lots of resources - whether they would actually use them to set up another championship, I've got no idea. I just want a solution. Putting it all together in a restructured form would be a lot more beneficial to all parties. One thing is for sure - we've got to think of a solution sooner rather than later.

AR: Who could succeed Bernie?

TW: He's told me he's immortal, and I believe him!

AR: Okay, well let's say he was abducted by aliens... Who could or would succeed him? How would F1 be without him?

TW: I don't know, but I think that he should shake this out with some sort of succession structure put in place. He lives and breathes F1. He has worked his heart out doing it and good luck to him. I'm sure he's already got ▶



Lack of testing meant the A23 (opposite) lacked reliability at first. But it got better, enabling Heinz-Harald Frenzen (above) to score Arrows' first '02 point at Barcelona

WALKINSHAW'S WORDS



something worked out. The next question you would ask me is which one of the team owners would be the person to take over? And the answer's 'none!'

AR: You wouldn't fancy it yourself?

TW: No. For a multitude of reasons. I've performed that role in rugby for the past few years [as chairman of the English First Division]. And I've told them that I'm retiring from that at the end of the season. It's so specialised to run F1 as a business now, it's so technical, and there are so many different specialities, it needs to be structured better with more specialised professional managers in each area.

AR: Some people see you as quite a hard man. [Tom nods, no hint of a denial.] Some people say they feel quite intimidated by you. What's your reaction to that?

TW: We're in a hard business, and of course we have to take hard decisions, but sometimes from a management point of view they are decisions you have to make. I think in a business environment you can maybe take a little bit more time, but in a sporting environment you are judged every weekend on how you perform, so you have to be pretty ruthless in trying to get performance. It's inevitable, but I like to think I'm pretty loyal to my staff. I try to be supportive rather than beat them up... I beat them up occasionally when they need it, but I mostly try to be supportive. I put the pressure on most of the time, but there's always pressure there anyway.

AR: It's inherent to the sport?

TW: Of course. The minute you accept anything less than what you're capable of, you're going to get beaten. My job is to try to extract the total performance potential of everyone and everything at your disposal and not just what people think they are comfortable delivering. You've always got to be looking for that little bit more. I know I'm a pain in the arse to Mike Coughlan and the rest of them. I talk to them maybe four or five times a day, we meet every day, and whenever they talk about doing something, I query the lead time on it, but that's what I'm there for - to keep them out of the comfort zone. That's my job.

AR: Which other team bosses do you rate?

TW: Och, I've always got on well with and had a good working relationship with Frank Williams. I've always admired what he does and the way he goes about things. It's rare to get one team principal to rate another: I ask for more...

TW: You've had your answer.

That's that, then. A short Christmas card list chez Walkinshaw.

AR: You own Gloucester rugby club. Do you find that a relief from F1?

TW: It just allows me to jump up and scream and shout and just get it out of my system. If you jumped up and down like that in the pitlane they'd think you'd gone mad - although you have the same emotions in F1, you're just not allowed to express them.

At this moment Tom reaches a peak of animation, waving his arms above his head to emphasise his point. It's an arresting

'THE MINUTE YOU ACCEPT ANYTHING LESS THAN YOU'RE CAPABLE OF, YOU'RE GOING TO GET BEATEN'

sight. And then in a faux-posh accent:

"It's not the done thing, is it?" I think our team probably express more emotion over the course of the weekend than is normally acceptable up and down the pitlane, because we are quite a tight-knit team and we have a good team spirit. We're a friendly team and we express ourselves.

Rugby allows you to get up and shout at the referee, and you're expressing yourself and getting rid of emotions. It's good fun. The conversation turns to rugby and how Tom used to play at school.

AR: What position did you play?

TW: You'll never guess...

AR: Centre?

TW: Yes, inside centre.

Arguably the most physical position in a rugby union backline, incidentally - one where, above all, you have to be ready to take people on.

AR: Ron Dennis had said he is "looking for an exit strategy". What about you?

TW: Ha! I think probably most people in F1 are looking for an exit strategy, [laughs again] but I think what we can put together over the next few months will determine ▶

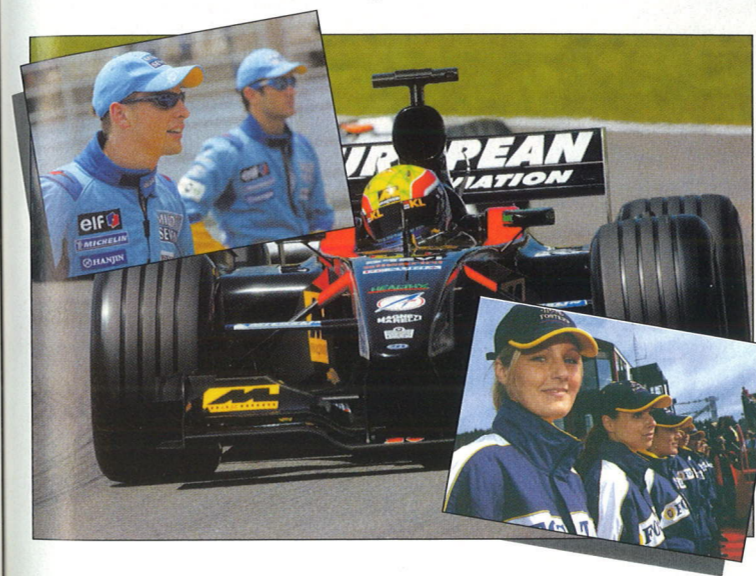
Cosworth engines aren't Walkinshaw's (above, with Eddie Cheever and Derek Warwick) only link with Jaguar. TWR-prepared Jags fared well in sportscar racing during the '80s

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Spa-Francorchamps 1 September

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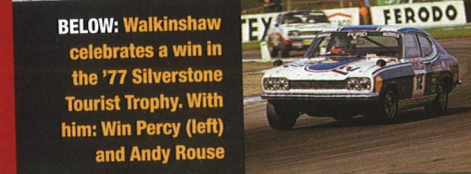
>Thirty-five years in motorsport

After a successful career as a driver, Tom Walkinshaw moved into team management. Alan Henry outlines a racing life

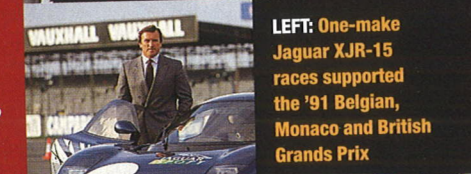
'1946 August 14, born Lanark, the son of a farmer from Prestonpans on banks of Firth of Forth
'68 Starts racing in Formula Ford
'69 Wins Scottish FF Championship in Hawke. Briefly drives F1 Lotus 59 which he upends at Snetterton early the following season
'70 Invited to join works F3 March team but season ends prematurely when he somersaults the car at Brands Hatch, sustaining serious ankle injuries
'71 Drives F2 March 712M backed by Ecurie Ecosse but a serious road accident interrupts his European Championship programme
'72 A few F2 outings for uncompetitive GRD team
'74 Briefly toys with 3.4-Cosworth V6 engined Modus M5 F5000 car before concentrating exclusively on saloon cars with a Ford Capri
'76 Having gained considerable reputation as a car sorter, establishes Tom Walkinshaw Racing (TWR) on industrial estate at Kidlington, near Oxford. Shares winning Hermetite BMW CSL in Silverstone six-hour endurance race with John Fitzpatrick, flying immediately to Thruxton after the finish to score second victory of the day in a Ford Capri
'77 Wins Silverstone Tourist Trophy in BMW CSL
'78 Wins four national and international touring car races
'79 TWR commissioned to prepare fleet of BMW 3-series for BMW County Challenge. Also prepared Mazda RX7 which won its class in the British Touring Car Championship.
'80 Tom wins the BTCC for Mazda while TWR also prepare Audi 80s driven by Stirling Moss and Martin Brundle as well as 3.5-litre Rover V8s
'81 TWR make detailed evaluation of 5.3-litre Jaguar XJS coupé as potential competitor in European Touring Car Championship. Walkinshaw sells the idea to Jaguar chairman John Egan and his technical chief Jim Randle and go-ahead is received from Coventry to compete the following year. TWR wins British and Belgian Saloon Car Championships for Mazda. Walkinshaw wins Spa 24 Hours for Mazda and Tourist Trophy for the second time
'82 Walkinshaw wins four ETC races in Jaguar XJS, finishing second in the series. TWR wins French Saloon Car Championship for Rover
'83 Walkinshaw wins four ETC victories in XJS, taking second place in series
'84 Walkinshaw wins ETC crown including Spa



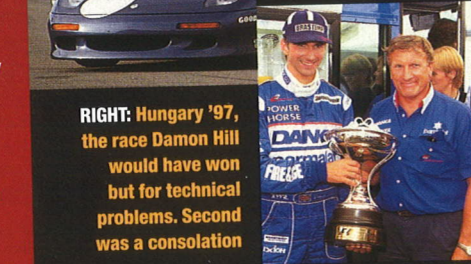
LEFT: Walkinshaw was 21 when he started racing
BELOW: In 1974, Tom raced in saloon cars with Ford



BELOW: Walkinshaw celebrates a win in the '77 Silverstone Tourist Trophy. With him: Win Percy (left) and Andy Rouse



LEFT: One-make Jaguar XJR-15 races supported the '91 Belgian, Monaco and British Grands Prix



RIGHT: Hungary '97, the race Damon Hill would have won but for technical problems. Second was a consolation



LEFT: On the Arrows pitwall with Enrique Bernoldi. The young driver is proving fast and capable

24 Hours for the second time. Jaguar commission TWR to run sports cars
'85 Walkinshaw wins six European events in a Rover 3.5-litre V8
'86 TWR Silk Cut Jaguar driven by Derek Warwick and Eddie Cheever wins Silverstone 1,000km race. Walkinshaw wins two ETCC races for Rover
'87 TWR Jaguar XJR-8 wins World Sports Car Championship with eight victories out of 10 races
'88 TWR Jaguar XJR-9 retains World Sports Car Championship with eight wins including Le Mans and Daytona 24 Hours enduros
'89 TWR Jaguar XJR-10 wins three IMSA rounds in the USA
'90 TWR Jaguars win Le Mans and Daytona 24 Hours again plus Bathurst touring car epic in Australia
'91 TWR Jaguars win third World Sports Car Championship and XJR-16 wins five IMSA races. Jaguar XJR-15 single-make races supported Belgian, Monaco and British GPs. Walkinshaw appointed engineering director of Benetton F1 team and is driving force behind signing Michael Schumacher in time for Italian GP
'93 TWR commissioned by Volvo to run their BTCC programme
'94 TWR start racing Volvo 850 estate car in BTCC. Schumacher wins drivers' championship for Benetton. Walkinshaw becomes engineering director of Ligier F1
'96 Thwarted in his bid to gain total control of Ligier F1 team shareholdings, Walkinshaw instead takes control of Arrows F1 team. Scores major coup in signing Damon Hill to drive for Arrows-Yamaha squad in '97 as reigning world champion. TWR Holden Racing team sweep board in Australia, winning Sandown and Bathurst races as well as Australian Touring Car Championship. TWR-designed Porsche wins Le Mans
'97 TWR design and run Nissan R390. Create Le Mans history at pre-qualifying, setting the fastest time outright. Walkinshaw assumes control of Gloucester Rugby Club
'98 Arrows Grand Prix launch A19, designed by John Barnard and powered by the Arrows (formerly Hart) V10. Walkinshaw becomes chairman of English First Division Rugby (EFDR)
'99 Arrows F1 continue with their own engine
'00 Arrows field Supertec-engined cars
'01 Arrows switch to Asiatech power
'02 Arrows switch to Cosworth power

that. I don't think I will pull out at the end of the year, but I think there would have to be a realistic possibility of the performance that I aspire to.
AR: What would your aspirations be?
TW: We've got to put a package together that's capable of contesting a position in the top four or five to make it worthwhile, because it takes a huge amount of time and work. I'm fortunate because all the other parts of TWR have their own MDs who do a great job, which allows me to give more time to F1. It's imperative that we get an engine deal from a manufacturer...
AR: Can you tell us any more about your involvement or otherwise with the fledgling

Phoenix team?
TW: Charles [Nickerson, an old racing pal of Walkinshaw's] will be taking it through to try to get a resolution. Our position was made clear early on - we were contracted to supply the engine, gearbox and engineering support to get them running. And I hope he succeeds. F1 needs more people.
AR: The FIA's position is that they are not entitled to an entry.
TW: I've no idea. I haven't been close to it since Brazil. The media scrum was quite amusing there. I think one of the team owners got carried away and started shooting his mouth off in an FIA press conference. I was taken aback, because

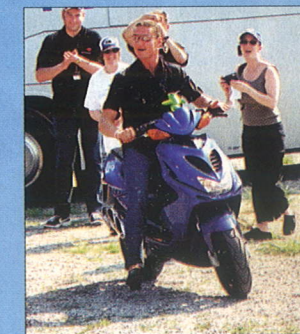
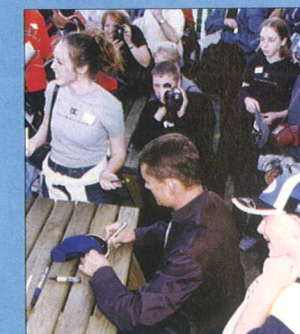
we always do a press briefing for the British media, which is all we had organised, and before we knew it, he had announced that we were having a press conference. We had a whole horde of people descend upon us and it took us totally by surprise, because we didn't know what had gone on in the FIA press conference.
AR: What would be the best thing that could happen to Arrows this season?
TW: I'd like to keep the progress going. A few podiums and even wins would be nice, clearly, but I can't really see that happening.
AR: Do you think you'll be with Arrows to the end of your F1 career?
TW: I've never even thought about it. ①

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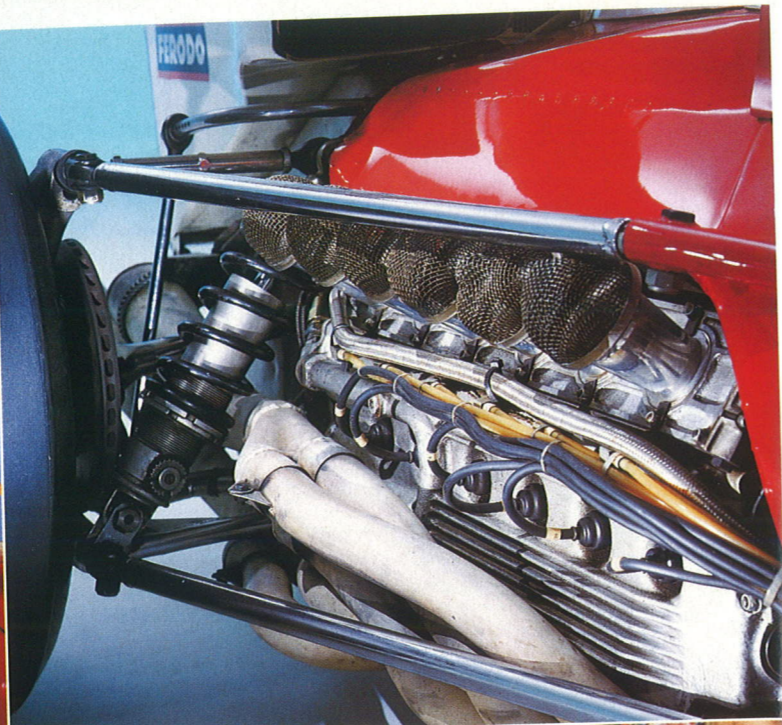
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The most beautiful Ferrari ever made

In 1970 Ferrari's revolutionary return to a flat-12 engine gave rise to the fabulously slippery profile of the 312B, which revitalised the Italian team's flagging fortunes

Words by John Leach; photographs by Tim Kent





(Above left)
This neat little flap on the nose, just behind the line of the front wheels, gives easy access to the car's brake fluid and hydraulic systems

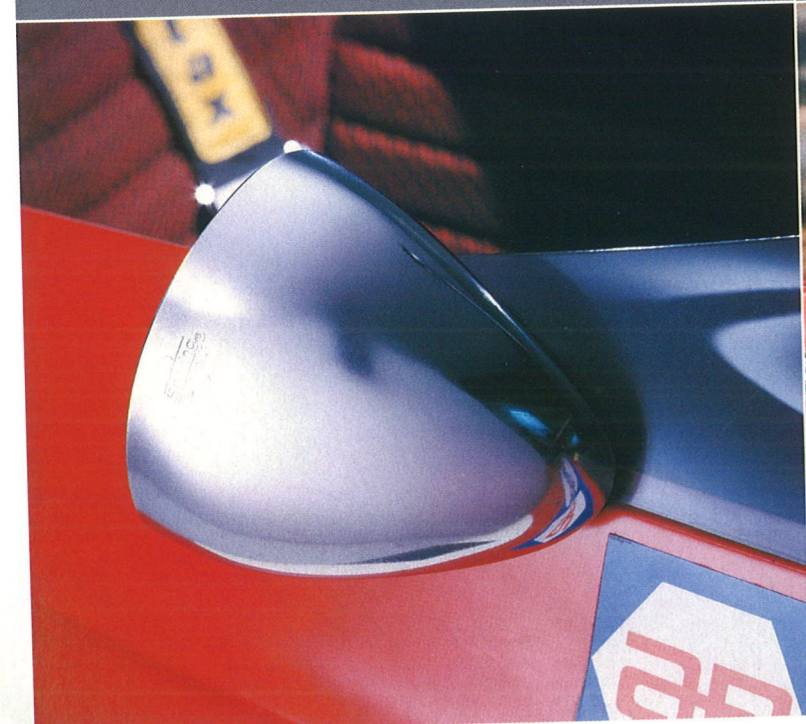
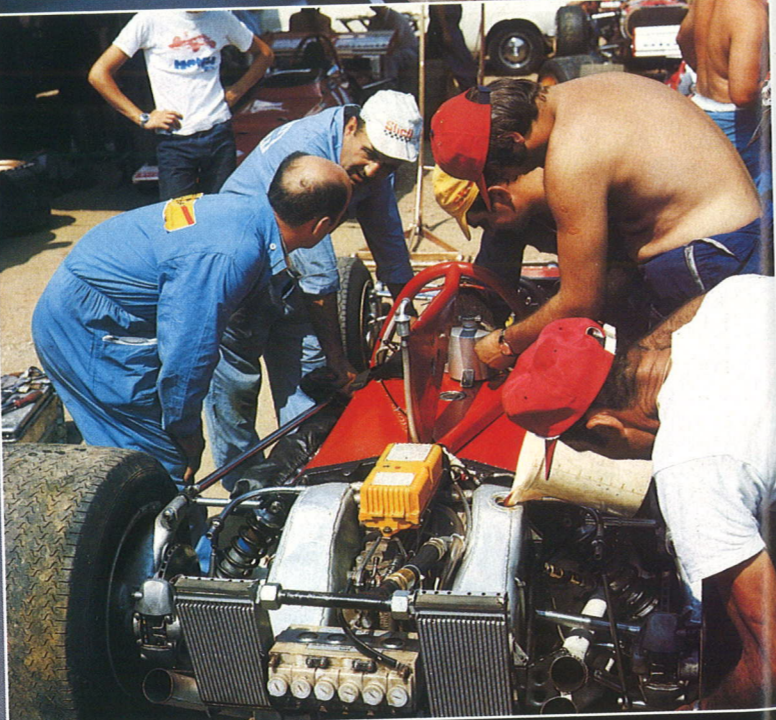
(Above right)
The engine at the heart of the Ferrari provided its 312B designation: the '3' for its 3.0-litre capacity; the '12' for the number of cylinders; and the 'B' for 'boxer', which signified their horizontal punching motion as opposed to the downward stroke of a more conventional 'V'

(Right)
This was Formula 1, pre showbiz. Mechanics looked like the blokes from your local garage. No crisply ironed, corporately branded shirts (or any shirts at all in some cases). And, my God, look! They're using spanners on the car, not laptops

(Below)
The mirrors look as though they have been 'half-inched' straight off the road car production line. Today, they are individually designed, machined and constructed at an

overall cost of hundreds of pounds apiece

(Below right)
Clay Regazzoni had a long apprenticeship in the lower formulas, gaining a reputation as a crasher, but his first season in the top-flight revealed none of this. In his eight GPs in 1970, he retired just once (broken gearbox). He won in Italy, was second in Austria, Canada and Mexico, and was fourth in the Netherlands and Britain (pictured), taking the Von Trip Memorial Trophy for F1's most promising newcomer



> Driver: Clay Regazzoni

"I finally came into Formula 1 quite late – especially by modern standards! I was 30 years old when Ferrari gave me my grand prix debut at the Dutch GP in 1970.

"They started that season with just one car for Jacky Ickx, and at first things didn't go too well. The new engine was not very reliable and put Jacky out in South Africa and Monaco. In Spain he had a big crash with Jackie Oliver. The car caught fire and he was lucky not to get badly burned.

"The second seat was between me and Ignazio Giunti, who had been signed to race for Ferrari in sportscars. I was driving for the Tecno team in Formula 2. We were both asked to test the 312B at Modena. I remember I was slightly faster than Giunti, but he got the drive at Spa-Francorchamps for the Belgian GP. I was promised the next round at Zandvoort.

"Jacky was third in that race and I followed him home in fourth place, so things were looking better for the car.

"I lost out to Giunti again for the French GP, but then I did the rest of the season. Jacky and I had one-two finishes in Austria, Canada and Mexico, and I won the Italian GP at Monza. I was 31 on the Saturday, so



it was a very good birthday present. It was an intensely emotional moment for me.

"Jacky was runner-up to Jochen Rindt [who was killed in practice for the Italian GP] in the championship, and I was right behind him in third place [like many F1 drivers, Regazzoni also ran in a concurrent F2 programme and won the European championship that year, beating off men of the calibre of Jackie Stewart, Graham Hill and Ronnie Peterson]."

Jacky Ickx (above right) and Regazzoni became a powerful force in '70: Ickx won three GPs and was title runner-up, while Regga's Monza win lifted him to third in the points

> Ferrari 312B/003 – history

Four Ferrari 312Bs were built for the 1970 season, and they continued to be raced into the early part of '71. Chassis 003 (featured here) was used by Jacky Ickx, Clay Regazzoni and Mario Andretti.

1970
JACKY ICKX
BELGIUM
Spa-Francorchamps, June 7
Grid: 4/18
Race: 8th
FRANCE
Clermont-Ferrand, July 5
Grid: 1/23
Race: retired, engine

BRITAIN
Brands Hatch, July 18
Grid: 3/25
Race: retired, differential

GERMANY
Hockenheim, August 2
Grid: 1/25
Race: 2nd

CLAY REGAZZONI
NETHERLANDS
Zandvoort, June 21
Grid: 6/24
Race: 4th
AUSTRIA
Österreichring, August 16
Grid: 2/24
Race: 2nd

1971
JACKY ICKX
SPAIN
Montjuich Park, April 18
Grid: 1/22
Race: 2nd

MARIO ANDRETTI
NETHERLANDS
Zandvoort, June 20
Grid: 18/24
Race: retired, fuel pump

> Chief designer: Mauro Forghieri

"The Ferrari 312B was conceived as a four-wheel-drive car [the Matra, Lotus and McLaren teams were also going down this route at the time], but the Formula 1 regulations were then changed, so we stopped our development work and returned to conventional two-wheel drive.

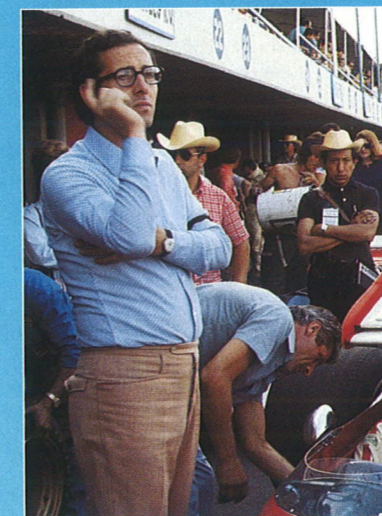
"Using a flat-12 boxer engine allowed us to design a car with a lower centre of gravity than it could have had with a 'V'. The advantage of this was the gains we made in aerodynamic downforce. The engine was mounted on a rearward extension of the chassis – which also gave a clean flow of air under, as well as over, the rear wing.

"In the beginning we had some reliability problems with the engine – particularly with the pistons and the cam shafts, and later with fuel pump failures – but after that we had some good results.

"The most memorable was when Clay [Regazzoni] won the Italian Grand Prix at Monza. That was a very special moment for all of us. The crowd spilled over onto the track and mobbed him. There were many drinks consumed that night!

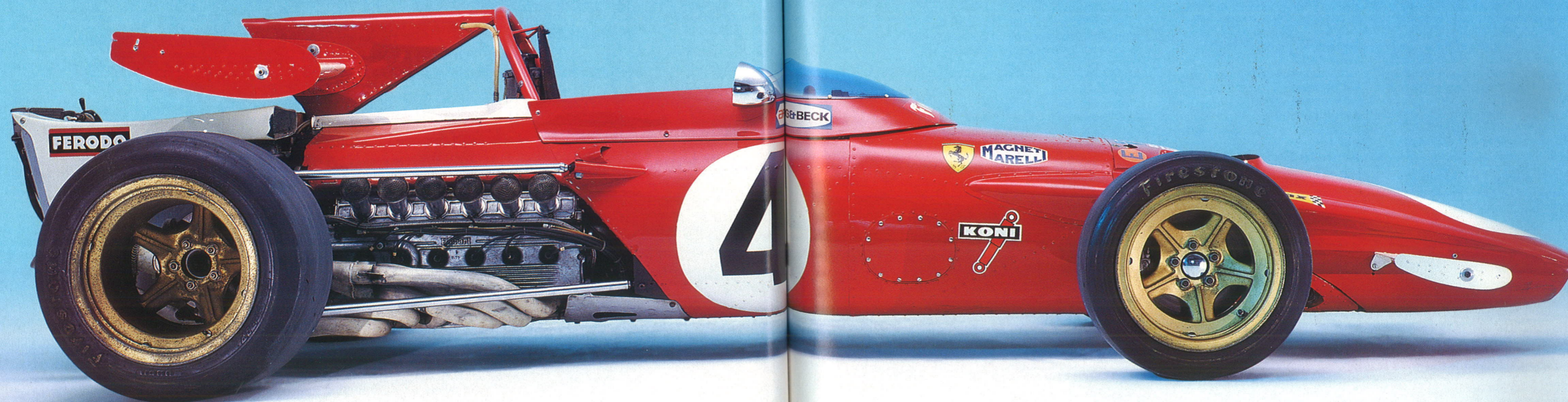
"We had a good team that year. The drivers [Regazzoni, Jacky Ickx and Ignazio

Giunti] performed well – and there was a strong, human relationship between them and the rest of the staff."
• Car supplied by Donington Grand Prix Collection. Tel: 01332 811027 (www.doningtoncollection.com). Thanks also to Allen Brown (www.oldracingcars.com)



> Ferrari 312B – technical specification

ENGINE	TRANSMISSION	SUSPENSION
Layout: flat-12, 180-degree boxer	Gearbox: Ferrari	Front suspension: Double wishbones, upper rocker arm, inboard springs and dampers
Cubic capacity: 2,991cc	Forward speeds: 5	Rear suspension: Double wishbones, upper arm, longitudinal struts
Bore and stroke: 78.5mm x 51.5mm	Clutch: Borg & Beck	Dampers: Koni
Compression ratio: 12.0:1	Driveshafts: Ferrari	DIMENSIONS
Maximum power: 460bhp	SUPPLIERS	Wheelbase length: 2,385mm
Maximum revs: 12,800rpm	Fuel and oil: Shell	Front track: 1,553mm
Pistons and rings: Ferrari	Tyres: Firestone	Rear track: 1,550mm
Bearings: Vandervell	CHASSIS	Front wheel width: 330mm
Fuel injection system: Lucas	Brakes: Girling	Rear wheel width: 381mm
Electrics: Magnetti Marelli	Brake pads: Ferodo	Fuel tank capacity: 215 litres
Spark plugs: Champion	Radiators: Ferrari	Total weight: 551kg
	Battery: Safa	
	Instruments: Veglia	



THE DAY WHEN...

Jim Clark won his first grand prix

Forty years ago Clark fought back from a poor grid position to take his first Formula 1 win
Words by John Leach; photographs by LAT Archive

Jim Clark cranes out of the cockpit of his Lotus 25 to focus better on the distant starter's rostrum. It is the 1962 Belgian Grand Prix and the Scot is in unfamiliar territory, far back on the three-two-three Spa-Francorchamps grid, sandwiched between the Porsche 718 of Carel de Beaufort and the Lola 4 of John Surtees. Four rows and 10 cars separate him from poleman Graham Hill's BRM P57. Up until now, the revolutionary new

Lotus has been the talk of the paddock. In Clark's hands, it qualified third for its first GP start at Zandvoort in the Netherlands, followed by pole at Monaco in round two. However, the notorious fragility of owner Colin Chapman's designs means there are as yet no championship points to support its claims to be a world beater.

But it is not the car that has let its driver down at Spa. It is the Coventry-Climax engine. Hardly had the Lotus taken to the

track for Friday's qualifying session than the V8 dined on its own internals. A substitute unit is ferried out overnight from Lotus's Cheshunt base in the UK. By the time it is installed, however, Saturday's final practice is nearly over. Clark manages just three laps for an unrepresentative 4m4.9s.

Two hours before race the Lotus can be observed running back and forth between Stavelot and La Source as Clark tries to bed in his new engine.

(Below) Willy Mairesse in the Ferrari 156 (10) cedes his position to the unstoppable Clark (16). Mairesse later crashed out and was lucky to escape with his life



(Above) Instinctive genius Colin Chapman with...instinctive genius Jim Clark. Any wonder that 25 wins and two drivers' titles followed between 1960 and '68?

Back to the rostrum. The revs rise. The flag falls. The acrid bite of burning rubber. Then silence. Minutes pass, nearly four in all, as the cars negotiate the 8.775 miles of sinuous public roads that make up Spa in '62. The guttural accent of a BRM's exhaust pipes heralds their return. Behind Hill as they round La Source hairpin for the first time are fellow front-row starters Trevor Taylor (Clark's team-mate) in a Lotus 24 and the Cooper T60 of Bruce McLaren.

Next up is... *Clark!* The 26-year-old has displaced eight cars already. The Lotus and its engine are buzzing. By lap seven he has passed everyone but Taylor, who sportingly waves his patently faster team leader through as they head down to Eau Rouge for the eighth time.

Clark then sets about savaging the lap record, leaving it standing at a new low of

'CLARK NEVER SHRANK FROM THE CHALLENGE OF THE PLACE, WINNING FOUR CONSECUTIVE SPA GRANDS PRIX'

3m55.6s. His only possible opposition, Taylor and the Ferrari 156 of Willy Mairesse, are more than 20 seconds adrift when they eliminate one another in a violent coming together on lap 26 from which they are lucky to emerge virtually unscathed.

The crash changes the complexion of the race. Hill is now second, but 36 seconds behind the leader, with namesake Phil Hill a further minute back in his Ferrari 156. Clark reels off the remaining six laps at a barely

reduced pace to take a jubilant victory. The Hills trail home to complete the podium.

Unlike many of his colleagues before and since, Clark was not enamoured of Spa. He had no reason to be. During his first race there, the '58 *Coupe de Spa* for sports cars, he witnessed the fiery accident that claimed the life of his compatriot, Archie Scott-Brown. On his second visit, to compete in the '60 GP, he was rocked first by the injuries sustained by Stirling Moss, who crashed in practice, and later by the deaths of his team-mate, Alan Stacey, and Chris Bristow in separate incidents during the race.

Despite this, he never shrank from the challenge of the place, winning four consecutive grands prix at Spa from '62 to '65. A true reflection of the courage and determination of this remarkable man. **1**



Venice to Monaco record run thwarted

Peter Dredge and Ian Sanderson were sitting in the Sunseeker Racing factory having just arrived back in the UK, reflecting on the most challenging record run they have attempted in the Sunseeker XSR 2000. A rather bruising journey round Italy from Venice to Monaco.

Having been given the green light by their expert weather forecasters to complete the run in 'benign' seas, they were on the throttles 100 per cent from the start, only to find within 100 miles 'benign' being replaced by the roughest ride the Adriatic and Mediterranean could throw at them, for the next 32 hours.

In a desperate attempt to find sheltered waters and reach the final fuel stop in Anzio, running close to shore in a bay off Nettuno, 17 nautical miles from the stopover, they ingested some seaweed and shrimps (perfect for a curry) into one of the engines and instantly overheated the motor with catastrophic effect... no record, no cool beer in the coolest city on earth, just bruises and a challenge unfulfilled.

Sadly they arrived in Monaco in one of their fantastic new sponsored cars; rather than their intended glorious entry to the Laureas World Sports Awards in the XSR 2000.

Ian and Peter remarked: "a first failure is extremely hard to accept in the circum-



Listers lead the way at Silverstone and Brno

With the season now progressing near to midpoint, both the FIA GT World Championship and the British GT Championship see the Lister Teams as a major force to be reckoned with.

This past month has seen Jamie and Nicolaus in the World Championship racing at Silverstone and Brno in Czechoslovakia. At Silverstone, Jamie's fourth place finish was enough to ensure he and the Lister team are still leading the Championship.

Once at Brno, the drivers stormed into the lead in what has been billed as one of the most exciting races ever seen. Jamie started third on the grid and after clocking up the fastest pit stop of the race, the final hour's racing was breathtaking. Everyone, especially the Lister Team watching from the pit wall,

was gripped. After numerous position changes, Jamie dived down the inside of the leading Viper to take the lead as they crossed the finish line for his second win of the year.

Jamie and Nicolaus are still leading the Drivers' Championship with 23 points, 9 points ahead of their nearest opponents.

The British GT Championship drivers David and Mike have also made a good start to the season. At Silverstone David started second from the grid and made a good start, taking the lead just before the first pit stop, but a spin saw him finish the race in third, still leading the championship.

Knockhill and Croft followed, with mixed results, and the British GT Championship now moves back to Silverstone where David and Mike hope to regain 1st place overall.



stances, particularly as we were so close to this being our greatest triumph - after 32 hours and 956 nautical miles of running in dreadful weather conditions, significantly some 20 hours ahead of the current world record, 270 nautical miles away from a cold beer in the world famous Stars and Bars on Monaco Harbor, we found one storm we could not run directly head into and over the next two hours battled to get safely to port."

It is a very British trait to complain about the weatherman; no doubt it is a science fed by less than transparent pictures so in this case they refrained from lambasting them, "but we got it wrong in a big way and Peter Dredge and I are just relieved everything and everyone is in one piece." They will of course be returning to Italy later this summer to get the job done.

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Don't forget to log on to www.winwithalpine.com for your chance to win instant prizes online. The site has already generated lots of winners since its launch last month, and you too could be an instant winner. There

are many prizes up for grabs including G-Shock watches and items from the Alpine merchandise range. Even if you are not an instant winner you will still be entered into the main draw to win either Alpine audio, navigation or multi media equipment or the thrilling star prize of a flight in the Alpine Pitts Special. Log on now to www.winwithalpine.com and you too could become an instant winner with Alpine.

Star Prize A weekend with Team Alpine at the Southport Air Show on 31 August - 1 September • Flown to the event courtesy of Gold Air International • Full hospitality on both days of the show • Visit to the commentary tower • Kitted out in full flight gear for a 10 minute flight in the Pitts Special • Hotel accommodation (dinner, bed and breakfast)
1st Prize INA-N033R, 1-DIN size Mobile Media Navigation System
2nd Prize CVA-1003R Receiver/Mobile Media Station
3rd Prize 4 x CDE-7860R CD Receiver



ALPINE EVENTS



Here's where you can see the Alpine Team in action over the coming months, on land, sea and in the air

Month	Event	Feature	Date	Location	
June	Biggin Hill Air Fair	AVE/AD	1st/3rd	Biggin Hill	
	Southend Air Show	AD	2nd/3rd	Southend	
	Motorhome and US RV Show	AVE/AD	7th/9th	Stratford Racecourse	
	Cambeltown Air Show	AD	9th	Cambeltown, Scotland	
	RAF Cosford Air Day	AVE/AD	9th	RAF Cosford, Shropshire	
	British Superbikes	AD	15th/16th	Brands Hatch	
	Queens Cup Polo	AVE/AD	16th	Guards Polo Club, Egham	
	British Superbikes	AD	22nd/23rd	Rockingham Speedway	
July	British Superbikes	AD	6th/7th	Knockhill	
	British Grand Prix	AD	6th/7th	Silverstone Circuit	
	Goodwood Festival of Speed	AVE/AD/XS	12th/14th	Goodwood	
	Max Power Live	TBC	12th/14th	NEC, Birmingham	
	Duxford Flying Legends	AD	13th/14th	Duxford	
	Royal International Air Tattoo	AVE/AD	20th/21st	RAF Fairford	
	Sunderland Air Show	AVE/AD	27th/28th	Sunderland	
	World Superbikes	AD	27th/28th	Brands Hatch	
	Worthing Sea Air Show	AD	27th/28th	Worthing	
	August	Lowestoft Sea Front Air Show	AVE/AD	1st/2nd	Lowestoft
		Ashford Air Show	AD	4th	Ashford
		Ferrari Open Day	AD	4th	Brands Hatch
Cowes Air Show		AD	9th	Cowes, Isle of Wight	
Powerboat Grand Prix		AVE/AD/XS	9th/11th	Poole	
Eastbourne Airshow		AVE/AD	15th/18th	Eastbourne	
Rougham Air Show		AD	18th	Rougham	
Cromer Air Show		AVE/AD	20th/21st	Cromer	
Cowes Round Island Race		AVE/AD/XS	22nd/25th	Cowes, Isle of Wight	
Clacton Sea Front Air Show		AD	22nd/23rd	Clacton Sea Front	
Sheffield Sound Off		AVE/AD	25th & 26th	Sheffield	
British Superbikes		AD	26th	Cadwell Park	
Powerboat Grand Prix		AVE/AD/XS	31st	Plymouth	
Southport Air Show	AVE/AD	31st	Southport		
Sept	Powerboat Grand Prix	AVE/AD/XS	1st	Plymouth	
	Southport Air Show	AVE/AD	1st	Southport	
	British Superbikes	AD	1st	Oulton Park	
	Duxford Flying Legends	AVE/AD	7th/8th	Duxford	
	Rockingham 500	AVE/AD	12th/15th	Rockingham Speedway	
	Yeovilton Air Show	AVE/AD	14th	RN Yeovilton	
	British Superbikes	AD	14th/15th	Mallory Park	
	Avon Park Sound Off	AVE/AD	21st/22nd	Avon Park	
British Superbike Finals	AVE/AD	28th/29th	Donington Park		
Oct/Nov	British Int'l Motorshow	TBC	22/10/02 -03/11/02	NEC, Birmingham	

Key: AVE=Alpine AV Experience; AD=Aerobatic Display; LS=Lister Storm; XS=Sunseeker XS Racing

Alpine Product Information

CDA-7998R Tuner CD Player / CD Changer Controller
 This head unit comes with an attitude - a huge panel, more controls, and enormous impact, both sonically and cosmetically. The oversize face gives you 30% more panel with a larger display area. With MP3 (and CDR/RW) compatibility and digital processing, this unit delivers stunning sound. And thanks to the PhantomFace™ XL design, this high-quality/high profile Audio component slips cleanly out of sight when you leave your car.

MRD-M500 Mono Power Amplifier
 From our new range of V12 Accuclass-D range amplifiers come our state of the art digital monobloc amplifiers. With new unique and stylish design, all cables and connections are hidden, whilst the top cover flips up to reveal the sophisticated controls and settings. With full digital control many new features become possible; time alignment, voltage/temperature and current display to name but a few. The MRD-M500 has a power output of 900 watts x 1 at 2ohms, parametric eq, crossover and subsonic filter.

MRV-F340, MRV-F450, MRV-T320 V12 Amplifiers
 Like the Accuclass-D range, our V12 amplifiers carry the same stylish aesthetics. The extra large surface area of the heat sink and the added air space vastly improve heat dissipation letting you drive these units long and hard. Available in a range of sizes, the V12 range of amps are designed for greater efficiency at all voltage levels.

For further information on these and our full range of products, please call 01908 619558.

Mega
F1 Racing
competition!

Win a drive in this F1 car

F1 Racing and Octane Drivers Club have teamed up to bring you the chance to win an adrenaline pumping drive in a real F1 racing car

We also have five Octane Drivers Club T-shirts for our runners-up

If you love cars and enjoy the thrill of driving, Octane is for you. Octane members enjoy a range of amazing events, from track days and competitive events to driver training and international adventures. Membership is free. So, join free and enter a whole new world. We will enter you into a draw to win a 10-lap test in a 700bhp F1 car. For full details go to www.octanedriversclub.com or ring 020 8367 6917.



www.octanedriversclub.com

What's included in the prize

- Two nights' quality hotel accommodation with breakfast
- Champagne reception on arrival
- Visit to the Ligier Formula 1 Museum
- Four course evening meal with wine
- Transfers to and from the circuit
- All safety equipment and professional tuition
- On-track sessions in your own car
- All day refreshments
- Lunch at the circuit
- Ten laps of Club Circuit de Magny-Cours (25km) in F1 car
- Champagne presentation with souvenir gift and certificate
- Personal accident insurance
- Services of Wildside Representatives in resort
- Complimentary membership of Club F1 including free club T-shirt



How to enter

Answer the following question:

Which of these circuits is not part of the Octane Drivers Club F1 experience?

Answers can be found on www.octanedriversclub.com.

- A: Circuit de Catalunya, Barcelona Spain
- B: Magny-Cours (grand prix circuit), Nevers France
- C: Club Circuit de Magny-Cours, Nevers France
- D: Albert Park, Melbourne Australia

Then do one of the following:

1. Call 0905 053 1211
2. To text the answer on Vodafone and O2, please type *F1 Racing* and then answer A, B, C or D and send to this short code: 83434
3. On T-Mobile, please type *F1 Racing* and then answer A, B, C or D and send to this short code: 86133

Terms and conditions

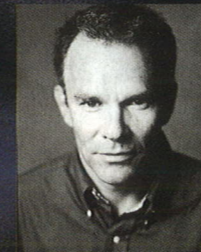
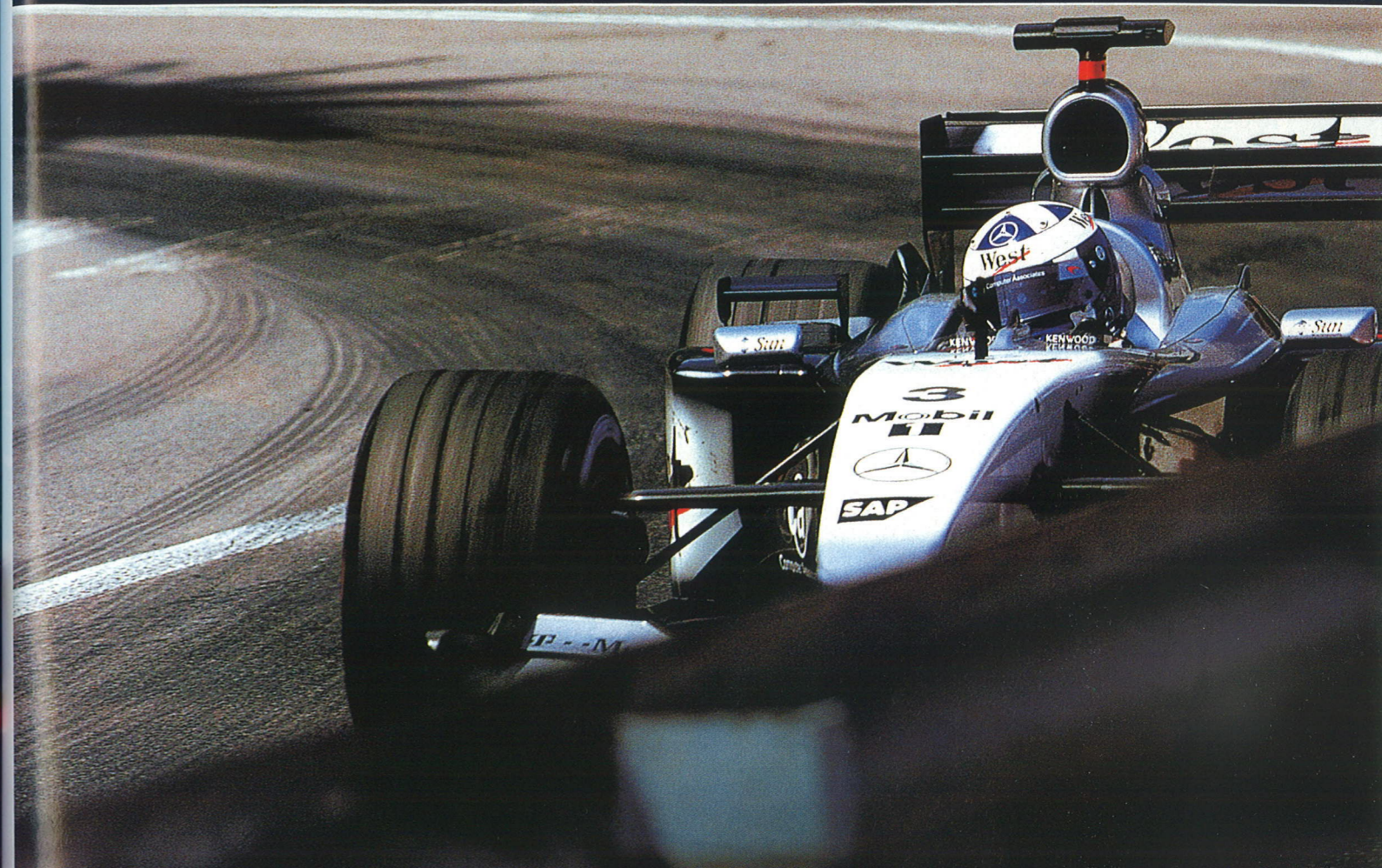
Entries by texting the short code cost £1. Calls cost 50p per minute – maximum duration two mins. Calls from mobiles may cost more. If you don't pay the bill, you must ask the permission of the bill payer. If you answer the question correctly you go into a draw for the prizes. The closing date is July 10 2002. Winners will be notified by post by July 18 2002. This competition is open to UK residents only. No entries will be accepted from employees (or their families) of F1 Racing or Adrenalin or any other companies associated with this promotion. The judge's decision is final and no correspondence will be entered into. There is no alternative cash prize and the prize is non transferable. We may use your contact details to inform you about other offers and reputable companies whose products may be of interest to you. The prize must be redeemed on Octane Drivers Club's F1 course dated August 5-7 2002 at the Club Circuit de Magny-Cours. The winner should be over 25 years of age and hold a full current driving licence (drivers under 25 by special arrangement only). The winner should be no taller than 6'4" and weigh no more than 110kg. The winner will be required to sign a form agreeing to Octane's general terms and conditions.

Race report

David Coulthard and McLaren spring a couple of back-to-back surprises. Peter Windsor explains

Contents: Monaco GP report: page 128 • Canadian GP report: page 138

European GP preview: page 150 • British GP preview: page 152



JAMES BARHAM

>No more debating who is the "Best British Driver"

There was a ridiculous, press-driven period quite recently when they cried long and loud about David Coulthard losing his status as "Best British Driver". That honour, they said, had been stolen by Jenson Button. Jenson is now Britain's Best Hope, they said; Jenson is the man.

Both drivers, I'm pleased to report, were equally dismissive of the claims – DC because he knew that he was the same driver now that he has been over the past several years, Jenson because he knows how quickly the swell can change. One minute – in the Williams – he is a star; the next – in a Benetton – he is forgotten.

And, anyway, who cared? Who cared about being Best British Driver? The only absolutes that DC and Jenson pursue are global – as in the F1 World Championship. The rest of it is rubbish.

The good news, of course, is that DC has over the past month been able to kick in the teeth anyone who might still have thought that there

was even a grain of sincerity in the Best British thing. He believed that the McLaren-Mercedes' handling shortcomings would be lessened at Monaco (the car would be less pointy there) and that he, and the other great components of his car and team, could make up for the rest. He did exactly that, under pressure from start to finish, beating a car and a driver (Michael Schumacher and the Ferrari F2002) that is without doubt the combination of the year. It was a great win, DC's at Monaco, and it gave the lie to anyone who had decided to write him off.

Then, in Montreal, two weeks later, he did it again, parlaying a superlong first stint (difficult handling, easy to make mistakes) into a beautifully effective racing car in the closing stages of the race (brakes nicely intact, engine power very impressive). As he did so, he beat the other Ferrari F2002 and showed that McLaren's Mercedes power has been absurdly and unfairly criticised.

Coincidentally, of course, Monaco and Montreal produced two bad races for Jenson Button.

#7: A brand new day

David Coulthard saw – and opened – a window of opportunity for McLaren to win at Monaco. Peter Windsor reports

The hotel was going well, at least you could say that. The Columbus would be the centre of the Formula 1 universe for the week of the Monaco Grand Prix and Ralf Schumacher, as before, would be a guest. The best of everything, Mr Schumacher. Of course, Mr Schumacher. And don't forget your bill.

So he would still love Monaco – would still love the demands of a Monaco qualifying lap and the mastering of the Monaco variables: track position, bumps, people, weather, grip...

The McLaren-Mercedes, too, might be more competitive. You run relatively high and relatively soft at Monte-Carlo, which would take away one of the current weak points. In low, fast-circuit form – in Austria, for instance – the car was uncomfortably

"pointy", or "on the nose", as he liked to call it. Nothing wrong with great turn-in, but what David Coulthard does not like is oversteer on turn-in. That's what he means by "on the nose": turn-in oversteer. You're playing around with the throttle and steering, trying to save the rear, when instead you should be concentrating on braking as you turn, on bringing the apex nearer to the car. Kimi Raikkonen, like Mika Hakkinen, seems to have been born to live

'WITH KIMI'S CAR REQUIRING CHASSIS WORK AT WOKING, DAVID HAD THE TEAM TO HIMSELF'

with oversteer, and therefore hasn't been as critical of the car's behaviour, but for DC the problem in Austria was tangibly real. The thought was that the car may be too pitch-sensitive (too aerodynamically reactive to the changes in ride height induced by bumps, braking and acceleration) when it is running low, in Austria-spec aero trim. At Monaco, where you run higher, this problem could be nullified.

(Above) You might say Williams were harbouring a desire to win – pole for Montoya (right) put it in their grasp, but DC took the initiative at the start of the race

OPPOSITE: DARREN HEATH; THIS PAGE: OLIVE INASONVALSPORT; LORENZO BELLANCALAT

> Drivers' championship: Round 7 Monaco

1	Michael Schumacher	60
2	Ralf Schumacher	27
3	Juan Pablo Montoya	27
4	David Coulthard	20
5	Rubens Barrichello	12
6	Jenson Button	8
7	Nick Heidfeld	5
8	Kimi Raikkonen	4
9	Giancarlo Fisichella	4
10	Eddie Irvine	3

11	Jarno Trulli	3
12	Felipe Massa	3
13	Mark Webber	2
14	Mika Salo	2
15	Heinz-Harald Frentzen	2

> Constructors' championship

1	Ferrari	72
2	BMW-Williams	54
3	McLaren-Mercedes	24
4	Renault	11
5	Sauber-Petronas	8
6	Jordan Honda	4
7	Jaguar Racing	3
8	Minardi Asiatech	2
9	Toyota Racing	2
10	Arrows Cosworth	2

TECHNO FILE

Hooking up at the hairpin

One corner at Monaco makes for hard work. Steve Matchett explains



The tightest corner of any Formula 1 circuit is to be found in Monaco: the famous hairpin which stands in front the Grand

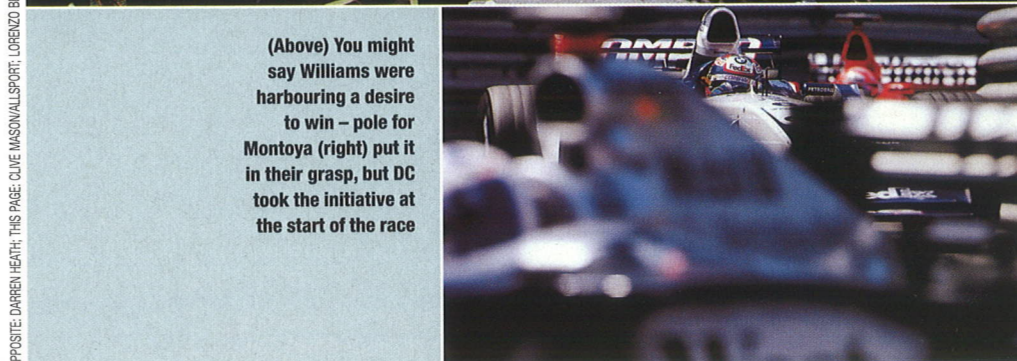
Hotel, formerly known as Loews.

This section is so demanding that the teams are forced to equip their cars with front suspension systems built specially for this one corner.

It is essential that the steering lock of an F1 car be carefully controlled; the suspension layout is such that if the drivers are allowed to turn the steering wheel too much, the inside face of the road wheels will begin to mill their way into the wishbones. Not only this but the fragile carbon brake ducts, mounted on the inside face of the axle uprights, will be crushed.

The extent of steering movement is controlled by inserting 'lock stop' shims into the rack. Another benefit of minimising its range is that it allows the team to build more camber into the suspension and to include bigger brake ducts.

Such is the degree of left lock needed to negotiate the hairpin at Monaco, though, that the teams are forced to reduce the size of rack shims and produce wishbones with 'V'-shaped cut-outs to prevent them fouling the wheels. Likewise they modify the brake ducts: cooling efficiency is reduced but at least the cars are able to negotiate the circuit.



(Left) David was on it from the off on Thursday – he was quick, neat and kept it away from the wall

with oversteer, and therefore hasn't been as critical of the car's behaviour, but for DC the problem in Austria was tangibly real. The thought was that the car may be too pitch-sensitive (too aerodynamically reactive to the changes in ride height induced by bumps, braking and acceleration) when it is running low, in Austria-spec aero trim. At Monaco, where you run higher, this problem could be nullified.

On top of that, a new traction control system looked to be a significant step forwards. TC isn't everything at Monaco, but it can make a good car great. The launch control was also working well, so DC blanked from his mind the pain of a year before.

Thursday was a strong day – the strongest of his year so far. He was sitting in the car, watching the monitor, waiting for the track to find grip, when Kimi, chipping his lap time by seconds rather than tenths,

lost it at Rascasse and crashed heavily into the barrier. For this morning, at least, McLaren were suddenly a one-car, one-driver team. Disruptions like this are never good, particularly at Monaco, where it is so difficult for the boys to work on the cars, but now there was an undeniable shift in responsibility: DC always plays this role well.

He began when the serious running began, and quickly found a rhythm. The car felt sharp and responsive, the Michelins grippy and surprisingly consistent. He was in the 22s after four laps and the low 21s after six. He finished the first hour second quickest only to Michael; the gap was 0.2s.

With Kimi's car requiring chassis work back at Woking, DC had the team to himself for the second Thursday hour at Monte-Carlo. The momentum continued almost to the end, when he tried new tyres, but then the balance went away (with understeer) even though the gain in ▶





'HEAD DOWN, REACTING OUT OF INSTINCT, DC PULLED UP, AHEAD AND ACROSS'

As it was, though, he qualified second to Juan Pablo Montoya's Williams-BMW. The Ferraris were third and fifth. Kimi, who used the T-car because of a small oil system problem, was sixth. An oil system problem: better, of course, that it should happen in qualifying. Otherwise, for DC, the weekend had been beautifully trouble-free.

On Sunday afternoon he released the button in sync with the lights – and, this time, the McLaren-Mercedes pulled away beautifully. And then, to his right, he could sense Montoya slowing a fraction. Head down, reacting out of instinct, DC pulled up, ahead and across, commanding the road into Ste Devote. *Brake early and not too hard. Don't lock up. Clean exit.* Up the hill, leading the Monaco Grand Prix, even though there were nearly two hours still to go, DC almost felt like punching the sky.

Then there was the business of bringing in the Michelins. He had to find the grip – not too fast, not too slow. *Clean and no mistakes.* This was the vulnerable period when someone might hit him from behind.

The front began to work after four laps, so DC began to push – but not too hard. If ▶

grip was prodigious. He was now in the mid-19s and was third quickest after a promising day's work. And, significantly, the highest Bridgestone runner (Rubens Barrichello) was only seventh. The news filtered through that the Bridgestones had a graining problem. What a pity.

Was it because he had effectively been in a one-car team for the day – or was it because here, around Monaco, the McLaren was genuinely good? DC put in a mild workout on Friday, feeling as he used to feel when he had a realistic chance of winning. If he could find both balance and new-tyre grip, not to mention a traffic-free lap...

Kimi crashed again on Saturday, almost dedicating the weekend to DC. They worked at the understeer and DC worked with Steve Hallam and the boys to try to control track

position, and DC finished the two 45-min runs second-quickest to Jarno Trulli – but only by a fraction. The car felt good – even the steering! – and DC had yet to touch a wall. The Ferraris were fifth and sixth.

Qualifying, of course, was the usual frenzy. DC was on an out-lap, running slowly, when he felt a Ferrari behind him; he would apologise for that. Equally, on DC's last run, when he knew he had more to squeeze from the car, when he was looking for a point over the hump into Casino Square when he could brake a little later and have the car a little more to the left, finding the grip, and when he knew he could go into the Swimming Pool section with a small lift and probably gain a couple of tenths, he had to back off because of someone else who was also starting a quick lap.

NEWS UPDATE



When is a shop not a shop? When it's a GPL store!



In the last issue of **F1 Racing**, we announced that the fact that we are now a shop.

We've had dozens of visitors since then and nobody, as far as we know, has gone home empty handed or unhappy.

We have £2m of F1 and motorsport merchandise in our warehouse, which is more than you'll find anywhere else in the world.

But some visitors have been surprised to discover that we're not a traditional shop. So let us make it clear.

When you visit us, you are coming to a unit on an industrial estate where we have our combined telephone room and warehouse.

We'll sit you down at reception and give

you all our relevant catalogues. We'll then check stock on the computer and go and pick the items for you.

If you've got time and you're interested, we'll show you around and give you a guided tour.

But don't expect to find a plush, densely carpeted, chrome and glass retail showroom. If you're in to F1, you'll love it but before you set out to see us, be aware that we're not a High St. retailer.

We're open 9.00am to 8.00pm, Monday to Friday to 5.00pm on Saturday.

So come and see us soon. For directions, call us on 0906 302 1900.

52 Wins 1:18 Ferrari Schumacher in stock



We must admit that we don't really understand the fuss about Rubens letting Michael by at Austria a few weeks back.

Supposing Michael crashes like he did at Silverstone and loses the Championship by a few points. A driver is remembered for his titles. After all, who now complains that Fangio took Collins' car off him to clinch a victory in his Championship year at Ferrari?

What happened with Michael is not new to F1.

In our view, Michael is the greatest ever. We have no doubt. Which is why we are delighted to have eventually received this new 1:18 special edition from Mattel which celebrates Michael's record breaking 52 F1 victories.

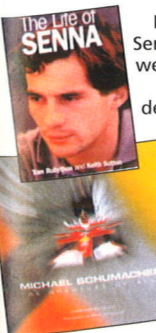
On the base, is listed all of Michael's victories. The edition is limited to 15,000 pieces worldwide.

The price is £59.99. The code is (HW55698) and it's in stock now.

Phone us on 08700 40 1234 now.



New F1 books



Boringly, the release date of the new Senna book has been put back again but we expect it in at the end of June.

It promises to be the best and most definitive Senna book ever. The cost is £19.99, the code is BK900.

There's also a brand new Michael Schumacher book entitled: "The Greatest of All"?

We know where we stand on the issue. But you'll have to read Christopher Hilton's, new 160 page book to get the experts view.

The price is £19.99, the code is BK999.

Phone us on 08700 40 1234 to order.

Ferrari Warehouse Sale



Working hand in hand with the manufacturer of the Ferrari and Schumacher Ferrari merchandise range, we are pleased to announce our second Warehouse Sale. The difference is that this one is dedicated to all things Ferrari.

The Ferrari licensor has a pretty extensive range of clothing and accessories, which doesn't constitute part of the 2002 range.

We have, therefore, acquired a significant amount of Ferrari merchandise which we are able to offer to our customers at pretty silly prices.

Of course, the beauty of most Ferrari merchandise is that it doesn't date. A red garment with a Scudetto badge or Prancing Horse logo is never going to look out of fashion.

In our sale we'll have everything from clothing and accessories to books, videos and diecast. (There'll be some pretty stunning prices on old season diecast, by the way).

And to make the trip worthwhile, we'll be also offering 10% off any current lines, including the latest Fila Ferrari teamwear collection.

The dates are Friday the 29th and Saturday the 30th June. We'll be open from 10.00am to 5.00pm both days. Our first Warehouse Sale was an incredible success. We think our Ferrari sale will be bigger and better with even more amazing bargains.

Get your gear for the Grand Prix at a fraction of the price you will have to pay at the circuit.

Phone us on 0906 302 1900 for a map. And when you get to Cranleigh, please form an orderly queue. No fighting!

New DC 2002 cap



We've just had in the first sample of DC's new cap and it's a beauty; even better than the current one.

The base colour is black rather than blue and it is full of lovely little design touches.

The best cap in F1 as you would expect from Peter Boutwood, the designer of Damon's merchandise range a few years back.

Of course, we'll get the caps in before anybody else, so if you want to be sure of having one in time for Silverstone, order now.

DC is back. He wants to win at home so, show your support. Buy the cap!

The code is (DCM200), the price is £19.99.

There's also a new polo and T-shirt in the range. Visit www.grandprixlegends.com for details or phone us on 0906 312 1900 and we'll send you some visuals.

2002 Jenson Button Renault F1 collection

The deal has been done. There's now a new Jenson Button Renault F1 range. And, yes, you can buy the cap he wears in the pits, although it's not a full cigarette branded version.

The cap is due to be available about now. The price is £19.99 and the code (REN001).



You can order the cap now or if you would like detail of the entire Renault F1 collection, call us on 0906 302 1900 and we will send you our Renault F1 leaflet.

Unique double victory cap

You may recall that when Michael won the Championship last year, the team celebrated with a rather unique double-peaked cap.

Recently, we were down at the factory at Maranello when we came across a bundle of these caps. Ferrari agreed to sell them to us. At a price!

We don't know how many caps were ever produced but it cannot have been many. Certainly they have never been available to merchandise companies before.

So okay, if you wore one on the street, you might look like a bit of a prune but this is one unique piece of memorabilia.

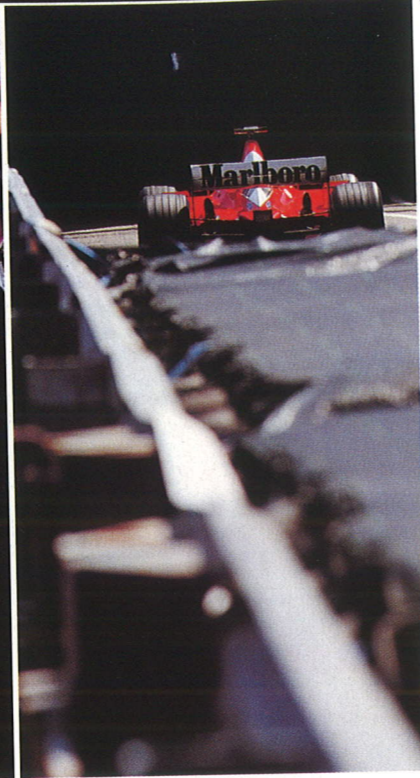
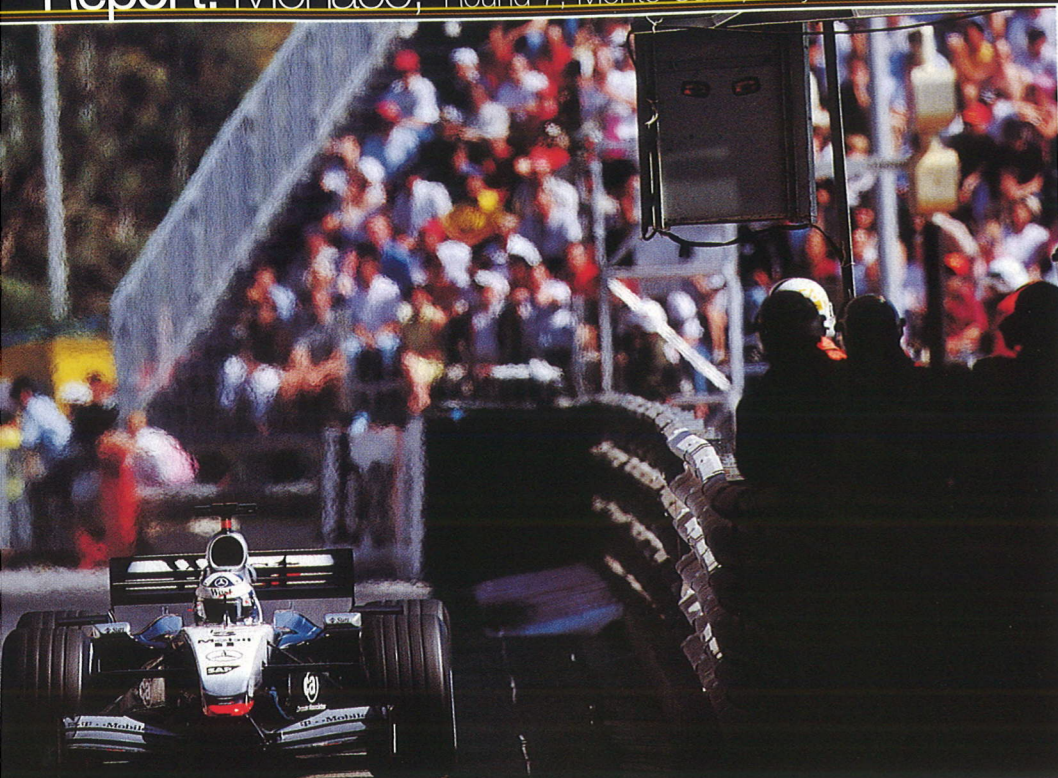
We could only get 25, so it's first come, first served, I'm afraid.

The price is £39.99, the code is (SF2001) FRUD07

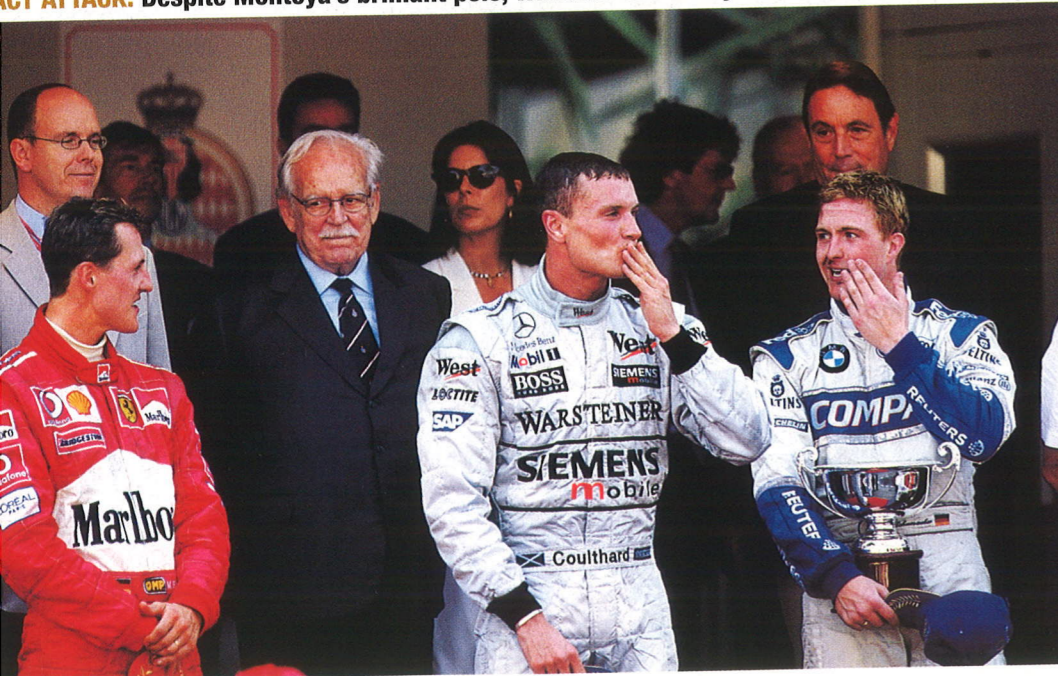
To Phone Your Order 08700 40 1234

www.grandprixlegends.com

To Fax Your Order 08700 13 2468



FACT ATTACK: Despite Montoya's brilliant pole, Williams' Monaco jinx continued. They last won there in 1983 with Keke Rosberg



(Above, left) It was almost a home victory for DC, since he spends most of his time in Monaco and co-owns a hotel there; Schumi (above, right) was always a threat, but just couldn't find a way past the McLaren

(Left) Was this DC's greatest victory? Perhaps, but Ralf, for one, is not pondering the issue - he's more concerned about the hotel bill

DARREN HEATH, JAMES BARRHAM, STEVEN TEELAT

you run too slowly, and they are ganging up behind you, inevitably you will be rammed. If you run too quickly, you may lose your fuel consumption and maybe also your tyres. As it was, he felt he could run longer than Ferrari into the fuel stop. Williams were another question.

The smoke drama he didn't need. He could see and sense the oil haze but quickly they told him on the radio that it was all okay, that the numbers were right and that he should keep on pushing. (A valve had jammed between the auxiliary and main oil tanks. With NASA-like precision, the engineers thus vented the smaller tank remotely. Assuming the engine's oil consumption remained normal,

all would be okay. If not...)

Michael obliged by stopping on lap 44, thus providing DC with six good laps in which to gain time. He found some traffic but was leading (for Montoya had retired with engine failure) by 35 sec when he stopped on lap 51. He rejoined with Michael in his mirrors. The Bridgestones on the Ferrari were now perfect for the conditions. Michael would push DC every millisecond of the way.

DC thought that Michael might try to pass into the chicane, so always he braked as late there as he dared, given the margin he needed to keep. The McLaren, too, was perfect. The engine remained sharp, the chassis balance good.

DC crossed the line to win the Monaco Grand Prix - and this time he actually punched the air. It was a classic victory, a brilliant head-to-head contest. Michelin had outqualified Bridgestone and, courtesy of DC and West McLaren-Mercedes, had parlayed that advantage into a win. And DC, faultless, had withstood the pressure for every one of the race's 78 laps. It was perhaps his greatest victory.

In the new McLaren ComCentre, where the champagne flowed and the talk was of the party ahead and the race gone by, they for once stayed away from Norbert Haug's heavy rock. Instead, it was Sting who captured the moment:

"Starting up a Brand New Day..." 

put yourself in pole position



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Copies of the most recent audited accounts are available from the above address.
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#7: Race shorts

Sato crashes again, Massa upsets other drivers and Trulli undergoes FIA investigation. Tom Clarkson has the gen



(Left) Sato crashed again, but he won't lose confidence; (above) Frenzen would have finished fifth but for refuelling trouble; (below) it started well but went downhill for Toyota



STEVE ETHERINGTON/LAT; CLIVE MASON/SPORT

Crashes won't knock Sato

This was another mixed weekend for Jordan. Giancarlo Fisichella put in a stupendous drive for fifth, but Takuma Sato had his third accident in as many weeks – the big one in Austria, a smash at the Monaco historic meeting the weekend before the grand prix and now this: a 160mph shunt at the tunnel exit.

"This was a big disappointment," said Sato, "but a good experience for me. I'm not losing confidence at all. One day things will come right."

Frenzen pleased with A23

Heinz-Harald Frenzen put in another brilliant drive. He was fastest in the race morning warm-up and was looking good for fifth in the race until he was forced to make an extra pitstop after a fuel rig malfunction.

Heinz-Harald said, "It's a pity about the extra stop, but at least the car was genuinely quick."

Both Jaguars finish race

Seeing the lacklustre performance of this year's R3 around the Principality, it is difficult to believe that Eddie

Irvine finished third at Monaco last year. Irvine qualified 1.7 seconds slower this year than last.

Both Irvine and Pedro de la Rosa complained of a lack of grip and they notched up three shunts between them over the weekend. Irvine, however, wasn't to blame for his brushes with the barrier. First he spun on someone else's oil, then he had a rear suspension failure.

The only plus point of the weekend was that both cars got to the finish, albeit two laps down.

It all goes wrong for Massa

In a Sauber that lacked grip, this was a difficult weekend for Felipe Massa. He shunted on Thursday afternoon and, in qualifying, held up five men – Jarno Trulli twice, Jenson Button, David Coulthard and Mark Webber once each – because his in-laps were 17s slower than a normal lap.

In the race he ran into the back of Enrique Bernoldi, resulting in a drive-through penalty and a war of words with Enrique in the Brazilian media. He then shunted out of the race after suffering brake failure.

"That was a pretty exciting first Monaco Grand Prix for me," he said. "It was a big impact and my nose hit the steering wheel. But I'm okay."

Montoya "has bigger balls"

Juan Pablo Montoya was 2.5mph faster through the Swimming Pool section in qualifying than any other driver. As one Williams engineer said, "Juan has bigger balls than Ralf [Schumacher] around a place like this." Juan's lap shaved 0.8s off Coulthard's 2001 pole time.

At the start of the race, Juan was jumped by DC. He ran in second place until his engine blew on lap 47. It was his first retirement of the year.

Ralf was one of the few drivers to opt for Michelin's harder tyre, but he was unable to take advantage of the better wear rate because he had to make an unscheduled second stop with a rear tyre problem. All in all, third place was a good result.

Disappointment for Toyota

For the first time, both Toyotas qualified in the top 10 (Mika Salo ninth, Allan McNish 10th) – on a track

which they thought wouldn't suit the TF102. Sure, the Michelin tyres were working well, but their speed served to highlight the car's good balance.

Neither driver fared so well in the race. McNish collected too much inside kerb at Ste Devote on lap 16 and was spat into the outside barrier. Salo lasted until lap 70, when he suffered brake failure entering Casino Square. He intentionally hit the inside barrier to scrub off speed.

FIA allow Trulli's result

Trulli kept his fourth place, but only after his R202's electronic box had been examined. At the end of the race the box was missing a seal, obliging the FIA to check its legality.

Otherwise, Monaco was a good weekend for Trulli. He outqualified team-mate Button by 0.4s but, as Trulli had been fastest in Saturday's practice session, seventh and eighth on the grid was disappointing.

Trulli drove an uneventful race to fourth. Jenson jumped the start, then stopped and was last into the first corner. He was given a drive-through penalty, and later hit Olivier Panis.

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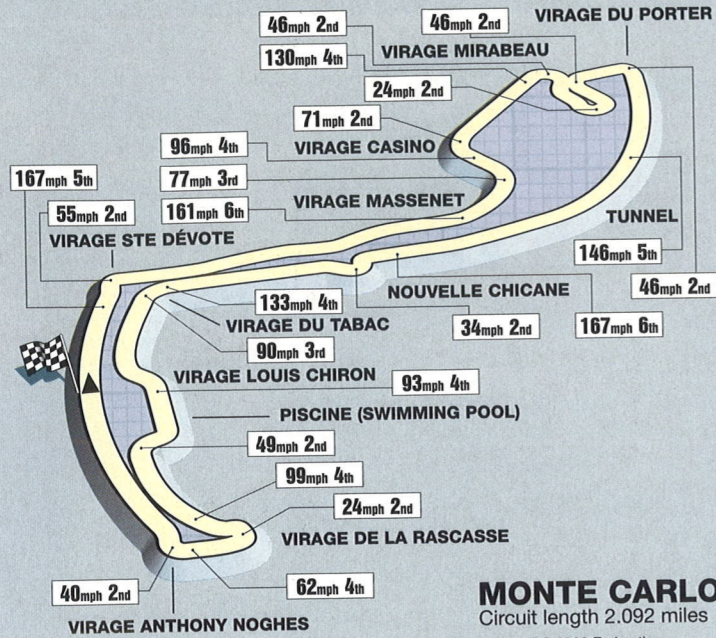
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All the facts Monaco

Date May 26 2002; Weather Sunny, 24°; Track temperature 32°; Laps 78; Race distance 163.176 miles; Attendance 100,000

Qualifying times

Position	Driver	Time
1	Juan Pablo Montoya	1:16.676
2	David Coulthard	+0.392
3	Michael Schumacher	+0.442
4	Ralf Schumacher	+0.598
5	Rubens Barrichello	+0.681
6	Kimi Raikkonen	+0.984
7	Jarno Trulli	+1.034
8	Jenson Button	+1.456
9	Mika Salo	+1.558
10	Allan McNish	+1.616
11	Giancarlo Fisichella	+1.666
12	Heinz-Harald Frentzen	+1.931
13	Felipe Massa	+2.330
14	Jacques Villeneuve	+2.576
15	Enrique Bernoldi	+2.736
16	Takuma Sato	+2.785
17	Nick Heidfeld	+2.824
18	Olivier Panis	+2.893
19	Mark Webber	+2.998
20	Pedro de la Rosa	+3.120
21	Eddie Irvine	+3.463
22	Alex Yoong	+4.923



MONTE CARLO

Circuit length 2.092 miles
© 2002 Federation Internationale de l'Automobile, 2 Chemin Blandonnet, 1215 Geneva, Switzerland

Did you know?

This was the 60th Monaco Grand Prix – the first being back in 1929 – although only 49 of those have been for the world championship. Michael Schumacher completed his 100th grand prix for Ferrari at Monaco, and Mika Salo made his 100th start

Lap by lap

START Coulthard beats poleman Montoya away. Button jumps start. Villeneuve is pushed into pitlane
LAP 3 The top four (DC, JPM, Michael Schumacher, Ralf Schumacher) run nose to tail
LAP 23 Sato crashes at tunnel exit
LAP 28 Massa drives into the back of Bernoldi into Ste Devote
LAP 30 DC's McLaren begins to emit a trail of smoke
LAP 40 Barrichello runs into the back of Raikkonen at the chicane
LAP 44 Michael pits
LAP 46 DC's lead over JPM is 12s
LAP 47 Montoya pulls off with a blown engine
LAP 51 DC pits but rejoins in lead
LAP 78 DC wins second Monaco GP by over a second from Michael

Speeds and stops

FASTEST LAP
Rubens Barrichello
1:18.023s on lap 68 (96.623mph)
FASTEST THROUGH SPEED TRAP
Michael Schumacher 183.562mph
SLOWEST THROUGH SPEED TRAP
Olivier Panis 172.936mph
FASTEST PITSTOP
Rubens Barrichello 18.303s
SLOWEST PITSTOP
Kimi Raikkonen 3:16.687s

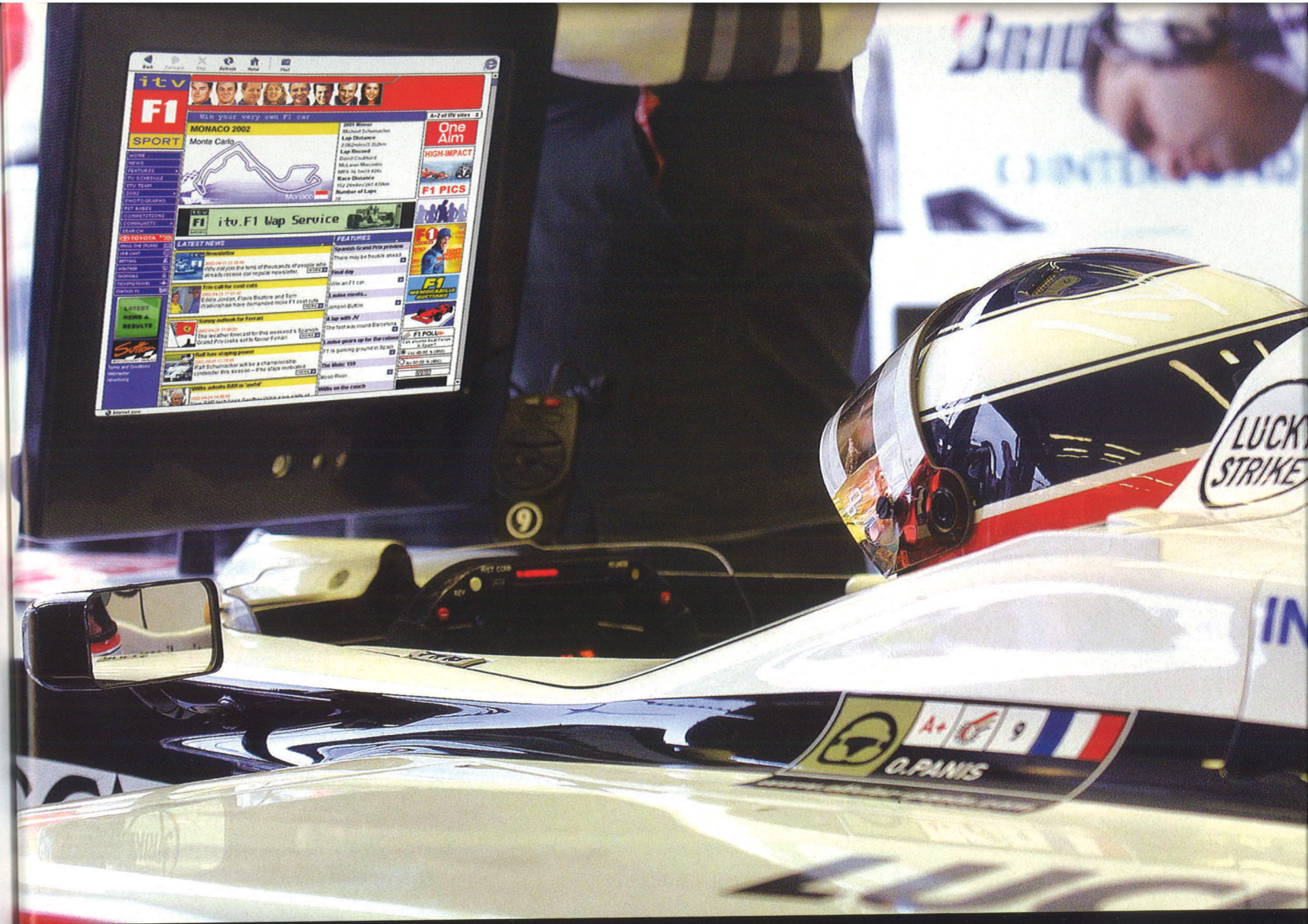
Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	David Coulthard McLaren-Mercedes MP4-17 (Michelin)	1:45:39.055	1
2	Michael Schumacher Ferrari F2002 (Bridgestone)	+1.050	3
3	Ralf Schumacher Williams-BMW FW24 (Michelin)	+1:17.450	4
4	Jarno Trulli Renault R202 (Michelin)	1 lap behind	5
5	Giancarlo Fisichella Jordan-Honda EJ12 (Bridgestone)	1 lap behind	11
6	Heinz-Harald Frentzen Arrows-Cosworth A23 (Bridgestone)	1 lap behind	10
7	Rubens Barrichello Ferrari F2002 (Bridgestone)	1 lap behind	7
8	Nick Heidfeld Sauber-Petronas C21 (Bridgestone)	2 laps behind	15
9	Eddie Irvine Jaguar R3 (Michelin)	2 laps behind	20
10	Pedro de la Rosa Jaguar R3 (Michelin)	2 laps behind	19
11	Mark Webber Minardi-Asiatech PS02 (Michelin)	2 laps behind	18
12	Enrique Bernoldi Arrows-Cosworth A23 (Bridgestone)	2 laps behind	14
NOT CLASSIFIED			
	Mika Salo Toyota TF102 (Michelin)	accident – 69 laps	8
	Felipe Massa Sauber-Petronas C21 (Bridgestone)	accident – 63 laps	13
	Olivier Panis BAR-Honda 004 (Bridgestone)	accident – 51 laps	16
	Jenson Button Renault R202 (Michelin)	accident – 51 laps	17
	Juan Pablo Montoya Williams-BMW FW24 (Michelin)	engine – 46 laps	2
	Jacques Villeneuve BAR-Honda 004 (Bridgestone)	engine – 44 laps	22
	Kimi Raikkonen McLaren-Mercedes MP4-17 (Michelin)	accident damage – 41 laps	6
	Alex Yoong Minardi-Asiatech PS02 (Michelin)	accident – 29 laps	21
	Takuma Sato Jordan-Honda EJ12 (Bridgestone)	accident – 22 laps	12
	Allan McNish Toyota TF102 (Michelin)	accident – 15 laps	9

Races to date

Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	Britain	France	Germany	Hungary	Belgium	Italy	USA	Japan
Michael Schumacher	1	3	1	1	1	1	2	-	-	-	-	-	-	-	-	-	-
Rubens Barrichello	R	R	R	2	R	2	7	-	-	-	-	-	-	-	-	-	-
David Coulthard	R	R	3	6	3	6	1	-	-	-	-	-	-	-	-	-	-
Kimi Raikkonen	3	R	12	R	R	R	R	-	-	-	-	-	-	-	-	-	-
Ralf Schumacher	R	1	2	3	11	4	3	-	-	-	-	-	-	-	-	-	-
Juan Pablo Montoya	2	2	5	4	2	3	R	-	-	-	-	-	-	-	-	-	-
Nick Heidfeld	R	5	R	10	4	R	8	-	-	-	-	-	-	-	-	-	-
Felipe Massa	R	6	R	8	5	R	R	-	-	-	-	-	-	-	-	-	-
Giancarlo Fisichella	R	13	R	R	R	5	5	-	-	-	-	-	-	-	-	-	-
Takuma Sato	R	9	9	R	R	R	R	-	-	-	-	-	-	-	-	-	-
Jacques Villeneuve	R	8	10	7	7	10	R	-	-	-	-	-	-	-	-	-	-
Olivier Panis	R	R	R	R	R	R	R	-	-	-	-	-	-	-	-	-	-
Jarno Trulli	R	R	R	9	10	R	4	-	-	-	-	-	-	-	-	-	-
Jenson Button	R	4	4	5	12	7	R	-	-	-	-	-	-	-	-	-	-
Eddie Irvine	4	R	7	R	R	R	9	-	-	-	-	-	-	-	-	-	-
Pedro de la Rosa	8	10	8	R	R	R	10	-	-	-	-	-	-	-	-	-	-
Heinz-Harald Frentzen	DSQ	11	R	R	6	11	6	-	-	-	-	-	-	-	-	-	-
Enrique Bernoldi	DSQ	R	R	R	R	R	12	-	-	-	-	-	-	-	-	-	-
Alex Yoong	7	R	13	NQ	NS	R	R	-	-	-	-	-	-	-	-	-	-
Mark Webber	5	R	11	11	NS	12	11	-	-	-	-	-	-	-	-	-	-
Mika Salo	6	12	6	R	9	8	R	-	-	-	-	-	-	-	-	-	-
Allan McNish	R	7	R	R	8	9	R	-	-	-	-	-	-	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/NQ Did not qualify



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#8: Were we dreaming it?

The Canadian Grand Prix ended with a surfeit of questions. Who was doing what, and why? Peter Windsor reports



There were so many anomalies in the Canadian Grand Prix, so many question marks, that you began to wonder if all you could see was real. Why, for instance, did Ferrari not bring in the light-fuelled Rubens Barrichello during the safety car period? Why, if he, too, was on light fuel, did Juan Pablo Montoya undergo a personality change in the opening phase of the race and hand the lead to Barrichello? And why, at the end of another dominating day for Ferrari, did Williams think that victory was theirs but for a last-minute Montoya engine problem? Was everyone watching the same race?

About the only things of substance in Canada – in the sense of the real things you could absorb and appreciate – were the drives of Michael Schumacher and David Coulthard: both, on one-stop strategies, with brakes and tyres and fuel

to conserve, were impeccable in their craft. Michael never allowed the two-stoppers to have even a sniff of the 10 points he coveted and DC converted a difficult-to-drive McLaren into a strong and good second place race car. He drove a massively long first stint – 49 laps into the race – and emerged from his pitstop ahead of his team-mate, Kimi Raikkonen. Kimi faded with a fuel problem, DC charged and, near the finish, he chopped past Rubens to finish second (see *Race Shorts*, page 144). Both drivers spent brilliant days at the office.

For the rest... it was confusing. You would have thought, for example, that Williams-BMW would have run both their cars on one-stop strategies. Computer simulations showed (as ever) that two stops were quicker than one – but only by a matter of seconds. Run into any sort of traffic (or, worse still, a safety car period)

and your gamble was lost. If you were quick, were at or near the front, one-stop it was – particularly if you had a large, 100kg fuel tank. Or so it seemed.

Williams ran Ralf Schumacher on one-stop and Juan Pablo on two. Or so it seemed.

Ferrari also chose to split their options – but for more understandable reasons. Expecting Williams-BMW to run one-stop, they needed at least one car to be able to break free. On top of that, Ferrari's assumed fuel tank size (based on when they had stopped in the races leading up

(Above) As usual, Ferrari's strategy for Michael Schumacher worked perfectly

'THERE WERE SO MANY ANOMALIES THAT YOU BEGAN TO WONDER IF ALL YOU SAW WAS REAL'

> Drivers' championship: Round 8 Canada

1	Michael Schumacher	70
2	Ralf Schumacher	27
3	Juan Pablo Montoya	27
4	David Coulthard	26
5	Rubens Barrichello	16
6	Jenson Button	8
7	Kimi Raikkonen	7
8	Giancarlo Fisichella	6
9	Nick Heidfeld	5
10	Jarno Trulli	4

11	Eddie Irvine	3
12	Felipe Massa	3
13	Mark Webber	2
14	Mika Salo	2
14	Heinz-Harald Frentzen	2

> Constructors' championship

1	Ferrari	86
2	BMW-Williams	54
3	McLaren-Mercedes	33
4	Renault	12
5	Sauber-Petronas	8
6	Jordan Honda	6
7	Jaguar Racing	3
8	Minardi Asiatech	2
9	Toyota Racing	2
10	Arrows Cosworth	2

(Right) Juan Pablo Montoya kept his pole advantage at the start. Rubens Barrichello got ahead of Michael Schumacher and by the end of lap one had passed Montoya for the lead



STEVE ETHERINGTON/AT. FORMULA ONE ADMINISTRATION LTD

(Above) Rubens Barrichello was critical of the decision to call out the safety car, saying after the race, "They [the FIA] completely did my race there"

to Montreal) measures 90 kg – exactly half of the expected fuel consumption for the full race distance at Montreal. Thus a one-stop strategy for Ferrari, under certain conditions, could have been marginal.

Which Ferrari driver would you then put on the lighter fuel load? Rubens has done well on two stops in the recent past (Indy, Suzuka, Brazil), so he was the obvious choice. Or was he? The last thing Michael needed was (a) to be marginal on fuel or (b) to be trapped behind Montoya. On two stops his worst result was going to be something like a third. At best... he could win. A one-stop Rubens, moreover, had a chance of holding up the opposition. On balance, therefore, you would have thought that it would have been Michael who was light and Rubens who was heavy. Wrong.

In the early laps, to be sure, even the players themselves were confused. Ferrari thought that Montoya seemed to be

quick... but not quick enough surely to be on a two-stopper. Nor could Juan's lap times be compared with those of Ralf: the other Williams driver was caught behind Raikkonen's McLaren.

What was clear was that Juan Pablo was driving a race that for all the world looked like a one-stopper. He didn't resist Rubens and, in his wake, he quickly concentrated on running second. This, remember, is the Juan Pablo Montoya who passes and repasses, who never gives anyone a millimetre without first drawing blood. And yet here he was, on a two-stop strategy, letting Rubens, who was obviously on the same strategy, walk away with it.

Michael, too, was wondering about it all. He had to assume that Juan Pablo had a full fuel load; there was no other explanation. He resigned himself to a long, hard race. Keeping Juan Pablo within reach was his first priority; conserving his

TECHNO FILE

When size matters – and smaller is better

Brake cooling is vital. Steve Matchett explains why size isn't everything



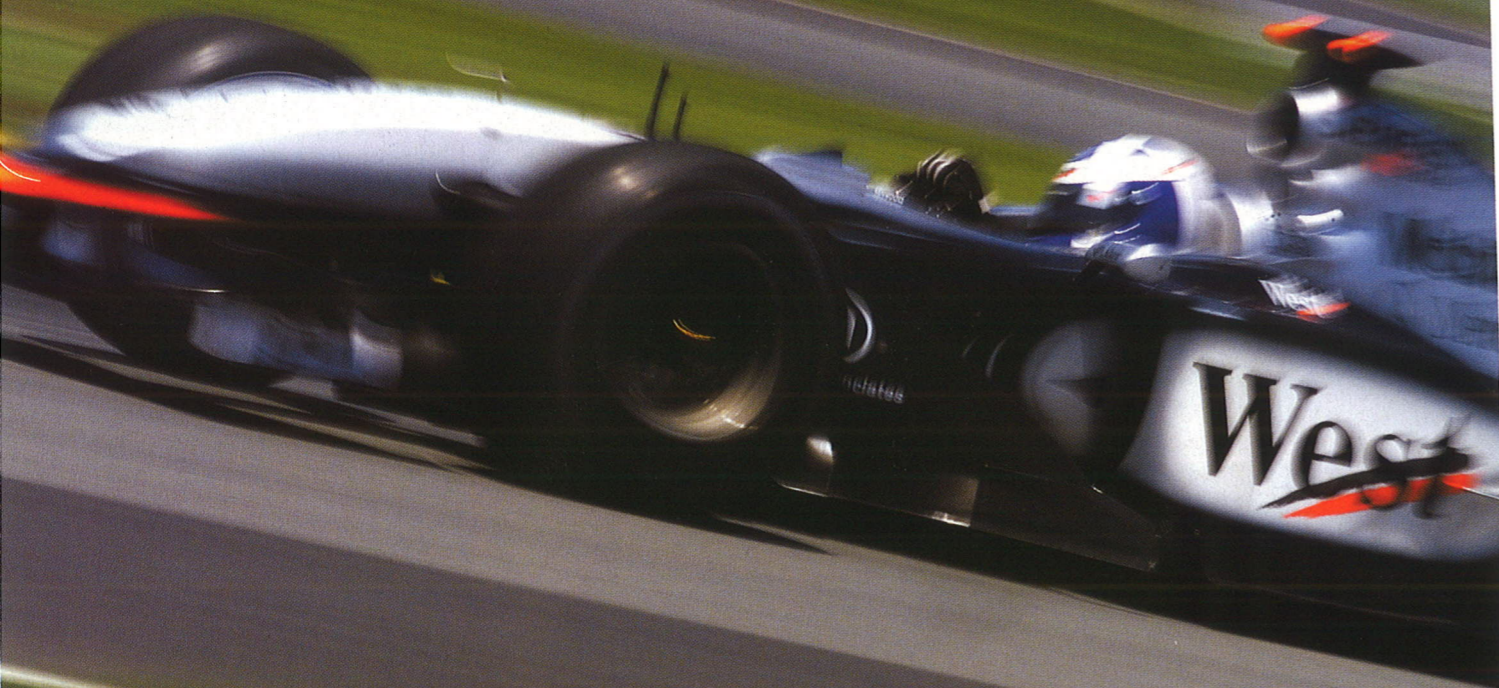
As regards brakes, the Circuit Gilles Villeneuve presents engineers with their biggest challenge of the year. There are

few sweeping corners here – indeed, the vast majority are exceedingly tight. The entry to the Casino hairpin is taken at more than 190mph, while the exit speed drops below 40mph. The same is true at the opposite end of the long pitstraight too.

High entry speeds, combined with low exit speeds, place great demands on the composite brakes. The brakes require good ventilation, achieved via the ducts attached to the inside face of the axle uprights. It might seem a simple solution to fit bigger ducts, but things are never quite that straightforward. While it's true that increasing the size of the ducts will (to a limited degree) increase the quantity of air passing through the brakes, their positioning, just above the trailing flaps of the front wing, damages the wing's efficiency by disrupting the quality of the airflow as it travels rearward. Larger ducting compounds this problem: the brakes may benefit, but the resulting loss of front wing downforce will increase understeer.

It is not a given that bigger ducts must result in more brake cooling. For a duct to work efficiently, the size of its inlet must be governed by the size of its outlet: in this case, the dimensions of the axle uprights and bearing carriers. The inlet must be smaller than the outlet; increasing the size of the inlet alone will result in a stalled air flow, greatly reducing its potential cooling capacity.





(Left) Kimi Raikkonen prepares for battle; (right) Schumacher reckons he could have fought for second if it hadn't been for two long pitstops due to refuelling troubles



car was his second. As it would later turn out, he effectively won this race in those opening 14 laps: despite his weight penalty, he lost only four seconds to Juan Pablo.

Apparent answers to the questions of strategy came by courtesy of BAR-Honda. Jacques Villeneuve's engine blew as he left the hairpin. He parked it on the outside, away from the racing line. One, two, three laps went by. The safety car looked imminent. There was plenty of time to react. And then it was out and, instantly, Brawn-like, Sam Michael called in Juan Pablo. I thought I heard some radio dialogue in the moments preceding the call – something about only changing the rears, something that suggested that Juan Pablo was in trouble and wanted to risk a stop – but it was too crackly to tell. Even before the pitcrew were ready for him, Juan Pablo was in the pitlane. With protection from the safety car, he was in.

In for fuel and tyres, which, amazingly, suggested that he had indeed started

on light fuel. In which case you waited for Rubens, too: Ferrari are masters at this, as they proved in Austria. Yet Rubens stayed out there, leading the field at 60mph. What was happening? Was this real? Was Rubens, astonishingly, on a full fuel load?

Press pause here, because Williams would later say that nothing about this was too surprising. Juan Pablo was on a two-stop strategy, they said, but he was obviously carrying more fuel than Rubens: that was why the Ferrari was so much quicker. Ferrari, meanwhile, asserted later that they were unsure about whether or not to bring Barrichello in during the safety car period (because they thought he might lose too much track position). They were surprised, they said later, when they saw that Juan Pablo had dropped back only to fifth. As it happened, the cars had slowed much faster than expected – had slowed the instant the safety car message had hit the screens rather than when they

actually bunched up behind it. Ferrari would have had much more time than they had imagined.

Rubens radioed in, asking about whether he could stop. No reply. He tried again. No reply. It was strange.

Michael now knew that Juan Pablo was on a two-stopper and that the negative sides of the first Montoya pitstop had been virtually nullified by the safety car. It was critical, therefore, that Michael now drove absolutely on the limit, building up a lead that he could take into his mid-race pitstop. Montoya was quick – as his pole proved in qualifying; and he had used the safety car well. He was a genuine, potential winner. Which is why Michael then drove maybe the best 20 consecutive racing laps we will see this year. He pulled out a second a lap, every lap, over Montoya, millimetre perfect to the Montreal walls. By the time Michael stopped on lap 38 (11 sooner than DC!) he was leading Juan Pablo by ▶

(Main) DC had started a lowly eighth. But he was able to convert that to a strong second place, bagging six points

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(Above) Montoya's race strategy kept Michael guessing. He could have been a threat for the win and had to be watched

(Left) Things are looking up for David Coulthard. His second consecutive strong finish should be a morale booster

FACT ATTACK: Michael has 70 points. Ralf, JPM and DC have 80 between them. Michael *could* secure the title as early as France



(Left) Luca Baldisserrri, Michael's race engineer, joins Barrichello and Schumacher on the podium to celebrate their first and third place finishes with

STEVE ETHERINGTON/LAT

a stunning 23 seconds. In the second half of the race, with Juan Pablo in front of him for a while, pulling out a 12-second margin, he drove with brakes, fuel and tyres in mind. He blistered his rears but this wasn't a problem: grooved tyres localise a blister and burst blisters dissipate heat. And, in the closing stages, with Juan Pablo fuelled and tired (rears

'IS THERE ANOTHER POSSIBLE ENDING? ONLY MICHAEL, AND DC, MADE SENSE IN CANADA'

only!) for the second time, Michael was still ahead by seven seconds. He lost some time in traffic... then instantly found it again. It was Michael's race. Williams would say later - long after Juan Pablo had stopped with a blown engine - that Michael struggled to the finish, short of fuel and tyres. "I was catching Michael quickly and as we saw he was struggling at the end of the race...", said Montoya in a statement attributed to him after the race. Reality appeared very different. More likely, this was Michael as we know him, merely winning at the slowest possible speed. With three laps to run he was still lapping in the 1.17s. And, from the time of

his last pitstop to the moment he retired, Juan Pablo actually took only *half a second* from Michael's lead. He shaved it in three laps from 8.5 seconds to 6.1, but then Michael responded by lapping a second a lap quicker. So is there another possible ending? Did Ferrari fail to call in Rubens under cover of the safety car because this was the best way of controlling his race (in the context of Austria)?; and, after all, had Juan Pablo been on a one-stopper? Had the safety car stop been a mistake - or perhaps a necessity because of some other problem? Only Michael, and DC, made sense this day in Canada. **1**

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1. Ferrari Storm Through - Malaysian GP
(M. Schumacher, Barrichello) Keith Woodcock



2. Great Scott! - Brazilian GP
(Coulthard, M. Schumacher, Marques) Rod Diggens



3. No Lifting - San Marino GP
(R. Schumacher, Coulthard) Keith Woodcock



4. Cruising - Monaco GP



5. Young Guns - British GP
(Raikkonen, Heidfeld) Keith Woodcock



6. Juan Fine Day - Italian Grand Prix
(Montoya, Barrichello) Rod Diggens



7. Yellow Fever
(Alesi) Keith Woodcock



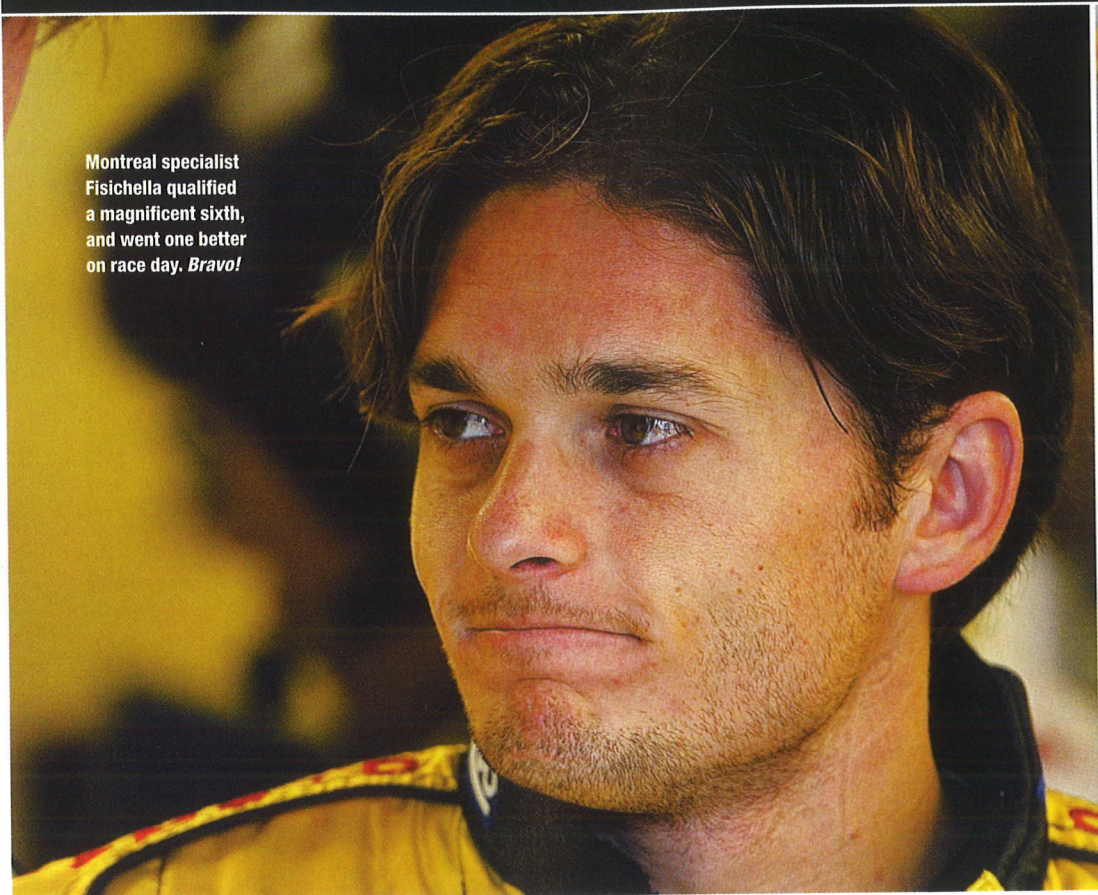
10. 'Simply the Best' - F1 Champion
(M. Schumacher) Rod Diggens



#8: Race shorts

Fisichella has plenty to smile about, but the fur flies between Coulthard and Barrichello. Tom Clarkson reports

Montreal specialist Fisichella qualified a magnificent sixth, and went one better on race day. *Bravo!*



BAR's new aero kit pleased Panis (above) and Villeneuve in qualifying... but disappointed in race trim; (below) DC's chicane etiquette didn't please Rubens Barrichello at all



STEVE ETHERINGTON/LAT

Ch-ch-ch-changes

There were two changes to the Circuit Gilles Villeneuve for this year's race: a new pitlane exit and revisions to the hairpin.

The pitlane used to exit at the entrance of Turn One, whereas it now extends to the entry of the next turn, decreasing the likelihood of accidents. After the first day of running, the white line at the exit was lengthened to stop drivers chopping onto the racing line.

"It's much better than before," said Jenson Button, "but I don't know how they managed to make it so bumpy. You also have to be careful because you rejoin the track on the outside – on the marbles."

New parts at BAR

British American Racing ran their new aero kit for the first time in Canada, and it was given a definite thumbs-up by the drivers. There were new front and rear wings, new sidepods and a new floor.

"The new aero kit feels really good," said Jacques Villeneuve. "This is the first time in the four years

that I've been here that I've been able to feel an improvement on the car. It's more stable and really nice to drive. It's very motivating for the team."

The introduction of the aero changes was supposed to coincide with a new-spec Honda engine. But Honda, after a disappointing test at Silverstone the previous week, decided to hold it back for further development. In qualifying, the four Honda runners were losing anything between 0.6 and 0.9 seconds to their rivals on the straight between the hairpin and the final corner...

Horses for Cossies

The Jaguars ran a new Cosworth qualifying engine in Canada, and they clearly benefited from its extra horsepower. There were no aerodynamic changes to the R3s at this race (they are scheduled for the British Grand Prix), so the increased pace of Eddie Irvine (14th) and Pedro de la Rosa (16th) in qualifying can be put down to the CR4 engine, which revs higher than its predecessor.

"The new Cosworth engine

helped make our lives easier," said De la Rosa. "With the added horsepower, our performance improved – particularly on the two long straights." Cosworth hope to make the engine available in race trim for the Nürburgring.

Ferrari v McLaren

There was a lot of discussion between David Coulthard and Rubens Barrichello in the parc fermé concerning that overtaking manoeuvre on lap 60. Both had their own opinion on the matter, but this was how it looked from the outside.

DC was slow exiting the hairpin because he had been expecting Takuma Sato to let him through on the entry to the corner. Amid this confusion, Rubens was able to get the power down sooner.

As they caught Sato on the final straight, Rubens was already pulling out to pass DC – and he was ahead, on the inside, as they entered the braking area for the final corner. DC outraked himself and was forced to miss the chicane, as did Rubens.

"If Rubens had gone round the

chicane rather than through it," said DC, "I would have let him through. As it was, he followed me and I didn't see myself as having gained an unfair advantage."

All Rubens would say is: "If there had been a wall there, I don't think David would have braked so late. We need to change the corner."

Fisi gets busy

This was Giancarlo Fisichella's third consecutive fifth place for Jordan.

He drove a superbly consistent race, fighting back from a clutch problem at the start that cost him two places. At the end of the day he was able to lap more quickly than fourth-placed Kimi Raikkonen, but he chose not to risk a pass.

Fisi was consistently the fastest of Honda's four drivers all weekend and perhaps his best lap of the weekend was in qualifying, good enough to line up sixth on the grid.

"I've always been very confident at this track, and today all our hard work has paid off," he said.

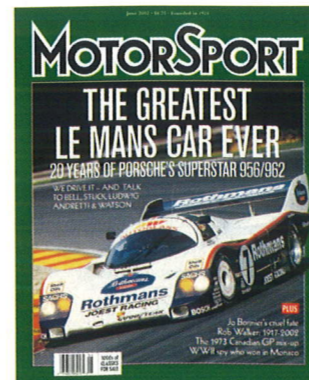
"Giancarlo was really super today," said Eddie Jordan.

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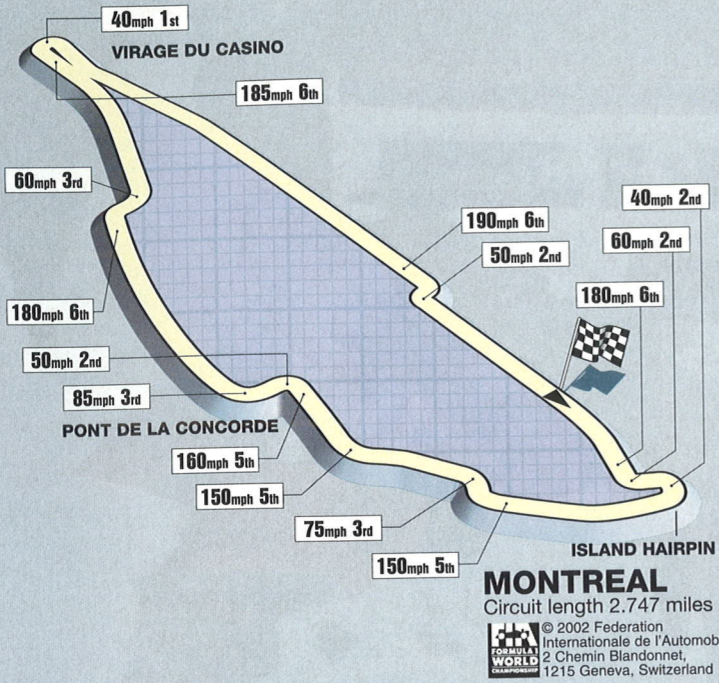


All the facts Montreal

Date June 9 2002; Weather Hot and sunny, 24°; Track temperature 33°; Laps 70; Race distance 189.695 miles; Attendance 117,000

Qualifying times

Position	Driver	Time
1	Juan Pablo Montoya	1:12.836
2	Michael Schumacher	+0.182
3	Rubens Barrichello	+0.444
4	Ralf Schumacher	+0.465
5	Kimi Raikkonen	+1.062
6	Giancarlo Fisichella	+1.296
7	Nick Heidfeld	+1.303
8	David Coulthard	+1.549
9	Jacques Villeneuve	+1.728
10	Jarno Trulli	+1.852
11	Olivier Panis	+1.877
12	Felipe Massa	+1.987
13	Jenson Button	+2.018
14	Eddie Irvine	+2.046
15	Takuma Sato	+2.104
16	Pedro de la Rosa	+2.253
17	Enrique Bernoldi	+2.266
18	Mika Salo	+2.275
19	Heinz-Harald Frenzen	+2.279
20	Allan McNish	+2.485
21	Mark Webber	+2.672
22	Alex Yoong	+4.511



Lap by lap

START Montoya gets away first and Barrichello beats M Schumacher into Turn One. At the end of the lap Barrichello passes JPM to lead
LAP 9 Villeneuve's BAR stops
LAP 14 Villeneuve's car could not easily be moved so safety car is deployed. Montoya pits, rejoins fifth
LAP 18 Race restarts
LAP 19 Montoya passes both Raikkonen and R Schumacher
LAP 28 Barrichello pits
LAP 38 M Schumacher pits. Montoya takes over the lead
LAP 42 R Schumacher pits. A problem with fuel hose means he has to return, dropping to 10th
LAP 49 Coulthard makes sole stop
LAP 57 Montoya's engine blows
LAP 70 M Schumacher wins

Speeds and stops

FASTEST LAP
 Juan Pablo Montoya
 1:15.980s on lap 50 (128.432mph)
FASTEST THROUGH SPEED TRAP
 Takuma Sato 209.72mph
SLOWEST THROUGH SPEED TRAP
 Eddie Irvine 197.92mph
FASTEST PITSTOP
 Nick Heidfeld 17.770s
SLOWEST PITSTOP
 Allan McNish 2:04.851s

Did you know?

This was Ferrari's 150th grand prix victory and Michael Schumacher's 59th. It was his fifth win at the Canadian GP. At this event in 1980 Mike Thackwell became the youngest ever F1 starter at the age of 19 years, four months and 29 days

Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Michael Schumacher Ferrari F2002 (Bridgestone)	1:33:36.111	3
2	David Coulthard McLaren-Mercedes MP4-17 (Michelin)	+1.132	6
3	Rubens Barrichello Ferrari F2002 (Bridgestone)	+7.082	1
4	Kimi Raikkonen McLaren-Mercedes MP4-17 (Michelin)	+37.563	4
5	Giancarlo Fisichella Jordan-Honda EJ12 (Bridgestone)	+42.812	8
6	Jarno Trulli Renault R202 (Michelin)	+48.947	9
7	Ralf Schumacher Williams-BMW FW24 (Michelin)	+51.518	5
8	Olivier Panis BAR-Honda 004 (Bridgestone)	1 lap behind	12
9	Felipe Massa Sauber-Petronas C21 (Bridgestone)	1 lap behind	13
10	Takuma Sato Jordan-Honda EJ12 (Bridgestone)	1 lap behind	16
11	Mark Webber Minardi-Asiatech PS02 (Michelin)	1 lap behind	20
12	Nick Heidfeld Sauber-Petronas C21 (Bridgestone)	1 lap behind	7
13	Heinz-Harald Frenzen Arrows-Cosworth A23 (Bridgestone)	1 lap behind	19
14	Alex Yoong Minardi-Asiatech PS02 (Michelin)	2 laps behind	21
15	Jenson Button Renault R202 (Michelin)	DNF/engine - 5 laps behind	10
NOT CLASSIFIED			
	Juan Pablo Montoya Williams-BMW FW24 (Michelin)	engine - 56 laps	2
	Allan McNish Toyota TF102 (Michelin)	spin - 45 laps	18
	Eddie Irvine Jaguar R3 (Michelin)	engine - 41 laps	15
	Mika Salo Toyota TF102 (Michelin)	brakes - 41 laps	14
	Pedro de la Rosa Jaguar R3 (Michelin)	gearbox - 29 laps	22
	Enrique Bernoldi Arrows-Cosworth A23 (Bridgestone)	safety - 16 laps	17
	Jacques Villeneuve BAR-Honda 004 (Bridgestone)	engine - 8 laps	11

Races to date

Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	Britain	France	Germany	Hungary	Belgium	Italy	USA	Japan
Michael Schumacher	1	3	1	1	1	1	2	1	-	-	-	-	-	-	-	-	-
Rubens Barrichello	R	R	R	2	R	2	7	3	-	-	-	-	-	-	-	-	-
David Coulthard	R	R	3	6	3	6	1	2	-	-	-	-	-	-	-	-	-
Kimi Raikkonen	3	R	12	R	R	R	R	4	-	-	-	-	-	-	-	-	-
Ralf Schumacher	R	1	2	3	11	4	3	7	-	-	-	-	-	-	-	-	-
Juan Pablo Montoya	2	2	5	4	2	3	R	R	-	-	-	-	-	-	-	-	-
Nick Heidfeld	R	5	R	10	4	R	8	12	-	-	-	-	-	-	-	-	-
Felipe Massa	R	6	R	8	5	R	R	9	-	-	-	-	-	-	-	-	-
Giancarlo Fisichella	R	13	R	R	R	5	5	5	-	-	-	-	-	-	-	-	-
Takuma Sato	R	9	9	R	R	R	R	10	-	-	-	-	-	-	-	-	-
Jacques Villeneuve	R	8	10	7	7	10	R	R	-	-	-	-	-	-	-	-	-
Olivier Panis	R	R	R	R	R	R	R	8	-	-	-	-	-	-	-	-	-
Jarno Trulli	R	R	R	9	10	R	4	6	-	-	-	-	-	-	-	-	-
Jenson Button	R	4	4	5	12	7	R	15	-	-	-	-	-	-	-	-	-
Eddie Irvine	4	R	7	R	R	R	9	R	-	-	-	-	-	-	-	-	-
Pedro de la Rosa	8	10	8	R	R	R	10	R	-	-	-	-	-	-	-	-	-
Heinz-Harald Frenzen	DSQ	11	R	R	6	11	6	13	-	-	-	-	-	-	-	-	-
Enrique Bernoldi	DSQ	R	R	R	R	R	12	R	-	-	-	-	-	-	-	-	-
Alex Yoong	7	R	13	NQ	NS	R	14	-	-	-	-	-	-	-	-	-	-
Mark Webber	5	R	11	11	NS	12	11	11	-	-	-	-	-	-	-	-	-
Mika Salo	6	12	6	R	9	8	R	R	-	-	-	-	-	-	-	-	-
Allan McNish	R	7	R	R	8	9	R	R	-	-	-	-	-	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/NQ Did not qualify



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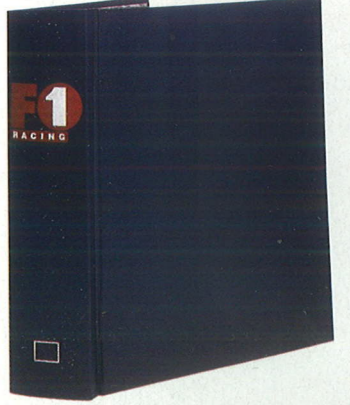
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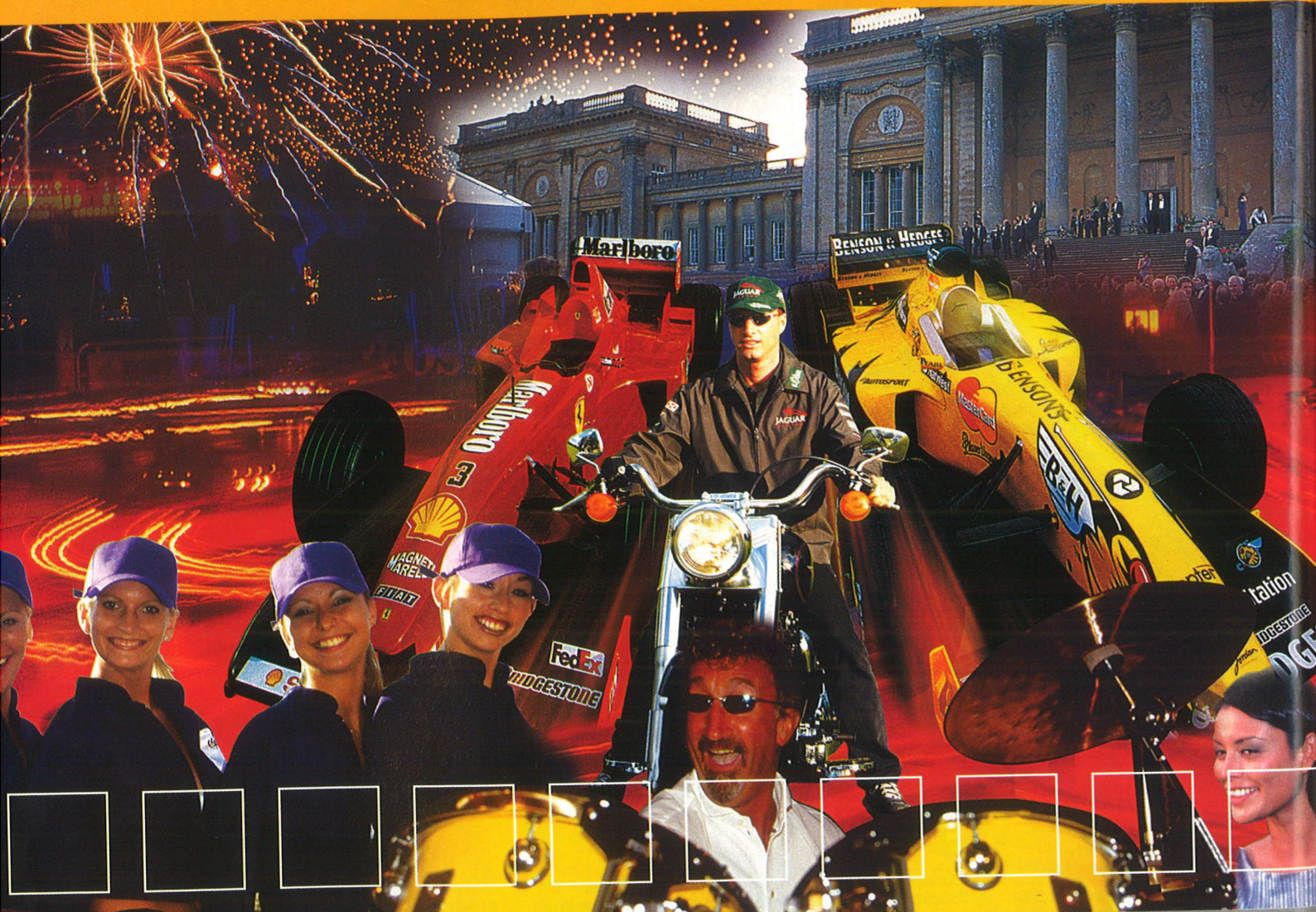
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Final line up to be confirmed

A night of rock with cars, stars n' guitars

Set in the grounds of Historic Stowe school, on the 6th of July, the Grand Prix Concert will rock with a host of stars featuring the Stereophonics, adding to the spectacular British Grand Prix weekend.

Itinerary

- 5.30 Main Gates open
- 7.30 Grand Prix Concert begins
- 7.30 - 8.00 Eddie Jordan and his V10 band
- 8.25 - 9.00 Special guests to be announced
- 9.25 - 10.10 Stereophonics
- 10.15 - 10.30 Concert ends with a spectacular firework display
- 10.30 - 3.00 Exclusive After show Party mingling with celebrities
ask hotline for details & costs

Ticket hotline: +44 (0)1628 788 992
E: grandprixconcert@mcgahans.com

#9: With this 'Ring...

F1 has never been wedded to the modern Nürburgring; it's safer than its majestic predecessor, but lacks a bit of magic

2001 results

Top six places

- 1 Michael Schumacher**
Ferrari F2001, 1h29m42.724s,
126.848mph
- 2 Juan Pablo Montoya**
Williams-BMW FW23, +4.217s
- 3 David Coulthard**
McLaren-Mercedes MP4-16, +24.993s
- 4 Ralf Schumacher**
Williams-BMW FW23, +33.345s
- 5 Rubens Barrichello**
Ferrari F2001, +45.495
- 6 Mika Hakkinen**
McLaren-Mercedes MP4-16, +1m4.868s

Pole position

Michael Schumacher
Ferrari F2001, 1m14.960s, 135.960mph

Fastest lap

Juan Pablo Montoya
Williams-BMW FW23, 1m18.354s,
130.075mph
NEW RECORD

When to watch ITV

Qualifying
10.45 Saturday June 22

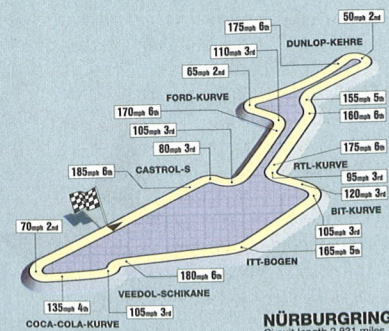
Race
12.05 Sunday June 23

Highlights
23.45 Sunday June 23
Times subject to change

Driver's eye Nick Heidfeld



"I've just bought a new Porsche 911 GT2, so one of the reasons I'm looking forward to the Nürburgring this year is so I can give it a thrash around the Old 'Ring! As for the track we race on, I enjoy it and it's quite challenging. It has a good rhythm. It's also good to race in front of your home crowd. I hope we put on a good show."



This is an area of stunning scenery and dozens of dramatic castles. It's good for the tourist in you

TRAVEL BIT

There are many small villages scattered about but this isn't the liveliest of localities. So savour the scenery, enjoy the peace and go taste some wine.

Making tracks It's quite a drive from Cologne airport – about an hour and a half. But you should find it pretty easy to park once you get here.

Refuelling For a bistro in Koblenz, try Stresemann at Rheinzollstrasse 8. Or go to the Historischer Weinkeller, Mehlgasse 16, which is a cosy wine bar cum restaurant in a medieval cellar.

There's also a nice wine tavern, Zum Deutschen Kaiser, in a 16th-century building at Kastorstrasse 3 – the food is simple but good. If you're in Bonn, there are plenty of places around the Markt, whether you're looking for a restaurant or a snack bar. Try Zum Gequetschten at Sternstrasse 78, where you'll get decent portions for a good price. For something more casual, visit the trendy Bonngout, Remigiusplatz 4. To taste an Alsatian variation on pizza, have Flammekuche at Elsässer Weinstuben, Breite Strasse 67. **Late-night revs** Bellini, Rathausgasse 38 in Bonn, is a popular bar serving cocktails (and Italian food) late into the night. There are several beer gardens

Getting there

Page & Moy (08700 106393): Take an overnight coach trip from £95 per person or have an extended trip: eight nights by air, hosted by Derek Bell and taking in visits to the Porsche factory and museum and fast laps of the old Nürburgring from £2,949 per person

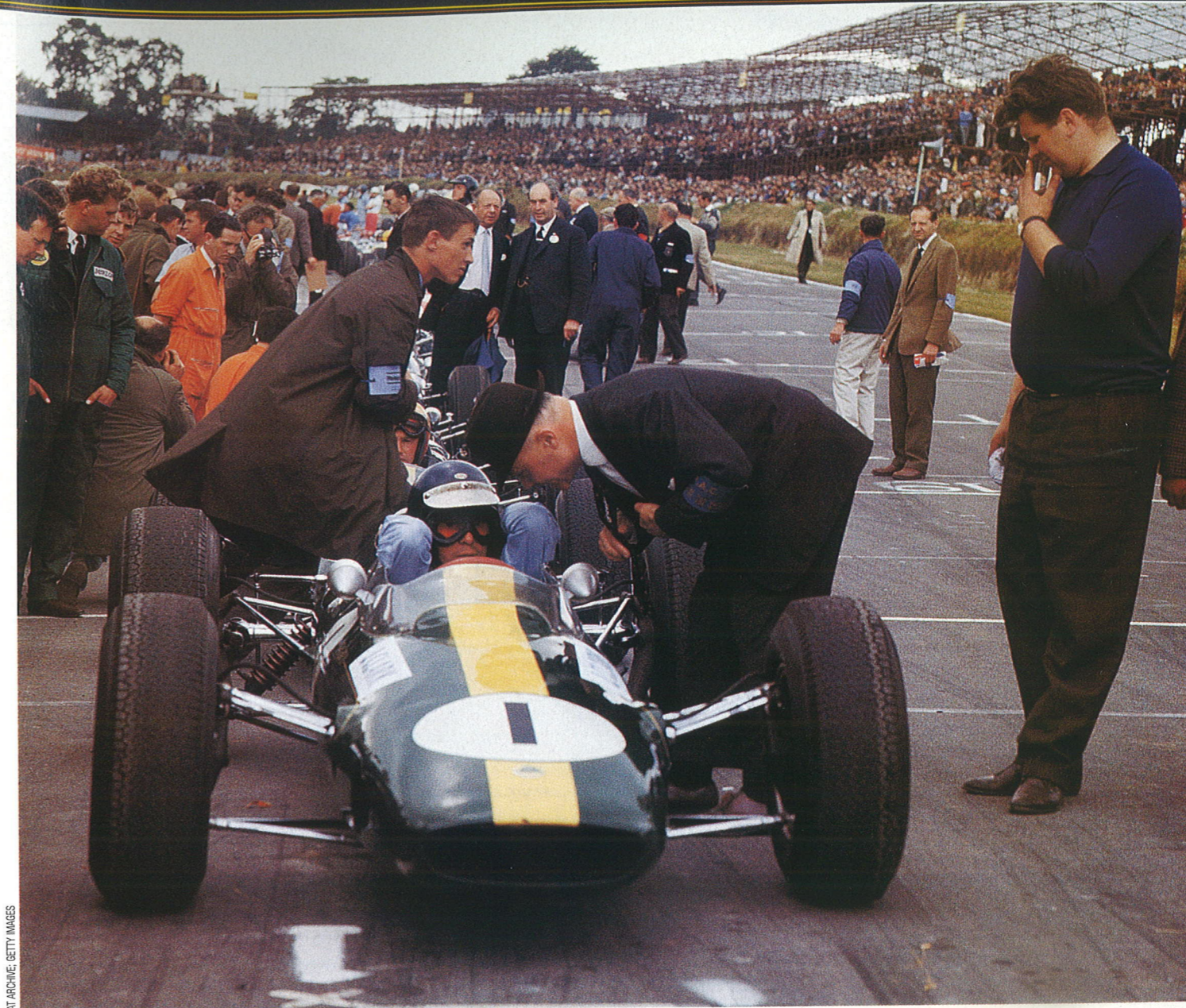
Motor Racing International (01304 612424): Overnight coach trips from £95 per person, or have three nights in Koblenz with no overnight travel from £235. Scheduled flight options from £479

around: for views of the Rhine and the Siebengebirge mountains, try Schänzchen, Rosental 105. The Fiddlers is a very popular Irish pub at Frongasse 9.

Inside track Don't forget to visit the Nürburgring's museum while you're at the track. And take a day trip to Kerpen for Michael and Ralf Schumacher's karting track and museum. Overlooking the river at Koblenz is Ehrenbreitstein, where you'll find the Festung – an old fortress which now contains the Landesmuseum Koblenz (and a couple of restaurants and a youth hostel). The museum displays feature local industries including the wine trade. If you have time, travel along the Rhine towards Mainz – you'll enjoy dramatic landscapes, castles and vineyards along the way. In Bonn, you have plenty of museums to choose from, including the birthplace of Ludwig van Beethoven, Bonngasse 20, and the Rheinisches Landesmuseum, Colmantstrasse 14-16.

Visibility It's mostly grandstands at the Nürburgring. If you can, watch from the hairpin and see them coming towards you from the second corner then accelerating away. Their speed through the Shell Kurve is particularly impressive. *Suzanne Arnold*

LAT ARCHIVE; GETTY IMAGES



HISTORY BIT

You just couldn't keep 'em away

In 1964, Jim Clark raced 44 times. Not for the championship, but simply because it was fun

Although the birthday of the European Grand Prix is officially listed as September 25, 1983 (when Nelson Piquet won with his Brabham-BMW at Brands Hatch) the title had prior to that been shared with other races. In 1964, for instance, the first world championship F1 race ever to be held at Brands was entitled the British and European Grand Prix.

It was won, from pole to chequered flag, by Jim Clark and his Lotus 25, although he was pushed hard for virtually the whole distance by Graham Hill (BRM). This was a golden era for motorsport in Europe, let alone Britain, with Clark proving to be virtually untouchable in every race he drove.

And he drove plenty of them. In '64 alone Clark started 44 races, winning 21 of them, with 14 retirements. He didn't win the world championship (his engine blew while he was leading the finale, in Mexico) and he

didn't win the Indy 500 (although again he was leading, from the pole, when the rear suspension broke). What Clark did win, however, were the following:

Six F1 races with the Lotus 25 (three championship events); two sports car races (Lotus 19 and 30); eight saloon car events, including the British Touring Car Championship (Ford Lotus Cortina); two GT races (Lotus Elan Coupe); and three F2 races (Lotus 32).

The European Grand Prix that year was held on a glorious summer's day, preserved for ever in a still-available video called *Brands Hatch beat*. Chris Barber played live jazz as the 80,000-strong crowd celebrated Clark's win – thus the 'beat' – and the race card was supplemented by events for touring, sports and GT cars plus flying displays, parachute drops, etc. Brands, '64, was a glimpse of the future – of

F1 evolving into entertainment as well as sport. The next day, Sunday, the grand prix drivers played cricket for charity against Lord Brabourne's eleven.

Clark would probably have returned to Scotland on the Monday, driving up in a Lotus Elan or Lotus Cortina, before flying to Stuttgart, Germany, two days later. There he was entered in a works Lotus 33 in the South German Grand Prix at Solitude – on a daunting and very fast road course near Stuttgart. It was wet, the circuit was tree-lined, but again Clark was devastatingly good. Surviving a first lap in which seven drivers left the road (none with injury), Clark won the non-championship race by 10 seconds from John Surtees' Ferrari. They raced at circuits like Solitude for the challenge and of course for the win; and, as entertainers, they knew it was part of the job. **Peter Windsor**



#10: Not as fast, but still mega

Silverstone has changed a bit since its airfield days. But it still has a special atmosphere and sense of history

2001 results

Top six places

- Mika Hakkinen**
McLaren-Mercedes MP4-16,
1h25m33.770s, 134.359mph
- Michael Schumacher**
Ferrari F2001, +33.646s
- Rubens Barrichello**
Ferrari F2001, +59.280s
- Juan Pablo Montoya**
Williams-BMW FW23, +1m8.772s
- Kimi Raikkonen**
Sauber-Petronas C20, +1 lap
- Nick Heidfeld**
Sauber-Petronas C20, +1 lap

Pole position

Michael Schumacher
Ferrari F2001, 1m20.447s, 142.931mph

Fastest lap

Mika Hakkinen
McLaren-Mercedes MP4-16,
1m23.405s, 137.889mph
NEW RECORD

When to watch ITV

Qualifying
12.30 Saturday July 6

Race
12.00 Sunday July 7

Highlights
23.45 Sunday July 7
Times subject to change

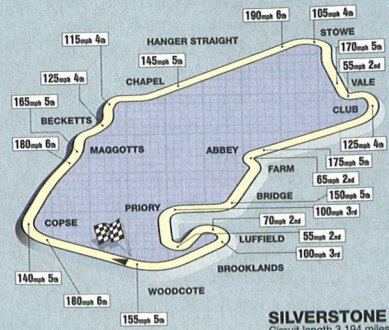
Driver's eye

David Coulthard



"Your home grand prix is special, so I look forward to Silverstone. Sadly, it's not the track it used to be – the speeds aren't there. Copse and Becketts are still great corners, but it's difficult to keep momentum over the rest of the lap because it's so stop-start.

"I've won here twice before. It would be good to win again, but there'll probably be a couple of red cars to stop first!"



There are plenty of pubs to choose from in the small villages around Silverstone

TRAVEL BIT

Silverstone. Okay, it's in the middle of nowhere, but you can't have everything. There's still some exciting racing to be had here and the crowd atmosphere is always good.

Making tracks Don't try to park at the circuit unless you have received a parking permit with your tickets. There are two parking sites for free coach transfer – contact Silverstone for details if you didn't get them with your tickets.

Refuelling Burgers are the easiest things to come by – either at the circuit or in one of several local pubs which put on barbecues over race weekend. If you're looking for something more substantial, however, try the Saracen's Head Hotel in Towcester, 219 Watling Street West – it's quite pricey but there's the chance of spotting some celebs – or the Lime Tree Hotel in Northampton, 8 Langham Place. A couple of slightly more low-key places to try are the Stratton Arms in Turweston, near Brackley, or the Butchers Arms in Greens Norton, near Towcester.

Late-night revs There are many busy pubs around – try the Green Man near Syresham on the A43 and the Royal Oak, also on the A43. Or the White Horse in Silverstone or the Fox and Hounds in

Getting there

Page & Moy (08700 106393): Take a day-trip to Silverstone by coach from £25 – there's a good choice of pick-up points. Stay for one night in Warwick £149. Two and three-night stays in Warwickshire are also available

Motor Racing International (01304 612424): Travel by coach for the day from £25: there are pick-up points nationwide. A champagne breakfast coach trip costs from £99. And there's also a hospitality package available, starting at £699

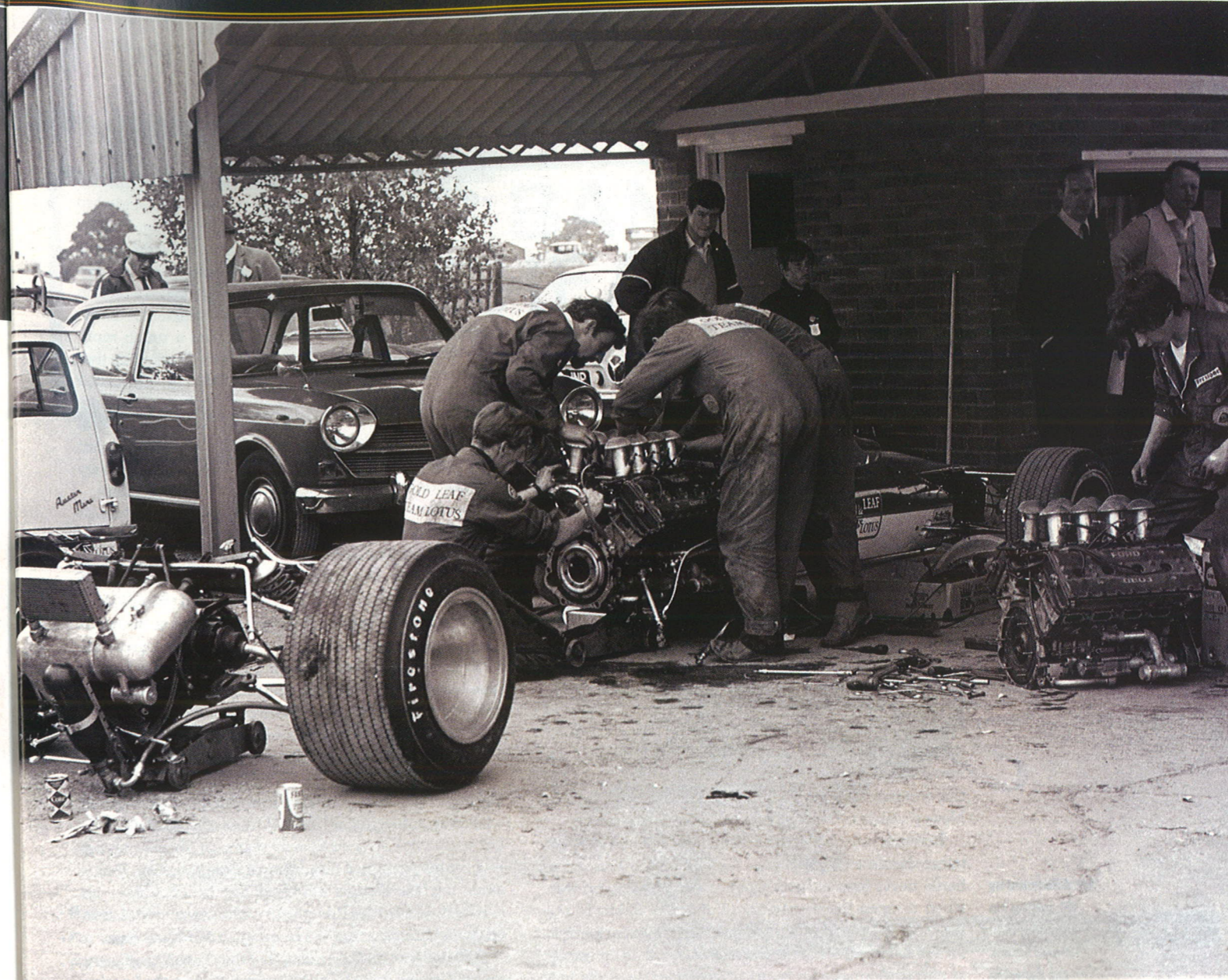
Whittlebury. For something more flash, wander over to Whittlebury Hall – it's right by the circuit and you might spot a driver or two in the bar. And of course you can see Eddie Jordan and his band at the Saturday night Grand Prix Concert (ring +44 (0)20 7384 1960 for tickets).

Inside track There's not much in the immediate area. So if you have a free day away from the track, why not take a trip to Oxford? Wander around the town centre admiring some of the university colleges. Guided tours are available from the Tourist Information Centre at Gloucester Green. The University Botanic Garden, off the High Street opposite Magdalen College, is the oldest in Britain. Or go to Northampton and see the Church of the Holy Sepulchre, a well-preserved Norman round church.

Visibility Club is a good spot to watch from, especially if it's wet as you'll see them getting out of shape here – though it was more spectacular without traction control. The exit of Chapel is another particularly good spot as you can see them leaving Maggotts and coming towards you through Becketts and Chapel and then watch them powering away down the Hangar Straight.

Suzanne Arnold

MIKE HAWARD, GETTY IMAGES



HISTORY BIT

Super-heroines and sausages

Where else could Nigel Mansell have held a BBQ just hours after beating a champion to pole?

There was a lovely photograph in *Motor Sport* a couple of months ago, depicting a Lotus 49B undergoing an engine change on the grass at Silverstone, out near the scrutineering bay. Eddie Dennis and the Team Lotus mechanics are heads down, hands dirty; a few bystanders can be seen, hands on hips, almost offering to help.

The next day – Saturday July 19, 1969: motor racing was much more civilised back then – Jochen Rindt flew with that 49 in the British Grand Prix, racing Jackie Stewart harder than Jackie had ever been raced before. I guess the moral of the story is that Silverstone is a place of great contrasts – one minute a rural, converted airfield, the next a high-speed racing vortex, a centre point for the F1 industry as a whole.

Keijo Rosberg's 1985 pole lap is still the fastest ever driven in F1 – but that was because the Woodcote chicane was a very

fast corner in '85. By '87, with Nelson Piquet and Nigel Mansell racing wheel nut-to-wheel nut in the Williams-Hondas, Silverstone had been slowed further still.

The best Silverstone qualifying lap I ever saw (and I never saw Clark or Moss at Silverstone) was Nigel Mansell's in '90. The Ferrari was stunning and Mansell was flawless, combining Prost's economy of turn-in with glorious feel and touch, both on fast corners and slow.

Every inch of Silverstone flattered Mansell's talent, but it was at the pre-emasculated Club that he knew he could gain his margin. If Mansell got it right, Club would be flat in fifth, with an entry speed of about 175mph. Alain Prost, with three world championships behind him, was never going to match Mansell at that sort of game.

Mansell's lap was as near-perfect as any that has been driven before or since. Make

that millimetre-perfect, because Silverstone in those days was about turning in at exactly the right millisecond, with exactly the right input. And you could only be flat through Club if your trajectory, at 175mph, was going to leave you on exactly the right six-inch section of exit rumble-strip. At no stage was Mansell's Ferrari more than a couple of degrees out of line; it was a living study of pin-sharp judgement and perfect use of the front end of a very well-balanced racing car.

Mansell took the pole by the margin of 0.6 sec over Ayrton Senna's McLaren-Honda – and by nearly a second over Prost, the yardstick in the identical car. A couple of hours later, job done, Mansell hosted a small barbecue by his camper van in the BRDC parking area. Kids and sausages everywhere.

The contrast, of course, was complete.

Peter Windsor

black flag

Dear Mika,
My friends tell me they saw you on the Côte d'Azur and you looked the picture of health. All those rumours that your weight had ballooned out of control and that you'd dyed your hair purple were wide of the mark. I'm told you looked very trim – despite the Boy Coulthard taking the mickey by tapping your tummy during a photo call. Cheeky pup.

So life seemed pretty good, even though I'm sure you could have done without all that noise over the Monaco weekend. Quite understand why they have to hold the race at Monte Carlo, but why they can't practice somewhere else is quite beyond me. In my experience, when recovering from a 3.00am bender at Stars 'n' Bars, the last thing you need is a wake-up call from a Mercedes V10 revving at 18,000rpm. Or thereabouts.

Still, at least Davy Boy managed to bring home the bacon in your personal back yard, notching up his second victory through that absurd Armo corridor. One more than you managed, as I recall. All of which leads me to the inevitable question: namely, whether you're going to swap the controls of Hugo's buggy for those of Mr Adrian Newey's latest techno-creation in the foreseeable future?

Between ourselves, Mika, I can't think what in God's name should ever tempt you. Squillions of dollars in the bank, never have to work again, most pressing priority when to open the first bottle of chilled Chablis in the sunshine. Why anybody should want to swap that lifestyle for a post-testing debrief at Barcelona, debating the merits of tyre compounds for hours on end sure beats the hell out of me. Still, you boys sometimes seem to have an unfathomable attraction to those damn racing cars. A case of 'can't live with, can't live without', if you ask me.

Not distracted by DC patting his tum, Hakkinen (centre) smiles for the cameras while having a word with Kimi Raikkonen (right)



Of course, since you departed to begin the rest of your life, there has been much sniggering behind the F1 bike sheds about the timing of your decision. Fast Finn had early sight of Merc V10's power figures and decided to unfold sun lounger without further ado, that sort of thing. Bet you were having a giggle when Red Baron lapped hapless Scot right in front of McLaren pit at Imola. My pals tell me that McLaren sense of humour stretches a bit thin under these circumstances so they keep their heads down.

Anyway, whole MP4-17 saga looked a touch more serious with DC's brilliant run to victory. Tucked up that German chappie in the Ferrari rather well, I thought; a line of business you used to specialise in, as I recall. On the other hand, I think the time is fast approaching when you might be called upon to have a word in your local lingo with the Kimster – which is, I understand, contemporary Woking patois for the occupant of the second McLaren.

I use the word 'occupant' advisedly, because at Monaco it seemed the Kimster spent most of the time chilling in the pitlane after planting his car very firmly against a passing tree. In fairness, his departure from the race was hardly his fault, as Ruby Baby got a bit frustrated and ploughed his Ferrari into the Kimster's rear wing. But even so, he needs a touch on the emotional brake because his progress has been unexpectedly erratic so far, leaving former Sauber team-mate Nick Heidfeld chortling his Precious Pupp imitation as he revels in the Finnster's misfortune.

Of course, I suppose you could come back to McLaren to drive a third car, couldn't you? You know that sandy haired man who runs the FIA? Well, he's got a whole package of new cost-cutting measures in mind which, from what I can gather, means Eddie Jordan can put the back of last year's McLaren on his next year's car, thereby saving huge sums of money on technical development. That's assuming Ron Dennis would sell it to EJ, of course – an eventuality rather less likely in my view than the McLaren chairman breakfasting on a cereal bowl of broken glass.

With half the grid squealing that they haven't sufficient money for next month's 6,000-mile service on the Learjet, this cost-saving proposal might come a bit on the late side. On the other hand, it just might work. If it doesn't, there's always Mr E's proposal that the top teams might like to consider running three cars. Perhaps there's a case for that.

Three McLarens, three Williams and three Ferraris might rekindle the paying public's wavering interest in these high speed processions, which is currently kept alive only by the prospect of the pit complex vapourising after somebody's stop for a tankful of four-star goes badly wrong. Ignited Colours of Benetton, that sort of thing. Just my politically incorrect joke, you understand, but for God's sake don't repeat it to anyone in public.

Chill babes.

Yours in some confusion,

the SCRUTINEER

'You boys seem to have an unfathomable attraction to those damn racing cars. Case of 'can't live with, can't live without', if you ask me'

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