

# Racing Line

July 1999

£2.95

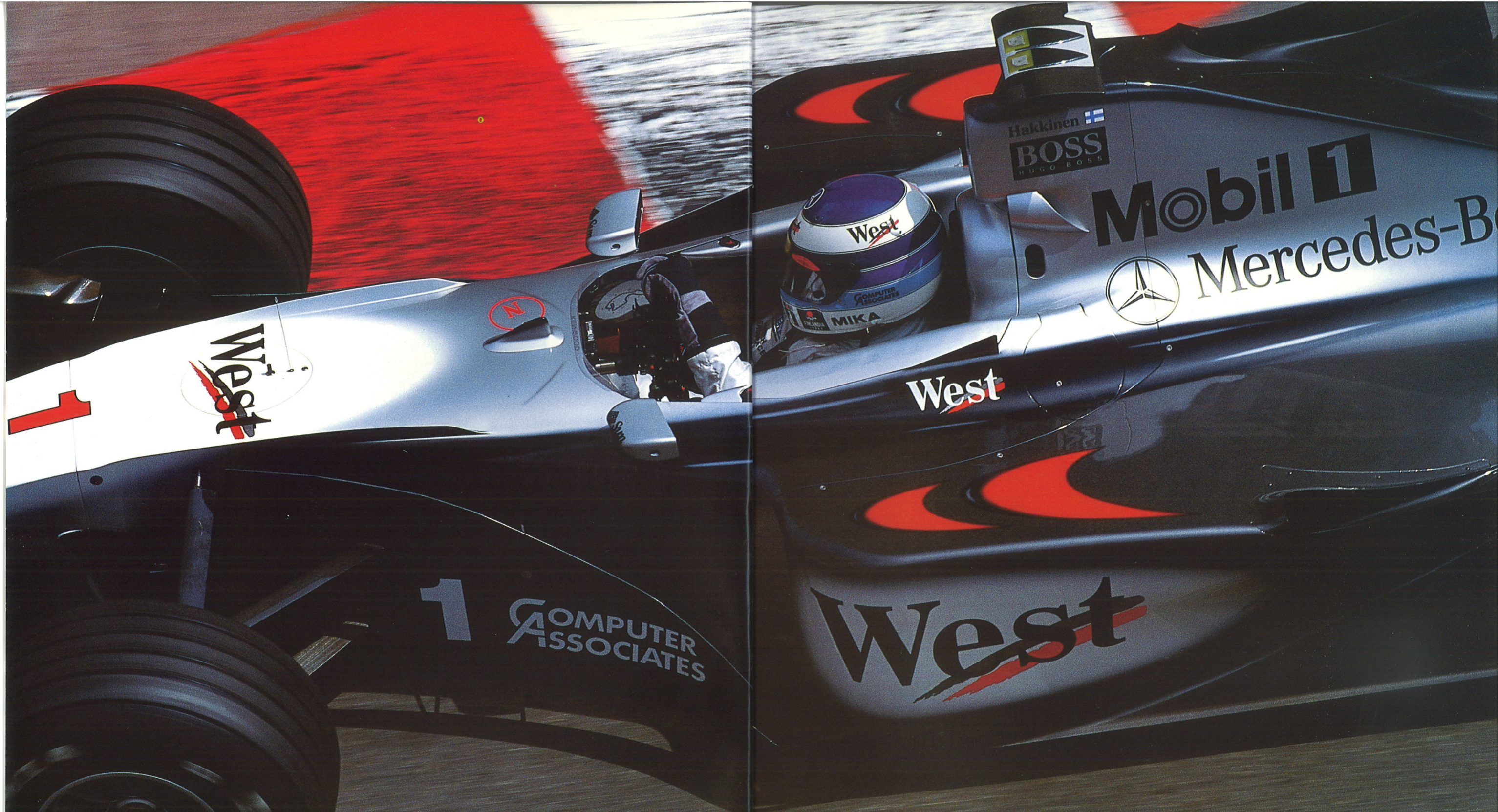
## The Great British

issue McLaren at Silverstone and Goodwood



Plus: Rallying in a McLaren F1 LM ■ Animal magic with Schweppes





**Streetfighter One**



**West McLaren Mercedes**  
FORMULA ONE WORLD CHAMPIONS 1998



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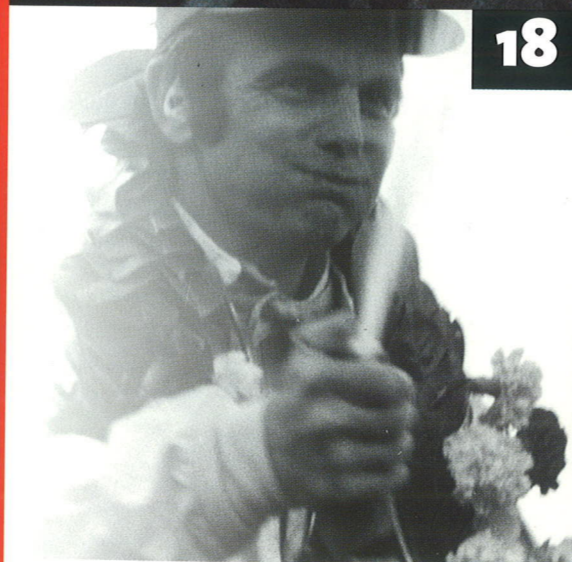
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**Best of British**  
The upcoming British GP and the recent Festival of Speed at Goodwood are "home fixtures" for McLaren. This issue of *Racing Line* celebrates two great British motorsport events



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# British special

Americans joke that you know it's summer in Great Britain when the temperature of the rain goes up. There is, regrettably, a good deal of truth in this observation, but fortunately it's not the only way to tell that summer has reached our shores: the crowds of fans that gather annually for the Goodwood Festival of Speed and the British Grand Prix are proof enough that something rather special is happening.

From uncertain beginnings, the Goodwood Festival has grown into a fixture as quintessentially British as the Wimbledon tennis championship, and for its seventh incarnation this year the weather was unusually kind – unlike last summer, when torrential rain threatened to turn the entire event into a sort of motorised mud-wrestling contest. You can see the tremendous photos from this year's Festival on page 30.

Rain also caused havoc at last year's British Grand Prix, where a downpour sent cars spinning off the circuit at every corner and arguably robbed Mika Hakkinen of victory. When Ferrari's Michael Schumacher won the race in the Silverstone pitlane it merely set the seal on a long tradition of controversy at McLaren's home race, where the Woking team has experienced disaster and triumph in almost equal measure. On page 18 of this issue, we look back at some of those McLaren highs and lows in anticipation of yet another great race in 1999. Strange things tend to happen in the British Grand Prix, and while it's a mystery, as always, what the weather will do, you can bet it will be worth watching.

Jess McAree, Editor



# Racing On-Line



gets you closer to the action



[www.mclaren.co.uk](http://www.mclaren.co.uk)

With West McLaren Mercedes back on terms in this year's F1 championship, the question on every Team McLaren fan's lips is: Can Mika Hakkinen successfully defend his 1998 Drivers' Championship title? And will West McLaren Mercedes again take the Constructors' title? To get detailed, behind-the-scenes reports from the race tracks, and to see how the team is preparing for the rest of the season, log on to McLaren's official website. It's the best thing you'll read online in 1999.

## McLaren's Roll of Honour

### Eight Constructors' Championships

- 1974 – M23-Ford, 73 points
- 1984 – MP4/2-TAG Porsche, 143.5 points
- 1985 – MP4/2B-TAG Porsche, 90 points
- 1988 – MP4/4-Honda, 199 points
- 1989 – MP4/5-Honda, 141 points
- 1990 – MP4/5B-Honda, 121 points
- 1991 – MP4/6-Honda, 139 points
- 1998 – MP4-13-Mercedes, 156 points

### Ten Drivers' Championships

- 1974 – Emerson Fittipaldi – M23-Ford, 55 points
- 1976 – James Hunt – M23-Ford, 69 points
- 1984 – Niki Lauda – MP4/2-TAG Porsche, 72 points
- 1985 – Alain Prost – MP4/2B-TAG Porsche, 73 points
- 1986 – Alain Prost – MP4/2C-TAG Porsche, 72 points
- 1988 – Ayrton Senna – MP4/4-Honda, 90 points
- 1989 – Alain Prost – MP4/5-Honda, 76 points
- 1990 – Ayrton Senna – MP4/5B-Honda, 78 points
- 1991 – Ayrton Senna – MP4/6-Honda, 96 points
- 1998 – Mika Hakkinen – MP4-13-Mercedes, 100 points

## West McLaren Mercedes' 1999 Motorsport Calendar

10 Jul	Great Britain (Silverstone)	F3000
11 Jul	Great Britain (Silverstone)	F1
24 Jul	Austria (A1-Ring)	F3000
25 Jul	Austria (A1-Ring)	F1
31 Jul	Germany (Hockenheim)	F3000
1 Aug	Germany (Hockenheim)	F1
14 Aug	Hungary (Hungaroring)	F3000
15 Aug	Hungary (Hungaroring)	F1
28 Aug	Belgium (Spa Francorchamps)	F3000
29 Aug	Belgium (Spa Francorchamps)	F1
12 Sep	Italy (Monza)	F1
25 Sep	Germany (Nurburgring)	F3000
26 Sep	Europe (Nurburgring)	F1
17 Oct	Malaysia (Sepang)	F1
31 Oct	Japan (Suzuka)	F1

## 1999 Race Results

Australia: Mika Hakkinen DNF; David Coulthard DNF  
 Brazil: Mika Hakkinen 1st; David Coulthard DNF  
 San Marino: Mika Hakkinen DNF; David Coulthard 2nd  
 Monaco: Mika Hakkinen 3rd; David Coulthard DNF  
 Spain: Mika Hakkinen 1st; David Coulthard 2nd  
 Canada: Mika Hakkinen 1st; David Coulthard 7th  
 France: Mika Hakkinen 2nd; David Coulthard DNF

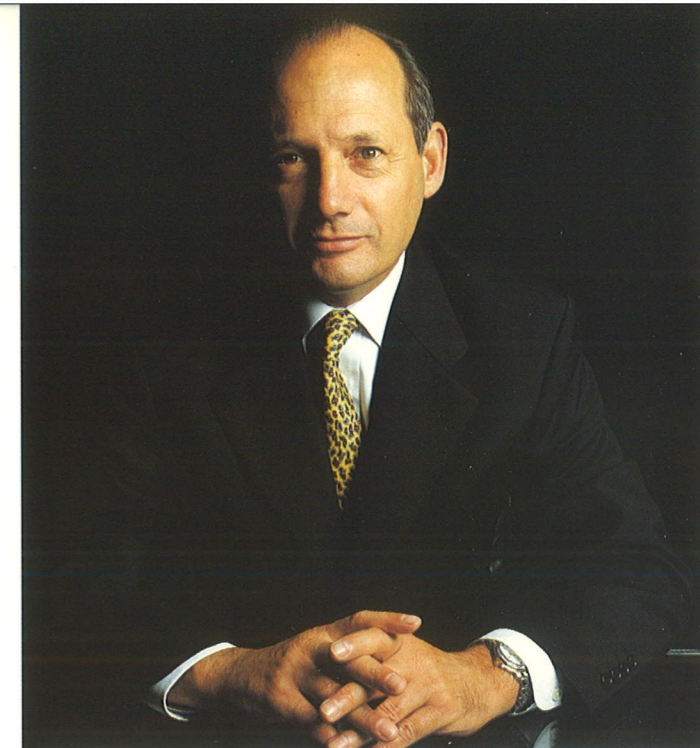
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# InsideLine

All the spectators, and indeed regular readers of Racing Line, will have derived an enormous amount of entertainment from the French Grand Prix, in which Mika drove to a superb second place. It's always good entertainment when unpredictable circumstances, in this case the weather, produce such an interesting race. We were obviously all very pleased with the way in which Mika sliced past car after car under braking for the hairpin, but there was nevertheless the need to take a very structured approach to our strategy for the weekend. My only regret is that the pleasure which all the team gained from seeing Mika recover from his spin and the discipline with which he accepted second place was offset by the disappointment we feel for David who was forced to retire while leading in the early stages. His opening laps were some of his best ever and these moments are sometimes forgotten by others – but not by us. After torrential rain had washed out qualifying, a journalist asked me whether I believed we had made a tactical error in not sending Mika and David on to the circuit before the track was at its wettest. I made the point that, while hindsight is a very useful commodity, our aim each time we race is to take another step towards the World Championship title. So although David took fourth place on the grid and Mika 14th, we had no worries about the outsiders who had qualified at the front of the grid because our main rivals for the title – the Ferrari drivers – were both well outside their customary starting order. In the event, Mika drove splendidly and the day was characterised by enormously skilful performances by most of the drivers. As for David, his fans reading this magazine can take it from me that he will win again soon.

**Ron Dennis**



# moment

DC tries rallying; competition winners go in the McLaren F1

## Rally champ

David Coulthard takes the wheel in Austria

**D**avid Coulthard took part in the 11th Annual Kitzbuhel Alpine Rally in Austria last month as a guest of West McLaren Mercedes

Corporate Partner Hugo Boss, the event's sponsor.

David competed in a classic racing-green 1956 Mercedes 300 SL along with other post-1950 cars. There was also a category for pre-1949 vehicles.

The event was staged over three full days, starting and finishing in Kitzbuhel, with David driving on the middle day. Other celebrity entrants ranged from the professional

to the amateur, including former World Rally Champion Walter Roehrl, his co-pilot Christian Geistdoerfer and pop singer Haddaway.

On the first day of the rally, many competitors had hoped to be able to drive by the impressive Gross Jlocknokner mountain, but heavy snow closed the roads that would have taken them past it. The next day, however, entrants set off in brilliant sunshine and were able to enjoy the alpine scenery from their open-top classics.

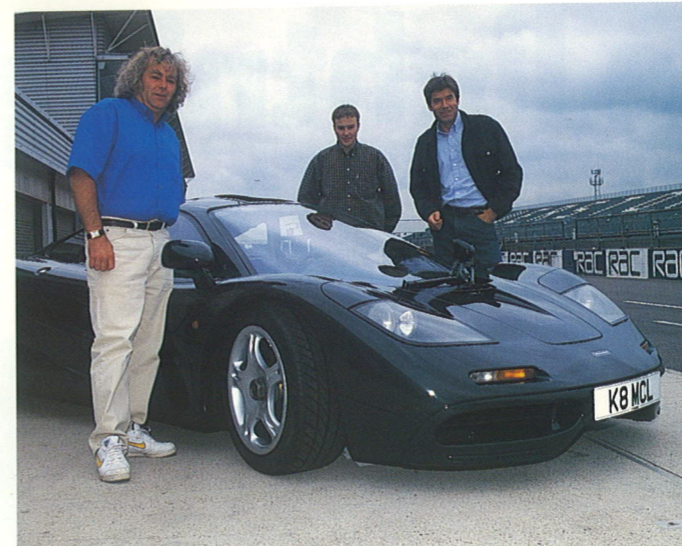
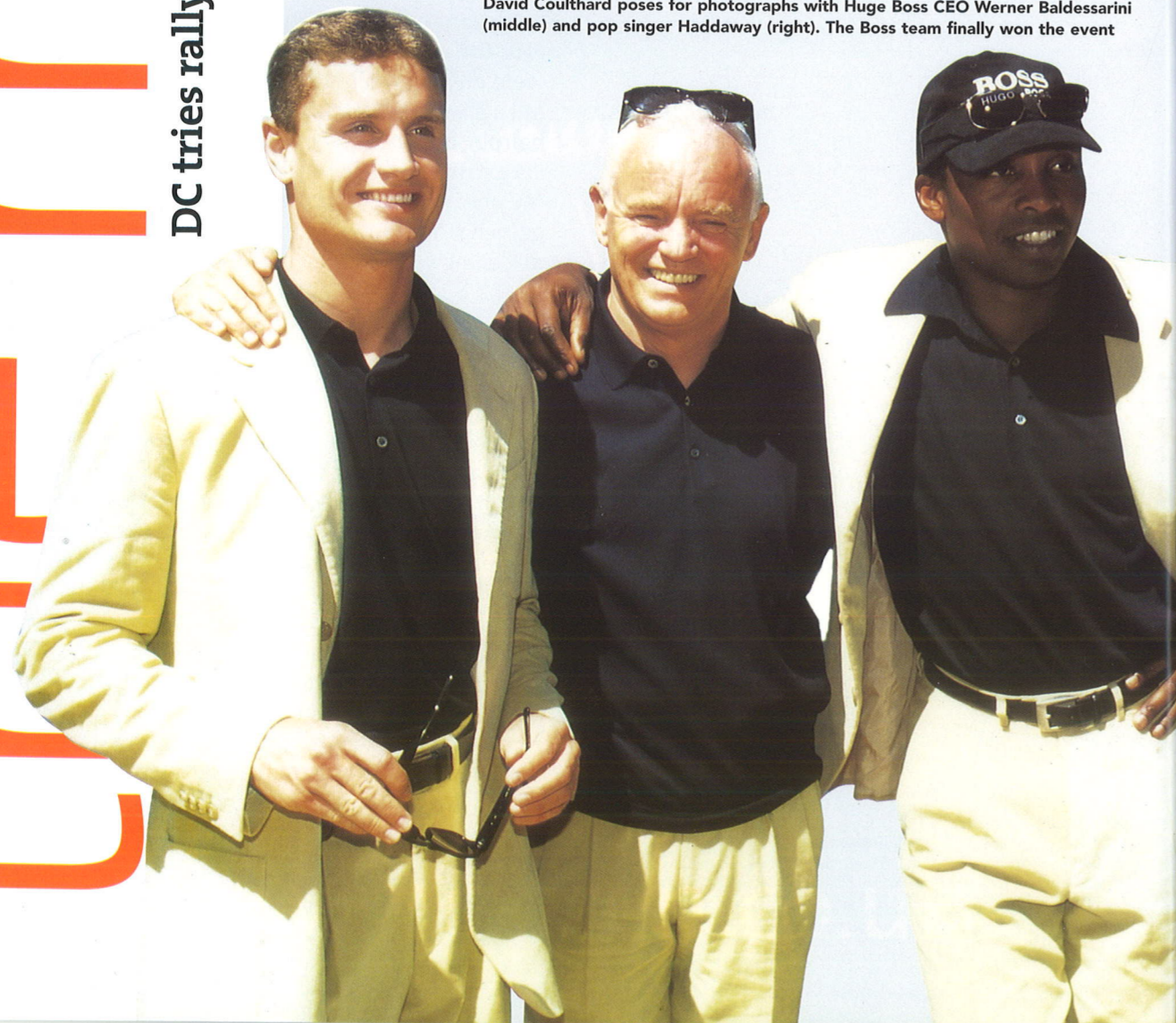
Though David spent only a day on the rally and thus only finished in a midfield position overall, he covered 280km and 16 stages of the course through the Austrian mountains, before flying to Montreal to compete in the Canadian Grand Prix.

Walter Roehrl won the three-day event in a 1950s Porsche 356B Carrera GT for his team, Hugo Boss/Baldessarini, which was led by Werner Baldessarini, CEO and chairman of Hugo Boss.



**DC drove 280km and 16 stages of the Alpine rally**

David Coulthard poses for photographs with Hugo Boss CEO Werner Baldessarini (middle) and pop singer Haddaway (right). The Boss team finally won the event



Father and son competition winners Geoffrey and Martin Bean with Tiff Needell (above), who treated them to a hair-raising ride in the McLaren F1



## The ride of their lives

The winners of the McLaren Cars/BBC 2 Top Gear Competition to win a ride in the McLaren F1 roadcar enjoyed their prize last month at Silverstone. Broadcaster/racer Tiff Needell chauffeured father and son Geoffrey and Martin Bean around the British Grand Prix circuit in the 240mph supercar. The actual winner, Janet Bean, was watching from the sidelines, having donated her prize to her husband and son. Also at Silverstone was *Racing Line* competition winner Jim Irving, who got his chance to ride in the McLaren F1 GTR (see page 54).



## West arrives in UK



Holidaymakers and business travellers flying in and out of London's Heathrow airport were met this month by a West McLaren Mercedes MP4-14 showcar.

The car was at Terminal 2 to celebrate the addition of McLaren's Title Partner West's tobacco products to Heathrow's duty free departments, and to prepare for next month, when West cigarettes will be officially launched in the United Kingdom.

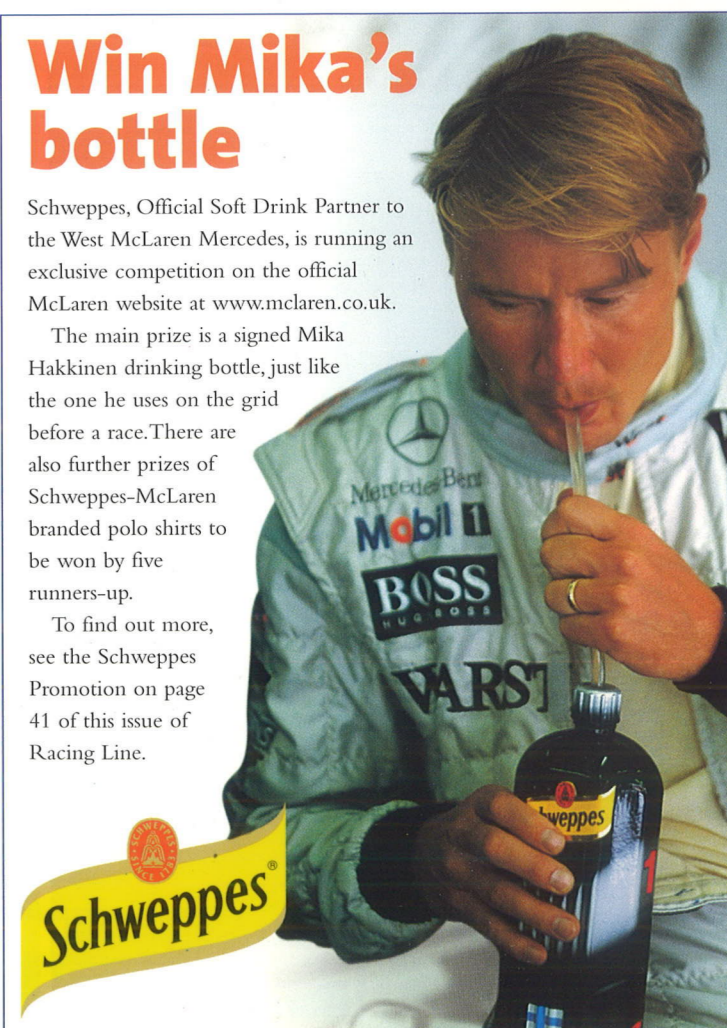
West's parent company Reemtsma is handling the high-profile UK launch, which will include nationwide samplings of the brand and a heavyweight press and poster campaign. The company has even designed a special blend of the cigarettes to suit UK tastes.

## Win Mika's bottle

Schweppes, Official Soft Drink Partner to the West McLaren Mercedes, is running an exclusive competition on the official McLaren website at [www.mclaren.co.uk](http://www.mclaren.co.uk).

The main prize is a signed Mika Hakkinen drinking bottle, just like the one he uses on the grid before a race. There are also further prizes of Schweppes-McLaren branded polo shirts to be won by five runners-up.

To find out more, see the Schweppes Promotion on page 41 of this issue of *Racing Line*.





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# Greece lightning

In June, the West McLaren Mercedes Adrenaline Programme blasted into the Greek countryside



Beauty queen Katerina Stocesova (left) was one of the lucky guests to be driven through the blistering heat of Greece in the MP4-98T two-seater F1 car



PHOTOGRAPHY: HOCH ZWEI

**T**he West McLaren Mercedes Adrenaline Programme visited Greece last month and gave the Mediterranean country its first opportunity to experience the sight and sound of an F1 car in action.

The liveried MP4-98T and the McLaren F1 GTR turned up in the pretty fishing village of Pahi, near Athens, along with 17 celebrities. They included reigning Miss Czech Republic and 1998 Queen of the World Katerina Stocesova as well as Slovakian actor Maros Kramar. Both were in Pahi to have seat fittings in the two-seater in readiness for their rides the following day. The presence of Greek actress Tania Kapsali also drew a crowd.

Ready to drive them around the tarmac of the nearby Megara racing circuit was British FIA GT Championship driver Chris Goodwin, who acted as chauffeur in the McLaren F1 GTR, whilst Darren Turner was doing duty in the MP4-98T.

In blistering heat that topped 100 degrees F, both drivers made the most of the clean, slippery track to slide the cars round some of the corners and delight their passengers. The Russian Formula 3 Champion Victor Kozaukov, in particular, was peculiarly well qualified to enjoy the experience...

The day ended with a relaxed dinner on board a boat cruising through the Corinthian Channel.

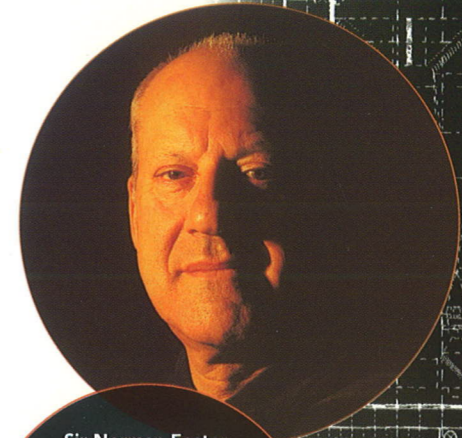
The Adrenaline team will be in action again this summer - in Palma, Majorca and Warsaw, Poland.

# Life peerage for Paragon designer

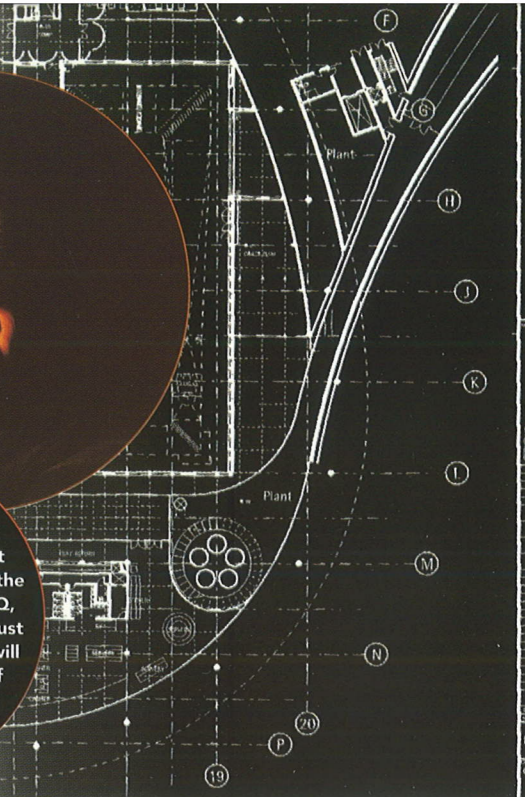
Sir Norman Foster, designer of Paragon, the new TAG McLaren Group headquarters (see May issue of Racing Line), has been honoured with a life peerage in the Queen's Birthday honours list.

The award was made in recognition of Sir Norman's work on many great modern buildings, including the German Reichstag and Hong Kong's international airport Chek Lap Kok, which is the largest construction project anywhere in the world.

Currently on the drawing board for Foster and his team are designs for the Great Court at the British Museum in London and a footbridge across the Thames river from the new Tate Gallery on the south side to St Paul's Cathedral on the north. To be named the Millennium Bridge, it will be a central part of the British capital's millennium celebrations at the end of the year.



Sir Norman Foster (above) is associated with many of the world's greatest buildings, as well as Paragon, the TAG McLaren Group's new HQ, which is currently being built just outside Woking. Racing Line will be following the progress of the work in future issues



# Charmilles open house



West McLaren Mercedes Official Supplier Charmilles Technologies held an open house event called 'EMotions and faCTs' last month at its main construction facility in Felbach, Germany.

Charmilles Technologies is a world leader in the manufacture of Electrical Discharge Machining (EDM) products and supplies West McLaren Mercedes with EDM machines. The exhibition was set up to show visitors to the factory the link between Charmilles Technologies and Formula 1. A West McLaren Mercedes MP4-13 showcar was there alongside the company's EDM machines to represent the evolutionary process and demonstrate the finished product.

Charmilles Technologies provides McLaren's Woking facility with EDM machines which contribute to the production of race car parts such as gear ratios.

# Showtime for Computer Associates

West McLaren Mercedes Technology Partner Computer Associates is to host its annual trade show, CA World, in New Orleans later this month.

The exhibition is a chance for the world's largest business software company to showcase its products for anybody to see, try, use and buy.

Computer Associates, based in Islandia, Long Island, posts an annual turnover of \$5 billion and owns offices in more than 40 countries.

The show comes after the company struck a remarkable deal with the New Orleans city council. CA has re-cabled the whole city so that every hotel, bar, restaurant, hospital and house is up to date for the millennium with the most modern ISDN lines and computer links. In return, CA gets to host its exhibition in the most attractive part of New Orleans, as well as having its pick of top hotels to use for one week a year over the next five years when CA World is in town.





# WEST



## Mercedes... another world-first. 100 not out

The French Grand Prix at Magny-Cours marked Mercedes' 100th Grand Prix appearance as either an engine supplier or manufacturer. Mercedes' first World Championship grand prix car made its debut in the French Grand Prix at Reims in 1954, with Juan Manuel Fangio winning at the wheel of the streamlined W196. Fangio went on to take the world championship that year and retained it in 1955.

In 1994, nearly 40 years later, Mercedes returned to grand prix racing and announced a new, long term partnership with McLaren later that same season. Since then the German engines have powered West McLaren Mercedes to the 1998 Drivers' and Constructors' World Championship titles.

### Golfing all over the world

On July 13, two of Britain's best-known sporting celebrities will be hurtling around northern Europe to compete in the annual 'Longest Day Golf Challenge', aiming to play four rounds of golf in four different countries in one day. The event will be hosted by West McLaren Mercedes Technology Partner Sun Microsystems.

Former England footballer Gary Lineker and ex-England Cricket Captain Allan Lamb, both keen amateur golfers, will start at Le Touquet in France and finish at Gleneagles in Scotland. The day is expected to raise £100,000 for charity.

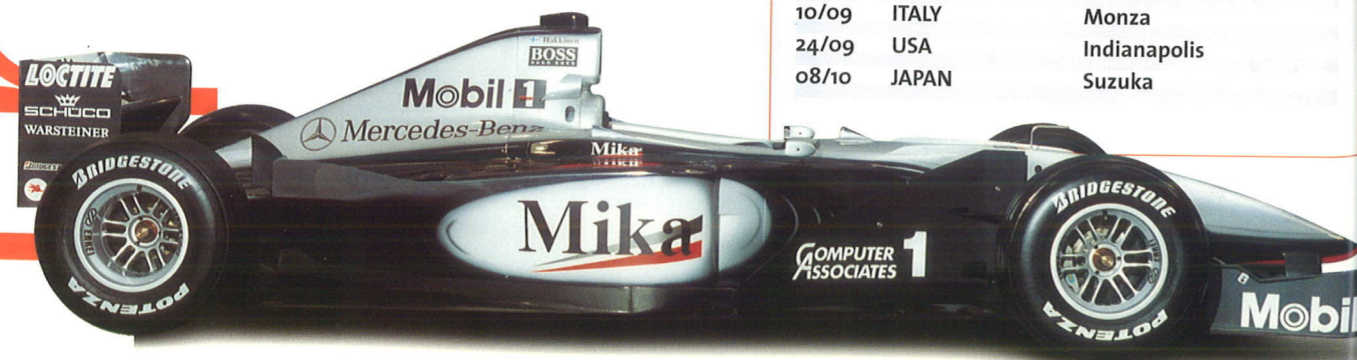


### MP4-14 sports new livery

West McLaren Mercedes pioneered an ingenious change of livery for the French Grand Prix.

In keeping with strict French tobacco advertising laws, Formula 1 teams are not allowed to display the names of their tobacco sponsors at this race, but West McLaren Mercedes ensured that its Title Partner West was still recognisable.

By keeping the same typeface, but changing the word 'West' to the words 'Mika' and 'David' on the drivers' respective cars, overalls, helmets and grid umbrellas, West's image was maintained without infringing any regulations. The rest of the West McLaren Mercedes team personnel had the word 'Team' substituted for the word 'West' on their overalls and team clothing.



## 2000 Calendar

The provisional calendar for the 2000 FIA Formula 1 World Championship has been announced in Paris by the World Motorsport Council.

The provisional dates are:

Date	Country	Venue
20/02	MALAYSIA	Sepang
05/03	AUSTRALIA	Melbourne
19/03	BRAZIL	Interlagos
09/04	SAN MARINO	Imola
23/04	SPAIN	Barcelona
07/05	FRANCE	Magny-Cours
21/05	EUROPE	Nurburgring
04/06	MONTE CARLO	Monaco
18/06	CANADA	Montreal
02/07	GREAT BRITAIN	Silverstone
16/07	AUSTRIA	A1 Ring
30/07	GERMANY	Hockenheim
13/08	HUNGARY	Hungaroring
27/08	BELGIUM	Spa Francorchamps
10/09	ITALY	Monza
24/09	USA	Indianapolis
08/10	JAPAN	Suzuka

## another world-first.

hi-tech home cinema for the audiophile

### 1 Latest DSP Technology

World premiere in an audio product of the 32-bit 60MHz Analog Devices ADSP-21065L SHARC™ Digital Signal Processor; decodes, as standard, all current movie formats with capacity to cope with the future.

### 2 Powerful 16-Bit Microcontroller

The 16-bit Siemens C161R1 microcontroller controls the AV32R and its Set-up Wizard provides most comprehensive on-screen user interface, making set-up extremely simple, without printed manuals.

### 3 96kHz/24-bit DACs

With its multiple 96kHz/24-bit DA-converters, the AV32R is equipped to handle the finer resolution and more spacious sound recordings of DVD Audio.

### 4 Minimal Jitter/ TAGtronic™ Sync Link

The precision twin phase-locked loop reduces jitter to an absolute minimum, while the unique TAGtronic™ Sync Link sends a signal to products designed for this advanced technology (e.g. the forthcoming DVD32R) to synchronize its clock to the master reference within the AV32R. DVDs will sound better than ever before.

### 5 Future-Proof

All software is stored in Flash Memory and is entirely user upgradable, with upgrades downloadable from the Internet via a PC and the TAGtronic™ Communications Bus. This bus also allows the easy transfer and sharing of information for multi-room installations and powerful communication between components.



Five-channel amplifier 100x5R (launch summer '99)

### 6 Learning Remote Control

The powerful back-lit remote control operates all our home cinema products. It can also be user-programmed to control almost any product that uses an infra-red remote, such as our audio products, so just this one handset will control your whole system.

### 7 Gold-Plated Multi-Layer PCBs

The gold-plated multi-layer printed circuit boards control return currents, provide controlled impedances and minimize couplings, with the ground planes split between audio and digital processing.

### 8 Mixed Technology Construction

Surface mount components for fast digital circuitry and leaded components for perfect audio signals, to optimize performance, requiring both reflow and wave soldering production techniques. Anything less would be inferior.

### 9 Broadcast-Quality Video and Premium Grade Audio Components

No-compromise broadcast-quality video components and premium grade audio components for maximum clarity and transparency.

### 8 TAG McLaren Surround Sound

An audiophile processing mode for listening to stereo and mono sources in surround mode. TMS-Surround is capable of processing 24-bit/96kHz recordings without artefacts.

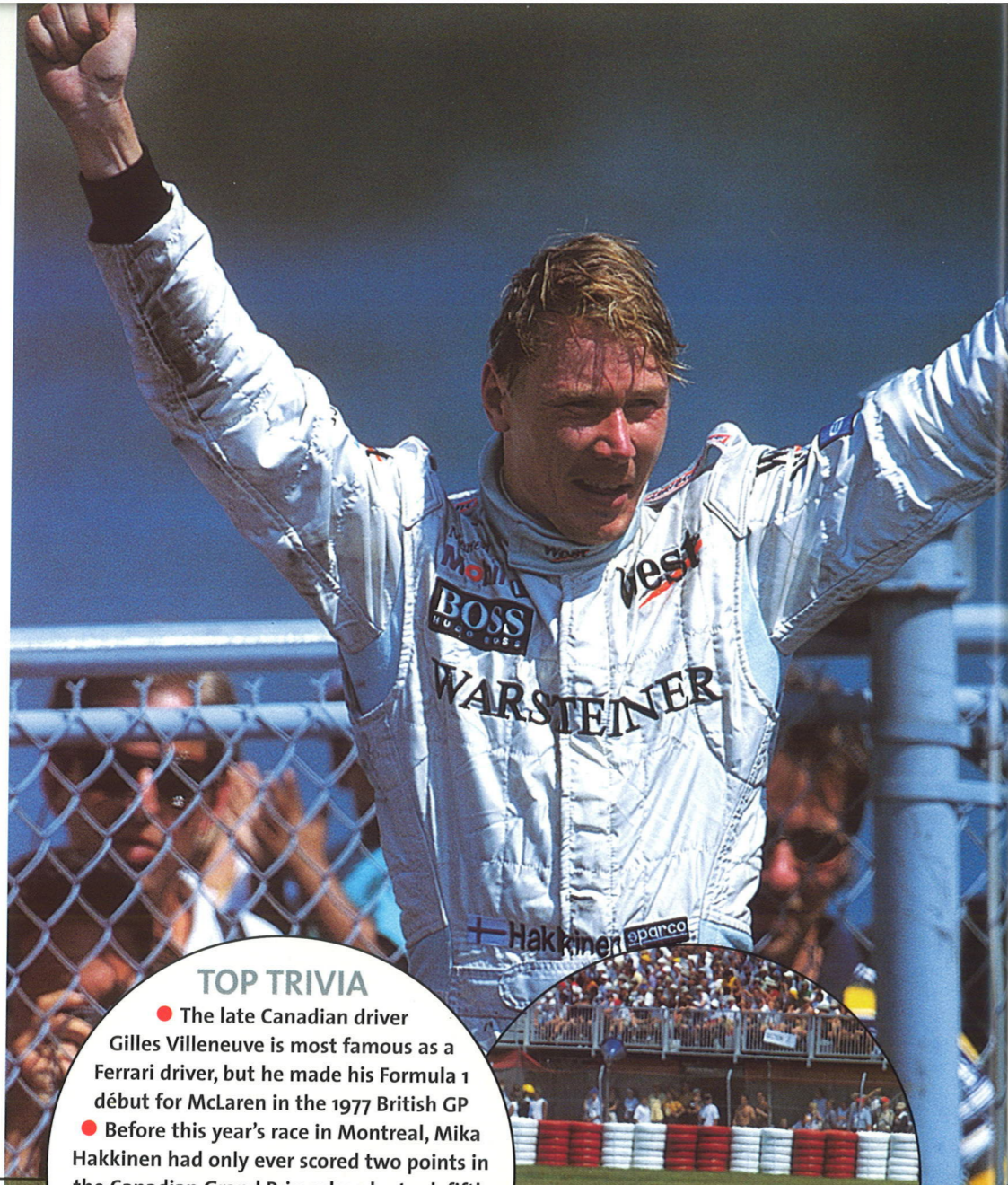
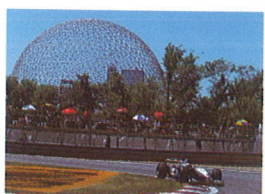
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**TOP TRIVIA**

- The late Canadian driver Gilles Villeneuve is most famous as a Ferrari driver, but he made his Formula 1 debut for McLaren in the 1977 British GP
- Before this year's race in Montreal, Mika Hakkinen had only ever scored two points in the Canadian Grand Prix, when he took fifth place in 1996 for West McLaren Mercedes
- McLaren is the most successful team in the Canadian Grand Prix's 31-year history, having scored a total of eight victories compared to Ferrari's seven



Mika Hakkinen celebrates a famous victory in Montreal (top). He did well to finish at all - accidents and retirements had reduced the field by more than half at the end

# Mika steals a march

'If you can keep your head while all about you are losing theirs...' In Montreal it was Mika Hakkinen whose cool head brought victory

**A**midst the mayhem of the Canadian Grand Prix, Mika Hakkinen drove a steady, consistent race around the Circuit Gilles Villeneuve to take his third win of the season for West McLaren Mercedes and a four point lead in the Drivers' Championship.

Michael Schumacher initially led a close-fought battle between the pair, but on lap 29 it was Mika Hakkinen who was first across the start/finish line while Schumacher's Ferrari was wedged against the concrete barriers several hundred yards further back.

Under intense pressure from Mika, Schumacher had entered the corner too fast and slid off on the dusty track surface. With his front wing askew and the right-hand wheels hanging off the car, he was forced to accept that Mika would take maximum points and move into the series lead for the first time this season.

Mika said: "I was very pleased about the way the race was going anyway because I was comfortable with the car and capable of going quicker if I wanted. Then I saw Michael go off. I don't know what happened to him, but it turned out to be very good for me. That's racing."

The rest of the race wasn't a walk in the park for Mika, though. A few laps later, Jacques Villeneuve became the next unwilling victim of the final corner - a tricky bend that had already claimed the cars of Damon Hill and former West McLaren Mercedes test

driver Ricardo Zonta. Villeneuve's accident was bad enough to bring out the safety car, which closed down Mika's eight second advantage over the battle for second and third place between Ferrari's Eddie Irvine and David Coulthard (see below).



Mika's pitstop was soon due, and he duly took advantage of the pace car to enter the pits early and retain his lead. All he had to do was keep his mind on the job and romp home to victory... in theory. In Formula 1, though, it's never so simple. With track temperatures of 43C and heavy brake wear expected, it was a case of keeping it smooth, without letting the battling duo of Heinz-Harald Frentzen and Giancarlo Fisichella catch him. The West McLaren Mercedes team had flown out new brake components to help the drivers cope with the heavy braking loads, and they were certainly doing their job.

Near the end of the race, when Frentzen's heavy crash brought out the safety car yet again, Hakkinen had been able to stretch his lead to a comfortable 13 seconds.

"It was an excellent race," he said afterwards. "The car is better now, certainly more consistent. You can push it more on the limit and keep it there for a longer time."

"The car is also stronger and more reliable so we don't have to worry about it breaking down and can concentrate on developing it instead. We have got it strong and we can make it stronger and more consistent. I'm really looking forward to France."

## Canadian GP

**• Coulthard takes on Irvine**  
David Coulthard and Eddie Irvine had a thrilling struggle throughout the race, which culminated in some of the most exciting racing seen in this year's championship. David dropped to fifth behind Giancarlo Fisichella at the start, but quickly passed him on lap three into the final chicane. "I had a little bit too much wheelspin at the start, but I got away and was able to pass Fisichella reasonably easily," he said.

Pretty soon he was back behind Irvine, and, after some initial jostling for position, settled in behind the Ferrari. At the mid-race pitstops, held under the pace car as a result of Jacques Villeneuve's last corner crash, Irvine was first in behind Mika Hakkinen. When David stopped a lap later he almost sneaked past Irvine's Ferrari into the first corner.

When the race restarted on lap 41, Coulthard and Irvine fought it out for second place going into the twisty first complex. David took the initial advantage around the outside of the left-hander, but Irvine closed the door as he sneaked ahead again in the next right-hand hairpin. The pair collided and spun off, dropping to the back of the grid.

David explained: "I managed to get half a car's length

**'I was surprised when he took the outside line and turned in on me'**

ahead of Eddie going into the corner and I was surprised when he went around the outside and turned in on me. We touched as I didn't have anywhere to go.

"In reality it was a 50-50 situation. I came in for a quick wheel check, but I must have bent the suspension as after that I was crabbing down the straight."

The situation wasn't helped when David picked up a 10-second penalty late in the race. "I misread the flashing lights at the exit to the pitlane and received the relevant penalty," he explained.

Earlier in the weekend, TAG McLaren Group Managing Director Ron Dennis had laughed off Irvine's derogatory comments about his drivers and said Coulthard was, in fact, driving better than ever. After the race he had no cause to criticise David's performance. As he explained, communications glitches had been just one problem for the team in an unusual weekend.

"David's race was full of incidents," he said. "Some of these were the result of interference which, unfortunately, we have previously experienced on race days in Canada. Next year we must be better prepared."



## A river ran through it

Mika Hakkinen managed a worthy second place at Magny-Cours in conditions that ranged from the atrocious to the farcical

**H**ad the West McLaren Mercedes team known the weather that awaited it in France, it might have left its three MP4-14 cars at home and taken powerboats to Magny-Cours instead.

Qualifying had been run in atrocious conditions that produced a most unusual grid. World champion Mika Hakkinen was down in 14th, with team mate David Coulthard in fourth after some impressive laps in the wet conditions.

At the off, David made a tremendous start to move from fourth to third behind Rubens Barrichello and Jean Alesi. Mika also shot through the field, going from 14th to ninth by the end of the lap.

On the second lap, David moved past Alesi into second at the Adelaide hairpin. The crowds in the grandstand opposite the hairpin had chosen their seats wisely – this would be the main action scene for the rest of the day.

Within a lap, David was within striking distance of race leader Barrichello, with Mika up to seventh. On lap six, David moved past Barrichello in the hairpin and immediately went 1.5 seconds quicker than any other car on the next lap, opening up a sizeable lead.

Mika, meanwhile, had moved up to sixth place behind Michael Schumacher. On lap nine, he scythed past the Ferrari driver into the Adelaide hairpin, closing on Heinz-Harald Frentzen, whom he also overtook on lap 15. David's excellent run, in the meantime, had come to an end several laps earlier when he'd been disappointed to suffer

electrical failure, forcing him to pull off the circuit.

"Things were looking good for me at that stage," he said. "I'd managed to pass Alesi and Barrichello and led the field for a number of laps. Then I had an electrical power failure which resulted in the engine turning itself off. It's disappointing to suffer another failure, but there is always Silverstone."

Ron Dennis said it had been a typically impressive performance from David that had once again gone unrewarded: "His opening laps were some of his best

ever. Those moments can sometimes be forgotten – but not by us."

Mika, meanwhile, had closed on second placed Jean Alesi.

On lap 19, he sneaked up the

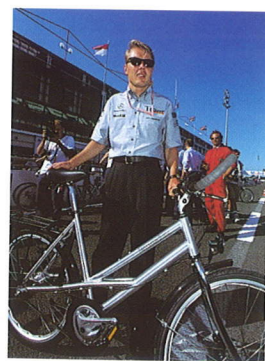
inside into the hairpin, ignoring the smoke from Alesi's locked wheels. As Mika began to chase after Barrichello, it started to rain. Quickly the top five pitted to change to wet tyres. It was a wise move, as the circuit soon began to resemble a river, with cars powersliding and aquaplaning all over the road.

A spin for Jean Alesi was the final straw for the race organisers, and they brought out the safety car. So awful were the conditions that three cars spun off while the cars circulated at reduced speed.

On lap 36, the conditions were deemed to be safe once more, and the safety car peeled into the pits. Mika, still in second place behind Barrichello, tried to take the race lead into the hairpin two laps later. Unfortunately his car twitched as he caught the inside kerb and he spun down to seventh place.

But Mika's hunger for points, and maybe even victory, wasn't sated yet. Although Eddie Irvine also

**"David's opening laps were some of the best he's ever done"**



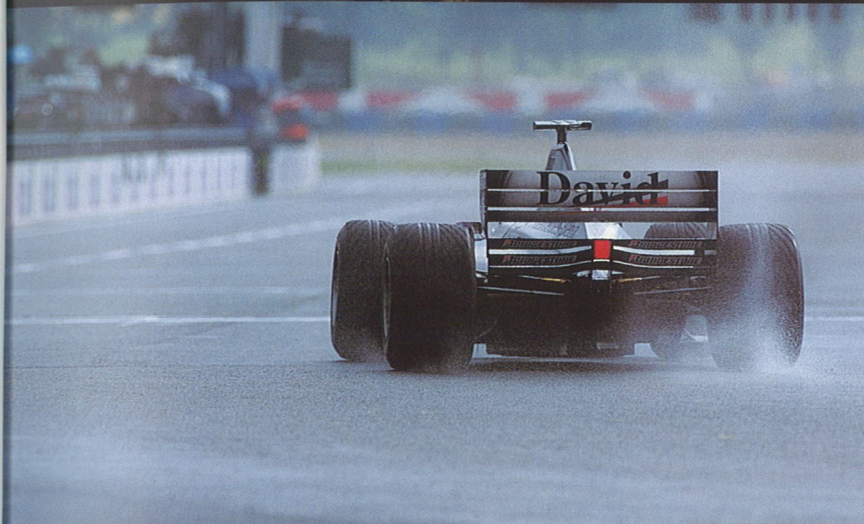
French GP

### ● The qualifying lottery

After two days of sunshine, a wet qualifying session threw the F1 form guide into disarray.

For the first time this season there wasn't a West McLaren Mercedes car on the front row. Mika Hakkinen finished the session a surprise 14th, with his team mate David Coulthard further up the sharp end of the grid in fourth. As Hakkinen admitted after the session, he had struggled with the atrocious conditions – and yellow flags on his potentially fastest laps.

"It's impossible for me to make excuses because the weather conditions were the same for everybody. It just felt as though the yellow flags were worse for me. I was not able to feel confident in the car. But, then again, you have to be positive and optimistic for the race – after all,



Top: David Coulthard took advantage of the atrocious conditions at Magny-Cours and led comfortably before electrical failure  
Above: David had a clear track ahead of him in the early stages  
Left: Mika Hakkinen dives past Jean Alesi at the hairpin in a bold pass that moved him up the order

managed to slip past, demoting Mika to eighth, he soon regained the place when the Ferrari pitted.

As the circuit began to dry out, Mika moved past the Prost of Olivier Panis into fifth place with a gutsy move into the chicane. When Ralf Schumacher pitted, he was into fourth. Michael Schumacher was next to stop, promoting Mika to third. Soon he was battling Heinz-Harald Frentzen wheel to wheel for the lead, which he eventually gained.

But his fuel was running low. Whilst the Jordan team had gambled on filling Frentzen's car to the brim at his early race pitstop, Mika needed to come in for a splash and dash.

The stop was made on lap 66, dropping Mika into a second place which the team was glad to accept after such a tough race. Michael Schumacher had struggled to finish fifth, extending Mika's lead in the F1 championship to eight points. It was a small bonus on a day that had seen a brilliant drive by Coulthard, an astounding come-back by Hakkinen and one of the best Formula 1 races of recent years.

"It was great fun," admitted Mika. "So much happened, and I really enjoyed myself. I felt really comfortable with the car and was able to push right on the limit for 80 per cent of the race.

"As the rain started, things got very tricky and I made a mistake and spun trying to take the lead from Barrichello. It took me a while to recover, but the challenge of driving back to the lead was satisfying. After my last stop the team told me to hold position and not risk losing six points by trying to pass what would then have been a very determined Heinz-Harald Frentzen.

"The race was great: good tactics and teamwork."

### TOP TRIVIA

- France has seven circuits that have hosted a Grand Prix. They are Clermont-Ferrand, Dijon, Le Mans, Magny-Cours, Paul Ricard, Reims and Rouen. Only the United States of America has had more host venues
- James Hunt's French Grand Prix win in 1976 was his first for McLaren and set him up for his title battle with Niki Lauda. He would end the year as champion by just one point
- The Magny-Cours circuit boasts corner names of other famous venues, like Estoril and Adelaide

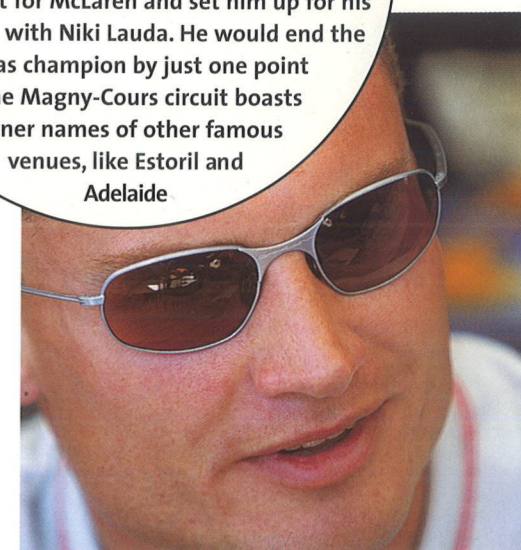
that's when you score the points."

Coulthard coped better with the rain on his way to fourth place. "Given the conditions in which we ran, I am happy with my lap times. Clearly running at the beginning of the session was the best thing to do. But even though we missed that window, and considering the weather, I was delighted to start the race from the second row of the grid."

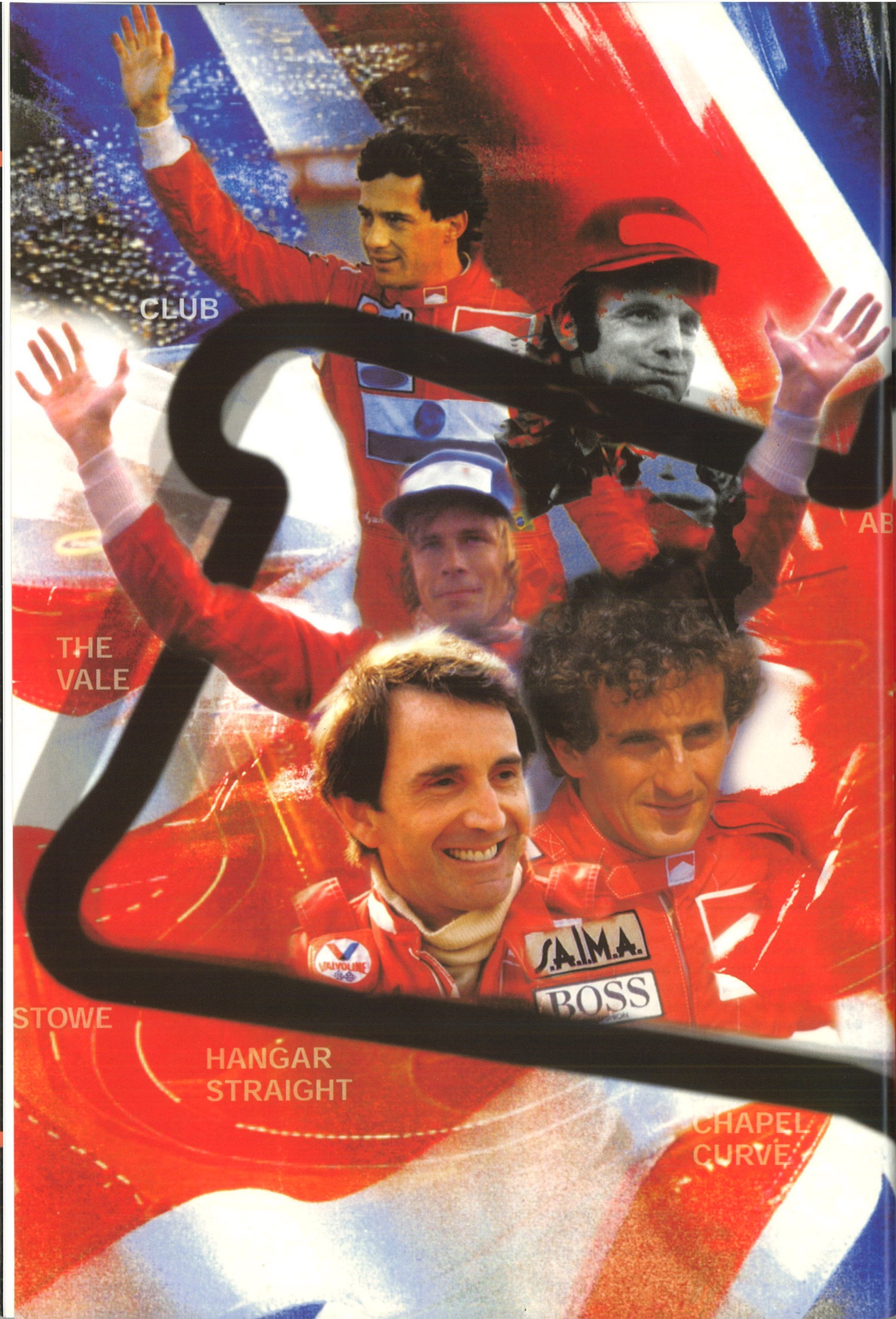
With numerous offs during the hour-long session, it was clear the weather during the session had been exceptional.

**"When you go into that sea of spray, it's a journey into the unknown"**

As Coulthard admitted: "The conditions were as bad as I've ever known them in Magny-Cours. Racing in these conditions will be worse, because in qualifying you can back off and find space. In a race, you don't have that choice. You go into that sea of spray and it is a journey into the unknown."







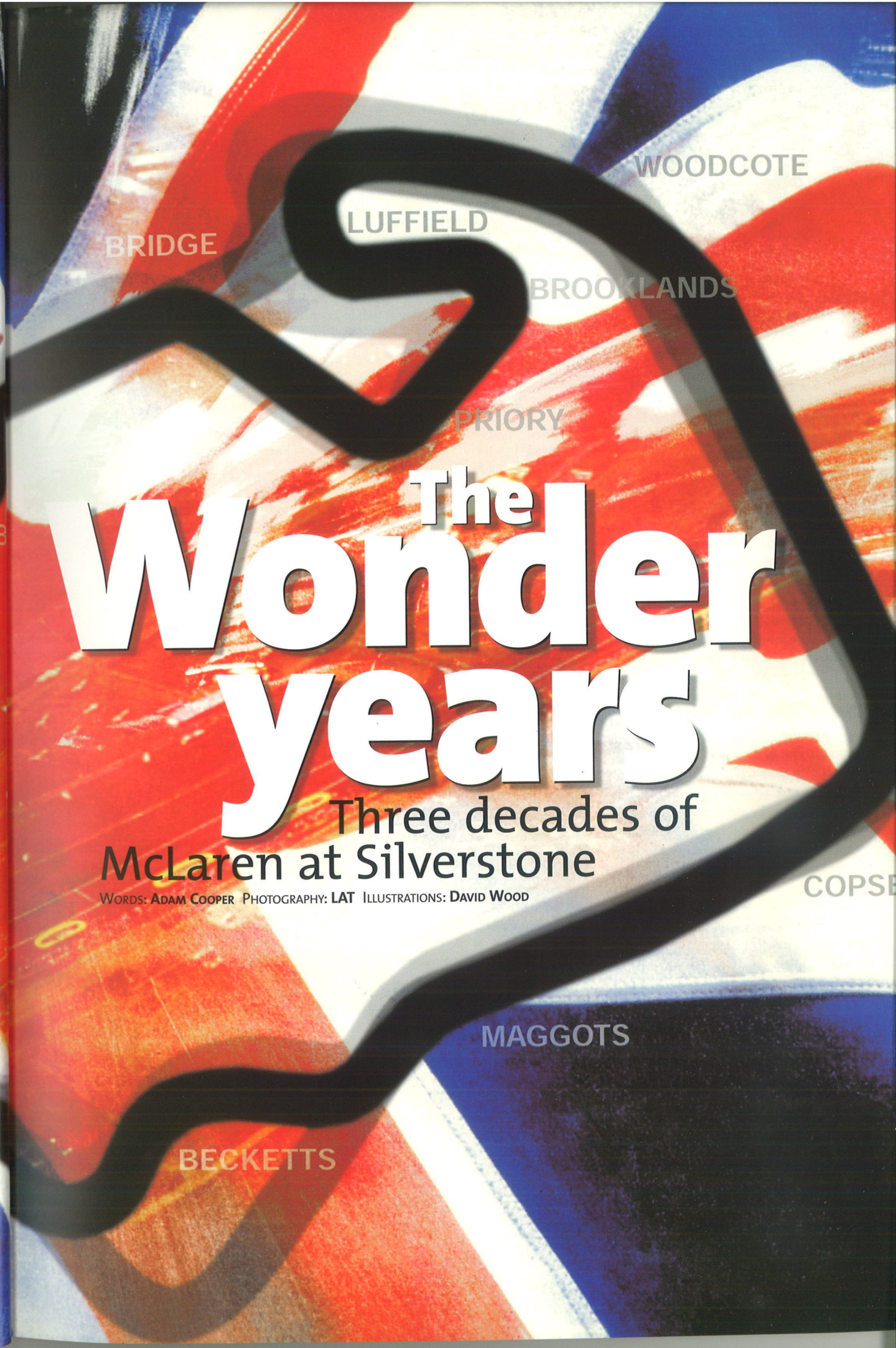
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# The Wonder years

Three decades of McLaren at Silverstone

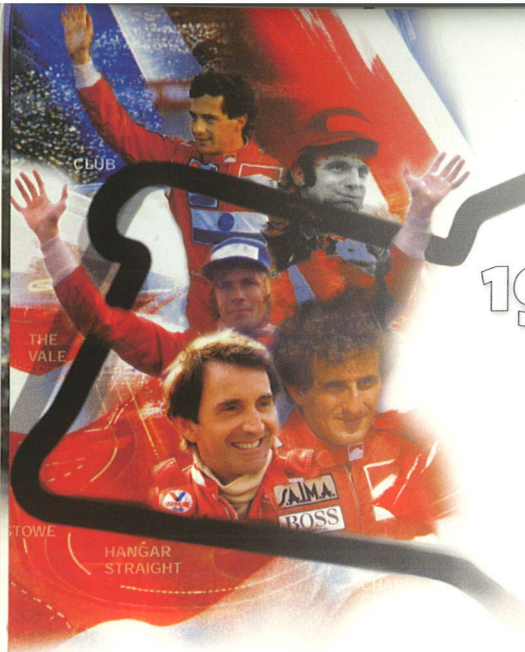
WORDS: ADAM COOPER PHOTOGRAPHY: LAT ILLUSTRATIONS: DAVID WOOD

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## The Ecstasy

1973 A winner at 14-1

McLaren scored its first British GP victory in 1973, but the race started disastrously for the team. Regulars Denny Hulme and Peter Revson were joined by a third driver in the form of new boy Jody Scheckter. The young South African was hot news at the time, since he was fresh from a tangle with World Champion Emerson Fittipaldi at the previous race in France.

At Silverstone, Swedish GP winner Hulme and American Revson lined up second and third, whilst Jody was a respectable sixth. He made a good start, and by the end of the lap was up into fourth. But as he rounded the fast, pre-chicane Woodcote, he lost the back end (see page 53). His M23 bounced off the pit wall and Jody ducked his head down as car after car piled into the wall. When the dust settled, nine cars were out of action, and for the first time ever a grand prix was red-flagged.

When it was restarted, the 34-year-old Revson went on to score his first Formula 1 win after biding his time through the race and finally passing leader Ronnie Peterson after other contenders had dropped out.

"It was probably the hardest thing I'd done, the hardest thing to accomplish, that first one," Revson wrote later. "I'd worked for it harder than anything else. The British race fans were extremely polite and very appreciative."

Before the race he had bet £150 on himself at odds of 14-1 but only had the confidence to go each way!

Sadly Revson would win just one more GP for McLaren; he lost his life while pre-season testing for Shadow at Kyalami in South Africa the following February.

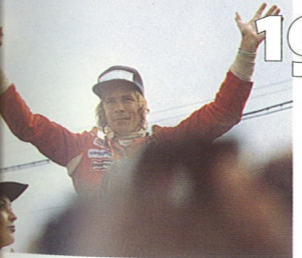
**T**he British Grand Prix. A race steeped in history and right up there in terms of prestige and importance with any of the major sporting fixtures you could name. It's July again and time for the annual pilgrimage to Silverstone, home of British motorsport.

The West McLaren Mercedes team of 1999 comes to its home race with a long history of spectacular success in the past. While the team concentrates on this year's race and the final preparation to get Mika Hakkinen and David Coulthard on to the grid, we go back a few years to relive some of the achievements of a great British team in a great British event at this great British racetrack.

Between 1973 and 1989, McLaren racked up a total of nine wins in the British GP, a record unmatched by any team. Yet it's not always been plain sailing. Here, we tell the story of five glorious Silverstone victories and three of the more frustrating weekends when a good result seemed to have slipped away. The wins we don't have room for are those scored by Emerson Fittipaldi in 1975, Niki Lauda at Brands Hatch in 1982 and '84, and Alain Prost in 1989 (the year Ayrton Senna began his British GP jinx by sliding into a gravel trap).

As team boss Ron Dennis is keen to point out, 10 points earned at Silverstone are the same as those won at any other circuit. But a home win this year would be most welcome. "I think it's important to win at Silverstone," says West McLaren Mercedes' reigning world champion Mika Hakkinen. "It's important for the team. Most of the people who work at McLaren are British, and I'm sure it gives them a big motivation."

Top: Peter Revson sprays the 'appreciative' British crowd with the customary champagne  
Right: Revson's winning McLaren M23



James Hunt in McLaren M26 number 1 heads for a famous home win in 1977. The reigning world champion salutes his adoring fans (above) after beating fellow Brit John Watson. Watson and McLaren would have their day four years later

## 1977 Hunt gains his revenge

In 1976 James Hunt won a sensational British GP at Brands Hatch, after a controversial accident had stopped the race. But a few weeks later he was disqualified, and victory was handed to Niki Lauda. James still managed to beat Lauda to the title, and when he returned to Silverstone as World Champion in 1977, he was thirsting for revenge. Hunt duly took pole, but found strong competition in the form of John Watson. The Brabham-Alfa Romeo was coming on strong, and 'Wattie' was as keen as Hunt to win at home.

James had a clutch problem and slipped to fourth at the start, but delighted the crowd by passing Jody Scheckter and Lauda, and then catching leader Watson. "I realised that I had the advantage where it counted at Silverstone," recalls John, "which was to go down the straights quicker than James. He was capable of going through the corners faster than me, but he couldn't get close enough to make any serious challenge. A year earlier he'd taught me a few lessons about defence of a lead at Zandvoort, and I was able to repay the compliment!"

On lap 50, however, fuel pressure problems meant that Watson had to make a pitstop, and Hunt surged on to a memorable win. "Later James was generous in interviews when journalists implied that my lead was insignificant, and he would have won the race anyway," recalls Watson. "He generously said: 'No, on that day John had me beaten.' That made me appreciate his honesty and his character."



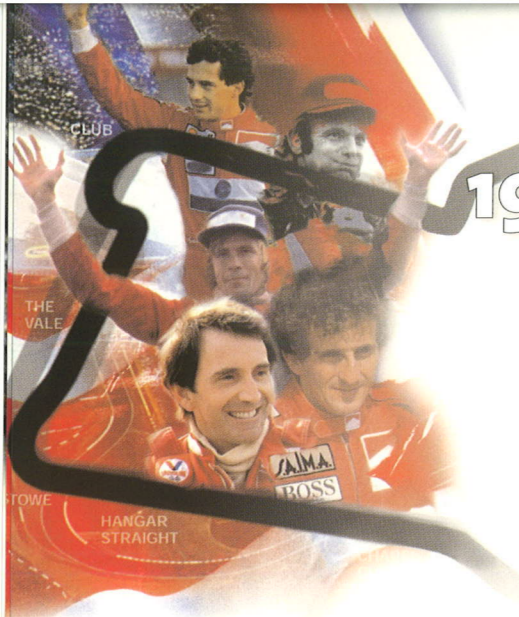
## 1981 Watson's day of days

Having handed McLaren a home win four years earlier, John Watson was the beneficiary of some good fortune when he took a hugely popular win at Silverstone in 1981. The previous winter the team had undergone big changes as Ron Dennis came in to take charge, and new designer John Barnard pioneered a carbon fibre chassis. Watson took the innovative car to third in Spain, and then second in France.

Silverstone was next, but any chance of a victory seemed to evaporate at the end of the fourth lap. Ferrari's Gilles Villeneuve 'did a Scheckter' and spun in front of the pack at Woodcote, taking champion Alan Jones and McLaren's Andrea de Cesaris with him. Wattie came to a halt on the grass, and when he got going the pace-setting Renaults were long gone. He soon started moving up the order, helped by retirements at the front, and when leader Rene Arnoux suffered engine problems, John caught and passed him.

"The winners that day were the people who'd paid to come and watch a race," says Watson. "To be in a position where you've got so many people supporting you and willing you on and hoping you're going to win, and then to have to deal with their responses... well, it was something I'd never experienced. In fact I didn't know how to deal with it. After the podium we were on the back of a truck, and then we came round Copse corner. You couldn't see the race track for people. I said, 'What are these people doing?' Frenchman Jacques Laffite, who had finished third for Ligier, said bluntly: 'It's all for you!'"





## 1988 Ayrton out on his own

Ayrton Senna established himself as a master of wet conditions, and the 1988 British GP went a long way to enhance that reputation. By now Senna and Prost were not only team mates, they were rivals for the title, the Frenchman leading by 54 points to 39 as they came to Silverstone. Between them they'd won all seven races so far that year.

Surprisingly, the Ferraris of Gerhard Berger and Michele Alboreto hogged the front row, with Senna and Prost behind. Sunday brought torrential rain, which hadn't been seen at a Silverstone GP for 13 years. Berger led Senna away on the first lap, but Prost had problems and dropped down to 11th. After 14 laps Senna found a way past the Ferrari, and set off into the distance in a masterly display.

But his more experienced team mate slipped steadily down the order to 16th. Finally, Prost peeled into the pits on lap 25, having made the extremely brave (but much criticised) decision to give up. "At the end of the day, it's my judgement and my life," he gave as his reason afterwards.

"Alain had a handling problem and thought that it was too dangerous to carry on," recalls designer Neil Oatley. "It must have been somewhat extreme. Ayrton's was a fairly impressive performance; he wasn't that happy with the car either, but just did what was needed."

Senna continued on untroubled to win by 23 seconds from crowd favourite Nigel Mansell. McLaren team co-ordinator Jo Ramirez recalls: "It was fantastic, especially as Alain did so badly. For Ayrton, that race was very special."

## 1985 Prost discovers Senna

In retrospect, the 1985 British GP was a milestone in recent F1 history, since for the first time we saw a mighty duel between Alain Prost and Ayrton Senna. Driving for Lotus, the Brazilian was already making headlines in only his second season of F1. Prost, meanwhile, was in his second year at McLaren, having lost the title to team mate Niki Lauda the previous year. He was six points behind Ferrari's Michele Alboreto in the title battle, and keen to make progress.

Keke Rosberg put his Williams on pole at over 160mph, whilst Prost and Senna shared the second row. Senna jumped into the lead, and after initially dropping to fifth, Prost worked his way up to second by lap 16. This was the height of the turbo era, remember, and fuel consumption was all-important.

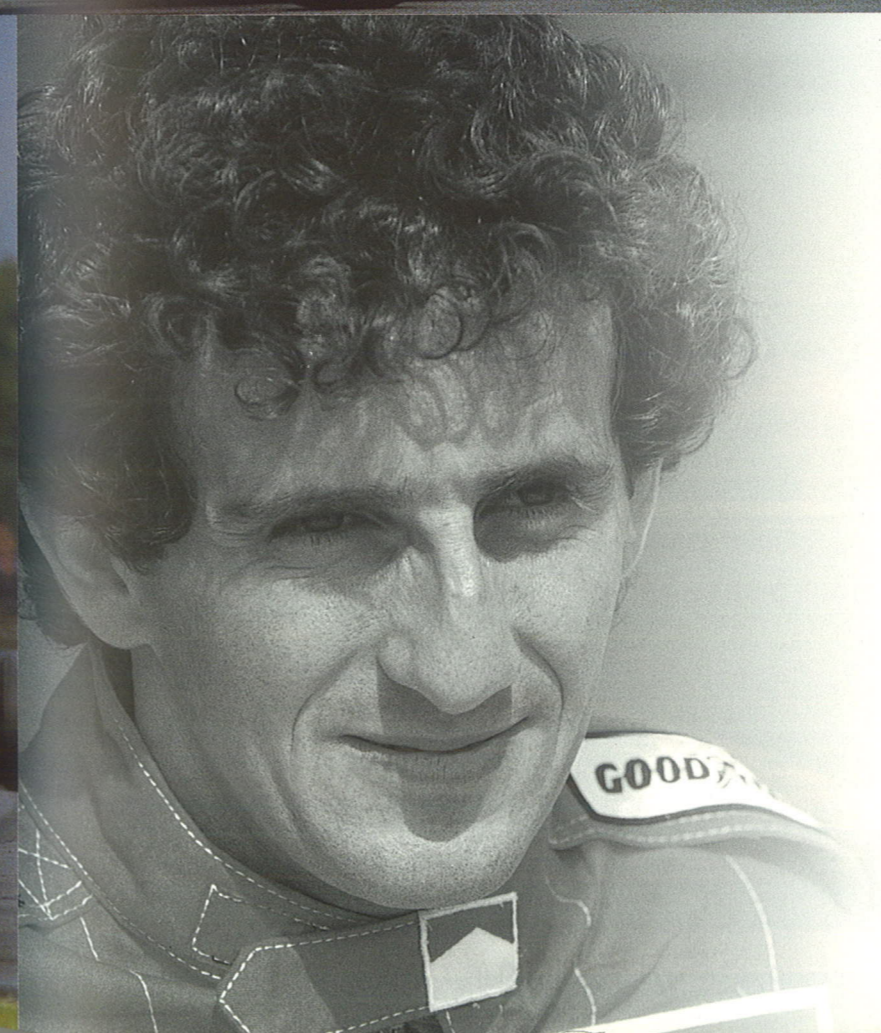
Senna and Prost played a cat-and-mouse game, running as fast as they dared while keeping an eye on their fuel. "I challenged for the lead on several occasions," Prost admitted later, "at different points on the circuit, but he shut the door every time. I switched tactics to harassment, but he kept his nerve."

In the closing laps, the Lotus suffered a misfire. Prost nipped through, but Senna was soon back on song and challenging again. He was looking strong until with only two laps to go, he coasted to a halt in front of the pits, leaving Prost home and almost dry. Just to confuse matters a marshal hung the chequered flag out a lap early! Prost would go on to secure the first of his four championships.

Alain Prost holds Ayrton Senna's Lotus at bay during the 1985 encounter. The two chased each other for most of the race before Senna retired



Right and below: Rainmaster Senna left all in his wake at Silverstone in 1988. It was a great psychological win for the Brazilian; his team mate Alain Prost called it a day after 25 laps



## McLaren at Silverstone trivia

### Starts: 21

1969, '71, '73, '75, '77, '79, '81, '83, '85, '87-'98



### Victories: 7

- 1973-Peter Revson, M23-Ford
- 1975-Emerson Fittipaldi, M23-Ford
- 1977-James Hunt, M26-Ford
- 1981-John Watson, MP4/1-Ford
- 1985-Alain Prost, MP4/2B-TAG Porsche
- 1988-Ayrton Senna, MP4/4-Honda
- 1989-Alain Prost, MP4/5-Honda



### Pole positions: 3

- 1977-James Hunt
- 1989-Ayrton Senna
- 1998-Mika Hakkinen



### Front row starts: 9

- 1969-3rd, Denny Hulme
- 1973-2nd, Denny Hulme; 3rd, Peter Revson
- 1977-1st, James Hunt
- 1989-1st, Ayrton Senna; 2nd, Alain Prost
- 1990-2nd, Ayrton Senna
- 1991-2nd, Ayrton Senna
- 1998-1st, Mika Hakkinen



### Fastest laps: 2

- 1977-James Hunt
- 1985-Alain Prost



### Podium finishes: 14

- 1969-3rd, Bruce McLaren; 6th, Vic Elford
- 1973-1st, Peter Revson; 3rd, Denny Hulme
- 1975-1st, Emerson Fittipaldi
- 1977-1st, James Hunt
- 1981-1st, John Watson
- 1985-1st, Alain Prost
- 1988-1st, Ayrton Senna
- 1989-1st, Alain Prost
- 1990-3rd, Ayrton Senna
- 1991-2nd, Gerhard Berger
- 1994-3rd, Mika Hakkinen
- 1996-3rd, Mika Hakkinen
- 1998-2nd, Mika Hakkinen



### Points scored: 117

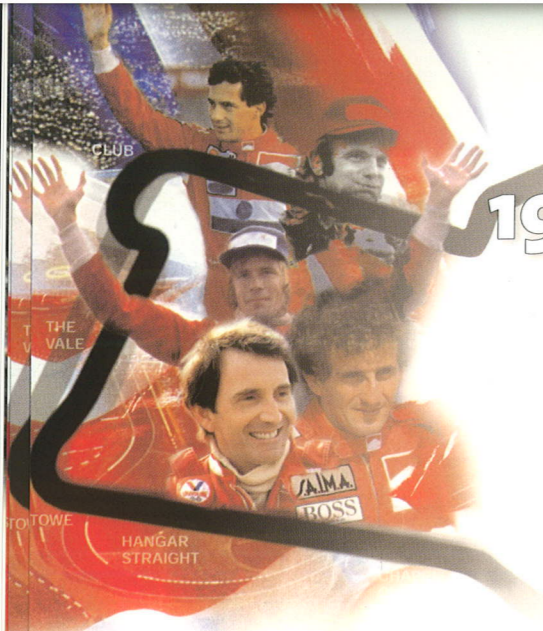
- 1st x7 (1973, '75, '77, '81, '85, '88, '89)
- 2nd x2 (1991, '98)
- 3rd x5 (1969, '73, '90, '94, '96)
- 4th x4 (1977, '79, '91, '97)
- 5th x4 (1992, '93, '95, '96)
- 6th x2 (1969, '83)



### Points-scoring drivers: 15

Bruce McLaren	Niki Lauda
Vic Elford	Alain Prost
Peter Revson	Ayrton Senna
Denny Hulme	Gerhard Berger
Emerson Fittipaldi	Mika Hakkinen
James Hunt	Mark Blundell
Jochen Mass	David Coulthard
John Watson	





## 1994 Brundle sets the grid alight

A race from which the team emerged with a third place doesn't look too bad on paper, but the 1994 British GP does not harbour too many happy memories for the folk at McLaren. The season marked the first in a three-year winless streak. Mika Hakkinen had graduated to a full time drive and was partnered by Martin Brundle, although he was not on a full time contract. And, after a year with Ford V8 power, the team had a new partner in Peugeot.

Brundle had finished a fine second at Monaco, and Mika was third in Spain, but reliability problems had proved very frustrating for both men. At Silverstone the point was rammed home in spectacular style when Brundle accelerated away from the grid: the rear of his car lit up in a ball of flame.

"I was sitting on the grid in a McLaren at the British GP," says Brundle, "which should have been something very, very special. And I think it lasted 288 metres! The big sheet of flame was the engine igniting its own oil. The more I accelerated the more oil it consumed. The guy I nearly barbecued behind me was my mate Mark Blundell!" On the last corner Hakkinen tangled with Rubens Barrichello, but still managed to get across the line in fourth. He moved up a place when Michael Schumacher was disqualified, but the crash earned Mika a suspended ban. After a start line incident in the next race at Hockenheim in Germany, the frustrated Finn was not allowed to race in Hungary. His place was taken for that race by Frenchman Philippe Alliot.

## The Agony

### 1991-'93 Senna's Silverstone jinx

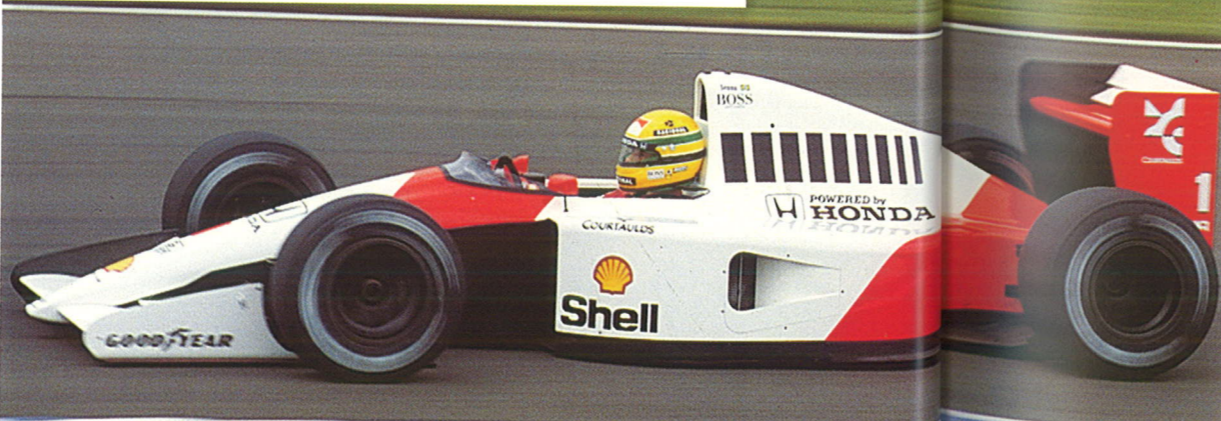
It's hard to believe, but of all Ayrton Senna's 41 grand prix victories, not one was scored in France. His record at McLaren's home ground wasn't much better, and his only victory was in 1988. Consider that he won six times in Monaco and five times at Spa, and you realise that Silverstone was not a lucky venue for the Brazilian ace; in fact, he was strangely jinxed at the British circuit, where his last three visits all ended in an uncannily similar way.

The 1991 event has gone down in racing folklore. That year Ayrton led the race briefly at the start, but had to cede position to Nigel Mansell. Still, second place was in the bag until he ran out of fuel and spluttered to a halt at Club corner on the last lap. Mansell gave him a lift home, and the image is one of the most famous of recent times.

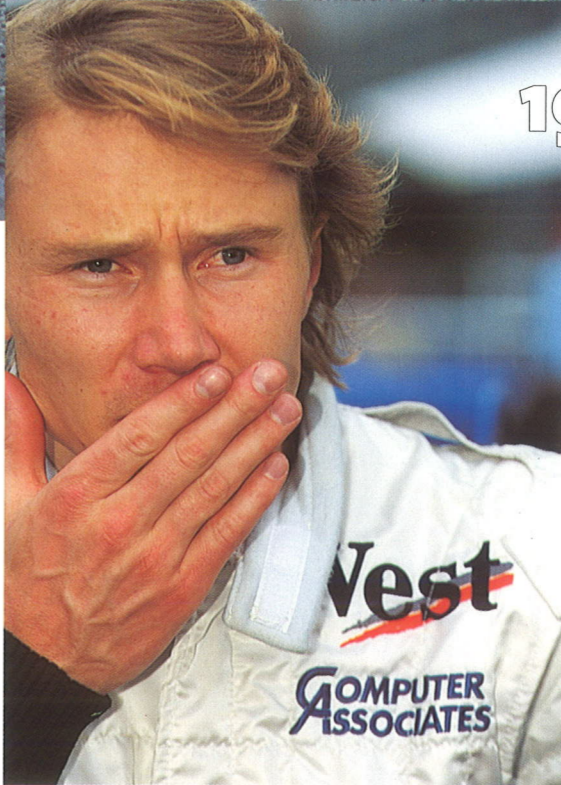
The following year Senna had just moved up to third when his transmission failed with seven laps to go, and he pulled off at Club. In 1993 he was again running third when he ran out of fuel on the last lap – and yet again he was at his favourite corner!

"By the end it stopped being serious – it was almost a laugh," says team co-ordinator Jo Ramirez. "I don't think the British Grand Prix was particularly special for Ayrton, but clearly he was very much a team person. He was working for all of us. The home grand prix is always very special. It's great for any British team to do well at Silverstone."

Above right: One of the most enduring grand prix images – Senna hitches a lift back to the pits in 1991. Right: Senna was unlucky at Silverstone



Left: Martin Brundle's McLaren-Peugeot cooks itself on the grid in 1994. Brundle had been hoping for a good showing at home after a strong second at Monaco  
Above: Brundle reflects on what might have been



### 1997 Mika gets so close

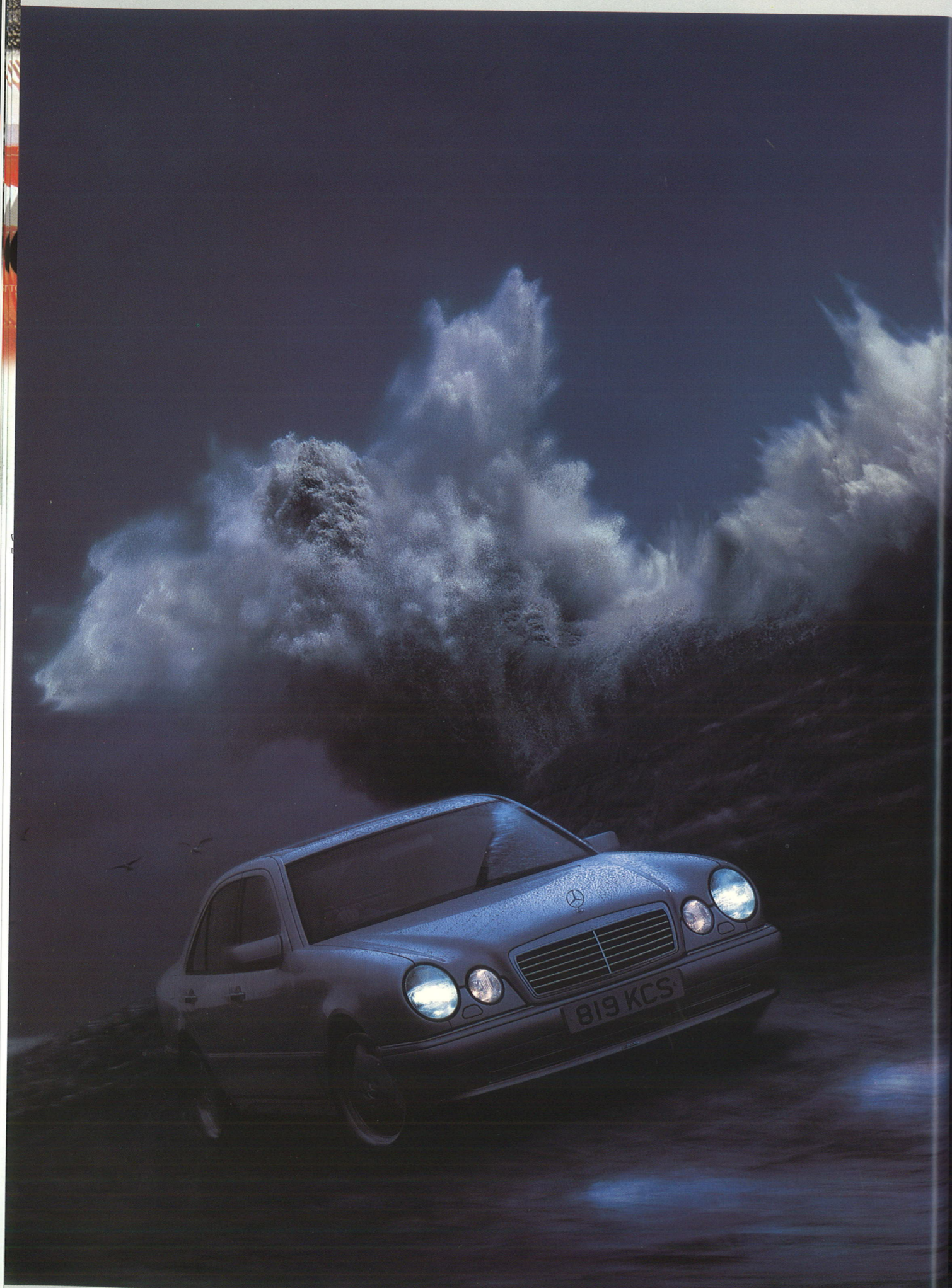
In retrospect the 1997 British GP marked a turning point for West McLaren Mercedes. After several years out of the limelight, the team began to stake a claim as genuine frontrunners, and more importantly, Mika Hakkinen showed that he knew what it took to lead – and thus win – races.

Such judgements came later; at the time it was an afternoon of frustration. Mika had been quick in testing, and was a genuine contender for pole. He had to settle for third, but he moved up one when Heinz-Harald Frentzen stalled and forced a restart. However, Mika made a bad start, dropping to fourth. It took him a long time to get past team mate David Coulthard, but then Jacques Villeneuve was delayed in the pits and Michael Schumacher's Ferrari retired. The long years of struggle were forgotten as Mika led for eight glorious laps – only for his engine to fail less than six laps from home. He threw his gloves to the crowd before heading back to the pits. "At least I was leading the race so near to the end," he recalls, "after all the disappointments I had before. But it was a great feeling, obviously. You feel like finally you've done it, finally you're there. It just took a long time."

At least Silverstone '97 was the start of something big. "It was a big disappointment," explains engine wizard Mario Ilien, "but it helped us to move forwards. You gain experience from failures..." ■

Top: Mika Hakkinen pulls onto the grass just beyond Abbey after the Mercedes engine in his McLaren let go six laps before what would have been a memorable first win  
Above: Mika reflects on a job well done, but without the result he deserved





There are days  
when the ocean reminds me of her  
awesome hidden power.

In moments of tranquillity she charms me.

Then suddenly

*very suddenly*

she assumes a distinct and very definite existence.

From fathomless depths she produces that elemental sound.

That grumbling groan of pure, potential power.

As if for the first time,

I'm aware of the phenomenon that lurks beneath the surface.

All the while the current acquires a momentous velocity.

Each second adding to her speed

to her inevitable urge.

And I'm left captivated by her eternal energy.



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WORDS HENRY HOPE-FROST  
PHOTOGRAPHY CHARLES BEST

# A close shave

It's no secret that West McLaren Mercedes demands total perfection from its Official Suppliers in its effort to be the best on the world's grand prix stage. Those who commit to a partnership with the team acknowledged to be at the leading edge of technology must be the best, and continually strive to remain so.

Yamazaki Mazak is one of the team's Official Suppliers, and provides West McLaren Mercedes with the most sophisticated metal cutting machinery in the world. The Japanese firm has recently given the team eight devices that are designed to create the metallic masterpieces used in the construction of the MP4-14 race cars.

So just how accurate are these machines, when they are programmed to create parts for the team? West McLaren Mercedes machine shop manager Nick Lloyd explains: "They are capable of accuracy measurable to 0.002mm, or two microns. That's the sort of precision we need when we are machining these parts."

To put it into perspective, if you split a human hair 75 times, one of the resulting strands would measure one micron. It simply has to be that accurate, for the smallest of errors in the manufacture of critical parts can be costly on the race track.

West McLaren Mercedes has ensured that all angles are covered with its eight Mazak machines. They include three milling machines and four turning centres. They perform similar tasks, with differing degrees of adjustment for various jobs. What they have in common, however, is CNC (Computer Numerical Control), which allows the highly trained machine shop operators – under Nick Lloyd's watchful eye – to programme a variety of different instructions. From cylindrical pieces of titanium the most complicated three dimensional shapes can be made, whether they

be gear ratios, final drives or intricate pipe connectors for an MP4-14's brake assemblies. It's thanks to the adjustability of the machines, which each have numerous tools for turning, milling, drilling and tapping.

Nick is quick to confirm that the machines are only as good as the men that operate them. "I don't really like referring to my team as operators. You and I could do that. These guys have to understand exactly what goes on. They

have to unravel all the complicated technical drawings that emerge from our drawings office via production control and find ways to make them work. More often than not, the design team will make tiny but crucial last-minute changes, making the previous drawings useless. My staff then have to start again. If there is the slightest mix-up in the sequence from concept through to manufacture, we're all in trouble!"

The machine shop is a buzzing place that operates a 24-hour shift all year round.

"There's no room for rest," says Nick. "For instance, we had some special parts made up for the braking systems at the Canadian Grand Prix. We only had just enough time to finish them and then fly someone out to Montreal with them to be fitted to the cars at the crack of dawn on race day. It was worth the effort because Mika won the race."

The team's plan is to invest in more Mazak machines. If the initial trials prove successful, they will phase out some of the smaller ones and replace them with bigger and better ones. Being content with what you have is not an option in Formula 1. If you stand still you go backwards, and no-one is more acutely aware of that than West McLaren Mercedes. ■

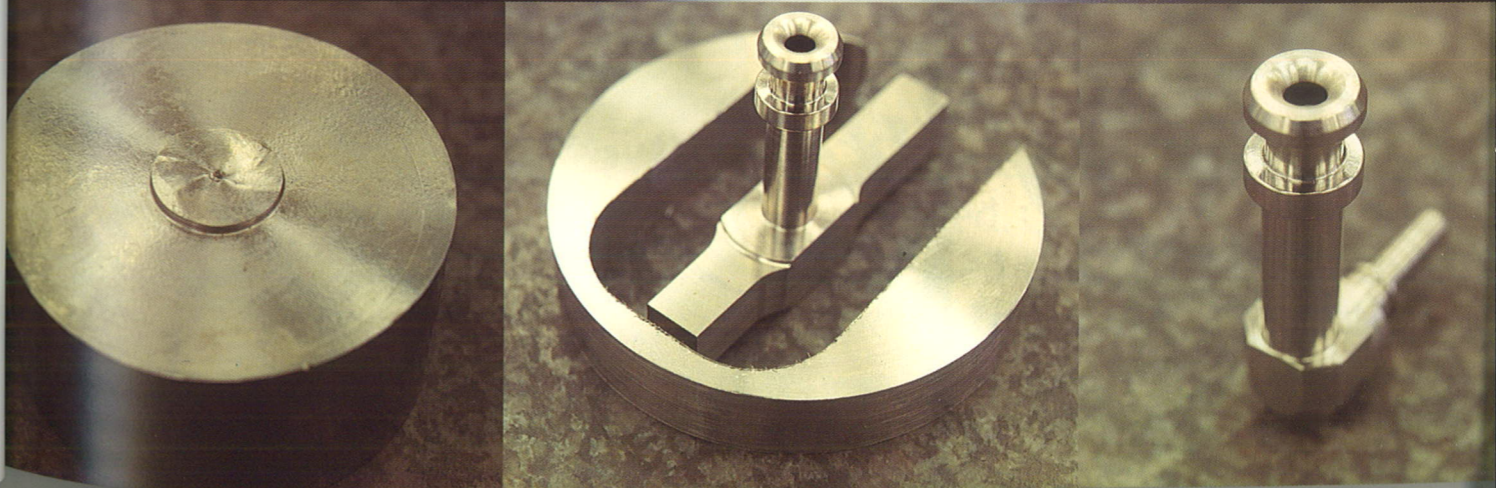


Above: The intricate process of machining parts for the West McLaren Mercedes team involves CNC (computer numerical control)



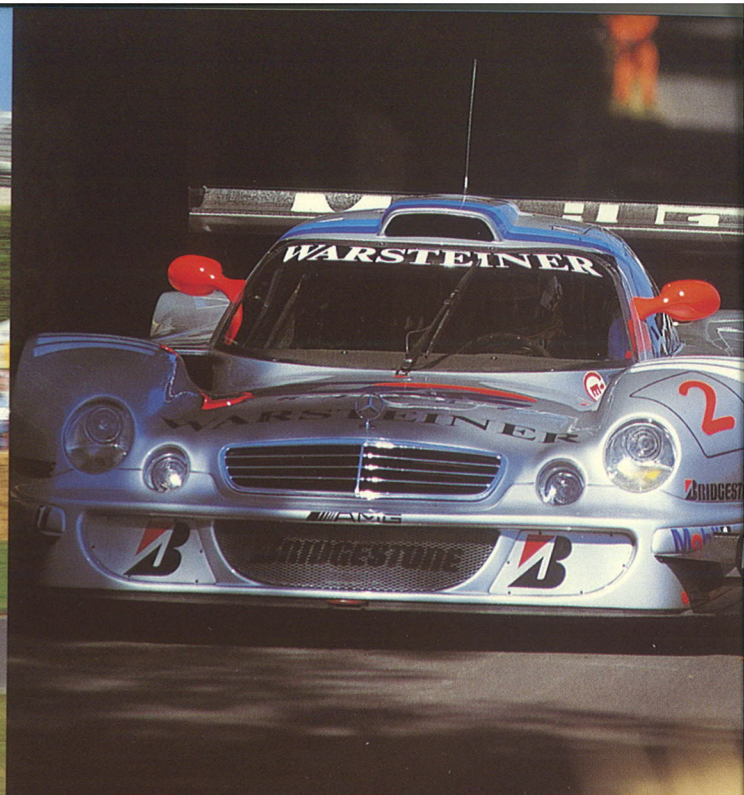
Above: Mazak supplies West McLaren Mercedes with incredibly high-tech machines that are accurate to 0.002 mm. Below: The process of producing tiny, but crucial parts can be seen in the sequence.

A simple cylindrical block of titanium can be machined into a complex piece of pipework.



**Mazak**  
MACHINE TOOLS





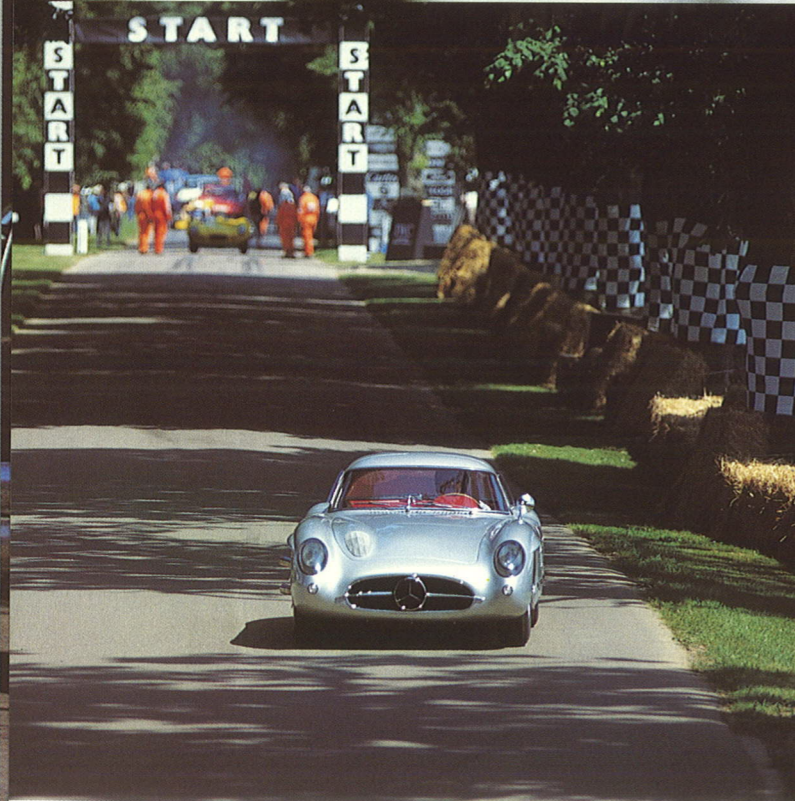
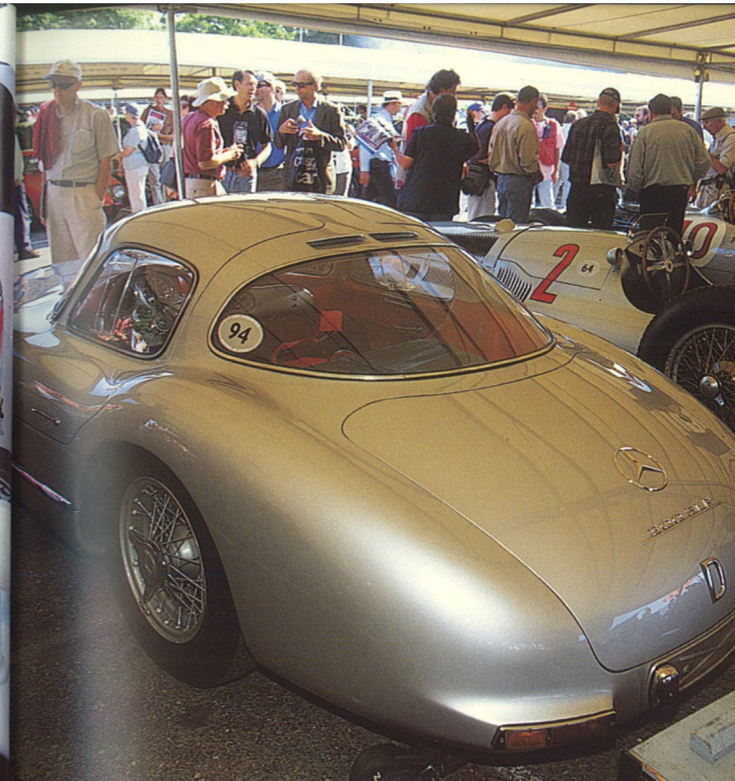
King of the

The familiar colours of David Coulthard's helmet (far left) aboard the 1954-5 Mercedes W196 in which Juan Manuel Fangio and Stirling Moss won nine grands prix. Top: 1964 World Champion John Surtees screams past Goodwood House in the beautiful 1939 Mercedes W154. Above: A relaxed David Coulthard in the June sunshine. Top right: The Mercedes CLK-GTR that won all 10 rounds of the 1998 FIA GT series. Right: Jochen Mass guns the 1990 Sauber-Mercedes C11 off the line

A stunning collection of McLaren and Mercedes grand prix cars, Indycars and sportscars graced the seventh Goodwood Festival of Speed. One of them also smashed the course record. *Racing Line* saw all the action

WORDS HENRY HOPE-FROST  
PHOTOGRAPHY DARREN HEATH, JAMES MANN, JEFF BLOXHAM





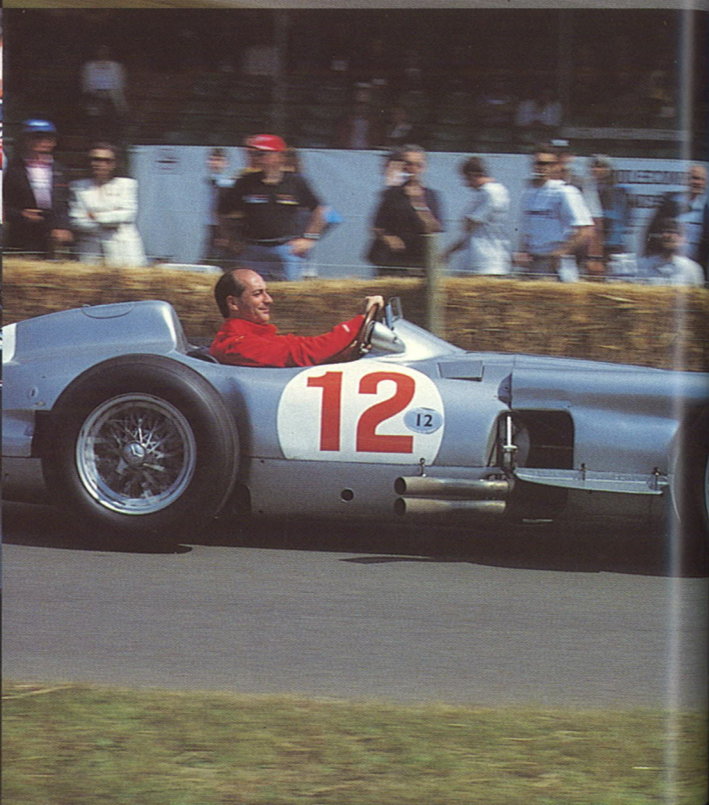
Steeped in history and tradition, evoking memories of many glorious moments in one hundred years of motorsport history, it was only right that the idyllic corner of West Sussex that is Goodwood should play host to some of the most celebrated names the sport has ever known. None more famous than McLaren and Mercedes, whose illustrious pedigree in every discipline of the sport was showcased in spectacular style during the seventh annual Goodwood Festival of Speed.

This page, clockwise from top left: Two and four-wheeled racing hero John Surtees was entrusted with the priceless Mercedes W154 of 1939. Rubens Barrichello got a chance to drive his hero Ayrton Senna's McLaren-Honda MP4/6 from 1991. American legend Johnny Rutherford was reunited with his 1976 Indy 500-winning McLaren M16. The exquisite 3-litre Mercedes 300SLR of 1955, arguably the most beautiful coupé ever made

This page, clockwise from top left: Another angle of the 300SLR coupé – too beautiful to ignore. Sportscar ace and former McLaren grand prix winner Jochen Mass tries his hand in the 1954-5 Mercedes W196. Nick Heidfeld took the all-conquering West McLaren Mercedes MP4-13 from 1998 to a new course record. F1 and Indycar hero Emerson Fittipaldi drove the Penske-Mercedes PC23 from 1994 that won 12 of the 16 races

The mouth-watering collection of McLaren and Mercedes cars assembled in the grounds of the Earl of March reflected the commitment of both companies to their historic roots. From the 1998 world title-winning West McLaren Mercedes MP4-13 – driven to a new outright hill record by West Competition Formula 3000 ace Nick Heidfeld – to the quaint 1904 Mercedes 28/32, all were driven as fast as their designers intended, despite the narrowness of the uneven and slippery ribbon of tarmac that runs through the grounds of Goodwood House. Spectators strolling through the wonderfully informal paddock in the June sunshine quickly lost count of the fabulous machines on show. The





ex-Juan Manuel Fangio and Stirling Moss Mercedes W196 of 1954-5, demonstrated by current grand prix hero David Coulthard, for example. Or the 1974 and 1976 Indy 500-winning McLaren M16, reunited with its driver, American legend Johnny Rutherford.

Everywhere you looked there were pieces of history, all unspoiled, immaculately prepared and entirely original: grand prix cars, Indycars and sportscars – the three disciplines in which McLaren and Mercedes have both achieved so much. The smiles on the faces of everyone who was allowed near the cars said it all. It was the sort of gathering of which founders Bruce McLaren and Karl Benz would have been proud, and rightly so. ■

This page, clockwise from top left: The three-pointed star was out in force at Goodwood. Emerson Fittipaldi didn't hang about in the Penske-Mercedes Indycar. Juan Manuel Fangio II, nephew of the great five-time world champion, demonstrated his late uncle's Mercedes W196 from 1954-5. Jonathan Palmer drove the 1989 world title-winning McLaren-Honda MP4/5. Right: The slippery Mercedes CLK-GTR, driven by regular racer Marcel Tiemann

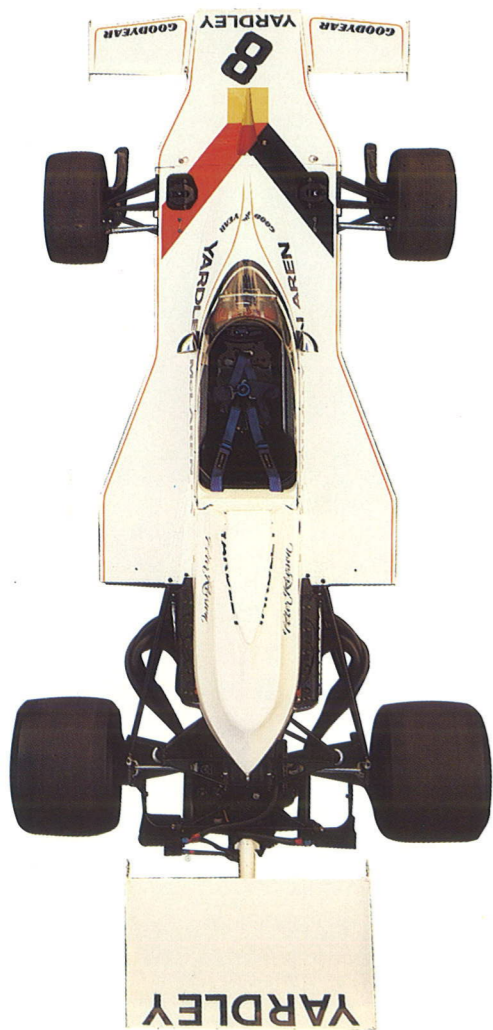


# 1973

**M23** It was the McLaren chassis of the 1970s, bringing the team an amazing 16 grand prix victories

WORDS Peter McSean

PHOTOGRAPHY Charles Best



**T**he Yardley-liveried M23 of 1973 brought the sweet smell of success to McLaren. For underneath the perfume sponsor's colours sat one of the great F1 cars of the 1970s. Designer Gordon Coppuck had already showcased his talents with the M16 Indycar and F1's 1973 deformable structure regulations set new challenges for his first full F1 car design. Elements of the highly successful M16 were evident and the rising rate suspension from its M19C F1 predecessor was carried over largely unchanged.

But the M23 was no lashed-up mismatch. To meet the new regulations, its monocoque was made from two layers of 16-gauge aluminium, between which lay a layer of foam. Radiators were sited in integral sidepods, which further increased impact protection and lateral stiffness. The low, wedge-shaped car housed the driver well forward in a cockpit so narrow that access was possible only through use of a radical new design idea: the detachable steering wheel.

Denny Hulme stuck the M23 on pole at its South African GP debut, and its maiden victory at Silverstone could hardly have been more dramatic (see p18). In new colours for 1974, the M23 brought McLaren the constructors' world title and Emerson Fittipaldi the drivers' championship. Two years later, James Hunt steered it through a ferocious F1 season to take the driver's crown by just one point. In all, the M23 took 16 championship race wins, and when it was finally retired in 1977, it was the end of an era for McLaren. The team wouldn't win another F1 title until 1984. ■

## Tech spec

### ENGINE

Type Ford Cosworth DFV V8  
Capacity 2,993cc  
Horsepower 460bhp at 10,000rpm

### TRANSMISSION

Type McLaren/Hewland DG400  
5-speed

### SUSPENSION

Front Bottom wishbones with twin-plane triangulated upper rocker arms operating pushrods coupled with inboard springs  
Rear Adjustable top links with reversed lower wishbones and twin parallel radius rods coupled with outboard springs

### WHEELS

Front 11in wide, 13in diameter  
Rear 18in wide, 13in diameter

### BODYWORK

Construction Double-skinned 16-gauge NS4 aluminium deformable structure chassis, glass fibre panels

### DIMENSIONS

Wheelbase 2,565mm  
Track 1,664mm front, 1,587mm rear  
Weight 576kg





1985



McLaren's

# mountain rescue

WORDS: DOUG NYE PHOTOGRAPHY: LAT



Above: Alain Prost powers the TAG Porsche-powered McLaren MP4/2B to victory around the picturesque sweeps of Austria's majestic Österreichring. Top right: The first start saw Niki Lauda, driving in his last race at home, get the jump on team mate Prost

Around the daunting Austrian circuit that was the Österreichring, McLaren's Alain Prost moved into a joint lead for the 1985 title, thanks to a blinding drive in the MP4/2B

**M** McLaren came to the Österreichring in August of 1985 just a whisker behind Ferrari in the title-race stakes. Then, as now, it was a close-run thing between the Maranello and Woking rivals. The key players were Frenchman Alain Prost – highly motivated after losing the 1984 title by half a point to his experienced team mate Niki Lauda – and Italian Michele Alboreto, a model of consistency in the then, as now, reliable Ferrari.

Most of the attention that weekend, however, would be focused on Lauda, who was appearing in his last home grand prix. Niki had had a difficult '85 season, so he was determined that his home Grand Prix should be memorable, since it was to be his last. During qualifying he announced his intention to retire from racing at the end of the year.

Following his revelation, the question on most people's lips was: would he work to support Prost's charge towards his first title? Lauda was, at best, non-committal: "I am still a professional racing driver. In this business you have to work for what you win..."

The starting grid was shaped by rain, with both McLaren drivers setting their fastest times during dry early-qualifying on the Friday, after which the heavens opened. Niki's determination to retire on a high note was confirmed, however, as his best time was third fastest – his highest qualifying position for more than a year.

But for a fine effort by Nigel Mansell in his Williams-Honda on the Saturday afternoon, Lauda would have been on the front row for his last home grand prix, alongside his French team mate and title



## ALAIN PROST RECALLS:

"That Austrian Grand Prix was eventful. During the Sunday morning warm-up my throttle pedal jammed and I ploughed straight into one of the embankments that line the Österreichring. Manou Zurini, the photographer, was close by and he recalled fearing the worst, because my McLaren was inches away from flipping over.

"Though there were two starts to that race, what really stands out in my mind was the announcement involving Niki Lauda. For some time he had been saying he was keen to call it a day. That was another turning point in my own life, because Niki and I had become very close by this time, and we had a lot of respect for each other.

"Ron Dennis had already asked me for my opinion as to who might replace Niki for the 1986 season. There were four names on my list: Keke Rosberg, Michele Alboreto, Elio de Angelis and Ayrton Senna. I hadn't exactly chosen 'also-rans'!

"But having won in Austria I was now lying equal first with Alboreto. For the next race, in Holland, my wife Anne-Marie came along – for only her third 'live' Grand Prix since I had started in Formula 1 in 1980.

"Quite simply, speed made her nervous. I remember once driving her along a road somewhere in France – this was when I was already an established F1 driver – and she got so nervous that she shouted at me 'Who do you think you are – Fangio?'"

challenger who put his McLaren-TAG Turbo MP4/2B on pole for the first time that season.

The superb mountain circuit, with so many testing 140mph curves and such a gradient change, favoured a well set-up and stable car with predictable handling. The contemporary MP4/2B – appearing for the first time with revised rear-suspension geometry – absolutely excelled in this respect, and worked well immediately. Most significantly, whilst Nelson Piquet's immensely powerful rival Brabham-BMW was fully 30km/h faster than either of the McLarens along the main straight, it proved almost a second slower in time around the complete lap...

In the Sunday morning warm-up the Österreichring was steaming dry after torrential overnight rain. On his last lap Prost found himself screaming into the Hella-Licht Schikane with his TAG engine's throttle jammed wide open, his car careering straight across a tall kerb to ram the steep trackside embankment. Damage was confined to the right-hand side front suspension and the nose. It was rapidly repaired, but then – just as Prost drove on to the starting grid – excessive play was noticed in one of the right-hand side driveshaft joints. He asked to be swapped to his spare car, which lacked the revised rear suspension set-up, but was persuaded that the joint was sound enough to race.

Promptly – typically – he buried his doubts and made a fine start, whilst behind him Lauda made an even better one, catapulting straight in to the lead of his swansong home grand prix. But, behind them, a four-car collision involving Alboreto's Ferrari brought out the red-flag – and the race was stopped. Michele would restart in his spare car.

Prost requested his spare as well – since that suspect driveshaft joint had already been exposed to one race start, a second would surely kill it. He also revised his tyre choice. Having



originally elected to run harder, B-spec tyres on the left, he now followed general consensus and had C-spec fitted all round.

The re-start panned out well for him as he dragged away from the line with rear tyres absolutely on the verge of breaking traction, but Keke Rosberg's Williams-Honda latched onto his tail, demoting Lauda's McLaren this time to third. Almost immediately Rosberg's engine oil pressure fell to zero, leaving Prost and Lauda out at the front, their twin McLarens drawing out a yawning 11 second advantage over Piquet's Brabham after only five laps.

The tactic then was to race non-stop, but 'The Professor' liked his cars set up to the finest increments. Sensing his tyres losing performance he now reasoned he could be quicker in the critical closing stages if he stopped to fit fresh boots. Completing lap 25 he tapped his helmet past the pits to signal his intention to stop, and as he veered into the pitlane next time round Niki Lauda inherited the lead.



Alain Prost (left) on the podium with fellow championship-leader, Ferrari's Michele Alboreto

The McLaren pit crew swapped Prost's used tyres for fresh ones in 11.5 seconds but by then his Austrian team mate lay 30 seconds ahead. It looked an insurmountable lead... to everyone but Prost, who immediately began to drive out of his skin, shattering the lap record as he slashed the deficit to 17 seconds. At such a rate he would certainly catch up with Lauda's leading car to create a pulsating climax to the race.

There were – as is McLaren's normal practice – no team orders. Both drivers were obviously determined to win. Lauda set the fastest lap. Prost responded with one faster still. The gap had shrunk to 15 seconds. Suddenly, disappointingly, Lauda felt his engine fluff off song. "It lost its oomph!" he said. A shaft in one of its twin turbochargers had sheared. The luckless Austrian flicked the kill switch before the pits and coasted to rest at the far end of the pitlane.

Two laps from the end, the McLaren crew signalled Prost '+37' over Ayrton Senna's second-placed Lotus-Renault and '+48' over Alboreto's third-placed Ferrari. The McLaren-TAG Turbo MP4/2Bs had once again performed in a class of their own, and Alain Prost was able to win as he pleased to tie with Alboreto for the Drivers' World Championship lead, with 50 points apiece.

And despite having to race the 'inferior' spare car, Prost had just one thing to say afterwards, which he repeated again and again: "The car was superb today..." ■

## YOUNG & OLD The lucky mechanic



McCall (left) with team manager Phil Kerr and driver Denny Hulme, Nürburgring 1968

out of 70 applicants who could butt-weld two bits of steel together without a welding rod." At his first race for the team, a front wheel fell off when Clark was leading and McCall was blamed. He analysed the failure and discovered that new steel wheels had to be 'run in' and retightened

before a race. He took these findings to Chapman, who agreed he was right. It led to a place in the team as Jim Clark's personal mechanic in Formula 1 and on the Tasman series in New Zealand and Australia.

All Kiwi mechanics seemed to find their way to McLaren's door and in 1968 McCall became Denny Hulme's chief mechanic. "It was great at McLaren. It had been good at

Lotus but Mr. Chapman was the boss and we were workers. At McLaren it was like being part of a family. Bruce and I used to do a lot

of work after everyone else had gone home, building up things like exhaust systems. He'd cut and shut and I'd weld until 5 o'clock in the morning! I enjoyed those times with Bruce. He always gave you enough rope..."

At the end of the 1968 season McCall decided to try his hand at racing, having seen it from the inside.

"I had become very interested in suspension set-ups and geometry and I wanted to buy a car and try racing. Bruce took me into his office to try and talk me out of it, but ended up talking me into it!"

McLaren suggested that McCall should build a car of his own and made him an offer he couldn't believe: "Bruce told me to clear out the store room of last year's obsolete racing parts that were going to be dumped." It was a treasure trove to an aspiring racing car builder.

"Bruce told me to sort it all out, put it in the middle of the floor and talk to (team director) Teddy Mayer about how much I'd have to pay for it. I offered £100 but Teddy started at £20,000." They finally agreed on £1000. "It was a serious amount of stuff – three vans' worth. I then said to Bruce: 'OK, I owe you a grand,' but he just laughed and said: 'Take it. Teddy's had his fun; we'd have sold it to the scrap man for £100.' That's how I got my start."

McLaren had the Kiwi as its team symbol, so McCall decided to use another New Zealand national bird – the Tui, a songbird with a distinctive white collar.

McCall's Tui cars were a force to be reckoned with in F2, F3, F4 Atlantic and FVee until the 1980s. He went on to design an F1 car for the Tecno team, worked with teams at Indianapolis and now advises young racing drivers back in New Zealand.

**A**llan 'Maori' McCall was a New Zealander who became a famous racing mechanic by pure chance. And, with Bruce McLaren's help, he manufactured racing cars, too.

The story started when McCall did his big 'OE' – Overseas Experience. On the boat to Britain he met up with a couple of car dealers who gave him a number and said that if he was a mechanic and he wanted to see Europe he should 'telephone Colin' and get a job as a racing mechanic. Colin turned out to be Colin Chapman, the legendary boss of Lotus, who not only gave McCall a job, but made him responsible for Jim Clark's Lotus Cortina in 1965. He had been to one motor race in his life.

"I got the job because I was the only one



have you got the bottle?

if not go to

[www.mclaren.co.uk](http://www.mclaren.co.uk)



West McLaren Mercedes FORMULA ONE WORLD CHAMPIONS 1998 OFFICIAL SOFT DRINK PARTNER





# Animal magic



West McLaren Mercedes Corporate Partner Schweppes has recently filmed a new advertising campaign... featuring wild animals. How on earth? WORDS MIKE CABLE

**W**hen West McLaren Mercedes Partner Schweppes started casting around for a new personality to succeed William

Franklin and John Cleese as a new ambassador for the brand, one candidate stood head and shoulders above the rest: he was cool, classy, stylish, elegant, good-looking and recognisable the whole world over. He could also act a bit. In short, he had all the qualities necessary to become the international face of Schweppes.

Only one problem: Being a leopard, he couldn't speak.

Not that Schweppes was deterred. In these days of computer magic, technical guys can do what Dr Dolittle could only dream about and get animals to 'talk' clearly and plausibly. The results can be seen in 'Watering Hole', the first in a series of Schweppes commercials already being screened. It features the leopard and a supporting cast that includes a giraffe, a zebra, a gazelle, an elephant, a vulture, baboons, hyenas and other assorted creatures in a witty bar scene that has already proved a big hit with audiences around the world.

In the advert, the leopard is seen sauntering into the 'Watering Hole', sitting down at his favourite table and ordering a Schweppes drink from one of the human waiters. He then turns to seduce a pretty gazelle sitting at another table and smoothly inquires if she's free for dinner later.

"What about my boyfriend?" she asks coyly as the camera pans out to reveal an elephant. The leopard responds wittily: "Well, I do like elephants but I couldn't eat a whole one."

The second advert features a beach scene in which the leopard, who's lying in the sun sipping Schweppes with his friend Christopher the alligator, gets splashed by a passing jetskier. He sends Christopher off to sort out the offender...

What helps to make these ads so amusingly effective is the realistic ways in which prey

The leopard extends an elegant paw to his bar table (top left). In the new Schweppes ads, wild animals all act and 'talk' very convincingly





Putting all the various animals on set at the same time would soon have resulted in a blood bath, so they were filmed separately and put together with graphics technology. Despite the obvious dangers of filming near a live alligator (right), not to mention the leopard, the animals were perfectly behaved and allowed the production crew to finish the whole project in less than two weeks

## "If a leopard scratches you, the bit he scratches comes off in his paws!"

animals and predators can mingle together and talk amongst one another. How is it done?

Caspar Delaney, Executive Producer for the adverts, explains: "The basic film was shot on the largest sound stage at Universal Studios in Florida, using some of the world's top animal trainers and a menagerie of wild animals.

"Obviously, we couldn't actually have them all on set at the same time or the place would quickly have become knee-deep in blood and feathers! So what we had to do was film each animal or group of animals separately, with a fixed camera against the same backdrop, and then put them together using state-of-the-art post-production techniques."

Cunning computer graphic technology was used to lip-synch the various animals that have speaking parts in the commercials.

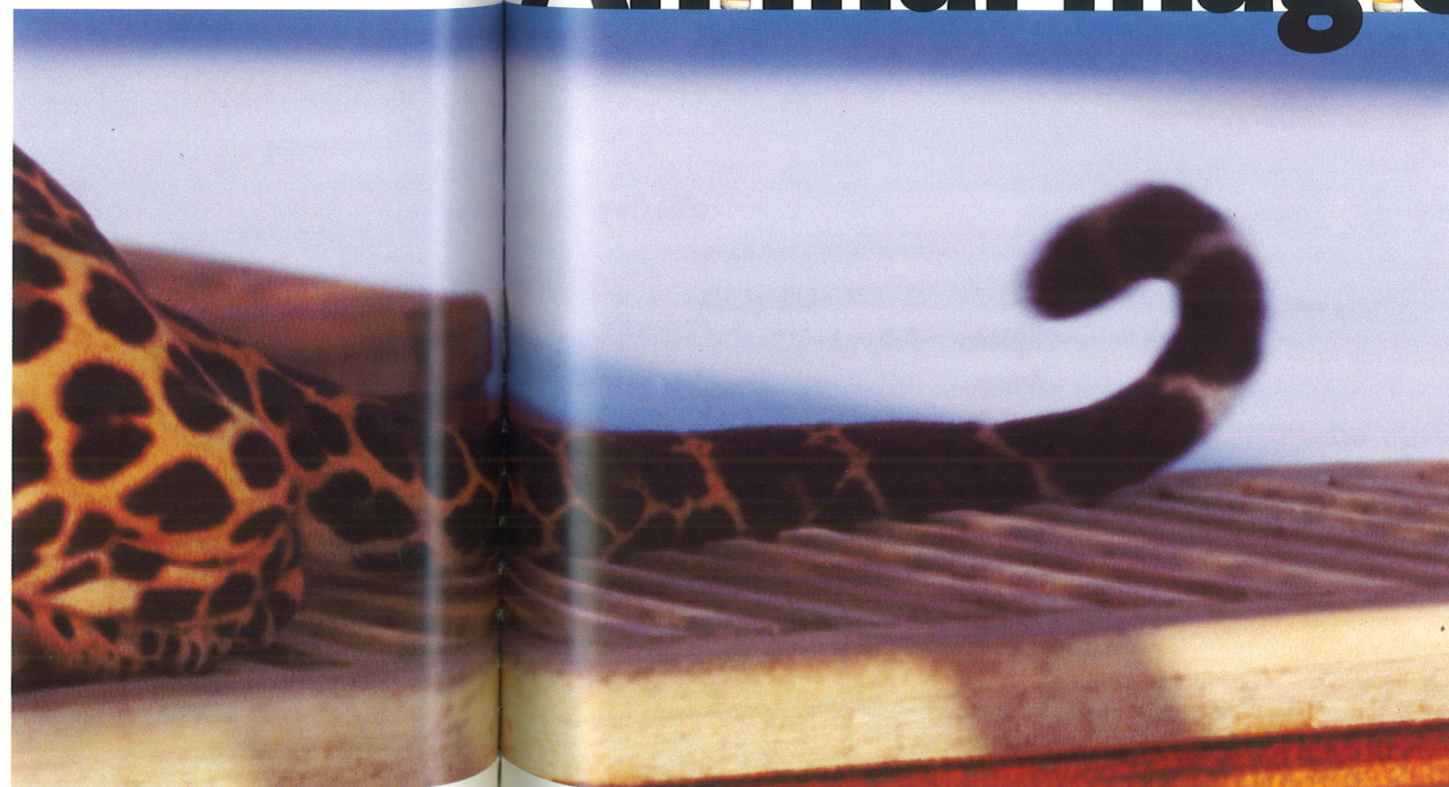
"We're not talking the same style as 'Babe' here," adds Delaney. "For that movie they used computer techniques to remodel the animals' lower jaws and then animate them in such a way as to make the mouth movements totally human. We wanted to keep our animals less

artificial and simply manipulate their natural movements for a better effect."

Despite the well-known showbiz dictum about never working with children or animals, all the animals turned out to be a good deal less temperamental than your average cast of humans... which was just as well. As the leopard's trainer Dr Bhagavan Antle observed: "If this cat scratches you, whichever bit he scratches tends to come off in his claws!" The alligator was also given a wide berth despite having his jaws taped up between takes.

But these fierce creatures not only resisted the temptation to make a meal of the slightly wary members of the production team, they also behaved so professionally that the whole thing was shot in less than two weeks. Claire Signy, the advertising agency's producer, was pleasantly surprised. "I have worked with the Andrex puppies before and they were actually much more difficult to handle than these wild animals," she insists. "The leopard, in particular, was beautifully behaved and the only scratch came from a fake paw used in the filming.

# Animal magic



"We had difficulties with the hyenas, which are the hardest to control because they can't really be trained. The ostrich was a problem, too, simply because ostriches are very big and clumsy and they run and flap all over the set. The worst thing about this job was that it got rather smelly at lunch time!"

This will be the first ever global advertising campaign in Schweppes' 216-year history. The company was founded back in 1783 when one Jacob Schweppe perfected the art of putting the fizz into bottled water.

The 'Schhh... you know who' ads featuring William Franklin, and the subsequent John Cleese campaigns, were classics.

"We are hoping that this new series will be just as memorable," says Cadbury Schweppes marketing director Stephen Joy, the man in charge of the ongoing Schweppes Formula 1 marketing programme.

"Our most successful advertising in the past has always had a recognisable personality at its centre and when the agency initially came up with the idea of the leopard character we were all rather surprised.

"But when we thought about it we realised the leopard did embody all the qualities we traditionally associate with Schweppes. And, at the same time, because a leopard isn't identified specifically with any one culture or language, it can represent the Schweppes brand around the world."


If nothing else, it proves that big cats still have the power to mesmerise human beings. Drivers were once invited by one of the big petrol companies to put a tiger in their tanks. Now it seems we're encouraged to slip a leopard into our soda, with the promise that it will add extra bite – as well, presumably, as knocking spots off the opposition. ■





# The hottest seat in the West

WORDS: DAVID VIVIAN PHOTOGRAPHY: TED HUMBLE-SMITH



David Morrison owns one of only five McLaren F1 LM cars ever built, and it's the only one you'll find west of the Greenwich Meridian

It's not about keeping a sense of perspective. After all, what's the good of perspective when you're sitting at the wheel of a car that accelerates from nothing to 60mph in 2.9 seconds and does 225mph flat out? Where's the frame of reference?

What good is perspective when you know that however far you drive – even three thousand miles in five days – the chances of seeing the same car coming the other way are lower than being struck by lightning, never mind winning the Lottery. And another thing: Even if you won the Lottery, you still couldn't afford one. When a car is worth £799,000, being a mere millionaire doesn't cut the mustard.

And what good is perspective when you're on the Monaco Grand Prix circuit sandwiched between a Light Car Company Rocket and Chris Eubank in a monster truck leaning on his klaxon in an all-points-Europe recreation of the Burt Reynolds *Cannonball Run* movies? Perspective? Humbug...



All of those would be pretty rarefied events for most people, but when you're David Morrison, the owner of the only production McLaren F1 LM in the western hemisphere, reality takes on a slightly different hue. David, a career economist for 20 years in the City, styles himself as a 'mad, passionate car collector who's been lucky enough to indulge himself.' As David explains, there have always been a host of rare and exotic sportscars huddling in the darker corners of his expansive garage.

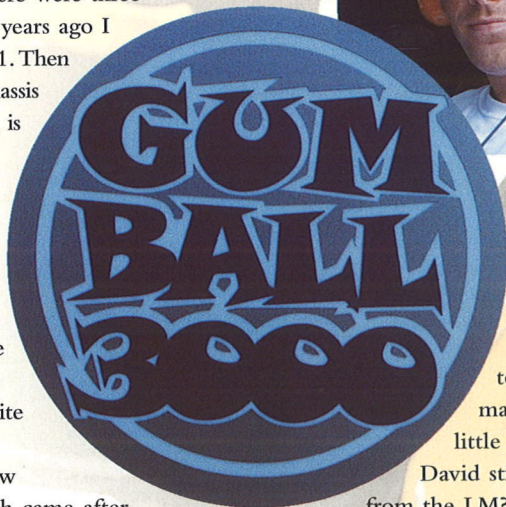
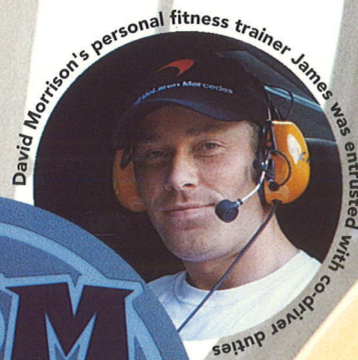
"At one point there were three McLaren F1s. Four years ago I had a road-going F1. Then came the F1 LM, chassis number three, which is my lucky number. And after that, the long-tailed GTR which I raced two years ago in the FIA GT series and at Le Mans. But the one I've kept is the LM, because it's quite simply the best.

"I also have a few Porsche 911s, which came after the McLaren. I run a little racing team called Parabolica Motorsports and we're racing in the Porsche Super Cup this year."

LM, of course, stands for Le Mans. McLaren won Le Mans in 1995 at its first attempt and, to commemorate the victory, built five LM-badged roadcars. The LM is not a replica of the race car, but follows the specification of the Le Mans-winning F1 GTR. Consequently the chassis, engine and transmission are virtually identical, modified only enough to make them road legal. The key difference between the F1 LM and the F1 GTR is the acceleration, which is greater in the LM. This is possible as the LM is some 60kg lighter than the racing car, and the engine is not limited by air restrictors. However, it's not the top speed of the LM that counts for David.

"The thing is that it's generally a bit more raw," he says with a glint in his eye. "I think it's fundamentally the best car ever built. From any point of view – handling, speed, noise (especially the LM) – it's fantastic. And such a beautiful shape. It's not a giant supercar, it's a small, compact one that you can thread in and out of tight places."

With most supercars, even the really



quick ones, the driver can eventually become accustomed to the performance, maybe even become a little blasé about it. Does David still get a big buzz from the LM?

"Definitely. You could argue that it's not that difficult to drive."

So what's the fastest that David's driven his LM?

"I think this can be verified by Belgian police!" he laughs. "I did 175mph on the Gumball Rally. We got stopped in three different countries – France twice and Belgium. So were a lot of other people, but I think that was inevitable.

"The Gumball Rally is the idea of a guy called Max Cooper, a friend who seems to know a lot of people in motoring circles. The idea was to try to recreate the spirit of the Cannonball Run/Gumball Rally movies – different characters, and cars – on an endurance event in which there were bound to be some sorts of incidents, good, bad or ugly. Up to that point, I hadn't really driven the LM all that much. And I just thought, 'this is a great test of endurance for man and machine'. It sounded like fun. It wasn't an all-out race – it wasn't as aggressive as that, more of an endurance event."

David's co-driver for the charity event, which was run over the May bank holiday weekend, was his personal fitness trainer ►





and business associate James.

"David needed a relatively fit co-pilot who could read a map – because he can't at all!" says James. "He drove most of the time, but just to drive an F1 LM at all is something most people are never going to do. Two things struck me: how comfortable it is and how awesome it is. Mostly I'm into big bikes. I own a quick bike, and the LM's the nearest thing you'll ever get to the buzz from a bike. The sheer acceleration is right up there. Which is saying a lot; it's outrageous."

David is quick to praise James' contribution. "He acclimatised to it very well, which I think is a testament to the car. It's easier to get used to the F1 LM than it is to a Ferrari F40. And so long as you don't forget how much power you've got, you can get used to it quite quickly if you're a half-decent driver."

So was the Gumball good fun? David's



in no doubt about the answer.

"In theory James and I were in the fastest car. If we'd been able to read a map we could have been everywhere first if we'd really

wanted. But we didn't. We wanted to be part of the fun, part of the spirit of the thing. It was great, there was a really good atmosphere and nobody was trying to show off, either.

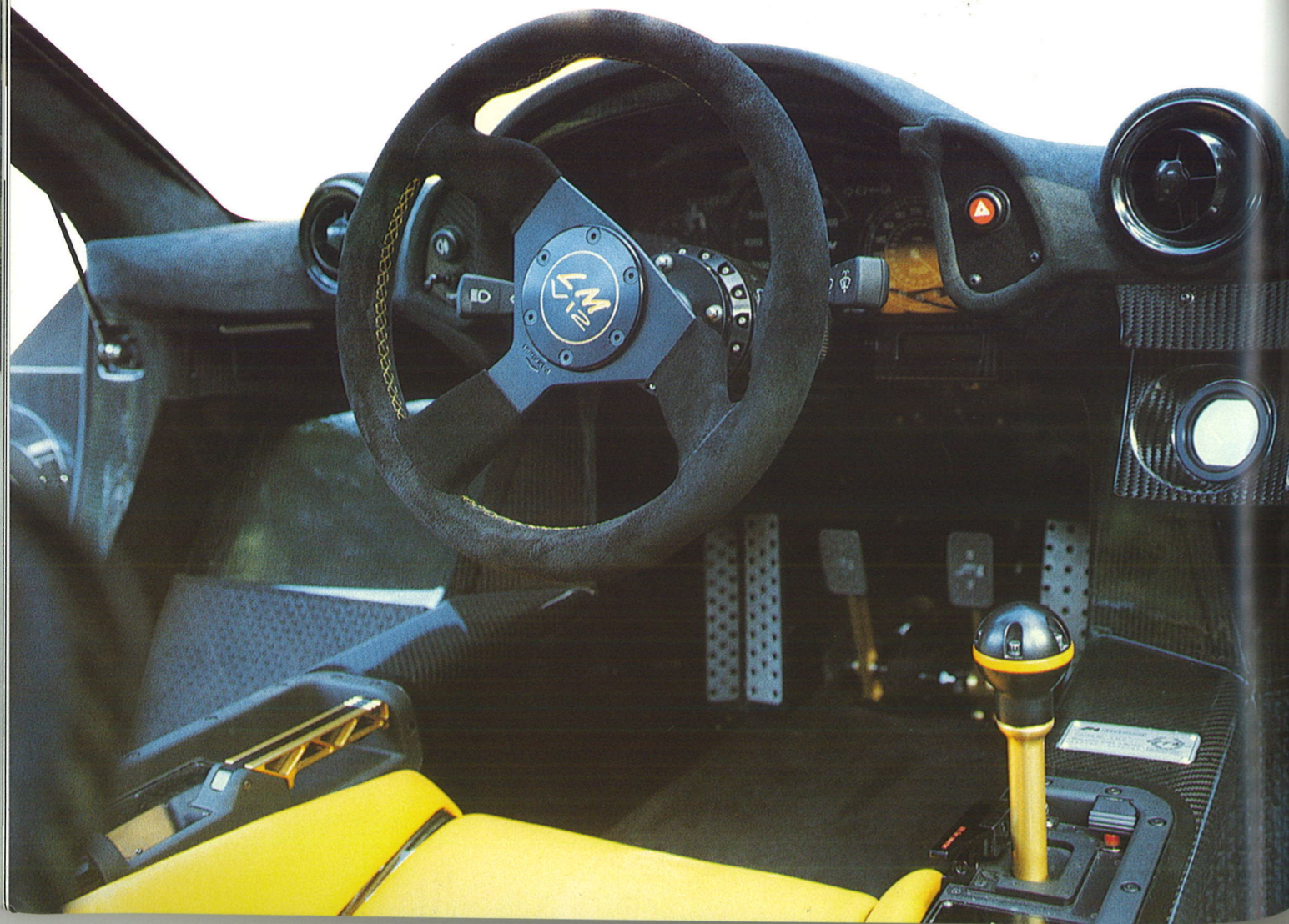
"Chris Eubank's truck was limited to 65mph. The poor guy. We'd arrive at a hotel and stay four or five hours and just as we were leaving there'd be this honk,

honk and it was Chris just arriving. He got absolutely no sleep and he did the whole thing at 65mph. It was tremendous."

The Gumball raised at least £10,000 for charity and hooked everyone who participated. And David will be back next year if, as looks likely, it's run again. Will he still have the F1 LM?

"The LM is one of the few cars I'm intending to keep forever," he says. "The way I look at it, it's one of just five and they've stopped making them now. Because McLaren was good enough to give me chassis number three, it's an irreplaceable thing.

"I don't think it will ever be bettered. What greater praise can I give it?" ■



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**W**hat was the most embarrassing moment of your career?

There have been lots of funny little things. I remember when I was driving in F2 for McLaren, for instance, I'd just bought a house and I had all this new, unpainted MFI furniture. I thought it would be a great idea to use the factory paintshop to spray it, so I went in at the weekend and used the paint sprayers. Anyway, when I came in on the Monday there was a mutiny in the workshop because I'd oversprayed and got paint all over the shop. There was paint all over the car jigs, and I was called to team manager Phil Kerr's office for a carpeting. That was not one of my best days...

There was a worse occasion when I was testing the F1 Indycar at Goodwood before they sent it over to the USA. I was driving in F2 at the time, so it was exciting to get a crack at an F1 car. It had no rear wing on it for the test, and they told me to just go out and do half a dozen gentle laps to make sure the brakes were working and the fuel was going through OK etc. So I did as I was told for a few laps, but then I began to wonder what the turbo boost felt like... so I got it on the straight and accelerated hard. The boost came in at a certain number of revs, so if you held down the throttle the power went from about 150 horsepower to 900 very fast. Anyway, I held it until I heard the turbo kick in... and I immediately spun off the track and bent the chassis. This, of course, did not go down well and cost me two dozen beers for the mechanics who had to mend it.

**What about Silverstone 1973?**

I wondered when we'd come to that! This was my Big Accident, of course, so I remember it very well. A lot of it was down to tyres. Before the race the team decided the tyres we'd been using were too soft for the conditions, so they swapped an outside tyre for a harder compound one. Well, it hadn't been run or scrubbed, and we didn't have tyre heaters in those days, so it was always going to be tricky in the first few laps. Denny [Hulme] led me through into the first corner, but then the car let go. I caught it



**Smash hits**

Jody Scheckter was involved in one of the biggest pile-ups in F1 history when he drove for McLaren. And that wasn't the only time...

ILLUSTRATION: DAN WILLIAMS

and went sliding along the wall, and I thought that if I came off the brakes it would straighten itself out. Instead I slid across the track into the opposite wall. I remember looking up and then seeing half the field crashing into each other before they hit me. There were several huge bangs and then it all went quiet. I looked up again just in time to see yet another wave of cars crashing towards me, so I put my head down and waited for the noise to stop. When it had gone quiet again, I realised it was over and I jumped out of the car. The sight was unbelievable. There was wreckage all over. I immediately asked Phil Kerr for the spare car, but he said: "Look, forget the spare car. If I were you I'd hide somewhere fast, because they're coming to get you!"

When Surtees found me I thought he was going to kill me! He really had a go at me. All three of his cars had been taken out in the crash, and it was a miracle that only one person got really hurt in the pile-up. It made me appreciate just how dangerous F1 can be... and still is. If you've never been in an accident like that, you don't see it.

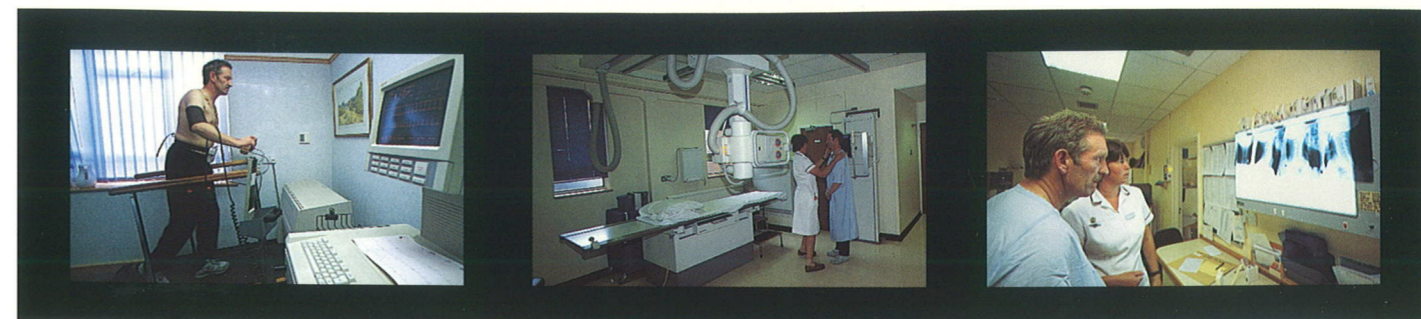
**What's the most memorable race you've been involved in?**

Winning the F1 World Championship for Ferrari at Monza was a fantastic moment, of course, but it's not the one I remember best. The race that stands out for me was one at Long Beach when I was driving a Wolf. I led for the entire race, pulling out a margin of about three seconds, but then I got a flat tyre 10 laps from the end. Somehow, I held track position until two laps from the end, by just throwing the car everywhere and sliding it all over the place. I don't know how I managed it, but the only times I was ever in danger of being overtaken was when I braked, because one wheel always locked up... and eventually, Niki Lauda was able to dive inside me two laps from the end. I managed to hold on for third place, and that was definitely the best race I've ever driven. I felt I hadn't made any mistakes at all. Quite regularly that's how it works out, though: the guy who ends a race down in seventh place might have driven the race of his life merely to do as well as he did, whilst the guy who finishes first may never have broken sweat all afternoon. ■



# Tested

to the limit



Anyone who wins a ride in a McLaren car has to pass a battery of fitness tests first. *Racing Line* was there to watch a Team McLaren competition winner being given the once over

WORDS KATE TAYLOR/HENRY HOPE-FROST PHOTOGRAPHY MALCOLM GRIFFITHS/TED HUMBLE-SMITH

**W**hen Team McLaren member Jim Irving decided to enter a competition in our April issue to win a high-speed run in the McLaren F1 GTR at Silverstone, he was pretty sceptical about his chances of winning. "I thought it was worth a go, but I didn't think that it would come to anything," admits Jim, who's a security officer and fireman from Godalming in Surrey. But his tie-break entry – 'Speed, Adrenaline, Formula 1, McLaren: an unbeatable achievement' – caught the judges' eye and secured him the ride.

Fast forward to a few days before Jim's big appointment and we're waiting in the Mount Alvernia Hospital in Guildford, Surrey, where McLaren has brought him to be medically tested before he can claim his prize. Jim's not the only one who is subject to these tests; they have also been undergone by David Coulthard, Mika Hakkinen, Darren Turner, Nick Heidfeld and Mario Haberfeld – all key players in the West McLaren Mercedes team. And although Jim is a competition winner and not a racing driver, the team takes it just as seriously, insisting that he submit to a comprehensive health screen before he can go in the GTR. Pedantic, perhaps, but necessary: even in the F1 GTR, let alone the MP4-98T two-seater, passengers can experience gut-wrenching g-forces in cornering and braking. Anyone who is less than fit is less than safe.

To establish just how fit he is, Jim must first visit Mount Alvernia's Radiology Department for cervical spine X-rays. These are critically important, as they check that his neck is up to the stresses of travelling at racing speeds in the McLaren F1 GTR. Next up is the Stress ECG test. A common or garden ECG is an electronic cardiovascular test that monitors



TOP LEFT TO RIGHT: Jim is put through his paces on the running machine for his Stress ECG test; chest, neck and spine X-rays are vital before anyone can be subjected to the high-speed thrills of the McLaren F1 GTR; Jim checks out the results with the doctor and gets the all-clear.

ABOVE TOP TO BOTTOM: In the capable hands of regular racer Chris Goodwin, Jim prepares for the ride of his life; as the McLaren F1 GTR thunders out of the pits, there's no turning back; having survived the ride, Jim graduates smoothly from the Tom Cruise School of Posing, after what he describes as an 'unimprovable experience'.

the heart rate in relation to the subject's age, but the stress test has the added extra of measuring the heart while under stress; Jim is therefore put on a treadmill for 12 minutes of continuous exercise. The supervising nurse explains the routine and attaches the electrodes to Jim's chest before he is asked to walk and jog at various speeds on the treadmill with a changing gradient. And that's not all: once his cardiovascular fitness has been established, Jim is obliged to pass a neurological exam that involves identifying various smells, including coffee, peppermint and lavender. He passes the tests comfortably, but admits that it wasn't all plain sailing: "The jogging uphill was a bit of a shock to the system!"

If Jim thought that was bad, he had an eye-watering shock awaiting him on the big day. Strapped into the F1 GTR alongside regular McLaren F1 driver Chris Goodwin – a man well qualified to scare any passenger to death – Jim was hustled through four laps of Silverstone's National circuit in the V12 monster. When he climbed out afterwards, he looked dazed: "That was unbelievable!" he gasped. "How can I explain it to anyone who hasn't experienced it? The acceleration and stopping power were just amazing. And Chris certainly wasn't hanging around either – we got a wiggle on at one point, which made me think a bit..."

Four laps wasn't exactly long enough for a full master class, but Chris was able to give Jim a few driving tips during the run. It added up to an experience Jim conceded that he rarely enjoyed on the school run...

"Chris was a great driver and such a nice bloke, too," he said. "Altogether it was an amazing day. I can't thank McLaren enough. The question now is how I'm going to top the experience!" ■



COMPETITION

# Programme prize

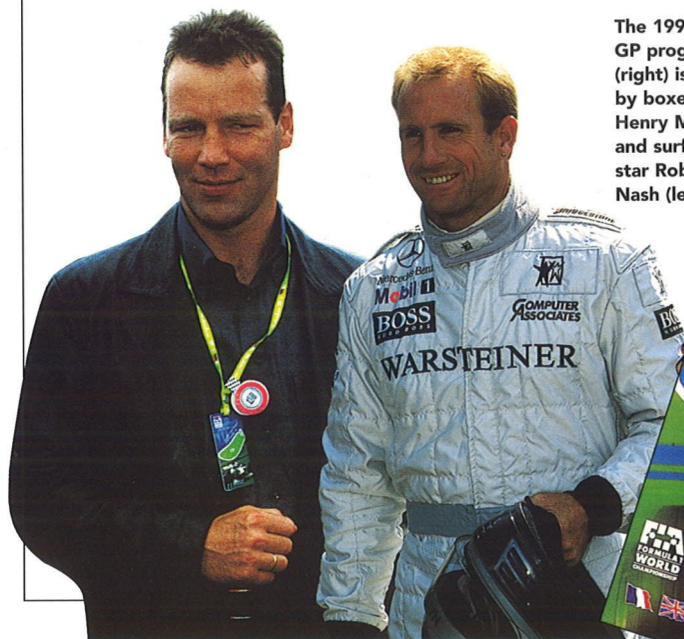
**T**his month Team McLaren members have a chance to win a rather unusual prize. In anticipation of the 1999 German Grand Prix, and to celebrate West McLaren Mercedes' historic one-two win at the circuit last year, we are giving readers an opportunity to win an Official 1998 German Grand Prix Programme signed by some sporting greats.

Henry Maske, the former Light Heavyweight World Boxing Champion and windsurfing legend Robbie Nash both put pen to programme at the race and were joined by the signatures of West McLaren Mercedes' Mika Hakkinen and David

Coulthard. To win one of the programmes, all you have to do is answer the following questions and send your answers on a postcard to Team McLaren at the usual address:

1. When did West McLaren Mercedes score its first one-two?
2. In which year did Hockenheim first host the German Grand Prix?
3. Up to and including 1998, how many times has McLaren won at Hockenheim?

The 1998 German GP programme (right) is signed by boxer Henry Maske and surf star Robbie Nash (left)



## Race for McLaren in 24hrs Karting Event

McLaren is offering Racing Line readers the chance to 'Race for Team McLaren' in a six-man team at a round of the British Endurance Championship karting series at Langbaugh in September.

To qualify, all you have to do is attend a test day, where we will time you over 10 laps free of charge. The fastest six members on the day will win a place in the team. It's as simple as that.

The race lasts a full 24 hours and the six winners will get to wear special Team McLaren race overalls and race a Team McLaren branded kart.

While the test is free, you can practice on the day for 15 minutes, which will cost £15, or take a full day's 50-lap training course the day before at a cost of £40 - if you think you need the practice.

The testing days take place at Sandown, Esher on Friday 23 July; Langbaugh, Middlesbrough on Thursday 5 August; and Ancaster, Lincolnshire on Wednesday 11 August. And if you don't fancy taking part, you can still come along to cheer on the team and see a West McLaren Mercedes show car, accompanied by a full range of West McLaren Mercedes merchandise.

For further information and to book a test, call Race Productions on 01642 231 777

**RULES:** You can request your preferred test location but Team McLaren reserves the right to change it. There are only 250 places available on each day, and they will be filled on a first come, first served basis. All drivers must be 16 or over, and will be asked to sign a disclaimer on the day

### Competition winners

● The winner of our May issue competition is Roger Coulson, from Bletchley, Buckinghamshire, who's won a case of limited edition McLaren wine

● Three of the highest bids for the remaining bottles were: £100, from Nathan Kitto, UK; \$100 US (£62.50) from Patrick Wedes, Australia; and £50 from Wei Ch'ng, also from Australia. All the money will of course go to charity

The address for all competition entries and any of the tours listed above, is:

Team McLaren, Admail 622, Woking, Surrey, GU21 1WH

### McLaren website

Team McLaren members can access exclusive areas on the McLaren website: [www.mclaren.co.uk](http://www.mclaren.co.uk). In the Team McLaren section, use the Team McLaren passwords (Username: bmember/Password: m3559c) to enter Forum and West Whispers.

In Forum, you can talk to Team McLaren members and exchange views on this year's F1 championship. West Whispers provides the latest gossip from the F1 Paddock. The Whispers are updated before and after every Grand Prix race

### Penske Factory tours

Due to the success of last year's Penske Factory tours, Team McLaren has organised three more trips over the next couple of months. The visits will take place on August 7th, September 4th and October 2nd, which are the first Saturdays of each month.

Tours are free of charge to Team McLaren members, and all you have to do to enter the draw for tickets is send a postcard marked 'Penske Tour' to the usual Team McLaren address.

And don't worry if you entered last year but weren't successful: you have automatically been re-entered and do not need to re-apply

## Win a model MP4-13 car

In this month's issue of Racing Line, Team McLaren members have an opportunity to win a second prize in addition to the Hockenheim GP signed programme on the previous page. We have a 1/43rd scale model of the MP4-13 car from the 1998 Formula 1 season, signed by David Coulthard, for the person who correctly answers the following questions:

- 1) In what British town was David born?
- 2) How many Grands Prix has David competed in?
- 3) What is David's car number this year?

Please send your answers to Team McLaren, Admail 622, Woking, Surrey GU21 1WH. The winner will be the first correct entry drawn from a hat.

### TRAVEL TIPS British GP



Silverstone tends to attract a host of eccentric F1 fans, with a larger than average proportion of West McLaren Mercedes supporters



The Silverstone GP is bound to be a big event for the team, as the UK is obviously where the cars are designed and built. The little village of Silverstone is

### Stowe school is well worth a visit

transformed during the GP weekend with a huge fairground and a bustling campsite, which is huge fun - if a little noisy!

Nearby Stowe School is set in world famous grounds designed by 18th Century landscaping genius 'Capability' Brown. The National Trust now runs the gardens and they are well worth a visit. The nearest towns of Towcester and Northampton offer a lively night life with lots of hotels, restaurants and bars.

### Austrian GP TRAVEL TIPS

The A1 Austrian motor racing circuit is set in the picturesque Tyrolean mountains where good food, fresh air and breathtaking views make it a favourite of the Formula 1 circus. The race is steeped in history, and the new track uses part of the famous old Österreichring circuit.

The best seat in the house is the Castrol Kurve grandstand at the first corner, because so much of the circuit is visible, but the grass banking at turn two, Remus Kurve, is an excellent place to watch the cars in action as they decelerate from sixth gear down to second for the corner.

If you want some nightlife Graz is the place to go, and party-animals should head to the Teatro Club on Kepler Bridge which is open until 4am. Graz also boasts the best restaurants, where wild mushrooms and veal from the region are the specialities.

Snowbound for most of the year, the A1 circuit is set amidst breathtaking scenery high up in the Tyrol's alpine pastures. The hills are alive with the sound of engines...







**Mystic Stuart**

In Stuart Codling's article 'Night in Shining Armour' (June issue), he wrote about Le Mans pre-qualifying: "Although Nick (Heidfeld) and fellow rookie Peter Dumbreck have a highly experienced co-driver – 1993 Le Mans winner Christophe Bouchut – in their car, it would be so easy to lose control in a fit of youthful exuberance, launch the car into the woods..."

In light of the events that unfolded during Saturday evening's segment of the 24-hour race, could I please suggest that the prophetic Mr Codling does not write any articles on Mika or David this season, and if he does, can he choose his words very carefully!

**HUILLAM D'AVERC, UK**

*You'll be glad to know, Huillam, that we have already commissioned a feature from Stuart on how Michael Schumacher will suffer mechanical failures in all of the remaining F1 races this season...*



*The best letter we receive each month wins its writer a special 1:43 scale model of last year's double championship-winning MP4-13. What better incentive could there be to put pen to paper?*

**Grand Day Out**

I would like to offer my deepest thanks to McLaren and all the staff that attended the VSCC day at Donington Park on May 23rd. The main reason I went was to get another glimpse of my favourite car, the MP4-14, and it looked magnificent; the sound of the Mercedes engine being fired up in a small garage was fantastic.

Best of all, there were no restrictions to access. We were in the McLaren pit while the mechanics worked and they were very informative, even though we got in the way a few times!

**CLARE MYATT, UK**

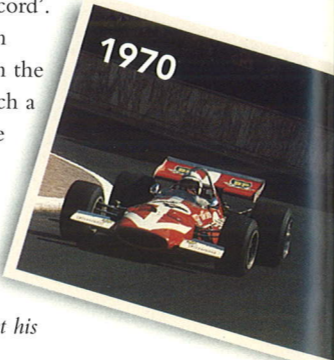
**What, no Surtees?**

A winning team like McLaren should be proud of its statistics. The technical specs of all McLaren cars, the highly impressive 'backroom' organisation and the team's astonishing history all make for an incomparable record.

Which is why I was surprised to discover something of a puzzle in my autographed copy of *Teamwork*, in the section 'For the record'. Listed among the 71 fastest laps is John Surtees, but his name doesn't feature in the list of 38 McLaren drivers. Did he pinch a car and set the lap time trying to elude his pursuers?

**BRIAN CANE, UK**

*John Surtees did, of course, drive for McLaren for four races in 1970: South Africa, Spain, Monaco and Holland. He set his fastest lap for the team at Kyalami*



**Digital hoo-ha**

One of the pleasures of F1 viewing has to be watching the McLaren drivers in action in the cockpit during a race – or at least it used to be. UK viewers may have noticed that so far this year we haven't seen a single second of in-car camera footage of either Mika or David.

I know Ron Dennis is a keen advocate of digital pay-per-view, but McLaren's UK fans can't get it. If anyone at the team has any influence over what we see, throw us a crumb now and then, and let's have some exciting in-car action from the front of the field.

**R.J. MARSHALL, UK**

*We do sympathise, but like any other F1 team, McLaren sadly has no influence in this matter*

Please send your letters to:  
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**IN THE NEXT ISSUE**  
Published on 10 August 1999



**TAG AVIATION**  
**Cleared for take-off**  
How an executive jet aircraft is built from scratch

**PLUS**

**A West McLaren Mercedes car in zero gravity**

Lewis Hamilton on the limit in France

How Prost completed the 1986 Belgian GP with a bent chassis





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