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Italy's best racing driver of the 1960s was liked and rated by many. But his fiery death left a greater legacy

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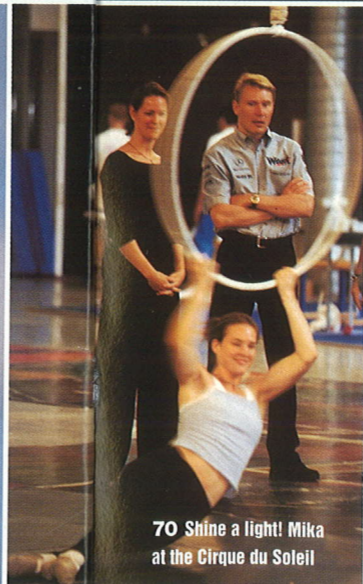
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76 Jean Alesi's moods ebb and flow like the tide. He has good and bad days. But he always gives his all



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70 Shine a light! Mika at the Cirque du Soleil



Healthy island mentality

EDDIE IRVINE is right, Top Brit is not the highest accolade that can be bestowed upon a Formula 1 driver. But it is not an insignificant moniker in a sport that is still overseen by British engineering, brainpower and Brawn, and which has always been bolstered at the sharp end of the grid by a healthy smattering of Brit driving talent. Hawthorn-Moss-Hill-Clark-Surtees-Stewart-Hunt-Mansell-Hill – who wouldn't, in his heart of hearts, want to be next on this roll-call?

David Coulthard sure would. And I like to think Irv would too – if only to sell a few more stitched-autograph baseball caps. But even if it's never crossed his mind, he cannot deny that his straining-nerve-and-sinew hunt of Coulthard, in front of their home crowd, possessed a finely-honed edge of competition. The circuit's public address system should have been warning the spectators to "Mind the bloody-mindedness". These two guys

make chalk and cheese look positively Siamese. But they are both after the same thing. And if they are to become world champion they will have to beat one another. So Top Brit is, in a way, a vital accolade.

There was some poignancy to their Silverstone scrap too, for holding a watching brief, while pushing as hard as he knew how, was the soon-to-stand-down Top Brit. Damon has been bloody good to this magazine – in terms of sales figures and precious time he's given. It's because of this that we forgive him the several covers that have been thought up, thrashed out and thrown away because of the uncertainty surrounding his future.

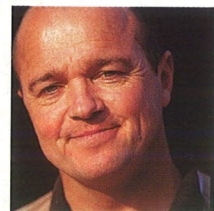
Silverstone should have been a celebration of his career. Instead it was a nervy, slightly terse occasion. So we are thankful that we now have the rest of the year to say farewell properly.

DC, Irv, Damon: top Brits.

Paul Fearnley



contributors

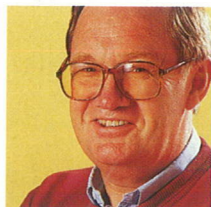


Bernard Asset

He first photographed Jean Alesi at the Elf Scholarship Final in 1984. "Jean lost in a controversial way. It was a very emotional moment and he was crying." Bernard has ridden the Alesi roller coaster ever since. Turn to page 76.

Alan Henry

From the moment he read in 1963 that Lorenzo Bandini had qualified a private BRM on the front row at the Nürburgring, he was fascinated by the Italian. "He was so incredibly stylish. He was good. But not as good as he looked." See page 104.



Christopher Hilton

"A lovely mover, who bats left", he will never tire of interviewing race drivers. "They are the most fascinating of sportsmen – and I've covered every sport." He caught up with four more to ask if there was life after F1. Check out page 94.



Bryn Williams

Judging the weather in France better than most of the teams, his cameras were made watertight with just seconds to spare. And then he waited – by a huge puddle. "It was obvious someone would have a big slide." Turn to page 42.



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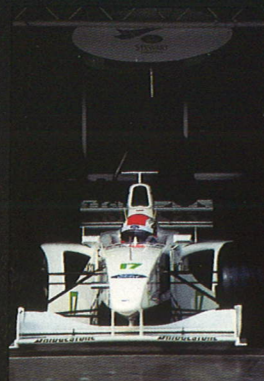
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Just when you thought it was safe

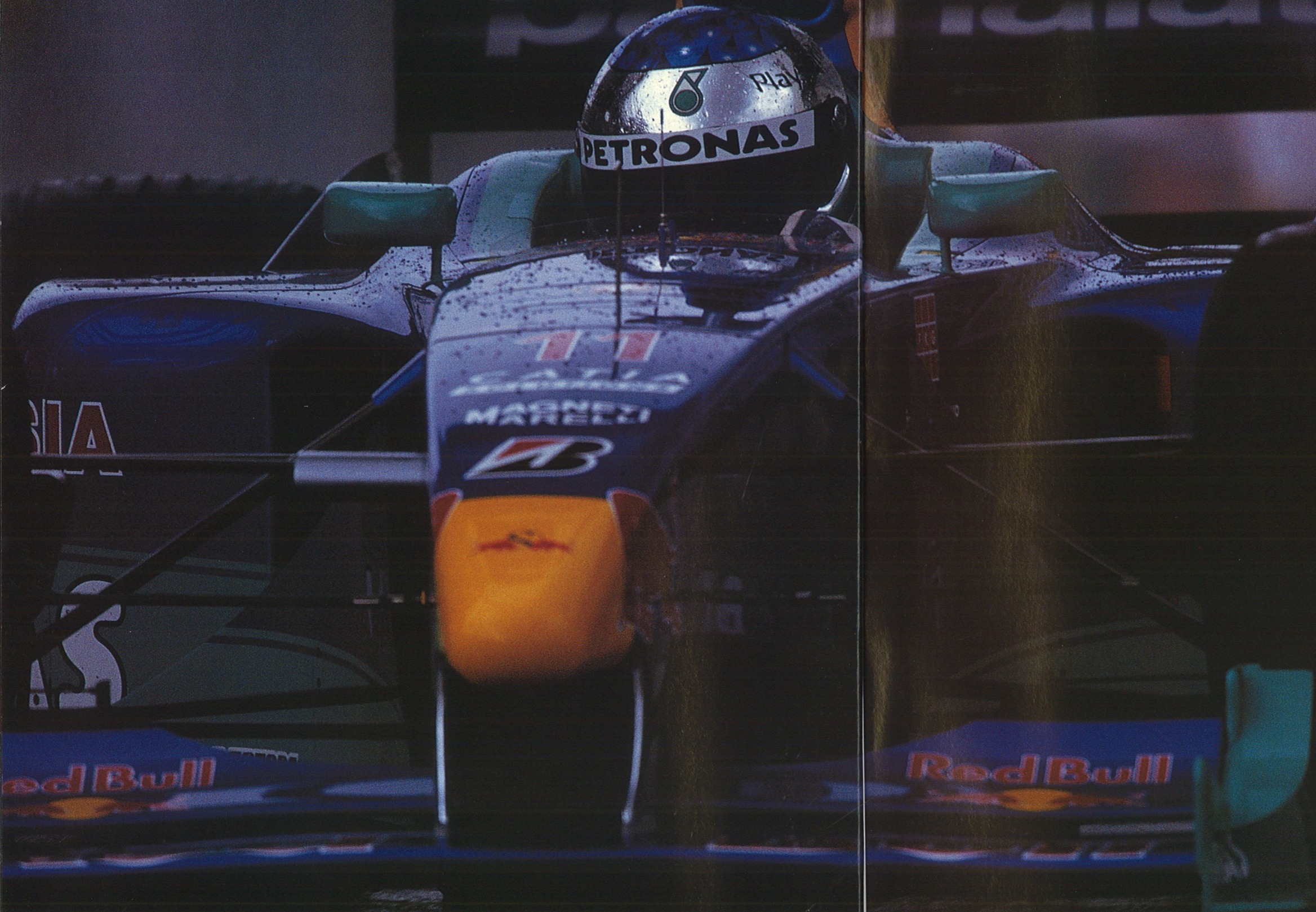
You can run – make that swim – but you can't hide. As soon as he senses a whiff of hesitation, Michael Schumacher goes in for the kill. He's a cold, calm, clinical overtaking machine. Barrichello proved a worthy adversary on this occasion, wriggling free on a number of occasions. But he was only delaying the inevitable. And we knew it
Photograph by Darren Heath, Canon EOS 1n, 600mm lens, Fuji Velvia film, 1/500 at F5.6

Ruby red slippers

The White Witch said if you tap them together three times, she would grant you a wish. What would you wish for Jacques? A troublefree race? To dump Supertec and get on with Honda? Or another long weekend with Dannii?

Photograph by Paul Henri Cahier, Canon EOS 3, 135mm lens, Kodachrome film, 1/50th at F4

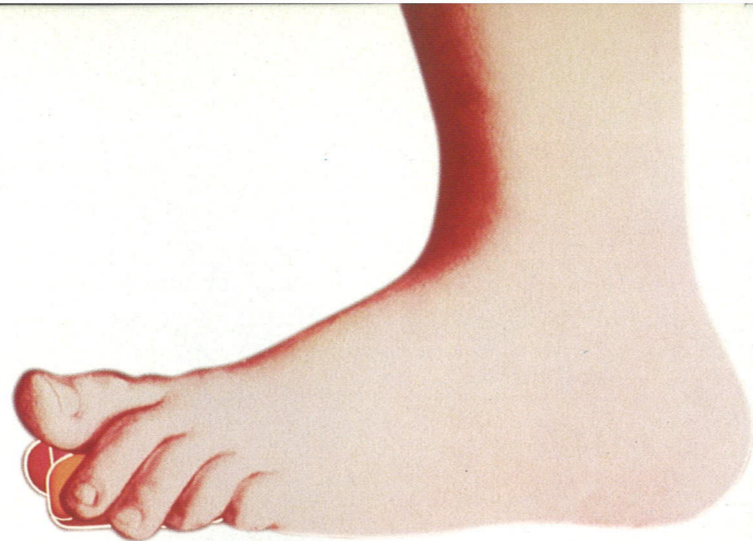




Not watered down

His front-row start at Magny-Cours showed that, even after 10 years in F1, Jean Alesi's still got what it takes. His battles with Senna may be history, his talent most certainly isn't. A class act.

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



Ralf Schumacher

A tribute to Damon Hill, my former team-mate. A good man, a great driver and a very British sense of humour

I THINK IT'S SAD that Damon has decided to retire. I don't say that in the sense that I think he's not free to make up his own mind; he's 38 years old, he has a family and he must therefore make his own decisions. What I do feel is that he has made his decision when he's obviously going through a few problems. He hasn't been comfortable with the car at most races this season and this appears to have affected his feeling for racing. That's unfortunate, because he is obviously a much better driver than his results this year would indicate and a much greater driver, in the context of the sport as a whole, than most people appreciate.

Damon and I had a great relationship at Jordan in 1998. All I knew about him was what I'd read or heard. I didn't know Damon at all as an individual or as a driver.

I was impressed with him virtually from the start. He has a lot of feel for the car and is very organised in the way he thinks about setting it up and solving problems. He has a different style to me and, naturally, I cannot comment about his current problems because I don't know what the Jordan is like to drive. Some people are saying that you have to be very aggressive and physical with the cars this year, and this may be right. Personally I'm not aware of changing my driving style, but people who watch out on the circuit sometimes tell me that I lock the brakes more, or use bits of road that I stayed away from in 1997 and '98. If so, it is just a natural thing. It's the way these cars need to be driven in order to get them to work. I still get a lot of feel from the current cars and wouldn't say that they were any more or less difficult to drive than before.

Damon is a smooth driver, and maybe this is why he's not been getting the results in 1999. I have no doubt, however, that if Damon gives

himself a chance, he will find the way. There are a lot of circuits in the second half of the year where Damon could be very, very quick.

I suppose my most vivid memory of him will be last year's Belgian Grand Prix, where he was very fast all weekend. He outqualified me and for the early part of the race he was way out in front. He drove really well and didn't make any mistakes. I managed to get something back on my second set of tyres and, as we all know, I was right behind him, with Alesi behind me, when the Safety Car came out.

I really wanted to win that race. As a driver, it was the only way I could think. When the radio came on and my engineer told me to settle for second place I can't deny that I was very frustrated. I hate having to drive to finish second; it's not something I've ever conditioned myself to do.

I thought about it for a few minutes, however, and I realised that what I was being told to do was in the best interests of the team. Obviously we had Alesi to think about, but the risks of Damon and I fighting to the finish were far too great, particularly in those conditions.

I probably looked a bit down on the podium, but I can tell you that I was genuinely happy for Damon that day. He had driven a great race and he deserved to win.

We had a close relationship as drivers in the same team but, because of the number of commitments we had between races, we didn't spend that much time together. When we did, we seemed to spend most of our time laughing. Damon has what seems to be a very British sense of humour. I have very fond memories of debriefs in the Jordan motorhome. Between the jokes I suppose we did quite a lot of technical work but it's the jokes I remember – the jokes and the feeling that Damon is a very honest and good person. I have a lot of respect for him and wish him well in whatever he does.

'We had a close relationship as drivers. When we were together we seemed to spend most of the time laughing'

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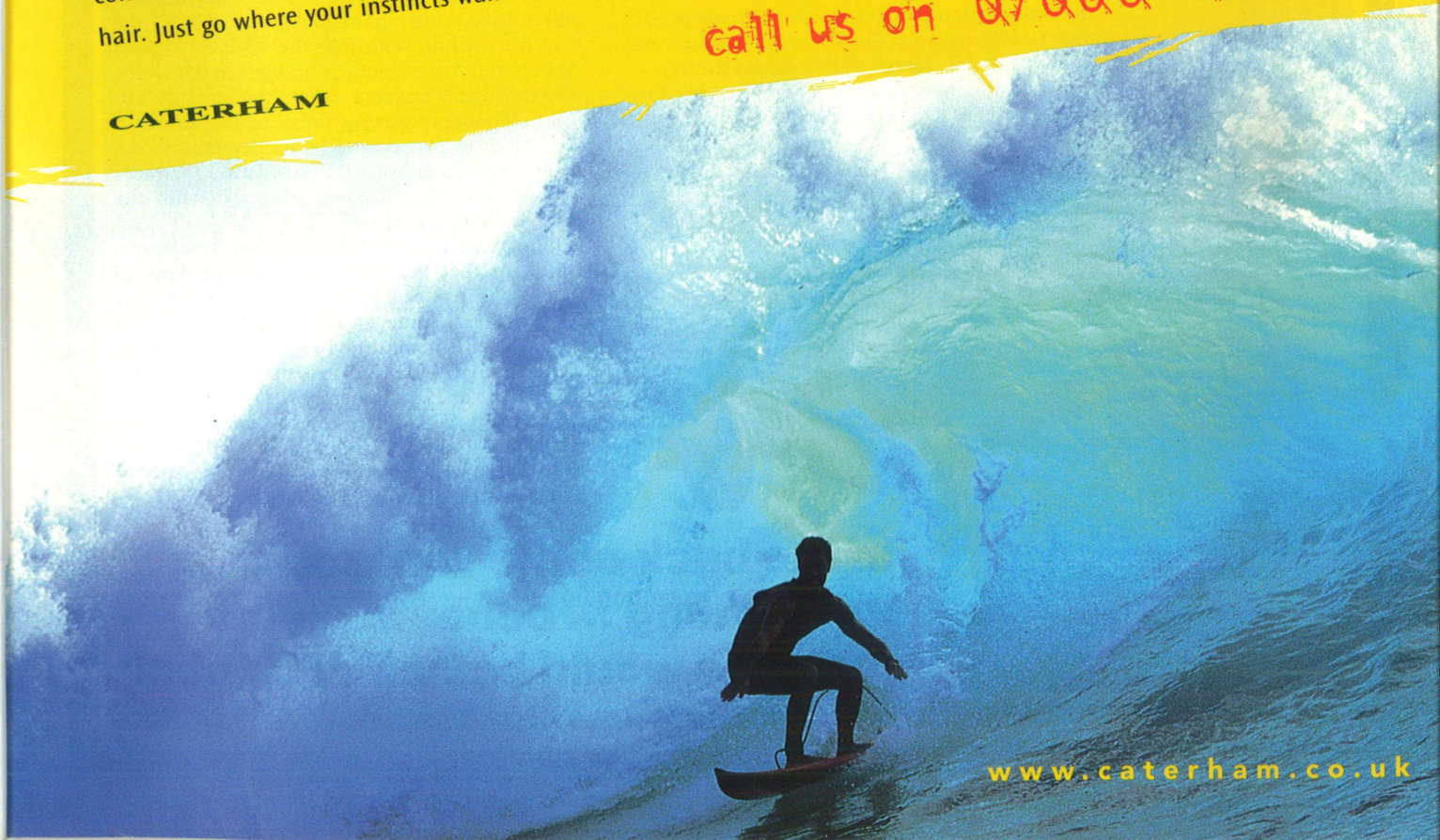


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eddie jordan

Sneak in. Sleep rough. Risk body and soul to get the best view. Silverstone was a Mecca to the young EJ

I REMEMBER SO vividly my first visit to Silverstone. I was in my early twenties and I recall having the best view I've ever had. The cars were hurtling towards us at Copse corner and we were at the very top of these huge advertising hoardings, towering over the spectator bank on the outside of the corner. Not many people were brave enough to climb up there, but it didn't seem to be a problem for a bunch of Irishmen!

More often than not, we didn't have enough money to get in so we'd somehow get through the perimeter fence. On a good year, a couple of us might have been able to afford the admission price, so we'd have a car park pass on our Transit van with the two up front buying their tickets. In the back would be our bedding and, ostensibly, nothing else. But beneath all the cushions would be half of Dublin! Over the years our escapades included such upright figures of the racing community as David Kennedy (ex-F1 driver and now an RTE TV commentator) and Derek Daly (ex-Tyrrell and Williams driver).

At the time we were young heroes racing Formula Fords at Mondello Park and such places.



'In the back of the van would be our bedding ... beneath all the cushions would be half of Dublin!'

Formula Ford was savagely competitive at the time, but we would all head for Silverstone because that was Mecca – the highlight of the motor racing year, the place to be. This was where we would watch the men we aspired to be when we grew up. Some of us have yet to manage that. And neither have we grown up.

The British Grand Prix was, obviously, the closest championship event to the Emerald Isle and, happily, it coincided with a national holiday on both sides of the border. The Irish influx was massive because, traditionally, people didn't want to stay too long in Ireland, but I'm happy to say that things are very different now. If we could stage an Irish Grand Prix, then the flow in the opposite direction would be complete. But I'm digressing while wearing my Irish Tourism hat!

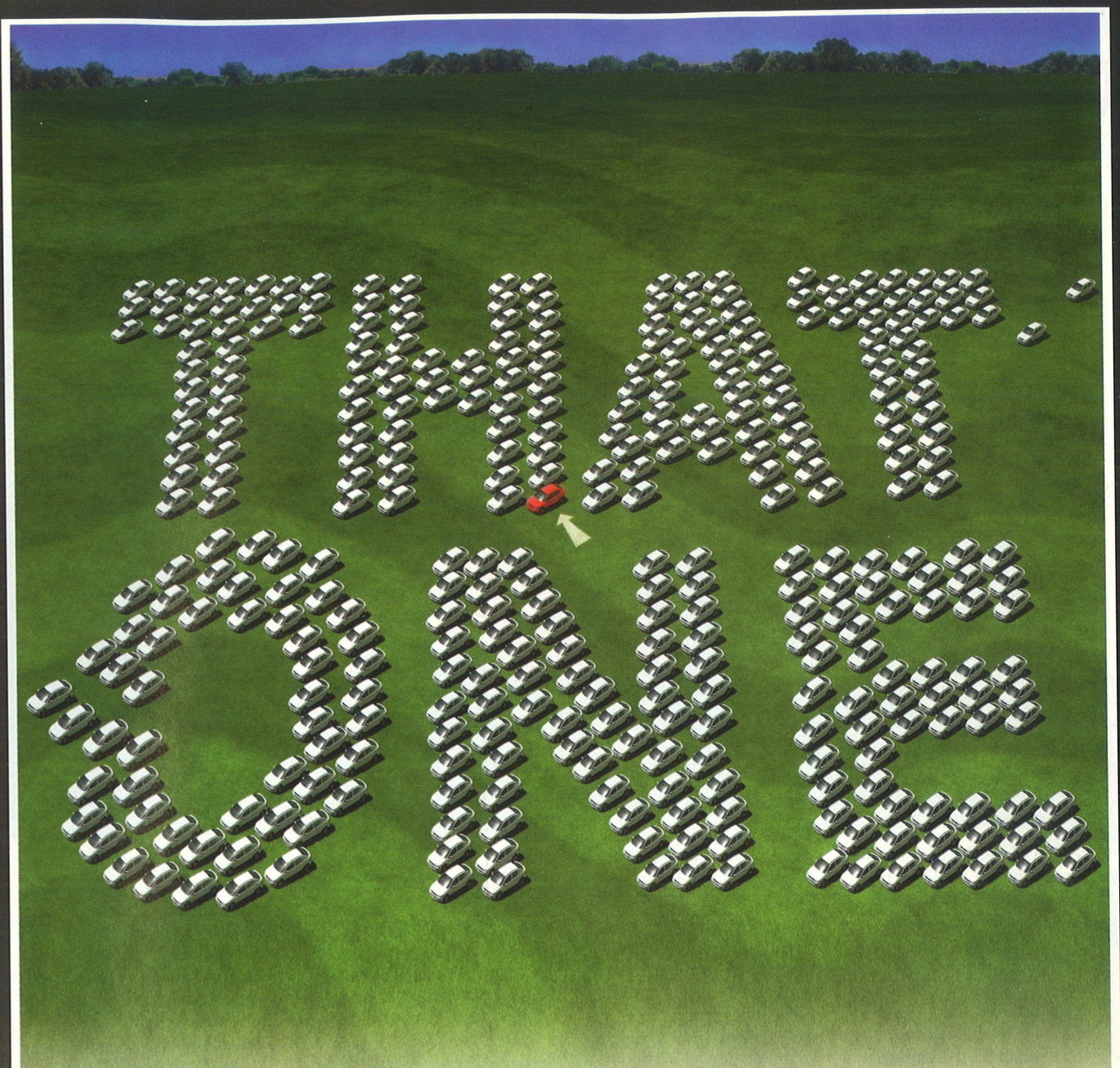
Things have also changed insofar as Irish motorsport fans are now filling jumbo jets and heading off to more faraway races; you'll see as many in Melbourne as you will at Silverstone. But, two or three decades ago, coming across to England was considered quite a journey. Or, at least, it was for us as we boarded the ferry in our hired van and prepared to sleep in the back or, weather permitting, in tents outside.

When the day's activities were complete, we'd have the craic with the girls in the pubs around the area, go back to the van in a fairly inebriated state and then return to the track the following day for a necessary breath of fresh air on top of the advertising hoarding. The security people would shout at us to come down, but 'hoarding' was not a word we were familiar with, so we'd stay put and pretend we didn't know what they were talking about. Of course, in later years, we'd pay to get in, but I have to say that we never had a better perch than the one at Copse.

The view was fantastic. These were the days when drivers were hard on the throttle all the way from Club, with just the slightest lift for Abbey, and then under the bridge and flat all the way through Woodcote before hurtling into our sight. Woodcote was an unbelievable corner. I remember in particular Ronnie Peterson in the black John Player Special Lotus, Jackie Stewart's Tyrrell and Peter Revson, who won with the Yardley McLaren in 1973.

John Watson made his GP debut in a brown Brabham that year. We were all big fans of Wattie and trooped up to him to give him our best wishes. Some say he's never been the same since! But we urged him on each time he came through – more or less at the back of the field, as far as I can remember.

For many fans, Silverstone is where the love affair with the sport begins. Your Monte Carlos are all very well, but there is something special about that flat piece of land in Northants. **i**



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IRVINE TO GO FOR TITLE? SALO THROWN ANOTHER F1 LIFELINE

Schuey's title dream over



MIKA HAKKINEN is now firm favourite to clinch his second consecutive drivers' title following arch-rival Michael Schumacher's accident in the British Grand Prix.

Schumacher's right leg suffered two breaks below the knee in his 100mph head-on shunt at Stowe, and he is expected to take two

months to recover. His brother Ralf and Jean Alesi, with whom he spent a week in Sardinia prior to Silverstone, were at his bedside when he regained consciousness on Sunday night following a successful operation to place a metal pin in his leg.

The question now is who will replace him. Finnish

supersub Mika Salo, who stood in for Ricardo Zonta for three races at BAR earlier in the year, was favourite for the drive as he went to press. He tested alongside Eddie Irvine at Monza two days after the Silverstone race.

Also in the running for the drive is Ferrari's test driver and current Minardi star

Luca Badoer. And, of course, there is Alesi, who drove for the team between 1991 and '95. "It is not in my contract to drive for Ferrari," said Alesi. "For me to do that there would have to be an accommodation by Peter Sauber, and I don't know that he will do that."

Which is why Salo was in pole position for the drive.

Irvine has chance to make team his own

SCHUMACHER'S ABSENCE FROM at least the next two races leaves his team-mate Eddie Irvine in a strong position. According to Irv's manager, Enrico Zanarini, it could mean a role-reversal within the team when Schumacher returns to the cockpit: "Eddie just does what he is told by the

team, but if he had a big enough points cushion to make it more likely for him to win the title than Michael, then they could well ask Michael to support him in the way that Eddie has supported him since 1996."

Pie in the sky? We await with interest.



Salo (left) could be asked to fill in for Schumacher, but he may have to play second fiddle to Eddie Irvine

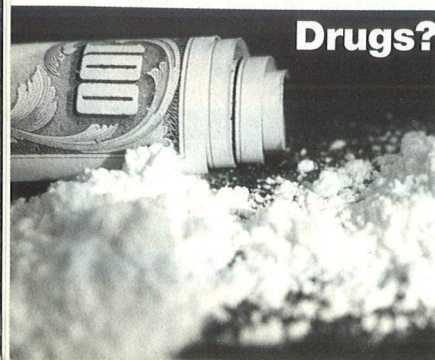
Drugs? Just say no - even in the Formula 1 press room

FORMULA 1 MADE the wrong sort of headlines during the British GP when *The Sunday Times* ran a story suggesting that teams use F1 to traffic illegal drugs into Europe.

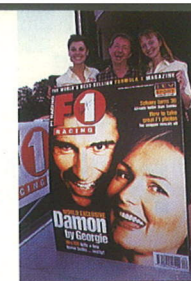
The accusations were denied by Bernie Ecclestone, and met the wrath of the Ferrari team whose picture was used to illustrate the story. "It is ridiculous they used it,"

said a spokesperson. "The only reason we aren't suing is because we're above such things."

In an ironic twist, police found some cannabis in the press room...



DAVID COULTHARD WAS NOT THE ONLY WINNER at the British Grand Prix weekend. There was Dave Goddard (right) who won the all-important F1 Racing quiz, held at the Green Man pub, just outside Silverstone. And Duran Duran star Simon Le Bon came up trumps at the Grand Prix Ball (left) when he beat F1 stars Eddie Irvine, Johnny Herbert and Damon Hill in a dodgems race. Wild Boys, the lot of them...



Brands boss Foulston must wait

Silverstone to keep GP

SILVERSTONE MIGHT HAVE clinched a last-minute reprieve from Bernie Ecclestone to continue to host the British GP for a further five years after its current contract expires in 2001.

BRDC vice-chairman Jackie Stewart set the ball rolling when he said that he didn't expect the race to move to Brands Hatch.

"No, I don't think it will be at Brands in 2002," he said. "I believe the Chairman of the BRDC [Lord Hesketh] has a handshake deal with Bernie to host the race until 2006. In my experience, Bernie doesn't go back on handshakes."

There is no official word, but Hesketh hinted at such a deal during a recent BRDC dinner.



SENNA TRIAL RECONVENED

Frank Williams (above) will be in the dock again in November to answer questions about Ayrton Senna's death. Sir Frank asked to be involved after Patrick Head and Adrian Newey were again summoned by the Italian courts.

Merc follow Ford lead

IT IS THE DEAL of the century for Ron Dennis. He didn't have a majority shareholding in the TAG McLaren Group, but by selling a quarter of his shares to Daimler-Chrysler he has pocketed something in the region of £30 million.

Ron's windfall comes as a result of Daimler-Chrysler buying a 40 per cent stake in TAG-McLaren - Mansour Ojeh has 30 per cent and Ron Dennis the other 30.

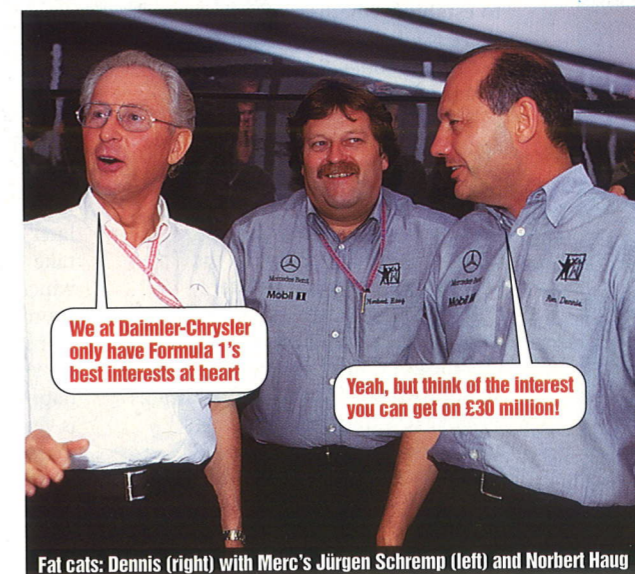
Daimler are the second car manufacturer to buy into an F1 team, following Ford's

100 per cent purchase of Stewart Grand Prix in June.

The arrival of the big car manufacturers has left Ferrari president Luca di Montezemolo worried about the influence these two could have in Formula 1.

Daimler-Chrysler and Ford dwarf Ferrari's parent company Fiat in terms of output, and di Montezemolo turned up at Silverstone to meet with Bernie Ecclestone and express his wish that Ferrari should continue as F1's most influential team.

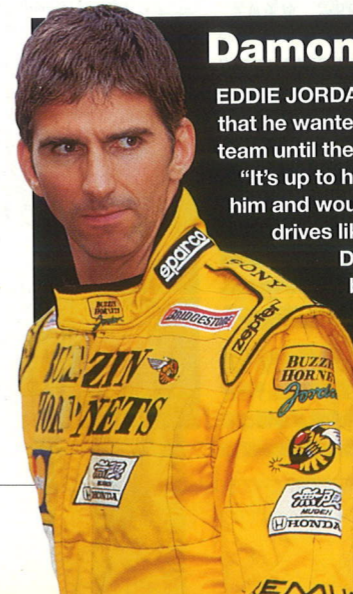
Well, if you don't ask...



Fat cats: Dennis (right) with Merc's Jürgen Schremp (left) and Norbert Haug

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Damon to race on?

EDDIE JORDAN SAID after the British GP that he wanted Damon Hill to stay with his team until the end of the season.

"It's up to him, but the team is behind him and would like him to continue if he drives like he drove today," said EJ. Damon remained tight-lipped, but the team confirmed that he was scheduled to join Frenzen at the three-day Monza test the week after Silverstone. So that's that. Or is it? Over to Damon.

fact

The latest paddock gossip

Irv in megabuck deal at Stewart?

The British GP's wildest rumour was that Eddie Irvine has already signed a three-year deal to drive for Stewart - for a cool £26 million. The Blue Oval's Martin Whitaker said: "I have no idea at all where this story came from."

Bidding for the GP finale

FIA President Max Mosley said at Silverstone that he wants the last race of the season "not to be in the Asia" because of the difficulties surrounding the time zones. As a result we should expect the final race of the season to be in either Europe or the Americas, where Indy is being tipped to stage the finale in 2001. But Bernie is happy to award the race to the highest bidder. How does he know the championship will still be unresolved by then? Leave that to him...



Japan may no longer stage the year finale

Rubens Barrichello to Ferrari?

Rumours are still persisting that Rubens Barrichello (left) will drive for Ferrari next year. The 27-year-old Brazilian's three-season deal with Stewart runs out at the end of this year and he has admitted that he has been in contact with F1's most famous team. "Yes, I am talking to them," he said at Silverstone. "But only in the same way that I'm talking to Jackie Stewart, though." Rubens has also been linked with McLaren. A man in demand. Decisions. Decisions. Must be terrible.



PRIMUS: STEVEN TEE/LAT; CHARLES COOKES/LAT; MALCOLM GRIFFITHS/LAT; JEFF BLOXHAM/LAT; GAVIN

F1 rankings

Welcome to the F1 Racing Rankings – our monthly update on who and what is doing the business in your favourite sport. Read. Enjoy.

RANKING	DRIVER	RATING
1	Mika HAKKINEN	171.7
2	Heinz-Harald FRENTZEN	157.8
3	Michael SCHUMACHER	156.6
4	Rubens BARRICHELLO	150.7
5	David COULTHARD	149.7
6	Eddie IRVINE	146.2
7	Ralf SCHUMACHER	142.3
8	Giancarlo FISICHELLA	141.9
9	Jean ALESI	131.2
10	Jacques VILLENEUVE	129.4
11	Jarno TRULLI	128.5
12	Stéphane SARRAZIN	124.2*
13	Pedro DINIZ	117.6
14	Olivier PANIS	117.3
15	Pedro DE LA ROSA	113.0
16	Alex WURZ	112.6
17	Johnny HERBERT	112.3
18	Ricardo ZONTA	111.4
19	Toranosuke TAKAGI	111.1
20	Mika SALO	110.6*
21	Damon HILL	109.1
22	Luca BADOER	108.2
23	Marc GENÉ	107.8
24	Alessandro ZANARDI	106.7

* Provisional – 25% of scheduled races must be completed

RANKING	CAR	RATING
1	McLAREN-MERCEDES	84.0
2	FERRARI	80.0
3	JORDAN-MUGEN HONDA	58.0
4	STEWART-FORD	50.1
5	WILLIAMS-SUPERTEC	42.9
6	BENETTON-SUPERTEC	40.0
7	PROST-PEUGEOT	34.1
8	SAUBER-PETRONAS	33.9
9	BAR-SUPERTEC	30.6
10	ARROWS	15.3
11	MINARDI-FORD	11.8

These rankings were calculated after the British GP. The F1 Racing Driver Rankings are based on a driver's race and qualifying performances. They take into account the competitiveness of his car and the extent which mechanical failures impact on his results. The Car Rankings are based on race and qualifying performances. You can add Driver and Car Rankings for an Overall Rating. The rankings gather increasing accuracy as the year progresses. © 1999 Cydonia Berryman

Mosley fights back

FIA PRESIDENT MAX MOSLEY has come under fire in recent weeks over technical regulations, tobacco sponsorship and the European Union's investigation into F1's business dealings. But he came out fighting at the British Grand Prix.

During a Q&A session that lasted well over an hour, Mosley defended the FIA vigorously and made the following (abridged) points.

Max on tobacco: "F1 will have to give up tobacco otherwise we will find ourselves in an increasingly disadvantaged position. We need to establish whether there is a link between people taking up smoking as a result of F1 sponsorship. We wrote to the Ministers of Health in every country where a GP takes place requesting this information but only two – the German and British ministers – replied. Despite a promise made over the telephone, the World Health Organisation didn't even bother to answer, which, I think, demonstrates a rather less than great interest among the ministers for health."

Max on technical regulations: "It was the F1 engineers who voted five-

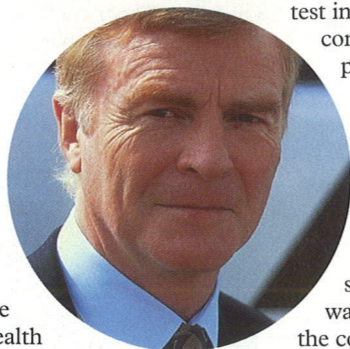
to-one to make the cars narrow-track. The fourth groove this year was never intended to slow the cars, but to restore weight distribution to acceptable proportions. There will be no regulation changes for 2000. Mr Ecclestone recently suggested a return to slick tyres might be the way to go. Bernie gets most things right, but not even he is right all the time about everything."

Max on doping: "There was a dope test in Magny-Cours. We conduct two or three tests per year. So far we have not found anything disquieting, but that's no reason not to check regularly."

Max on the EU: "The commission broke European law by showing journalists a warning letter sent from the commission to the FIA. They initially denied this, then later confessed. We invited them to take various steps to put things right which they failed to do, and we have brought it to the attention of the European Court of Justice. As far as we are concerned, Mr van Miert is, happily, a spent force. His successor is very different. He appears to be a man who wishes to resolve problems rather than adding to them."

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BERNIE'S NEMESIS, PAGE 24 >

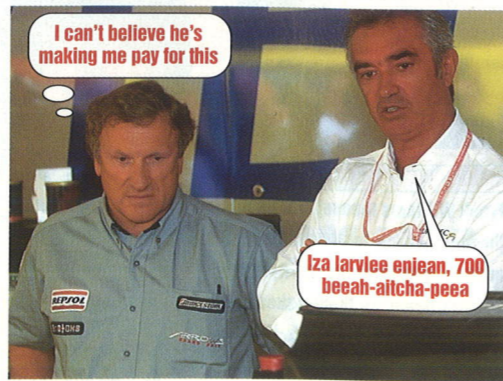


Arrows hit Supertec bullseye

ARROWS WILL HAVE Supertec engines in 2000, thanks to a one-year deal which will see them ditch their in-house V10 after two years.

"This is a very exciting deal," said Arrows boss Prince Malik. "We are pulling together a partnership which has won the title before: Tom [Walkinshaw], Flavio Briatore and Renault." Tom and Flav also split midway through 1995.

Arrows and Benetton will be the only teams using Supertecs next year, so Minardi are still high and dry.



I can't believe he's making me pay for this

Iza larviee enjan, 700 beeah-aitcha-peea

Spain to launch F1 armada



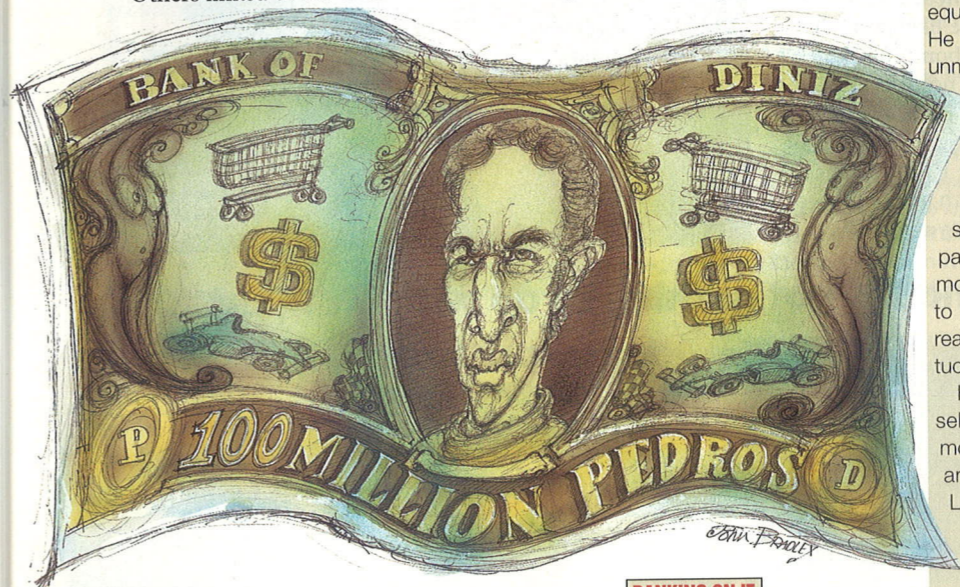
Yes, it's silly season, but a Spanish 'super' team may happen

SPAIN ARE PLANNING their very own superteam which could fill F1's vacant slot next year.

Telecommunications giant Telefonica are keen to build a team around the country's burgeoning driving talent – Marc Gené and Pedro de la Rosa. The latter would also bring Repsol money.

The plan initially was to buy Minardi outright and power it with Supertec engines, but the latest rumours suggest that Telefonica have shelved this and are gunning for the 12th team slot which Bernie is keen to fill.

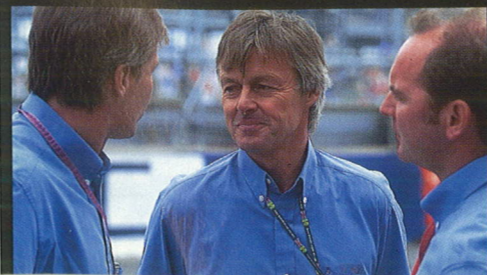
This coincides with Toyota's rumoured decision to supply an existing team (possibly Sauber) with engines, rather than build their own chassis. Others linked to the 12th slot include Zakspeed and European Aviation.



Reynard retorts

ADRIAN REYNARD RETALIATED to the recent criticism he received from Jacques Villeneuve concerning his commitment to the BAR team.

"I was surprised he slagged me off," said Reynard (below centre). "There's lots of people competing for my time: my wife, my five kids, and other companies – including BAR – and Villeneuve. I prioritise them in that order and he didn't like it. But we've cleared the air now."



BANKING ON IT

HIS SAUBER CAREER may not be grabbing the limelight but Pedro Diniz's huge wealth certainly is. American magazine *Forbes* has listed Abilio Diniz and his family as being worth US\$1.1 billion, making them the fifth wealthiest family in Brazil. The Dinizes own the South American country's second-largest retailer (supermarkets to you and me) and their share price has rallied since January's devaluation. But that's not important. What is, though, is that Pedro's minted.

on the inside

When charisma meets tiramisu

He's late. But not fashionably so. He's above such fads. Alain Prost has just had the journey from hell: his plane was delayed in Paris due to technical problems, then, when he arrived in London, his Mercedes hire car blew up.

"I saw the temperature gauge going up, and then bam!" Not wanting to be [too] late for dinner, he then travelled from London to Silverstone by helicopter.

He's worth the wait though. Prost holds an audience in the palm of his hand. He has a presence that, in today's F1 paddock, only Michael Schumacher and Jackie Stewart can equal. The jabbering stops when he walks in. He is immaculately groomed; his nasal twang unmistakably French.

He eats three courses, drinks Evian and – thankfully – speaks a lot.

When his team chef Luigi brings in some tiramisu, Alain pauses for just a brief moment, glances over to his right, at me, for reassurance, and then tucks in.

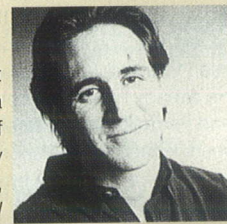
He only allows himself one dessert per month, and this is it, and that's because Luigi's tiramisu is "second to none".

Prost fights his sweet tooth, but his tongue gets free rein when it comes to passing judgement on 'the show'.

"There is a massive TV audience now," he says, "but can you imagine how much bigger it could be if we brought back overtaking – and the easiest way to do that is to introduce manual gearboxes again."

Coffee or herbal tea before we go? "Tea. But do you know what I would really like? For Peugeot to buy a share in my team. Not buy 100 per cent, but some. That would consolidate our relationship"

As we leave he says that the evening has been a pleasure. He's wrong of course. Completely, utterly wrong – the pleasure has, in fact, been all mine. Prost!



by TOM CLARKSON

Meet Bernie's nemesis, Karel

KAREL VAN MIERT – the EU's competitions commissioner, investigator of Ecclestone's Formula 1 dealings and general bane of Bernie's life – is not about to retire quietly.

His long-awaited inquiry into the way F1 is run accuses Bernie of breaking European competition law when he obtained the TV rights for GPs, and abusing his F1 position by blocking any potential rivals. Van Miert said: "We have found serious infringement of EU competition rules which could result in substantial fines."

After convincing West LB and Morgan Stanley, the investment banks, to underwrite his \$1.4 billion bond, these accusations will embarrass Ecclestone. Indeed it's rumoured that Morgan Stanley's clients already want the bank to buy back their bonds. The investigation could also put the brakes on Bernie's plans to float Formula 1.

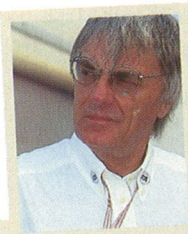
But the likelihood of Bernie's bonds and the F1 flotation not succeeding are slim. He's always been up for a fight and he may now take F1 out of the EU's reach as threatened.

The gloves are off...



Van Miert adopts the 'You-know-it-makes-sense-Bernie' look

A bypass for Mr E (and it's got nothing to do with Mr Miert...)



BERNIE ECCLESTONE has undergone a heart bypass at the London Chest Hospital. The 68-year-old F1 boss agreed to the routine operation at the request of his wife Slavica and the FIA's medical chief Professor Sid Watkins. Jean-Marie Balestre, Bernie's big rival for the control of the sport in the early '80s, had the op in '86 – and he looked hail and hearty at the French GP.

EUROBUSINESS: CAMERA PRESS; REX FEATURES; LAT; ARCHIVE

Schumacher to buy Jordan

ER, NO, SCHUEY is not about to purchase EJ's eponymous team, but he is looking to buy the F1 car in which he made his debut.

Schumacher shook the F1 world when he qualified the 191 seventh at Spa in '91, and he's keen to add it to his collection. He already has the Benetton and Ferraris he's raced over the years locked up in a secret location – except, it is rumoured, the unloved 1996 Ferrari. Word is he doesn't want one. Touché!



Jordan 191 (above) and (right) the 360 Modena. Beauties

Jordan to buy Ferrari

EDDIE JORDAN IS playing Schuey at his own game – he's bought a Ferrari.

According to our sources, Eddie is the first person in Britain to take delivery of Maranello's latest and, some say, finest road car, the 360 Modena. And the price? A cool £101,243.

It's unclear whether EJ has plumped for russo red or canary yellow paintwork. We know what we'd choose – it's just that we won't get the chance.



Law-brakers

MIKA HAKKINEN (above) was one of four drivers caught without their rear warning light on in the French Grand Prix, meeting the wrath of Michael Schumacher.

"What's the point of discussing improving visibility in the rain if you don't enforce it," Schuey said of the 'invisible men'.

The rule book says that all cars must have an operational rear light, but it doesn't state that the light must be on! Hence we saw Schuey gesticulating with his hands as he drove past the pits. No, he wasn't waving at his fans...

McLaren's latest supercar



MCLAREN ARE SO keen to beat Ferrari on track and road, they're building yet another supercar.

Their McLaren F1 was the dog's proverbials in terms of road car perfection when it was launched in 1992, but it proved expensive – £540,000 plus VAT – and was overtaken in terms of popularity by the Ferrari F40 and F50.

But Mercedes-Benz, their F1 partner, have now given the green light to their Vision

British Racing greenery

Stewart could be moo-ving in with Cosworth if Ford decree



FORD ARE THINKING about putting Stewart Grand Prix and Cosworth, their F1 engine builder, under the same roof thus creating a Formula 1 monolith to rival Ferrari.

"It has been discussed but, as yet, nothing has been decided," said Ford's motorsport boss Martin Whitaker.

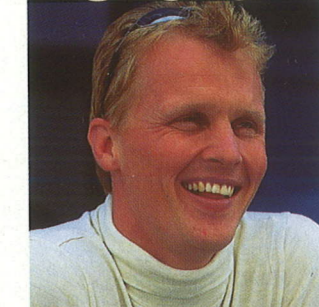
A greenfield site between the two respective bases, Milton Keynes (which has a 17-year lease to run) and Northampton, is thought most likely. Deputy chairman Paul Stewart added: "It would make sense, but I can't say more at the moment."

Where this leaves the Stewart Racing Formula 3 team, founded nine years ago by Paul Stewart, is still not known. "I'd like to keep it going, but it's too early to say," he said.



JACKIE STEWART found himself in Royal company when he was invited to the wedding of Prince Edward and Sophie Rhys-Jones. He's clearly impressed someone in The Family – even Fergie wasn't invited. Could Peter Phillips' stint of work experience with the Stewart GP team have anything to do with the wedding invite?

hot seat



JOHNNY HERBERT

STEWART

What's your favourite film?

I saw a good film recently about a blind man who gets his sight back. It had Val Kilmer in it, but I can't remember the name of it.

Your favourite football team?

Chelsea.

The most ridiculous rumour you've heard about yourself?

Quitting. I've been quitting for the last few years apparently, even this year. But I'm not.

What was your career low point?

Probably my accident way back.

Who do you admire?

The guy that I've always looked up to is Ayrton Senna. What he did was very, very special.

Who do you dislike?

No-one. No-one I detest anyway.

Where's the best F1 nightlife?

Canada.

The worst road car you've driven?

Of the cars I have driven it was probably that East German thing, the Trabant. It was truly terrible.

How much is a pint of milk?

Twenty-two pence?

What's your favourite pop group?

I wouldn't really call him a group, but it's Eric Clapton.

Do you have any pets?

No, but I used to have a dog.

How old were you when you lost your virginity?

Seventeen.

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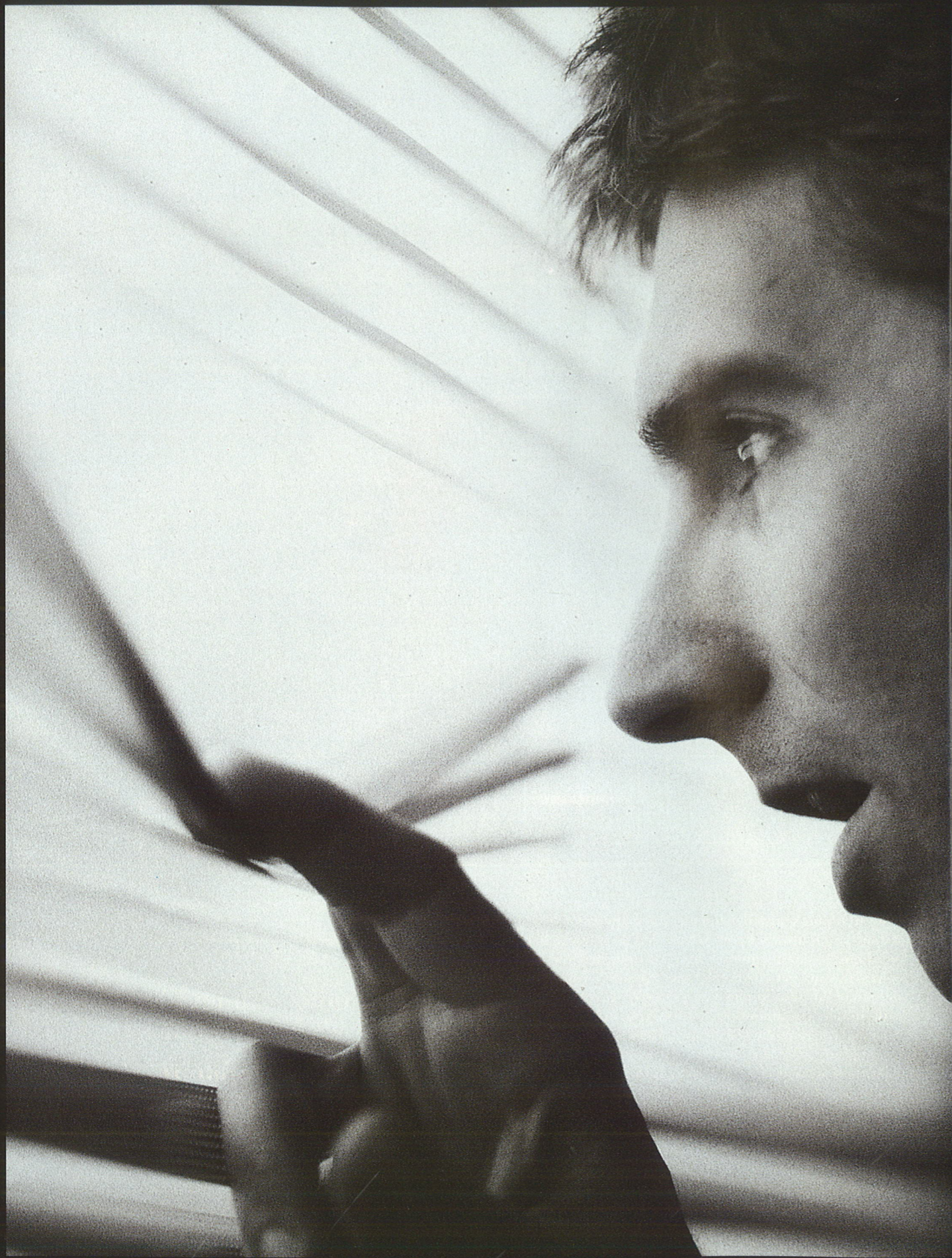
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the last time

He'd been through the pre-GP rituals 106 times before: pulling overalls on, chatting with friends, telling jokes. But the 107th time, Silverstone for the last time, held a special significance

Photography by Darren Heath

the last time

Damon was public property at the British Grand Prix. Hounded by the paparazzi and constantly quizzed by Fleet Street, his every move was analysed, written about and illustrated.

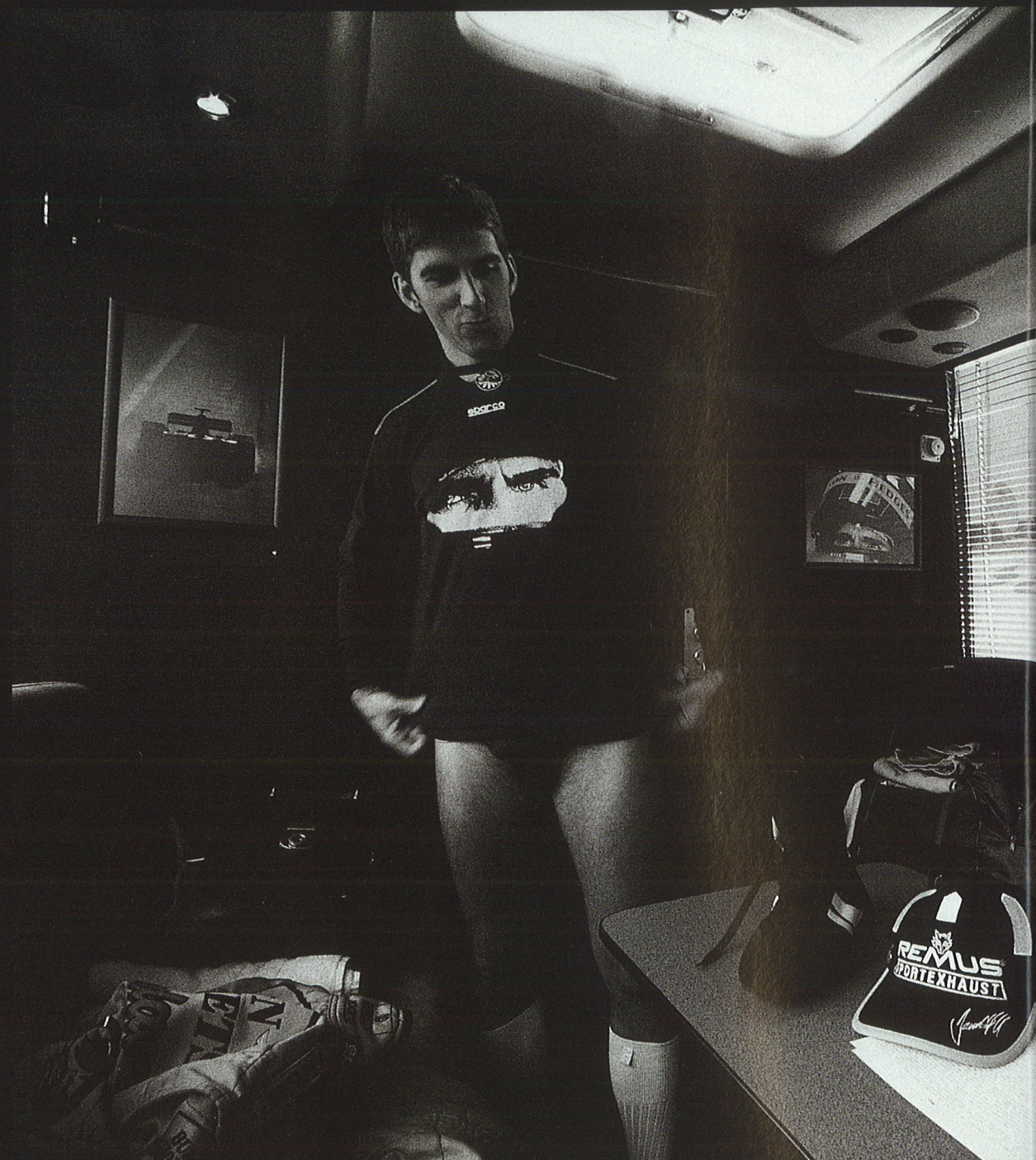
Will he or won't he? Come on Damon, make your mind up.

And it got to him – at times. At a press conference on Friday, he refused to answer any questions that related to his impending retirement; and on Sunday, he brusquely shooed photographers away when they swamped him on the grid.

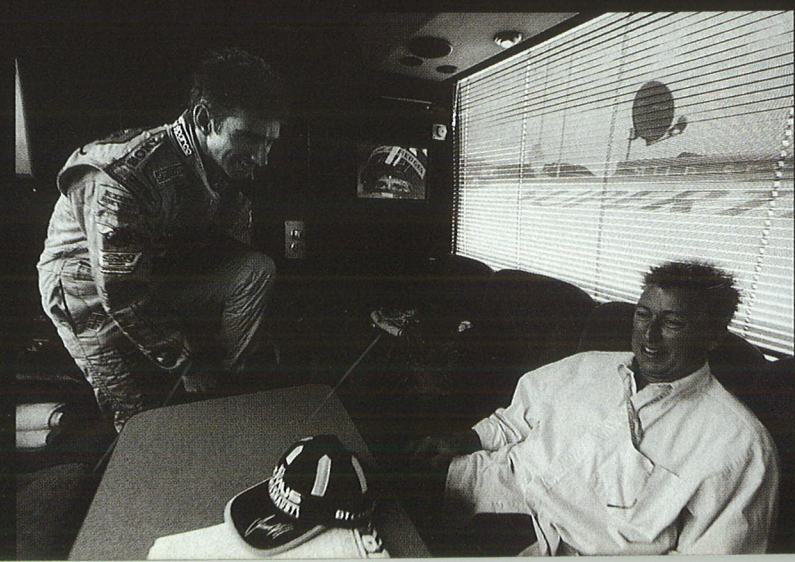
Otherwise, though, he was in good humour. Relaxed with those he knows best. His usual self.

Yes, he was going to retire – but only at the end of the season, as he had stated in his post-Canadian GP press release.

Yes, this was his last British GP, but he was here to race. And race hard; especially as his Jordan 199 – with the latest spec Mugen V10, and lighter and narrower gearbox –



'Do I look good in these?' Caps, T-shirts, racing boots, all carry the Damon Hill logo and name. His empire has yet to reach the world of briefs, Y-fronts etc. But it's surely only a matter of time



'And then the actress said to the bishop...' Pete Boutwood was at the back of the F3 grids Damon tended to be at the front of. These two are much closer off the racetrack



'There's money in underpants.' Damon and his advisor Michael Breen discuss merchandising. Damon gave all the profits made from this at the British GP to a pair of charities

the last time

had never felt better. Never.

So, as all around was madness, within Damon's inner sanctum, the Jordan motorhome, all was reassuringly familiar. Calm – in a madcap way. Focused but not too serious. No overbearing weight of expectation; no cloying poignancy; no anguish of uncertainty.

There was a job to do. And this was the regular preamble: spikey-haired best mate Pete Boutwood double-checked the race kit and cracked jokes; financial and legal adviser Michael Breen talked merchandising.

Damon larked, looned, readied, fidgeted, peered, stretched, laced. All the usual stuff he'd done 106 times before. *He* knew what he was going to do and was content. This was just another race.

Except that it wasn't. And he, and we, knew that. **1**

The eyes have it. And it's when they set and focus into the middle-distance that you know it's almost time. And this would be the last time at Silverstone



Speed masters

Rubens Barrichello and Colin McRae discuss their different jobs



COLIN McRAE: Rubens, what is it like driving a car without a roof?

RUBENS BARRICHELLO: The first thing you have to get used to is the wind. You've driven a Formula One car so you must know that you can be buffeted around a bit because of the wind. I certainly don't feel claustrophobic driving my car and, because it is so much hotter inside a closed car, I feel much happier in my place!

RB: Colin, when you drove that Formula One car, what was it that impressed you the most?

CM: I drove a Jordan back in 1996. It was a great experience, but I think the braking was the one thing that amazed me. The acceleration is easy to get used to, but the entry speed into the corners is difficult to adjust to. I only did 25 laps and it was my first time in the car, so I just concentrated on driving it, without worrying about how it handles or finding the perfect set-up.

CM: Does a Formula One car always feel fast when you get back in it for the first time?

RB: I must admit that my first laps in the Stewart-Ford after a break feel amazing. The scenery and road seems to flash past so quickly — but then I get used to it quite fast.

RB: When you go back to the Ford Focus WRC after a break, does it feel faster than you remember?

CM: No. The problem with the World Rally Championship cars at the moment is that because of the rules they are over restricted, so the engine power doesn't feel very good. What I'd like is to have bigger turbo restricted engines and bigger tyres to bring the cars more into balance on tarmac.

CM: The start of a Grand Prix is really exciting to watch. How do you cope with the crowds going crazy in the build-up to the race?

RB: You have to blank out all those experiences enough so that they don't affect you. That can be quite difficult though, especially in Brazil this year when I was third and when I was on pole in France. You just have to be cool to concentrate on your job.

RB: How difficult is it driving on different surfaces all the time?

CM: In Formula One, you only ever drive on tarmac, but I have to cope with a wide range of conditions, from mud and grass to tarmac and snow. It's one of the great things about the World Rally Championship. The series is made more interesting because every rally is different.

CM: Is the most thrilling part of a Grand Prix the blast down to the first corner?

RB: That can be really exciting, but I think the bit that I really like is when you overtake another car. It's a real sense of achievement — especially since it is so difficult to get past other cars because of the regulations.

RB: It must be strange being in the cockpit with someone else. How much do you rely on your co-driver to perform well?

CM: Absolutely 100%. The co-driver can win or lose an event as well as the driver. If he gets it wrong that usually results in me getting it wrong. I did the course at the Goodwood Festival of Speed on my own and it was okay, because it's only a mile or so long, but it would feel very strange if I was in the car for an hour on my own.

CM: Would you make a good passenger if you came in the car with me?

RB: Absolutely, no way. Ever since I was 17, and my mother took me to the English school, I promised that when I was 18, I would never, ever, be driven in a car again. I can imagine how mad you would be, with your Ford Focus going sideways! No way, Colin...

ford fact file

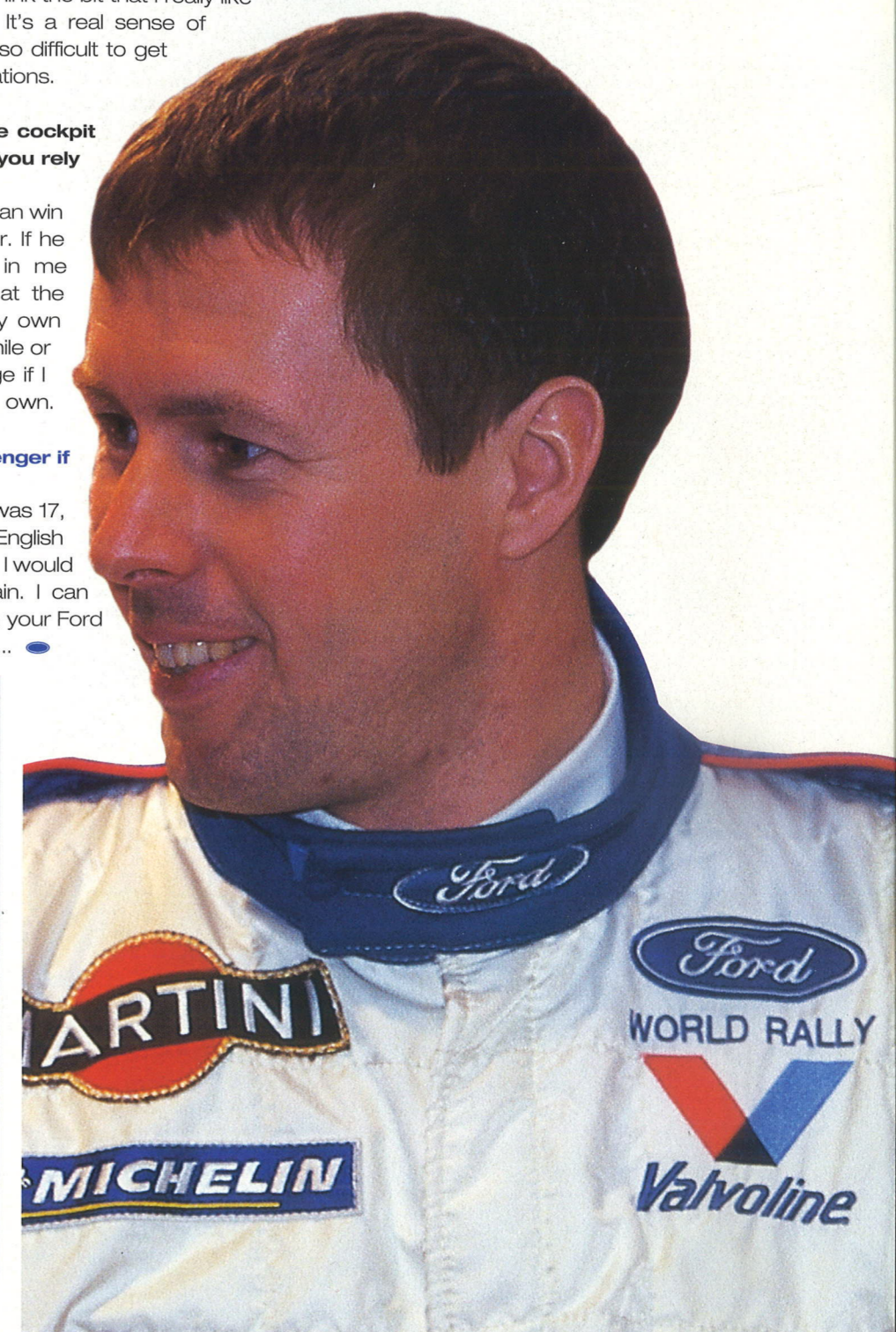
● The World Rally Championship has support from 11 different car manufacturers; Ford is the only manufacturer with a total commitment to both Formula One and the World Rally Championship this season

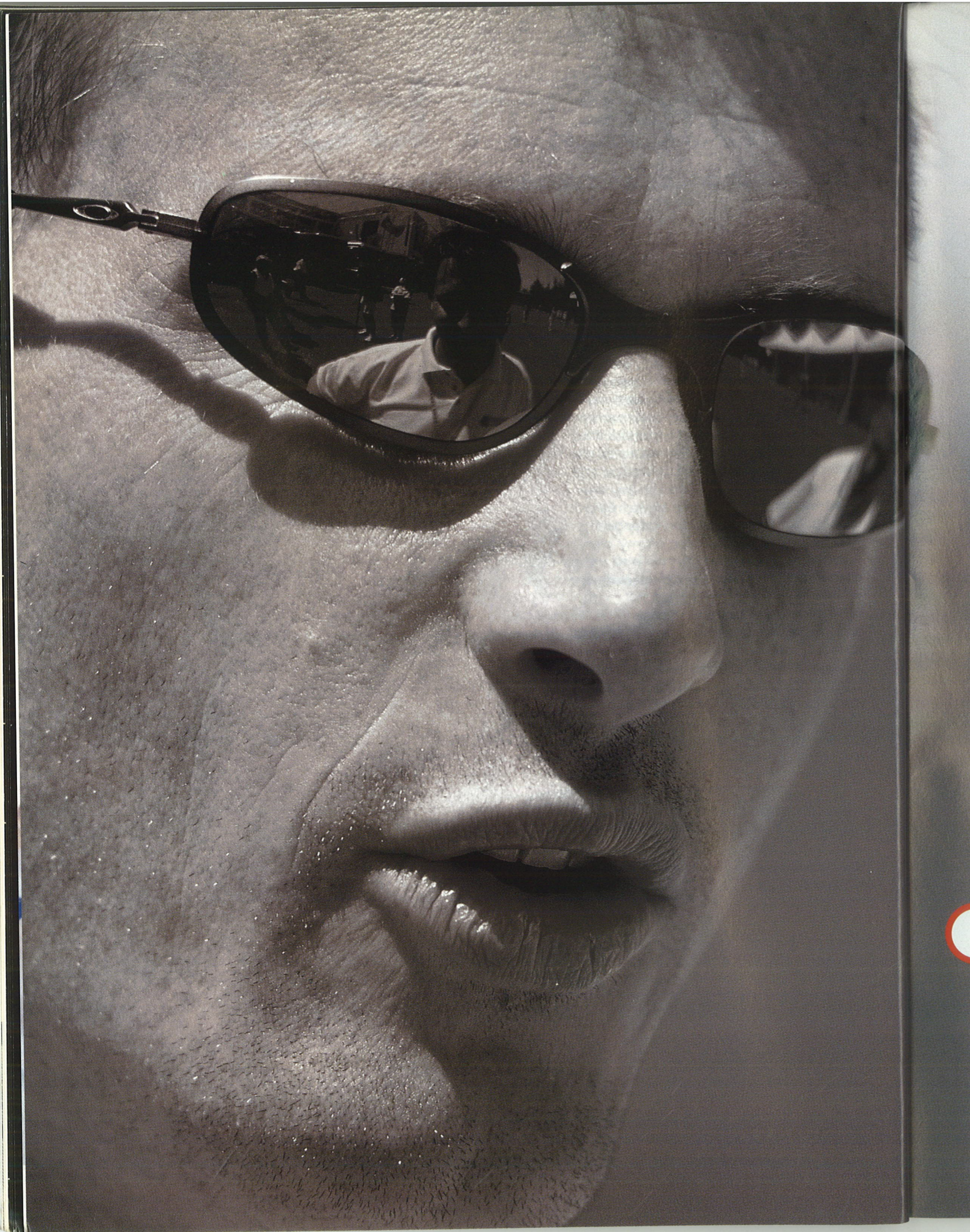
● While Formula One has a massive television following in the billions, world rallying attracts the largest live audience - 16.5 million spectators every year.

● Although the Formula One World Championship consists of 16 rounds and the World Rally Championship two less - both visit 14 different countries during the season.

www.fordracing.net

Send your questions to Ford Racing via: question@ford.com





F1 to one

Eddie Irvine

Britain's new number one on Damon,
new-found speed and his title hopes

Your thoughts on Damon's retirement?

He's too old, isn't he – 38 or something. You can get bored of going around in circles and, ultimately, it's the results which count. He's had a rough time recently and I think he's made the right decision to retire.

Is this the start of the Eddie Irvine era?

To be honest, being popular in Britain doesn't mean anything to me; it doesn't mean diddly squat. F1 is global and that's how I see it. Anyway, I've been the top British driver before, in Formula Ford in 1987.

But being Britain's number one means more money...

I don't expect to be as big as Damon was because he's English and most of the British fans live in England. And selling more baseball caps than someone else doesn't mean anything to me either. It's nice to sell some because they are a way of identifying your fans, but, compared to our salaries, the amount of money to be made from marketing isn't that significant.

You can use your popularity to boost your retainer...

The team know that I could earn a lot more than what they pay me anywhere else in the pitlane. I've told them that too.

How has your driving changed this year?

Smoother mainly. I'm not fighting the car as much as I used to and it's all coming together better. I've learned a bit from Michael about riding the kerbs too; he's just brilliant at that.

Has your relationship with Michael changed this year?

I'm more of a threat this year, certainly, and he knows it. He seems to be throwing the car off the track, which is proof of how much he's trying. He's still the best driver in the world, but he's having to work hard at it to remain that way. My relationship with him is the same as always – we don't hang out away from the track, but we get along fine when we're here. We have

a very professional relationship, although I don't really look at his telemetry. I did in the first year, but not any longer because I know what I want on the car.

Do you have title aspirations this year?

Definitely. We're still at the stage in the season where anything can happen. All I need is for Mika and Michael to have some bad luck and I'm right in there. In the normal run of things I can't beat Michael so we'll have to wait and see how it pans out.

What about the handling of the 1999-spec cars?

I've noticed no real difference between these and any of the Formula 1 cars I've driven, despite what the other drivers are saying. They are affected by the wind more than the cars of old, which is not good, but they allow the better drivers to shine which is good.

Do you think these cars are more dangerous?

You've only got to see Jean Alesi's accident in Magny-Cours to see how quickly they can change direction. The thing swapped ends just like that, and I'll tell you another thing: I've been saying for years that gravel traps should have a 10 per cent incline to them. At least that way they'd definitely touch them, unlike Jean who was airborne and scrubbed no speed off before hitting the tyres.

Has your relationship with the press changed recently?

People who don't know anything about the sport, you mean? I don't really care what's written in the press, although I like to read it because it's funny; I like to see which journalists are on it, and which ones aren't.

Then why the comments about Hakkinen and Coulthard?

I don't know what got to England, but it was blown out of all proportion. A journalist from *Autosprint* said to me: do you agree that DC is struggling this year? I said, 'Yes, he's having a hard time of it, and his stock is going down, no doubt about it.' And about Hakkinen, I said, 'He's a great driver, but I think there are things I do better than him and vice versa.' That's all I said, but, as usual, you guys have made a meal of it. **1**

DARREN HEATH

Alan Jenkins

Prost's new tech chief on Peugeot, the lingo, and not jumping from high buildings

What is your role at Prost Grand Prix?

I am the technical director, replacing Bernard Dudot, who is now looking at future projects. It's my responsibility to oversee how the car is produced and to ensure that we have the necessary facilities to do that.

When did you sign on the dotted line?

I'd cancelled a skiing trip because of the split with Stewart at Christmas. But my wife bullied me throughout January, so we went skiing at the beginning of February, and I foolishly had my mobile with me. I was at about the highest point when the phone started to ring, and it was Alain!

What other options did you have?

I actually looked at a lot of things outside Formula 1, like setting up a business, and spent a lot of time with City bankers looking at finance for a number of projects. I was very close, probably 80 per cent of the way there, but then decided to narrow my choices to Benetton and Prost. It's not a criticism of Benetton that I chose here and, in the end, the big difference was that I'd been talking to Alain for a long time. If I had spent another month talking about it, I may have signed with Benetton. Who knows?

Is the language barrier a problem?

It's uncomfortable for everyone, although I was pleasantly surprised in Magny-Cours when the debriefs were conducted in English – and that included the Peugeot guys. But all the headset conversation is in French, so I'll have to learn to understand it ... but not let on how much!

How do Prost's facilities compare with Stewart?

Alain's factory is very impressive and has a lot of what we need to do the job. But the tools don't work on their own, and we still need to bring the people operating them up to speed. The Prost design team, for example, is even younger than the one we had at Stewart. But, for me, that's the interesting thing about it.

What is John Barnard's role in the team?

He's still the technical consultant, based at B3 Technologies in Guildford, and he's a very important asset to the team. B3 is a sophisticated manufacturing facility and John has still got tremendous design skills himself. We get on very well – I first met him in 1979 – and we've spent a lot of time talking things through.

Do you enjoy living in France?

It's different. In England we have a farm and horses, but I like doing it differently. Versailles is marvellous, from what I've seen, and Alain is putting us up in an apartment in which we will be fine. For the weekends I

want to be at home I can be there amazingly quickly. You gain the hour going back and I can be back in the office at 9.20am on Monday.

What do you think of the current Prost car?

Until Magny-Cours it hadn't even entered into conversation because everything is geared towards next year's car. They've just changed the date of the first race which has caused a few blank looks around the place. I don't think the building is quite big enough for everyone to jump off the top of it, but it was close!

Will Peugeot stay on beyond the end of 2000?

I hope so because stability is pretty important in F1; it's not just a year-to-year thing. There are major elements of long-term planning that you need to do and it's hard to commit to those if there is a potential stop point in the relationship.

Are Prost too insular to succeed?

Alain is very hands-on; okay, he's not rushing around the shop floor every day, but I can certainly get hold of him whenever I want. There are a lot of young people here who are growing into various roles, who haven't been in racing long, and he's hands-on with all of them. At the middle management level, they are not too insular, but I couldn't comment about the rest of it.

What's your opinion of Jarno Trulli and Olivier Panis?

I've not had much to do with Jarno, but I know Olivier by dint of him having been around so long. Ability-wise, I don't know much.

Do you wish you were still at Stewart?

The biggest frustration is that the partnership with Ford and Cosworth was pretty much as good as it was going to get. We genuinely shared the design of the car, which was great. That was one of the most satisfying aspects. ①

backfire

Doubters routed

What a race! The French GP certainly provided a spectacle to shut up all of F1's doubters, and it was a measure of how talented the entire grid is for them to take to the road in such conditions. Some of the overtaking moves were spectacular – Irvine's on the Benettos, Hakkinen's on Schumacher, the list goes on. The qualifying looked equally entertaining (what little we were able to see); even Panis proved his worth. F1 dull? Not from where I'm standing.
MARK DEAN
KIDLINGTON, OXFORD



Mika Hakkinen qualified 14th but was up to fourth position by lap 10. Nifty

Damon's test of time

Sorry to hear about Damon Hill but maybe it is time. I know people say he was never any good, but they forget the winning cars driven by Prost, Patrese, Mansell, and even Senna, were all tested by Damon. Yes, he can be a bit off the pace at times but when he's on form he is brilliant. I hope he comes back into F1 – not like Mansell, but as a technical consultant or team manager.

JOE HARPER
SWANSEA,
WALES

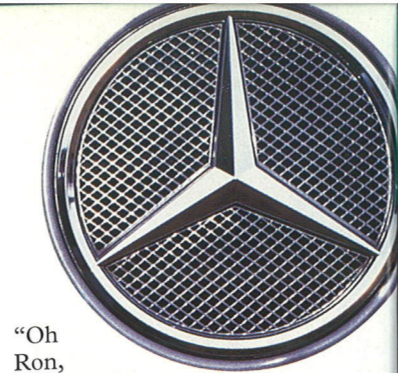
Damon looks above for some divine intervention

Put us in the picture

Clearly ITV have fallen out with Bernie over money. Do ITV have a contract with him or not? What was so different about the French Grand Prix that we were unable to watch the qualifying? Should we be worried about the future coverage of other races? Maybe the British fans should make Ecclestone more concerned about his revenue sources – I propose a campaign aimed at all those companies who pay to have their names in F1. Surely they're concerned that a large part of their market is prevented from seeing the names they've paid a fortune to display? Money talks in F1 and the advertisers provide a very big part of it – let's get them to sort this particular farce out.
TOM SANDERSON
POOLE, DORSET

Oh Lord, won't you...

Eddie Irvine's attempts to get a drive in one of Ron's McLarens don't seem to have gone that well. Maybe he should take a liberty with the Mercedes-Benz advert –



"Oh Ron, won't you buy me a Mercedes-Benz; my friends drive Ferraris, I must make amends..."
CHRIS CHARLTON
IMPINGTON, CAMBS

Into Africa

Prince Malik's acquisition of the Arrows team (*F1 Racing*, June) represents an African Renaissance – we can't wait for the day an African is on pole at Monaco! But Africa is shut out of F1, as MNET – the only digital satellite TV provider over here in Africa – can't afford to buy the rights to show us the races. This surely represents a fantastic marketing opportunity for our all-conquering prince. Go to it!
IKENNA NWOSU
WARRI, NIGERIA



Heinz-Harry's storm is brewing

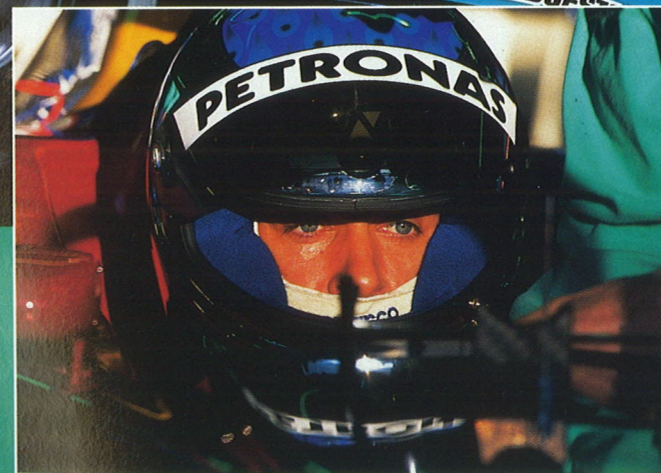
LAT ARCHIVE/LAT

Stout support

As I'm sure you know, most F1 drivers claim to be teetotal, yet still they promote the 'evil drink'. Zanardi has been spotted recently in a Foster's advert, and Heinz-Harald Frentzen's seemingly in on the act too. We've noticed him in a Caffrey's ad sporting a rather fetching woolly hat.

ANTHONY GODDARD
GUILDFORD,
SURREY

PETRONAS MALAYSIAN GRAND PRIX SEPANG 15-17 OCTOBER 1999



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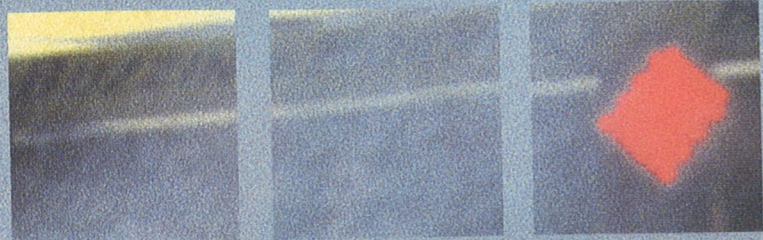
The event will no doubt be a momentous occasion. For more information on how you could join the action, call the ticket hotline on + 60 3 852 62222 or visit the PETRONAS Malaysian Grand Prix web-site at:

www.malaysiangp.com.my



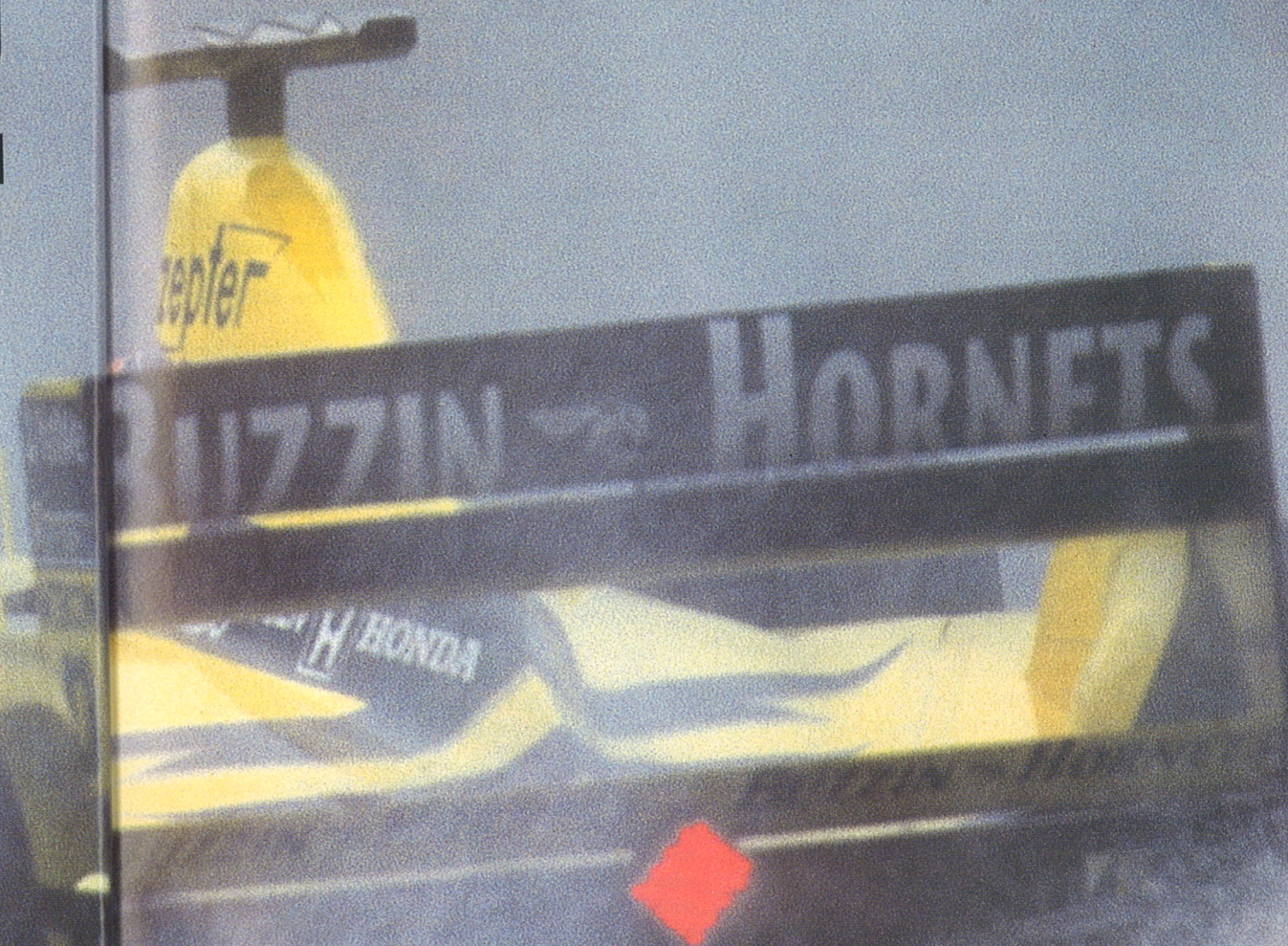
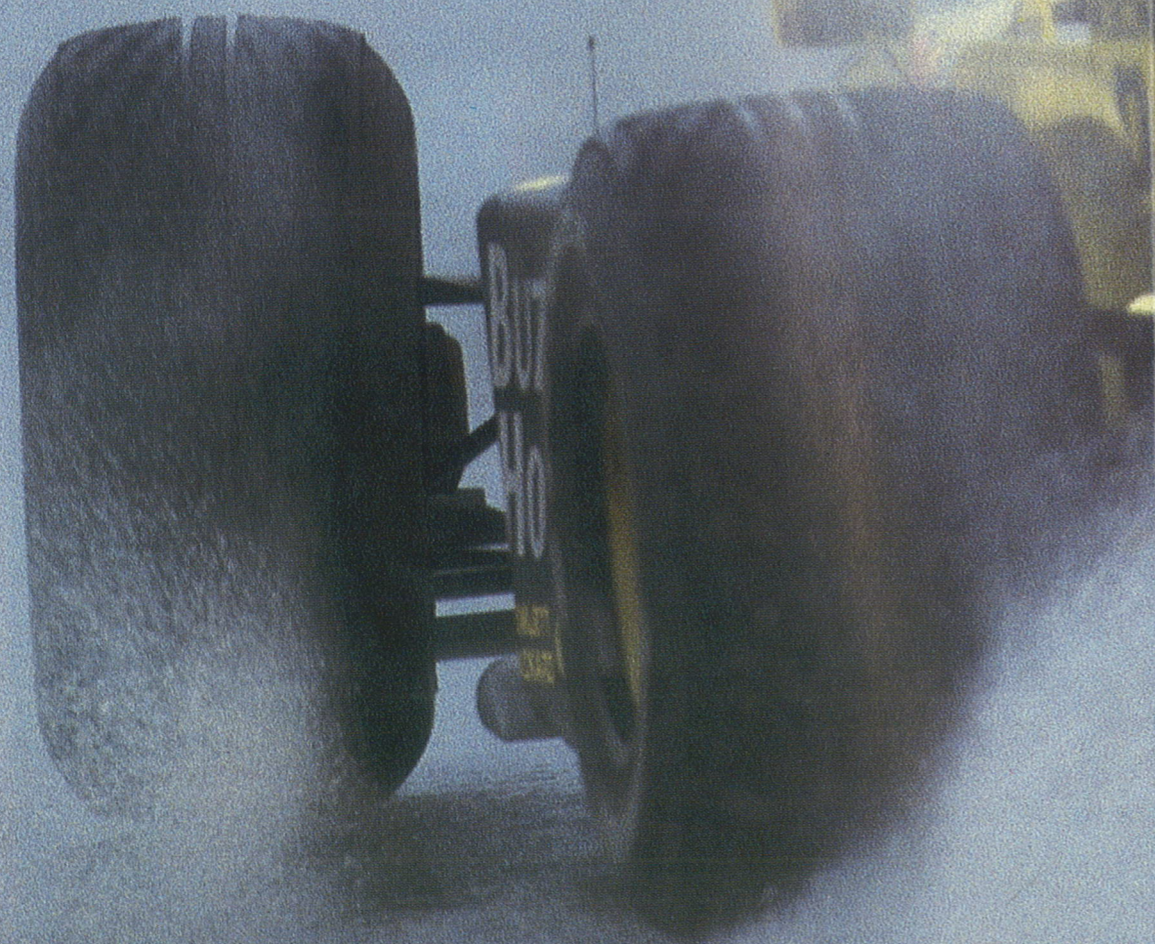
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On it!

When Heinz-Harald Frentzen had the best car he blew it. Now that he hasn't, he's the star of the show. Mark Hughes says why



You just needed to watch Frentzen through Grande Courbe – the fast sweep at the end of the Magny-Cours pitstraight – to see each lap mesmerising evidence of a confidence level miles higher than the storm clouds that were soaking the track.

The entry to the corner – fifth gear and 170mph in the dry, maybe 130mph in the wet – is framed by a wall to the right, parallel to the straight. Every driver, even Michael Schumacher, gave that wall a few inches of respect as they turned in. Apart from Heinz-Harald, that is. Each lap he would make you wince as he ran the Jordan into a gap measurable only by laboratory equipment, the better to squeeze just a little more track space, a fraction more speed from the car. But it looked natural, flowing, as though he wasn't even placing it there by sight or reference, but by feel or something even more ephemeral. It made the others appear to be painting by numbers.

Those millimetres shaved didn't necessarily win him the French Grand Prix but they gave an insight into a couple of things – in addition to Jordan's smart adaptive strategy – that did: the wholly different state of mind of Frentzen the Jordan driver to that of the haunted, put-down Williams man; and the God-given caressing way he has with a car that was just not apparent before. No question, Frentzen is on it in '99.

Is this, at last, the driver Michael Schumacher used to talk of as his big worry? Is the ability his confidence has finally accessed that of a truly great grand prix driver? Or are there still weaknesses, still questions to be answered? And is it just a question of confidence, or are there other factors responsible for the flowering of Heinz-Harald Frentzen?

"I would say he is probably doing the best job of anyone out there at the moment," says Jordan technical director Mike Gascoyne, "given that the car is not as quick as a McLaren or Ferrari. We don't think we could put anyone else in there who could drive it quicker."

That is the sort of belief in him which is partly responsible for the new found confidence. Jochen Mass, '70s F1 star, and part Frentzen guru, says: "I met Eddie Jordan at Goodwood and he asked me, 'Why's Harald so quick this year?' and I replied,

'Because he loves you.' Behind the joke is the truth that he enjoys the team – it's the right chemistry for him. Also, I think the fact he has Damon Hill in his pocket has given him even more confidence. That confidence has worked the other way round for Damon. With Heinz going so well I think it has taken some of the spirit out of him."

Williams Grand Prix Engineering – suckled 20 years ago on a red meat diet of Alan Jones, and thriving on full-on success almost ever since – was hardly the environment for a Frentzen who, Mass says, "is a slow learner. Not because he lacks intelligence, but because he is so sensitive to the chemistry in the team. Williams couldn't handle him the way he needed to be handled, not through ignorance, it just sometimes cannot work, just like any relationship. He's running a lot freer at Jordan and that's what he needs."

Gascoyne describes how Frentzen and the Jordan technical staff gel: "He thinks a lot and left to his own devices he could get confused by overcomplicating things. But as long as you keep him on the straight and narrow his feedback is excellent."

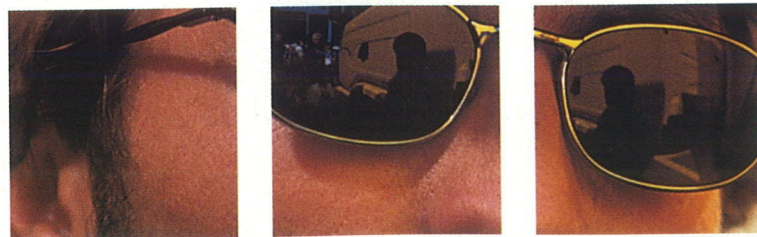
"Sometimes he'll ask for something, say in the aerodynamics, which cannot be done because his understanding isn't full. We'll then tend to say, 'No, but if you want that effect we could achieve it like this.' Then when that gets delivered it gives him confidence in the people around him. In the past, perhaps, he's had people just say 'no' or 'shut up' and he's lost faith in the team."

Maybe it's simply the difference between a team looking to get a foothold on the first rung of success and one which has only seen the view from the top for two decades. One is trying to cosset and tease a performance, the other expects it as a given.

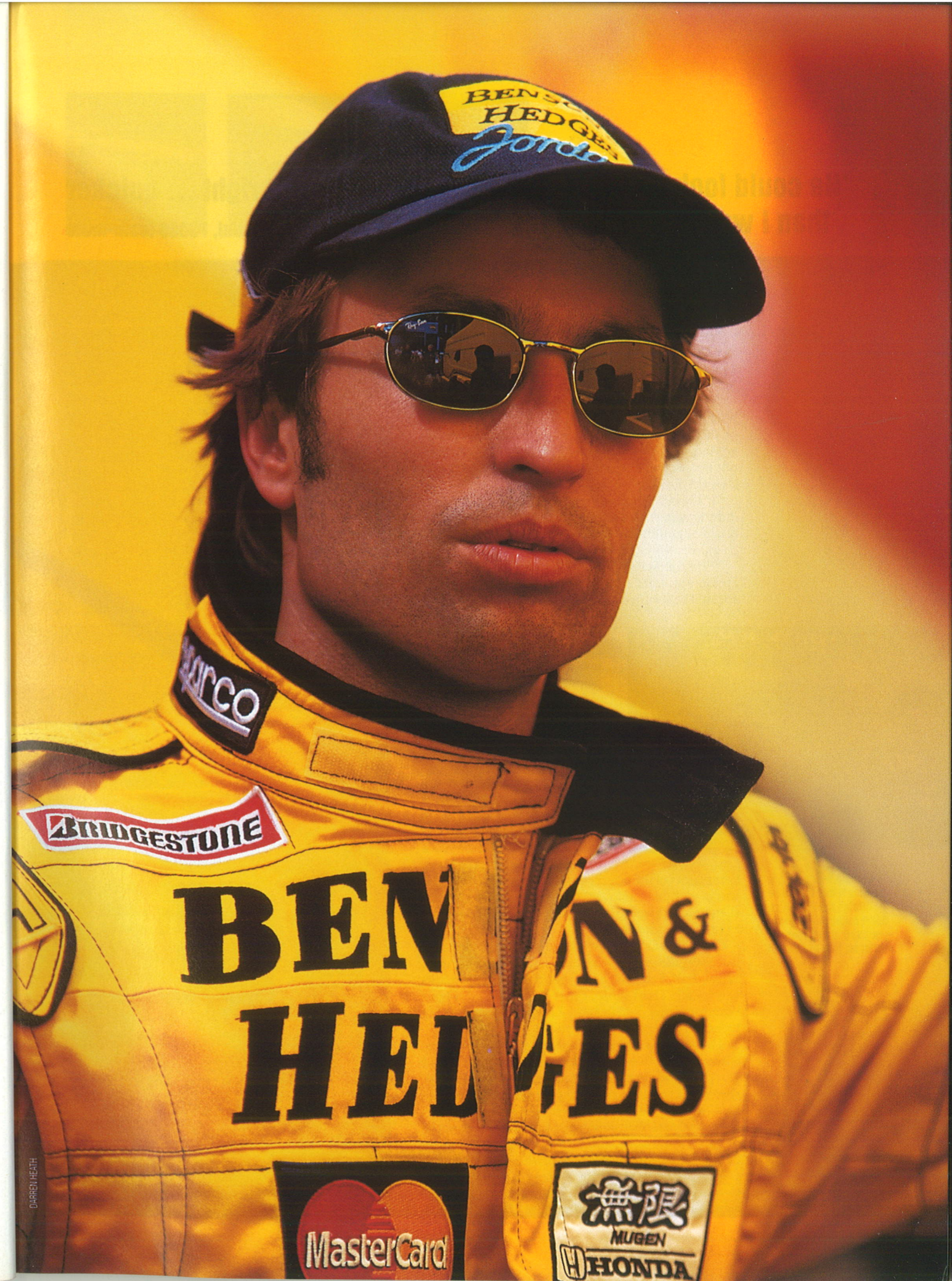
It all meant that tensed up within that Williams cockpit for two seasons was a talent most people just never got to see. Many began to think the ability which had so impressed Senna had maybe been just a trick of the Estoril morning sunlight. Because once he'd climbed out of the Sauber and into the Williams – a car which Jacques Villeneuve was taking to the world title – Frentzen looked ragged. Unconvincing. Not only was the form not there, but the style suggested it was never going to be.

A marvellous thing, confidence. And a team, like Jordan, that knows how to engender it is blessed. But is that all it is? Damon, after all, has been driving for Jordan too this year. Though his problem is possibly motivational, he's adamant that a big part of it has been the '99-spec cars – specifically the low-grip four-groove front tyres. Driving them, he says, gives him no pleasure – "It's just not beautiful at the moment."

If the reduced grip has punished Hill's natural driving style, might it not also have rewarded that of



Eddie Jordan asked me, 'Why's Harald so quick this year?' and I replied, 'Because he loves you so much!' Jochen Mass



'He could look fantastic when something wasn't right ... quicker than I would have ever thought possible' Mauro Martini, F3000 team-mate

Frentzen? Listen to Mauro Martini, Frentzen's team-mate in Japanese F3000 in 1992/93: "It was obvious straight away that he had a lot of talent. He was immediately quick at Suzuka, a place where I saw a lot of European drivers have problems in the beginning. But it didn't really translate for him that year [1992]. The car was really good - I won the championship - but usually he was a little bit off my pace.

"But he could look fantastic when something wasn't right. If the tyres were going off, or if it rained, or the circuit was bad, or when sometimes it was getting dark and we were still testing, he would be unbelievably quick, quicker than I would have ever thought possible.

"If I had to pinpoint weaknesses I would say he didn't seem to get the best out of the really grippy qualifying rubber we had and, on the technical side, he didn't always find the best set-up for the car.

"The following year the car was not good, but Heinz was right with me all the time, sometimes ahead. I believe in the right circumstances he's as fast,

or faster, than anybody else in the world, but that he's limited in other ways. I'm sure the low-grip tyres in F1 today are helping him."

Just as they hurt Hill, who maintains that not only has he not enjoyed driving '99-spec F1 cars, but that they have frustrated all his efforts in achieving a good set-up, stripping away a major part of his armoury. His technical prowess is counting for less than it did. Ask Gascoyne if Frentzen has made any

complaints of the latest cars and he replies: "No. He works with his engineer to get a balance on his car then he just drives to it. He hasn't really had anything to say on the matter."

Consider who else has looked better this year than last, even allowing for equipment: Barrichello, Panis, Alesi, Ralf Schumacher - good seat-of-the-pants drivers all. Then those, other than Hill, who have underperformed - Herbert, Zanardi, Wurz - strong technical drivers. See the pattern?

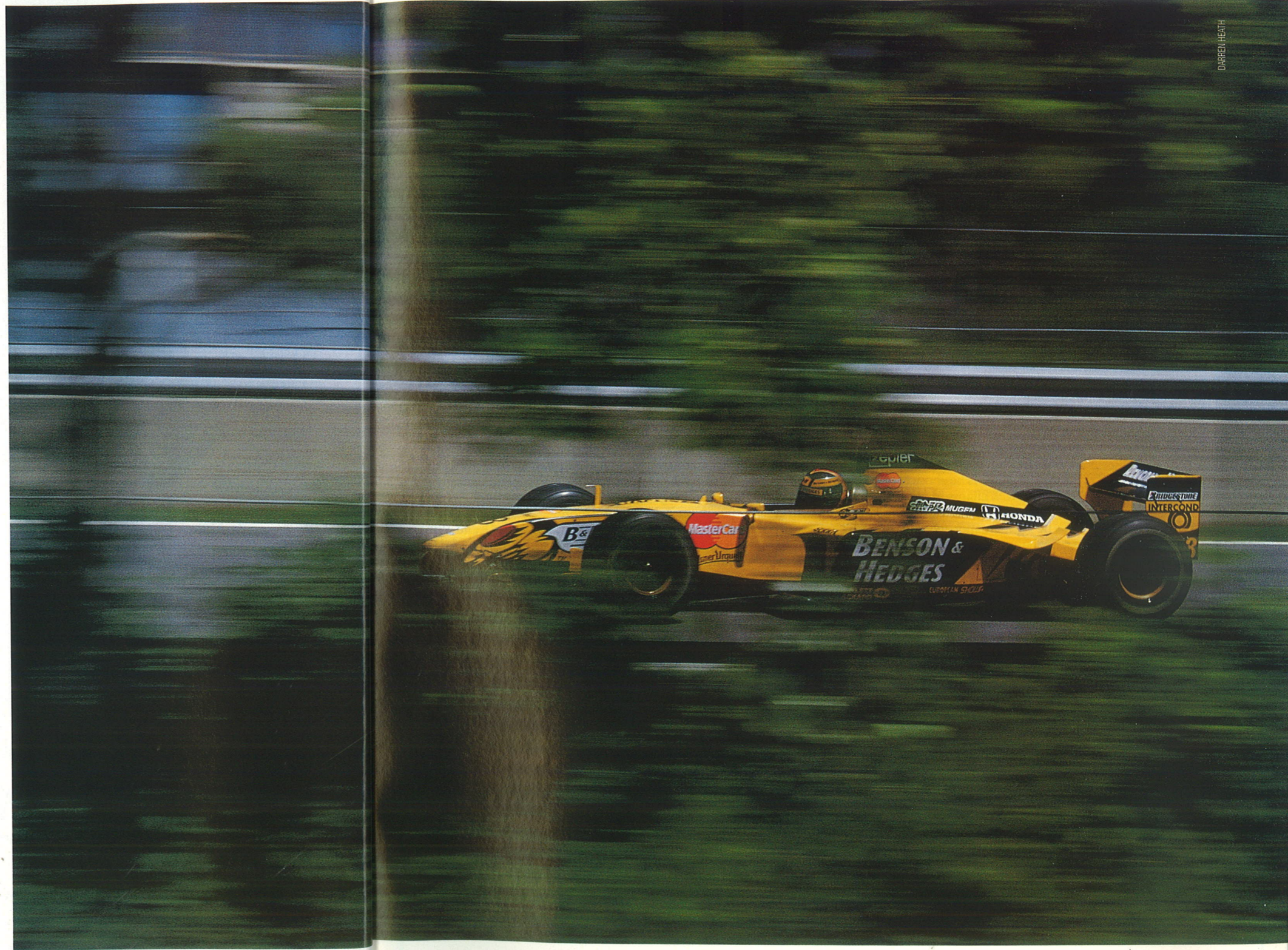
The technical driver flourishes with high-grip cars, where detail rather than ballpark set-up is critical, and where the driving is all about commitment, entry-speed and resolve - believing the car can do it. The seat-of-the-pants man comes into his own in less technically perfect, low-grip, situations where the set-up is more approximate and the driving's about delicacy, flow, momentum. Feel rather than belief.

Gascoyne doesn't attribute as much to this as to the environmental factors, but he does allow, "Whenever there's less grip, a racing driver like Heinz-Harald, ▶



LIT ARCHIVE

Frentzen was a star at Sauber (above), and so Williams grabbed him. But it required the more relaxed atmosphere at Jordan for him to flourish



DARREN HEATH



DARREN HEATH

'As he gets in the groove of running at the front he is becoming better all the time ... one day he'll be a champion' Jochen Mass

someone with fantastic car control, probably benefits more than others."

The cars have come to Frentzen, in other words. Combine the technical changes with the improvement in his working environment and suddenly he looks formidable.

But is he great? Is he about to join the elite?

Mass: "At Williams in '97 he was in a car which everyone thought was the best and he didn't deliver. Now he's in a situation where the car isn't expected to win but he's performing. Unfortunately, when the car was right, his environment wasn't, and now it's the other way around. But I think as he gets in the groove of running at the front he is becoming better all the time. Coupled with the fact that he's experienced the downs, he's coming back as a stronger person, more complete, and I think one day he'll be a champion."

Maybe so, and if the day comes when he's sitting in the best car on the grid, with everything resting on his shoulders, and that car is a Jordan, then there's plenty to suggest he'll be just fine. But the acid test could come if he ever leaves the cosy, protective confines of Jordan. Mass talks of Heinz's "refreshing modesty", Gascoyne of how he's "a very nice guy, very relaxed".

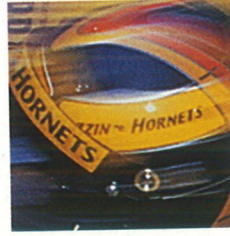
These aren't the traits that *make things happen* in a team. True, Mika Hakkinen has left all that to Ron Dennis and still achieved a world title, but he's the exception, not the rule.

And what happens when the cars eventually regain their high-grip technical sensitivity? Will Jordan's nurturing have smoothed away Frentzen's technical shortcomings or will they simply reappear? Always questions. And there are more.

Switch your attention in the French Grand Prix away from Grande Courbe and down to the Adelaide Hairpin. Schumacher puts a move on the Jordan and Frentzen gives him all the room in the world to allow it to work. Was that a clear signal of maturity on Heinz's part or of the fact that he isn't made of *the right stuff*. Even now, with the '99-spec Frentzen, it's easy to picture him capitulating in this way. Schumacher, Hakkinen and Villeneuve, to name three, are more resolute in defence, more adventurous in attack.

Former Williams aerodynamicist Frank Dernie has worked with a few greats - Jones, Rosberg, Mansell - and makes the observation: "Nearly all of the really top drivers make it perfectly clear to all the other drivers, almost from their debut in F1, that if they don't get out of the bloody way when they come to be lapped or overtaken, they'll have 'em off. Nigel was like that, Senna was, Michael is. That's why Ayrton and Nigel used to run into each other with monotonous regularity in their early days. They neither ever really deferred to the other."

Frentzen is doing a fantastic job this year, but in circumstances which play to his strengths, strengths which have been seen before but hidden recently. Only if he uses this situation to acquire new ones might Michael really have something to worry about. **1**



Damon Hill's 1998 Jordan J198

At last it's here; the 1998 die-cast replica everybody has been waiting for. Our supply arrives in the next 10 days and Damon will also be signing a small number exclusively for Grand Prix Legends.



1998 was an important and dramatic season both for Damon and the Jordan Grand Prix team.

The year got off to a poor start but with his renowned ability to set up and develop a car, Damon got stuck into improving the car's competitiveness.

By the German Grand Prix his efforts had started to pay off and the team's resurgence began. Fourth places in Germany and Hungary came before his stunning victory in Spa, where Damon recorded Jordan's first ever victory after 237 attempts!

Sixth place in Italy and a fourth place in Japan, where Damon overtook Heinz Harald Frentzen on the last lap gave Jordan a much improved fourth place in the Constructor's Championship.

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The reason this replica is so late is that it has taken the manufacturer, Minichamps, so long to get the intricate paintwork correct.

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In fact, we can honestly say we have never seen a more intricate and beautiful modern 1:18 scale F1 replica model.

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For several reasons, this car is going to be one of the most sought after and collectable die-cast F1 replicas of recent years.

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Italian job

Monza in 1998 was a real Italian Job with the Scuderia Ferrari Marlboro drivers finishing first and second - the win was made especially memorable as the team were celebrating their 600th World Championship Grand Prix.



One reader and their guest could experience the unique atmosphere of the 1999 Italian Grand Prix, by simply entering our competition.

The prize includes:

- Return flights from London to Milan, transfers from airport to hotel and return
- 3 nights accommodation in the beautiful city of Milan
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- £300 spending money for the winner

All you need to do to have a chance of winning this superb trip to Monza is to correctly answer the following questions, complete our tie-breaker, and you could be joining the tifosi in Italy.

Q.1 Where did the Scuderia Ferrari Marlboro drivers finish in the 1998 Italian Grand Prix?

Q.2 How many Formula 1 Grands Prix have the legendary Ferrari F1 Team competed in, up to and including the 1999 British Grand Prix?

Q.3 How many laps were raced in the 1998 Italian Grand Prix?

Tie-breaker: As a film director, what title would you give to a film depicting Ferrari's racing history?

Closing date for entries Thursday 12th August 1999

Answers on a postcard with your name and address to: F1 Racing 'Italian Job' Competition, 38-42 Hampton Road, Teddington, Middlesex, TW11 OJE

Competition Rules

1. To enter you must be aged 18 or over. Please mark your date of birth on your entry. Winners guest must also be over 18 years of age. 2. No entries will be accepted from employees or their families of this publication or any other companies associated with the competition. 3. The winner will be the first correct entry drawn, who has completed the tie-breaker to the judges' satisfaction. 4. The Judge's decision is final, and no correspondence will be entered into. No alternative prize will be given, and the closing date for entries will be Thursday 12th August 1999. 5. After the competition we will not retain or make use of your name, address or date of birth for any purposes. 6. The winner will be notified as soon as possible after the closing date. 7. No responsibility will be accepted for entries lost, damaged or delayed in transit, illegible or altered entries will be disqualified. 8. By entering the competition, competitors will be deemed to have accepted and agreed to be bound by these competition rules and all entry instructions given are deemed to form part of the rules of the competition. 9. No telephone entries or enquiries will be accepted. 10. Prize details correct at time of going to press. 11. Winner and guest are responsible for their own transportation costs to and from Heathrow airport, together with car parking costs. 12. Winner and guest must possess a full current passport and appropriate visa for Italy, if required.

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Life has come full circle for Jackie Stewart. And even though he has been bought out by Ford, the desire for his team to succeed is undimmed

Words by Peter Windsor; portrait by Darren Heath



‘Occasionally,
I say to myself,
“Jackie, you’ve
done all right”’

The letter was nothing special – a brief reminder of the autograph he gave me, a request for news of what was happening. The magazines in Sydney came via sea mail, which meant that Monaco always waited until September. Could Jackie please tell me how the BRM was going?

The reply was prompt and became indelibly etched on my mind. Jackie Stewart, works BRM driver, friend of Jim Clark, driver of the Mecom Lola, had responded to me, a kid.

So I reminded him of it all. He didn't remember the letter but he was aware of his attention to detail, even in those days.

"I think a lot of it was just manners," he says.

"My father and mother thought that manners were important and therefore so did I. There's hardly a letter that passes through my desk that is not responded to. I also think it was something to do with my dyslexia. I felt I was good at doing things like that, things like letter-writing, because there were a lot of things I couldn't do – scholastic things, more demanding things, if you like. For a long time I thought I was stupid, dumb or thick, but at the same time I knew I was good at some things. One of those things was shooting and another, as it turned out, was driving racing cars.

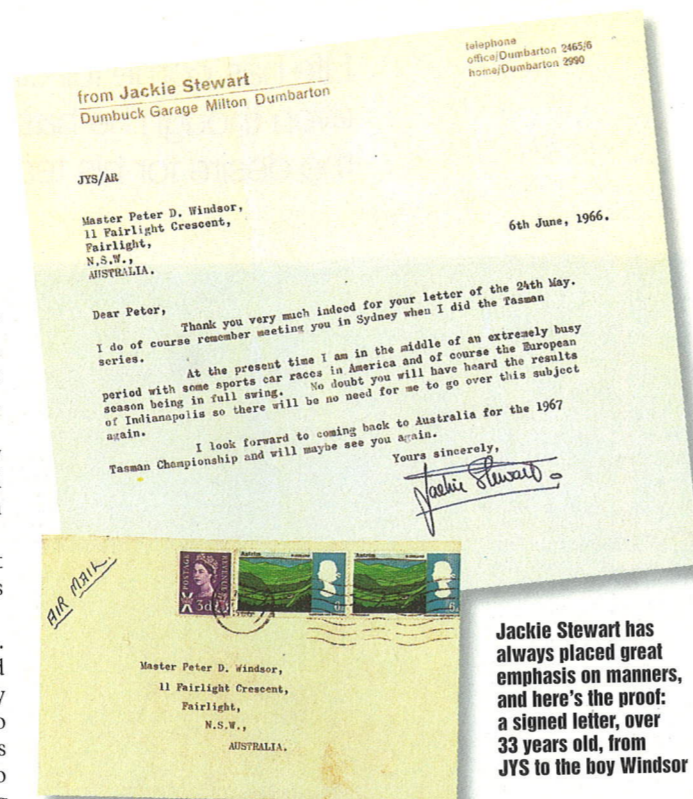
"I must have seen a certain passion or desire in your letter. I always look for that. It would not only have been bad manners not to reply to you; it would have been morally wrong. That still goes on today. It's not about being professional. It's just one of the things that make you a better person, or businessman – call it what you like."

Jackie is lean, fit, very successful and very happy – a role model for anyone who wants to make it in motorsport. He is also a good person, a true person, in a world of fakes and megalomaniacs. He has been rewarded for his efforts with a huge cash payment – he has sold the Stewart Formula 1 team for £65 million to the Ford Motor Company – but he wears the new money well. There is no change in Jackie, and nor will there be any.

It comes down to manners and his ability to always learn.

"I always have my antennae out. My friends and my associates are all people I respect and admire – people who have been more successful than I and who have achieved more. One of the greatest men I ever met in my life was King Hussein of Jordan. If I ever needed a re-indoctrination of the basic rules of good manners, then he was the man who re-established my mind. It was a similar thing with Jim Clark in the 1960s. I spent a lot of time with Jim. We shared a flat together [Balfour Place, Mayfair]. And I was very conscious of learning from the master, learning not only about his

'I keep my antennae out. My friends are people I respect and admire'



Jackie Stewart has always placed great emphasis on manners, and here's the proof: a signed letter, over 33 years old, from JYS to the boy Windsor

approach to racing but also about his approach to life."

So how does Jackie see Formula 1 today – see the manners of the people in Formula 1 today?

"Manners in Formula 1 are lacking absolutely – in one sense. In another sense they are not, because there are a lot of strong and well-established people in Formula 1 who hopefully are passing on those social graces to others. I learnt from people like Jo Bonnier, for example, and from Graham Hill. From Dan Gurney and Phil Hill. And from Bruce McLaren. Bruce came from real New Zealand stock. His father didn't swagger around with his thumbs in his braces, and yet his father won a Victoria Cross. You don't get the VC lightly, and this dignity showed in Bruce.

"Maybe good manners aren't the greatest thing in life, but the older you become, the more disappointed you get when it doesn't come right. I always think of my old mate Bill Ivy [who was killed during a 1969 bike meeting at the Sachsenring]. Billy was a rough diamond, a wee, tough rough diamond, but he had a lovely heart and a good mind, and he was very, very respectful. Everybody loved him."

Jackie celebrated his 60th birthday at the Canadian Grand Prix in Montreal and thus views his life with a certain perspective: time, for him, has passed quickly.

"Most people grow old and are unhappy that they never fully appreciated some of the things that were happening in life while they were still able to be savoured. I mean, my life has been like a ▶



Above: Stewart before the days of personal sponsorship (above). Name, subtle tyre logo – that's it. Right: with Ken Tyrrell (left) and Jackie Ickx. Formula 1 success came quickly to JYS: he won the International Trophy race at Silverstone early in his first year, 1965, and added a victory in the Italian Grand Prix by the season's end



rocket ship. It was a real rocket ship from 1963-'65, when I was going from Formula 3 to Formula 1. I just never had time to think. I suddenly understood why the Beatles went a bit odd, a bit strange, if you like. It was because they hadn't had any time to appreciate, consume, digest and distil any of the experiences of their lives. It happened to me. I would meet someone like Lord Mountbatten, one of the greatest statesmen of our times, and yet, 10 years later, I wouldn't be able to remember it.

"I remember it now, but it's only a shadow. I'm not able to benefit from the memory of meeting him and talking to him. That was because I was doing three, four, maybe five events a day. I was doing far more than the guys do today..."

Jackie raced at a time when trees marked the boundaries. Armco and catch fencing were developed, thanks mainly to his efforts, but tyre walls and sand traps were unheard of. He survived, he was successful and he made racing a whole lot safer for the modern generation. No other single individual has done so much for safety.

What does he think about that period? Why did he survive?

He smiles: "God must have been looking after me awful well over the years. I mean it. Not just because He allowed me to survive but because He's allowed me to have the family I've got now - all healthy, well and adjusted correctly. Lots of people who have been a lot more successful than I have suffered terribly for whatever reason. Their family has not enjoyed the same protection, if you like, from the evils that surround us."

He talks about his belief in the same way that he talks about understeer and oversteer. It is a cornerstone of his life.

"I do believe in God. Very much. I go to church quite often. I don't think it makes any difference if you go to a mosque, a Roman Catholic Church or even a wee Free Church of Scotland. All I know is that, if you live life correctly, honestly and with integrity towards everybody, if you're a decent person, then that will carry you a long way towards the other things that happen in your life. And maybe that life will then be granted to you by the Almighty. There are people with good souls and people with not such good souls and the latter, in the end, usually suffer for that."

I wondered whether his belief was enforced by the number of deaths he had had to deal with over the eight years of his F1 career.

"You could look at it the other way: why were these terrible things allowed to happen?"

"Why do you think they happened?" I ask.

"I don't know. It was part and parcel of a sport that was violent at a time when it was unsafe. Work had to be done to make it safe. Maybe God played a part in that, in directing it the right way,



because the rewards are now being enjoyed by so many others."

I wondered whether racing then perhaps had a perverse thrill attached to it. Does he imagine that today's drivers, performing in a much safer environment, experience the same highs?

"I think you can still get it now, at places like Eau Rouge, for instance. And maybe that's a bad thing. Maybe it's not correct that corners like Eau Rouge still exist."

I ask him whether there was one moment of sheer driving pleasure to which he keeps returning, which made it all worth while.

"I still feel what it is to be absolutely on top of it, at the absolute limit. To be able to do what you want with the car almost as you will. You place it where you want it, you know when to put the power on. And, once you've put it on, you don't take it off. There's nothing tentative about it. It's just a sure knowledge that that was the right thing to do at exactly the right moment."

"It's not a question of driving with your brain in neutral, of driving by the seat-of-your-pants. It's beyond that. It's just the whole combination of information that you're getting and feeling. You know that you are absolutely correct at what you are doing. It's channelling everything into the perfect moment..."

Does he think that some drivers experience that today, with these cars, as unwieldy as they are?

"Absolutely. It has never been otherwise. Whether it was the 1920s and '30s, the 1950s and '60s or the 1980s and '90s. Look at Michael [Schumacher] today. Every now and then he is right on the edge, driving his car absolutely to the limit. He demonstrates it. He did it at Magny-Cours in France on the Friday. He



Stewart in the unwieldy BRM H16 (left). He didn't like the car and this prompted his move, in 1968, to Ken Tyrrell, with whom he won three world championships: 1969, 1971 and 1973 (above). JYS and his latest charge, Rubens Barrichello (right). The Brazilian has been nurtured by JYS and has starred this year



'I still feel what it is to be absolutely on top of it, at the absolute limit'

went out after everyone else had been thrashing around. And he did it. I smiled at Paul. No words were necessary. He knew what I meant. And I really get a kick out of seeing that."

Jackie feels that he added a new dimension to his driving over the last three years of his career, and that Michael Schumacher is only now moving into a similar prime.

"Driving is a bit like living. First you get experience. From experience you gain knowledge. From experience and knowledge hopefully you gain some wisdom. And from experience and knowledge and wisdom, with a bit of luck, you get maturity. And when you get maturity you're able to look at things in a totally different light. You make different kinds of decisions. You are less impulsive but at the same time you're more perceptive. You can sort the wheat from the chaff. You can deal with things better and suddenly you can accept the inadequacies of previous years.

"I recognised that I had something totally different at the end of the 1968 season. I found I could control the pace of races by my own speed. I then realised that I had something to work on to make it total. In 1971, '72 and '73, I was driving in that fourth dimension – and I think that Michael is starting to get there now."

Jackie's life has come full circle. The kid from Dumbuck Garage won three world championships. And now the racing driver-turned-team owner has sold out for massive rewards.

"I still want to see this team be truly successful. That is my focus. That and my family."


Bliss for Jackie today is his new home in the Chilterns, near Wendover. Bliss is a Sunday at home, with Helen, his wife for 36 years, his two sons, Paul and Mark, and their four (soon to be five) grandchildren. And, of course, Buggy and Boss, his labrador and Norfolk terrier.

"That's what my life is all about. Home. I've never bought an aircraft carrier or a submarine: most of the things I love in my life cannot be bought by money."

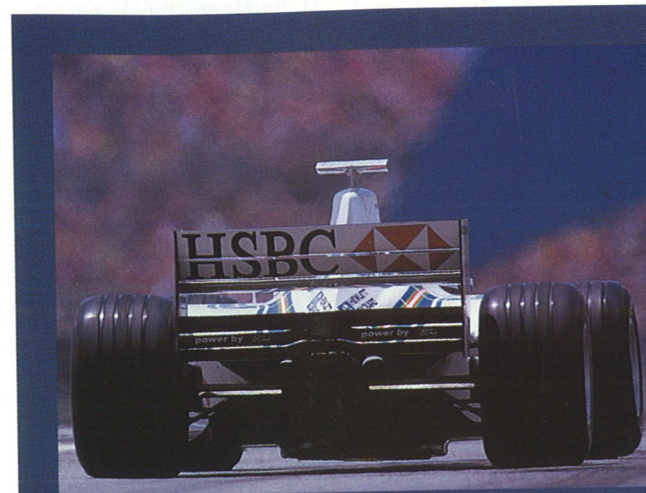
So what has money bought him?

"Independence. I'm fortunate always to have been able to work for myself, to do my own thing. I may have worked for the Ford Motor Company for 35 years, but I've always been able to express my opinion and to remain independent. That is one of the greatest things you can have in life.

"Sure, I like luxuries. I'm currently flying to the longer-distance races on a Lear 61 jet. I don't own it, because I think that that sort of extravagance is best left to large corporations. But the team have an arrangement with a young company named Corporate Jets, and sometimes we fly on one of these fabulous planes.

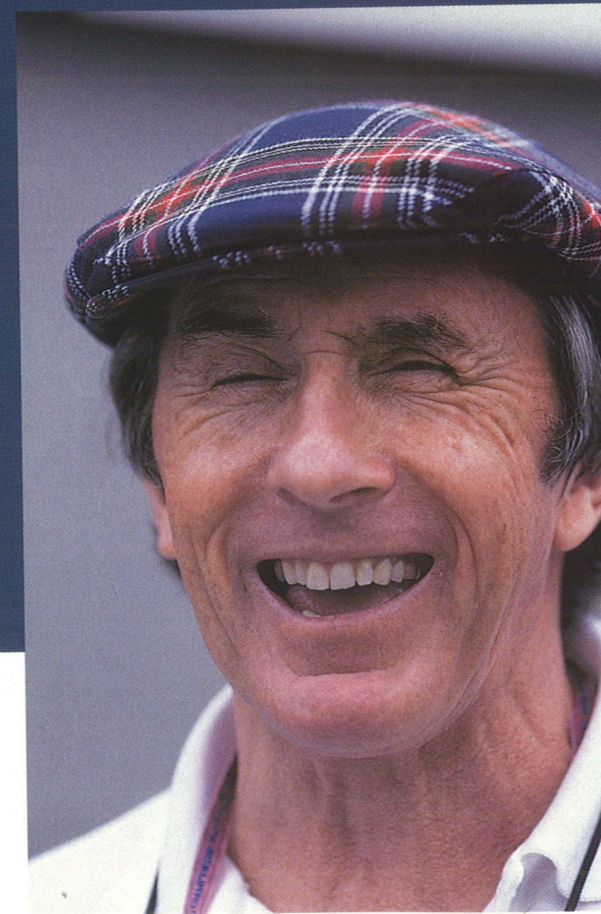
"It's when I'm inside, waiting for take-off, that occasionally I say to myself, 'Jackie, you've done all right.'" 

'I've always been able to express my opinions and remain independent'



DARREN HEATH

JYS is laughing (below) and not just to the bank. With the big bucks of Ford behind him, Stewart GP are now expected to join Formula 1's elite



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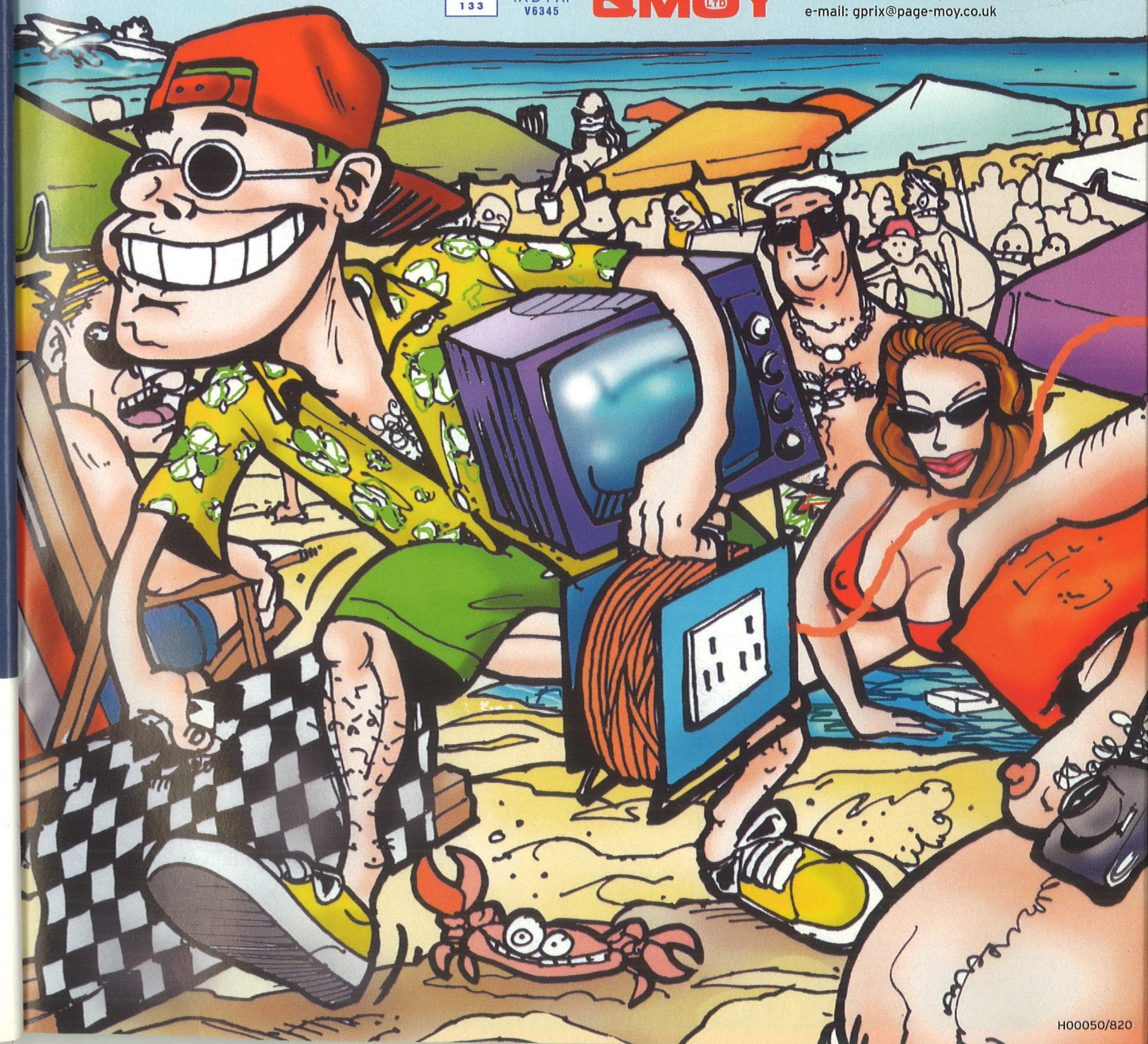
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Say cheese please

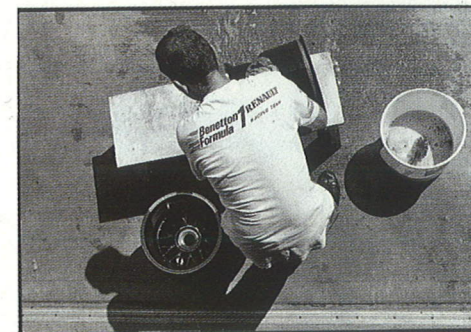


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BENETTON



Handle with care



Thirty-five sets of wheels at £2800 each; 220 sets of laundry; 18 tonnes of hi-tech kit in three lorries. Packing up for a grand prix is a serious business

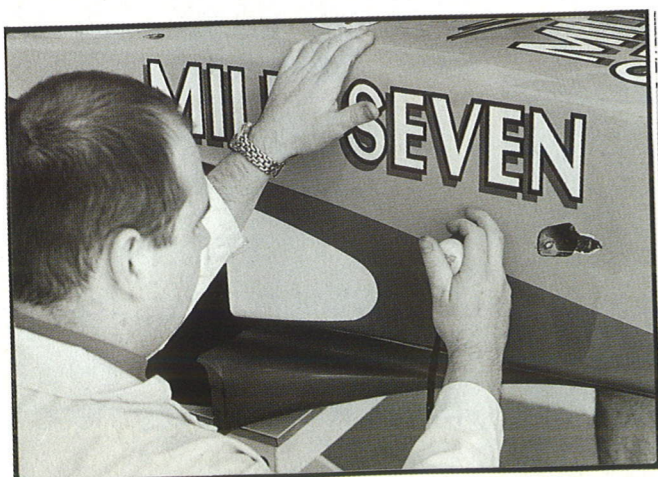
Photography by Stewart Weir



What could you get for £25,000? A nice car? An extension on the side of your house? No, five nosecones for a Benetton-Playlife B199 – minus the front wing, of course. Money is almost no object. As is time. There is no such thing as nine-to-five in F1. The team works every hour God sends if necessary. They can turn a car round in three or four days – they can do it in one. It's supply and demand



It's not just about high-octane high-tech, there's an element of drudgery too. The 55 members of the race team generate a lot of laundry in their four or five days on the road. This is all collected the day the team arrives back at the factory and returned – cleaned, pressed, bagged and labelled ready for collection – two days later. And there's more. The test team has 35 members!

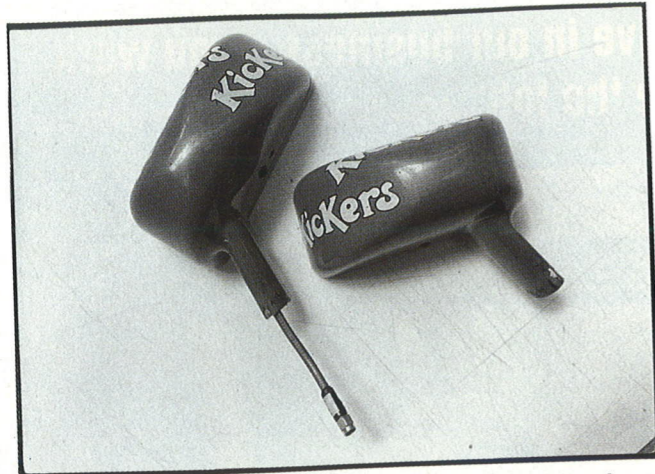


Tubs are stripped down and any damage is checked by ultrasound. Carbonfibre has transformed repair. Nowadays a tub can be patched seven or eight times – as long as the suspension pick-up points are not too badly tweaked – before it is discarded. Patches make a tub heavier but stronger. This is the car Fisichella shunted in Canada. The team planned to have it in circulation for Silverstone

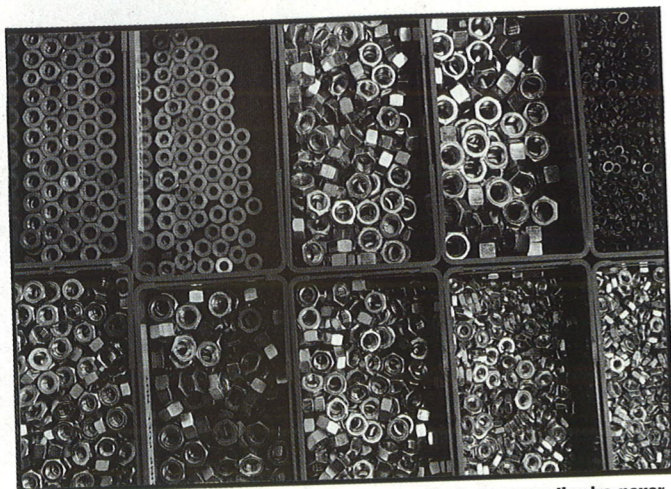
Telemetry equipment is expensive, bulky – and very delicate. Benetton own 65 extremely light, extremely strong, tailor-made packing cases of varying shapes and sizes. These are all pressed into service for the flyaway races. For Formula 1's European tour, their number is reduced. But some kit always has to be cosseted

'There is no such thing as nine-to-five in our business – you work whatever hours are necessary to do the job' Joan Villadelprat, team manager

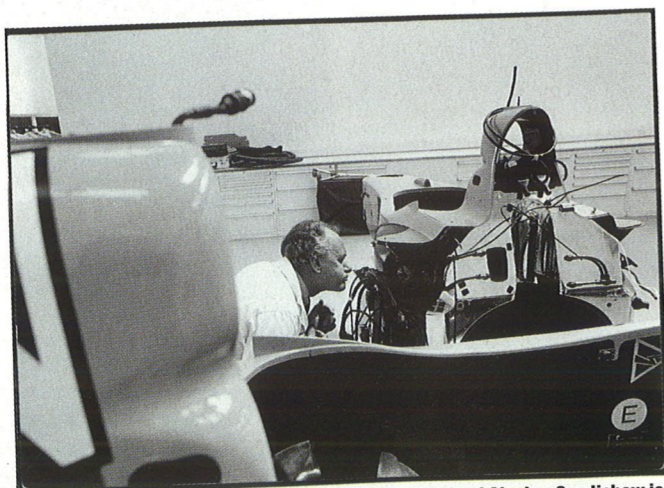




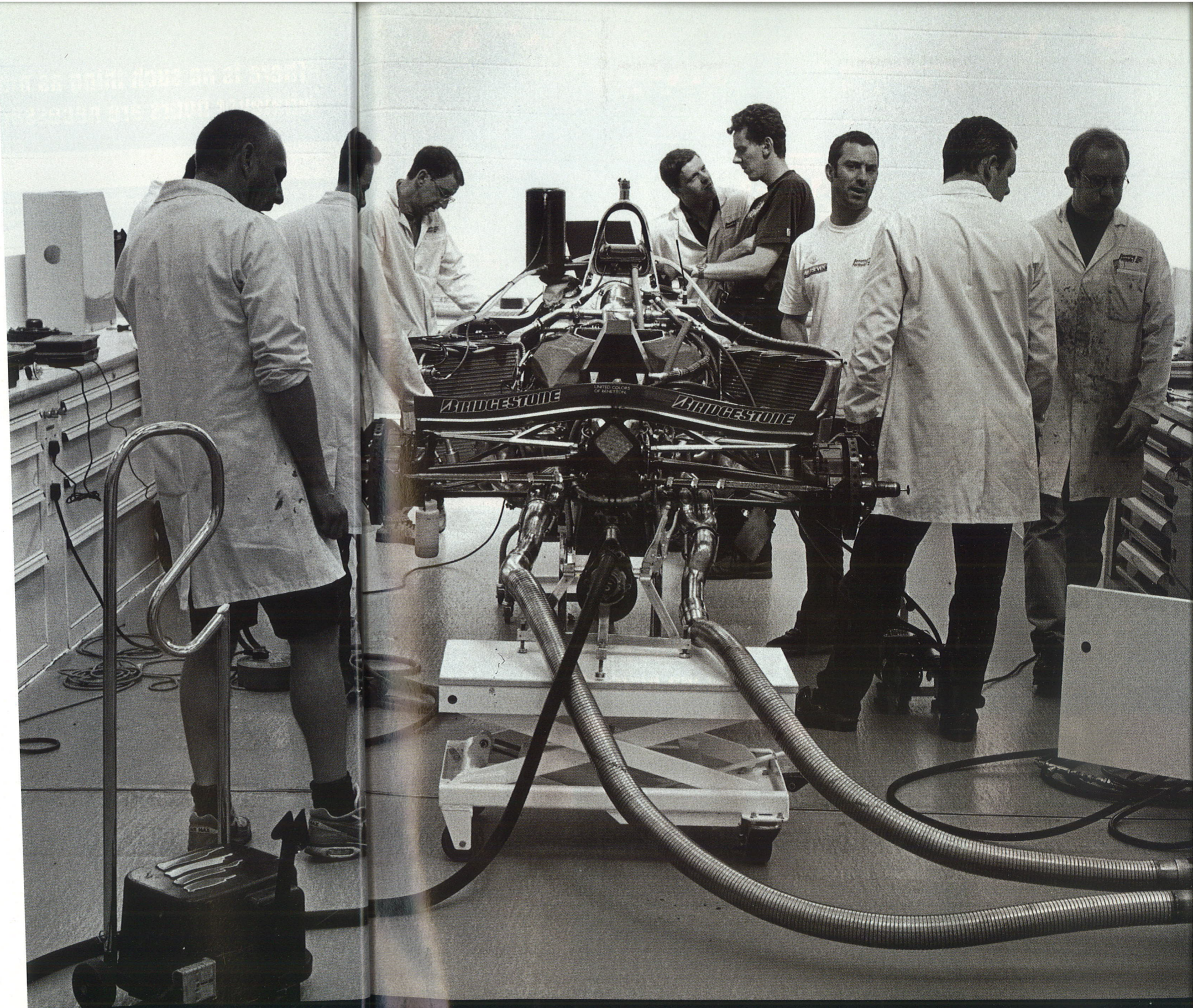
Very little is used in consecutive grands prix. Most components are sent away to be reconditioned and – if they are still within their predetermined 'life' – returned for the race after next. Mirrors don't have a designated life. Well, one doesn't. The other does because it carries the transmitter for the on-board telemetry. Right-hand or left-hand? It depends which passes closest to the pits



The nuts and bolts of it all. And plenty of them. That's because they're never refitted. Once removed, they are thrown away. In this box you will find some metric and some Imperial measurements. Weight and fit are all-important. If you can get an Imperial in where a metric won't go, then use it. This makes it more complicated for the mechanics, but no-one said that Formula 1 was easy

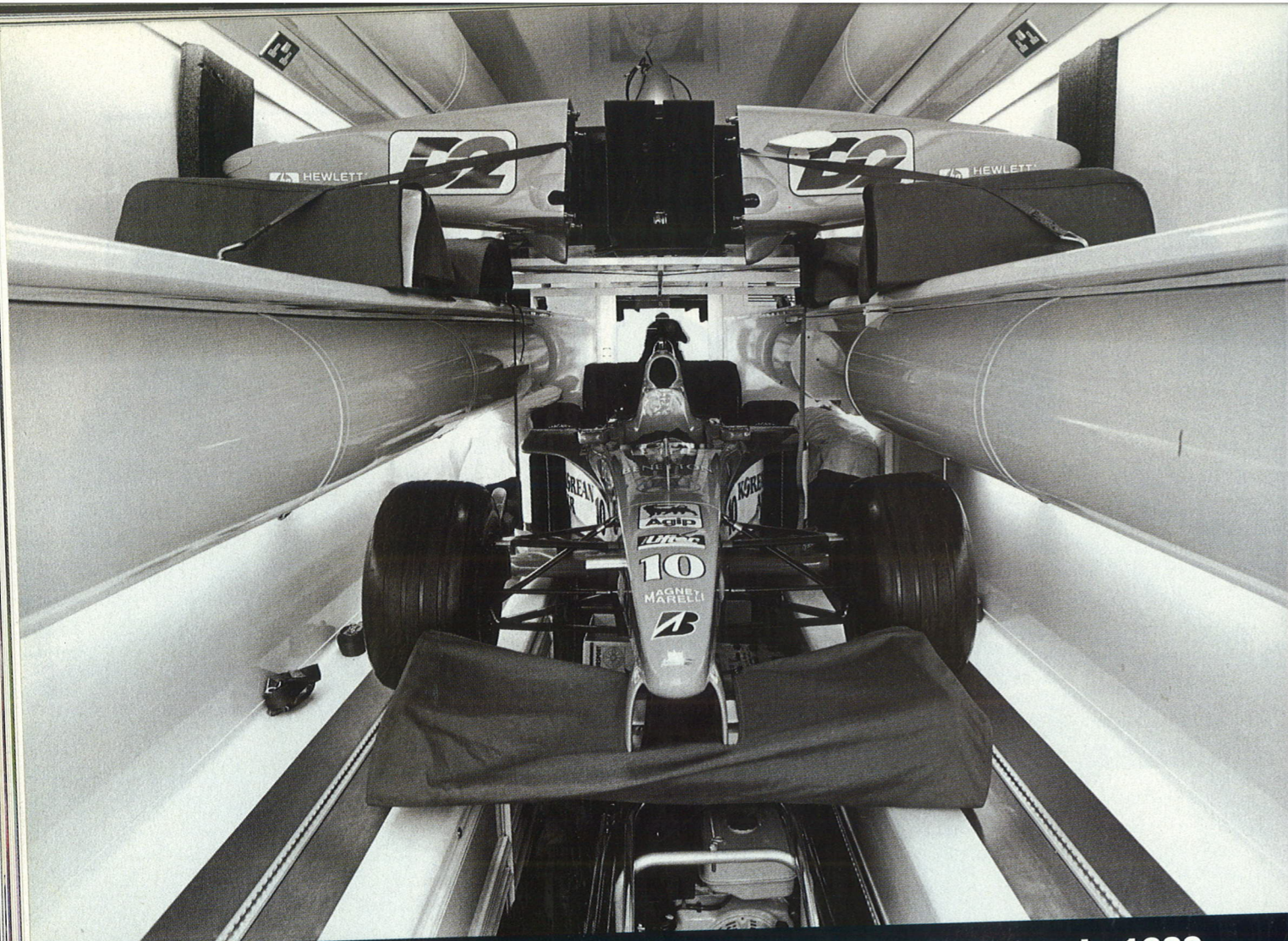


Living and breathing Formula 1. Chief mechanic Michael Ainsley-Cowlishaw is the team's longest-serving member. He was there in the beginning in the early '80s when the team were called Toleman. Here he fits an electrical loom. This seven/eight-hour process includes the bending and shaping of the loom using a heat-gun. He blows on it to cool and fix it in place. Low-tech, but effective



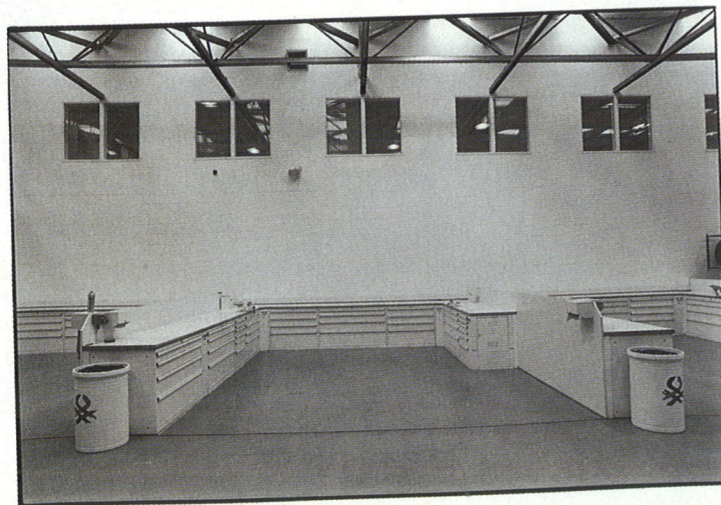
Charging. Stand clear! The team are about to bring a Supertec V10 to life. Once the engine and gearbox are installed, the engine is fired up and all the ratios are engaged in turn. This systems check is overseen by an hydraulics specialist, two electronics men and four mechanics, one of whom deals with transmissions

'The race cars are much more sophisticated today than they used to be and you need to put more attention on the detail' Joan Villadelprat



Eighteen tonnes of kit are loaded into three lorries: the engineering truck (office and debrief room), race truck (cars and spares), and support truck (pit garage furniture and everything else). The race truck carries three cars (one up top, two down below), an extra monocoque, a spare floor, spare noses and wings, and three or four sets of spares. Everything has its place; everything is in its place. Everything has a barcode to ensure there are no shortfalls in the team's stock of spares

'I started at McLaren in 1980 ... we had 40 people. At Benetton now we have 350' Joan Villadelprat



All gone. All is quiet - until the nightshift Mrs Mopps arrive. Cleanliness is an F1 obsession. The work bays are tidied every night before the mechanics go home. And then cleaned again. Why? Because it's easier to work in an uncluttered environment. Because it means an oil or water leak can be spotted immediately. That's why. And the gap on the right? Each bay has a toolbox that can be taken to all the grands prix

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Roll up, roll up!

Hakkinen, an acrobat? You'd better believe it. We join Mika at the circus

There was a time when Mika Hakkinen didn't know which direction his life would take. A time when his motor racing ambitions were compromised by another passion.

"Yeah that's true," he says. "I have always loved the circus and began riding unicycles with my karting friends because it was the fashionable thing to do back then in Finland. It was out of the karts at the end of a race and straight onto the bikes. We all had a good time, although for most of us, it was just a fad.

"But I then started taking it more seriously and began training with the local circus. I even got short-listed to become an acrobat! They then tried to up the amount of training I was doing, which was when I decided that I'd do an easier career!"

With his love of acrobatics in mind, *F1 Racing* took him to watch a training session with Cirque du Soleil before the Canadian Grand Prix. This is no Billy Smart's; this is the global gymnastic extravaganza which grossed in excess of £300 million last year and employs more than 2000 people. Nowhere in the world will you see a more diverse and skilful collection of athletes. The company's headquarters are in downtown Montreal, which is where all the best acrobats are based.

The training is divided into two parts: a basic limbering-up session, where the cast become more practised in the art of synchronisation, and a general free-for-all in the gym where the set moves can be repeated.

Formula 1 drivers are all obsessed with fitness and

Hakkinen watches both sessions avidly, digesting everything that they do. He even threatens to begin messing on the trapeze, which has a 10-foot-thick safety bed of foam below it. Then he sees 19-year-old star-in-the-making Genevieve leap and twist from a ring. Her agility, strength and suppleness leave the reigning world champion breathless, and he decides that the ground is a better vantage point.

"Oh my goodness," he repeats, while watching her. "Absolutely fantastic. I had a big breakfast this morning, so I don't think I'd better do that.

"Such precision and concentration – it's just like racing: one mistake and you risk hurting yourself. In fact, there are a lot of similarities between Formula 1 racing and the circus, especially at the level which these people are working. To be a top-flight gymnast you need extremely good co-ordination and a certain acrobatic ability.

"In racing we are physically at the limit when we are driving some fast corners. We need good concentration because one slip can mean that we hurt ourselves."

One of the Cirque's training principles is to ensure clarity of mind for the performers when they are carrying out extreme acts. "Absolutely right," says Hakkinen. "The amazing power which these people have is useless if you ▶

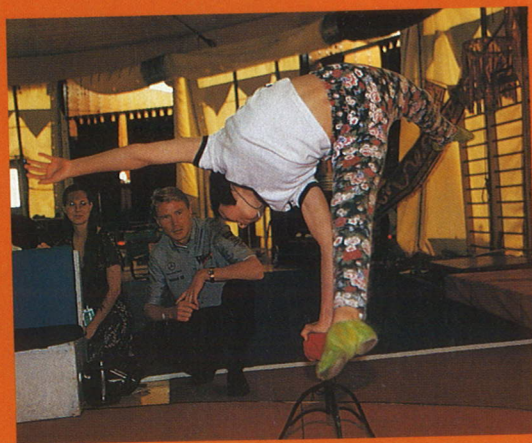


On top of the world: Mika demonstrates his circus skills – the ability to keep his eye (and feet) on the ball

Words by Tom Clarkson; photographs by Hoch Zwei



'If you have a talent for something, you must prepare yourself in the brain and the body'




Top: Mika is cleared and ready for lift-off. Above: A competent acrobat himself, the F1 world champion was impressed by all the performers' mastery of poise and balance

haven't got control. All these athletes need to be able to channel their efforts if they are to use themselves properly. It's the same with everything: if you have a talent for something, you must prepare yourself with the brain and the body together, and when you put both of these things together you become very good. I concentrate on this a lot in my training as a driver, and it's really fascinating for me to see that they do a lot of that."

Although he shies away from the dangerous apparatus in the gym, he tries not to disappoint the spectating members of the circus who have stopped preparing for tonight's performance. Before a lengthy autograph session he stands atop a wooden varnished ball and waves to the audience. He apologises for not having been more active, "but none of you have to drive a race on Sunday".

Then the six-year-old Chinese boy from whom we borrowed the ball takes it back and begins practising his back-flips on it.

"Look at that guy," says Mika, "his skill is at a very high level for someone so young. I think I'd better stick to driving cars." Indeed. 

Peter Ratcliffe

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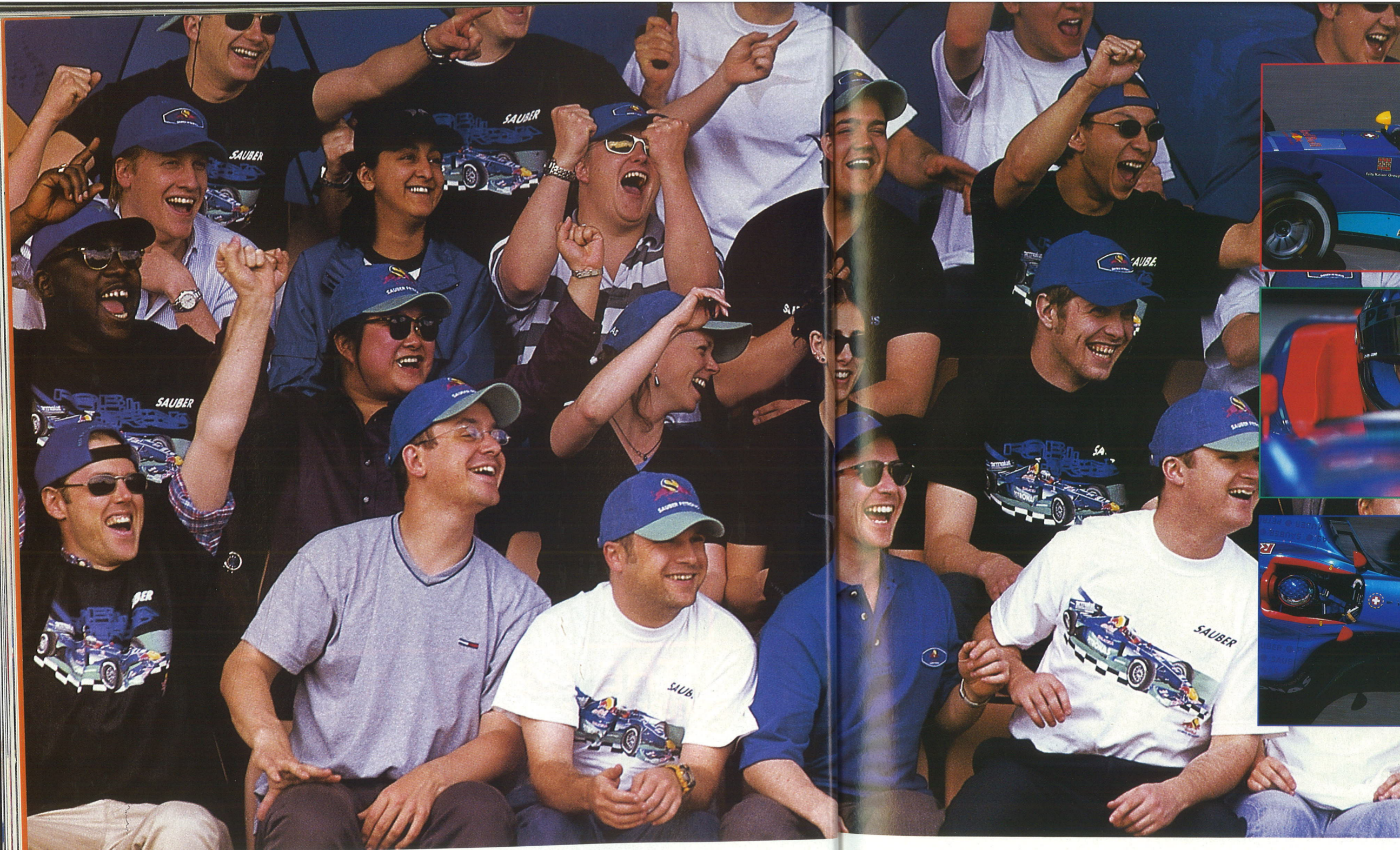
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Jean Alesi's 10 years in F1 have brought him a single victory, far less than his talent deserves. But that hardly seems to matter – to him, his fans, in fact anybody who believes emotion still has a place in the most expensive of sports-cum-businesses...

the **passion** 10 years

Words by Tom Clarkson;
photographs and captions
by Bernard Asset



Japan is always a good gauge of a Formula 1 driver's popularity. They are all worshipped out there, but only two have been deified: Ayrton Senna and Jean Alesi. They have a very different appeal: Senna is Senna; Alesi is Alesi – the antithesis of Senna. Flamboyant and romantic – a man mere mortals can identify with.

Such is his fame in Japan, Alesi was

asked recently by car giant Toyota to drive in a one-off touring car race at Suzuka for a sum that amounted to about half his annual retainer from Sauber. He refused. A classic Alesi moment.

"They offered me a lot of money for one day's work," he says, "but I said no because I'm only interested in Formula 1. I love F1. I love everything about it. And I don't want to drive anything else."

Such unabashed, almost rose-tinted enthusiasm for grand prix motor racing is all the more amazing if you take into account that he is the most experienced driver on the grid, a veteran of 159 starts up to and including the British Grand Prix. The irony surrounding his desire goes deeper still: he's in his 10th season of F1, driving a Sauber (his least competitive car to date), and he has just one win to his



Alesi made his debut at the 1989 French GP in Tyrrell 018 (left). 'All who watched him that day were in no doubt that a true talent had arrived.' He finished second in the 1990 Monaco Grand Prix (right). 'That was a top result, not that you'd guess it from looking at him in this photograph!' Classic Alesi (below): Monaco tunnel in '93



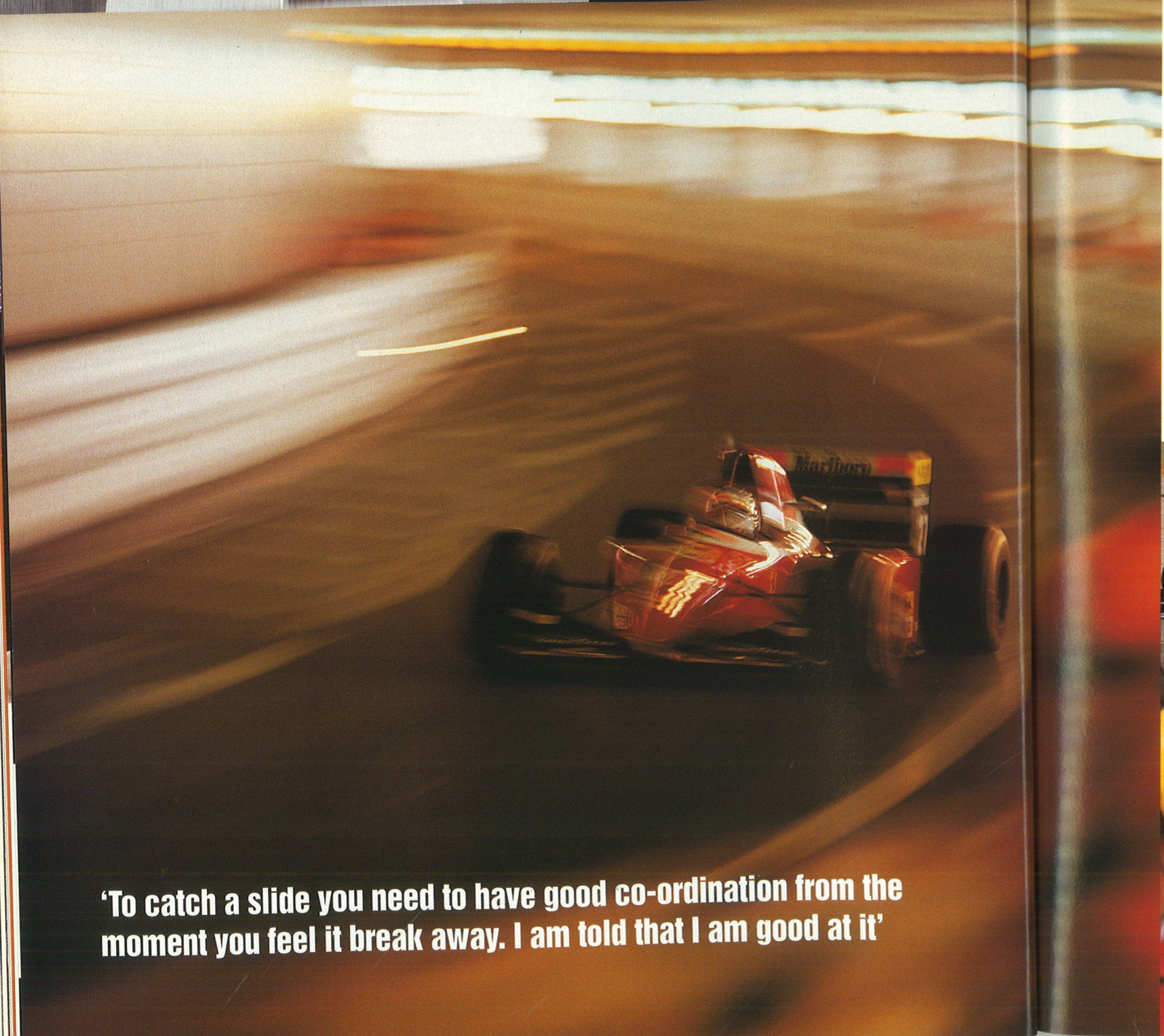
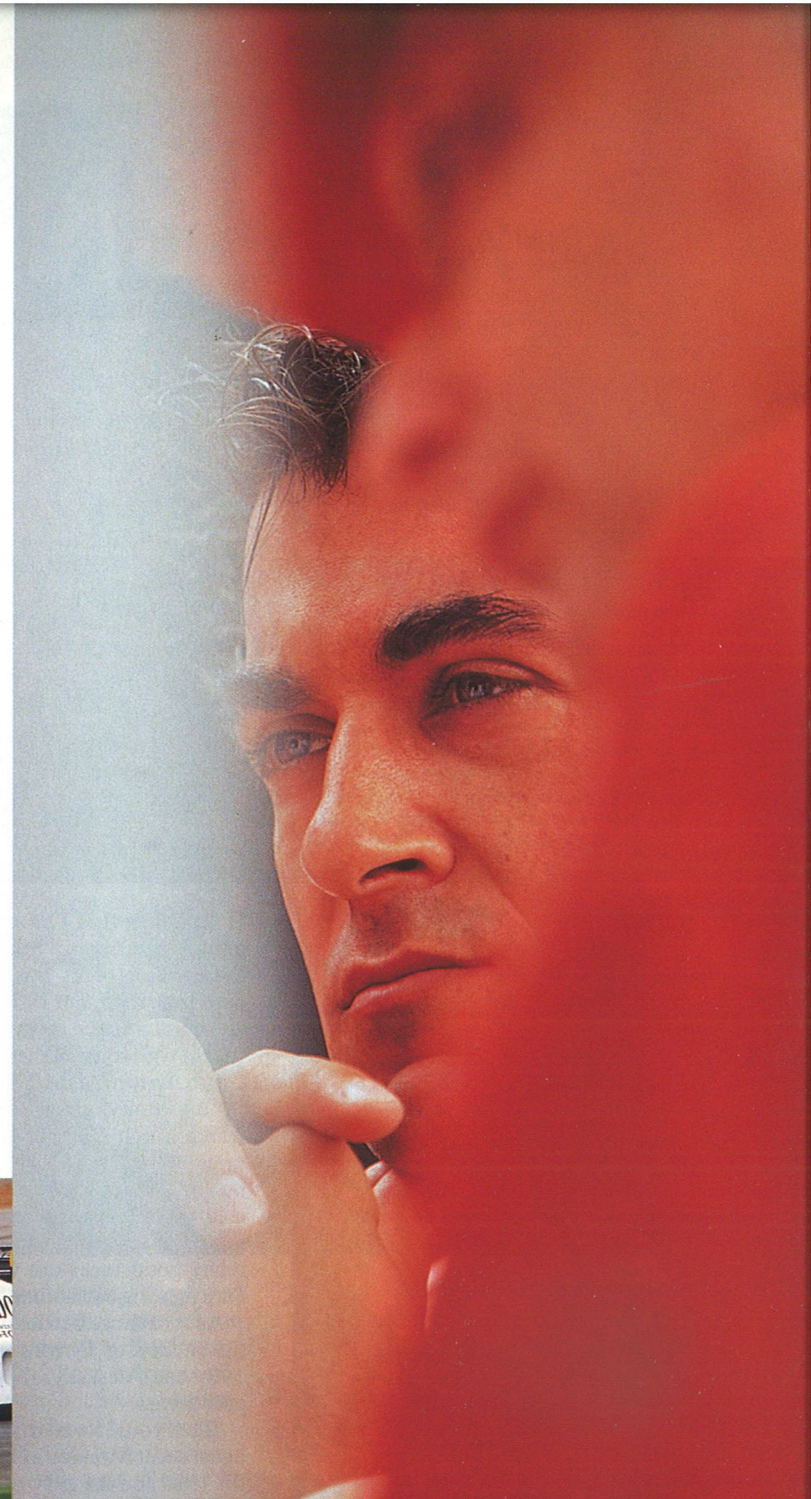
name. But Alesi is a driver, not a whinger. He talks unashamedly about the pleasure he derives from the current breed of grand prix cars at a time when most other drivers are slating them for their nervousness and unpredictability.

"I still love the challenge of Formula 1," he says. "The cars are difficult to control, but that separates the good from the bad. I like the challenge of controlling them, and I'm told that I'm good at it. I don't know why I have good car control; I guess it must be because I have a good feel for the rear. To catch a slide you need to have good co-ordination from the moment you feel it break away, and I always manage to make a correction. But it's hard."

Driving has been too intimate an experience for Alesi for him to have ever been good at winning. Driving doesn't come more seat-of-your-pants than Alesi-style. That's always been so. Will remain so. The 1999 French Grand Prix marked his 10th anniversary in F1, and he's never changed, in the car at least, in all that time. Not one iota. That's why we love him.

For Alesi, it was love at first start: "I felt so good in that car that I didn't want to stop," he says of his F1 debut in a Tyrrell at Paul Ricard in 1989.

He finished fourth. A performance straight from the top drawer. An exciting new talent had emerged. Wins aplenty, surely? Yet here we are, 10 years on, and he only has that solitary Montreal 1995 victory to his name. There is, however, no note of bitterness in his voice. There is a tone of acceptance ... then optimism. ▶



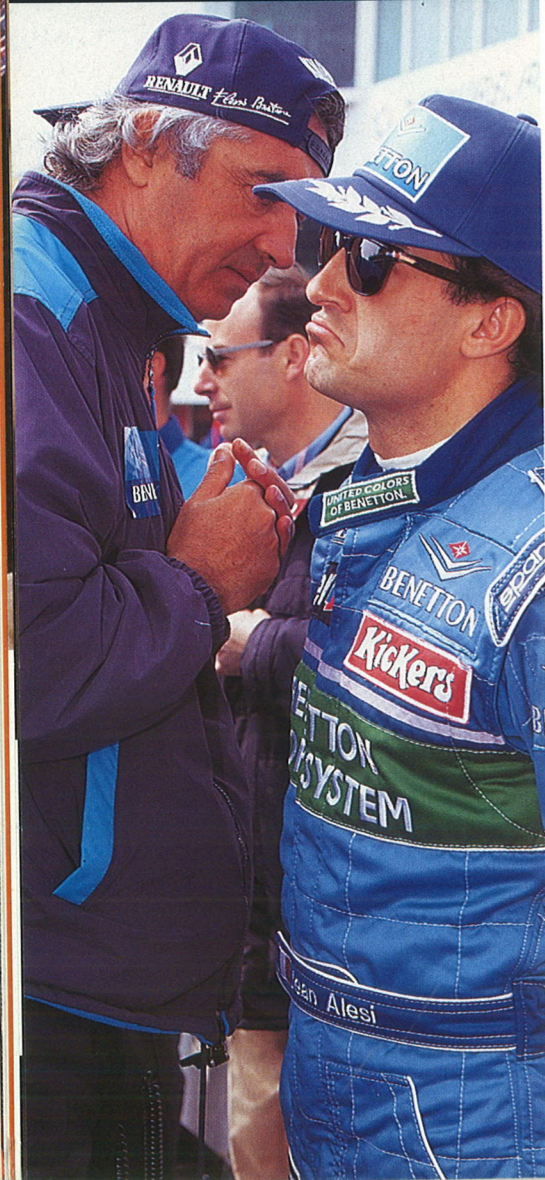
'To catch a slide you need to have good co-ordination from the moment you feel it break away. I am told that I am good at it'



Clockwise from above: Alesi deep in thought at a Ferrari briefing in 1995 - note Ferrari's former consultant, Niki Lauda in the foreground. Alesi with his partner Kumiko. 'They met in Japan while filming a TV programme for Fuji Television. As a by-product of this relationship, Alesi is awarded almost God-like status in Japan.' Passing Senna on the inside at the Spanish Grand Prix at Barcelona in 1991. 'This was one of Jean's greatest ever racing moments'



Clockwise from above: 'This shot illustrates the frustration he was experiencing while at the Benetton team. I took it at the Canadian GP in 1996.' Gerhard Berger hitches a lift at the British GP of the same year. In the multi-sponsored B197, 'Jean's face sums up his strained relationship with Briatore and it became the inspiration for Alesi's puppet in *Les Guignols* – the French equivalent of *Spitting Image* on Canal Plus. Jean was very annoyed about this at the time'



"It's clear that I haven't won as many grands prix as my talent deserves and there are lots of reasons why. I sometimes get a little mad, but I won't cry, because I feel that I've been lucky in my career. I've fought with some of the greats of our sport – with Ayrton, Alain, Nigel and Nelson.

"It's funny, given that I don't really watch much TV, but I still have all the tapes of the F1 races I have driven sent to me by TF1 [France's main terrestrial TV channel]. Occasionally I sit down to watch them, and it seems to me that a lot of the really good races are when Ayrton and I are fighting each other."

A lot of those battles were fought from the cockpit of Tyrrells 018 and 019, the 1989 car, Alesi says, being the best he's ever driven.

"I tell you, I loved that car. It was funny because, at Monaco in 1990, we had both the 1989 and the 1990 cars, with the '89 as the spare. I got into the '89 during the warm-up, just to make sure it was okay, and immediately got on the radio to tell the guys I wanted to race this car because it was so much better than the 019. Harvey [Postlethwaite] quickly got on the radio and shouted 'Shut up!' He was really upset that I thought the old car was better, so I didn't say anything else to him."

Like many of the drivers who worked with Postlethwaite, Alesi holds 'Doc' in the highest regard. They were together at Tyrrell and Ferrari and became the best of friends.

"Everyone knows that he was a fantastic designer and a great man," says Alesi. "He always made me feel very welcome, which



'Michael's a special driver, for sure, and I like him. He has improved a lot since he was at Benetton'

I appreciated when I first came into F1 because I couldn't speak much English.

"I remember when I was having my seat-fitting in Ockham before my first race in the Tyrrell – I have never told anyone this story before – and a mechanic told me to sit in the car and wait for Harvey to arrive. I was really nervous and, suddenly, he arrived with [aerodynamicist] Jean-Claude Migeot. They were both towering above me and I thought they looked really fierce. But Harvey's opening words to me were in Italian, which made me feel so much better!"

Time has moved on and, believe it or believe it not, Alesi has become one of the paddock's more rounded characters. His passion for driving F1 cars remains as strong as ever, but he has developed many other interests as his maturity and bank balance have increased. There's a collection of cars he keeps at home in Avignon: a Fiat 500 (his first ever car), a 1932 Phantom II Rolls-Royce, a 1956 Porsche, a 1974 Ferrari Dino, an F40 and a Lancia

Delta Integrale once rallied by Didier Auriol on a Tour of Corsica. "I love them all; I don't have a favourite," he says. Told you he was rounded.

Then there are the vineyards and olive plantations in Italy...

"I tell you, Michael [Schumacher] couldn't believe it when I told him. He rang me on my mobile last September and said, 'Where are you?' I told him that I was in Italy having lessons on how to make olive oil and he burst out laughing. I had to tell him that I wasn't joking, but he still couldn't believe it."

He has three houses – in Avignon, Geneva and Tokyo. And a boat which he keeps on the Côte d'Azur.

Then there's his Japanese wife, Kumiko. And two children. A third is on the way. His is an expensive lifestyle, one which his Sauber salary alone doesn't cover. But he's accumulated great wealth over the years, most of it in Italian lire.

Alesi joined the Scuderia in 1991, as team-mate to Alain Prost. He loved his

time there. Every minute of it. He revelled in the adulation his five-to-one driving style evoked within the *tifosi*. But Ferrari were also his downfall as a driver. His upward momentum halted as dramatically as the team entered a downward spiral. A spiral that Alesi bore the brunt of. Prost left before the end of that '91 season, leaving Jean, in only his second full year of F1, at the helm. It was a disaster.

His own underwhelming performances aside, an even harder bullet to bite was Mansell's 1992 world championship. That drive in the all-conquering Williams FW14B had been there for the taking, but Alesi turned it down. Another classic Alesi moment. He had signed a letter of intent with Williams, but the lure of the Prancing Horse was just too great.

"You could see it as frustrating but, for me, the situation for 1991 was not clear," he says. "Frank wanted me, but he also wanted Mansell, and I wanted to go to a team which really wanted me and only me. I thought Ferrari wanted me more

than the Williams team, so it was a simple decision to make."

Alesi quit Ferrari at the end of 1995 on amicable terms thanks, in the main to his team-mate, the avuncular Gerhard Berger, who guided him through the team's political minefields. It was a turbulent, ultimately unsuccessful time, yet he still holds ambitions of returning to the Scuderia, even as Schumacher's lackey.

"I wouldn't want the same situation that Eddie Irvine has now," he says, "but Michael is a very special driver, for sure, and I like him. He has improved a lot since he was at Benetton, because there he was just a robot. The team tell you about the aerobalance of the car and how best to drive it, and Michael is like a tape: you tell him what to do, he takes it in, and he does it. Then when the car did something he wasn't expecting, he usually spun. At Ferrari he was immediately very impressive and his car control improved because he had to think for himself."

At this point serendipity intervenes. ▶

Alesi politely excuses himself and nips out from under the Sauber awning to say hello to Luca di Montezemolo, the president of Ferrari, who is ambling by.

"Luca is an old friend of mine," says Alesi upon his return. "I know his son, his daughter, and our families have a good relationship together. I would love to work with him again. I would go there [Ferrari] if he asked."

Clinging to Schumacher's coat-tails would not be a new experience for Alesi should he return to Ferrari; he suffered a similar experience at Benetton – an embarrassing experience – when he joined the team as Michael's replacement. The team expected another Schuey, but got something altogether different.

"When I then went there in '96," he remembers, "it was too late in my career to try and teach me a whole new way of driving. I just drive, I don't like engineers telling me how to do it."

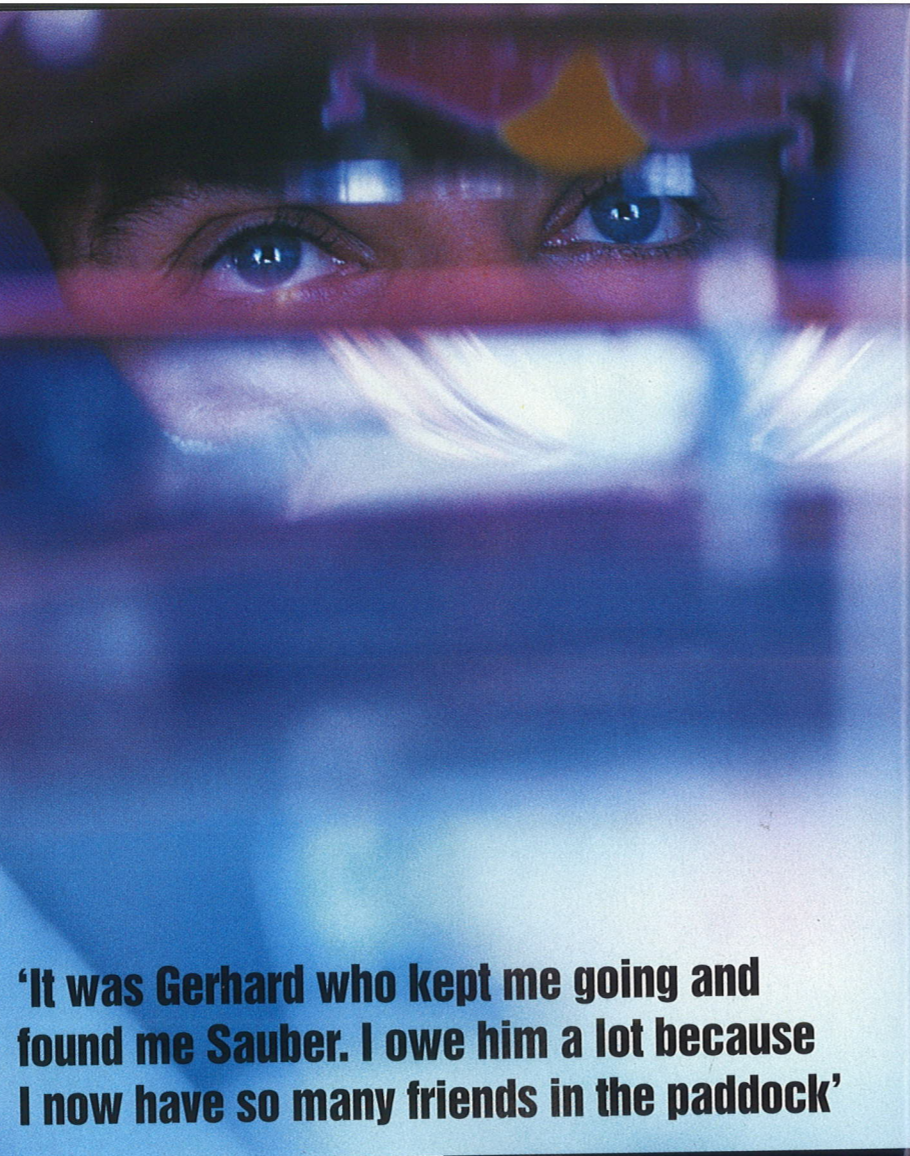
The problems that afflicted his time at Benetton were personal and professional. Aside from set-up difficulties, there was the downturn in relations with his one-time friend, team boss Flavio Briatore. The frustration of not winning became too much, and the situation deteriorated quickly. Alesi still won't speak to Flavio.

"That was a really bad experience," he says, "and Flavio remains the only man in my career who has not paid me in full. He told me he didn't want me any more and refused to pay me to the end of my contract. It was a joke and I nearly retired at the end of that year because it was such a bad experience. It was Gerhard who kept me going and found me Sauber, otherwise I wouldn't be driving now. I owe Gerhard a lot because I now have so many friends here in the paddock that I am very happy [at Sauber]." Unless of course he does get that drive alongside Schumacher.

The likelihood of Alesi ever winning another race is slim, which is why we will treasure his memory for moments rather than outright achievements. Leading, being passed and then instantly repassing Senna at Phoenix in 1990; crying into the radio after his Montreal success; running out of fuel in Melbourne '97 as the Benetton boys threw everything bar the kitchen sink at him from over the pitwall. As more and more statistics clog up professional sport, more and more people cling to real human moments. Alesi has provided such moments in spades. And that's why he's popular – in Japan and the rest of the world.

But there are still some things he's getting used to; he relates with horror the occasion a man filling his car with fuel at a garage revealed a Jean Alesi tattoo...

In Canada this year Jean threw his helmet into the crowd after stopping out on the circuit. It was a poignant moment –



'It was Gerhard who kept me going and found me Sauber. I owe him a lot because I now have so many friends in the paddock'

he threw it into the same grandstand that cheered him when he stalled his Ferrari after winning in 1995.

"They were going mad and shouting at me, and I wanted to give them something back. A pair of gloves is nothing, so I decided to give them my helmet instead."

The team were not as impressed: Alesi had forgotten to remove the expensive radio receiver before generously dispensing with his chromed lid. But such spur-of-the-moments are what keeps the 35-year-old Alesi going on a Formula 1 day-to-day basis, what keeps him putting in the work to enable him to perform to the best of his ability.

He has a 1992 Ferrari in his gym at home. It was given to him by the team as a leaving present, and he has placed it directly in front of his running machine. Like Carlos Reutemann, who had a crash helmet in his bedroom to remind him of his *raison d'être*, Alesi uses the car as a means of inspiration during the slog of yet another work-out.

"Every time I look up and see this car I get goosebumps," he says. "It makes me run just that little bit faster. I suppose you can call that passion."

There's no suppose about it. ①

Jean Alesi's stats (for those of you who must know)

Born 11 June 1964 in Avignon (Born Gianni but translated it to French equivalent, Jean, to fit in at school.)

History 1989 to 1990 – Tyrrell
1991 to 1995 – Ferrari
1996 to 1997 – Benetton
1998 to present – Sauber

GP Starts 159

Best title position Fourth in 1997

Wins 1 – Canada 1995

Podiums 32 – 16 second places, 15 thirds and, of course, that win

Career points 235

Number of laps led 267 (806 miles)

Race accidents 26

Fastest laps 4 – Phoenix 1991, Monaco 1995, and Buenos Aires and Monaco 1996

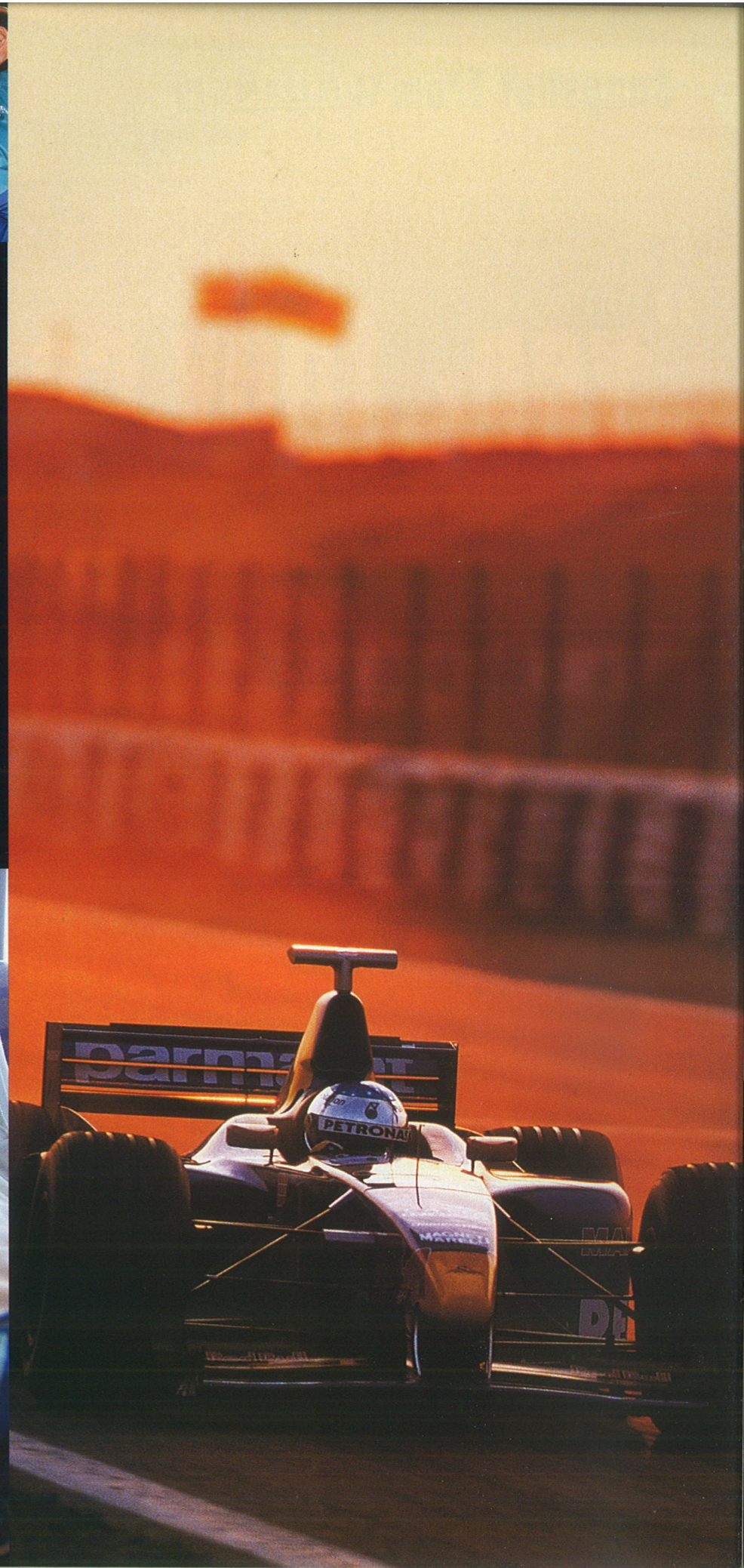
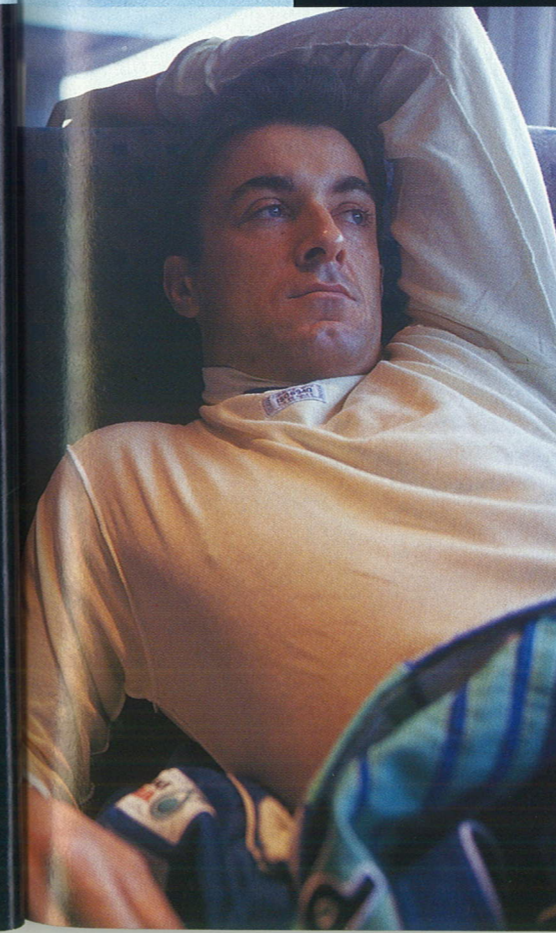
Pole positions 2 – Monza 1994 and Monza 1997

Front-row starts 10

NB. All statistics correct up to and including the 1999 French Grand Prix



Clockwise from left: 'This was the first time I got Alesi's eyes in between the top of the car and the monitor – no wonder he's a hit with the women. Alesi is very fashionable, so I'm sure he feels more Italian than French – that's why the *Milos* love him.' With boss Peter Sauber and Kumiko celebrating his 150th GP. Winter testing in Barcelona last February: 'Ten years of racing and testing and he's still not bored. He wants that second victory. At Imola in '98: 'I was shooting him for a magazine feature. He has a strict pre-race schedule which involves sleeping and watching TV. He's an avid supporter of Juventus, watching them play at every available opportunity'



Snapshot from *WILLIAMS F1*

"yep, they're
still there"





Driving a Dream

Once a year F1 drivers past and present get a chance to sample the classics



Rubens Barrichello enjoyed his first ever Goodwood Festival of Speed. "The Lotus was absolutely fantastic. It was a 1979 car but modern for its age. It lacked a bit of stability and was misfiring, but it was easy to go up the hill. On the last run I pushed it to about 80 per cent just for the enjoyment – I was top of my class by about four seconds! On the way to the start I had a video camera in the cockpit which should make for some good footage!

"When I sat in the McLaren my hand was shaking because I was so emotional. It was a fantastic feeling but because of Jonathan Palmer's accident [he'd lost control of Prost's 1989 McLaren] I had to wait while the track was cleared – then the car developed a water leak, so I only ran in the afternoon. But the sound of the V12 made my memory go wild, and it was fantastic to use a manual gearbox again."

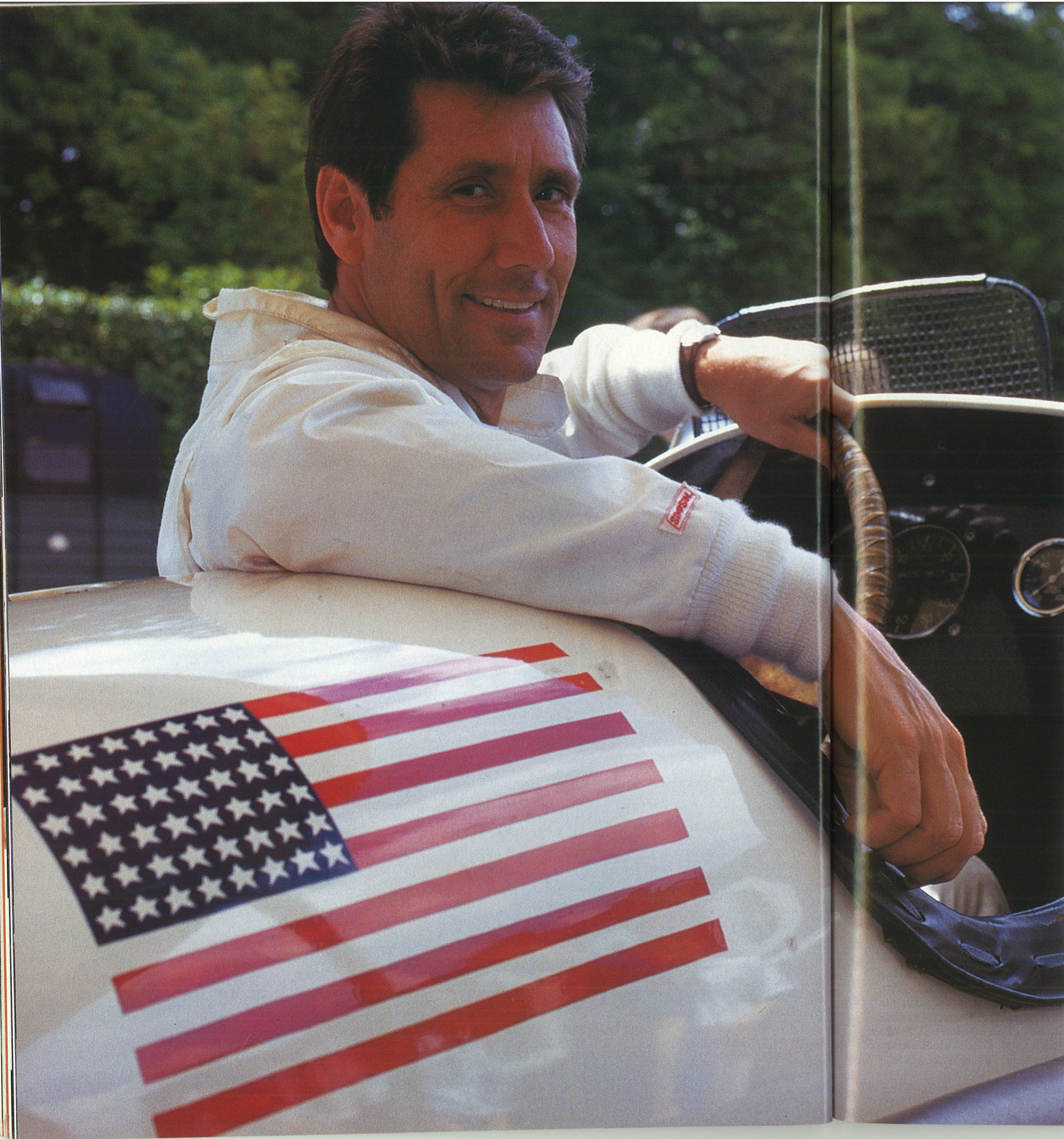
David Coulthard's drive in a 1954-'55 Mercedes W196 was a step back in time for the McLaren driver: "Charles March [owner of Goodwood] wanted me to drive a current car but I didn't. I've an interest in the history of F1 and how different it all was. The throttle and brake of the W196 are on one side of the footwell and drive-train, while the clutch is on the other side. It accelerates well, but it doesn't stop!"

CHARLES COATES/LAT, JEFF BLOWHAM/LAT, BEN REDGRIVE



Barrichello (above) drove Senna's McLaren MP4/6. Salo (right) had his hands full with an '87 turbocharged Williams FW11B. Heidfeld, McLaren's tester, (middle right) smashed the hill record: 41.5s and 156mph across the line in an MP4-13. Marc Surer (bottom right) revisited his 1985 Arrows-BMW A8. DC in a W196 (far right). John Watson (far left) in Carlos Reutemann's '76 Brabham-Alfa BT45 and Barrichello, (top left) again, in Andreotti's Lotus 79





Mr. Indy

This man's brought F1 back to America. Can he make it work?

Words by Paul Fearnley; portrait by James Mann

There is a pleasing symmetry to it: the man who has hauled Formula 1 back into the bosom of the world's most important single market is due to arrive at the wheel of the car that gave America's marques the first (of just three) overseas grand prix victories. This maiden success was achieved 78 years ago, at Le Mans, where the miffed locals refused to toast the winners and the Americans stormed out in high dudgeon. And so began their country's love-hate, on-off relationship with GP racing which survives even today. But now the 'conciliator' appears. White racing suit. White 1950s-style helmet, leather earpieces, no peak. He can be doing no more than 15mph yet he coasts in and then out of his allotted painted paddock space. This cream, cigar-shaped Duesenberg may have introduced hydraulic brakes to the GP winner's circle, but Tony George, owner of the Indianapolis Motor Speedway, is not impressed. He has cooked them on the gentle descent of the 1.1-mile hillclimb course at the Goodwood Festival of Speed. He wears the how-did-those-guys-do-it-back-then look of bemusement everyone who

samples an old race car wears.

We wheel him back into place. He arches back in the leather bucket seat and surveys the dashboard. It's hot today and coolant is dripping steadily onto the Tarmac from underneath this historic vehicle.

"How does it feel?" I ask by way of introduction.

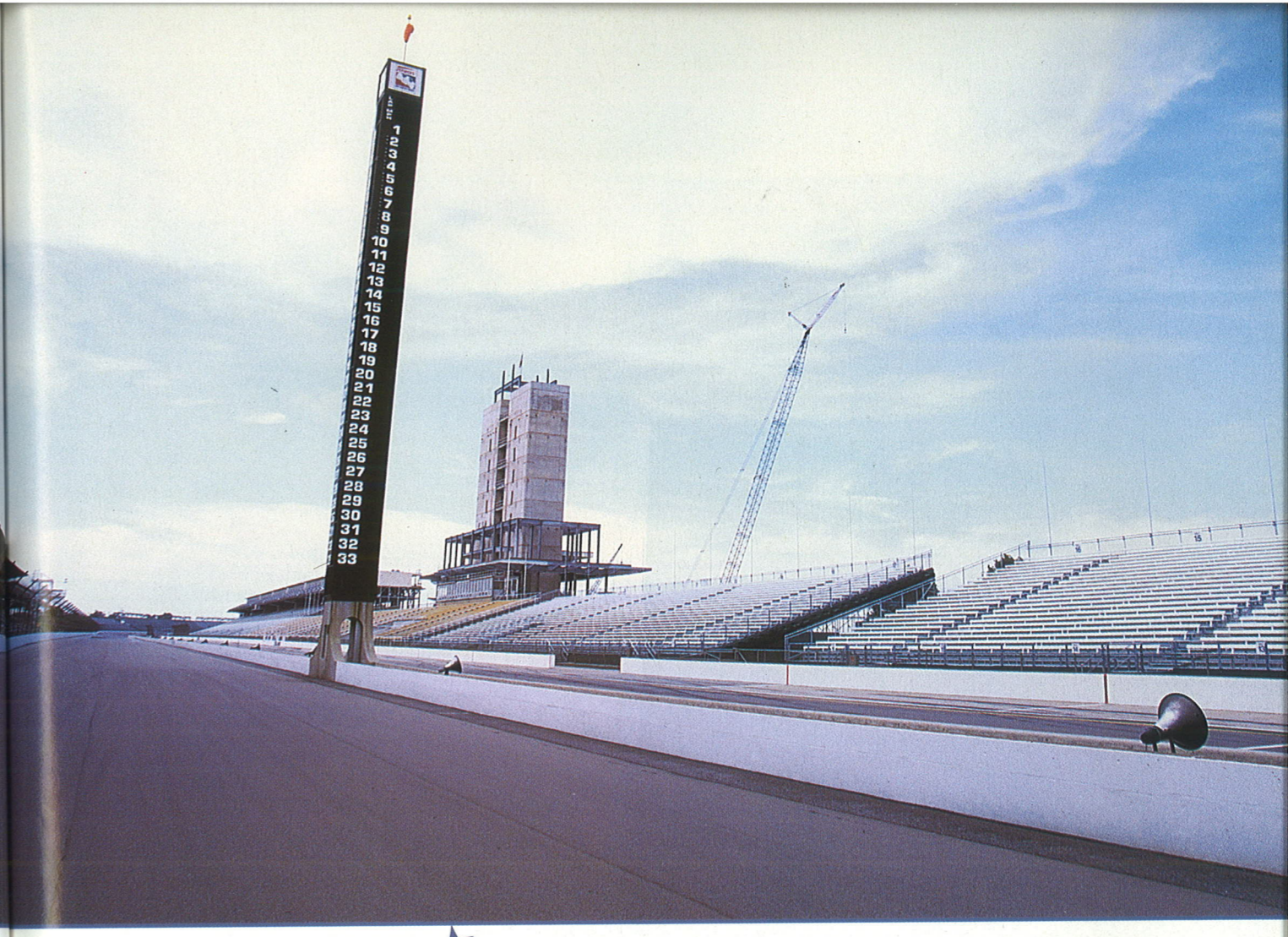
"Interesting," is all he can manage by way of reply right now.

He clambers out. Tall and lean. Six-one-six-two? Goggles and helmet off.

Forty-ish. And looking good on it. Handsome, tanned, with a used-to-be-a-college-athlete-type build. The 400 metres probably. An elongated - frame and features - Dustin Hoffman, if you will. But there is no method acting edginess about Mr Tony George. I had been told to expect long pauses in any conversation we might have. The greeting he proffers along with an outstretched right arm hints at a good ol' boy drawl. But as he answers the questions posed, this is squared off, clipped, by a dash of industrial Americanese. He sure doesn't gabble New York-cabbie-style, but he's no Forrest Gump either - barring a remarkably similar level of determination. His replies are briefly considered and then ►



The Indy circuit (left) surrounds and dwarfs the GP track. Fans will be catered for by the Hall of Fame (below). The startline (below left) is all that remains of the original surface, while the famous pit tower will keep track of F1 for the first time in its history in 2000



delivered with an uncomplicated, gentle, lilting tone and rhythm. He is comfortable with our off-the-cuff, just-met interview. That shouldn't be surprising, for he has been groomed for the presidency of the world's most famous racetrack most of his adult life. His grandfather, with whom he shares a christian name, Anton, and abbreviation, Tony, bought the track in the closing months of 1945. It was in a dilapidated state. Yet six months later it hosted the first post-war Indy 500. A golden era had begun.

George's mother, Mari, the lady who currently asks the "gentlemen" contesting the Indy 500 to "start your engines", travelled the length and breadth of the country in the '50s to race on the dirt tracks, the rough-and-tumble dirt tracks, of America. She met her husband, racer Elmer George, during this period, and Tony is the second of their four children – their only son. He grew up in and around the track during the '60s and '70s, and so had a ringside seat at the biggest, single-day sporting spectacle in the world. He couldn't fail to be impressed.

Tony Hulman died in 1977, and his replacement, Joe Cloutier, began George's racing education proper. This included a spell under the wing of

the track's superintendent and at the wheel of a race car run by legendary, four-time Indy winner, AJ Foyt – a family friend. It was while contesting a Formula Vee support race that George first crossed F1's path. He took careful note.

In 1989, a few months past his 30th birthday, he became president of Indianapolis Motor Speedway. He said upon his inauguration, "I feel today that I'm where I want to be." But emphasised that this was to be no cruise on the back of his grandfather's vision and enterprise. "We don't want to live in the past," he added, "You can fall back on tradition only so much. You've got to move forward." He has stayed true to his word.

Five years later Indy hosted a round of the second-biggest motor racing championship in the world, NASCAR's Winston Cup. It was the first time in 78 years that the track had run more than one race.

A year later, George played his ace card in Indy's long-standing niggly-cum-dispute with the team-run CART series – he created the Indy Racing League, and handed over the world's most famous race to it in 1996. The big names weren't there, the level of competition was not as strong, but Indy's stands were still full come Memorial Day and the 500. The clout of

this track, its name, its legend, is huge. A priceless commodity never afforded F1 in its bid to conquer America. Until now.

In September 2000, George will complete his triple crown – the world's biggest single race and the world's two biggest championships – when the F1 teams unload their trucks in Gasoline Alley to end a nine-year GP drought in the States. George is proud of his achievement. Rightly so. He has proved an adept performer. The creation of the IRL was centred, many said, on a mom's-apple-pie sentiment of the preservation of American oval-style racing and promotion of home-grown driving talent. George was a hick from the sticks with a bee in his bonnet. Yet now he has coaxed F1 back and he's become a cosmopolitan man about town with a feather in his cap.

"It wasn't a foregone conclusion that we would get the race," he says, refuting my suggestion of such. "San Francisco and Las Vegas were pushing hard for it. Where we scored is that we are a permanent facility. Since Watkins Glen lost the race [in 1981] it has been run on a variety of street circuits, even in a car park, which I don't think has done the race's status much good. GPs ran in America, but they were the GPs of one particular

city, not of the country." The suggestion is implicit: the Indy 500 is America's race; racing at the home of America's race can't do F1 any harm in terms of muscling in on America's public consciousness. It's already got its shoulder against the door...

"There is a lot of interest in the race," George says. "People who watched the Indy 500 for years, also came to watch the Brickyard 400 [Indy's NASCAR race] and they loved it, and now they want to come to watch Formula 1."

"People make the mistake of thinking that Americans are not interested in F1. Watkins Glen used to get big crowds. And so did Long Beach. It's just a case of putting all the right pieces together."

And that's true on both sides. Indy has adapted via the creation of a 2.61-mile road course snaking through its infield; Formula 1, meanwhile, needs to cater for the American love of showmanship and accessibility. For sure, if it dishes up a Spain and not a Canada there could be problems of acceptance. And this is too important an opportunity to pass up. If its global tag is to become more than a hook for lazy journo's, if its swing towards blue chipdom isn't to flounder, it needs to grab it and wring its neck.

"Formula 1 has some problems it needs

★ 'There's a lot of interest. People who watch the Indy 500 and Brickyard 400 want to watch Formula 1'

to address," George concedes. "But we can all learn from each other. We both put on very professional shows. Formula 1 has different ways of doing things, but no way does it need to lose its identity for it to succeed in America. Equally, though, you never stop learning. Problems only start if you stop learning."

And George is sure that the American public will learn to love F1. A getting-to-know-you campaign has already begun. Nothing is being left to chance. Bernie's requirements are being met to the letter: new track, new garages, new pitlane, new media and broadcast facilities, and an allotted space for his digital TV channel. Mr George is nothing if not thorough. The track and its infrastructure will be ready – and impressive. The tickets will be cheap (from a regular Silverstone's point of view). The stands should be full.

"You will be able to see pretty much all of the track from every seat in the grandstands," George says. "And I think we have a good track. We have some long straights, some high-speed corners and some technical sections. It will be challenging for the drivers and provide opportunities to overtake."

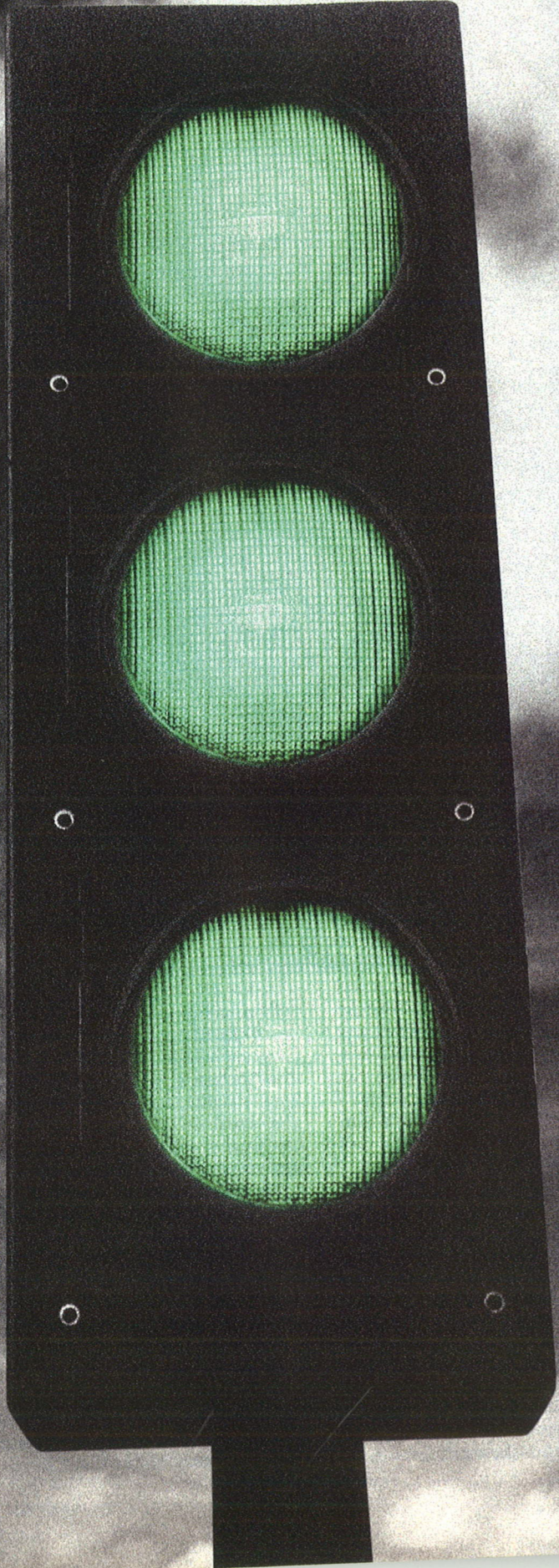
Aha! But haven't you already decided to alter its layout? Why couldn't you get it right in the first place?

"It has been reported that we may change the track. Indeed we may. But only to extend its length so that we can run the cars in front of some more grandstands."

A case, as always in America, of supply and demand. Can F1 supply and is there a demand? We can only wait and see. And hope. For this, surely, is the last – and best – chance for F1's American Dream to become a reality. **1**



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F1 driver: best job in the world, they say. But the sport can chew you up and spit you out. Is there life after F1? Anything to replace the buzz? Here's four who know

Words Christopher Hilton; portraits Laurence Baker



LAT ARCHE, DARRÉ LIEBOWITZ

Is there life after Formula 1 for a driver?

Behind this deceptively simple question lies a shadowland because, as the late Harvey Postlethwaite once observed, nobody leaves grand prix racing through the front door: they all go out through the back.

The interesting part of this observation is what took them to the back door and what happened next. We asked four drivers – but we didn't choose them at random. Each had travelled a very different route to take part in this year's Le Mans 24 Hours race and we aimed for as many contrasting experiences as possible.

Jan Magnussen

Age 26

25 F1 races, 1995-1998

Magnussen was hailed as the next Ayrton Senna by Jackie Stewart who hired the Dane for his fledgling Formula 1 team. He subsequently fired him a season and a half later, after a string of poor performances. Magnussen has since turned his attention to sports car racing and the factory Panoz team.

What do you miss most about F1?

Driving the car, that's the only thing. The cars were awesome. I know I wasn't driving the best car at the time but it was still better than anything else I'd ever driven. The brakes were phenomenal, the grip, the power of the engine.

What don't you miss?

All the bullshit! There's not so much pressure, not so much politics outside of Formula 1: everybody

says this and it's true. When I came to America I realised how little I was enjoying being in F1. I'd been going round with my shoulders hunched, not happy with myself. With Panoz, I realised that you can enjoy life and drive fast cars at the same time.

Would you ever race in F1 again?

Nobody knows what the future brings but I have no plans to try. In my mind I am finished for the moment with Formula 1 and I like America. Everybody is really open and friendly. As far as I am concerned, I'm never coming home. But it's not a bad thing that has happened to me. It has given me strength for the next time I get into a similar situation. I know what sort of pressures will be put on you now, what sort of politics.

Stefan Johansson

Age 43

79 races, 1983-1991

Johansson began in Formula 1 with Shadow in 1980 before helping Honda develop their turbo engine when they returned to F1. Stints at Tyrrell and Toleman in 1984 followed before he landed a dream drive with Ferrari. But with teammate Michele Alboreto already well ensconced, Stefan was always going to be the number two. Another great opportunity, with McLaren, as Prost's 1987 team-mate, failed to reap rewards, and after drives with Ligier, Onyx and Footwork, Stefan turned his back on F1.

He pursued a successful career in America before turning to team management. Despite this, he is still in demand by top sports car teams and was a works Audi driver at this year's Le Mans.

You had no choice but to leave F1, yes?

More or less, yes. There were only two or three drives that were worth

doing. Otherwise a driver would just be making up the numbers. You hang in there thinking you can get another break, but typically you get one in a career and that's it. I decided to look around in America. It wasn't a hard decision because I didn't have a firm drive in F1.

What do you miss most?

I don't know if I miss anything about it, really. Well, I do miss the technical exercise. I really enjoyed the development, the constant new technology – especially towards the end when I was working with the engineers exploring all this new high-technology.

What don't you miss?

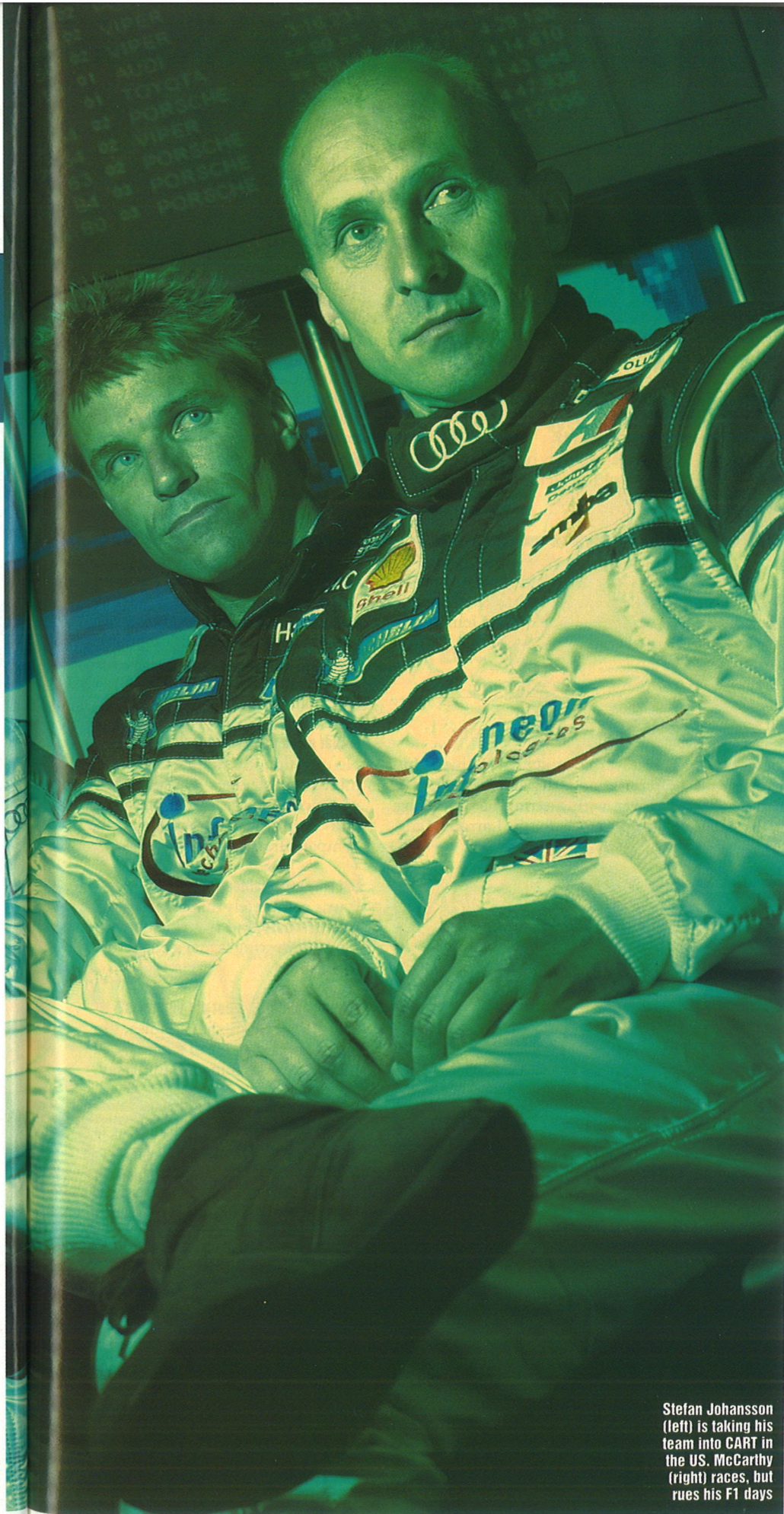
All the bullshit! I went to America and got rejuvenated. From being frustrated in Formula 1 to being able to get the job done – admittedly for a very small team [Tony Bettenhausen in IndyCars] but producing some pretty good results, that was great. The team was relaxed and different to what I was used to. I didn't feel it was an anticlimax, no.

You're talented at drawing...

I don't ever want to call myself an artist, it's just something I do for my own pleasure. It was never meant for anybody to know about: somebody found out and made a big deal out of it. What I do is all right, I think. I've done a few shows here and there, and a couple of small museum displays, galleries and stuff. I would like to pursue it a lot more but I'm always too busy – now I'm busier than ever.

With the management side of things?

Yes. I have got my own team in America, in Indy Lights, and we're looking to move into CART next year. I set the team up in 1997 and, interestingly, a lot of things you do



Stefan Johansson (left) is taking his team into CART in the US. McCarthy (right) races, but rues his F1 days

when you are a driver still apply for the fence. We are in our third year of Indy Lights and we're leading the championship. We have around 20 people working for us, but with CART and keeping the Lights team, we'd probably be looking at 70-odd for next year. Then I've got my own driving commitments – I would like to get a deal with a manufacturer for the sports car series.

F1 was a phase in my life but it wasn't the end of it, oh no. My racing will never be the end of my life, believe me. The most important thing is to be happy and so you do whatever it takes to make you happy. Subconsciously, when I was in F1, some of the decisions I made were probably not the right ones but they came from my heart – because if I'd taken the other decisions it wouldn't have made me happy.

Perry McCarthy

Age 36

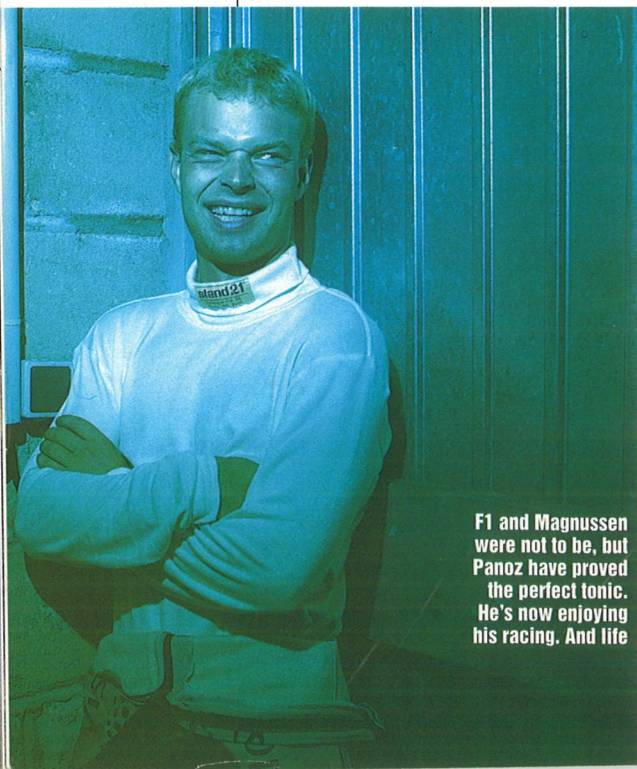
DNQ-ed eight times in 1992

McCarthy's sheer bloody will got him into F1, albeit with the totally uncompetitive Andrea Moda team. It proved a pointless exercise for the amiable Englishman who failed to qualify in eight attempts, three of which he wasn't even allowed a car to compete in! Undeterred, Perry pursued a career in sports cars which led to a seat with Panoz. He is now a works Audi driver.

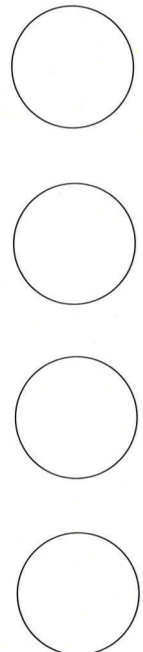
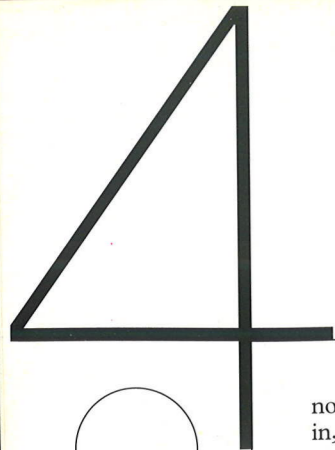
Was it your choice to leave F1?

No, not at all. My entire career had been built on getting to Formula 1 and I employed tactics of walking round industrial estates looking for money, making phone calls, doing whatever it took – I was just so unbelievably determined, and I think people still find that amazing.

Suddenly the opportunity to get into F1 arrived. Okay, it was with Andrea Moda, but I didn't know anything about them. It was F1 to me. My original intention was to try and do something with Andrea Moda because my entire career had been against the odds. I thought I'll do the same in grands prix, get ▶



F1 and Magnussen were not to be, but Panoz have proved the perfect tonic. He's now enjoying his racing. And life



noticed and I'm on my way. So I got in, but then, of course, when you're not in the car or you're only doing two laps, you can't show that.

Some people in F1 look at a driver registering a time of 20 seconds off the pace – when the week before you've come fifth in a F3000 race with no budget – and they say, 'Oh, he's no good'. It amazes me just how fickle and flippant many people are in F1 who should know better.

Did you sense that was that?

No, no, because I never look on the dark side. I thought, 'Okay I've got through the door but I'm in a corner of the party where no-one else is talking to me. I just need to get a bit more social here.' I started speaking to some other teams and their buying price was very good for me because some of them really did recognise the determination, but they needed something like half

a million dollars. That's peanuts – but not when you've got to raise it yourself. I couldn't even put next door's house on the market, because ours had gone by then!

Do you miss F1?

I was absolutely heartbroken when I left, although normally I don't let people see that.

Is there anything you don't miss?

Because I have always believed in myself, I missed the opportunity to show what I could do. But I didn't miss being the silly boy lemon not qualifying every weekend.

Ukyo Katayama

Age 36
95 races, 1992–1997

Katayama quickly justified his reputation as Japan's best ever F1 driver with a string of promising performances for the Larrousse and

then Tyrrell teams, but he never really realised his full potential. After a disappointing final year with Minardi in '97, he retired to concentrate on mountaineering, and sports car racing. He could have won this year's Le Mans 24 Hours for Toyota, but a late-race puncture foiled him.

Why are you not in Formula 1?

Very simple. I am too old! But I made the decision. Unfortunately, I had drives with the smaller teams and it put me off a bit. I decided that being with the smaller teams was no way to win and I needed something more challenging in my life. So I decided to chase my real dream – mountaineering.

Is that more dangerous than F1?

No question. Sometimes it can be minus 50 degrees Celsius high up a mountain, with 100mph winds and very thin air. You mustn't compare the two.

But why mountaineering?

It was completely different. Motor racing was – and is – my job, but mountaineering is just a challenge in my mind.

When you left F1 what did you miss?

A lot, a lot. The exhaust noise, the engine sound, a lot of friends, the mechanics and things I cannot say.

And what didn't you miss?

It's really difficult to explain: it is only afterwards that you understand when one thing finishes, another begins. I like the sports cars, but they are different to what I experienced in Formula 1.

What's next for you?

The Himalayas, and a mountain peak of about 8200 metres – no, actually it is 8201 metres.

What do you do when you're not driving sports cars or climbing mountains?

I need some beautiful girlfriends. I am looking for beautiful women, a family, mountaineering, drinking wine, sometimes smoking – ah, no, not smoking... ①

Katayama was promising, but F1 didn't allow him to flourish. A flat tyre put paid to his bid to win at Le Mans



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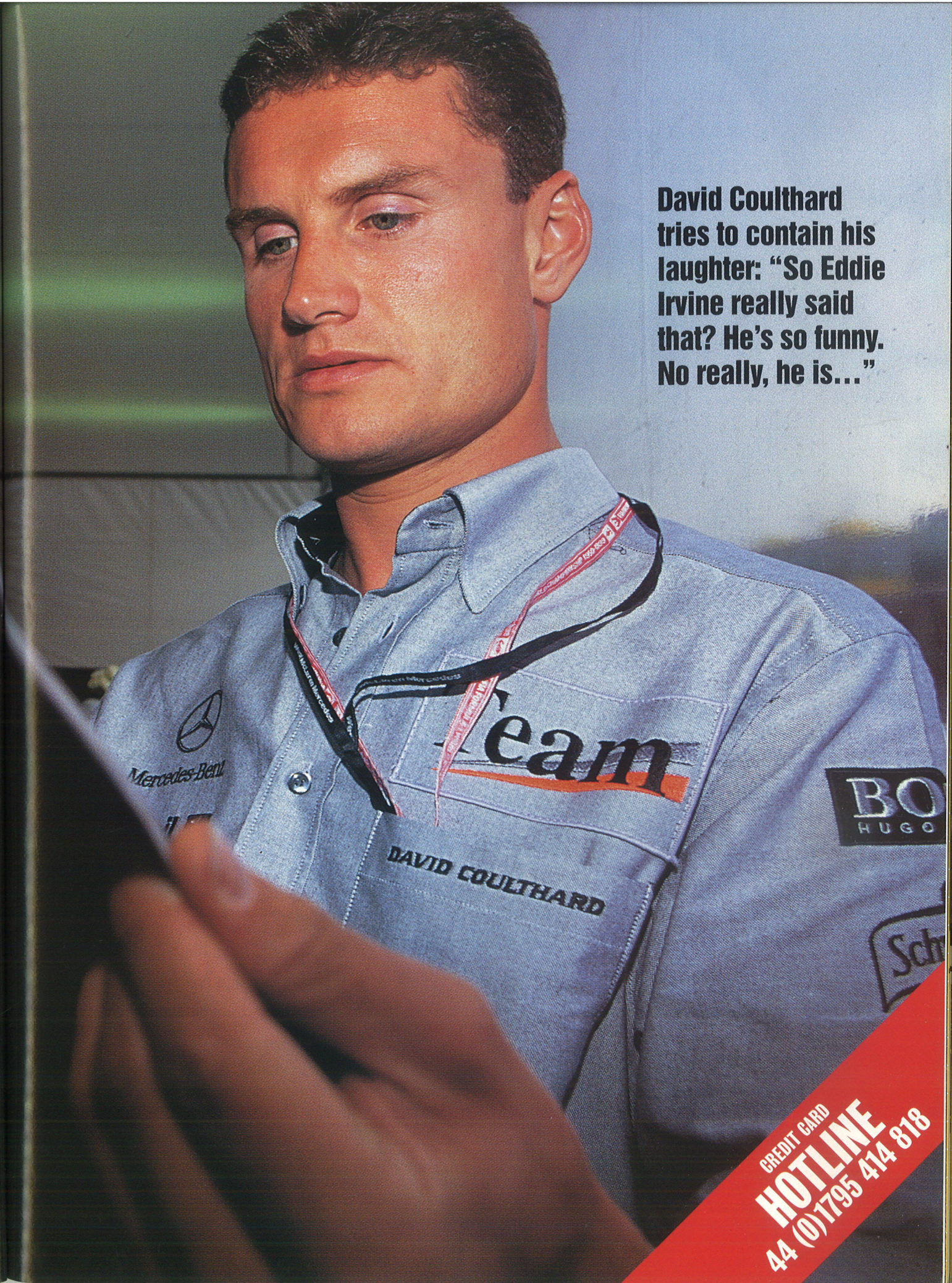
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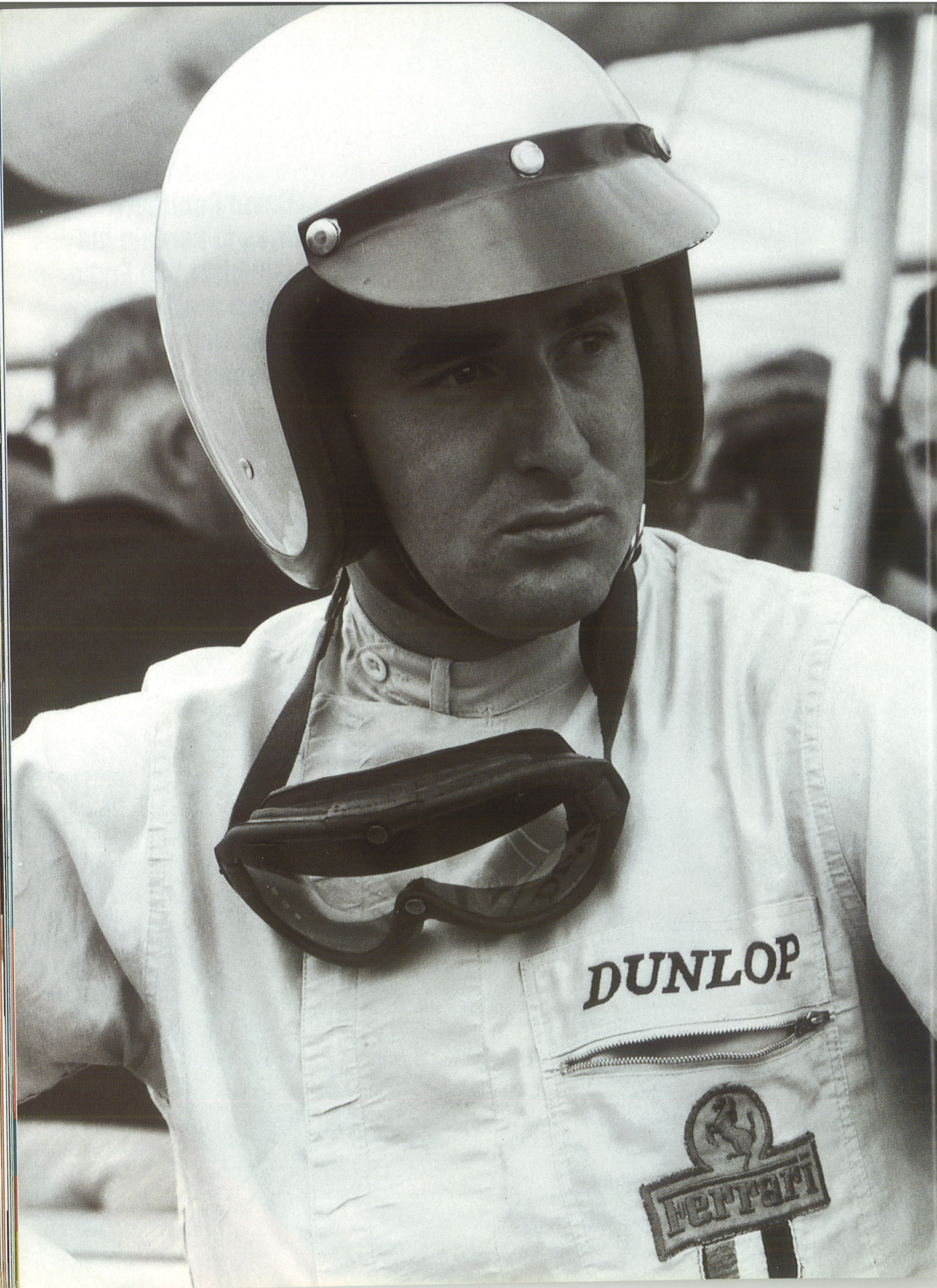
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David Coulthard tries to contain his laughter: "So Eddie Irvine really said that? He's so funny. No really, he is..."

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Lorenzo Bandini was the top Italian driver of the '60s. He was the perfect foil to John Surtees at Ferrari, but his time as their number one was cut tragically short

Words by Alan Henry; pictures by LAT Archive

A racer & a gentleman

HE WOULD BE sixty-three this coming Christmas. The black hair would be greying now, perhaps, and the handsome profile would have grown even more distinguished with age. Razor sharp blazer, handmade shoes. The most respected senior citizen of the Italian motor racing community. A hero.

Lorenzo Bandini was Italy's leading racing driver of the 1960s. Some people feel he was good enough to become a world champion, others that he was slightly out of his depth as a team leader. Yet even had he achieved only a handful more grand prix victories to add to his single success, it would have been quite a feat for this lad who'd started with nothing and scaled the big time.

Yet fate was to deny him any more accolades and, instead, his death from injuries sustained when his Ferrari 312 crashed and burned in the 1967 Monaco Grand Prix left a very different legacy. It was a defining moment in F1 history, the day on which the sport realised it could no longer continue with its gung-ho, death-is-part-of-the-game insouciance.

Monaco in those days was primitive. Between the chicane and Tabac there were no guard rails, merely cast-iron bollards delineating the edge of the circuit. Some were camouflaged with BP advertising, but no less resistant to an out-of-control racing car. Still, if you didn't hit a bollard, you might collect a lamp-post – or shoot between the two, straight into the Mediterranean.

At the very exit of the chicane, on the left-hand side of the road, these bollards had been protected by straw bales. This was far from negligence, merely state-of-the-art 'safety' precautions. Bandini qualified his Ferrari 312 second-fastest and led the opening lap from Denny Hulme's Brabham-Repco and Jackie Stewart's BRM. By lap three the Ferrari driver had dropped to third place behind his rivals and did not retake second place until lap 15 of the 100-lap race, when Stewart's gearbox failed. By this point, Hulme was 6.1 seconds ahead.

It was a long and gruelling race. The Ferrari was brim-full of fuel and much less agile than Hulme's nimble Brabham. Yet Bandini hung on. By half-distance Hulme was only 8.4 seconds ahead and the Italian still seemed in with a chance.

In the second half of the race, though, he began to tire. Losing a tenth of a second here and there, he was 16 seconds adrift on lap 75. He was running laps in the mid-1 minute 30 seconds bracket while Hulme was dipping into the 1 minute 29 seconds area. On lap 77 Bandini did a 1m 31.0s, followed by 1m 30.7s, 1m 30.4s, 1m 32.0s and 1m 31.8s. On lap 82 he was half a car's width too far to the right as he entered the chicane. The right-hand wheels of ▶

Lorenzo Bandini – a tough racer but a genuine man according to one of his contemporaries, Jackie Stewart

the Ferrari clipped the inside wall and the impact threw him out. The 312 climbed the straw bales, flipped and erupted into flames.

The handsome Italian suffered terrible burns before being dragged from the car like a rag doll and taken off to hospital. He died three days later in a ward next to his shocked wife Margherita who had suffered a miscarriage.

All those who knew Bandini testify that he was a lovely man. Born in Cyrenaica – now Libya – on 21 December 1936, he had style to go with his talent. Although much of his career at Ferrari was spent playing second fiddle to the brilliant John Surtees, it was a role which he fulfilled happily and without obvious rancour.

According to Enzo Ferrari's recollections, Bandini's father had died when he was very young, apparently abducted in the early months of the Second World War and shot by some sort of mercenary execution squad. The details of this tragedy are vague. Lorenzo was 12 years old when the war ended and he was barely into his teens when he moved to Milan. He gained employment in a garage owned by a *Signor* Freddi, whose daughter Margherita he would later marry.

This was a stark apprenticeship. Bandini lived on sandwiches and often spent the nights sleeping on the back seats of cars in the garage. *Signor* Freddi loaned him a Lancia Appia in which he won his class in the 1958 Mille Miglia, a much milder regularity trial than the epic open-road race which had come to an end after the Marquis de Portago, the fun-loving Spanish nobleman, died along with many spectators when his Ferrari crashed into the crowd the previous year.

By 1959, Bandini was working his way through the frenzy of Formula Junior before moving into Formula 1 for the first time in 1960, driving an old Cooper-Maserati for Guglielmo Dei's Scuderia Centro Sud. He was fleetingly included in Ferrari's F1 line-up for 1962, but then dropped in favour of Belgian 'Wild' Willy Mairesse the following year.

'Mimo' Dei came to his rescue. He leased a works-prepared BRM V8 for Bandini to drive, painted red but maintained by two mechanics from the British constructor's Bourne headquarters. Lorenzo put the BRM on the front row of the grid for the German Grand Prix at Nürburgring and, after 'Wild Willy' crashed his Ferrari heavily on the opening lap of the race, fast-tracked his way back into the Prancing Horse line-up.

"That performance in the BRM was remarkable," said Tim Parnell, son of private F1 team owner Reg Parnell. "Bandini outqualified the works BRMs and then went back and told Mr Ferrari that this was what a racing car should handle like. It clearly didn't do him any harm, because he got back into the Ferrari team straight afterwards. He really was a very good driver and a charming bloke."

In 1964, Bandini won the first Austrian GP on the bumpy Zeltweg military airfield circuit, a stone's throw from the site where the superb Österreichring track would be constructed five years later. Even by the relatively tolerant standards of the day, Zeltweg was a pretty crude sort of track. The organisers had managed to lay out a 1.98-mile straw bale-lined circuit using the runways and perimeter roads, and most praised their initiative in having staged a race at all.

During practice, the bumpy and rutted runway track surface snapped suspension members like twiglets. Graham Hill's BRM qualified on pole with lap of 1 minute 9.84 seconds ahead of Surtees in the Ferrari 158 (1m 10.12s), Clark's Lotus (1m 10.21s)

'Bandini outqualified the works BRMs and went back and told Mr Ferrari this is what a racing car should handle like. It clearly didn't do him any harm' Tim Parnell



and Dan Gurney's Brabham (1m 10.40s). Bandini qualified the Ferrari V6 on the outside of the second row in 1m 10.63s.

Gurney led off the line, but Surtees nipped through into the lead on lap two, only for his 158 to have its rear suspension collapse as he was braking for the hairpin on the eighth lap. It then looked as though Gurney would win, particularly when Clark's Lotus, his only remaining challenger, retired after 41 laps with a broken driveshaft. But Gurney's legendary ill fortune returned to haunt him and the Brabham lasted only seven more laps before a front radius arm pulled out of the chassis.

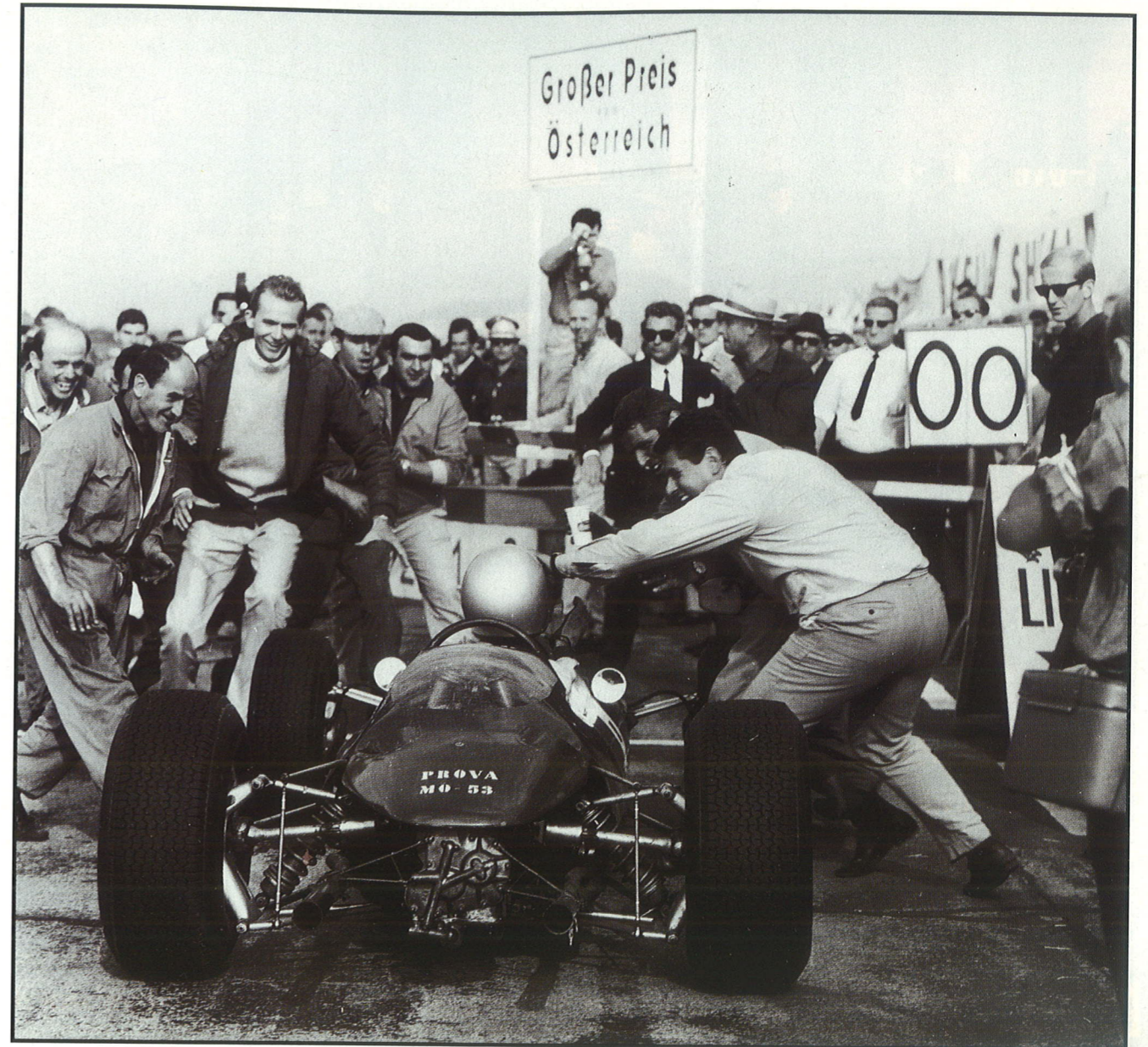
Thus Bandini was presented with a lucky victory, but the unbridled joy with which he was greeted by the whole Ferrari team once he'd completed his slowing-down lap reflected the feeling that he deserved it. He'd done the perfect number two's job, going ahead to complete the task once his team leader faded.

Later in the season Bandini's over-exuberance would cost Graham Hill the world championship when he spun the Englishman's BRM into the guard rail during the Mexican Grand Prix. In those days such rough house tactics were rare indeed and contact between cars almost unheard of.

"That won Surtees the world championship," recalls Tim Parnell with a chuckle. "I suppose Lorenzo was embarrassed to a certain degree. He was typically Italian in that, having done something like that in the heat of battle, he would then be apologetic and *simpatico* in the aftermath. But he certainly robbed poor old Graham of that title."

Bandini would continue as Surtees's loyal lieutenant through to the end of the 1.5-litre Formula 1 era in 1965, but the following season he found himself propelled into the limelight as *de facto* team leader after John's patience with team manager Eugenio Dragoni finally snapped and he left.

Ferrari looked in good shape at the start of the 1966 season with the advent of the new three-litre F1 regulations. No matter the new 312 was powered by little more than a souped-up sports car engine, on quick circuits it was good enough to ring the bell. To



Impressive in Scuderia Centro Sud's BRM in 1963 (above left), Bandini rejoined Ferrari the following year and scored his only GP victory, in Austria (above)

start the year Surtees alone drove the 312 while Bandini was allocated a neat, rear-engined Dino 246 which had been built for Surtees to use in the Tasman Series the previous winter. When John stormed out after a confrontation with Dragoni at Le Mans, Bandini was promoted to team leader and given the three-litre.

He qualified it on pole for the French GP at Reims only to retire when the throttle cable snapped while he was leading. Thereafter, Dragoni's misplaced belief that the Ferrari was now so superior that "with our new three-valve cylinder heads we will be in a position to employ lesser drivers and win anyway" was just idiotic. The reality was that while Bandini was good enough, the car certainly wasn't competitive on anything but a quick circuit.

At Monza, Lorenzo led the opening lap of the Italian GP, but this heaven-sent opportunity to win in front of his home crowd was denied when he pitted with a broken fuel line. That left the way open for Ludovico Scarfiotti to win in commanding fashion, heading Mike Parkes for a Maranello one-two. What made it worse was that Scarfiotti was a man whom Lorenzo was feeling increasingly ill at ease with by this stage in his career.

The curious strains between the two men were pinpointed by Ferrari in his privately published volume *Pilote che gente...*

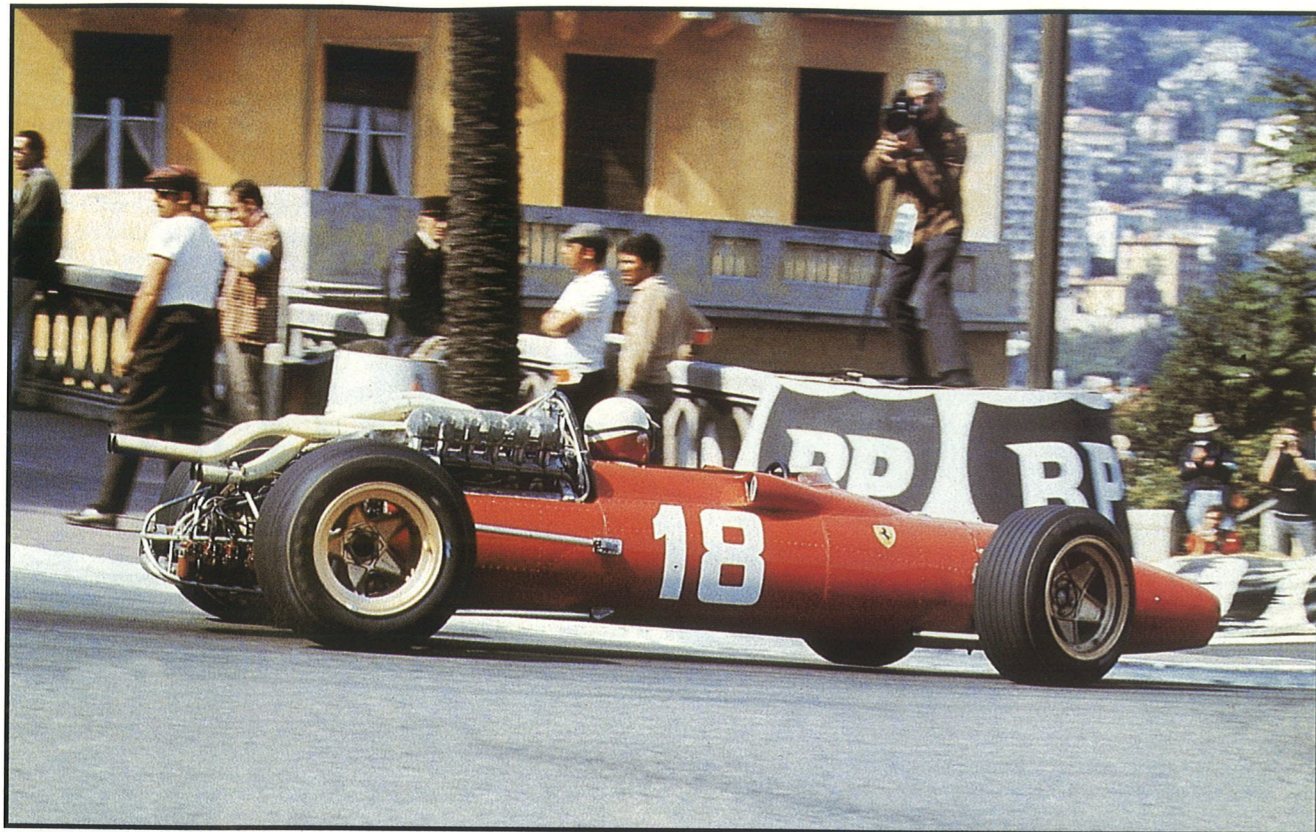
In particular, it seemed Bandini was under stress just prior to the 1967 Monaco GP. According to Ferrari, Lorenzo wanted to take things steadily at Monaco and didn't want Scarfiotti to be at the race. If Ferrari's analysis of the situation is to be believed, Bandini was envious of Scarfiotti's patrician status – he was a second cousin of Fiat patriarch Gianni Agnelli – which so dramatically contrasted with his own humble background.

Mindful of his own roots, Bandini was touched by the poverty he saw in Sicily. He asked a 10-year-old petrol attendant why he wasn't at school and the lad replied he had to work to support his family. Bandini gave him a 1000-lire tip – a generous amount – and muttered, "Sicily is not in Italy, it's in Africa."

Enzo Ferrari fondly remembers "the Bandini who looked up to Surtees's insufferable pretensions and later the Bandini who begged for tranquillity before that fateful 1967 Monaco race."

Enzo claims he accommodated Bandini's worries by including Chris Amon in the team for that race, although on the face of it this seems demonstrable nonsense on the part of the Old Man, who had signed the young New Zealander simply because he was regarded as a better driver than Scarfiotti.

If Bandini was worried, he certainly didn't show it to Amon, ►



Monaco Grand Prix 1967 – Bandini's last race. Clipping the wall exiting the chicane, his 312 flipped and burst into flames. He passed away three days later...

who recalls the two of them stopping on their way to the Principality and having a quiet lunch together up in the mountains on the Wednesday before the race. Lorenzo just wanted to savour the view and reflect on things. Chris would later allow himself to wonder whether this was some sort of premonition.

Amon shared the victorious Ferrari 330P4 sports car with Bandini at the Daytona 24 Hours and Monza 1000 Kilometres just before his death, and remembers him with affection.

"I have to confess I was a little wary about him when I first joined the team," he said. "I suppose his reputation had rather gone before him on the occasion when he knocked Graham off in Mexico at the end of 1964, so I suppose I thought he might turn out to be a little aggressive towards me.

"But he was utterly charming. He was so pleasant and really helpful when it came to sorting out problems with the car. He really was one of the nicest guys I ever came across, and the greatest tragedy of the whole affair is that he was just beginning to emerge from behind the shadow of John Surtees. He really was maturing into a first-class number one in his own right."

The Bandini tragedy – and the events which followed in 1968 – strengthened Jackie Stewart's resolve for better safety. Racing drivers, he reasoned, should be paid to demonstrate their skill, not simply their bravery in what now seemed prehistoric conditions.

"The Monaco disaster was another nail in the coffin of the traditionalists who didn't think they needed safety," says Stewart,

"and there wasn't a more graphic example of their inadequacies and inabilities to change things fast enough."

More than that, Bandini's accident pulled aside the curtain protecting violent sports from media intrusion. The paying public got a taste of what they would see played out, live, on prime-time television when Senna was killed at Imola 25 years later.

Stewart remembers Bandini positively: "He was a very charming man. He had a lot of style and Latin elegance. In a racing car, though, he was difficult to pass. When I scored my first F1 win, the '65 Silverstone International Trophy, I came up to lap him while I was being chased by John Surtees, his team-mate. I dived down the inside of him at Becketts, which was a relief. He was always a little unpredictable, but a very nice man indeed."

Surtees, too, is generous and perceptive in his assessment of Bandini's driving. He likens him to John Watson, the Belfast man who drove for Brabham and McLaren in the late '70s and early '80s. Like Watson paired with Lauda, Surtees felt that Bandini performed best when stimulated by rivalry within his own team.

"He thrived in a situation where I gave him a standard to aim for," said Surtees. "He liked the car set up in the way I did, so we felt comfortable together. It was a pleasant relationship. He was straightforward and uncomplicated, a good person to work with."

A generous tribute from Surtees, never the sort to toss around superficial compliments. And remember, Bandini was 30 years old when he died, possibly approaching the peak of his career. **1**

'He liked the car set up the way I did, so we felt comfortable together. He was straightforward and uncomplicated, a good person to work with' John Surtees

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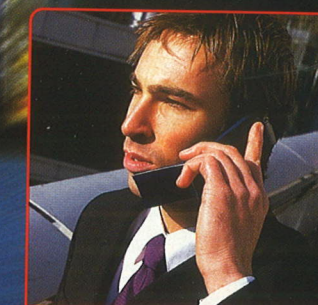
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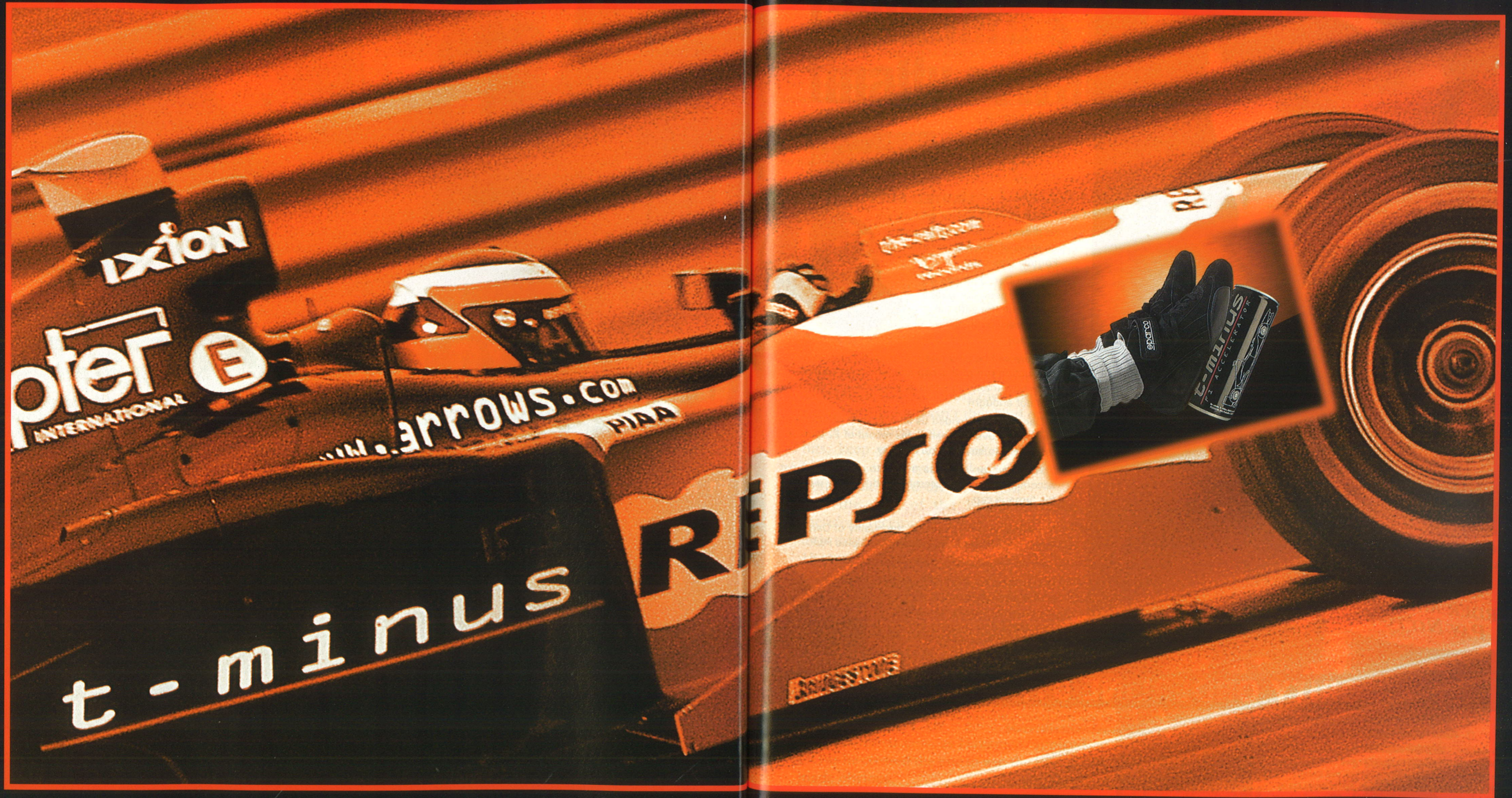
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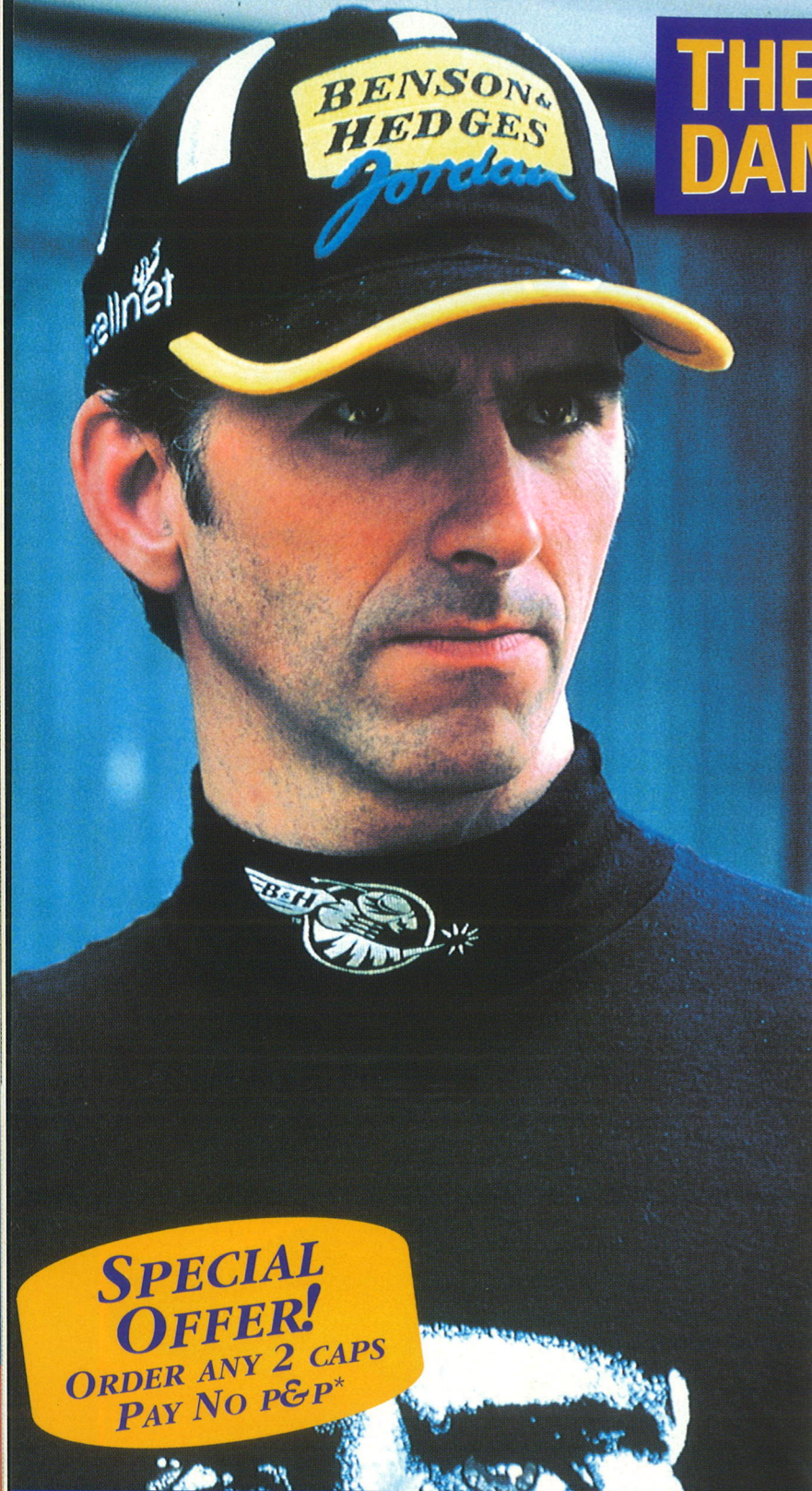


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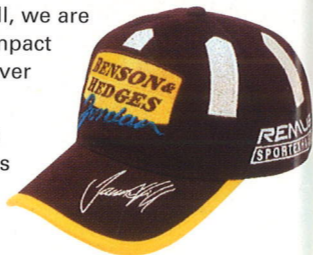
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FRHC08

GRAND PRIX DEBRIEF

The statistics so far...

Australia 7 March, Winner: Eddie Irvine

Brazil 11 April, Winner: Mika Hakkinen

San Marino 2 May, Winner: Michael Schumacher

Monaco 16 May, Winner: Michael Schumacher

Spain 16 May, Winner: Mika Hakkinen

Canada 13 June, Winner: Mika Hakkinen

REVIEW France 27 June Winner: Heinz-Harald Frentzen **p114**

REVIEW Britain 11 July Winner: David Coulthard **p120**

PREVIEW Austria 25 July A1-Ring **p128**

PREVIEW Germany 1 August Hockenheim **p130**

PREVIEW Hungary 15 August Hungaroring **p132**

Belgium 29 August, Spa-Francorchamps

Italy 12 September, Monza

Europe 26 September, Nürburgring

Malaysia 17 October, Sepang

Japan 31 October, Suzuka

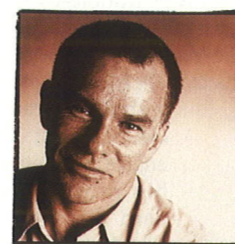
DRIVERS CHAMPIONSHIP

1	Mika Hakkinen	40
2	Michael Schumacher	32
=	Eddie Irvine	32
4	Heinz-Harald Frentzen	26
5	David Coulthard	22
6	Ralf Schumacher	19
7	Giancarlo Fisichella	13
8	Rubens Barrichello	10
9	Damon Hill	5
10	Johnny Herbert	2
=	Pedro Diniz	2
12	Pedro de la Rosa	1
=	Olivier Panis	1
=	Jean Alesi	1
=	Alex Wurz	1
=	Jarno Trulli	1

CONSTRUCTORS CHAMPIONSHIP

1	Ferrari	64
2	McLaren-Mercedes	62
3	Jordan-Mugen Honda	31
4	Williams-Supertec	19
5	Benetton-Playlife	14
6	Stewart-Ford	12
7	Sauber-Petronas	3
8	Prost-Peugeot	2
9	Arrows	1

Coulthard's faith finally rewarded



MOST OF THE world believed it was him. He wasn't getting the results. You make your own luck. Even Eddie Irvine described his colleague as being in a slump.

Well, DC never believed that. He knew exactly why he wasn't winning. He was open and meticulous

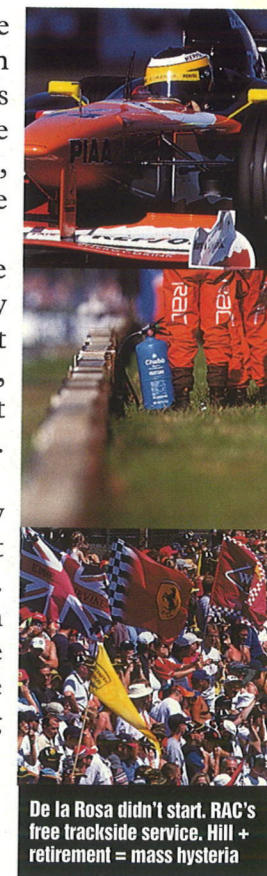
about the mistakes he made and totally professional about the mechanical failures. In France, leading easily, he stopped suddenly with a total electrical failure. Nigel Mansell would have thrown his helmet skywards. DC excused himself and began a new day.

He didn't race Mika and Michael hard to the Silverstone finish, beating them both in a clean fight, but then it wasn't that kind of race. This was a day when you needed to gather up the bits, keep your head, wait until your third, balanced, set of tyres and see off the challenge from Eddie's hard-driven Ferrari.

In the gold of the English summer he therefore received a return on all the niggly little things that have derailed him over the past 18 months. Last year's lost wins in Melbourne, Montreal and Monza. The gearbox at Melbourne '99. The strategy mistake at Imola. And then the electrics at Magny-Cours.

Coulthard is fast, very technical and very determined. He is also amongst the most intelligent and well-rounded drivers in F1. He is almost too perfect to be the next British superstar, so perhaps that status will indeed be adopted by Irvine. He is good, though, and he deserves his success, as Hakkinen, applauding DC as he crossed the line to win the British GP, made obvious.

Peter Windsor also writes for The Sunday Times



De la Rosa didn't start. RAC's free trackside service. Hill + retirement = mass hysteria

DARREN HEATH

Yellow river

They played in the rain for most of the afternoon – Rubens in front for the bulk of it; Michael against Ralf, Mika against everyone; Irvine through the field – but ultimately it came down to the relatively mundane question of fuel strategy.

Not that Heinz-Harald Frentzen felt it to be mundane. When you've made it through on one stop, running heavier fuel loads than your two-stop opposition at virtually every stage of the race, yet still maintaining their pace, you *feel* as if you've won. Frentzen was helped in his cause by two factors: one, it was wet for all but the opening phase, which slowed the race down and made everything less physical; and, two, the race was neutralised for a while by the Safety Car. That gave him a breather and helped

the fuel consumption.

More than strategy, therefore, it came down to design. The Jordan-Honda was built as a car that could run one-stop to the finish. The Stewart was not. The Stewart was designed with a smaller, two-stop, fuel tank. In the conditions that prevailed in Magny-Cours, that was what beat them.

Gary Anderson is the common thread here. He was involved in the early concept of the 1999 Jordan – and then switched to Stewart, where he took over the Alan Jenkins/Egghal Hamedy design. By then, it was probably too late for him to design a bigger tank, even if he had wanted to. He would have known, though, as the race drew towards two hours, that Jordan had them beaten. All Heinz-Harald had to do was not make a mistake.

It wasn't easy. Late in the race, Frentzen couldn't find a gear as he left the hairpin. He grabbed and grabbed and suddenly he had drive but it was close, too close. Otherwise – what? Frentzen did a great job in qualifying, missing the vital, opening minutes but still going out early enough to secure a position near the front. Frentzen drives well in the wet, searching out the grip and using unconventional lines, but he is harsh by Barrichello

standards and is very prone to locking a wheel here and brushing a kerb there.

On Sunday, though, he kept it all together and Jordan quickly adjusted to a one-stop strategy. Frentzen's race was thereafter comparatively trouble-free.

He didn't, for instance, have a problem with his radio, like Michael Schumacher. Water in the electronics played havoc

with the Ferrari's diff control; its engine and gear-box mapping; its dash display; its gearchange... and the radio. Michael used hand signals to communicate with his team – hand signals via an on-board (digital) camera that he looked for on the big screens. At

'When you've made it through on one stop, run heavier fuel loads than your rivals, but kept their pace, you feel as if you've won'

one stage, Michael opened and closed his fist three times in front of the camera. What was he saying? What was the message? A free bottle of champagne to the first reader with the right answer.

Nor did Frentzen have a problem with wet or dry settings – again as Michael did. Rear rideheight raised for the wet, the Ferrari was all over the place in the opening, dry laps of the race. Hakkinen was charging, and so was Irvine, who'd been in neutral for the start, but Michael was... just there... tagging along but not making an impression.

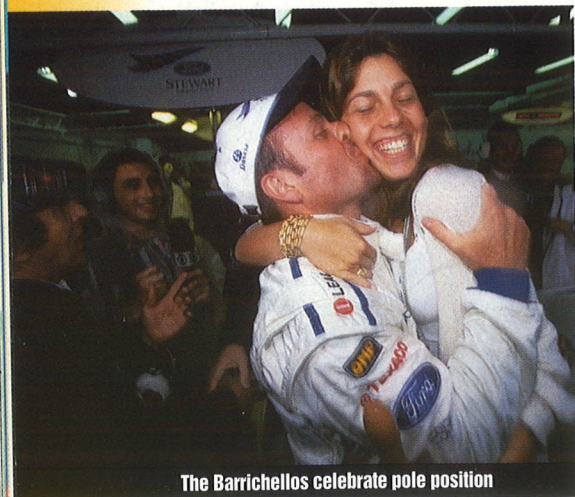
He didn't have a complete electrical

Head gets his motor running

PATRICK HEAD travelled to the French Grand Prix by motorbike, as he has done for the past few seasons. His annual touring extravaganza – a 1000-mile round trip from his Chelsea home in London – was completed on a 1200cc BMW motorbike, but without wife Betise sitting on the back, unlike years past.

Black leathers, black helmet, black rucksack... all he lacked was black magic in predicting the weather – his cars qualified 15th and 16th.

Head in France: two wheels better than four on this occasion



The Barrichellos celebrate pole position

MAIN PIC: PAUL HENRI CAHIER; BRYN WILLIAMS; STEVEN TEEGLAT

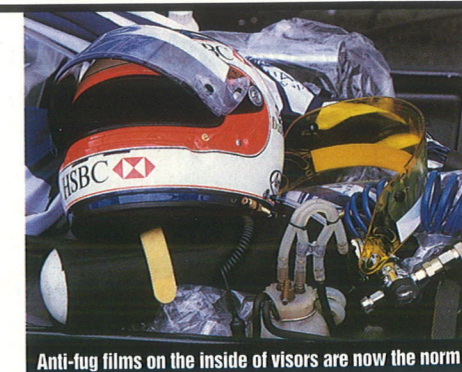


Frentzen made caution and common sense work for him. Smart in wet qualifying, he was far enough up the grid to capitalise on Jordan's fuel strategy in the race

Blink and you'll mist it

IN SOME OF the worst racing conditions seen since Adelaide 1989, not one driver complained of a misted-up visor.

With spray limiting visibility anyway, it is refreshing for drivers not to have to worry about this age old problem. While all the drivers used varying degrees of colour tinting, the reason for this lack of misting was due to modern visors being lined with a layer of anti-fog film on the inside, according to experts Bell and Bollé.



Anti-fog films on the inside of visors are now the norm

JORDAN RUN A DIESEL?

Heinz-Harald Frentzen's victory in France was not as marginal as other teams will have you believe. He had seven kilos of fuel left in his Jordan 199 at the end of the race, which was enough for three more laps. Benetton's Giancarlo Fisichella was the only other driver in the race to adopt this one-stop fuel strategy, but he spun into the bonnies on lap 42...



Barrichello led the majority of the race, including the start, but despite his robust defence, the Stewart's small fuel tank made it impossible for him to win

failure, like David Coulthard, who drove brilliantly past Barrichello into the lead and looked as though he was going to win, pulling away. Schumacher's electronic problem, meanwhile, lost him eight seconds on one lap. He was finally able to use only first and second, forcing him to swap steering wheels in his pit stop. The problem improved, but not enough to prevent brother Ralf muscling past in the closing stages.

Frentzen didn't spin, like Mika Hakkinen, who executed a quick 360 as he left the hairpin. Jean Alesi spun out of a points finish just before the Safety Car emerged (bad timing) and Jacques Villeneuve, Alexander Wurz and Alex Zanardi all spun while they were trailing the Safety Car (bad driving). Or was it that the Safety Car was too quick for them?

Nor did Heinz have a chaotic pitstop,

'Rubens qualified brilliantly on pole, taking to the track when everyone else was asleep. His defence of the lead, under pressure, was sensational'

like Eddie Irvine. The Ferrari mechanics were not ready for him and bolted dry tyres on instead of wets. Frentzen's pit stop was longer than he anticipated it would be ... but that was only because Mike Gascoyne and the boys had switched to the one-stop strategy.

He didn't collect a slower car in the pitlane, as Damon Hill did. The impact punctured a rear tyre and Damon lost an age - and then the electrics - limping back to the pits.

And he didn't have to make that second pitstop, as Barrichello did - as they all did. Rubens qualified brilliantly on the

pole, taking to the track while everyone was asleep, and his defence of the lead, under pressure from the McLarens, was sensational. Ralf was a great fourth, racing Michael hard, and Ferrari were fifth and sixth. Irvine, respecting team orders, again drove well in traffic. Michael's finish, meanwhile, said as much about his troubles as it did about his Ferrari's back-up systems. They worked!

In many ways, then, it was that simple. Except, again, that it wasn't, for here was a guy who'd had a huge accident two weeks before, when the right front brake of his Jordan had exploded at something



Ralf's brilliant move on his brother Michael meant fourth place, his fifth top-six result in seven races. His Williams team-mate Alex Zanardi has yet to score a point



Good timing and bad weather gave Panis a chance to revive his reputation. Third on the grid was a great tonic. This might have been DC's race, but his car failed again



Oliver Gavin completed his 59th lap in the Safety Car in France

Gavin completes first F1 distance

OLIVER GAVIN notched up what amounted to his first race distance as the Safety Car driver in Magny-Cours. His 11 laps at the head of the field, added to the 11 in Montreal and the six in Melbourne earlier this year; combine this with the 28 he led last year and the three at the start of the 1997 Belgian GP, and you get a total of 59. He has never spun, although Rubens Barrichello suggested he could have done in France.

"At one point I thought he was going to spin in front of me," said Rubens. "At one of the chicanes he got really sideways." Gavin was not available to comment, but can you imagine the consequences had he spun in front of the pack?

ZONTA'S LATE GAMBLE

Ricardo Zonta was the only driver to switch to dry-weather tyres when the track began to dry out on lap 61. "Initially it was the right decision," said Zonta. "I had a dry-weather set-up on the car and it was much better in the fast corners to begin with." On lap 66 Zonta lapped 3.5 seconds faster than leader Barrichello, only for the rain to begin falling again on lap 68. You win some, you lose some...

Schumacher, Irvine and Ferrari discover that it's not good not to talk

COMMUNICATION PROBLEMS proved the bane of Ferrari's French Grand Prix. Michael Schumacher drove two-thirds of the race out of radio contact with the pits, after his car's electrics were fused by the rain.

The malfunction occurred by dint of Michael's radio being powered by the main battery on the car, which failed; this also played havoc with his dashboard. Other teams - namely Williams, Jordan and Benetton - run their radios off separate power supplies.



GAVIN LAWRENCE/LAT

Eddie Irvine was the first driver to pit for wet tyres, but his pitcrew were not ready for him: "I radioed pit! Pit! Pit!", he said, "and I knew they wouldn't be 100 per cent ready, but quite what happened I don't know."

Before this 47-second stop, Irvine was 20 seconds behind the leader. His drier in-lap was 1m28.5 seconds, compared with Barrichello's 1m45.241 seconds - so Eddie might have led...

"I said pit! Pit! Pit! Not pizza, pizza, pizza"

GRAND PRIX DEBRIEF FRANCE



DARREN HEATH/STEVEN TEE/CAT

Frentzen's 7g crash in Canada left him battered, but a Safety Car period and a wet track made it less physically demanding to take a remarkable win for Jordan



Hakkinen's early charge from 14th was amazing and, in the end, it was he who chased home Frentzen

BEERS ARE ON HEINZ

To celebrate their maiden victory together, Heinz-Harald Frentzen flew his race engineer Sam Michael to Monaco on the night of the race. "We are going to have a little celebration together," he said. Pre-empting the volumes of alcohol consumed, team boss Eddie Jordan gave both men Tuesday and Wednesday off...

Alesi's no pain in the neck

JEAN ALESI PROVED his metal after his huge accident during Friday practice at Magny-Cours, where he hit the barrier on the exit of the fifth gear Estoril chicane.

He suffered no ill-effects: "I'm fine," he repeated, but Sauber physiotherapist Josef Leberer was amazed by his fast recovery. "I keep asking Jean if he needs his neck looking at, and he keeps saying no," said Leberer. "Even the next day he wouldn't let me look; it's a testament to how strong he is and what 10 years of F1 does to your neck."

The remnants of Alesi's car after the shunt. But Jean was fine

like 120 mph. He'd hit the wall hard in Montreal, at well over 7g, and his legs in the cockpit had banged heavily against one another. He was fit to drive in France, of course, but Heinz found it difficult to sleep: the accident had tweaked a nerve, and his left leg, when not being exercised, developed a twitch.

Heinz felt a bit jaded by race day, a bit weak, which meant that he was more relaxed with the car, less aggressive. And he drove a great race, won a great race. Heinz won the Race of the Year. 1



RACE FACTS FRANCE

Weather Dry then wet; Track temperature 16-19 degrees; Lap distance 2.641 miles; Laps 72; Race distance 190.152 miles; Attendance 205,000

QUALIFYING TIMES

The top three made the right choice in the rain, everyone else waited. The last five missed the cut and were placed on the grid in the order below

Position	Driver	Time
1	Rubens Barrichello	1:38.441
2	Jean Alesi	+0.440
3	Olivier Panis	+1.959
4	David Coulthard	+1.962
5	Heinz-Harald Frentzen	+2.249
6	Michael Schumacher	+2.686
7	Giancarlo Fisichella	+3.384
8	Jarno Trulli	+3.655
9	Johnny Herbert	+3.758
10	Ricardo Zonta	+3.787
11	Pedro Diniz	+4.501
12	Jacques Villeneuve	+5.307
13	Alex Wurz	+5.878
14	Mika Hakkinen	+5.927
15	Alex Zanardi	+6.471
16	Ralf Schumacher	+6.748
17	Eddie Irvine	+6.777
18	Damon Hill	+6.893
19	Pedro de la Rosa	+9.774
20	Toranosuke Takagi	+9.881
21	Luca Badoer	+8.343
22	Marc Gené	+7.883

THE FINAL STANDINGS

Final position	Driver & car	Total race time	Pos after lap 1
1	Heinz-Harald Frentzen Jordan-Mugen Honda 199	1:58:24.343	4
2	Mika Hakkinen McLaren-Mercedes MP4-14	+11.092	9
3	Rubens Barrichello Stewart-Ford SF-3	+43.432	1
4	Ralf Schumacher Williams-Supertec FW21	+45.475	14
5	Michael Schumacher Ferrari F399	+47.881	5
6	Eddie Irvine Ferrari F399	+48.901	18
7	Jarno Trulli Prost-Peugeot AP02	+57.771	7
8	Olivier Panis Prost-Peugeot AP02	+58.531	6
9	Ricardo Zonta BAR-Supertec 01	+1:28.764	8
10	Luca Badoer Minardi-Ford M01	1 lap behind	21
11	Toranosuke Takagi Arrows A20	1 lap behind	20
12	Pedro de la Rosa Arrows A20	1 lap behind	19

NOT CLASSIFIED			
Giancarlo Fisichella	Benetton-Playlife B199	spin - 42 laps	8
Damon Hill	Jordan-Mugen Honda 199	electrics - 31 laps	17
Alex Zanardi	Williams-Supertec FW21	spin - 26 laps	16
Jacques Villeneuve	BAR-Supertec 01	spin - 25 laps	13
Alex Wurz	Benetton-Playlife B199	spin - 25 laps	10
Marc Gené	Minardi-Ford M01	spin - 25 laps	22
Jean Alesi	Sauber-Petronas C18	spin - 24 laps	2
David Coulthard	McLaren-Mercedes MP4-14	engine - 9 laps	3
Pedro Diniz	Sauber-Petronas C18	driveshaft - 6 laps	12
Johnny Herbert	Stewart-Ford SF-3	gearbox - 4 laps	11

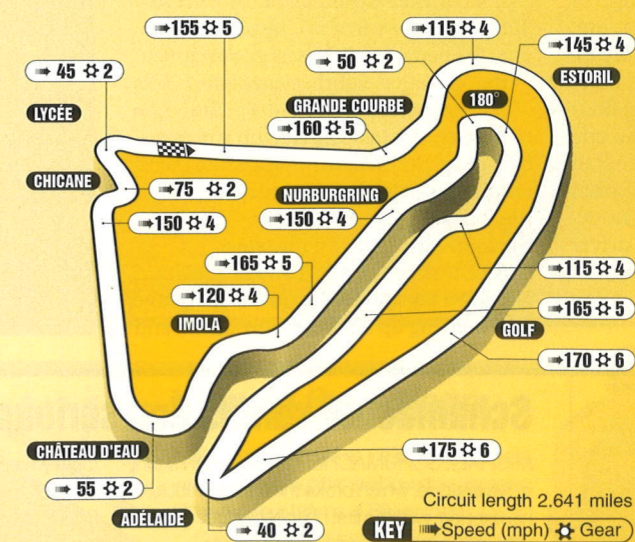
DID YOU KNOW?

Mika Hakkinen passed 18 cars during the course of the race; Frentzen passed two - Olivier Panis on the first lap, and Hakkinen when he spun on lap 38. Safety car driver Oliver Gavin lapped consistently in the 2m 27s bracket during his 11-lap stint at the head of the field. Prost GP had 400 Paddock Club guests on each day of their home GP. Second place was Jean Alesi's best-ever starting position of his 11 French GPs.

FASTEST 'IN-PIT-OUT' LAPS

Times are erratic because some of the stops were made before the rain began. Frentzen's canny one-stop strategy eventually won him the race

Position	Driver	Time
1	Mika Hakkinen	3:21.236
2	Olivier Panis	+4.912
3	Rubens Barrichello	+5.118
4	Jarno Trulli	+5.873
5	Ralf Schumacher	+8.605
6	Eddie Irvine	+9.036
7	Luca Badoer	+11.241
8	Michael Schumacher	+11.241
9	Ricardo Zonta	+11.662
10	Jacques Villeneuve	+17.293
11	Giancarlo Fisichella	+21.007
12	Jean Alesi	+24.621
13	Pedro de la Rosa	+27.028
14	Heinz-Harald Frentzen	+27.395
15	Marc Gené	+29.298
16	Alex Wurz	+37.192
17	Alex Zanardi	+46.954
18	Toranosuke Takagi	+49.302
19	Damon Hill	+2:27.028
20	David Coulthard	no time
21	Pedro Diniz	no time
22	Johnny Herbert	no time



THE DOWN-THE-PUB FACT BIT

FASTEST THROUGH THE SPEED TRAP	Mika Hakkinen	172.811mph
SLOWEST THROUGH THE SPEED TRAP	Pedro Diniz	162.248mph
FASTEST PITSTOP	Luca Badoer	23.462s
SLOWEST PITSTOP	Eddie Irvine	1:03.796s

FASTEST RACE LAPS

DC underlined his race-winning potential before retiring by going half a second faster than anyone else. Zonta was six-tenths faster than Villeneuve

Position	Driver	Time (lap)
1	David Coulthard	1:19.227 (8)
2	Mika Hakkinen	+0.531 (20)
3	Ralf Schumacher	+1.086 (19)
4	Eddie Irvine	+1.101 (28)
5	Jean Alesi	+1.621 (17)
6	Rubens Barrichello	+1.651 (4)
7	Ricardo Zonta	+1.654 (19)
8	Heinz-Harald Frentzen	+1.767 (17)
9	Michael Schumacher	+1.787 (12)
10	Jarno Trulli	+2.103 (15)
11	Olivier Panis	+2.176 (20)
12	Alex Wurz	+2.182 (19)
13	Giancarlo Fisichella	+2.196 (19)
14	Jacques Villeneuve	+2.234 (18)
15	Alex Zanardi	+2.756 (19)
16	Damon Hill	+2.794 (19)
17	Pedro de la Rosa	+3.308 (19)
18	Pedro Diniz	+3.402 (3)
19	Toranosuke Takagi	+3.437 (19)
20	Marc Gené	+3.617 (13)
21	Luca Badoer	+3.673 (16)
22	Johnny Herbert	+6.381 (3)

LAP-BY-LAP

START Barrichello converts pole position into lead
 LAP 1 Hakkinen makes up five places to be ninth
 LAP 4 Herbert retires with gearbox woes
 LAP 6 Coulthard leads
 LAP 10 Hakkinen passes Michael Schumacher for fifth. Moments later Coulthard's engine cuts out and Barrichello leads
 LAP 15 Hakkinen continues charge, passing Frentzen for third
 LAP 19 Hakkinen takes second from Alesi
 LAP 20 Rain begins
 LAP 21 Pitstops begin: Irvine loses time when team fit slicks; Hill punctures in pitlane collision
 LAP 22 Leaders - Barrichello, Hakkinen, Alesi, Panis, Frentzen, Schumacher - pit and re-emerge in same order
 LAP 25 Alesi spins out of second. Safety Car
 LAP 26 Villeneuve and Zanardi spin out
 LAP 32 Hill retires
 LAP 36 Green flag
 LAP 38 Hakkinen spins to seventh
 LAP 39 M. Schumacher takes second from Frentzen
 LAP 44 Schumacher leads
 LAP 50 Irvine makes second stop
 LAP 51 The leader slows with gearbox glitch
 LAP 54 Schumacher makes second stop; Barrichello leads
 LAP 60 Hakkinen leads
 LAP 65 Hakkinen and Barrichello make second stops - Frentzen, on one-stop policy, leads
 LAP 70 Ralf Schumacher passes elder brother for fourth
 LAP 72 Frentzen takes the flag



A race for heroes

Just before the French Grand Prix they went firm on the new development parts – a new floor, new sidepods and a new exhaust system. They'd been playing with the car for a while, trying new bits here, taking weight off there, looking for more driveability and, yes, searching for more general performance. And not much had happened. They were treading water, scoring regular points as one of the three Supertec teams, but otherwise living in the void that is BMW 2000 and Beyond.

Meantime, humour the press: "Williams are in a slump". "Williams are finished".

On the Williams notice board, after a disappointing Silverstone pre-race test, Patrick Head posted one of his memos. It spoke of the problems encountered with the back end of the car and

of the possibility of one set of the new aero package being ready for the British Grand Prix. And it wasn't long, of course, before the phone began to ring. Yes, the production could probably be brought forward. Yes, one set of parts could be ready. Suddenly, the shop floor was alight. It was decided that the one set, if it was ready, would be given to Ralf Schumacher, because Ralf had scored 15 points and Zanardi had scored none. It was also decided that neither driver would be told until it was certain the parts would be ready.

'Ralf is low-key in his approach to racing. He doesn't moan when the car is bad; he isn't ecstatic when it is brilliant'

By the Thursday before Silverstone, it was clear not only that a first set would be ready that night, ready for practice on Friday, but also that a second set could be fitted to Zanardi's car for Saturday. And that would be it. Two sets. No spares. Don't damage the car.

Ralf is low-key in his approach to racing. He doesn't moan when the car is bad; he isn't ecstatic when it's brilliant. He just does his job. So he went out early on Friday morning, expecting nothing and – just like that! – did a 27.6.

"There seems to be a bit more grip; things are smoother," he said in the understatement of the weekend. "And there is some under-steer. I think we need more front wing."

At last: a back end with consistency. It was when Ralf failed to find fifth as he turned into Copse, and found phenomenal grip in sixth instead, at about 175mph, that Williams knew they also had a car that would again turn heads. The faster the entry to Copse and Becketts, the better, within reason, the car felt.

Ralf qualified eighth, clear of the BARRs and Benetton's. He didn't find the improvement he expected on soft tyres, but then the Williams-Supertec, with emphasis on the Supertec, isn't a qualifying package in the Jordan-Honda or Stewart-Ford sense of the word.

Ralf was brilliantly away at the start, leaving a stationary Jacques Villeneuve and weaving up between Barrichello and



A clean getaway for Schumacher (above) was followed (below) by a massive shunt



CHARLES COATES/LAT

DARREN HEATH

DARREN HEATH



Coulthard (above) took the lead, and the pressure from Irvine, after Hakkinen retired. DC recorded his first grand prix victory since Imola 1998, 14 months before

DEBRIEF ROUND-UP by Tom Clarkson

HARSH ON HERBERT

Johnny Herbert's stop-go penalty on lap 40 was punishment for overtaking Jean Alesi during the second Safety Car period eight laps earlier. The rules state that cars are not allowed to begin racing until they cross the startline, but Herbert passed Alesi's Sauber before.

"I think it was harsh," said Herbert. "I thought Alesi had a problem because he was revving the engine. Had I braked, I'd have been passed on the restart."

Schumacher suffers first serious injury of career

MICHAEL SCHUMACHER'S HEAD-ON shunt at Silverstone, which broke the tibia and fibula of his right leg, was the first hospital-inducing crash of the double-world champion's career.

The race had already been aborted due to Zanardi and Villeneuve's stalled cars on the grid.

"I was told over the radio that the race had been stopped," said winner David Coulthard. "If Michael was on the inside of Eddie, there is no way he could have seen the red flags because

there weren't any on the inside of Stowe."

After the accident, caused by rear brake failure, Michael was taken to Northampton General Hospital, where he was operated on.

Schumacher has had two other big crashes in his career. At Suzuka in 1992 he went off backwards at the 175mph 130R corner in his Benetton, and at Spa in '96, for Ferrari, he crashed at Fagnes corner, breaking the steering wheel and causing minor damage to his legs.

DARREN HEATH



Pits, camera, action! The revolutionary new camera

I-Spy in the pitlane...

A REVOLUTIONARY REMOTE camera was used in the pitlane above the garages of the top four teams at Silverstone.

Capable of moving at 12 metres per second along a scaffolding skeleton, and operated by a cameraman sitting above garage zero (alongside McLaren), the ITV camera pursued cars as they came in for their pitstops. A similar device was used at the last Olympics in Atlanta.



STEVEN TEE/LAT

Tour de Jarno

JARNO TRULLI embarked on a new fitness regime – cycling. Prost's lead driver cycled 55 miles on Thursday along the main roads surrounding Silverstone. "The weather was nice," he said, "but some of the roads [A43 in particular] are dangerous." Stick to race tracks, Jarno.



'DC was brilliant under pressure in the closing stages and crossed the line a British winner of the British GP. Hill is retiring: long live DC and Irvine'

Frentzen. He was fifth, behind Hakkinen, Coulthard, Irvine... and Michael.

He could see Irvine and Michael dodging from side to side as they flew through Becketts. He was head down as they entered the straight, aware of the Jordans in his mirrors. Then, abruptly on the radio: "Red flag. Red flag."

Ahead, Michael was diving inside Irvine but the next instant he was off, ploughing straight into the tyre wall. The red flags were on display. He braked and changed down. For sure Michael, unsighted by Irvine, had not seen the red flags. And it was true: still racing hard, Michael had suffered a catastrophic rear brake failure, had steered to avoid Irvine and broken two bones in his right leg.

On the grid they told him that Michael was okay, that he had tried to lift himself from his car but had then waited for assistance. Probably he had injured a leg. Ralf took a bathroom break, cleared his mind and concentrated on the restart.

Again he was devastating, although this time he was forced to tuck in behind Frentzen. Hakkinen, Irvine, Coulthard, Frentzen, Ralf. Behind were Damon, the Stewarts, the BARs, the Saubers.

The race was fragmented twice by the Safety Car, and was hectic and hard all the way. Hakkinen's lead disappeared with a left-rear wheel vibration problem. He stopped twice before the wheel parted company - fortunately near the entrance to the pitlane. He continued for



Diniz (left) picked up a point; Barrichello (above) picked up a flat but finished eighth. Hakkinen (below) had some of DC's bad luck and was pulled in after his rear wheel fell off and damaged the car



a while, bravely, but then Ron Dennis decided not to take further risks. This race was now in the hands of DC, who had overtaken Irvine in the pitlane. DC was brilliant under pressure in the closing stages, nervous of punctures or of something going wrong, and crossed the line a British winner of the British GP. Hill is retiring: long live DC and Irvine. ▶

JOYRIDER KILLED

A man was killed at Silverstone when the MGF road car he was in overturned at Vale corner late on Friday night. The dead man and the three other occupants of the car were all members of the Royal Navy.

The 32-year-old driver of the car was arrested on suspicion of manslaughter, and health and safety officers were drafted in to establish the liability of the track, until which time no comment could be made by Silverstone Circuits Ltd.

Four wheels good, three wheels bad for Hakkinen

MIKA HAKKINEN LOOKED set for victory until he had wheel-nut trouble (right).

At his first pitstop the nut of his rear-left got cross-threaded - and this same wheel parted company with his car at the exit of Luffield on lap 28. He later retired with a damaged brake disc caused by running on three wheels.

"For some reason the wheel-nut came loose," said Adrian Newey. "We'll have to look at it back at the factory to understand why."



Will he, won't he? The saga that is Damon Hill's final season continued with his strong fifth-place finish. The fans showed they appreciated him - and he them



Fiat top the 100 mark

FIAT MARKED THEIR centenary - and 30 years since they bought Ferrari - at the British GP with the dates 1899-1999 on the nose of the F399s. Ferrari President Luca di Montezemolo said before the race: "Of course we want to win; that is what I prefer to do. We celebrated 50 years of Ferrari last year and didn't win the title, so it would be nice to get a good result this weekend." Hmm.

Benetton's poor show

FISICHELLA'S SECOND PLACE in Canada proved to be a false dawn for Benetton. At Silverstone they plumbed new depths when Giancarlo and Alex Wurz qualified 17th and 18th respectively. Technical director Pat Symonds said: "No matter what we did today, we didn't get any response. The car was not working." Ex-Ferrari designer Enrique Scalabroni could join the team to help rectify things.



Benetton reached new depths of despair after another bad weekend



The boy's done good. Ralf drove a blinder despite an inferior car and the knowledge that his brother was in hospital after a high-speed crash. Commitment

'DC had raised his arms on the podium; Ralf, who had been awesome in the much less powerful, but now much-improved Williams, was on his left'

Back in third place, though, Ralf was putting together the drive of the race. He had passed Frentzen in the pitlane and was now under sustained pressure from a man whose engine was more powerful and who had a chassis to match.

Ralf beat him, though, through Copse and Becketts – through two of the most demanding corners in grand prix racing. By the time they got to the Complex,

where Frentzen had more mechanical grip, Ralf had margin enough. Once, a few minutes from the end, Frentzen ran wide into Brooklands in frustration. The podium place was Ralf's.

It was a great race, Silverstone, and a great day for DC. Irvine was good, too, a perfect complement to the unlucky Michael. And Ralf, under the pressure of his brother's injury, showed that he is

much more than the other Schumacher. His priority after the race was to ride to the hospital; until then, it had been to Williams.

To Williams, who, 20 years before to the day, had scored their first ever grand prix win.

"I remember being there with Frank, long after all the crowds had left the circuit," said Virginia, his wife. "We just sat there, smiling."

Long after the crowds left Silverstone this year, the memory was still vivid: DC had raised his arms on the podium; Ralf, who had been awesome in the much less powerful, but now much-improved Williams, was on his left. 1

DODGY ELECTRICS

All the timing information went haywire at the second start of the race after the main electronic loop on the finish line was destroyed by a car.

Back-up systems kept the main timing system working, though for a while there were some bemused faces down the pitlane before the power supply was restored.

The F1 superteam with everything BAR reliability

"OUR INCREASED RELIABILITY has turned out to be a fallacy," said BAR boss Craig Pollock.

Yes, it was another disastrous weekend, with neither car finishing the race: Villeneuve's day ended with an oil leak; Zonta's with brake problems. The team suffered four failures on race day: Villeneuve had a gearbox problem at the first start and Zonta's hydraulics failed during the warm-up.

"If you'd asked if I expected reliability problems early on, I'd have said yes. If you'd asked me if I thought we'd have no points by now, I'd have said no" said Adrian Reynard.



BAR woes – another day, another retirement

RACE FACTS BRITAIN

Weather Sunny; Track temperature 40 degrees; Lap distance 3.194 miles; Laps 60; Race distance 190.640 miles; Attendance 245,000

QUALIFYING TIMES

Mika Hakkinen took his 16th career pole position. Damon Hill put in his most competitive qualifying performance of the year to take sixth place

Position	Driver	Time
1	Mika Hakkinen	1:24.804
2	Michael Schumacher	+0.419
3	David Coulthard	+0.790
4	Eddie Irvine	+0.873
5	Heinz-Harald Frentzen	+1.187
6	Damon Hill	+1.295
7	Rubens Barrichello	+1.390
8	Ralf Schumacher	+1.634
9	Jacques Villeneuve	+1.915
10	Jean Alesi	+1.957
11	Johnny Herbert	+2.069
12	Pedro Diniz	+2.392
13	Alex Zanardi	+2.419
14	Jarno Trulli	+2.423
15	Olivier Panis	+2.739
16	Ricardo Zonta	+2.895
17	Giancarlo Fisichella	+3.053
18	Alex Wurz	+3.206
19	Toranosuke Takagi	+3.233
20	Pedro de la Rosa	+3.344
21	Luca Badoer	+3.891
22	Marc Gené	+3.968

THE FINAL STANDINGS

Final position	Driver & car	Total race time	Pos after lap 1
1	David Coulthard McLaren-Mercedes MP4-14	1:32:30.144	3
2	Eddie Irvine Ferrari F399	+1.829	2
3	Ralf Schumacher Williams-Supertec FW21	+27.411	5
4	Heinz-Harald Frentzen Jordan-Mugen Honda 199	+27.789	4
5	Damon Hill Jordan-Mugen Honda 199	+38.606	6
6	Pedro Diniz Sauber-Petronas C18	+53.643	9
7	Giancarlo Fisichella Benetton-Playlife B199	+54.614	14
8	Rubens Barrichello Stewart-Ford SF-3	+68.590	7
9	Jarno Trulli Prost-Peugeot AP02	+72.045	13
10	Alex Wurz Benetton-Playlife B199	+72.123	17
11	Alex Zanardi Williams-Supertec FW21	+77.124	12
12	Johnny Herbert Stewart-Ford SF-3	+77.709	10
13	Olivier Panis Prost-Peugeot AP02	+80.492	17
14	Jean Alesi Sauber-Petronas C18	1 lap behind	8
15	Marc Gené Minardi-Ford M01	2 laps behind	19
16	Toranosuke Takagi Arrows A20	2 laps behind	18
NOT CLASSIFIED			
	Ricardo Zonta BAR-Supertec 01	brakes – 41 laps	16
	Mika Hakkinen McLaren-Mercedes MP4-14	brakes – 35 laps	1
	Jacques Villeneuve BAR-Supertec 01	oil leak – 29 laps	11
	Luca Badoer Minardi-Ford M01	gearbox – 6 laps	20
	Pedro de la Rosa Arrows A20	gearbox – 0 laps	–
	Michael Schumacher Ferrari F399	did not restart	–

FASTEST RACE LAPS

Hakkinen set his best lap after losing the lead with wheel problems. Hill proved faster than Frentzen, and Diniz faster than Sauber team-mate Alesi

Position	Driver	Time (lap)
1	Mika Hakkinen	1:28.309 (28)
2	Eddie Irvine	+0.473 (54)
3	David Coulthard	+0.537 (47)
4	Damon Hill	+0.943 (48)
5	Heinz-Harald Frentzen	+1.021 (47)
6	Ralf Schumacher	+1.105 (26)
7	Rubens Barrichello	+1.184 (49)
8	Pedro Diniz	+1.510 (27)
9	Johnny Herbert	+1.794 (53)
10	Giancarlo Fisichella	+1.987 (54)
11	Jean Alesi	+2.025 (37)
12	Alex Zanardi	+2.213 (41)
13	Ricardo Zonta	+2.302 (27)
14	Alex Wurz	+2.316 (40)
15	Olivier Panis	+2.484 (41)
16	Jarno Trulli	+2.655 (52)
17	Jacques Villeneuve	+3.033 (18)
18	Marc Gené	+3.303 (44)
19	Luca Badoer	+4.100 (3)
20	Toranosuke Takagi	+4.133 (22)
21	Pedro de la Rosa	no time
22	Michael Schumacher	no time

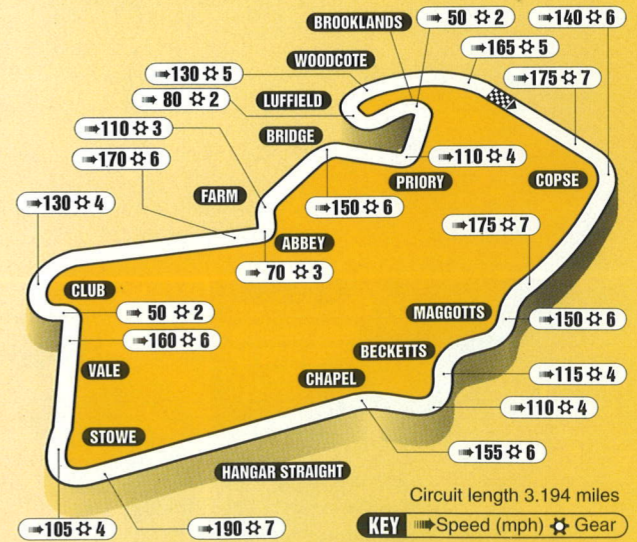
DID YOU KNOW?

It's 34 years since British drivers finished first and second at their home grand prix. Jim Clark and Graham Hill achieved this feat in 1965. In fact, Brits filled the first five places that year – John Surtees, Mike Spence and Jackie Stewart completing the set. It's 10 years since McLaren won at Silverstone, Alain Prost taking the 1989 spoils. Silverstone's average width is 15 metres. Twelve-thousand Damon Hill caps were sold at the weekend

FASTEST 'IN-PIT-OUT' LAPS

Irvine's in-lap on his final pitstop was the fastest of all: 1m33.896s. Hakkinen was stationary for 47.874s when his rear wheel nut cross-threaded

Position	Driver	Time
1	David Coulthard	3:20.942
2	Eddie Irvine	+0.063
3	Heinz-Harald Frentzen	+1.498
4	Damon Hill	+2.016
5	Rubens Barrichello	+2.695
6	Ralf Schumacher	+3.416
7	Johnny Herbert	+3.485
8	Pedro Diniz	+4.831
9	Alex Wurz	+5.008
10	Giancarlo Fisichella	+5.212
11	Olivier Panis	+5.365
12	Jarno Trulli	+5.372
13	Ricardo Zonta	+5.660
14	Jean Alesi	+6.424
15	Marc Gené	+7.095
16	Alex Zanardi	+7.315
17	Toranosuke Takagi	+9.953
18	Mika Hakkinen	+27.873
19	Jacques Villeneuve	no time
20	Luca Badoer	no time
21	Pedro de la Rosa	no time
22	Michael Schumacher	no time



THE DOWN-THE-PUB FACT BIT

FASTEST THROUGH THE SPEED TRAP	Mika Hakkinen	121.794mph
SLOWEST THROUGH THE SPEED TRAP	Luca Badoer	111.666mph
FASTEST PITSTOP	Damon Hill	25.162s
SLOWEST PITSTOP	Luca Badoer	1:16.216s

OPTIMUM LAP BASED ON SECTOR TIMES
Irvine/Hakkinen/Hakkinen 1:28.009
SLOWEST LAP BASED ON SECTOR TIMES
Badoer/Badoer/Takagi 1:32.084
Diniz's sector times were never lower than eighth, while Alesi's were never higher than 11th

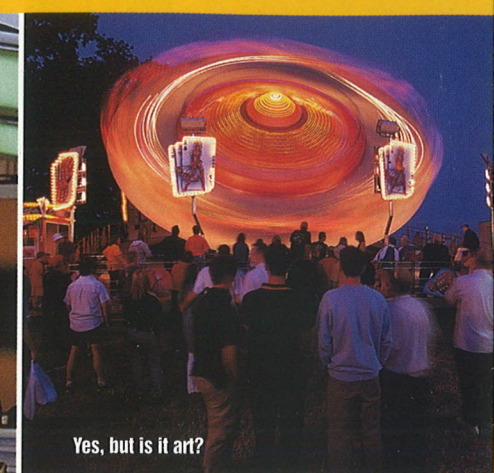


Brian, the RAC patrolman, always liked to turn up unannounced

CHRIS DIXON, GAVIN LAWRENCE/LAT. CHARLES COATES/LAT. STEVEN TEE/LAT



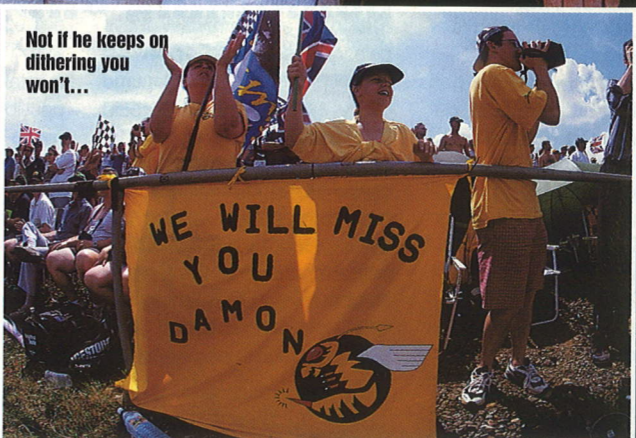
Gail, Mel and Nell try not to laugh as Ralf says hello to Jordan...



Yes, but is it art?



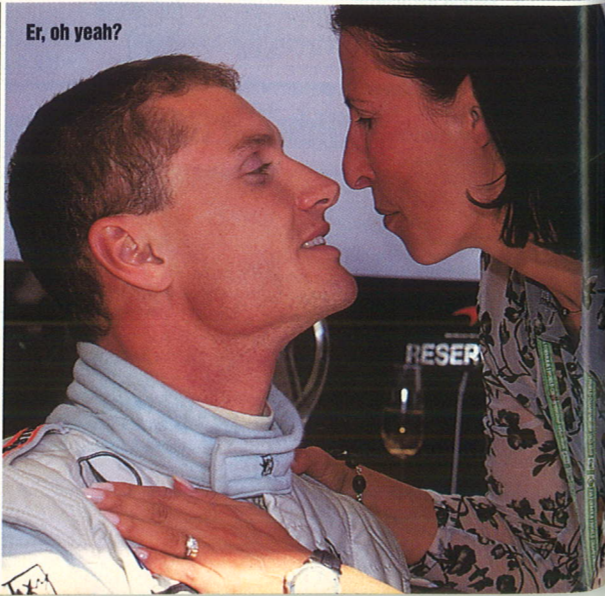
Staple racing diet, the McSilverstone



Not if he keeps on dithering you won't...



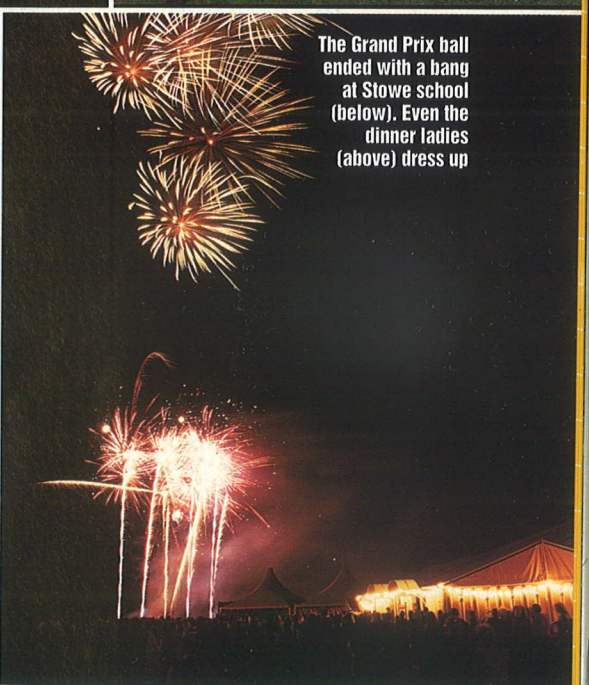
Eddie always puts protection at the top of his list



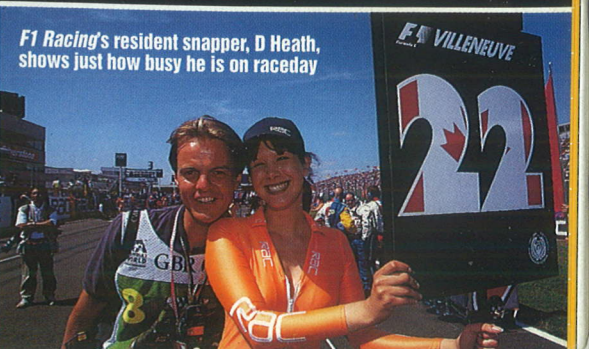
Er, oh yeah?



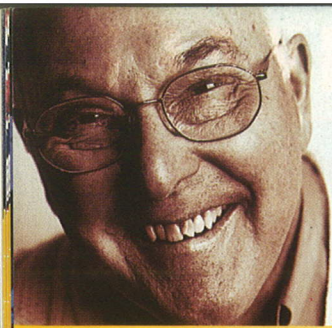
"Me, Schuey's subservient number two? I don't think so, do you?"



The Grand Prix ball ended with a bang at Stowe school (below). Even the dinner ladies (above) dress up



F1 Racing's resident snapper, D Heath, shows just how busy he is on raceday



MURRAY WALKER'S PREVIEW

All eyes on Irv's title bid

AFTER THAT ASTOUNDING race at Silverstone there's a black cloud hanging over Maranello. Who's going to take Michael's place? Whoever it is won't be in the same league and that's going to lose Ferrari, who still lead the constructors' championship, valuable points to the mighty McLaren, whose superstar driver pairing is now by far the best there is.

The man who joins Eddie Irvine will have a heavy load on his shoulders in Austria, in Germany and, I would expect, in Hungary too. Because I can't see Michael being back before Spa at the end of August. By then, his hopes of a Ferrari title will be out of the window if Hakkinen and McLaren keep up their strike rate.

So, all eyes on Irvine in Austria! He's only eight points behind Mika and, with a free rein and all of Ferrari's

'All change? I don't think so, but things are definitely more competitive'

efforts behind him, he could be in with a shout. And now that Coulthard's broken the psychological barrier with his gritty win at Silverstone he could make it two in a row in the Styrian Mountains. Remember last year? He started 14th on the grid after a wet qualifying,

rejoined the race last after being pushed off by the joint efforts of Salo and Takagi, and still finished second. Silverstone showed that things are closing up. Ralf Schumacher on the podium for Williams, after a stunning drive that defeated both Jordans, means we can now think of five teams in terms of the podium – Ferrari, McLaren, Jordan, Williams and Stewart. GP racing needs unpredictability to maintain the excitement, and now it looks as though we've got it.

We start the second half of this great season with eight points covering the top three drivers, and two covering the top two constructors. All change? I don't think so, but things are definitely more competitive. **Murray Walker**

Irvine will get a chance to be a team number one sooner rather than later



Cars line up in the pitlane last year before going out onto the scenic A1-Ring

Once-proud track with something still to offer

THERE WAS a time when Austria could proudly shout that it had the greatest grand prix circuit of them all. The Österreichring had everything. It was nearly as fast as Silverstone (at a time when the Northampton airfield was really fast) but far more challenging, and was unrivalled in its backdrop as it swept around the foothills of the Styrian Mountains. But best of all, everybody loved going there: the drivers, teams and the press.

In 1987, the race was restarted twice as cars pinballed between the barriers on the narrow startline. Safety, not surprisingly, became an issue and the circuit became just a memory after that.

While the scenery remains the same, today's A1-Ring, which was reinstated to the calendar in 1997, is an entirely different circuit. To meet the FIA's safety standards, it has been ruthlessly emasculated at a cost of \$29 million.

But to its credit, the track has brought surprises aplenty in both of its grands prix to date, and

overtaking has actually proved possible. Not bad for a state-of-the-art, so-called sterile '90s facility. Not bad at all.

CLASSIC MOMENTS

Mika Hakkinen was having to fight for his victories by this stage of the season last year because the Schumacher/Ferrari machine was a real force to be reckoned with.

Saturday qualifying was wet, and although this created a lottery, two well-deserving drivers – **Giancarlo Fisichella** and **Jean Alesi** – stole the front row with cars that couldn't have possibly been up there in dry conditions.

But halfway through the first lap both Hakkinen and **Michael Schumacher** were out in front. The Ferrari hounded the McLaren for 17 laps, until Michael made an uncharacteristic mistake, ran into the gravel and ripped his front aerodynamics to shreds. He then fought back from a lengthy pitstop to finish third – but not before a sparkling battle with his brother Ralf and **Eddie Irvine** suffered



Euphoria at Benetton after Giancarlo Fisichella clinches pole in 1998



Alex Wurz won't be short of local support

a mysterious brake problem.

David Coulthard also starred having started from 14th on the grid. He was harpooned by the entire Arrows team at the second corner, which saw him require a new nosecone. He then fought his way from the back to be second.

Jacques Villeneuve won an exciting race in 1997. It was one that marked out **Jarno Trulli** as a future star. The Italian not only led the event (his 14th GP) in a Prost, but he also built up a big gap to Villeneuve's pursuing Williams. Until his engine blew up.

Bridgestone tyres were the thing to have in Austria that year, and the race proved to be one of **Jan Magnussen's** most competitive F1 showings, running in the points until his engine also blew.

The Austrian Grand Prix had a 10-year sabbatical between 1987 and 1997. **Nigel Mansell** won that last race, which paved the way for one of Murray Walker's greatest blunders. Mansell banged his head on a steel girder en route to the podium and Murray then jabbed the resultant bruise with his finger

during an interview later the same day. Ouch!

The 1986 event also played host to the awesome turbo cars of the era, and Benetton took their first United Colors front row. **Gerhard Berger**, in front of his home crowd, reputedly saw a read-out of 1400bhp from his BMW engine – just before it blew-up during qualifying. And he wasn't even on pole! That honour fell to his Italian team-mate, **Teo Fabi**. But the Benettos faded during the race, leaving **Alain Prost** to take the last of his three victories at the track – two for McLaren, one for Renault.

The most famous Austrian Grand Prix has to be the 1982 event. With three laps to go, **Elio de Angelis**, in the unfancied Lotus, found himself in the lead courtesy of Alain Prost's blown Renault turbo. The Williams of **Keke Rosberg**, who went on to become world champion, was second and catching the Italian hand over fist. On the last lap, and as they reached the last corner (the Rindt Kurve), the Finn tucked under the Lotus' rear wing and moved to

pass it on the start-finish straight. He finished 0.125 seconds shy. This was the last win for Lotus with Colin Chapman at their helm.

ANORAK HEAVEN

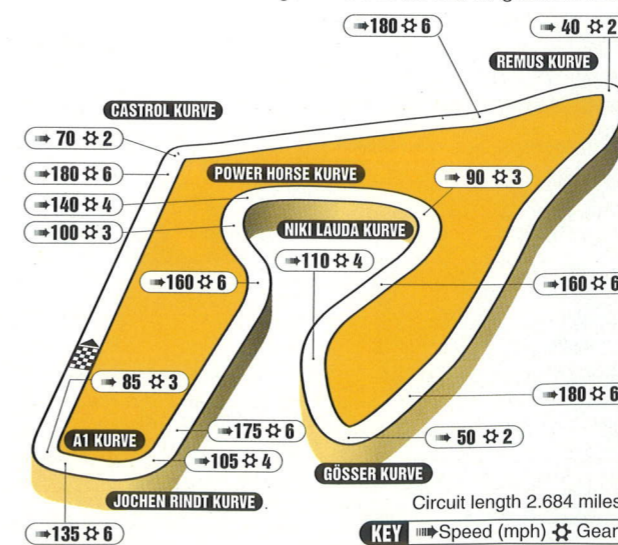
The first Austrian Grand Prix, in 1964, was held on the Zeltweg airfield, not far from the site of the Österreichring and latterly the A1-Ring. This race track provided Lorenzo Bandini with his only grand prix victory.

Austria has produced two world champions: Jochen Rindt, the only man to win the title posthumously, in 1970, who was actually born in Mainz, Germany, and Niki Lauda, who won in 1975 and '77 for Ferrari and 1984 for McLaren.

The Österreichring has always had a propensity for producing the unusual. In 1975, Vittorio Brambilla scored his only GP win, and crashed his March when he took both hands off the wheel to celebrate crossing the line! A year later John Watson, as promised, shaved off his beard when he scored his first GP win. This was also Penske's only F1 victory.

HOW TO GET THERE

The A1-Ring lies some 40 miles north-west of Graz. Airtrack (01895 810810) offer two different tours to the race, their cheapest being £345. Motor Racing International (01304 612424) offer two tours, their cheapest being a two-day trip costing £199. If all you need are tickets, call Just Tickets on (01304 228866).



PREVIEW AUSTRIA

Round 9 A1-Ring 25 July 1999

PAST RESULTS

1998 TOP SIX

- 1 **Mika Hakkinen**
McLaren-Mercedes MP4-13, 126.009mph
- 2 **David Coulthard**
McLaren-Mercedes MP4-13, 125.883mph
- 3 **Michael Schumacher**
Ferrari F300, 125.107mph
- 4 **Eddie Irvine**
Ferrari F300, 124.996mph
- 5 **Ralf Schumacher**
Jordan-Mugen Honda 198, 124.844mph
- 6 **Jacques Villeneuve**
Williams-Mecachrome FW20, 124.786mph

POLE POSITION

Giancarlo Fisichella Benetton-Playlife B198
1m29.598secs, 107.842mph

PREVIOUS WINNERS

- 1997 **Jacques Villeneuve**
Williams-Renault
- 1987 **Nigel Mansell**
Williams-Honda
- 1986 **Alain Prost**
McLaren-TAG Porsche
- 1985 **Alain Prost**
McLaren-TAG Porsche
- 1984 **Niki Lauda**
McLaren-TAG Porsche
- 1983 **Alain Prost**
Renault
- 1982 **Elio de Angelis**
Lotus-Ford
- 1981 **Jacques Laffite**
Ligier-Matra
- 1980 **Jean-Pierre Jabouille**
Renault
- 1979 **Alan Jones**
Williams-Ford

WHEN TO WATCH IT

- Qualifying
11.20 Saturday 24 July
 - The Race
12.15 Sunday 25 July
 - Highlights
23.45 Sunday 25 July
- Times subject to change



Chaos in '87: two startline shunts led to the race being dropped from the calendar for 10 years

PREVIEW GERMANY

Mercedes out to crash Schumacher's party

One hundred thousand Dekra baseball caps, red smoke fire crackers, German flags and 200mph plus straights will greet Schuey as he attempts to win a second home grand prix

ONLY 30,000 PEOPLE saw the 1983 German GP. The crowd figure in 1995 was 150,000. It doesn't require a huge leap of intelligence to realise that the Michael Schumacher factor has transformed this event.

Every year the crowd is a sea of red: hats, T-shirts, flags and fire-works all devoted to the adulation of one man. Okay, so it's the same for a lot of drivers at their home event, but the enthusiasm of the Germans has struck new levels of worship, and in some cases fanaticism. It has even been known for Schuey's rivals to be both threatened and intimidated by the fans, much, it has to be said, to Michael's complete disgust. The effect is so overwhelming, that there are occasions during the German GP weekend when you could be forgiven for thinking that Heinz-Harald Frentzen is a Frenchman.

Hockenheim offers a unique opportunity to see Formula 1 cars pushed to the very edge of their capabilities. With its long straights – spattered with chicanes – the cars are set up with

the minimum of aerodynamic downforce and they will exceed 200mph at three points on the circuit as they blast through the Odenwald forest. When they arrive at the twisty Stadium Complex at the lap's end, they do so with a distinct lack of grip, which makes for entertaining viewing – and passing opportunities.

CLASSIC MOMENTS

Mika Hakkinen and **David Coulthard** were first and second in last year's German Grand Prix, ending the Three-Pointed Star's 45-year victory wait on their home soil. It was a fairly straightforward win for the Silver Arrows, with only **Ralf Schumacher** in the Jordan providing any real resistance before the first stops. His brother Michael put in a curiously off-song performance. He was ninth in qualifying, three places adrift of **Eddie Irvine**, and



LAT ARCHIVE

finished fifth in one of his worst races of the year.

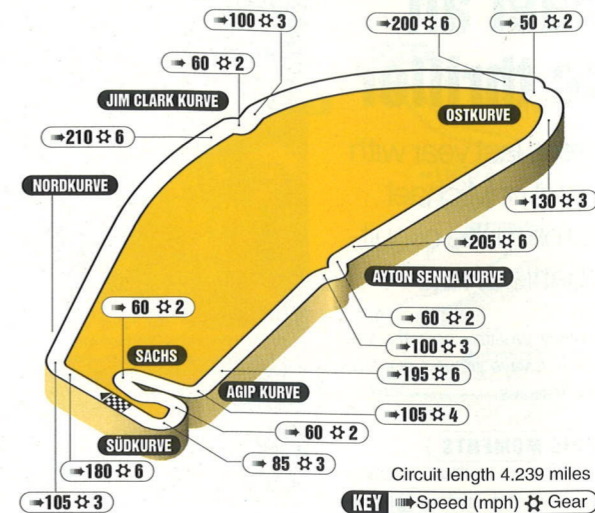
In contrast, reigning champion **Jacques Villeneuve** enjoyed his most competitive outing of the year for Williams, finishing on the podium just three seconds down the road from Coulthard.

Gerhard Berger won a very dramatic and emotional race in 1997, his first back from illness and the death of his father. It was also the first time that the Austrian had looked truly competitive since his return to Benetton in 1996. He dominated the entire meeting, taking pole and leading for most of the race. His only competition was **Giancarlo Fisichella** in the

Jordan-Peugeot, who led in the early stages but was scuppered by a puncture. Michael Schumacher finished second with Hakkinen third. **Jarno Trulli** also scored his first ever points for Prost with fourth.

Damon Hill won in 1996, making up for crashing out of the lead of the race the year before. Michael Schumacher took up the reins and scored his only German Grand Prix victory so far. He could have won the year before but for a rare Ford engine failure during his championship year.

The 1994 event fell to Gerhard Berger, his only win for Ferrari in his second stint with the team.



run down to the Jim Clark Chicane during qualifying last year.

Bernie Ecclestone's favourite gadget, digital TV, was introduced to F1, and the rest of the world, at the 1996 German GP.

Jochen Rindt won the first grand prix to be held at Hockenheim, in 1970. It was also the closest ever German GP finish, his Lotus 72 pipping Jacky Ickx's Ferrari by just seven-tenths of a second.

The Hockenheim circuit was built in 1932 for motorcycle testing, and Tarmac wasn't laid down until 1938.

The German GP has had two other homes. Avus in Berlin hosted the event in 1926 and 1959 – the

latter race remains the only grand prix to be purposely held over two heats – while the fearsome Nürburgring ran the event from 1927 to 1939 and 1950 to 1976.

HOW TO GET THERE

Only an hour away by plane, the German Grand Prix falls into the cheaper bracket of flyaway races. Page & Moy (0116 250 7007) can do you a two-night deal for as little as £130. Airtack (01895 810810) will also fly you out. Motor Racing International (01304 612424) are doing coach trips from £150, but if you want to drive yourself, then Just Tickets (01304 228866) can organise your passes out.

The Austrian and his team-mate **Jean Alesi** had taken the front row for that event, but it is remembered for a 12-car shunt at the start triggered by Hakkinen's McLaren-Mercedes. **Olivier Panis** and **Eric Bernard**, in the normally uncompetitive Ligier-Renaults, came home second and third.

Patrick Tambay scored an emotional win for Ferrari in 1982. The Frenchman filled the seat of the late Gilles Villeneuve at Enzo's request. But during a wet practice session, the championship leader and Tambay's team-mate, **Didier Pironi**, crashed into **Alain Prost** when unsighted by rain hanging in the trees. The impact crushed Pironi's legs and ended his career. Tambay decided to race on and won after **Nelson Piquet** was famously taken out while lapping **Eliseo Salazar**.

Ferrari were in the news in 1977 too. **Niki Lauda** returned to Germany a year after cheating death in his fiery accident at the Nürburgring, and won. He staved off the Wolf of **Jody Scheckter** to score his only German GP win.

ANORAK HEAVEN

Hockenheim has by far the fastest straights F1 cars run on these days. David Coulthard's McLaren was clocked at 222mph on the

PREVIEW GERMANY

Round 9 Hockenheim 1 August

PAST RESULTS

1998 TOP SIX

- 1 **Mika Hakkinen**
McLaren-Mercedes MP4-13, 141.677mph
- 2 **David Coulthard**
McLaren-Mercedes MP4-13, 141.664mph
- 3 **Jacques Villeneuve**
Williams-Mecachrome FW20, 141.602mph
- 4 **Damon Hill**
Jordan-Mugen Honda 198, 141.467mph
- 5 **Michael Schumacher**
Ferrari F300, 141.309mph
- 6 **Ralf Schumacher**
Jordan-Mugen Honda 198, 140.814mph

POLE POSITION

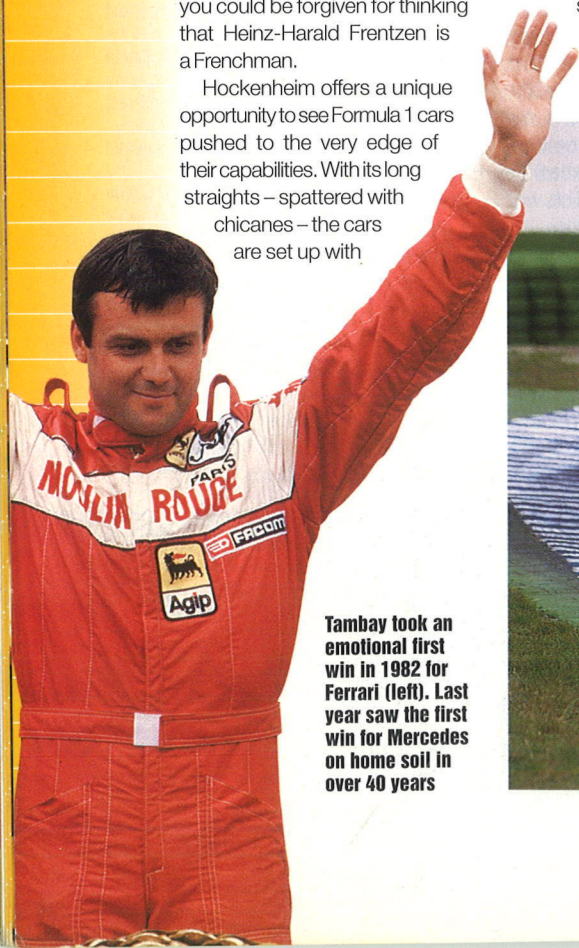
- Mika Hakkinen**
McLaren-Mercedes MP4-13 1m41.838secs, 149.885mph

PREVIOUS WINNERS

- 1997 **Gerhard Berger**
Benetton-Renault
1996 **Damon Hill**
Williams-Renault
1995 **Michael Schumacher**
Benetton-Renault
1994 **Gerhard Berger**
Ferrari
1993 **Alain Prost**
Williams-Renault
1992 **Nigel Mansell**
Williams-Renault
1991 **Nigel Mansell**
Williams-Renault
1990 **Ayrton Senna**
McLaren-Honda
1989 **Ayrton Senna**
McLaren-Honda

WHEN TO WATCH ITV

- Qualifying
11.30 Saturday 31 July
The Race
12.15 Sunday 1 August
Highlights
01.15 Monday 2 August
Times subject to change



Tambay took an emotional first win in 1982 for Ferrari (left). Last year saw the first win for Mercedes on home soil in over 40 years



CHARLES COATES/LAT ARCHIVE



STEVEN TEE/LAT ARCHIVE

Michael Schumacher (top left) took his first and only German GP win in 1995, for Benetton. Every year (left) the stands become a sea of red thanks to a flood of Dekra caps. Schuey has rekindled the fans fire for racing. Gerhard Berger (right) returned from illness and the death of his father in 1997 to dominate the event. It was his only victory for Benetton during his second stint with the team. He won the race for Ferrari in 1994 as well (above)



MARTYN ELFORO/LAT ARCHIVE

Mika and Michael all set for strategic thriller

Schumacher beat the McLarens last year with a bit of smart strategy – and a lot of Michael magic. Now the title fight returns to the circuit of no overtaking for another battle of wits

It's tight, twisty, slippery, has many critics and, if the truth be known, is not very fast. But the thing is, the Hungaroring invariably produces a good grand prix.

Sometimes this is down to the nature of the track combined with the lack of overtaking chances, which binds the leaders so closely together. Other times it's the sheer bloody-minded, storming drives from Schumacher or Hill that keep you glued to your television sets. But, whatever the reason, the Hungarian Grand Prix consistently defies those who insist on saying that F1 is boring!

Built in a natural amphitheatre, the Hungaroring circuit drops into a valley after the first corner hairpin, stretches out for a mile then comes back up again for the final hairpin and start/finish straight. Due to the nature of the track, the crowds tend to mass high up on the hills surrounding it.

Though Hungary itself is not a

particularly wealthy country, the race has always proved popular with the masses.

CLASSIC MOMENTS

What follows is the defining moment in the history of the Hungarian GP: 1989, lap 53, **Stefan Johansson** accelerates along the fast uphill straight running out of the new right-hander (replacing a chicane), his lilac blue and pink Onyx ORE 1 remaining on the dirty left-hand side of the circuit. The Swede has seen a flash of **Ayrton Senna's** yellow crash helmet in his mirror while braking for Turn Three, and is waiting for the McLaren-Honda to blast past.

Senna, tucked under the Onyx's rear wing, jinks slightly right. Then, violently, aggressively and out of nowhere, a Ferrari veers across the width of the circuit, spitting pieces of discarded tyre off line into the air and onto the verge. Before Senna has completed his



LAT ARCHIVE, ILLUSTRATION: ALAN ELDRIIDGE

manoeuvre, **Nigel Mansell** has passed them both, in perhaps his boldest overtaking move. It proved to be his most dramatic win, but then weren't they all?

Last year's race saw another great Ferrari drive, with **Michael Schumacher** and technical director Ross Brawn at their charging and tactical best. They outwitted the superior McLaren-Mercedes, while Schuey put in one of his greatest drives.

Having run behind the McLarens (both on two

stops) in the early stages, Michael and the Ferrari team led Ron's brigade into believing they were adopting a similar strategy, until the second stop. After that came a barrage of blistering qualifying-type laps which overwhelmed McLaren. In his defence, **Mika Hakkinen's** steering turned out to be broken – but even he admitted he'd been beaten.

In 1997, **Damon Hill** decided to drive for Arrows and, except for Hungary, it proved a very bad choice. But in 1997, Bridgestones were

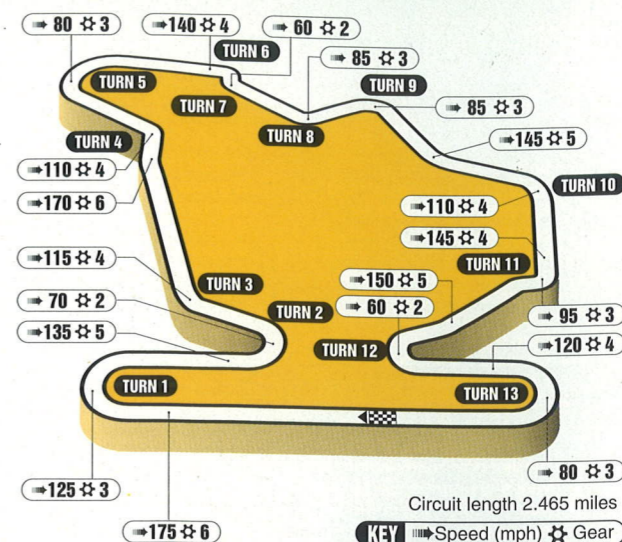
the thing to have here at the Hungaroring, and Damon made the most of his, lining up third on the grid.

Having outbraked Schuey's Ferrari into the first corner early on in the race, Hill proceeded to lead, controlling events from the front with consummate ease. Then, just when everybody thought that Damon might pull off the shock result of the century, his hydraulic pressure dropped with five miles to go. Locked in second gear, he was powerless to stop **Jacques Villeneuve's** Williams-Renault from sweeping past and taking the win.

Hungary has a special link to Britain's last two champions: in 1992, Mansell finally clinched the title he felt was long overdue, although Senna won the race; the following year, Hill scored his first victory, having been forced to retire at the previous grands prix, Silverstone and Hockenheim, while leading.

ANORAK HEAVEN

When the grand prix teams first went to Hungary in 1986, the country was still part of the Soviet-controlled Eastern Bloc. It was the first time that F1 had ventured into the territory, although there had been talk of a grand prix in



Moscow in previous years.

The original circuit layout was changed after an underground stream was discovered under the first chicane.

The place seems to have a strange affiliation with Nigel Mansell. As well as sealing his title there in 1992, he lost the race in 1986 when a wheel nut fell off his Williams-Honda. And in 1988, he raced on despite suffering from a bout of chickenpox.

HOW TO GET THERE

Though not one of the cheapest events, the Hungarian GP is one of the more interesting stops on the calendar because Budapest is so

close by. Airtrack (01895 810810) will fly you there for as little as £540, while Page & Moy (0116 250 7007) offer a six-night coach trip for £455. Motor Racing International (01304 612424) also provide a number of choices. If you have your own travel plans but you need passes call Just Tickets (01304 228866).



PREVIEW HUNGARY

Round 11 Hungaroring 15 Aug 1999

PAST RESULTS

1998 TOP SIX

- 1 Michael Schumacher**
Ferrari F300, 108.162mph
- 2 David Coulthard**
McLaren-Mercedes MP4-13, 108.001mph
- 3 Jacques Villeneuve**
Williams-Mecachrome FW20, 107.407mph
- 4 Damon Hill**
Jordan-Mugen Honda 198, 107.228mph
- 5 Heinz-Harald Frentzen**
Williams-Mecachrome FW20, 107.204mph
- 6 Mika Hakkinen**
McLaren-Mercedes MP4-13, 106.683mph

POLE POSITION

Mika Hakkinen McLaren-Mercedes
1m16.973secs, 116.643mph

PREVIOUS WINNERS

- 1997 Jacques Villeneuve**
Williams-Renault
- 1996 Jacques Villeneuve**
Williams-Renault
- 1995 Damon Hill**
Williams-Renault
- 1994 Michael Schumacher**
Benetton-Ford
- 1993 Damon Hill**
Williams-Renault
- 1992 Ayrton Senna**
McLaren-Honda
- 1991 Ayrton Senna**
McLaren-Honda
- 1990 Thierry Boutsen**
Williams-Renault
- 1989 Nigel Mansell**
Ferrari
- 1988 Ayrton Senna**
McLaren-Honda

WHEN TO WATCH ITV

- Qualifying 11.30 Saturday 14 August
The Race 12.15 Sunday 15 August
Highlights 00.15 Monday 16 August
Times subject to change



MARTYN ELFORD/LAT, STEVEN TEE/LAT

Schuey (top left) was truly awesome for Ferrari in Hungary last year. Mansell (above) won the world title here in 1992. Damon (far left) won his first grand prix here a year later. Hill was always quick at the Hungaroring (centre) and nearly pulled off a blinder for Arrows in '97 (left). There is a silver lining joke here somewhere

F1 Fantasy

Fulfil your

HOW TO ENTER

- You have a budget of 'just' £40 million to spend on assembling your Fantasy F1 team. Out of this you need to select your engine, chassis and three drivers, at least one of whom must come from the £1 million category
- Create a name for your Fantasy F1 team
- Call 09068 891810 to register your team. At this stage you'll also be asked to predict how many points this year's champion will amass. Your forecast will come into play in the event of a tie-break. You might like to note that Hakkinen became the 1998 World Champion with 100 points
- You can enter as many teams as you wish, and at any time during the season, but only one team can be registered per telephone call to the 0891 number

HOW TO SCORE

- Just like real Formula 1, the top six finishers score points on the same basis used in the established 10-6-4-3-2-1 system. However, for Fantasy F1 players, all

drivers finishing in the top six are awarded an extra 10 points. So, for example, the driver finishing second gets six points plus an extra 10 points for being in the top six, thereby earning 16 points. Players will also earn/lose points in the following circumstances:

- Six points will go to the fastest driver in race day warm-up. The second-quickest gets five points, down to the sixth-fastest who receives a single point
- The driver making the fastest pitstop (pitlane entry to exit) during the race earns five points
- At the finish of the race, each place made up over the starting grid position will score that driver an extra point. Points are not lost for losing places
- The first driver to retire from the race will lose five points. Four are lost by the second driver retirement down to the forfeit of one point by the fifth driver to pull out
- The driver accredited with the fastest lap of the race will gain five points

- Pole position is worth five points
- A stop-go penalty (for whatever reason) loses the driver five points
- Five points will be awarded to the driver declared by *F1 Racing* as Driver of the Day
- Failure to qualify will mean two points being lost. If a driver fails to take the start on race day, but is on the FIA's published starting grid, then no points will be lost
- Drivers lose all points gained over the weekend if they are removed from the results, for whatever reason
- Scoring for a chassis is the same as that for a top six driver or an early retirement, but only the first chassis home can score for a team. Similarly, only one chassis loses points if it's among the first five retirements
- The rules for engines are the same as those for chassis, but without penalties
- Queries addressed to Jacqui Weston, *F1 Racing* 38-42 Hampton Road, Teddington, Middlesex TW11 0JE
- Technical helpline: 0181-288 1321

Fantasy F1 registration hotline:

09068 891 810

Fantasy F1 team positions:

09068 891 811

Top 50 Fantasy teams/race results:

09068 891 812



F1 SIM COMPACT

Top Prize PAGE & MOY

Fancy going to the Monaco GP in 2000? If you lead our Fantasy F1 table after the last race of 1999, a superb VIP trip courtesy of Page & Moy is yours! The prize includes three nights in a luxury hotel, grandstand tickets, flights and travel to and from the circuit.

Britain & Austria



The Fantasy F1 winners from the British and Austrian grands prix will each receive a fantastic limited-edition bundle packs from the leading supplier of PC hardware, Digital Edge. Included in the prize is the award-winning F1 SIM COMPACT steering wheel and pedal set for the PC, plus one free software racing game. What more could you ask for? Well, quite a bit actually, but get playing and get winning.

Last month's Fantasy F1 winners

Canada: Mr W Revale - Wills Wheelers: Diniz, Herbert, Gené, McLaren, Ford V10 (works) = 91 points
France: Ms N Green - NATS Team: Irvine, de la Rosa, Badoer, Prost, Ford V10 (works) = 76 points

THE RULES

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

Frentzen is climbing the Fantasy table after that GP win. Was he lucky for you too? Check your scores

Shopping list

You have £40 million to spend creating a team. We'll update the scores every issue and you can also use the 09068 numbers below to check on your progress

Name	Fantasy Price	Canada	France	Total
DRIVERS				
1 M Schumacher	£25m	5	17	149
2 M Hakkinen	£23m	24	29	166
3 J Villeneuve	£21m	0	0	-2
4 D Coulthard	£21m	1	8	63
5 D Hill	£19m	0	0	11
6 E Irvine	£19m	25	27	143
7 H-H Frentzen	£19m	0	32	90
8 A Zanardi	£16m	-5	0	-5
9 R Schumacher	£16m	22	27	106
10 G Fisichella	£11m	23	0	87
11 A Wurz	£11m	-5	0	17
12 M Salo	£11m	0	0	20
13 J Alesi	£11m	-3	-2	13
14 R Barrichello	£7m	4	19	49
15 J Trulli	£7m	-4	1	3
16 O Panis	£7m	6	0	19
17 P Diniz	£5m	23	-4	22
18 J Herbert	£5m	21	-5	15
19 T Takagi	£5m	0	0	25
20 R Zonta	£3m	-2	1	-1
21 J Verstappen	£2m	0	0	0
22 S Nakano	£2m	0	0	0
23 M Gené	£1m	14	-1	29
24 J Magnussen	£1m	0	0	0
25 J-P Montoya	£1m	0	0	0
26 D Franchitti	£1m	0	0	0
27 G Moore	£1m	0	0	0
28 P de la Rosa	£1m	0	8	40
29 N Heidfeld	£1m	0	0	0
30 R Rosset	£1m	0	0	0
31 J-C Boullion	£1m	0	0	0
32 S Sarrazin	£1m	0	0	0
33 L Redon	£1m	0	0	0
34 N Larini	£1m	0	0	0
35 L Badoer	£1m	6	16	32
36 J Müller	£1m	0	0	0
CHASSIS				
37 McLaren	£21m	20	13	100
38 Ferrari	£19m	14	12	118
39 Williams	£19m	13	13	74
40 Benetton	£16m	11	-1	56
41 Jordan	£16m	0	20	74
42 BAR	£13m	-2	0	1
43 Sauber	£13m	8	-4	7
44 Prost	£11m	-4	11	32
45 Stewart	£11m	11	9	40
46 Arrows	£7m	0	0	6
47 Minardi	£4m	0	-2	-11
ENGINES				
48 Mercedes	£22m	20	16	108
49 Ferrari	£19m	14	12	118
50 Mugen Honda	£16m	0	20	89
51 Supertec	£16m	16	13	95
52 Sauber Petronas	£12m	12	0	23
53 Peugeot	£10m	0	11	48
54 Ford V10 (works)	£7m	13	14	65
55 Ford V10 (customer)	£3m	11	0	11



WIN! a Sharp TV, N64 and top F1 game

So you know all about why Damon's quitting, you can recite the finishing order at Silverstone – you're totally up-to-date on all that's F1. But the question remains: can you drive?

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You can win Nintendo's mega new game, F1 World Grand Prix 2, a Nintendo N64 console and a superb Sharp, 76cm, flat display,



Dolby Pro-logic CTV, worth more than £1600. There are also copies of the game to give away to the five lucky runners-up.

All you have to do is answer this question: where and in what year did Rubens Barrichello take his first pole position in F1? Then, in no more than 10 words, complete this tiebreaker: "I would love to win a copy of F1 World Grand Prix 2 because..."

Just pop your answers and details on a postcard, and send them off to us at the address opposite...



F1 Grand Prix 2 Competition

F1 Racing, 38-42 Hampton Road, Teddington, Middlesex, TW11 0JE

Terms and Conditions Winners must be over 18 years of age and will be drawn at random from all correct entries received by the closing date. In the event of unavailability or alterations to the proposed prize, alternative prizes of equal value will be offered. The competition is open to all UK mainland residents except employees of Haymarket Publishing Ltd, any other companies associated with this competition and their families. By entering this competition entrants are deemed to have accepted the rules stated herein. All entries must be received by 20 August 1999.

NEXT MONTH

JACQUES

ROBERT WILSON



NEXT ISSUE ON SALE 20 AUGUST

black flag

Dear Damon,

I used to be indecisive, but now I'm not so sure. Is this the slogan you have decided to adopt in order to celebrate your retirement from F1? Just joking, of course. But I and many others derived huge amusement from the manner in which you wound up the reptiles during the recent Silverstone test.

The will-he-won't-he? uncertainty sent them into an editorial frenzy of the first order. Serve them right, I say.

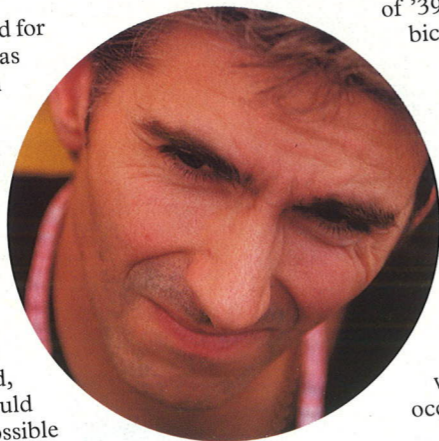
On the other hand, by the time the story came round for the fourth time, you'd have to agree that it was running a bit thin. In a week when Tim Henman actually began to look as though he might become the first Brit since Fred Perry to win a men's Wimbledon final, as Bernie wrestled with his bond, and Michael Douglas did likewise with Catherine Zeta-Jones, reheating the matter of the Hill retirement issue understandably dropped down amongst the editorial pre-qualifiers.

It seems unbelievable that it's only seven years since you made your F1 debut at Silverstone for the Brabham team, by then very much at their last gasp. Trogging around at the back of the field, struggling with a cockpit that was so tight you could only just select fourth and fifth gears, it was impossible to imagine that you would ever find your way into the cockpit of a Williams-Renault. Apart from your role as a test driver, that is.

Everybody can look back on their careers and see where the crucial break came. David Coulthard's fortunes were boosted in tragic circumstances after Ayrton Senna died. Eddie Irvine got his break with Jordan as a long shot after the old boys EJ initially recruited proved unexpectedly arthritic. Your big chance came when Noige (sic) headed for the Big Time in North America.

Trouble with all that, of course, was that Sir Frank and Patrick Head always tended to regard you as the boy from the shop floor who rose through the ranks to gain a key to the executive loo. Williams in those days was all a bit public school in the sense that it wouldn't have surprised me had they asked their drivers to don running shorts and jog for a lap round the snow-covered factory prior to any contractual negotiations.

Still, you got your own back in a sense. After they'd decided



'I thought your subsequent switch to Arrows-Yamaha in 1997 was reflective of a bang on the bonce'

to bin you following the 1995 Japanese Grand Prix, the psychological transformation which earned that win in Adelaide a fortnight later laid the foundations for your world championship title in '96.

We were all genuinely delighted when you clinched the title with that win at Suzuka. Not just because you'd beaten the whippersnapper in the other Williams - you know, the Mountie bloke whose hair changes colour when the sun comes out - but because you'd also seen off the Red Baron in the Ferrari.

I always thought your subsequent switch to Arrows-Yamaha in 1997 was reflective of an unreported bang on the bonce. Even Tom Walkinshaw's supposed magic touch was never likely to transform that old crate into a winner. Still, you did come close in Hungary. Thanks to Mr Bridgestone's rubber, of course.

If your career is remembered for anything else it will surely be for the Battle of Britain mentality which suffused the pitlane in the wake of your battles with the Schu. I remember in particular when he rammed you in Adelaide at the end of '94. Recollections of '39-'45 show. The usual xenophobic nostalgia and nonsense.

Happily, you chose not to hang around too long at the end of your F1 career, a lesson which your late lamented father failed to learn from his own contemporaries. Ironically, it was 24 years ago this Silverstone that Graham announced his official retirement, although by then F1 had pretty well given him up. Nevertheless, his valedictory lap was an understandably emotional occasion for the Great Unwashed.

So now, Damon, the rest of your life begins. Time to spend all that lovely money and live happily ever after with you and yours. Oh yes, and if you're looking for a tidy investment, why don't you have a look

at these bonds which, I understand, are secured against the future revenue of F1's television coverage.

A rum old deal, you say? Well, that's what the European Union seems to think about it. But I know this

bloke called Bernie Ecclestone who's done rather well out of them. What say you?

Here's hoping you enjoy a quiet life. Yours decisively,

the SCRUTINEER

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THE LATEST NEWS AND TEAM UPDATES AS THEY HAPPEN

F1 RACING MAGAZINE INFORMATION HOTLINE

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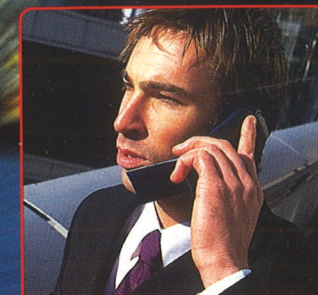
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