

RacingLine

November 1999

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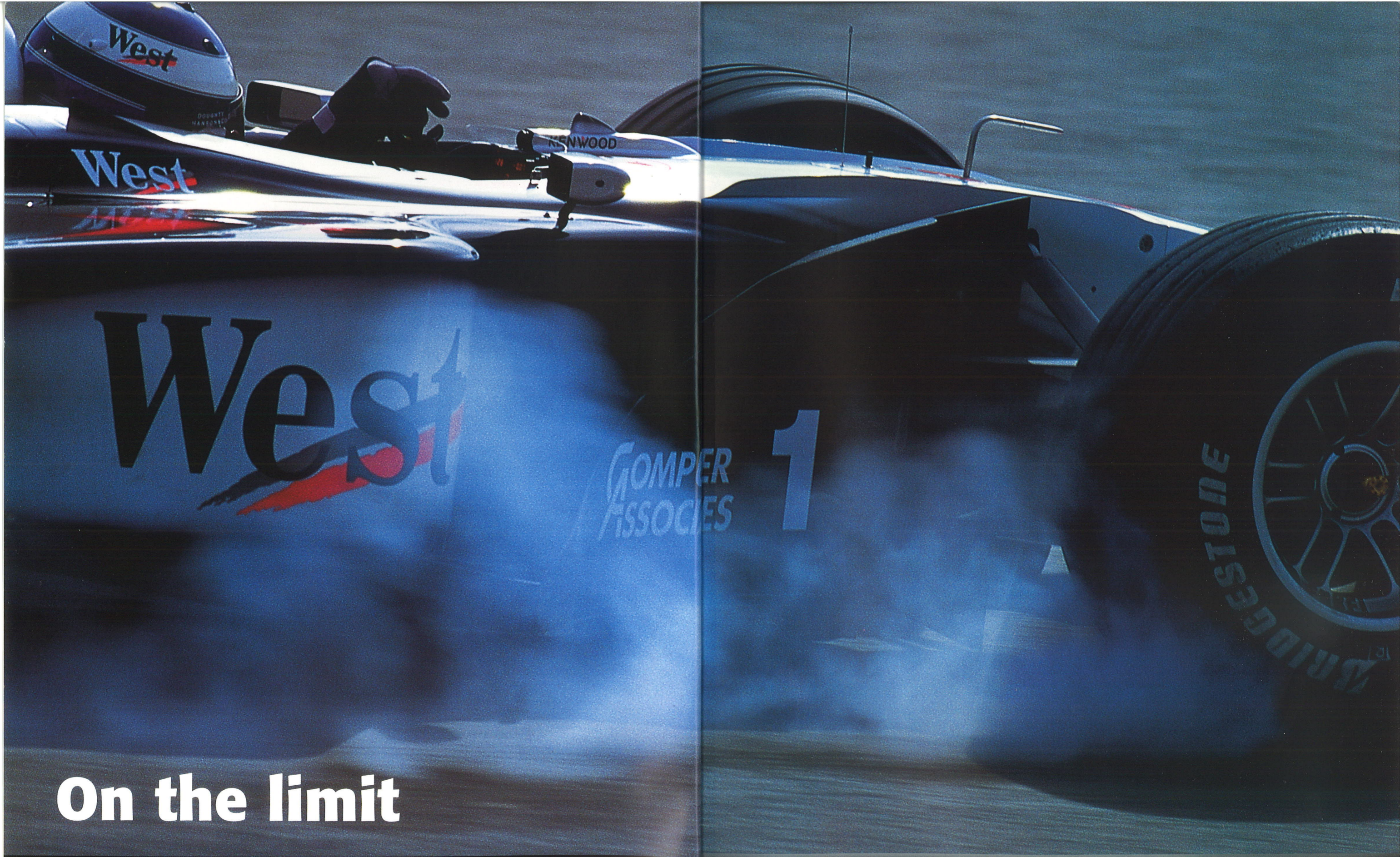
WORLD RECORD

Drag Queen

0-100mph-0 in 11.5 seconds



Plus: Adrenaline comes to the UK ■ Inside the team transporters



On the limit



West McLaren Mercedes
FORMULA ONE WORLD CHAMPIONS 1998

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Cover Story

■ **0-100-0 mph**
There was just one more world record the McLaren F1 needed on its CV: to be the fastest accelerating car in the world. Turn to page 18 to see how the record attempt went



Deserved victory

There's no such thing as an easy win in Formula 1, but Mika Hakkinen's victory in the 1999 F1 Drivers' Championship will go down as one of the toughest in motorsport history. Grands Prix were won by no less than six different drivers this year, and the racing has been consistently fierce and close. As the margins of engineering advantage become smaller and more subtle every year, it seems likely that this process will continue in future, with F1 championships becoming ever more competitive. This inevitably increases pressure on drivers, for whom winning is becoming as much a test of psychology as of driving skill. That Mika did not crack this season, despite an almost incredible catalogue of setbacks, is a stunning tribute to his strength of character. How many of us could have gone through Mika's 1999, then sat on the grid at Suzuka behind that red Ferrari and remained utterly convinced that we could win the 1999 F1 Drivers' Championship?

For David Coulthard, 1999 was, if anything, even more unlucky than for Mika. Mechanical problems forced his retirement in five races, and with such a severe points handicap it is remarkable that he managed to finish as high as fourth in the Drivers' Championship. It is to be hoped that David can find some consolation in his victories at Spa and Silverstone, which, for West McLaren Mercedes fans in the UK, ranked as one of the highlights of the year. Just a few more like that, David, and anything's possible...

Jess McAree, Editor

Racing On-Line



gets you closer to the action



The 1999 Formula 1 season may have finished, but the West McLaren Mercedes team won't be putting up its collective feet to enjoy a few months' off-season relaxation. On the contrary: the team is already hard at work on next year's car and preparing for a new assault on the F1 World Championship in March. You can get an exclusive insight into West McLaren Mercedes' activities during the winter by logging on to the McLaren website at www.mclaren.net

www.mclaren.net

McLaren's Roll of Honour

Eight Constructors' Championships

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

Eleven Drivers' Championships

1974 – Emerson Fittipaldi – M23-Ford, 55 points
1976 – James Hunt – M23-Ford, 69 points
1984 – Niki Lauda – MP4/2-TAG Porsche, 72 points
1985 – Alain Prost – MP4/2B-TAG Porsche, 73 points
1986 – Alain Prost – MP4/2C-TAG Porsche, 72 points
1988 – Ayrton Senna – MP4/4-Honda, 90 points
1989 – Alain Prost – MP4/5-Honda, 76 points
1990 – Ayrton Senna – MP4/5B-Honda, 78 points
1991 – Ayrton Senna – MP4/6-Honda, 96 points
1998 – Mika Hakkinen – MP4-13-Mercedes, 100 points
1999 – Mika Hakkinen – MP4-14-Mercedes, 76 points

1999 Formula 1 Race Results

Australia: Mika Hakkinen DNF; David Coulthard DNF
Brazil: Mika Hakkinen 1st; David Coulthard DNF
San Marino: Mika Hakkinen DNF; David Coulthard 2nd
Monaco: Mika Hakkinen 3rd; David Coulthard DNF
Spain: Mika Hakkinen 1st; David Coulthard 2nd
Canada: Mika Hakkinen 1st; David Coulthard 7th
France: Mika Hakkinen 2nd; David Coulthard DNF
Britain: Mika Hakkinen DNF; David Coulthard 1st
Austria: Mika Hakkinen 3rd; David Coulthard 2nd
Germany: Mika Hakkinen DNF; David Coulthard 5th
Hungary: Mika Hakkinen 1st; David Coulthard 2nd
Belgium: Mika Hakkinen 2nd; David Coulthard 1st
Italy: Mika Hakkinen DNF; David Coulthard 5th
Europe: Mika Hakkinen 5th; David Coulthard DNF
Malaysia: Mika Hakkinen 3rd; David Coulthard DNF
Japan: Mika Hakkinen 1st; David Coulthard DNF

1999 Formula 3000 Race Results

San Marino: Nick Heidfeld 1st; Mario Haberfeld DNQ
Monaco: Nick Heidfeld 7th; Mario Haberfeld DNQ
Spain: Nick Heidfeld 1st; Mario Haberfeld DNF
France: Nick Heidfeld 1st; Mario Haberfeld DNF
Britain: Nick Heidfeld 3rd; Mario Haberfeld 18th
Austria: Nick Heidfeld 1st; Mario Haberfeld DNF
Germany: Nick Heidfeld DNF; Mario Haberfeld 14th
Hungary: Nick Heidfeld 2nd; Mario Haberfeld DNQ
Belgium: Nick Heidfeld 4th; Mario Haberfeld DNQ
Europe: Nick Heidfeld 2nd; Mario Haberfeld DNQ

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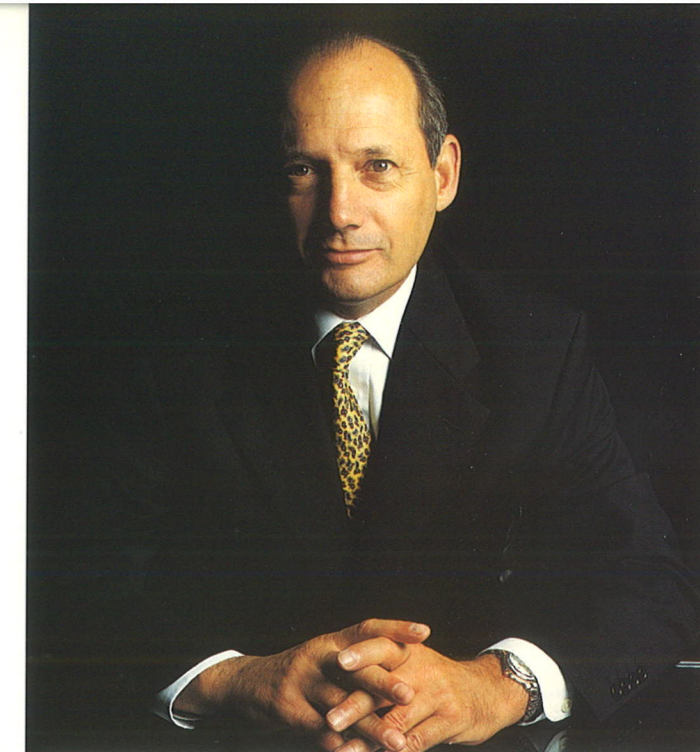
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InsideLine

I think everybody associated with the TAG McLaren Group and regular readers of *Racing Line* will understand how delighted I am to be writing this introduction on the evening after Mika clinched his second straight Drivers' World Championship with a flawless victory in the Japanese Grand Prix. I share the view of many observers who felt that justice had been done after the unsettling events that followed the Malaysian Grand Prix. I won't dwell on that issue but Mika's success certainly brought the episode to a satisfactory close.

It has been an extremely challenging year, and we were obviously disappointed to lose the Constructors' Championship, but to characterise the season as an unusually difficult one for West McLaren Mercedes would not be totally accurate. All Grand Prix seasons are challenging when you are aiming to compete at the front of the field. It is relatively easy to perform consistently, reliably and slowly. But if you are challenging for the world championship you have to press to the absolute limits using all the resources at your disposal. In our case, this meant that we took a new and complex car – which is of course our current MP4-14 – to the first race of the season in Melbourne. We could have taken what might be seen as the comfortable choice and raced the older MP4-13, which had been updated to conform with the revised technical regulations. But we decided it was right to press on, right to push to the margins and to use the new car. Our grid positions supported this decision, and though the cars failed to finish the race, the fact that they displayed competitive form showed that this was the right strategy, and we benefitted from MP4-14's enhanced capability later in the season.

We have learned from our experiences in 1999 and have subtly modified our approach for next year when we intend to appear with another very competitive package which will also be reliable from the outset. We have let both our drivers down on occasions yet there has never been any doubt in my mind that both Mika and David are capable of getting the job done.

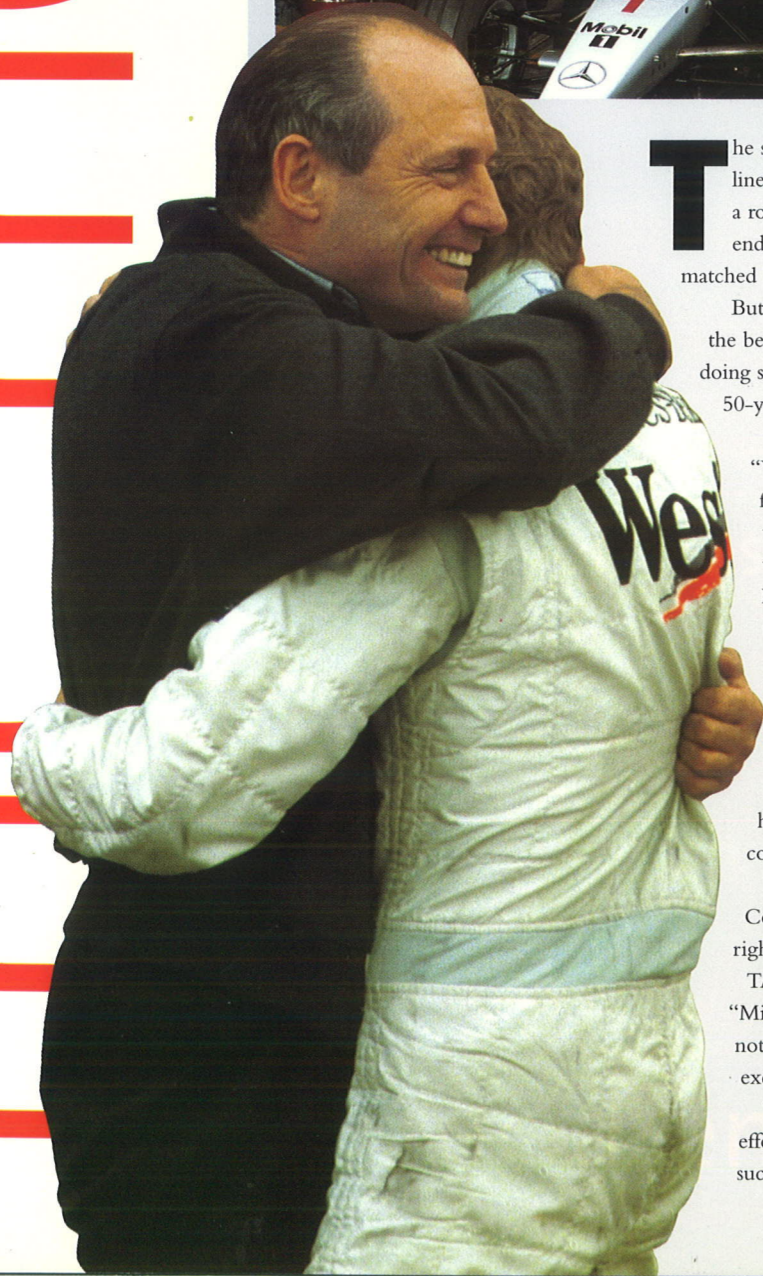
We at McLaren – and, indeed, our Engine Partner Mercedes-Benz – always said that whatever the outcome of this year's World Championship, we could live with it. We are not under any pressure apart from that which we generate ourselves. We believe this is the way it should be and we will continue to pursue this philosophy in the future.

Ron Dennis

Formula 1

Hakkinen crowned world champion

The Flying Finn successfully defends his Formula 1 Drivers' World Championship title



The sense of relief as Mika Hakkinen crossed the finishing line in Japan to score his second world championship in a row was clear for all to see. The Flying Finn had endured an incredibly tough year, with highs of success matched by lows of despair.

But by winning the Japanese GP, he ended the season in the best possible way by clinching the championship. In doing so, he became only the seventh man in Formula 1's 50-year history to successfully defend his title.

"It's amazing to win my second title," Hakkinen said. "Winning for the first time is special. This is a different feeling. Deciding the title at the last round is nerve-wrecking and I don't recommend it to anyone. There was a lot of pressure on me being four points behind. I knew I had to win. I had to believe in myself and the team that they would get it right. They did."

Throughout the last two months, Hakkinen has surmounted a series of obstacles to prove himself a worthy champion.

"It's easy to smile now, but I owe a lot to family and friends who helped me cope with the pressure," he said. "They gave me the opportunity to relax and concentrate on my training. That helped enormously."

Said West McLaren Mercedes team-mate David Coulthard: "It's a good day for the team and I think the right man has won the world championship this year."

TAG McLaren Managing Director Ron Dennis added: "Mika deserved his result. It was one of his best races, if not his best. In the most difficult circumstances the team excelled and both drivers did what was asked of them."

"Finally, we must remember that without all the efforts of everybody in the company it is impossible to succeed. Very well done everybody."

TAG Heuer's new watch on the catwalk



West McLaren Mercedes Corporate Partner TAG Heuer sponsored a unique, 'fashion meets sport' exhibition in London last month. The Human Link Exhibition in Trafalgar Square featured outfits created by top fashion designers for top sports personalities. Famous names such as Alexander McQueen, Karl Lagerfeld, Thierry Mugler, Narciso Rodriguez and Gianfranco Ferré were on hand to create the stunning pieces, all of which were based around the icon that represents TAG's new watch – the Link. The individual garments were modelled by tennis legends Boris Becker and Monica Seles and athletes Marion Jones and Colin Jackson.

The exhibition was used by TAG as a vehicle for promoting its latest distinctive timepiece and featured five 6-foot free-standing cubes into which visitors could walk. On show inside each cube were exclusive photographs of the Link-dressed sports stars by world famous photographer Peter Lindbergh. Plans for an exhibition tour include visits to the major world capitals of Tokyo, Paris, New York, Sydney, Milan and Munich between now and March 2000. At the end of the tour, all the photographs and creations will be auctioned for charity.



German tennis legend Boris Becker models the outfit designed by Alexander McQueen and inspired by the icon of the new TAG Heuer 'Link' range of watches

Team-mates look to 2000



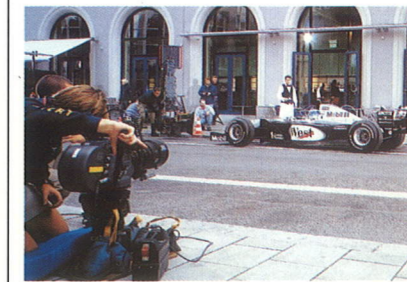
As the Formula 1 season closes, both newly-crowned champion Mika Hakkinen and David Coulthard are already looking towards 2000. Hakkinen's target is his third drivers' championship – a feat only achieved by Juan Manuel Fangio back in 1956.

Hakkinen said: "This second title is important. It's difficult to fully realise it and look back at history to see how great a result it is. I really had to pinch myself on the podium. You never know exactly what is going to happen, but something tells me I should start working for next year because it's going to be hard. A third title would be a great thing to achieve."

David, meanwhile, is looking to score his first world title. This year he came closer than ever before: up until his retirement from the Luxembourg Grand Prix last month, he was in contention. "I can't wait to start next season," he said. "I feel ready and raring to go. I am enjoying my driving and working with the team."

"I'm looking forward to getting into the new car and then going to Melbourne for the first race. This time next year I want to be fighting for the championship. I am in my prime and I know I will get better with more experience. I believe that next season I'll be even faster."

Siemens launches new TV adverts



Siemens, the German information and communications technology giant and West McLaren Mercedes Technology Partner, has recently launched an international awareness campaign. The aim of the campaign is to strengthen the position of the company in the global networks and solution-providing markets, and the first instalment includes

two TV adverts with Mika Hakkinen and David Coulthard. In the first, Mika is seen leading a race but he suddenly disappears from the track. He is then seen parking his West McLaren Mercedes MP4-14 by a Brazilian café where he orders a drink. The bemused waiter asks Mika: "Why did you leave the race?"

"I didn't," retorts Mika. "I'm still in it." A message then comes over his headset instructing him to rejoin the race. Mika then duly wins and stands on the podium.

The second advert features David in a similar race-leading position. He too pulls off the track and parks in front of a barber's shop in Belgium. The amazed barber puts the same question to David: "Why did you leave the race?" David gives the same response as his team-mate and returns to win the grand prix. Stills from the ads will appear in *Business Week*, the *Financial Times* and *The Economist*. In the UK, satellite and cable subscribers will be able to see the TV adverts on *CNN* and *Eurosport*.

New Siemens TV adverts feature both West McLaren Mercedes drivers in similar situations – Mika in a café and David at a barber's shop



Formula 1

Hakkinen and Coulthard club together



Mika posed for photos with golf superstar Seve Ballesteros before honing his driving skills on a golf buggy (top). Bernhard Langer had a few tips for DC (right) before he took part in the Pro-Am tournament at the Linde German Masters



Mika Hakkinen and David Coulthard joined forces with two other sporting superstars before the Malaysian

Grand Prix when they got some golfing tips from Seve Ballesteros and Bernhard Langer. The two events were both sponsored by West McLaren Mercedes Corporate Partner Hugo Boss, the German fashion giant, which was using the occasion to combine its activities and promote its interests in both the Formula 1 and golfing markets.

Mika posed for photographs with Spanish hero Ballesteros and took the time to brush up on his driving skills by parading through the streets of Cologne on a golf cart!

David, meanwhile, joined German ace Langer in the Pro-Am tournament at the Linde German Masters, honouring an invitation from Langer after the two men met earlier this year at the British Grand Prix at Silverstone in July.

McLaren Cars launches new F1 superbok

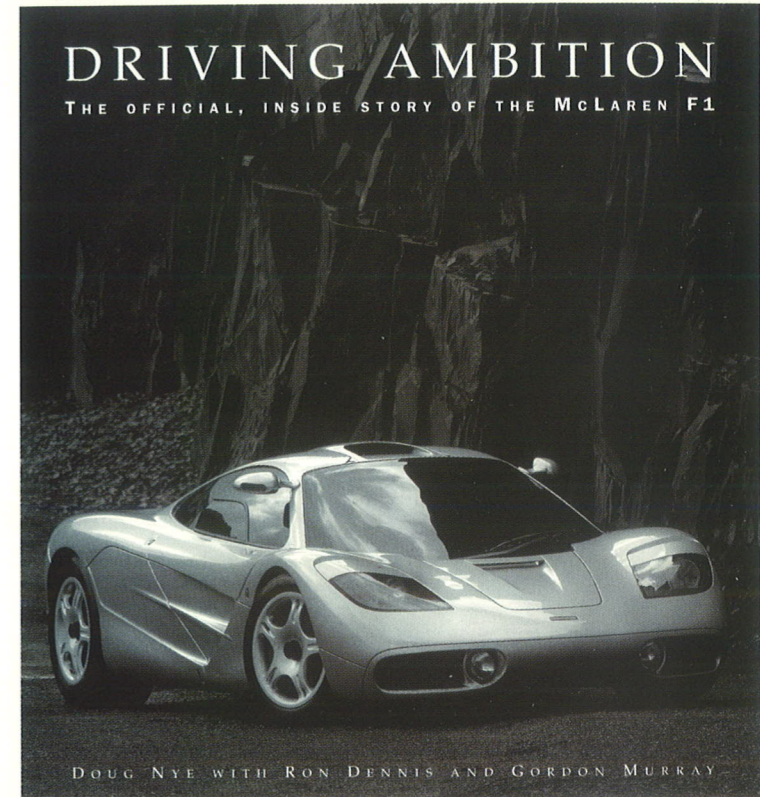
A lavish new book charting the conception, production and success of McLaren Cars' F1 was launched last week.

Published by Virgin, *Driving Ambition* tells the story of the 240mph supercar in exhaustive detail, coupled with many behind-the-scenes anecdotes encountered during its lifetime.

All the key figures in the development of the F1 have contributed to the material within its pages, including TAG McLaren Group Managing Director Ron Dennis, Technical Director Gordon Murray and well-known motoring historian and Racing Line contributor Doug Nye. For them, and indeed everyone involved in the F1 project, the book celebrates the realisation of a dream to produce the world's fastest production car.

With over 400 photographs within its 272 pages – many of them never seen before – the cover price of £30 represents excellent value for money and an opportunity for readers to share in what is undoubtedly one of the great motoring success stories of the century.

Serious McLaren fans should look out for an exclusive, limited-edition version of the book, scheduled to make an appearance in Spring 2000. Watch this space for more information.



Siemens joins forces with Fujitsu

West McLaren Mercedes Technology Partner Siemens AG is to step up its involvement in Formula 1 next season.

The information and communications technology giant has formed a European Joint Venture with the computer side of Fujitsu, creating the company Fujitsu Siemens Computers. As part of the new deal with West McLaren Mercedes, which was announced at the European Grand Prix at the Nürburgring, Siemens will continue to provide the communication infrastructure for voice, data and video transmission (see page 48 of this issue), whilst Fujitsu Siemens Computers will in future contribute to the team's PC computer hardware.

To signal the importance of the deal to West McLaren Mercedes, the Siemens logo will appear on the chest of Mika Hakkinen and David Coulthard's racing overalls and the Fujitsu Siemens Computers tag will decorate the front wing of West McLaren Mercedes cars.



Historic McLaren and Mercedes cars fetch top price at auction

The monstrous McLaren M8 CanAm car and fabulous Mercedes-Benz 300SLR Gullwing coupé, the two historic vehicles we mentioned last month (*Racing Line*, October) were sold in a Brooks auction at the recent London Motor Show. The 1970-vintage, 200mph McLaren fetched £166,500 while the immaculate 1957 Mercedes raised £95,000.



September

FIA announces 2000 calendars

The FIA, motorsport's governing body, has confirmed the 2000 Formula 1 and Formula 3000 championship calendars

2000 FIA FORMULA 1 WORLD CHAMPIONSHIP

ROUND	DATE	COUNTRY	VENUE
1	12 MARCH	AUSTRALIA	MELBOURNE
2	26 MARCH	BRAZIL	INTERLAGOS
3	9 APRIL	SAN MARINO	IMOLA
4	23 APRIL	BRITAIN	SILVERSTONE
5	7 MAY	SPAIN	BARCELONA
6	21 MAY	EUROPE	NÜRBURGRING
7	4 JUNE	MONACO	MONACO
8	18 JUNE	CANADA	MONTREAL
9	2 JULY	FRANCE	MAGNY-COURS
10	16 JULY	AUSTRIA	A1-RING
11	30 JULY	GERMANY	HOCKENHEIM
12	13 AUGUST	HUNGARY	HUNGARORING
13	27 AUGUST	BELGIUM	SPA-FRANCORCHAMPS
14	10 SEPTEMBER	ITALY	MONZA
15	24 SEPTEMBER	USA	INDIANAPOLIS
16	8 OCTOBER	JAPAN	SUZUKA
17	22 OCTOBER	MALAYSIA	SEPANG

2000 FIA FORMULA 3000 INTERNATIONAL CHAMPIONSHIP

ROUND	DATE	COUNTRY	VENUE
1	8 APRIL	SAN MARINO	IMOLA
2	22 APRIL	BRITAIN	SILVERSTONE
3	6 MAY	SPAIN	BARCELONA
4	20 MAY	EUROPE	NÜRBURGRING
5	3 JUNE	MONACO	MONACO
6	1 JULY	FRANCE	MAGNY-COURS
7	15 JULY	AUSTRIA	A1-RING
8	29 JULY	GERMANY	HOCKENHEIM
9	12 AUGUST	HUNGARY	HUNGARORING
10	26 AUGUST	BELGIUM	SPA-FRANCORCHAMPS

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Beginner's luck?

The new Malaysian circuit of Sepang provided not only one of the most interesting races of this season, but also perhaps the most controversial in grand prix history

For its first ever grand prix, Malaysia wanted to host the most spectacular and exciting race ever... and it didn't disappoint, either on the track or in the FIA court of appeal afterwards. David Coulthard and title contender Mika Hakkinen qualified third and fourth as Ferrari's Michael Schumacher took pole on his return to F1 with team mate and title contender Eddie Irvine second.

At the start of the race the four dived into the first corner in grid order, but on lap four Schumacher moved over to let Irvine into the lead and delay David and Mika.

David, with a slim chance of snatching the title, soon muscled his way past the Ferrari with a brave manoeuvre in turn two. A fuel pressure problem caused his retirement on lap 14, but although it brought an end to his title campaign, it moved Mika a place up in the points standings.

David explained: "This was a disappointing day for me. I was feeling good and once I'd got past Michael I was in a great position to challenge Eddie for the lead. Sadly I didn't get the chance."

Mika, meanwhile, was more occupied with the rear of Schumacher's car. The Ferrari was being driven slowly and erratically, delaying Mika's assault on Eddie Irvine's lead.

The West McLaren Mercedes team pulled him

in for a pitstop, intending to move him ahead of Schumacher when the Ferrari stopped a lap later. Unfortunately, the Ferrari crew was as quick as the West McLaren Mercedes team and Mika rejoined behind Schumacher.

A late 'splash and dash' for more fuel put him back into fourth, behind the Stewart of Johnny Herbert. He moved past Herbert again before the chequered flag, though, to take the final podium and four points.

"This was the hardest race I've ever done"

Hakkinen said after the race: "This is the hardest race I have ever done in my life. The Ferrari guys played some clever tactics and I cannot blame them. I pushed as hard as I could and tried to overtake Michael. His car was very slow in the high speed corners and when we came onto the straight it was easy for him to accelerate and impossible to overtake him."

"Imagine having your car sliding all the time, and I felt Michael wasn't being consistent in the corners. Would he brake here, or in a surprising place? That's why I was having to concentrate to make sure I didn't run into the back of him."

Just three hours after the race, both Ferraris were declared illegal and Mika was declared the victor, handing him the world championship. Ferrari appealed the decision and the world waited for a week to see who would eventually be the winner of the first Malaysian Grand Prix.



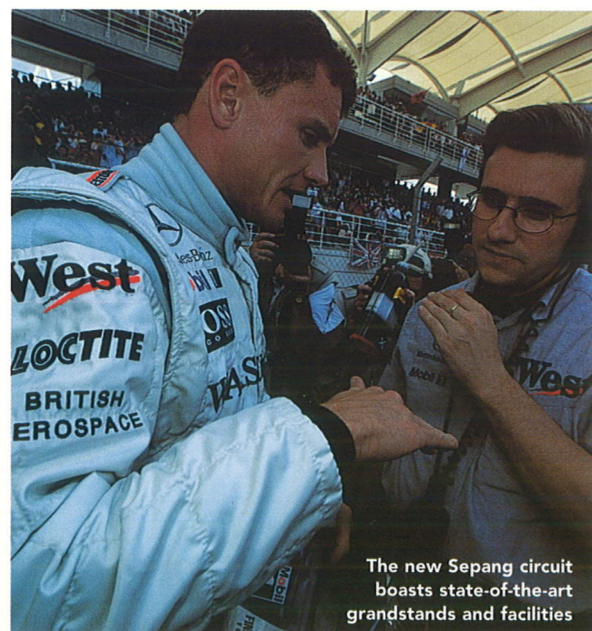
Malaysian GP

NEW CHALLENGE

The last time F1 welcomed a brand new circuit was in 1996, when the season began at Albert Park in Melbourne for the Australian Grand Prix.

The fast, sweeping design of the semi-street circuit was welcomed by the F1 fraternity, as was the new £80 million Sepang circuit, designed by renowned German architect Hermann Tilke.

TAG McLaren Group Managing Director Ron Dennis said: "This has required a considerable investment. The promoters have obviously made the best of the advice that they've had from other circuits because the facilities here are second to none. It makes it much easier for a team."



The new Sepang circuit boasts state-of-the-art grandstands and facilities



David Coulthard was one of the few drivers to get the measure of Michael Schumacher, passing him in a brave manoeuvre at turn two of the new Sepang circuit

THE WEEK OF WAITING

Formula 1 is a sport contested in hundredths and thousandths of a second. Cars are built to strict tolerances: if a component is several millimetres out one way or another, the resulting effect on the aerodynamics can be enormous – either in the car's favour, or as a disadvantage.

Many people watching the race were perplexed to find when they tuned into the news later that Mika Hakkinen was world champion and that both Ferraris had been excluded for a technical infringement.

They were even more confused when the matter went to the International Court of Appeal the following week and Ferrari's exclusion was overturned. Here is a blow-by-blow account:

Immediately after the race, the top cars were scrutineered to ensure they met the technical regulations of the sport. It was found that the turning vanes (barge boards) of the Ferrari, positioned between the front wheels and the sidepods, were 10mm too narrow at one point to comply with the technical regulations specified by the FIA. The FIA's technical delegate reported the matter to the stewards, who concurred and excluded both Ferraris from the race.

The Ferrari team initially claimed that the parts were incorrectly produced and that they offered no performance advantage. As such, they lodged their intention to appeal.

But, as West McLaren Mercedes said in a post-race release: "We ourselves have suffered on a number of occasions, including in 1997 at the Belgian Grand Prix when Mika Hakkinen and the team lost third place because of a fuel irregularity. The International Court of Appeal, in its judgement on that case,

confirmed that the rules state that absence of a performance advantage is not a defence."

West McLaren Mercedes accepted an invitation to attend the International Court of Appeal, which met almost a week later in Paris on October 22, to discuss the appeal brought by Ferrari. The team was surprised to learn that it focused not on the car's eligibility, but on the measuring methods used to determine it.

The Court of Appeal accepted Ferrari's argument that the dimensions of the turning vane were within the tolerances allowed by the regulations, though this came as a surprise to West McLaren Mercedes. Said TAG McLaren Group Managing Director Ron Dennis: "I believe, along with probably every technical director in F1, that the manufacturing tolerance referred to under article 3:12:6 of the technical regulations has no bearing on any aspect of the car other than the vertical flatness of the horizontal surfaces on the underside of the car."

"What has occurred is that through a heavy scrutiny of the rules, a way has been found to uphold the appeal."

"I am convinced that Ferrari's miscalculation was a mistake, but even if this oversight had a negative influence on the performance of the car then that is immaterial, because the regulations state the car must comply. That is a rule that has been rigorously enforced over many years of grand prix racing."

West McLaren Mercedes was surprised and disappointed that the International Court of Appeal upheld the decision, but it accepted the result and flew to Japan eager to defend its 1998 drivers' and constructors' crowns.

Mika races to second championship title

The Flying Finn drove a fabulous race at Suzuka to win both the Japanese GP and the 1999 F1 Drivers' World Championship



● Japanese GP

As TAG McLaren Group Managing Director Ron Dennis admitted after the Japanese Grand Prix, it had been one of the team's toughest tactical races. But the prize was worth it – a second consecutive drivers' title for Mika Hakkinen.

With the world championship at stake, the West McLaren Mercedes team played a game of cat and mouse with its Ferrari rivals Eddie Irvine and Michael Schumacher.

A crucial player in the day's events was Mika Hakkinen's West McLaren Mercedes team-mate David Coulthard, who did a superb job for the team in helping Mika Hakkinen to his stunning GP victory. (see sidebar, right).

When ITV's Martin Brundle collared Mika on the grid before the race, the Finn coolly said that his mission was simple: "I just have to go out and win."

With a four point deficit to rival Irvine in the championship, and the second Ferrari of Schumacher in front of Mika on the grid on pole position, winning the race was not going to be easy. Fortunately Mika got a tremendous start from which he was able to take the lead, extend his advantage and come out from the mid-race pitstops in front of Schumacher. From then on, he was able to stay comfortably in front until the chequered flag to take the maximum 10 points that were crucial to secure his second consecutive championship title.

As he explained afterwards: "I knew that the start was the key. It is always difficult at Suzuka because it is downhill, but I knew I could get a good start off the line and I was

confident when the lights changed. "I immediately realised I had an advantage over Michael and when we shifted to second gear I already had a lead of a car's length over him. After that I knew that all I had to do was keep track position.

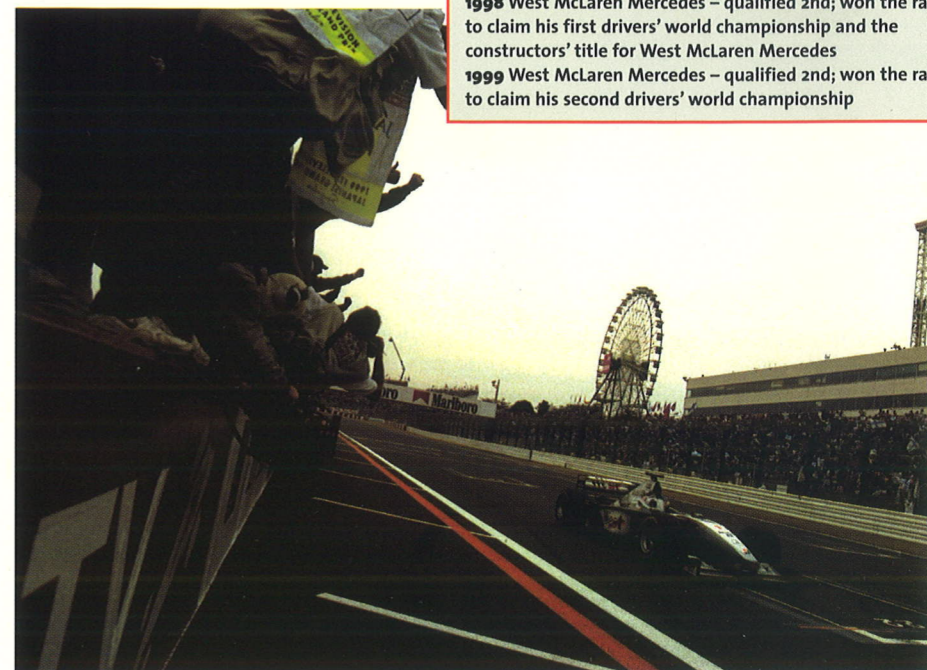
"I was surprised I was able to build up a gap after qualifying was so close. All the way through the race I didn't have any particular problems and I was able to build that gap on Michael all the time as I pleased."



Far left: Mika celebrates his second straight world title with a customary and well-deserved punch of the air. Bottom left: Mika's cause was aided by his fantastic start, the Finn leaving everyone, including poleman Michael Schumacher, in his wake. Below: The West McLaren Mercedes team applauds its man

● HAKKINEN'S SUZUKA HIGHLIGHTS

- 1993 McLaren-Ford – qualified 3rd; 2nd in race
- 1994 McLaren-Peugeot – qualified 8th; 7th in race
- 1995 McLaren-Mercedes – qualified 3rd; 2nd in race
- 1996 McLaren-Mercedes – qualified 5th; 3rd in race
- 1997 West McLaren Mercedes – qualified 4th; 4th in race
- 1998 West McLaren Mercedes – qualified 2nd; won the race to claim his first drivers' world championship and the constructors' title for West McLaren Mercedes
- 1999 West McLaren Mercedes – qualified 2nd; won the race to claim his second drivers' world championship



TEAM WORKER

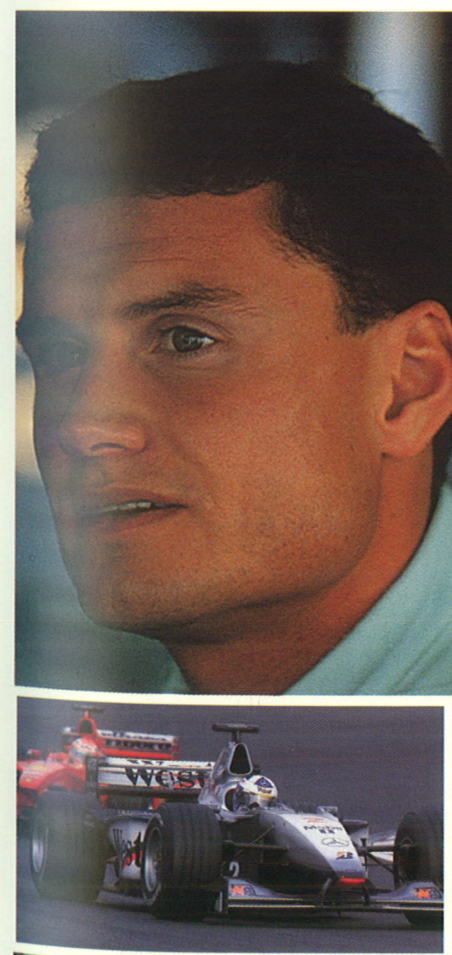
Some say that teamwork is as much about sacrifice as success. For the whole to succeed, everyone involved must give that little extra. Mostly it's hard work – something the entire West McLaren Mercedes team knows well. But for David Coulthard at the Japanese GP, his role in the race was to support Mika's bid for the 1999 Formula 1 Drivers' title.

At the front it was a battle between Hakkinen and Schumacher, who needed to prevent Mika winning to help Eddie Irvine's title quest. Irvine, on the other hand, had to finish fourth or better to take the title if Mika was beaten by Schumacher.

At the off, David was outraged by Irvine off the line, but pressured him all the way until the first pitstops. When Schumacher came in for his first stop on lap 23, the team brought David in as well. It was a cunning move. With Schumacher already being fuelled, Irvine couldn't pit, putting him out of sequence with David. When Ferrari pulled Irvine in on the next lap, David was able to get ahead of him and control the pace to suit West McLaren Mercedes' race strategy.

On lap 32, Irvine made a second stop to escape David, whose target was now to finish ahead of Irvine. In his hurry to catch the Ferrari, though, David made a rare mistake by running wide and spinning into a barrier. He did well to recover and pitted for repairs to rejoin ahead of Schumacher, though a lap down.

A couple of laps later, unfortunately, David was forced to pull off with handling problems resulting from the earlier incident. Mika, however, was able to ease his way to a hard-fought and well-earned victory. Said TAG McLaren Group Managing Director Ron Dennis: "That was the best tactical race we've ever run as a team. David had to put the maximum pressure on the competition, and in doing so made a mistake – which can happen to anyone. It was prudent to retire the car as it had developed a fault that made it difficult to drive."



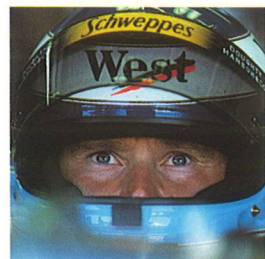
LEFT: David did a superb job of keeping Eddie Irvine at bay throughout the race

● SUZUKA CIRCUIT FAVOURS HAKKINEN

There was probably no better circuit than Suzuka at which Mika could have defended his world crown. The West McLaren Mercedes driver has had an incredible record at the Japanese track with its fast twists and turns.

"I have only good memories of this circuit," he says. "It's where I scored my first podium as well as winning my first championship last year. There are plenty of other good memories and the team has many Partners in Japan.

"It's a great circuit to drive on with a crucial sequence of ess-bends in the first section. It's a fabulous place. I love it."





18 months ago, the McLaren F1 officially became the world's fastest production car. In August it added the acceleration record, too. *Racing Line* was there to watch

WORDS HENRY HOPE-FROST PHOTOGRAPHY BEN REDGROVE

Blink and you'll miss it

WORDS HENRY HOPE-FROST PHOTOGRAPHY BEN REDGROVE

acceleration record, too. *Racing Line* was there to watch world's fastest production car. In August it added the 18 months ago, the McLaren F1 officially became the

Heat haze has never looked so gorgeous. Shimmering in the full glare of a blazing July morning, it looks like the surface of a lake sparkling in the sunshine. Only this is no lake... and the orange dot on the horizon is certainly no boat.

A disused airbase in Cambridgeshire, RAF Alconbury is usually a tranquil place. Today, however, its acres of level tarmac are playing host to something more voluble than creaking crickets and chirping sparrows. Today, the most powerful roadcar on Earth has come to strut its stuff.

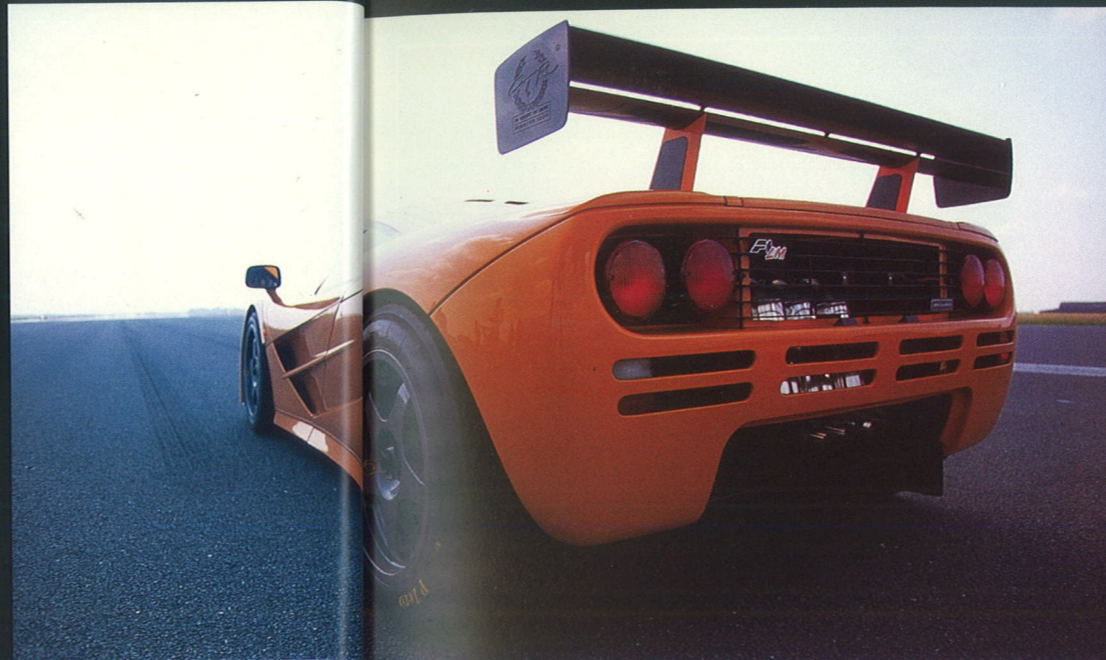
And what an awesome car it is. Officially the world's fastest production roadcar with a logged speed of 240.1mph, the McLaren F1 also holds the record for the fastest lap speed on a UK circuit: 195.3mph. It's fast – massively fast. Yet one final record remains...

"We broke the first two records in the last 18 months, so the acceleration record is the obvious one to go for," explains Paula Webb, McLaren Cars' press officer. "This one will be the final confirmation that the McLaren F1 is the most powerful roadcar on the planet."

This is fighting talk. But talk, as they say, is cheap. Exactly how does McLaren Cars plan to do it?

Well, the most important thing is the race-bred, but fully road-legal version of the F1: the outrageous LM, a super-powerful variant of the roadcar built to celebrate McLaren's win at Le Mans in 1995. To drive it, the man who drove the F1 to its 240mph speed record last year: Andy Wallace, former British Formula 3 champion, Le Mans winner and McLaren test and development driver. McLaren Cars' plan: Put them together with some timing gear ➤

The awesome presence of the vibrant orange McLaren F1 LM is clear to see – it's now joined its sister car, the F1, amongst the ranks of world-beaters, having accelerated from rest to 100mph and back to nought faster than any other production vehicle on the planet



McLaren F1 LM – a potted history

Longer, lower, lighter, faster and louder. That's the easy way to sum up the McLaren F1, a car barely comparable with anything else you'll find on the Queen's highways and byways. Surely, you would think it an unimprovable vehicle in every way?

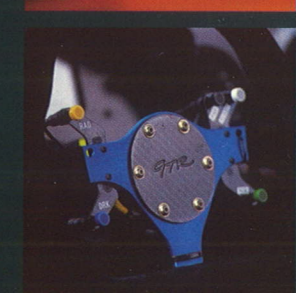
Think again.

The McLaren F1 LM is that improvement. Built to commemorate the F1 GTR's success in the 1995 Le Mans 24 hour sportscar race and the Global Endurance GT series, it was the car that allowed McLaren Cars to fulfil company founder Bruce McLaren's lifelong wish to create the ultimate road-going sportscar. Such is the exclusivity of the F1 LM that McLaren Cars built only five examples, all of them resplendent in vibrant orange – the colour made famous by Bruce with his

grand prix and CanAm cars of the 1960s and '70s.

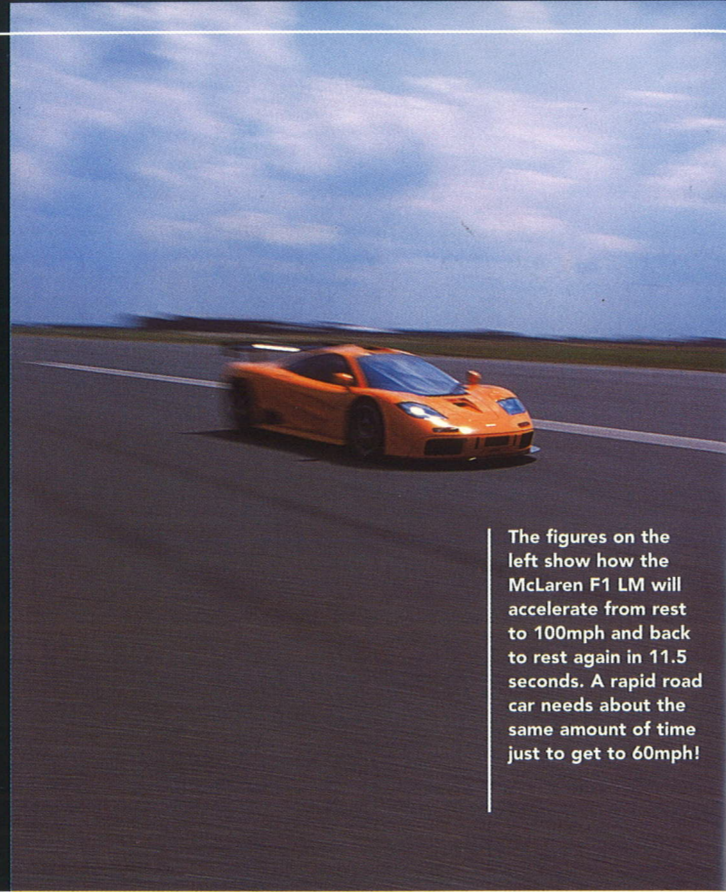
The car uses the same chassis, engine and transmission as the race car, modified only slightly to permit road use.

However, it's actually significantly faster than the GTR: it doesn't have the air restrictors required for competition, so the 680bhp, six-litre, V12-powered LM will blast to 60mph in less than four seconds, surge onward to 100mph in less than seven seconds and reaches an estimated top speed of 225mph. And this is a roadcar, remember. Only West McLaren Mercedes grand prix drivers Mika Hakkinen and David Coulthard know how it feels to drive that quick!

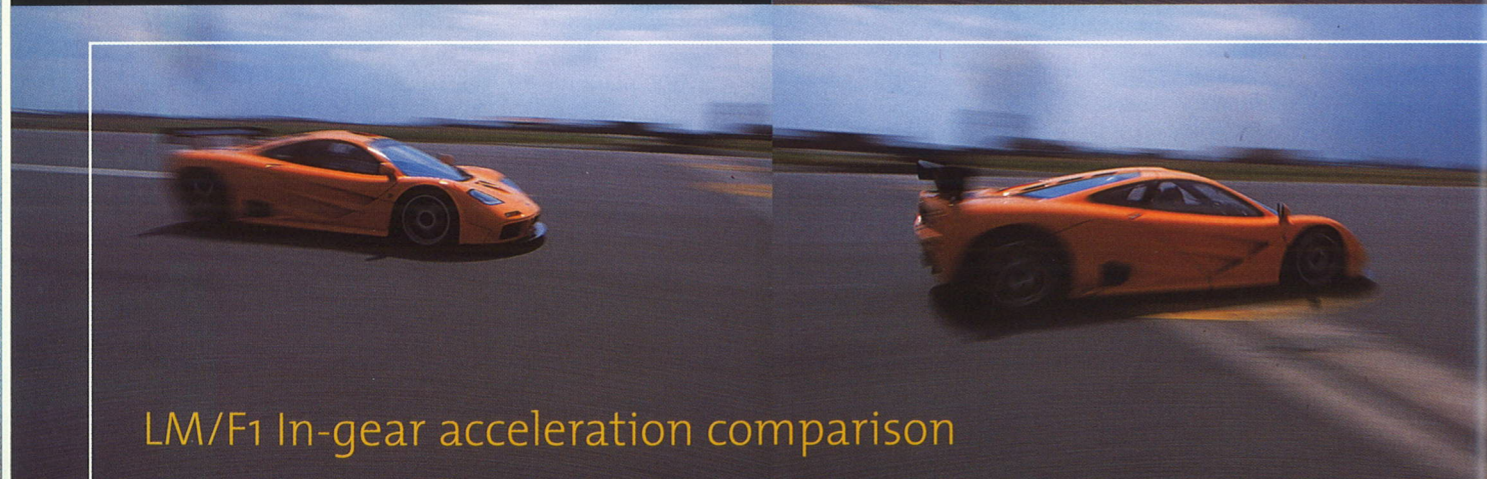


McLaren F1 LM 0-100-0

SPEED (mph)	TIME (secs)	DISTANCE (ft)
0	0	0
10	0.9	5.3
20	1.5	18.2
30	2.0	39.1
40	2.6	68.6
50	3.4	120.9
60	4.0	164.9
70	4.5	216.0
80	5.0	277.2
90	5.9	390.3
100	6.7	494.5
100	6.9	522.8
90	7.3	584.9
80	7.7	631.5
70	8.1	673.6
60	8.5	711.5
50	8.9	748.7
40	9.4	776.3
30	9.8	797.2
20	10.2	813.3
10	10.7	824.3
0	11.5	828.4



The figures on the left show how the McLaren F1 LM will accelerate from rest to 100mph and back to rest again in 11.5 seconds. A rapid road car needs about the same amount of time just to get to 60mph!



LM/F1 In-gear acceleration comparison

GEAR	2nd		3rd		4th		5th		6th		
	CAR	LM	F1	LM	F1	LM	F1	LM	F1	LM	F1
20-40 mph		1.4	1.5	2.0	1.9						
30-50 mph		1.2	1.4	1.8	1.8	2.4	2.3	3.1	3.0		7.0
40-60 mph		1.1	1.4	1.5	1.8	2.2	2.3	3.2	2.8	3.8	3.7
50-70 mph		1.2	1.3	1.4	1.7	1.9	2.1	3.0	2.8	3.8	3.7
60-80 mph		1.2	1.2	1.3	1.6	1.8	2.3	2.6	2.7	3.6	3.7
70-90 mph		1.2		1.4	1.6	1.7	2.3	2.4	2.8	3.2	3.7
80-100 mph				1.5	1.6	1.7	2.1	2.4	3.0	3.0	3.8
90-110 mph				1.6	1.6	1.8	2.1	2.4	2.9	3.0	4.3
100-120 mph					1.7	2.0	2.1	2.5	2.7	3.0	4.5
110-130 mph						2.1	2.2	2.6	2.7	3.2	4.3
120-140 mph						2.3	2.3	2.8	2.9	3.5	4.3
130-150 mph								3.2	3.0	3.8	4.3
140-160 mph								3.7	3.2	4.6	4.7
150-170 mph								4.5	3.5	5.4	5.4
160-180 mph										7.1	6.2

Chosen specifically for its greater acceleration, the LM has the edge over the F1 in most cases. In top gear (sixth), the LM accelerates from 50-70mph in just 3.8 seconds

and see what happens.

In theory, it's simple. But the devil is in the detail. The nature of this record means the car will have to accelerate from 0-100mph, then back down to nought again, in less than 12.4 seconds. Think about that: 12.4 seconds. A perfectly respectable roadcar needs about 11 seconds to reach 60mph. The LM is going to need wings *and* airbrakes.

Despite the daunting task ahead, Chief technician Mike Sopp is confident: "This car can break the record, no problem, but we have to be careful with the set-up because we don't want to waste the power with wheelspin. Also, without ABS, Andy will have to be very good on the brakes."

As the morning sun begins to heat up the surface of the runway, the eerie peace of the vast airfield is broken by the approaching LM, its V12 motor on full song as Andy warms it up. As he lines the car up for the first attempt, I stick my head in through the door.

"Oh, I'll just give it a go," he laughs. "We may have to adjust the tyre pressures: this car's got so much power it will spin the wheels in almost every gear, even in the dry."

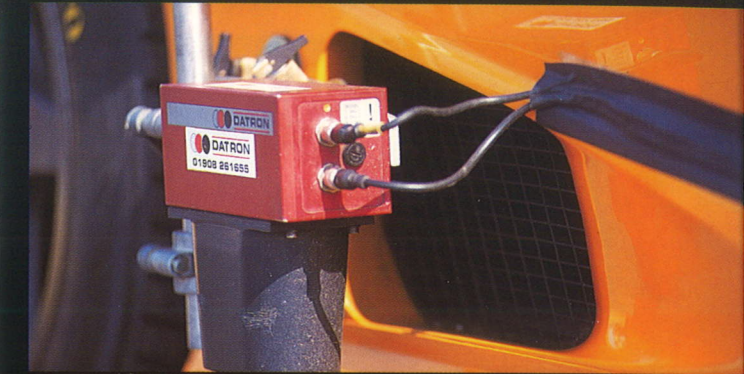
Andy hauls the LM off the line, and it looks quick – just a hint of wheelspin and clutch slip. The orange missile should reach 100mph in six seconds; Andy has to get it stopped in the next six. By now the LM is 500ft away, and Andy's wrestling it to a halt.

A quick glance at the clock. 11.9 seconds! A smile from Mike and his crew tells you that the record's gone... but it can be beaten still further. The LM returns to base. "I'll do better than that," says Andy. "Let's knock a whole second off. It's just a pity this isn't Millbrook: the tarmac's grippier there and we could do a lot better on a real road surface."

Mike and technician Ben Bradford confer quietly with Andy. They decide that the tyre pressures can come down a bit to increase the footprint of the tyre on the road. The boys go to work and soon the car is heading off to the horizon again. 100mph. Bang! There's less smoke, so it must be quicker: 11.5 seconds!

"That's got to be about as quick as it'll go," admits Mike. Andy brings the LM back to a gentle round of applause. He climbs out and shakes all the technicians' hands.

The celebrations are muted because, quite frankly, it's no great surprise. The record was there for the taking. And sitting in the LM, you get the feeling that a lot more records in the great Book might soon start looking a bit vulnerable. On the way home, it's easy to read the question on everyone's minds: 'What is the McLaren F1 going to try next?' ■



From top right: The LM was fitted with sensitive timing gear to record its exact behaviour; A full complement of tools was needed to ensure that the car was in perfect working order; The LM smiles for the camera; McLaren Cars' Ben Bradford adjusts the tyre pressures to assist with crucial traction that's needed under heavy acceleration and braking



Andy Wallace

If it's got four wheels and makes a noise, chances are former gas service engineer Andy Wallace has driven it and very probably won with it, too. The man responsible for putting the McLaren F1 into the *Guinness Book of Records* and for scaring yours truly half to death might only be 38 years old but he has a long and distinguished list of successes on his racing CV:

- 1979-1984: Formula Ford 1600 and 2000
- 1985: Formula Three, runner-up in British championship
- 1986: British F3 Champion, Macau F3 Grand Prix winner
- 1987: Formula 3000
- 1988: Le Mans 24-Hours winner in Jaguar XJR-9LM, shared with Johnny Dumfries and Jan Lammers
- 1990: Daytona 24-Hours winner (Jaguar),
- 1992 and 1993: Sebring 12-Hours winner (Toyota)
- 1995: Third in Le Mans 24-Hours in McLaren F1 GTR
- 1996: Brands Hatch and Silverstone Global GT winner (McLaren F1 GTR)
- 1997: Four GT1 wins in the USA, including Daytona 24-Hours (Riley & Scott-Ford); US World Sportscar Champion; GT1 class winner in Sebring 12-Hours (Panoz-Ford)
- 1999: Daytona 24-Hours winner (Riley & Scott-Ford), Road Atlanta American Le Mans series winner (Panoz-Ford)

Other achievements:

- 1991: Highest speed ever recorded by a production car (212.3mph), at Fort Stockton, Texas, in prototype Jaguar XJ220
- 1998: Broke own record at Ehra-Lessien, Germany in the McLaren F1 XP5, taking it to 240.1mph

Study the photograph above for it best explains how I felt after several high-speed blasts up and down the runways of RAF Alconbury with Andy Wallace. A mixture of joy, terror, illness and frustration. Joy because I was able to brag to friends and colleagues about what I had done that day; terror because it was terrifying; illness because I shouldn't have put myself through such an ordeal and frustration because I wanted to do what Andy was doing, knowing full well that I never could.

I had made the mistake of telling Andy that standing at the side of the runway watching it didn't do it justice. "Were you really doing 180mph?" I asked.

His response: "I'll prove it to you later!"

He kept his promise, too. After Andy had coolly taken the car to a new record, it was my turn to ride in the world's fastest accelerating car.

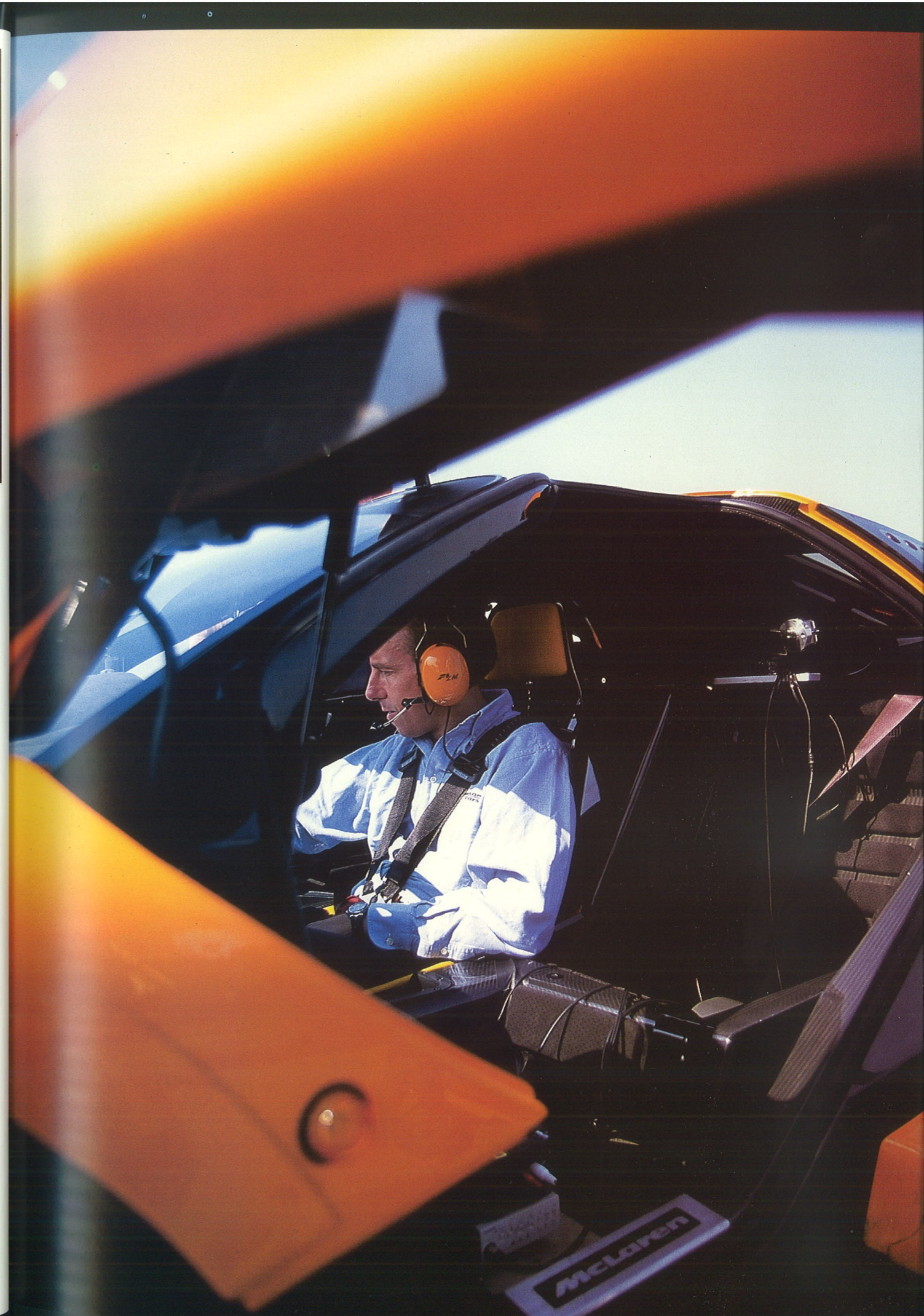
Sitting snugly in the bucket seat just behind Andy, surrounded by carbon fibre and suede, I feel I'm in a very quick car even before the six-litre V12 engine coughs into life. Andy tells me to put on the orange earphones and intercom. I suspect it's because when the motor does burst into song, I won't even be able to hear myself scream.

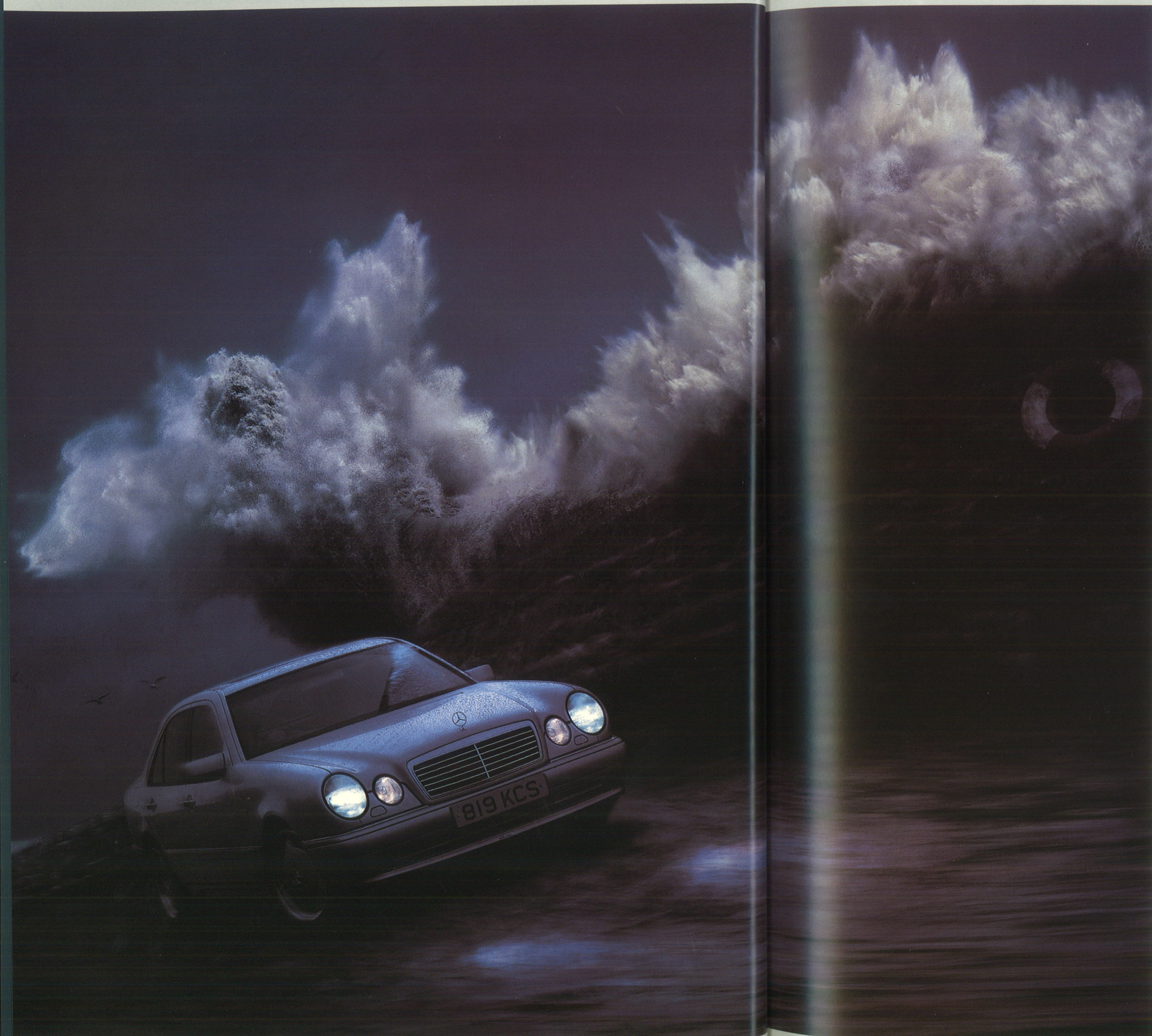
"Ready?" Andy crackles into the intercom.

A reluctant nod from me and the six-speed straight-cut gearbox is firmly woken up and the triple-plate carbon clutch released with a controlled but ferocious squeeze. Before I can summon the strength to take my next breath, Andy has found second, third, fourth, fifth and sixth. Quicker than you can say it, in fact. Time to rotate my g-force-laden head to the right and glance at the speedometer. 180mph! He was right. Sorry Andy, I'll take your word for it next time. Just as I am starting to wonder whether car and driver can possibly stop before the dwindling strip of runway ahead completely disappears, Andy jumps on the middle pedal and brings the LM to a gut-wrenching stop. With a deft flick of opposite lock and feathered throttle, he spins the LM round to face the direction from which we've just come.

"Same again mate?" he says.

"Oh, if you must" I reply.





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

In moments of tranquillity she charms me.

Then suddenly

very suddenly

she assumes a distinct and very definite existence.

From fathomless depths she produces that elemental sound.

That grumbling groan of pure, potential power.

As if for the first time,

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

All the while the current acquires a momentous velocity.

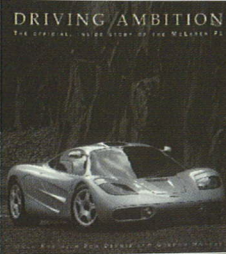
Each second adding to her speed

to her inevitable urge.

And I'm left captivated by her eternal energy.



E-class AMG



BOOK PREVIEW

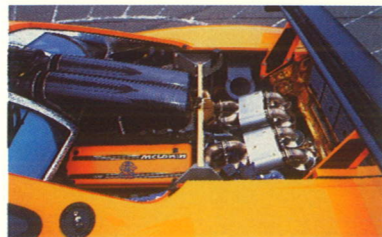
This month saw the publication of a new book about the F1, *Driving Ambition: The official inside story of the McLaren F1*. Published by Virgin Publishing, and costing £30, it arrived in bookshops on November 4. To complement our story about the LM in this month's issue, *Racing Line* brings you this exclusive extract...



The McLaren F1 LM featured GTR-style body fittings, plus the strutted rear wing which – despite its extra horsepower – made it slower in a straight line than the less drag-inducing production F1 bodyshape. Its acceleration and cornering performance were simply prodigious!



Much thought went into the detail of the F1 LM – as in the gearchange design which was made simply “more mechanical”, adding to the spartan, purposeful, sheer utility of a model intended to be a beast, featuring the least possible modification from racing GTR design to make it truly road legal – and road useable



Chapter Twenty

RINGING THE CHANGES

ENTER THE F1 LM



“Having won Le Mans – and with five of our cars finishing to achieve the most successful début in the entire history of the 24-Hour race – we felt this was a landmark in McLaren’s career which was worth celebrating with something special. And so we produced the limited-edition batch of GTR-style racing cars for the road – one built for each of the five cars which had finished – and we called these five the McLaren F1 LM.”

The new F1 LM was effectively the endurance racing GTR modified just enough to render it road-legal. While racing regulation air-restrictors on the purebred F1 GTR presented only a 39.4mm intake orifice in each of the twin ‘stacks’ above the driver’s head, no such restrictors applied to the road-going LM. Consequently, whilst the racing GTR V12 engine topped-out at 636bhp – with the draggy add-on rear wing giving a maximum speed of some 215mph – the F1 LM road car offered its five enthusiastic new owners no less than 668bhp, enough to drag the high-downforce rear wing through the air at up to 225mph. It also had shattering punch and acceleration, spread far through the mid-range. With its race-spec engine, the LM disposed of 520lbs/ft torque (705Nm) at a sleepy 4,500rpm.

Ron Dennis: “It had been one of Bruce McLaren’s dreams to produce the ultimate road-going sports car. McLaren Cars had achieved this initially with the standard production F1 model. Now in respect for Bruce’s memory we finished the LMs in the orange ‘papaya’ colour which the team cars wore in Bruce’s day.”

The uncompromisingly high-performance quintet of F1 LMs featured full underbody ground-effect floors as in the GTR. In place of a “BB Foil” system, the LMs carried the full-spec Le Mans front bodywork and the competition-style rear wing section.

It rode on GTR-type 18-inch diameter OZ alloy wheels, but with 10.85-inch wide front rims compared to 9-inch on the production F1, and 11-inch on the racing GTRs. Steel-disc brakes were fitted rather than the racers’ carbon-

spec, and whilst the ‘96 (and ‘97) GTRs were to be equipped with weight-saving magnesium-cased gearboxes, the five LMs used production F1 aluminium-cased transmissions, containing GTR-style straight cut gears instead of the far quieter helical-cut production type. They also adopted the heavy-duty specification, gun-drilled drive shafts and tripod CV joints of the GTRs.

The 90-litre production fuel cell was retained rather than the 100-litre GTR-type, and overall the LM was a cruiserweight at 1,062kg (2,336lbs) compared to the GTR’s 1,012kg (2,226lbs). Meanwhile, for the 1996 racing season, an improved specification for the GTR was developed, saving weight, improving the engine and providing a more user-friendly car.

The vulnerable gearbox was uprated with stronger shafts, thicker wall casings and wider gear wheels. Changing the shape of the driver cooling duct yielded 10kg extra downforce. An overall 3-4 per cent performance gain was considered very good: “Over 24 hours at Le Mans, such a gain can really count”.

Update kits were available to owners of existing ‘95 GTRs, backed up by lavish parts and operating manuals for both ‘95 and ‘96-spec customers. In addition, Jeff Hazell’s service team offered full support at every race.



Whilst nine F1 GTRs had been completed by July 18, 1995, the ‘96 prototype – ‘010R’ – was ready for testing on December

12. Eight ‘96-spec racing cars were delivered before the end of April. One team’s client owners preferred to have their ‘95 cars updated in-house, not using the McLaren Cars’ special update kit.

The scene was set for the racing season of ‘96...

Me and my girl

David Coulthard had never driven the MP4-98T two-seater until West visited Leeds Castle and Brands Hatch to mark the tobacco brand's launch in the UK. And then his first passenger was someone rather special...

WORDS JESS McAREE PHOTOGRAPHY HOCH ZWEI/LAURENCE BAKER





Bright shirts, Mirrorman symbols, bearded bouncers, attractive girls. Together with the roar of sportscar engines and the smell of petrol, it could mean only one thing: The West McLaren Mercedes Adrenaline Programme had arrived. On September 30, it was Britain's turn to witness the slick and skilful presentation of one of the world's most professional publicity roadshows. The exciting West McLaren Mercedes Adrenaline Programme had already wowed audiences in Greece, Majorca and Poland this year. Now it was turning its attention to the United Kingdom, where West launched its tobacco brands in late summer. The event, exclusive to media visitors and competition winners, was about gaining maximum publicity for the West brand, and no expense was spared to ensure that the day was thrilling and memorable for everyone who attended.

For starters, there was the venue. As estate agents are fond of saying, only three things affect property value – location, location, location – and locations don't come much classier

“I’ve never been in the MP4-98T before, so I won’t be taking it to the limit!”

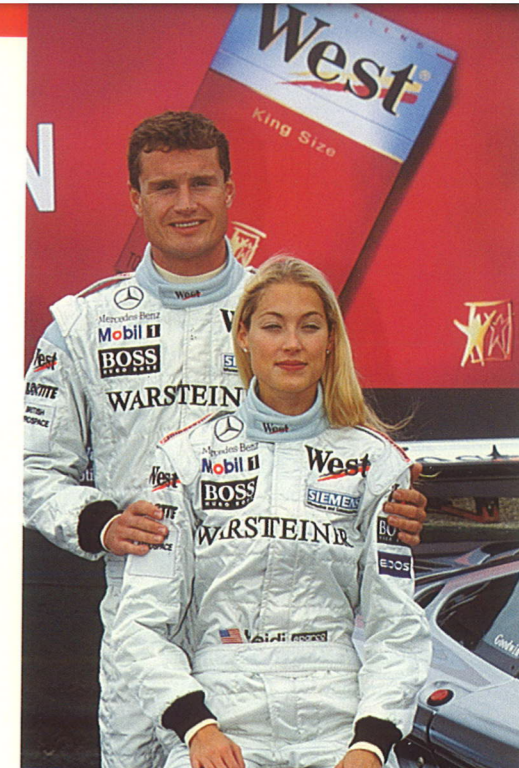
than Leeds Castle in Kent, a Tudor castle and moat standing in a gorgeous swathe of landscaped parkland. The West crew had set up their show on a grassy bank by the moat, where the liveried McLaren F1 GTR and MP4-98T two-seater glittered in the early morning sunshine.

Then there were the celebrities. Gathering for seat fittings were two much photographed women: Nell McAndrew and David Coulthard's girlfriend Heidi Wichlinski, who are both international models. Nell had become very interested in Formula 1 racing last year, when she was busy doing a photoshoot near the swimming pool in Monaco during the grand prix weekend. "I'm really excited about this, because I love motorcars and speed," she explained. "I've nearly booked myself on a learn-to-drive course at a racing circuit loads of times, but I've always been too busy to find the time. This is going to be absolutely great."

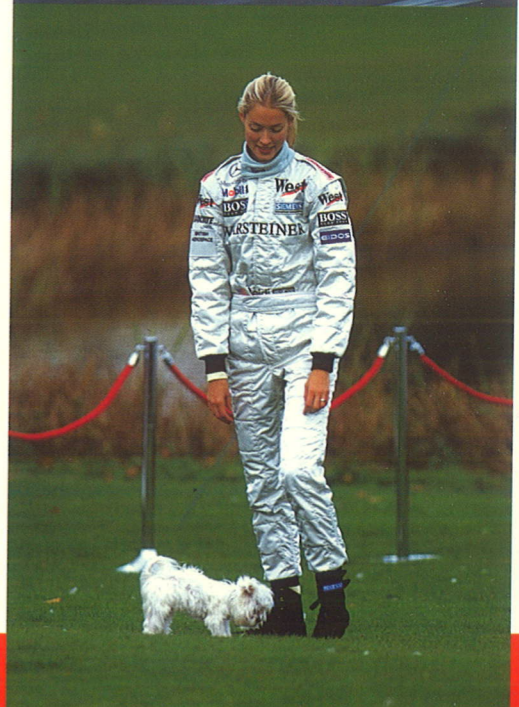
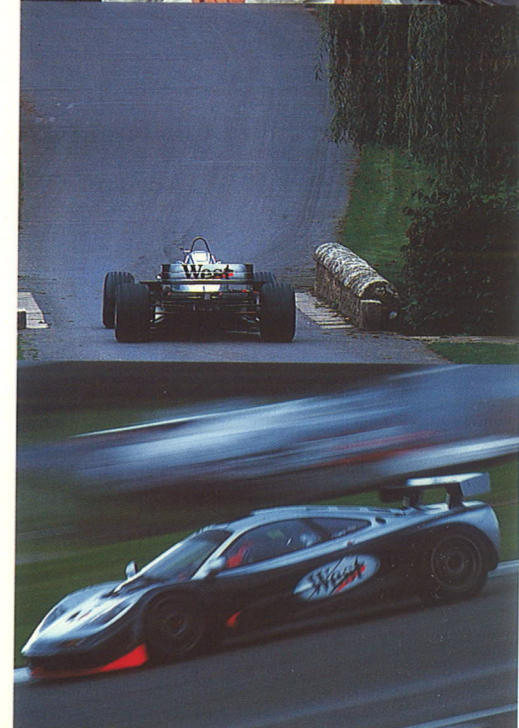
Why Heidi? Well, she'd come along for the ride... literally. The following day, David would be driving her in the two-seater around nearby Brands Hatch circuit. Today, she was getting a preview by enjoying a short burst of speed down the 500m access road to the castle.

"The idea is to give Heidi a chance to see what an F1 car feels like, so that she can experience some of its speed and braking forces," explained David. "I've never actually been in the two-seater before, though, so I definitely won't be taking it anywhere near the limit. I don't want to do anything that might injure either myself or her."

Heidi was relaxed before the sprint ride, happily posing for photographs with the couple's little white dog Moody



David's girlfriend Heidi Wichlinski (left) wasn't just riding in the two-seater for her own pleasure... her father is a huge Formula 1 fan, and he was expecting a full report. "I can't wait to tell him," she said after the ride. "It really was an amazing experience, and a real insight into what David does in his office"



The main driveway at Leeds Castle (second from top) is not exactly designed for racing cars, but it proved a terrific venue for Heidi's brief baptism of fire in the MP4-98T. To relax before the ride, she played on the grass with Moody, her small dog (left)

sitting in David's helmet ("I don't fancy putting that on," he confided, sotto voce. "She's probably left a little present for me in it.") After the ride in the MP4-98T, however, Heidi was clearly thrilled. David admitted that he had never got out of second gear in the brief journey down the drive, but the hint of wheelspin as the car exited the main carpark had clearly given his passenger a moment of high excitement. As the car growled to a halt, she was beaming: "That was absolutely fabulous!"

As she and David prepared to repeat the experience at Brands Hatch the following day, the full panoply of West's publicity resources were deployed to entertain the crowds of journalists and VIPs who'd come to witness the spectacle. At a press conference hosted by BBC sports commentator Steve Rider, David tried to describe the sensations that a member of the public would find remarkable in a F1 car.

"If you only know roadcars, the noise, vibrations and smell of an F1 car would seem pretty strange," he said. "But I think the most astonishing thing is the braking: with our carbon brakes we can decelerate much faster than any roadcar – from 100mph to zero in less than three and half seconds. I think people would be struck by that."

So did Heidi know what to expect?

"I have no idea, David hasn't told me!" she laughed.

"The fastest I've ever been driven was in a Mercedes roadcar, and that's about it. All I know is that this is a completely different ball game."

Away from the huddles of photographers clustering around the big stars, two-seater driver Darren Turner and GTR chauffeur Chris Goodwin were already tearing round Brands' twisty circuit with prize winners and journalists in the passenger seat. One of the celebrities to experience the two-seater was Jim Corr, from rock group

The Corrs. Another lucky rider was Eve Boxall, 27, who had won her MP4-98T ride in a West promotion in her home town of Brighton. During her seat-fitting at Leeds Castle, she'd been excited but nervous – particularly when two-seater team boss Dermot Walsh warned her not to stand up too quickly after the ride. Most passengers are disorientated by the experience, apparently, and Eve was definitely swaying when she climbed out after her ride at Brands. Fortunately, she was also exhilarated, to judge by the string of words that are, sadly, unprintable.

"That was absolutely amazing," she told *Racing Line* when she'd had time to calm down a bit. "The braking and cornering were wild. I was scared witless when we went down the Cooper straight, because I could see all the people in the paddock shooting past. I would have liked to stick my hand out and wave, but the g-forces would have been too strong! They were so strong, in fact, that at one point I thought my helmet was going to come off. I was thinking: 'Oh God, this is it, I've had it!'"

"I'll definitely be a Formula 1 fan from now on. One day you're sitting in your local pub minding your own business then three weeks later you find yourself doing this... absolutely fantastic. I want to go again now. Again and again and again!"

After her own turn in the two-seater behind David, Heidi's reaction was less voluble, but just as heartfelt. "That was absolutely great. I couldn't talk to David, because there's no communication system, but it was wonderful. I can't wait to tell my father about it, because he's really into Formula 1. I've never been too worried about David when he's driving, so this didn't really make any difference to what I think when I watch him, but it is a great insight into what he does in his office. It was great!" ■

International model Nell McAndrew was one of the celebrities who turned up to enjoy a ride in the two-seater. A car enthusiast, Nell has always wanted to get into a racing car and wasn't disappointed: "That was really fantastic"

"That was absolutely amazing. I want to go again now. Again and again and again!"



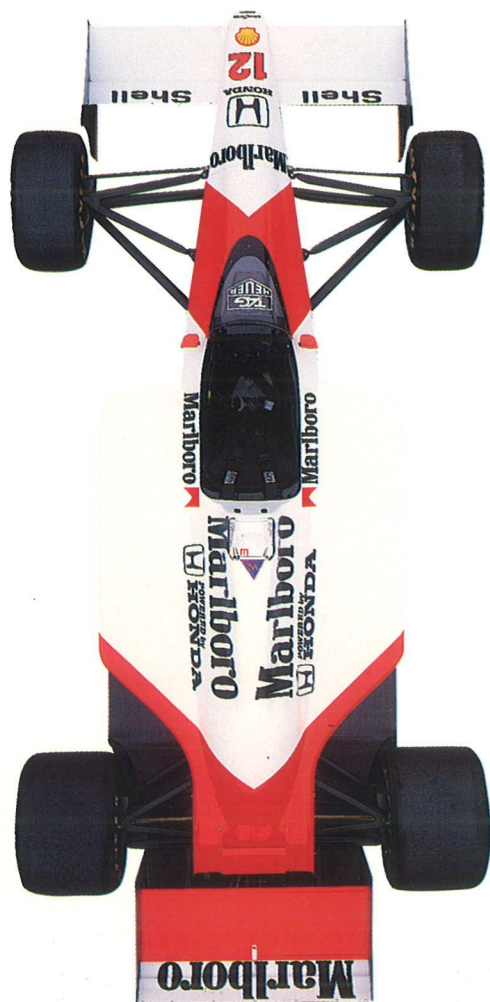
Throughout the day, Darren Turner chauffeured a series of celebrities around the Brands Hatch circuit in the MP4-98T (left). One of his passengers was Jim Corr, from rock group The Corrs



MP4/4 In the last in our series on the great McLarens of the past, we look at the MP4/4, arguably the greatest racing car ever built

WORDS Peter McSean

PHOTOGRAPHY Charles Best



The MP4/4 – a masterpiece that created the record against which all others are judged. Its 1988 tally of 15 wins from 16 grands prix stands alone as the most remarkable achievement in a sport renowned for remarkable achievements.

It's almost incidental that the MP4/4 also took 10 second places, 15 pole positions, 10 fastest laps and two world championships. In fact, the MP4/4 was so dominant that it soon rose beyond being the car to beat. Instead, it was the car that everyone tried to come second to.

There were many reasons for the car's success, of course. Two of them were Alain Prost and Ayrton Senna. This formidable pairing drove their MP4/4 cars to ever greater heights throughout the season. They became, quite simply, unbeatable.

Another crucial factor was the turbocharged V6 Honda RA168E. In F1's final year of turbo engines, the Honda was limited to 150 litres of fuel and a maximum boost of 2.5 bar, but that didn't stop it being the class of the field – it could deliver up to 900bhp; better still, it was tractable and reliable.

Then there was the chassis. The team working with McLaren Technical Director Gordon Murray and MP4/4 project leader Steve Nichols produced a chassis with delightful, innate balance. In conjunction with well-considered aerodynamics, aided by the low-slung engine, the MP4/4 could be adjusted to the particular demands of every circuit.

Only one race escaped its clutches – the Italian GP at Monza. On lap 49 of the 51-lap event – with Prost having already suffered the team's only engine failure of the year – Senna tripped over a backmarker while lapping him and retired.

So nothing's perfect, even the MP4/4. But we'll leave you with one final testament to the car's abilities. In 1988 McLaren scored a record 199 points in the Constructors' Championship; the next seven teams in the table amassed 197 between them. ■

Tech spec

ENGINE

Type Honda RA168E, V6 Turbo
Capacity 1494cc
Horsepower 900bhp at 12,500rpm

TRANSMISSION

Type McLaren six-speed

SUSPENSION

Front Unequal length wishbones, pull rods, inboard springs
Rear Unequal length wishbones, push rods

WHEELS

Front 11.75in wide, 13in diameter
Rear 16.25in wide, 13in diameter

BODYWORK

Construction Carbon fibre single piece cockpit/engine cover and nose section

DIMENSIONS

Wheelbase 2875mm
Track 1824mm front, 1670mm rear
Weight 540kg





Privates on parade

During the 1960s and '70s McLaren used to sell off surplus cars. And it wasn't only rich amateurs who got their wallets out...

WORDS ADAM COOPER PHOTOGRAPHY LAT

Back in the late sixties and early seventies the McLaren factory in Colnbrook was a popular destination for drivers and teams with money to spend. McLaren was one of the most successful production racing car makers of the era, taking orders for CanAm, Indy, F5000 and F2 machines. Sometimes manufacturing was farmed out to companies like Elva and Trojan, but they were still McLarens.

Selling the odd 'one careful owner' car was a logical extension of that process. By clearing out the old kit at the end of each season, the team kept the bank manager happy, and just as importantly freed up space in a very crowded workshop. Between 1968 and '78, there were lots of takers. Indeed 10 drivers drove private McLarens in grands prix, including a couple

of world champions.

The first to take the plunge was Jo Bonnier. The Swedish veteran made his GP debut in 1956, and famously gave BRM its first victory in 1959, but towards the latter end of his career preferred to run under his own colours. For 1968 he acquired the BRM-powered M5A

Bonnier didn't have a great deal of luck – but then neither had Bruce!

which team boss Bruce had raced the previous year. He painted the car in his regular team colours of yellow, with a white and red stripe down the sides. Bonnier appeared seven times with the car, but didn't have a great deal of luck (but then neither had Bruce!). He failed

to qualify at Monaco, but at least salvaged a point for sixth place at Monza.

In those days South Africa had a thriving F1 series, and one of the leading contenders was Basil Van Rooyen, who acquired an ex-Bruce M7A. In addition to doing his local series, he also turned up for the 1969 South African GP, but failed to finish.

A more serious private effort materialised later that season. Historic car racer Colin Crabbe hired Vic Elford to drive for his curiously-named Antique Automobiles team. An ageing Cooper proved uncompetitive, so Crabbe bought an M7A. Vic, a rally and sportscar star, was fifth in France and sixth in Britain, then qualified the one-off M7B a terrific sixth at the Nürburgring. However, on the first lap Mario Andretti crashed his Lotus and Elford couldn't avoid the American's flying wheel. He rolled the car upside down in a ditch. The car was never seen again!

In 1970 John Surtees joined Bruce, Jack Brabham and Dan Gurney as a Formula 1 constructor. His new car wasn't ready for the start of the season, so he bought the one-off M7C as a stop-gap, running it under the Team Surtees banner for the first four GPs. A charging drive in South Africa earned him fastest lap, but sixth in Holland was the only decent finish. John sold the car to Bonnier, who entered it at Monza and Watkins Glen. Jo drove the same car a few times in 1971. He didn't achieve much except at Monza, when he was lapped just as the sensational four-car lead battle swept past – thus earning himself a place in all the photos of the most spectacular finish in F1 history!

A far more serious effort appeared in the last races of the '71 season. Top US entrant Roger Penske acquired an M19A for his



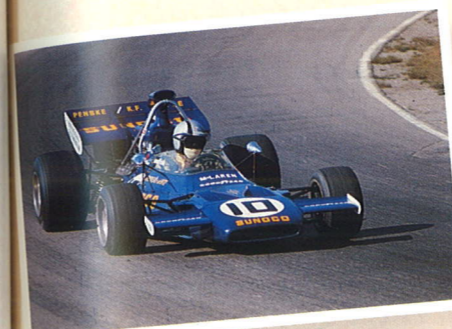
Name: Jo Bonnier (S)
Car: McLaren-BRM M5A
Where: Italian Grand Prix, Monza, Italy
Date: 8th September 1968
Swedish veteran first to run a privately-entered McLaren



Name: Vic Elford (GB)
Car: McLaren-Ford M7A
Where: French Grand Prix, Clermont-Ferrand, France
Date: 6th July 1969
Versatile Brit who was skilled in F1, sports and rally cars



Name: John Surtees (GB)
Car: McLaren-Ford M7C
Where: Dutch Grand Prix, Zandvoort, Holland
Date: 21st June 1970
Former world champ who used a McLaren before own car



Name: Mark Donohue (USA)
Car: McLaren-Ford M19A
Where: Canadian Grand Prix, Mosport, Canada
Date: 19th September 1971
Impressive 3rd on his only appearance in a McLaren



Name: David Hobbs (GB)
Car: McLaren-Ford M19A
Where: United States Grand Prix, Watkins Glen, USA
Date: 3rd October 1971
Brit who stood in for Donohue thanks to clashing Indycar race



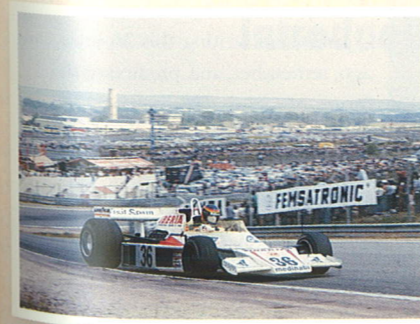
Name: Dave Charlton (ZA)
Car: McLaren-Ford M23
Where: South African GP, Kyalami, South Africa

Date: 30th March 1974
South African driver who made two appearances in his local GP

McLaren privateers

Name	Year/s	Races	Best result	Best grid position
Joakim Bonnier (S)	1968-1970	10	6th-Italy 1968	16th
Basil van Rooyen (ZA)	1969	1	-	9th
Vic Elford (GB)	1969	4	5th-France 1969	6th
John Surtees (GB)	1970	4	6th-Holland 1970	6th
Mark Donohue (USA)	1971	1	3rd-Canada 1971	7th
David Hobbs (GB)	1971	3	7th-Austria 1974	17th
Dave Charlton (ZA)	1974-1975	2	14th-South Africa 1975	20th
Brett Lunger (USA)	1977-1978	17	7th-Belgium 1978	13th
Emilio de Villota (E)	1977-1978	2	13th-Spain 1977	23rd
Nelson Piquet (BR)	1978	3	9th-Italy 1978	20th

NB Only includes drivers who qualified for a world championship GP



Name: Emilio de Villota (E)
Car: McLaren-Ford M23
Where: Spanish Grand Prix, Jarama, Spain
Date: 8th May 1977
Spaniard who flew in British F1 but lost his way at World level



Name: Brett Lunger (USA)
Car: McLaren-Ford M26
Where: British Grand Prix, Brands Hatch, England
Date: 16th July 1978
Ex-US Marine who never fulfilled the promise shown in US F5000



Name: Nelson Piquet (BR)
Car: McLaren-Ford M23
Where: Italian Grand Prix, Monza, Italy
Date: 10th September 1978
Brazilian future world champion who had three races with McLaren before hitting the big time

68-78

close pal Mark Donohue, and painted it in the splendid blue and yellow Sunoco Oil colours made familiar on the team's Ferrari 512M sports car. Donohue made his debut in the Canadian GP, and finished third.

Everyone looked forward to the US GP at Watkins Glen with great anticipation, but Donohue found himself in trouble. An Indycar event at Trenton, which had been postponed by rain, was rescheduled to the Sunday of the Grand Prix weekend. Trenton had priority, but Penske had his Learjet on standby in case the race was postponed yet again. It wasn't, so Brit David Hobbs stood in for the race and finished 10th. Twenty years later Penske and McLaren reformed links when the two teams shared sponsors and engine suppliers.

Strangely, McLaren fell out of fashion as a customer car for the next few years. South African veteran Dave Charlton bought an M23 to use in his local series, and raced it in Lucky Strike colours at the GP in 1974

(when he finished 19th) and in '75 (a slightly better 14th). But there were no real McLaren efforts until 1977, when two arrived at once.

Former US Marine Brett Lunger had raced Hesketh, Surtees and March chassis before he did one better than any previous visitor to Colnbrook; in spring 1977 he actually got his hands on a brand new M23. It was the 13th to be built, but was given chassis number 14. The car was prepared for Lunger by the BS Fabrications team, and it looked good in its Chesterfield livery. But the American was not renowned for his pace, and never got near the points, even after he bought a second M23 as a spare. At least he did better than Spanish bank manager Emilio de Villota, who ran an older silver-hued M23 with Iberian Airlines sponsorship. Alas, the car didn't fly and poor Emilio failed to qualify five times in his seven attempts. His best effort was 13th.

In 1978 de Villota tried once more, missing the cut for his home race. Progress was not helped when he spun and was hit hard by the

works McLaren of one James Hunt! Villota had much more luck with the car in the British F1 Championship, where he was something of a hotshot.

The determined Lunger continued to race an M23 into '78, but this time with backing from Lark cigarettes (whose name turned up many years later on a McLaren F1 GTR sports car). After Monaco he took delivery of a brand new M26, as still used by works men Hunt and Patrick Tambay, and earned a seventh place at Zolder.

Later in the year the old M23 car was hauled out again, and Lunger's team ran it as a second entry in three races for an F3 star called Nelson Piquet. The outfit's final outing was at Monza, and while Lunger retired, Piquet soldiered on to finish ninth – thus becoming the last man to race a private McLaren in a G.P.A few years later the rules were changed to ensure every team built its own cars, so the F1 privateer was at last a part of history. ■

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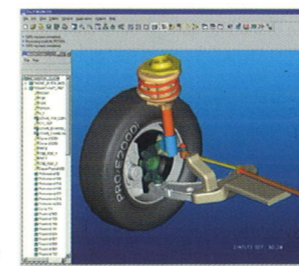
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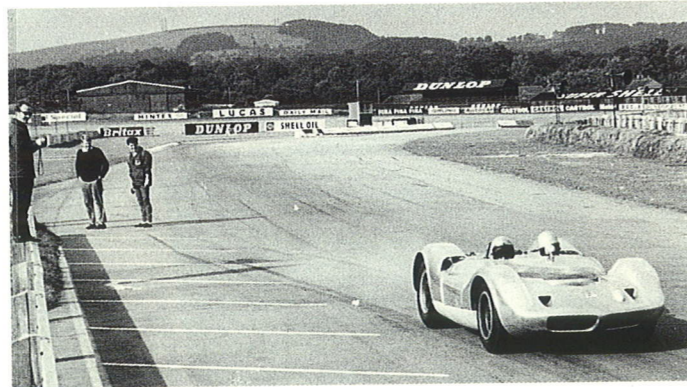
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YOUNG & OLD Tandem riders

Legendary motoring journalist Denis Jenkinson, known to all his friends as Jenks, was small, feisty and fearless. Motorcycle champion Eric Oliver chose him as sidecar passenger in the late 1940s and he was also Stirling Moss' co-driver when they won the 1955 Mille Miglia at record speed in a factory Mercedes-Benz 300SLR — 1,000 miles at an average speed of almost 100mph on public roads. Jenks knew what made racing drivers tick; he knew more about them than the men themselves. Sadly, he died before the two-seater McLaren MP4-98T appeared, but he did ride in a two-seater McLaren when Bruce McLaren tested his first CanAm car at Goodwood in 1964.



Eoin Young (far left) watches Bruce McLaren and Denis Jenkinson in the first CanAm McLaren car

Jenks wrote in his October 1964 column for *Motorsport*: 'It was unusually comfortable, the suspension so soft and controlled that sitting on a fibreglass seat was no bother at all. Cockpit room was cramped and I had difficulty in avoiding leaning on McLaren's left arm. The oldsmobile engine, running at 7000rpm, was remarkably smooth, but gave a good punch in the back on acceleration, and the handling was remarkable for the car's smoothness and balance. There was very little wheel-twiddling or full-lock slides, the

I can just see the RAC allowing that, which is a pity because I'm all set for a go, and I know other people who would join me.'

The ride with Bruce was to Jenks' liking because it wasn't a stint, just an extension of a test programme and he was incorporated into the development. 'After getting the handling to his liking, McLaren took me for a couple of fast laps of the Goodwood circuit, around 1min 25sec, just to prove to me that it was a

car being held on a steady course, especially through the fast corners.'

Jenks believed that if two-seaters were to be raced, they should be able to take two people: 'I would like to take this two-seater question further and suggest that mechanics should be carried in these cars when they are racing, but

real two-seater sports car.'

Jenks pressed his case for passenger's rights: 'Being a sports car as distinct from a prototype GT car, the windscreen was tiny and tailored for the driver, so the wind pressure at 130-160mph was terrific and a lot of laps would have given me a pain in the neck. The chassis

and suspension are almost up to grand prix specifications, and the car's smooth ride was outstanding; it explains why grand prix drivers can sit in an unpadded cockpit on a sheet of aluminium and fibreglass.'

Jenks was writing this 36 years ago, remember, and predicting the future of racing with remarkable clarity. He ended his column thus: 'What I am hoping is that one day someone will devise a two-seater grand prix car so I can sit behind some of the 'workers' of today to see how they really go round corners.'

This photograph was taken by McLaren's designer Eddie Stait, who produced it after we'd had an argument about who was first to ride in a CanAm car with Bruce. I maintained that I had been first when Bruce took me for three laps of Goodwood in the M6B in 1966. Stait insisted that Jenks was first, and the photo clearly shows a youthful Young (in sunglasses) standing on the guardrail watching McLaren and Jenkinson thunder past... ■

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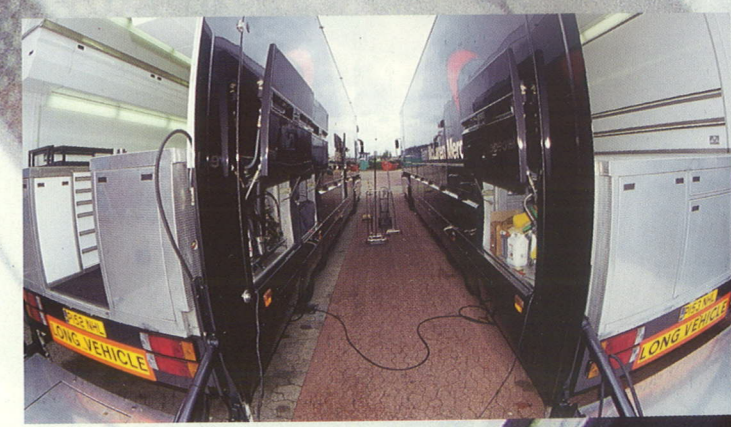
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Something *for the* weekend

Have you ever wondered what a Formula 1 team takes to a race? You'd be surprised. Racing Line watched the big trucks being loaded up for the last European race of the season

WORDS KATE TAYLOR PHOTOGRAPHY TED HUMBLE-SMITH



Something for the weekend



It takes the four West McLaren Mercedes truckies just under three hours to load up the transporters. Everything the team needs to service, clean and race its four MP4-14s is packed neatly away, including a massage table for tired drivers!

Travelling to a grand prix is a mammoth undertaking. Early on a Sunday morning in September the four West McLaren Mercedes race 'truckies' are at the team's Woking headquarters to prepare three trucks for the European Grand Prix. Phil Williams, Kris de Groot, Drew Miller and chief truckie Steve Cook have one 'Mobil' truck and two identical, 40-foot, 38-ton lorries – the 'Lista' truck and the 'race' truck – in which to pack everything. Nothing can be forgotten or left behind.

From the mundanity of a watering can and a Hoover to the futuristic satellite system that connects the pit garage in Germany with the internal phone system at McLaren's factory in England, every item the team may need over the race weekend must go into these three trucks. Nothing is left to chance. When engineers reach for their radios or mechanics for their tool boxes, they simply must be there; it is the truckies' responsibility to make sure they are. There are hundreds of pieces of equipment, tools and parts. Everything has its place.

Into the Mobil and Lista trucks goes the pitstop gear – jacks, wheel guns, the kitbags containing fireproof race suits and a suitcase containing breathing apparatus for the refuellers. The paraphernalia for the pit garage and 'perch' where the engineers sit during the race includes lap boards, garage names and numbers, timing gear, TV monitors and 15 crowd control barriers.

Four MP4-14s – two race cars and two spares – are carefully wheeled out of the factory and into the race truck. Countless spares, including 12 nose cones and eight rear wings, are loaded alongside. And each car is assigned its own Lista tool cabinet.

There are boxes of liquids – brake fluid, lifter fluid, glass cleaner, polish, oil, tubs of grease and de-greaser. And then there are the 'sundries': weighing scales, ice cages, fuelling rigs, a massage table, an EDI-current crack checker and spare headrests for the drivers. There is even a shredder and a bin – essential in the secretive world of F1 – plus a ladder, 10 white sheets and more than 60 Kenwood radios and headsets; everything, it seems, but the kitchen sink.

They are finished by noon, but they'll be back the following morning before 6am to take the MP4-14s to Silverstone for a pre-race shakedown. Once there, the cars and all that goes with them will be unloaded for

the test and then neatly re-packed a few hours later for the journey to Dover for the ferry.

There's even a shredder and a bin – essential in the secretive world of F1

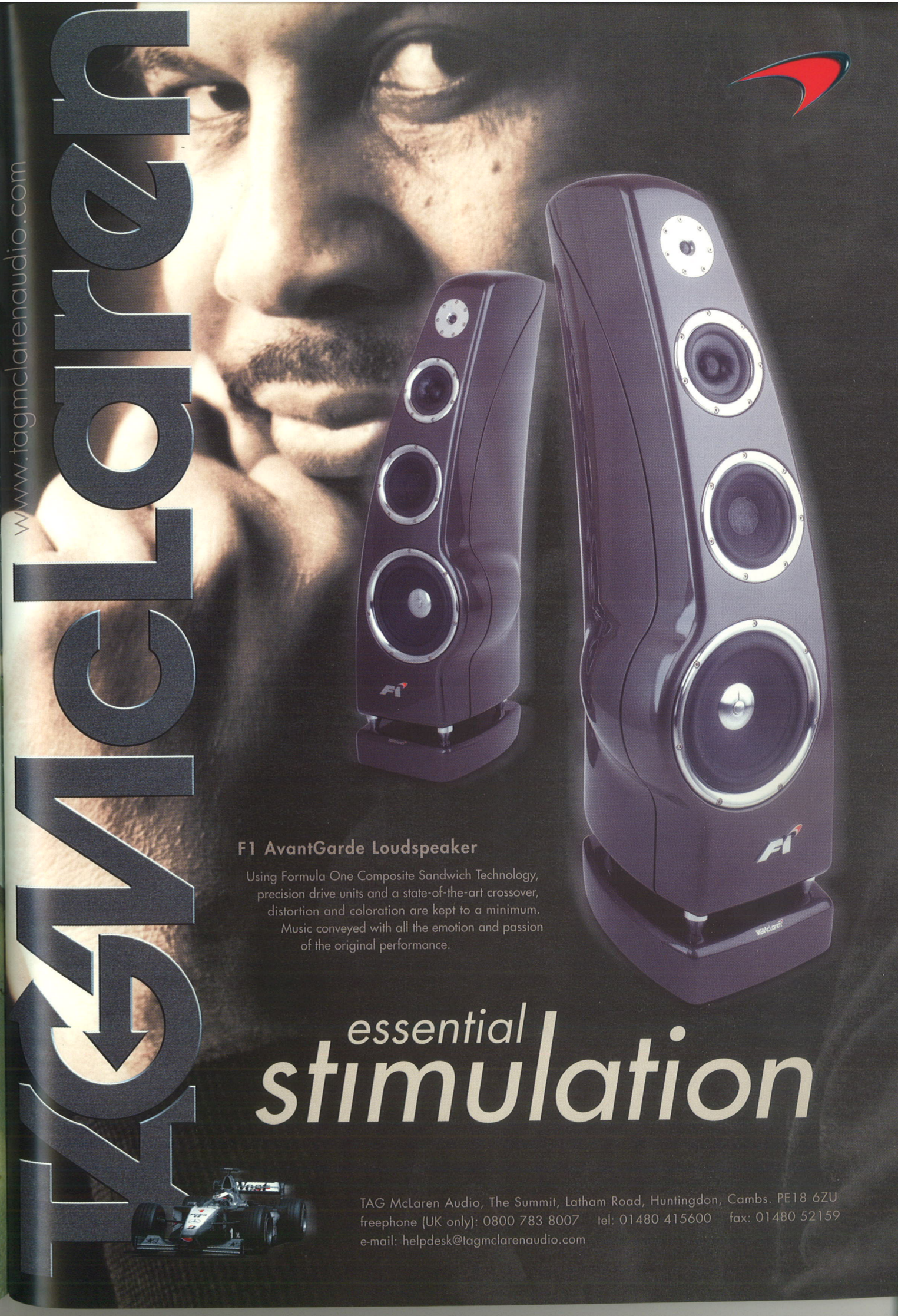
The convoy will reach the Nürburgring by Tuesday afternoon. There the garage floor must be painted, the team pitstop area marked out, the pit wall gantry erected. Everything must be ready. And when it's all over, the luckless truckies will be packing it all away again to come home. Welcome to Formula 1. ■

Something
for the
weekend



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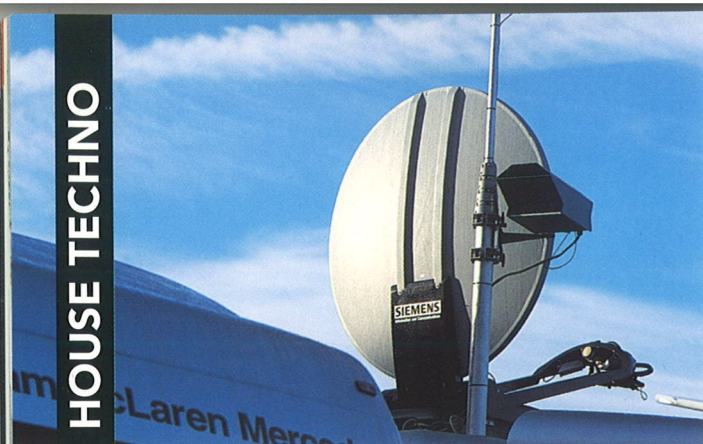
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Without reliable forms of communication at a GP, West McLaren Mercedes would be blind and deaf. So the team takes its own bespoke satellite system

WORDS JESS McAREE PHOTOGRAPHY TED HUMBLE-SMITH

Ask a thinking person in Formula 1 what wins motor races in 1999, and you're liable to be surprised by the answers. Engines, gearboxes and drivers will of course be mentioned, but they won't be number one. Instead, you'll hear words like commitment, teamwork, communication. Especially communication. The transfer of information – electronic, written, verbal – is critical to a modern Formula 1 team.

Certainly at West McLaren Mercedes, communication is rated more highly than almost anything else. A grand prix circuit is one of the most communications-intensive arenas in the world, and phone and radio are the sinews that bind the various limbs of F1 teams – drivers, engineers, public relations executives, Partners. The perennial cry from the Formula 1 paddock is for bandwidth, bandwidth and more bandwidth.

Enter Siemens Information and Communications, a West McLaren Mercedes Technology Partner, which has just introduced a brand new satellite system to revolutionise the way West McLaren Mercedes personnel communicate between its Woking HQ and the circuits. It consists of three satellite dishes, one each for the race team and the test team, and a special frequency dish for flyaway races outside Europe. Each can be erected at a racing circuit by team personnel.

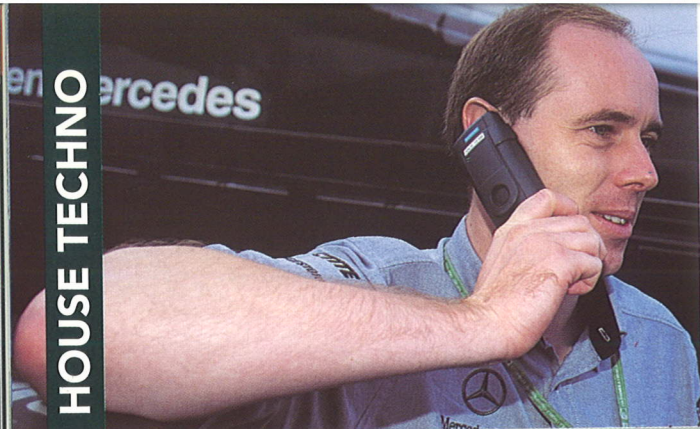
"You put the dish on a hydraulic mount in one of the motorhomes, and at the touch of a button it aligns itself to the nearest geostationary telecom satellite," explains Callum Malcolm, Siemens' sales support manager. "It gives us a direct link to the Woking HQ, with 512 kilobytes of bandwidth reserved completely for team use."

Attached to the satellite modem is a cunning device designed by Siemens called a Hicom PPX, a datarouter that allows all the team's computers to connect to the system and combine with voice and data traffic in a two-way exchange with Woking. "Every terminal, every telemetry system has a connection," says Malcolm. "This means that any and every bit of information collected by

It's good to
talk

SIEMENS
Information and Communications

Siemens supplies a set of cordless phones that can be patched into the satellite system, allowing callers from anywhere in the world to be put through to team personnel instantly



computers, including telemetry systems in the garage, can be relayed immediately to Woking – and vice versa. Staff at Woking can electronically patch into the system at the circuit as well.”

How quick is this data exchange? Well, most telemetry files are about 12 megabytes, and take only a few minutes to be sent across the satellite link. Compare that to a large picture or movie file on the web, also about 12 megabytes; even with a fast modem you might need an hour or so to download it onto your PC. “In the past we sent data files by ISDN. This is much, much faster,” adds Malcolm.

McLaren’s IT manager Roberto Volo agrees: “Half the available bandwidth on this system, 256K, is dedicated to data transmission. It means we’re not dependent on the racing circuits we visit to provide us with communications systems. This can be a real problem, because if their systems go down we’re at the mercy of their support infrastructure.

“It happened in Canada this year, when the ISDN line failed an hour after the race. All the circuit staff had gone home, but we were still working trying to send data. With the Siemens system, we’re entirely self-sufficient.”

The system can do more even than this. Attached to the satellite are fixed line phones and cordless phones carried by key team personnel. All are linked to the system, allowing callers from anywhere in the world to be instantly patched through to anyone at the circuit.

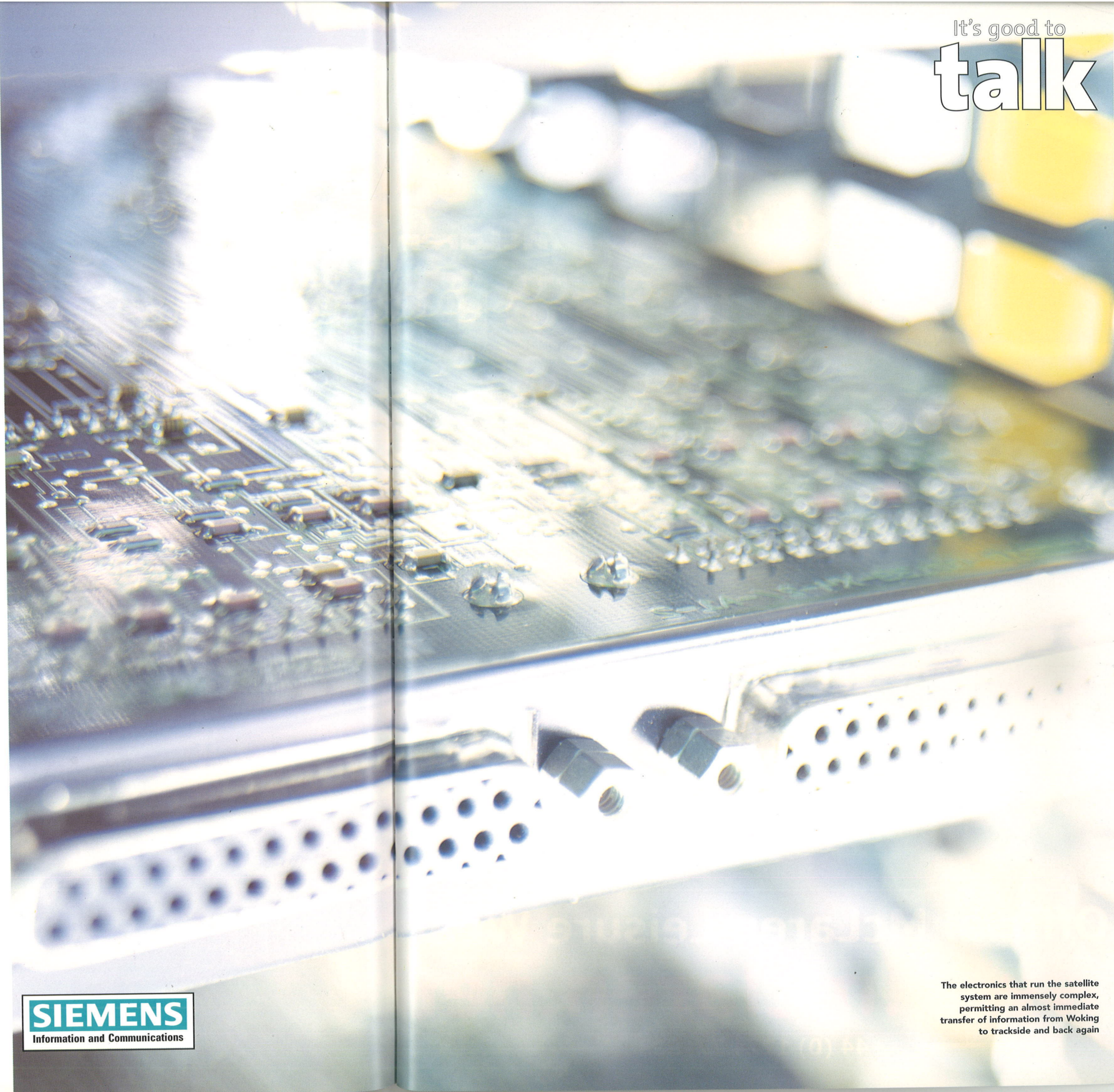
“It’s arranged so you can set up your phone at the office to forward all calls automatically via satellite,” says Malcolm. “The caller simply dials your normal Woking number and he’s put through to you at the circuit wherever you happen to be. It works the other way round, too: in the motorhome at a circuit, you enter a code number on the phone, then dial as if you were sitting at your office back in the UK.”

All this means that team members effectively have their own personal numbers, yet it’s cheaper than issuing everyone with a mobile phone: with the Siemens system, the sole outlay is the cost of licences to use satellites in various countries. Once that’s paid for, you can make as many calls and send as much data as you like. Ring a UK number from trackside, and you pay only the local call rate from Woking.

“The team also specified a videoconferencing facility when they ordered the system from us,” says Malcolm. “We think it might become more important in future.”

The system is still in its teething stages, and over the winter Siemens will be improving it further. It’s yet another feather in the cap for the West McLaren Mercedes team, which prides itself on being in the forefront of technology.

“No other team has anything as sophisticated as this, but they should have,” says Callum Malcolm. “In Formula 1, this is definitely the future.” ■



It's good to
talk

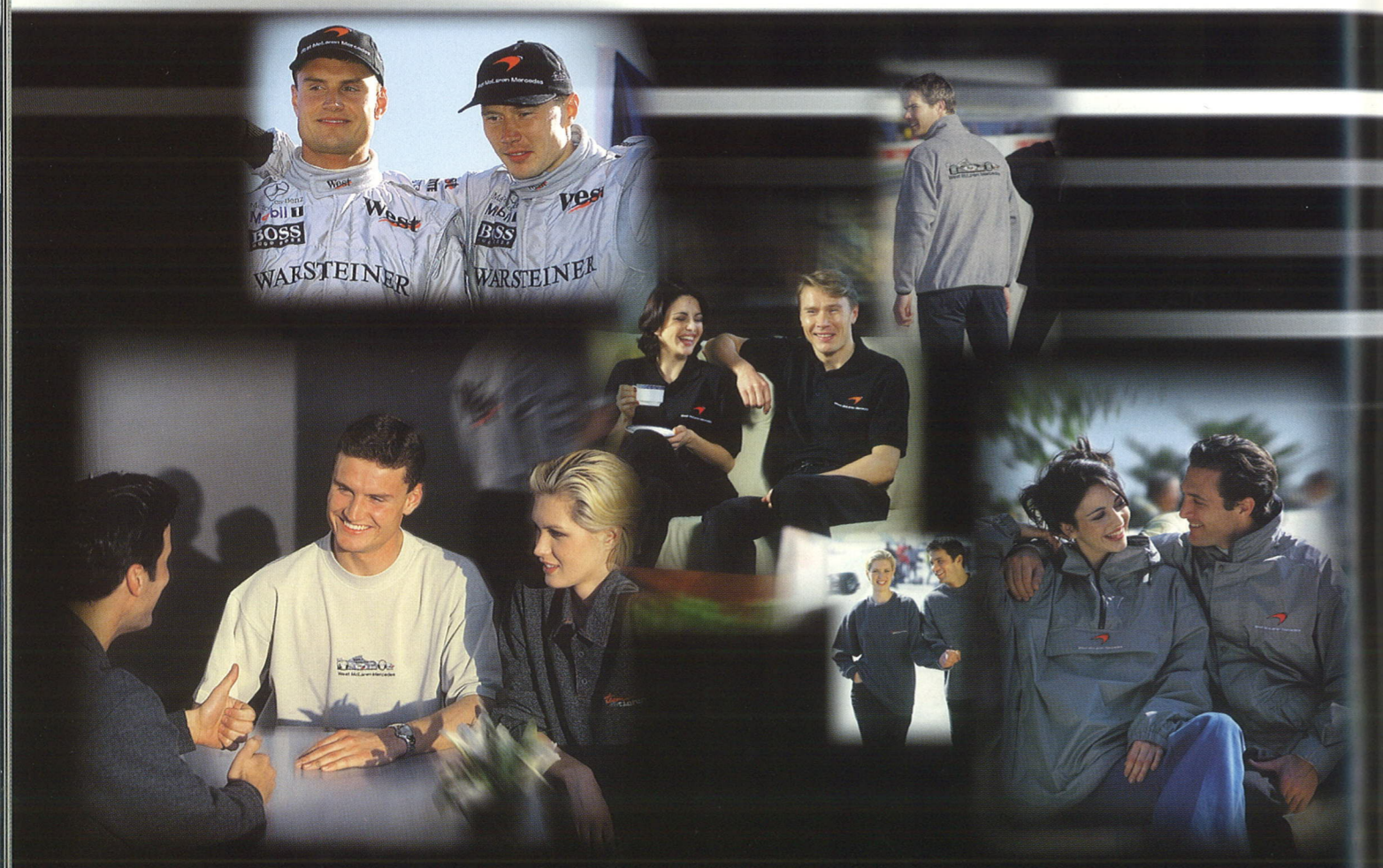
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The electronics that run the satellite system are immensely complex, permitting an almost immediate transfer of information from Woking to trackside and back again



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What was the highlight of your two years as Chief Mechanic at McLaren?
The 1988 and 1989 seasons were

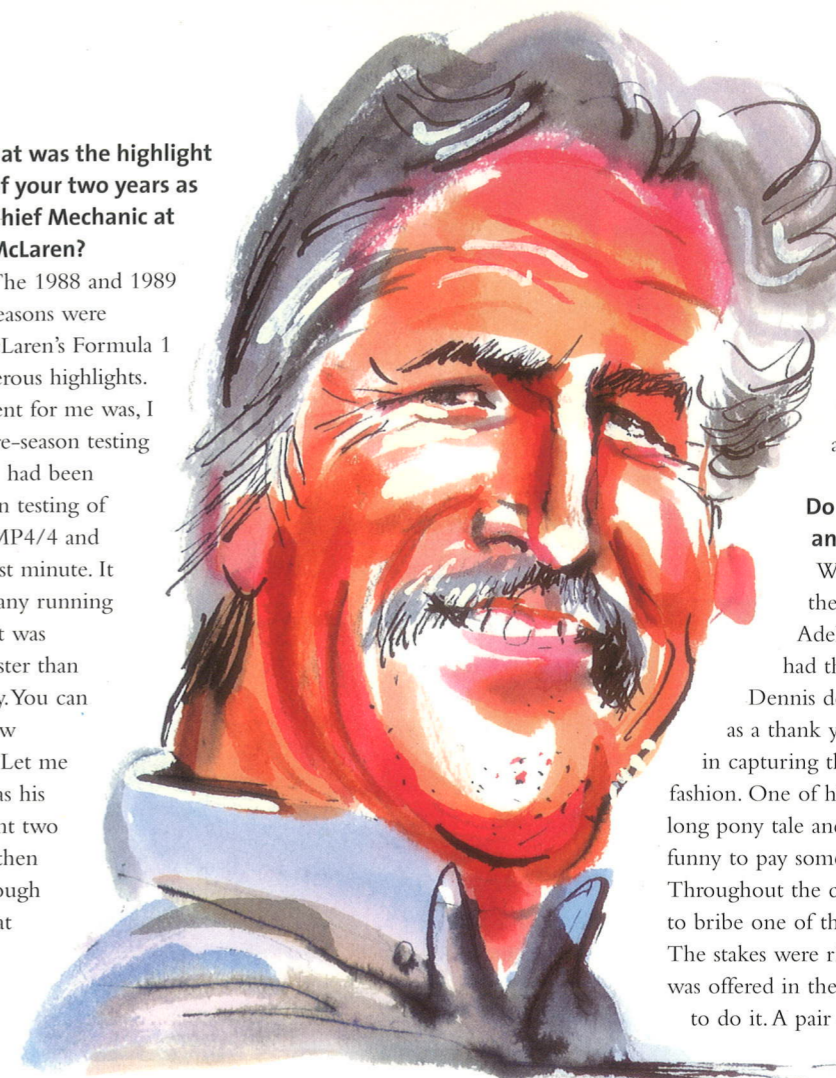
arguably the greatest in McLaren's Formula 1 history, so there were numerous highlights. The most significant moment for me was, I suppose, at Imola during pre-season testing at the beginning of '88. We had been delayed with the shakedown testing of the new Honda-powered MP4/4 and things were all a little bit last minute. It was midday before we did any running with the car but Alain Prost was immediately 1.5 seconds faster than anyone had gone previously. You can imagine how McLaren's new signing Ayrton Senna felt. "Let me drive it, let me drive it!" was his cry! Predictably Ayrton went two seconds quicker. We knew then that the title was ours, although we didn't publicly voice that opinion.

Are there any regrettable moments from that period?

Well, not winning all 16 races in 1988. We lost out at Monza when Ayrton got tangled up with a backmarker while lapping him. It was a strange race, in fact, because we suffered our only engine-related failure of the entire season when Alain's unit developed a spark plug failure. We subsequently told Ayrton to alter the fuel mixture to run rich to keep his plugs cool. That meant that he was using more fuel than normal and the Ferraris were catching him. He probably could have held on because there were only two laps left when he went off. Still, 15 out of 16 wasn't bad!

Senna and Prost had a fairly stormy relationship in those two seasons. Did it affect things within the team?

Certainly Ayrton and Alain felt the relationship was strained at times, but they were both incredibly professional and worked hard at beating each other as well as everyone else on the track. Emotions ran high, particularly for the team, at Suzuka in 1989 when they collided at the chicane while disputing the lead of the Japanese Grand Prix. There were divided loyalties among the mechanics because some were assigned to Ayrton's car and others to Alain's. We watched the whole episode on a giant screen in the pitlane and didn't know whether to congratulate Alain for winning his third world



Hair raiser

Neil Trundle, former McLaren Chief Mechanic and now gearbox wizard has been with McLaren for almost as long as anyone can remember. *Racing Line* asked him to reminisce for the record...

ILLUSTRATION: DAN WILLIAMS

title for McLaren or commiserate with Ayrton for losing. When Ayrton was later stripped of his win for the way in which he rejoined the circuit after his clash with Alain, it made for a fairly awkward weekend all round.

Do you have any off-track antics that spring to mind?

We were down in Australia for the last race of the season in Adelaide one year and all of us had that 'end-of-year' feeling. Ron Dennis decided to host a dinner party as a thank you for everyone's hard work in capturing the titles in such a dominant fashion. One of his guests, it was noted, had a long pony tale and Ron thought it would be funny to pay somebody to cut it off.

Throughout the course of the evening he tried to bribe one of the waitresses to do the deed. The stakes were rising rapidly and I think she was offered in the region of 500 or 600 dollars to do it. A pair of scissors was procured from the kitchen and the deed was done. It was a great moment and good to see everybody in the whole team enjoying themselves so much.

You've been involved in motor racing a long time. What have been your personal highs and lows?

My greatest moment has to be the 1974 Monaco Formula 3 race. I was running Tom Pryce – a great prospect who would have gone on to great things had he not been killed at Kyalami in 1977. Our Token F1 team had had its entry refused for the Monaco Grand Prix due to Tom's lack of F1 experience so we got a last minute entry for the supporting F3 race instead. Tom actually went on to win the race by the proverbial country mile which was sensational. Soon after, he signed to drive for Shadow for whom he starred in some races. I like to think that his performance at Monaco made people sit up and take note.

The lowest point in my career was Ayrton Senna's death in 1994. He had been a huge influence on McLaren and its performances and his inexplicable accident at Imola was a huge shock. I had known him from his very first foray into British Formula Ford back in 1980, having been introduced to me as 'a special talent' by our Project 4 driver Chico Serra. It was a pleasure knowing the guy and an honour to work with such a genius. ■

Festive Gear

Stuck for ideas this Christmas? Look no further – we've taken the panic out of last-minute shopping with our guide to the perfect gift for everyone. Yule love it...

WORDS KATE TAYLOR PHOTOGRAPHY TED HUMBLE-SMITH, MCLAREN



Current price £3.50
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Send your children back to school with something to be proud of – buy them this West McLaren Mercedes titanium pen and calculator as stocking-fillers



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Give your friends the perfect gift to serve all their Millennium Eve drinks on with these West McLaren Mercedes drivers' helmet coasters (set of four)

Want to show your support for the best F1 team in the world? Get one of these front-adhesive Mika Hakkinen stickers for the family car

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Current price £7.50
Members price £6.50

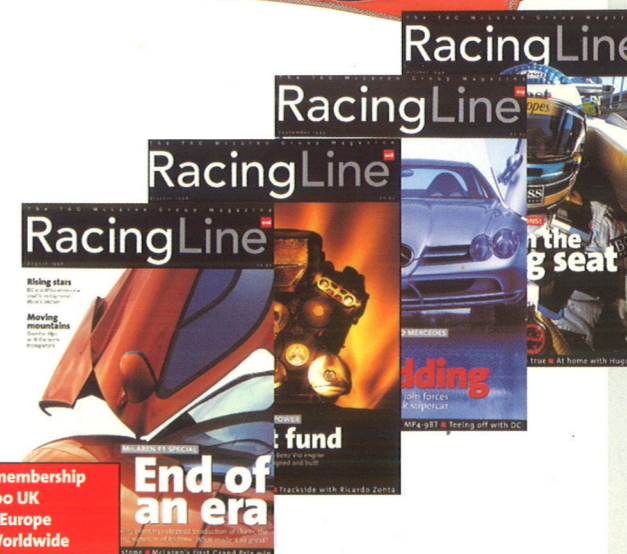
Is there a photographer in your house? Then make their first pictures of the new millennium something special and give them this West McLaren Mercedes-liveried single-use disposable camera

Take this West McLaren Mercedes sports bag to the gym. It's in Team colours and features a shoulder strap and three pockets

Current price £40.00
Members price £34.00



Get your friends a Team McLaren membership and let them see what they've been missing out on! As well as getting the chance to win a VIP tour of the team's headquarters, they'll receive gifts including monthly issues of *Racing Line*, a limited edition Team McLaren members' polo shirt, a camera, a window sticker, a car keyring and two drinks coasters. The perfect Christmas present!



Individual membership
£49.00 UK
£57.00 Europe
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How to order:

You can place your order for any of the items listed on these pages in the following ways:

By phone:

Ring +44 (0) 1274 771833 between 9am and 6pm Monday to Friday, Saturday 9am and 1pm. Please have your membership number and credit card details ready (Switch, Visa, Access and Mastercard only).

By post:

Write down the description and quantity you require of each item. Add up the total and add postage (see your Formula Fashion brochure for postal charges). Then send your credit card details or a cheque made payable to Team McLaren Ltd (write your home address or cheque card number and expiry date on the back) to the usual address. Please don't forget to include your name, home address and where to send the goods if the delivery address is different.

By fax:

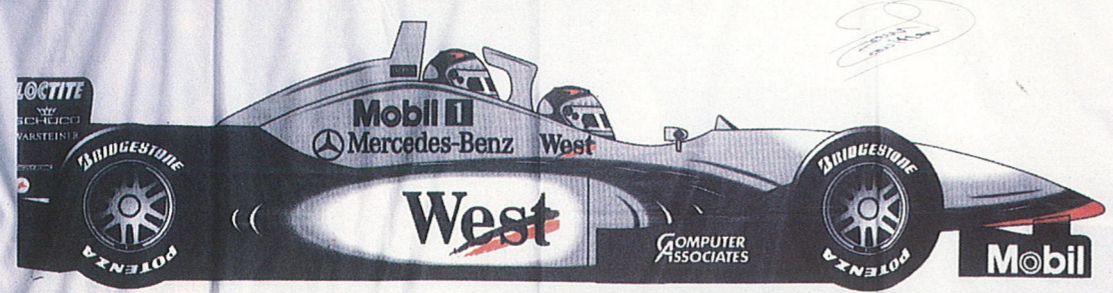
You can fax your order to +44 (0) 1274 728436. Please include all the details specified above and do remember to sign the fax if you are paying by credit card.

By internet:

Visit www.mclaren.net and order online.

You must allow 28 days for delivery, so if you want your gifts in time for Christmas, we suggest you get your order to Team McLaren by 14th November at the very latest.

COMPETITION



West McLaren Mercedes
ADRENALINE



What a flapping great prize

This month we're giving you the chance to win a truly exclusive prize. All year long, the West McLaren Mercedes Adrenaline Programme has been making headlines across Europe and now you have the chance to win a terrific souvenir of the year's events.

This massive West McLaren Mercedes Adrenaline Programme flag has been signed by David Coulthard and features a picture of the MP4-98T two-seater. All you have to do to win is answer the following questions and send your answers on a postcard to the usual address by November 31st 1999:

1. How many Grands Prix has David Coulthard won so far in his Formula 1 career?
2. Which holiday island did the West McLaren Mercedes Adrenaline programme visit in August?
3. Other than the two-seater, which McLaren car is also part of the Adrenaline programme?

The address for all competition entries is as follows: Team McLaren, Admail 622, Woking, Surrey, GU21 1WH

Team Spirit

Team McLaren member Luc Verhelle from Meise, Belgium, has come up with a novel idea for readers who are about to book tickets to travel to Formula 1 races in 2000. Luc proposes that in order to give West McLaren Mercedes as much concentrated support as possible, Team McLaren members should try to sit together to watch the sessions. As a seasoned traveller to Grands Prix he has suggested the following grandstands, which offer the best viewing at some of the most popular circuits on the calendar:

- Spanish Grand Prix, Barcelona:** Grandstand G, as far to the right as possible. As well as an uninterrupted view of the track, you can also see the massive video screen from these seats
- Monaco Grand Prix, Monte Carlo:** Terrace Ermanno, first floor. Expensive, but food and drink are included, and so close to the track that you can almost touch the cars as they accelerate up the hill at the end of the start/finish straight
- Canadian Grand Prix, Montreal** Silver 11. There is always plenty of action at the first corner!
- Belgian Grand Prix, Spa Francorchamps:** Gold 2. Fantastic views of the best spectacle in Formula 1 – Eau Rouge of course!



- Austrian Grand Prix, A-1 Ring:** Gold 2 is situated high up at the end of the pits straight on the Castrol Kurve, and has an unparalleled view of virtually the whole circuit
 - European Grand Prix, Nurburgring:** Silver 9, block B or C. This grandstand has a good view of the main straight
- Luc suggests that Team McLaren members could also arrange to meet up at the Mercedes merchandise stand after qualifying and the race. If you have any similar suggestions you can write to us at Team McLaren and if you would like to get in touch with Luc you can write to him at: Kon. Astridlaan 4/1, 1860 Meise, Belgium or email him at verhelle@planetinternet.b

Special Christmas offer for Team McLaren members

As part of an exclusive offer, Team McLaren members can order any of the merchandise pictured here at a special price (excluding post and packaging) in time for Christmas. The products feature the World Championship-winning West McLaren Mercedes MP4-13, but are in limited supply, so phone the usual Team McLaren hotline to order.

- RL0605:** Current price £40.00, Discounted price £28.00
- RL0627:** Current price £29.00, Discounted price £20.30
- RL0609:** Current price £17.00, Discounted price £11.90
- RL0610:** Current price £17.00, Discounted price £11.90
- RL0639:** Current price £28.00, Discounted price £19.60

Competition winners Competition winners Competition winners

September issue winners

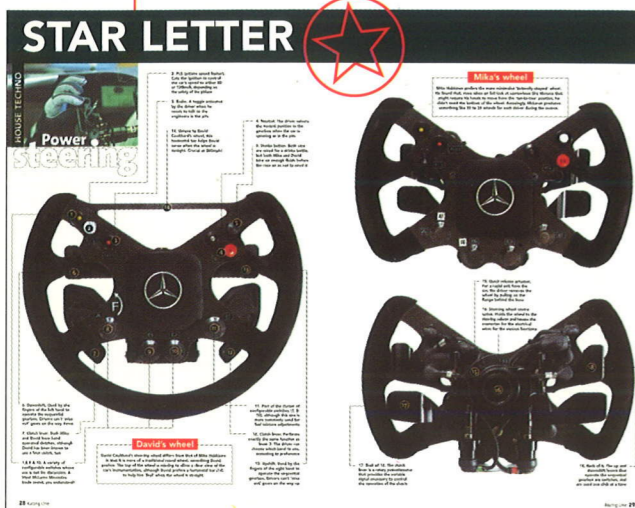
We can now announce the winners of the competitions from the September issue of *Racing Line*. The two first prize winners in Willi Opitz's winery competition are Patrick Chevaux of Sergy, France, and Kevin Rhodes of Aylesford, Kent. Both have won a weekend trip for two at the Willi Opitz vineyard in Austria including two nights accommodation with breakfast, dinner and wine tasting.

The three runners-up, who all win three bottles of limited edition Silver Lake wine each are: Coghlan Aldo Ariel of Buenos Aires, Argentina, Garry Bullen of West Malling, Kent and Andrew Gambrell of Whetstone, Northants.

There are also five third prize winners: Simo-Pekka Torsti of Espoo, Finland; Throstur Gardarsson of Reykjavik, Iceland; Ian Harris of Stevenage, Herts; Alan Gordon of Balcombe, West Sussex and Ann Edger of Northwood, Middlesex. Each has won a bottle of Silver Lake wine.

Meanwhile, the limited edition 1997 West McLaren Mercedes 'ping' jacket has been won by Jean Bigras of Beaconsfield, Bucks.





Wheely Fascinating

I felt compelled to write having just read the excellent 'House Techno' feature on Mika's and David's steering wheels (*Racing Line*, October). What a coup! I never thought it would be possible to read such a behind-the-scenes story with specific explanations of an item of engineering as sensitive as the steering wheel of a Grand Prix car.

I didn't realise just how many functions can be controlled from the wheel – as if there isn't enough for the drivers to do merely keeping the car on the road. Well done *Racing Line* and West McLaren Mercedes for organising it, and may we have more like it please?

Just one last point: could you get Adrian Newey or Steve Hallam drunk for your Christmas issue so that we might learn what buttons one, eight, nine and 10 do?!

M WEISMANN, DÜSSELDORF, GERMANY



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

Part of the Team

I wanted to say how proud I am to be a member of Team McLaren and that I have been especially proud recently. Both Mika and

David have shown over the last couple of months that, despite problems, they just come back even stronger. I congratulate both on being professional team members by admitting they are human and proving they are the best.

This team spirit spills over to the supporters club and I have found everyone to be generous and considerate. Joining Team McLaren is one of the best things I have ever done. And no matter what happens, Mika Hakkinen, David Coulthard and the whole team have worked extremely hard this season.

ANGELA CROXALL, UK

www.satisfiedcustomer.com

I want to thank you for your great website. Not only is it packed with facts and news about West McLaren Mercedes, but without it I wouldn't have been able to join Team McLaren or had the pleasure of *Racing Line*, with the best information and pictures of my favourite team.



I am particularly a fan of David Coulthard and without you I would have had to continue buying magazines that had little to say about him. For example, I loved your feature on David's motorhome (*Racing Line* October). It was a terrific chance to see what he does behind the scenes at races. Thank you for letting me into the McLaren world.

HELEN PEARSON, CANTERBURY UNIVERSITY, UK

So what are the rules?

I'm sitting in a state of shock after watching Ferrari being exonerated by the FIA for the debacle in Malaysia. I am, frankly, speechless at this result, and I felt I had to write to you to express my outrage. Formula 1 is obviously a highly technical sport where the rules are necessarily arcane and complex, but I am staggered that it is seemingly beyond the wit of the FIA to decide a) what their own rules are and b) how to enforce them. To a simple man like myself, the whole affair is ludicrous and brings the sport into disrepute. It's also very hard to escape the conclusion that in Formula 1 there is one rule for Ferrari and another for everyone else.

H DE IVARS, MADRID, SPAIN

Please send your letters to:
Team McLaren, Admail 622, Woking,
Surrey GU21 1WH

IN THE NEXT ISSUE
Published on
10 December 1999



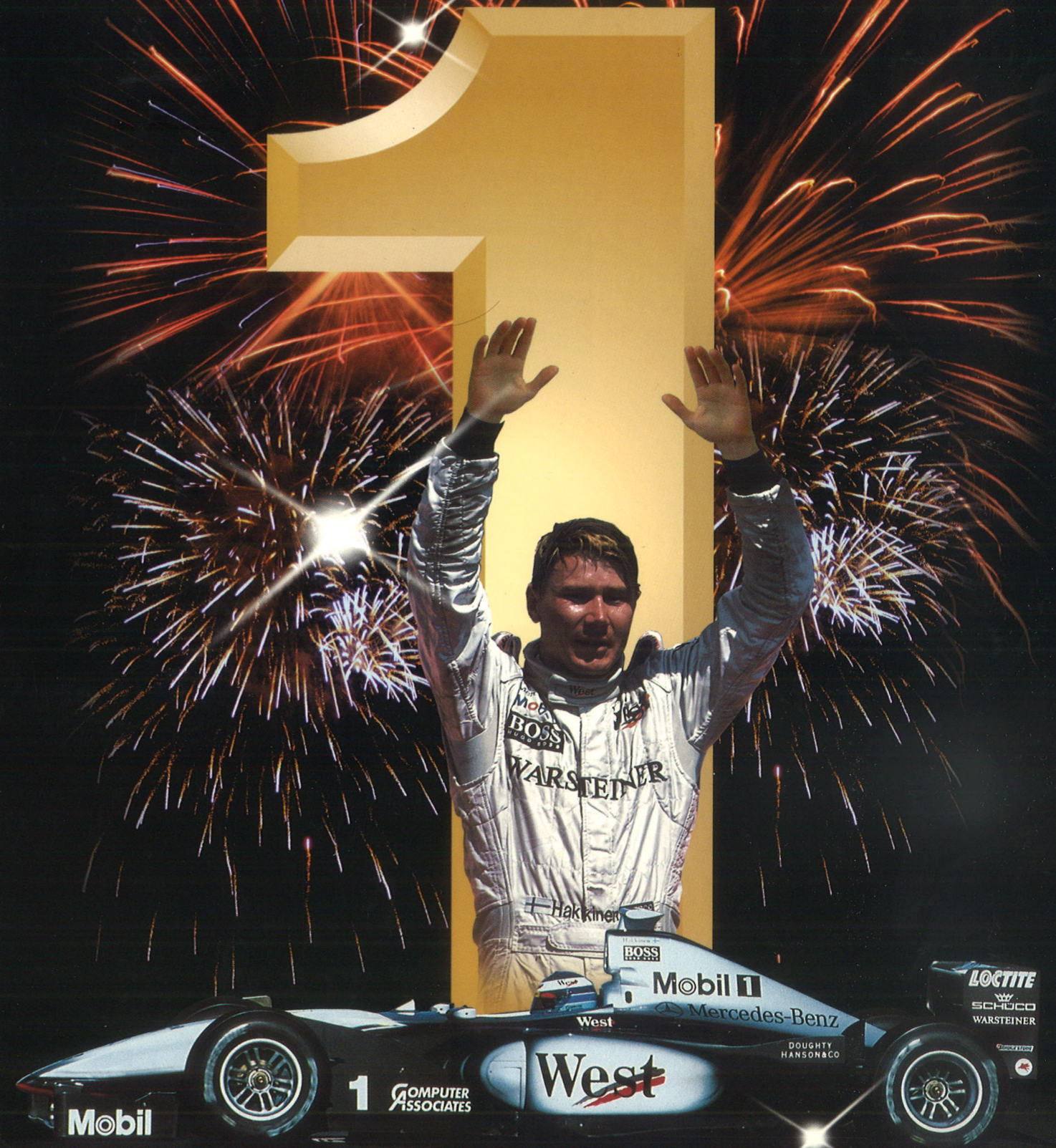
CHRISTMAS ISSUE

Lapping it up with Finlandia

PLUS

Winner takes all: The McLaren Autosport BRDC Award
Fashion parade: the West McLaren Mercedes collection
Exclusive photographs of the 1999 Formula 1 season

Number 1 Again!



Mika Hakkinen - 1999 Formula 1 Drivers Champion

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