

THE RED

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BULLETIN



AN ALMOST INDEPENDENT F1 NEWSPAPER



FAREWELL DC BULLETIN



DAVID COULTHARD

FINISHING LINES



'FORMULA ONE IS LIKE THE SPACE RACE'



ALWAYS EVOLVING

"The whole event looks much more polished than it did 15 years ago... it's cutting-edge technology using the best resources available. The reality is that the manufacturers can afford it."

DC looks at the current state of F1 and ponders its future as both sport and big business.

How do you perceive the sport today? Is it strong or is it in trouble?

I think it all depends on where you're viewing it from. From a business point of view, I believe the sport is strong. The TV audience and the new venues we're going to suggest that F1 is still expanding throughout the world. The interest is still growing, and it will continue to grow as we move into these further-flung locations with larger, potentially untapped audiences. Obviously we're already in China, and inevitably India will appear on the calendar at some point in the future, so from that point of view business is good.

The other point of view is whether the public think the racing and the cars are exciting to watch. For me, the most interesting cars to drive were the slick-tyre, wide-track, 3.5-litre cars. They had a bit more power, a bit more track to play with and more mechanical grip – but there's not been a single period in my 15 years when I haven't enjoyed driving F1 cars. The modern cars are interesting and

challenging to drive, but for sure they're not as interesting to watch as when the sport had more technical freedom and there were more areas that the teams could work on.

Is it tougher for young drivers to make a breakthrough today?

I don't think it is. Maybe drivers stay around a bit longer now and there are fewer teams on the grid, but I think overall things are easier today. Back when I started, there really wasn't the discussion about young drivers; today it's an issue. Maybe I've missed something, but today there seems to be more help out there. Back in the late 1980s and early 1990s there were sponsorships – Marlboro had their junior programme and there was the McLaren/Autosport Young Driver award – but those were not as prominent as the patronage today. Most of the F1 teams have a programme of some sort and I think it's relatively straightforward: if you're good enough you get a drive, if you win you move up into the next formula, and if you're really good you go all the way to F1. When I was at Paul Stewart Racing there was no clear path, whereas the route now is clearly mapped out.

Has the rise of the manufacturer teams changed the sport?

It's a lot closer isn't it? The percentage spread from the front of the grid to the back is much smaller, and the privateers that remain are able to mix it with some of the manufacturers. It

would be better entertainment if there were more cars on the grid, and I think there is a desire from the press and the public to see a greater spread of winners, but that isn't realistic. The teams that show up with the quickest package at the start of the year are likely to maintain that form. Why would it be different every week? If you're using the same ingredients, you'll keep getting the same cake. The whole event looks much more polished than it did 15 years ago, but I'm not sure that comes about specifically because there are manufacturer teams. Technology outside has improved a lot during that time, too, and this is a technology-led business. This is a business 90 per cent of the time and a sport the rest.

If you're not involved in the business then you might hark back to the romantic days when people turned up, bought an old March and raced at the back of the grid, but if you look at it unemotionally, they were drastically further from the front than a backmarker is today. Is that really what F1 should represent? I don't think it is. F1 is like the space race; it's cutting-edge technology using the best resources available. The reality is that the manufacturers can afford it.

What is the biggest difference between the paddock in 1994 and the paddock in 2008?

Journalism, and the rise of the Internet. It's the media that has seen the biggest changes during

my time. Internet news demands constant renewal, and everybody is under so much pressure to have a scoop that they have to get a story out whether it's properly researched or not. And once something's out there, it spreads; the websites feed each other with stories starting: "According to such-and-such website..." That's the waiver, the get-out-of-jail-free card: somebody else said it first. The old-fashioned way was to sit down, have an interview, cast around the paddock to pick up information, think about it, discuss it with a few trusted sources and then print it at the end of the week or the end of the month. Today it's all "F***! I heard this rumour, I've got to get it out right now so the editor won't fire me." The result is that there's a lot of stuff out there that isn't remotely true – but so long as it's fast, that doesn't seem to matter.

Does the loss of some of the classic grands prix worry you?

I like the history of the sport. It's an incredible feel-good factor to go to these tracks and drive at places where people I admired had classic battles when I was younger. You don't have that in places like Valencia and Bahrain – but I suppose if we give them long enough, they'll become the new classics.

Tennis without Wimbledon would seem strange, but if they knocked Wimbledon down, would tennis collapse? It wouldn't; it would grow up and thrive somewhere else. Extinction

is part of evolution. When something can't compete, it dies out. The F1 calendar is like that. If an old circuit doesn't work any more for commercial or professional reasons, you have to take that on the chin. You can't live your life in the past in a technologically advanced business like F1.

Has there ever been a time when you think F1 has gone the wrong way?

The biggest disappointment for me was Indianapolis 2005. I believe there were credible solutions that could have been employed but weren't. Bridgestone should have been congratulated for coming up with a better tyre for the occasion than Michelin but, in the interests of the sport – for its public image and for the fans who had shown up that day to watch a race – we should have found a solution that would have enabled a race to take place. The position of the FIA was that we shouldn't alter the circuit for the benefit of a manufacturer who failed to make a safe tyre, but I think we should have found a way to put on a show. The Bridgestone runners could have had the points, but we should have had a race. That we didn't manage to find a way was, I think, one of the most embarrassing moments in the history of F1. You've come all that way, bought your hamburger and are sitting in the stands, staring at an empty track, waiting a minute and twenty seconds for the next car to come around... Of course F1 steamrollered

through – and, over time, it recovered – but, in terms of our American audience, I think there's long-term damage. It's an example of where proper leadership could have saved a lot of embarrassment.

Has the job changed for you?

You might expect there to be more media work now, but for me, actually there's a lot less. Winning grands prix makes you very popular, so I have less now than before. The actual format of the weekend remains unchanged, though the experience of working for Red Bull has been different to that at Williams or McLaren. I think that's because I came here as an experienced grand prix winner who had driven for two world championship-winning teams. Invariably, Red Bull has been restructuring and growing, and my input was wanted and given. In some areas that's still the case, but in others my influence has lessened because people have been brought in to look after that part of the team – and obviously my main priority was to drive the car.

And what about the future?

I made the decision that it is the right time for me to stop being an F1 racing driver and move on. My agreement with Red Bull for next year is based around testing and development, but may expand into other areas. I think it will find its course naturally, because I'll have experience and opinions in certain areas and not in others. I'm looking forward to the challenge. ☑



David Coulthard enters his final grand prix this afternoon after a career in single-seaters spanning two decades. Before coming to Brazil, he cast his eye over some of the highlights. By Matt Youson

MAN OF OUR TIMES

Show a sportsman a photographic portfolio of his career and you can tell as much about the man from his response as from the images themselves. There are those who answer with crystal-clear recollection and those who revel in their own ignorance. Some laugh with self-deprecation, drawing on witty anecdotes; others simply endure the cringing embarrassment of an ordinary Joe caught on camera. David Coulthard's reactions are interesting; images of victory have added piquancy according to the identities of the vanquished standing witness on the second and third tiers of the podium. It's good, David says, to triumph over a team-mate, better to beat a world champion and better yet to beat both. And this is his legacy: never a world champion, but on his day, the best in the business. →



1. BRITISH FORMULA FORD CHAMPIONSHIP, THRUXTON, 1989

That's some serious helmet hair! This is from Formula Ford, 1989; I remember it well. Formula Ford really is the first stop on the road to Formula One. Karting is different. When I was karting, I just thought about karts; I was enjoying it, but I wasn't thinking beyond it. It's only when I got here, into cars, that I focused on trying to move through the ranks to get into F1. I really, really enjoyed 1989. There were 32 races in the season, and I won 22 of them, then I did well at the Formula Ford Festival at the end of the year. They were big, landmark results for my first year in cars.

2. FORMULA VAUXHALL LOTUS CHAMPIONSHIP/ FORMULA OPEL EURO SERIES, 1990

Gil de Ferran, my first team-mate in cars and still a good friend. We spent a lot of time together and usually shared a hotel room, which brings its own pressure. Occasionally, we'd have a coming-together on the track, then have to relive that on the trip back to the hotel, which could be interesting. Formula Vauxhall was my first experience of working in a proper team. Formula Ford had been run by David Leslie, but in effect it was our own team, run out of the back of a Fiat dealership in Carlisle. Formula Vauxhall was the first time I experienced a proper set-up and facilities. The high point of the year was winning my first overseas race, at Anderstorp; the low point was breaking my leg at Spa.

3. TESTING, SILVERSTONE, 1991

The prize for winning the McLaren/Autosport Young Driver of the Year

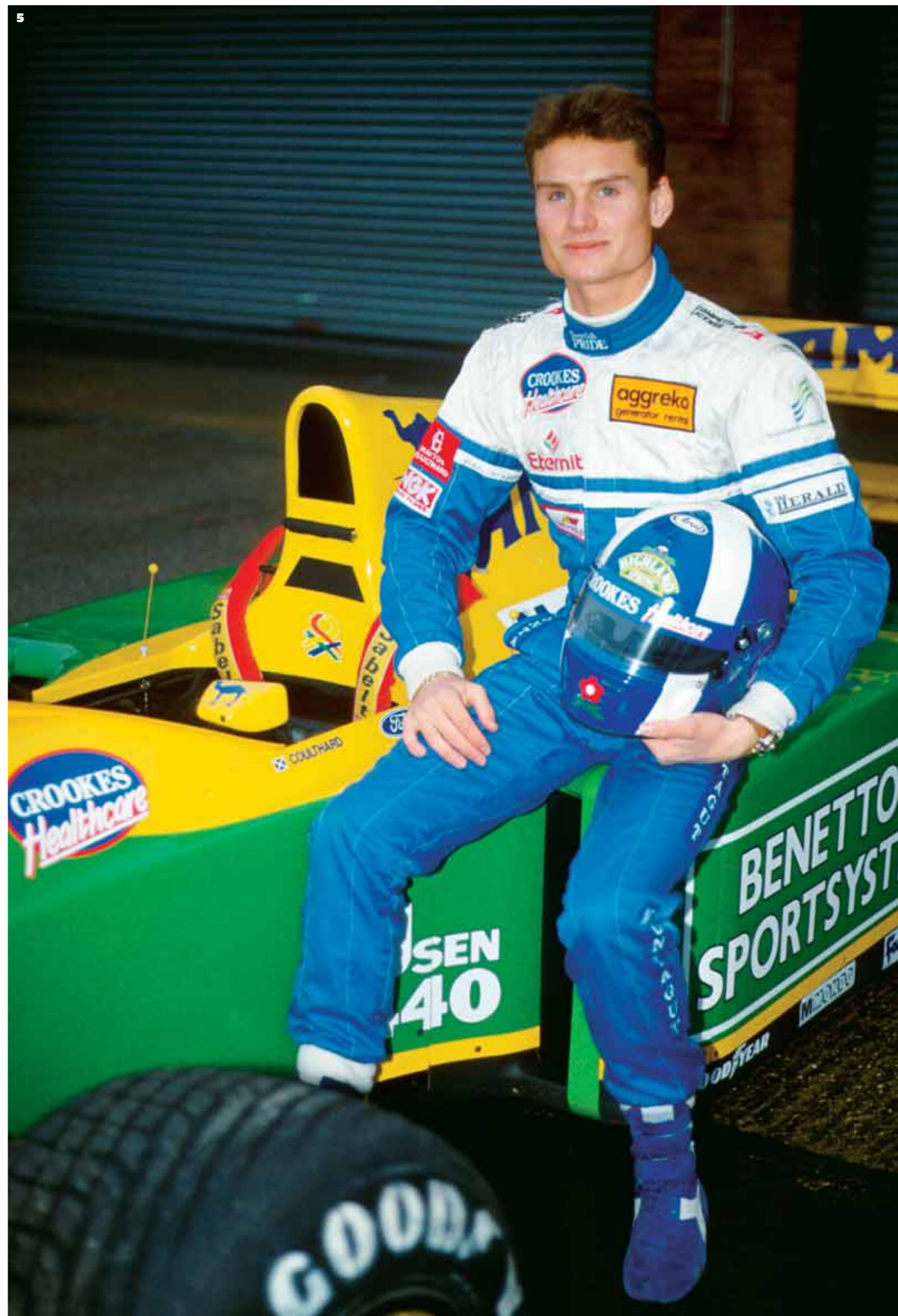
award is a McLaren test, though it takes a while to get it together, so this is 1991, with Dave Ryan telling me what to do. The funny thing is I went to that alone; I didn't take my family or anybody. I was staying in Milton Keynes at the time, driving for Paul Stewart Racing. Silverstone is just a short drive away, so I drove down, did a few laps in the V12 Honda and left. I remember I came away with a feeling of Formula One being a reality. Before that, early in my career, imagining what an F1 car would be like was only a dream. The reality I discovered at Silverstone was that it's simply a bigger, more powerful car than any other.

4. GERMAN GRAND PRIX, HOCKENHEIM, 1991

This was taken at Hockenheim, somewhere in the F1 paddock. Jackie Stewart is probably giving me some pointers – and I'm all ears. He's played a big part in my career. I drove for Paul Stewart Racing for three seasons, and Jackie was always prepared to give his opinion and offer some advice. He still is.

5. TESTING, SILVERSTONE, DECEMBER 1992

I can't remember how testing the Benetton came about! I remember that one of my sponsors paid the insurance we needed to get the test, but that's all. I went up to the Benetton factory, which is now the Renault factory, to meet Tom Walkinshaw and Flavio Briatore, and then to Silverstone to drive the car; my previous test had been on the 'southern loop', this was on the full International circuit. It was wet, but I think I did a reasonable job. →



6. 24 HEURES DU MANS, LE MANS, 1993

Which year did I do Le Mans? I don't remember! Tom Walkinshaw asked if I wanted to do it. I had one test in the Jaguar at Silverstone, missed the testing week at Le Mans and didn't see the car again until practice before the race. We won our class, but were disqualified a week later because we didn't have a catalytic converter – but we still got to keep the trophy, which I don't really understand. Having worked together in Formula Ford, it was nice to have David Leslie as one of my team-mates.

7. EUROPEAN GRAND PRIX, JEREZ, 1994

After Ayrton Senna's death, I shared the Williams drive with Nigel Mansell. I was pretty happy to have the opportunity and I drove eight F1 races that year. I wasn't frustrated to step back when Mansell was available: obviously it was important for Renault to have him there. He was an F1 world champion, and an IndyCar champion as well, and it made absolute sense to have him in the

car whenever they could. Thankfully, in my eight races I did enough to convince Williams to give me the drive for the following year.

8. PORTUGUESE GRAND PRIX, ESTORIL, 1995

I guess this is my win at Estoril in 1995. It was a great moment, but unfortunately my only victory of the year. The crazy thing was that it was all so straightforward. It was a tough race physically, but I had pole position that weekend, led from the start, and led the whole way. The rest of the year hadn't been so good. I think in that season I had five pole positions, including four of them in a row – and I'm not known for my qualifying – but didn't manage another victory. I was gaining experience, obviously making mistakes publicly in a car that was capable of running at the front, which is sometimes difficult. The team were occasionally pissed off, but that's motor racing. Estoril was a great day though. I thought that was a pretty good podium; to have Michael Schumacher and your team-mate up there with you was good.



9. AUSTRALIAN GRAND PRIX, MELBOURNE, 1997

I won the race, which was obviously important for me, but important for McLaren as well, after a few years of being down, and important for Mercedes as it was their first victory of the modern era. The Williams had been quick, but they had problems with their brakes; I remember Michael hounding me to the flag, but he couldn't find a way through.

10. SPANISH GRAND PRIX, BARCELONA, 1998

Great picture; I think it shows how well liked Mansour Ojeh is – you don't often see a shot of all three drivers on the podium attacking someone with so much vigour. Trust me, the way Michael,

Mika Häkkinen and myself are soaking Mansour shows the level of respect we all have for him.

11. BELGIAN GRAND PRIX, SPA-FRANCORCHAMPS, 1999

Spa 1999. I remember touching wheels with Mika in the first corner, and after the race he wouldn't speak to me. He felt I had compromised his championship. There weren't any team orders, but obviously he was battling Eddie Irvine for the title. For all the criticisms of McLaren people would put forward – and certainly I had my disagreements with them from time to time – that late in the season they let me go on to win the race. It's a great circuit, and to win somewhere like that made me very, very proud. →





**12. MONACO GRAND PRIX,
MONTE CARLO, 1995**

This the first corner of the first lap in Monaco and, erm... yeah, that's me squashed in between the two Ferraris. Jean Alesi came down the inside and I was pushed into Gerhard Berger. They red-flagged the race – no safety cars back then – and I managed to get back and into the spare car, but it was all rather unfortunate. →



13. BRITISH GRAND PRIX, SILVERSTONE, 2000

Erm... I'm not entirely sure why I appear to be pulling at my bollocks on the podium at Silverstone. Michael's other hand might have something to do with it; I think he might be grabbing the back of my overalls. The race itself in 2000 was wet and horrible, but I made a good move on Rubens Barrichello; at the time I was remembering Mansell and Nelson Piquet's little battle down into Stowe and tried to do something similar.

14. MONACO GRAND PRIX, MONTE CARLO, 2000

This was a slightly fortunate win because Michael had a suspension failure. It started a good run for me in Monaco: I won twice and had a pole position in between. Is winning at Monaco better than winning at Spa? Well, to the wider world if you say you won at Spa, no one thinks a great deal of

it, but to say you won at Monaco, and won there twice, is quite a good calling card – particularly in America. Because of Princess Grace, I think America has an affinity with Monaco. In the States, I did the David Letterman show afterwards, and TAG did a big promotion.

15. FRENCH GRAND PRIX, MAGNY-COURS, 2000

I presume this is Magny-Cours. I remember being so happy and delighted, maybe a bit too much because I'm giving Norbert Haug a refreshing victory shower in the picture... Everyone remembers this race because I gave Michael the finger. I was so pissed off at the start when he cut me up. I tended to go well in France, and that was a very determined, focused drive. When I finally got past Michael, I gave him a little brush... but I was so pleased with the win and it was great to see Norbert waiting there when I got out of the car. →





16. BRAZILIAN GRAND PRIX, SÃO PAULO, 2001

That race came at the end of a really good week. We'd tested in Barcelona and afterwards I'd flown with Jacques Villeneuve and a friend to Montreal, met up with another friend and flew down to Las Vegas for a few days, and then a few more in South Beach, Miami, and then on to Brazil. All week my friend was saying I was going to win in Brazil, but it really didn't look likely because at that time we weren't very competitive. In the race, Michael spun coming out of the pits and I nipped through to win. He always seems to be having a little play with me on the podium, doesn't he?

17. MONACO GRAND PRIX, MONTE CARLO, 2001

This is Monaco again. Winning it once was great; winning it twice was just fantastic. I think that's the greatest memory of my driving career that I'll take away: winning Monaco twice.

18. GERMAN GRAND PRIX, HOCKENHEIM, 2004

This is after the drivers' briefing, I think. Judging from the selection of pictures Michael seems to be touching me quite a lot! Actually Michael and I didn't have that many run-ins. When we did it was because I believed in my position and I always made that clear. I was also consistent in the way I delivered my opinions. Actually, we worked together a lot, and I've got a great deal of respect for him. That's a nice picture.

19. CANADIAN GRAND PRIX, MONTREAL, 2008

This is Canada, with Karen, bringing us up to date. Of everything that Formula One has bought me, the best is certainly meeting my fiancée, who is going to be the mother of my child. A really great, beautiful picture to end with – though you can imagine the rude headline, can't you...? ☒



PHOTOGRAPHY: DPPI, GETTY IMAGES; GRAND PRIX PHOTO: LAT, LUKAS GORYS; RAINER SCHLEGELMILCH; SUTTON IMAGES; XPB

THE DAVID COULTHARD STORY

From 0-247 races in 15 seasons, and from Scots and Finns to 13 wins, this is how the fairy tale unfolded...

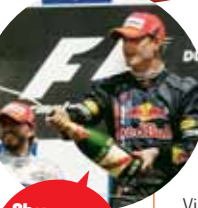


Och, what a cute wee boy. What happened to the hair?

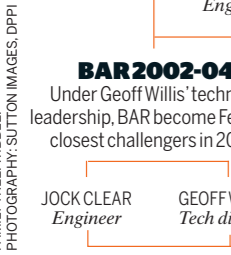
Two Christians, Klien and Horner, with DC in 2006



Sir Jackie Stewart on Jaguar racing duty in 2000



Champagne on the 2003 Canadian GP podium for DC in third



Geoff Willis jumps on the Red Bull train in time for 2007

SCOTTISH KARTING 1980S

Eleven-year-old David Coulthard, the son of former amateur kart racer Duncan Coulthard, has his first race in 1982. Eventually, Coulthard's kart preparation is entrusted to Dave Boyce, a Scottish karting Mr Fix-It who has already been running the older Allan McNish.



DRAGON MOTORSPORT 1988

McNish teams up with Mika Häkkinen in the new Vauxhall Lotus category. Häkkinen wins the European (Opel) title, McNish the British, yet they are unable to keep their shared house clean.



McNish, on his way to the 1988 Vauxhall Lotus title

WEST SURREY RACING 1989

McNish turns the tables on Derek Higgins as they graduate to Formula 3 with the WSR team of Dick Bennetts, but David Brabham defeats the Scot for the crown.



WEST SURREY RACING 1990

After a bad debut F3 season with Dragon, Häkkinen takes McNish's old seat at WSR and wins the championship after a close battle with compatriot Mika Salo. It's enough to propel him to F1 with Lotus.



LOTUS 1992

Häkkinen puts in some great drives for the underfunded team. McLaren are impressed, and he gets a testing deal for 1993. Clear, meanwhile, moves to Williams in 1995 and engineers Coulthard.



WILLIAMS 1993-95

Coulthard gets Williams tests in 1993. He gets a contract for 1994 and, when Senna is killed, joins the race team. But Mansell returns, and DC is put on a drive-share scheme, for which he earns £5,000 per race (compared to Mansell's £1 million). DC gets his first full F1 season in 1995.



WILLIAMS 1996

With Coulthard off to McLaren, he is replaced at Williams by Jacques Villeneuve. Hill finally gets his world title, but not before it is confirmed that he will be replaced by Heinz-Harald Frentzen for 1997. For the second time in four years, the team is vilified by the tabloids for getting rid of a British hero.



DC wins for Paul Stewart racing at the 1991 Macau GP



BAR 1999-2000

Clear and Rocquelin work for BAR and Villeneuve. Rocquelin heads off to success in Champ Car racing, before returning to F1 in 2007 as Coulthard's engineer at Red Bull.



JORDAN 1998-99

After a year at Arrows, Hill joins the yellow team for his F1 swansong and delights everyone (except Ralf Schumacher) with a surprise win in the 1998 Belgian Grand Prix.

STEWART GP/JAGUAR 1997-01

Jackie and Paul Stewart's dream is realised when their team joins the F1 grid, with Jan Magnussen and Rubens Barrichello, Coulthard's old 1991 F3 rival, as drivers. Johnny Herbert wins the 1999 European GP for the team, which is sold to Jaguar and renamed for 2000.



RENAULT 2002-04

Under Geoff Willis' technical leadership, BAR become Ferrari's closest challengers in 2004.

ARDEN 2004

Christian Horner's Arden F3000 team carries Bjorn Wirdheim to the title in 2003. For 2004 it recruits Red Bull protégé Vitantonio Liuzzi who, ably backed by team-mate Robert Doornbos, sweeps all before him.

JAGUAR 2003-04

Mark Webber joins from Minardi. Christian Klien, a protégé of Red Bull from F3, controversially gets the second seat in 2004 - he does a competent job, but lives in Webber's shadow.



BAR/HONDA 2005-06

BAR are in management turmoil as Honda take over, are uncompetitive, and forget that F1 cars are only supposed to have one fuel tank.

REDBULL 2005

With the arrival of Juan Pablo Montoya at McLaren, Coulthard joins Red Bull, who have bought the old Jaguar team and installed Horner as sporting director. Coulthard's new 'freedom of expression' at Red Bull leads satirical members of the media to christen him 'Crazy Dave'.

HONDA 2007

It doesn't get much better for the team in 2007, with both RA-107s outqualified in Melbourne by Super Aguri in Honda's 2006 cars.



BRITISH KARTING 1970S

Two promising British karting rivals graduate at the same time to Junior Formula Ford in 1976, and both stumble up the ladder, with lack of finance holding them back.



DAVID LESLIE RACING 1987

Garage owner Bert McNish had sponsored Leslie in Formula Ford, so when it's time for young Allan to go car racing he calls up Leslie to run the wee lad's Formula Ford car.

The late David Leslie, still much missed in UK motorsport



WILLIAMS 1980S

Mansellmania begins to sweep the British nation as Nigel consistently narrowly fails to win the title with Williams. Among the staff is Dave Stubbs, who had joined Williams as van driver but rises to become team manager.



PAUL STEWART RACING 1990-92

The Stewart family's 'staircase of talent' takes Coulthard under its wing for 1990, where he will team up with Gil de Ferran in the Formula Vauxhall Lotus team, run by Vince Higgins. Higgins Jr joins Stewart in the F3 line-up. Vince leaves before the end of the year and Andy Miller takes over the FVL side, then engineers DC in F3 in 1991. Coulthard moves up to F3000 in 1992, as team-mate to Stewart, with ex-Williams man Stubbs as team manager.



DAVID LESLIE RACING 1991

What's good enough for McNish and Coulthard is good enough for... Dario Franchitti. The third of the Leslies' Scottish trilogy arrives in 1991 and wins the Vauxhall Junior title at the last gasp.



MCLAREN 1993-94

After losing Senna to Williams for 1994, McLaren starts rebuilding, with Häkkinen as the team's new superstar. His team-mate for the season is Martin Brundle, who will go on to co-manage Coulthard with DC's school friend, David Cawthorne.

Paul Stewart gives up his driving career at the end of 1993, but the successes are flowing thick and fast in the junior categories. Sadly not for McNish, who belatedly joins the squad in 1995 to race in F3000.



MCLAREN 1996

DC is the calming influence McLaren needs after a disastrous 1995, trying to shoehorn Mansell into a terrible car. But Häkkinen is the team's new darling, especially after his miraculous recovery from a near-fatal shunt in Australia at the end of 1995.



MCLAREN 1997-2001

A new golden era for McLaren, with Mercedes power. Häkkinen wins the 1998 and 1999 world championships, while Coulthard has days too where he is supreme. Amazing to think that, for a couple of years, a Schumacher/Ferrari win was viewed as refreshing in an era of McLaren domination...



MCLAREN 2002-04

Häkkinen retires from F1 at the end of 2001, so Coulthard should become McLaren's number one driver. Then Ron goes and signs the next quick Finn, Kimi Räikkönen, from Sauber. DC's racecraft and savvy still bring in the results, though.



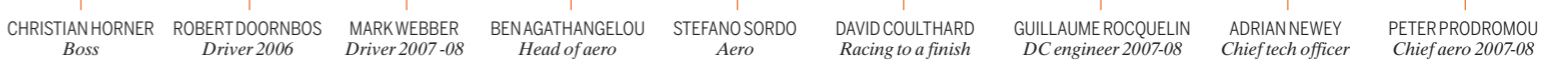
MCLAREN 2005

Räikkönen runs Fernando Alonso close for the title, but technical wizard Adrian Newey is in his last season before he joins Red Bull to work with Coulthard - restarting a relationship from Williams and McLaren days. Aero man Peter Prodromou follows Newey a year later.



REDBULL 2006-08

After two years of driving alongside Klien and, occasionally, Liuzzi and Doornbos, DC gets a top-notch team-mate in the form of Webber for 2007. Webber has the edge on qualifying form, but DC proves to the end he's still got what it takes whenever you throw in variables like rain, street circuits and tracks breaking up.



Mika Häkkinen begins his career at McLaren



Nigel Mansell in the Williams of 1986



Finn power sees Kimi Räikkönen usurp DC as number one



Adrian Newey from McLaren to Red Bull is a real coup

A TRACK RECORD

David Coulthard's father Duncan and sister Lynsay take us on a guided tour through the memorabilia on display in a museum dedicated to his impressive career. By David Granger

No mere cabinet could contain the spoils of DC's three decades of racing. From the very first cup he picked up in karting in 1982 right through to his Red Bull Racing RB2, the David Coulthard Museum in his home village of Twynholm, Scotland, boasts karts, trophies and mementos. We asked Lynsay (who David described as a faster in a kart than him), and Duncan, who supported his early days on track, to pick their nine most memorable exhibits. Not all of them are trophies, as Lynsay explains...

1) FIRST HELMET

"This helmet is the first one David wore. It was an original design painted by a family friend, Brian Smith – it's seen a few knocks in its time. It's got Budgie on the front, because that was David's nickname

– he had a purple Budgie bike at the time. Although I can't see him starting a grand prix with Budgie on the front of his helmet."

2) BRITISH GRAND PRIX 1999/2000 WINNER'S TROPHIES

"Your home grand prix is a special place to win. Although, if it was me, I'd say our home grand prix should be at Hampden Park. David's the only driver who's going to do this in the next thousand years: he won the last race of the millennium in '99 and the first of the new century, back-to-back winners. They're very special and memorable, along with David's parties at night, which were amazing. The whole family has always gone to the British Grand Prix and I shall still go, but I'll be supporting Mark Webber now." →





FULL HOUSE

Established over 10 years ago in David's hometown of Twynholm, Scotland, the David Coulthard Museum is packed to the rafters with trophies, cars, helmets and various other mementos from his driving career.



3) RACE SUITS 1982-2007

"The suit in the sorry state is the second-hand set of race leathers David bought when he was 12, which annoyingly he used to clean and wax every Sunday at home after racing and the yellow wax would absolutely stink. We have them from karting all the way up to Red Bull Racing, including the ones he wore at the Formula 3 Grand Prix in Macau in 1991. I remember asking my dad if he went out to celebrate in Macau. My mum wasn't there and the boys could go out and have a good time in Hong Kong. But he said he was more interested in going out and getting sponsorship to allow David to race the next year. David probably went out and partied. It got to the stage in Formula 3000 when my dad and his haulage business, Hayton Coulthard, had given all they could. We thought we'd have to sell the family home for David to keep racing. But my mother, a strong-willed lady, said: 'We have two other children and we're not losing the family home over a dream.' It never came to that as he got his seat at Williams. Luckily, I still had a home to go to after school!"

4) BRAZILIAN GRAND PRIX 2001 - WINNER'S TROPHY

"I was in Spain at the time, it was my birthday and I'd had a few vodka and Red Bulls. We watched the race and afterwards David told the world that it was my birthday and that he had called me the night before and asked what I wanted for my birthday and I'd said why don't you win the grand prix for me. But he'd never phoned and I thought to myself, you lying bastard, I'd rather have had a cheque in the post! But it was nice to have a grand prix win dedicated to me."

5) MONACO, 1996 - MICHAEL SCHUMACHER'S HELMET

"This is the helmet which David had to borrow during the 1996 Monaco Grand Prix after he had a problem with his visor. After the race, my dad asked Michael if we could have the helmet for the museum, and Michael said no problem. Some of the personal sponsors and Michael's name are covered in plasters. Ron Dennis also asked for it, but Michael gave Ron a replica and the real one is here. I think Ron still thinks he has the original..."

6) MILTON KEYNES, 1994 - FAX FROM WILLIAMS

"This is very special to us. David was racing in Formula 3000 and this is a good luck fax from Williams, which says: 'All the Very Best to You' signed by Ayrton Senna and the rest of the team. David received it on May 1, 1994 at 10.43am. Ayrton went on to race at Imola and unfortunately had his fatal crash. David did his race in Formula 3000 and came back to his home in Milton Keynes and found this. And we like to keep this as it was one of Ayrton Senna's last autographs before he died. David was driving for Vortex that weekend

and came second. As Williams' test driver, David knew Ayrton, and to have this in his office when he came back was quite touching."

7) BARCELONA 1994, PADDOCK CLUB MENU

"Mum and dad were guests at the Spanish Grand Prix, David's first F1 race, and he wrote on this: 'Mum and Dad thanks for getting me to Formula One, love David'. It hangs above the first trophy he won in karting in 1982. It was always his dream to drive in F1; I remember as a little girl there had been a lot of crashes with Ayrton Senna, Alain Prost and Nigel Mansell taking each other off and me saying to him: 'David you're not going to go to F1, it's dangerous,' and he said: 'Of course I am - that's my dream.' My dad had bought him a kart for his birthday and, the story goes, David wasn't too keen on racing it. But once he sat in it he fell in love with it. It was then a natural progression from racing around in the pouring rain at the West of Scotland Kart Club to doing what racing idols like Senna and Mansell were doing."

8) SCOTLAND 1992, FIRST KART

"This is David's first go-kart which my dad bought for him as a birthday present, the one David didn't really want. He won his first trophy in it. Money was tight, so the kart was sold on to another young driver. When my dad put the museum together years later he tracked down the kart and bought it. It's pretty clapped out compared to the karts now, but it did the job and he won the Scottish Championship in it."

9) WORLD KARTING CHAMPIONSHIP 1986 - THIRD PLACE TROPHY

Of all the trophies, this brings back the funniest memory. At the world championship in Jesolo, Italy, David was the favourite. It was clear David was going to win, but in the last heat he totalled the kart and it was going to take a few hours to rebuild. The Italian officials knew it was going to rain and, not having much experience of driving in the rain, decided to bring the final forward by two hours to have the race in the dry. It meant we wouldn't get the kart prepared in time. As it happened David went out, raced and came third. But we were still a bit downhearted. About eight of us used to travel around Europe in a motorhome every weekend. We'd been in Italy for a week and, as you can imagine, the toilet was chock-a-block. We were ready to head home, but my Uncle Richard got out of the motorhome and said to my dad: 'Back her up a bit. Back... a little bit to the right... Stop!' right beside the Italian officials' caravan, then pulled the lever to release eight people's shit at their caravan door. He jumped back into the motorhome and said: 'Right - home to Scotland!' And off we went, laughing our heads off." ❧

'I STILL WANT TO MY OPINION TO BE HEARD'



KEEN AS EVER

"I haven't fallen out of love with driving racing cars and I haven't got scared by the speed."

It's a bit premature to be speaking of DC's departure – he isn't going anywhere.
By Matt Youson

Driving Formula One cars is an egotistical business; no one gets to the grid, or stays on it, without the strong self-belief in an absolute right to be there. Sometimes that translates into narcissism; rarely does it allow for doubt. The driver with the clarity of vision to know when it's time to quit is a rarity. But having that level of objectivity is a quality that often ensures a retiring driver remains a useful asset to a grand prix team; one of those with a future beyond the cockpit. Olivier Panis, Alex Wurz and Michael Schumacher, to name but a few, have made the conversion; now David Coulthard joins them.

Coulthard's announcement at Silverstone was really very elegant. It stated in simple terms that David would cease competing at the end of the 2008 season and he would remain involved with Red Bull Racing in an advisory and testing capacity; he was not retiring from competitive driving, but had no immediate plans to compete elsewhere. It then proceeded to offer David's

thanks to all of those instrumental in shaping his career. It did not, in any sense, say goodbye.

"I haven't fallen out of love with driving racing cars and I haven't got scared by the speed," says David several months on. "I just realise that the main part of my effectiveness for the team has reached a natural conclusion. Red Bull are positioned in a way that they had a natural successor in Sebastian [Vettel], and I'd rather be proactive and realistic in making the decision [to stop driving]. Once I'd made that decision and decided that I wanted to make an announcement, I spoke with Adrian [Newey] and Christian [Horner], and we discussed what I wanted to do. The reality of continuing my relationship with Red Bull is testament to the fact they value my opinion and my input. I'm not staying with the team because they're a charitable foundation; they're keeping me because they value my influence."

The simple question is: why? David has been employed in Formula One since 1993. He has other business concerns, is soon to be a father and has no shortage of opportunities outside the paddock. His answer is short: "Pleasure."

"Basically it comes down to me not wanting to do what others have done, which is go off and do something else, either driving in other series or simply disappearing. I didn't want that. I have other business interests, but they're managed and operated for me; there are other things I would like to do in the future, but right now my pleasure will come from association

with Formula One and the work I can do here. The plan is that I'm going to remain actively involved with Red Bull Racing. I committed at the start of the journey, four years ago, to help Dietrich Mateschitz's business plan of having a successful Red Bull-owned-and-operated grand prix team which ultimately would be challenging for victories and the championship. That aim hasn't changed. The first couple of years were all about structuring the team; it's grown and developed and, along with the other management, I've got a fingerprint in that and I want to continue – which is the opportunity I've been given, in a so-called consultancy role. It will see me still drive the car at tests when necessary, as well as doing whatever else the team needs me to do."

When Coulthard announced his continuing tenure as a test and development tool for RBR, many people saw Adrian Newey's hand in the decision; DC has been testing Newey's creations since the early 1990s, so undoubtedly it makes him a useful datum with regard to feedback, but, claims David, the strength of their modern relationship depends on a rather unusual source.

"People like Adrian operate on a different plane. There are other skilled engineers and designers in the paddock who can grasp his ideas, but I'd be fooling myself if I claimed to be one of those. As I've gained experience, a common language has developed between us, but I think it's grown more out of Adrian's active involvement in historic racing. Someone

who's driven competitively, at whatever level, can visualise what you're explaining in a way that someone who hasn't driven competitively cannot. It's a real skill to translate between driver-speak and an engineering education, and it's just a little easier with someone who's competed. Adrian is well aware of my strengths and my weaknesses, and is able to account for that when I talk about a car. He's able to interpret my reactions; there will be areas in which I'm very sensitive and other drivers are less affected, but by finding solutions that give me what I need to feel comfortable in the car, he's going to create a better car for those who are less sensitive. I like the example of mid-corner understeer: it affects every driver's lap time, but it might affect mine more. Find a cure that works for me and the result is going to be even better for a guy who's less affected by it."

There will, as David readily acknowledges, be a transition, one that he doesn't yet fully understand. "I'll still be travelling and I'll still be on-call for Red Bull to work on all the other things you do back at the factory, but I won't have the same intensity of pressure that the race drivers carry, which I'm carrying at the moment. The race driver holds the hopes of the whole team. Obviously, everybody within that organisation is important, but to a greater or lesser extent the pressure on their shoulders is different, and after Brazil, I'll be falling into that situation, too. A lot of drivers think in terms of 'the team and me'; I'll be moving out of the

'me' and into the 'team' definition, and like everyone else I'll feel success or failure through the performance on-track of Mark Webber and Sebastian Vettel. I'm pretty comfortable with the idea, but it will be different."

It isn't the only change coming; fatherhood beckons, though DC is adamant the two events are not connected. "A lot of people have been making a link between my decision to stop and the fact I'm about to become a father – and I don't know why. I don't recall it ever being an issue when Michael or Rubens or Nick Heidfeld were about to have kids. Possibly because I've previously been portrayed as a career bachelor, there's an inference that, because that's ended, the driving will too – but the two aren't linked. I don't doubt the experience will be challenging, and that uncertainty, fear and worrying about my child will probably be part of a journey I'm on for the rest of my life, but whether or not I'm driving racing cars has nothing to do with it."

There are other new things on the horizon, too: while there has yet to be anything like an official announcement, the smart money seems to be on a new role as a TV pundit. Conceding that discussions have taken place, David suggests media work might be a good fit, and that, unlike many of his illustrious predecessors, the microphone holds few terrors. "As I've said many times before, the worst thing you can do in life is not hold an opinion; the second worst is not being prepared to change it. I'll have an

opinion and I'll express it, even though it won't always be to everyone's liking. Obviously, it will sometimes be wide of the mark, and if I get better information I'll correct it, but I'm not going to sit on the fence."

Choosing the time and manner of one's own departure is not a decision afforded to every Formula One driver. To be granted that privilege requires a driver either to be very lucky or very good. Possibly, it also requires a degree of imagination: to be able to see that one door is closing, but there are others to be opened. It's normal in F1 for drivers to greet the prospect of this inevitable change with hostility, or mawkish resignation, but DC just sounds like DC. There's confidence and humour, even a touch of excitement, all of which bodes well for the future. Nevertheless, the one big question to ask has to be: is he going to miss it? But it's a question that elicits a shrug that's neither a yes nor a no.

"Driving a Formula One car comes with big pressure and big expectations – but it's also a big adrenaline rush, and it's an enormous motivation. But every professional sportsperson has to face the fact that a career comes to an end. You have to replace it with something else. I could disappear out of the public eye to tend my flock, but I enjoy Formula One, I enjoy being part of a team; I still have an opinion that I want to make heard. People might not agree with it, but all I can say is that it's got me this far..." ❏

END OF A CHAPTER



THANK DC YOU