

# RacingLine

033

November 2000

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## PERFECT PARTNERSHIP

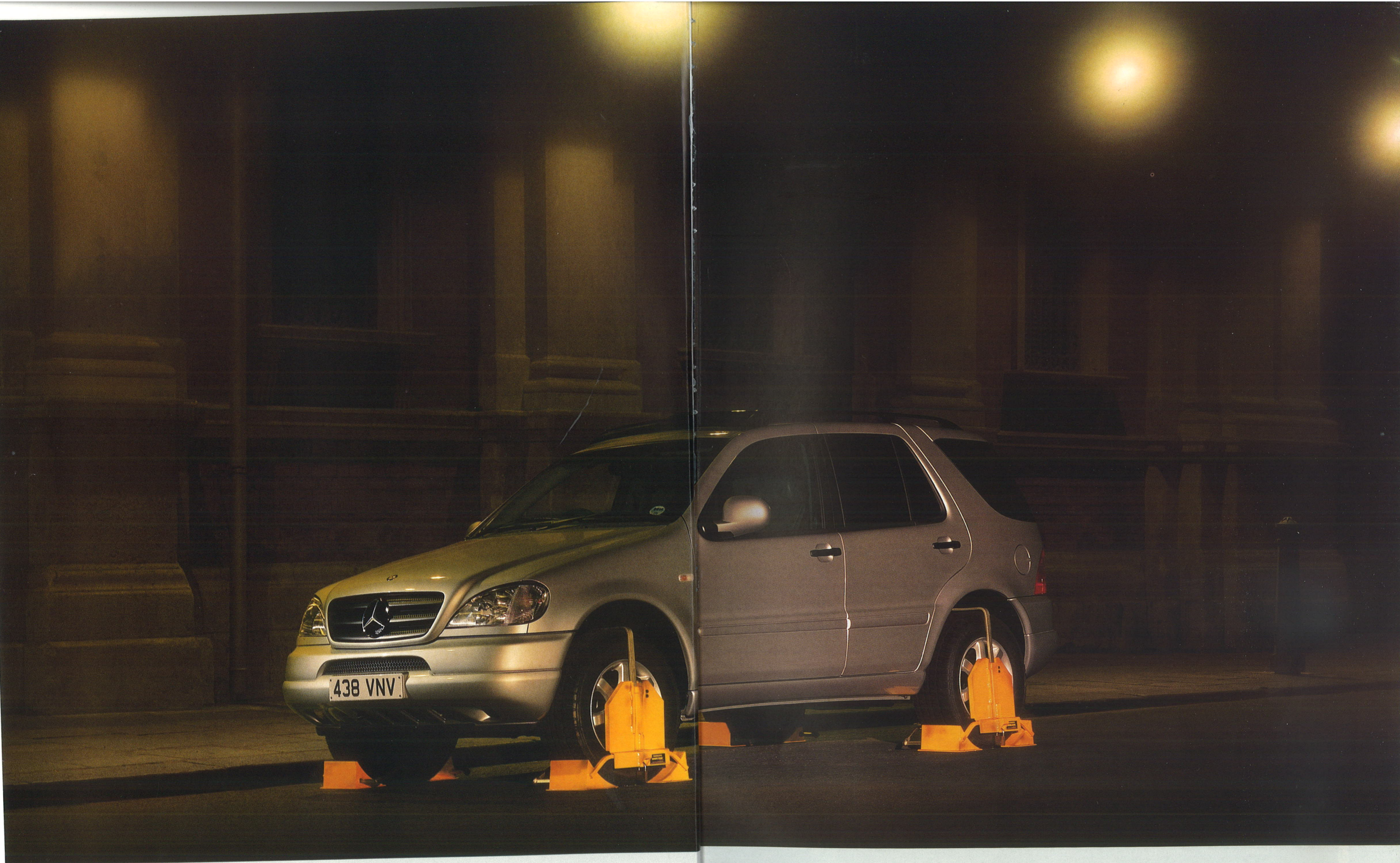
How West McLaren Mercedes Partner, Schüco International KG, makes perfect use of the association

## YOUNG GUNS GO FOR IT

Who will win the McLaren Autosport BRDC Award for 2000 – the first step to F1 glory? We assess the hopefuls

# TEAM SPIRIT

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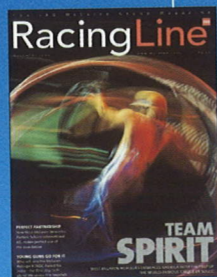
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Team McLaren



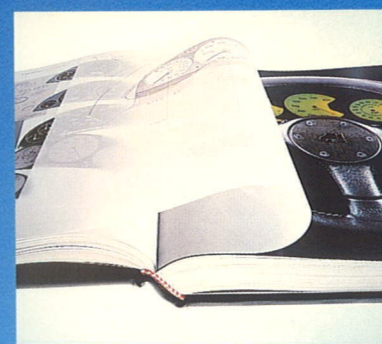
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**Team Spirit**  
West McLaren Mercedes used the world-famous and spectacular Cirque de Soleil artists to promote its corporate message at Indianapolis for last month's SAP United States GP. *Racing Line* was there...



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## Welcome Alex



Cast your mind back to the Brazilian and Monaco Grands Prix of 1998. In the former, West McLaren Mercedes drivers Mika Hakkinen and David Coulthard disappeared up the road to record their second consecutive one-two. Further back, though, a young Austrian was keeping

everybody entertained by charging to fourth place in a car not really a match for those in front of him. And what's more, it was only his fifth grand prix. At Monaco the same man repeatedly jostled for position and banged wheels with one Michael Schumacher...

Alexander Wurz had arrived in F1 midway through 1997 and, in only his third outing, stood proudly on the podium at Silverstone. His name was on everyone's lips and, despite two difficult years since that impressive debut season, it still is.

Now, the Austrian has become part of the West McLaren Mercedes team. Both TAG McLaren Group Chairman and CEO Ron Dennis and McLaren International Managing Director Martin Whitmarsh believe he will be a valuable asset to West McLaren Mercedes.

That they have taken Alex under the team's wing – offering him the chance to drive mile after mile after mile in arguably the best car – means they are sure of the potential.

In the next issue of *Racing Line*, we will uncover the truth behind Alex, his plans, his goals and what this career-enhancing deal means to him. You can be sure he will be thinking about how beneficial the rôle turned out to be for his predecessor, Olivier Panis.

Welcome to West McLaren Mercedes, Alex.

Henry Hope-Frost, Editor

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### 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

#### 2000 Formula 1 race results

Australian GP: Mika Hakkinen DNF; David Coulthard DNF  
 Brazilian GP: Mika Hakkinen DNF; David Coulthard 2nd/DSQ  
 San Marino GP: Mika Hakkinen 2nd; David Coulthard 3rd  
 British GP: Mika Hakkinen 2nd; David Coulthard 1st  
 Spanish GP: Mika Hakkinen 1st; David Coulthard 2nd  
 European GP: Mika Hakkinen 2nd; David Coulthard 3rd  
 Monaco GP: Mika Hakkinen 6th; David Coulthard 1st  
 Canadian GP: Mika Hakkinen 4th; David Coulthard 7th  
 French GP: Mika Hakkinen 2nd; David Coulthard 1st  
 Austrian GP: Mika Hakkinen 1st; David Coulthard 2nd  
 German GP: Mika Hakkinen 2nd; David Coulthard 3rd  
 Hungarian GP: Mika Hakkinen 1st; David Coulthard 3rd  
 Belgian GP: Mika Hakkinen 1st; David Coulthard 4th  
 Italian GP: Mika Hakkinen 2nd; David Coulthard DNF  
 United States GP: Mika Hakkinen DNF; David Coulthard 5th  
 Japanese GP: Mika Hakkinen 2nd; David Coulthard 3rd  
 Malaysian GP: Mika Hakkinen 4th; David Coulthard 2nd

#### 2000 Formula 3000 race results

Imola F3000: Stéphane Sarrazin 7th; Tomas Enge 5th  
 Silverstone F3000: Stéphane Sarrazin 19th; Tomas Enge 13th  
 Barcelona F3000: Stéphane Sarrazin 9th; Tomas Enge RTD  
 Nürburgring F3000: Stéphane Sarrazin 5th; Tomas Enge RTD  
 Monaco F3000: Stéphane Sarrazin RTD; Tomas Enge DNF  
 Magny-Cours F3000: Stéphane Sarrazin 6th; Tomas Enge 5th  
 A1-Ring F3000: Tomas Scheckter RTD; Tomas Enge 16th  
 Hockenheim F3000: Tomas Scheckter 2nd; Tomas Enge 1st  
 Hungaroring F3000: Tomas Scheckter 21st; Tomas Enge 17th  
 Spa F3000: Tomas Scheckter DNS; Tomas Enge 6th

### RacingLine

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## InsideLine

Failing to win the Drivers' and Constructors' World Championship at the end of a highly competitive, 17 race battle throughout the 2000 season does not materially alter the manner in which everybody in the West McLaren Mercedes team approaches the preparations for the new season. Whatever the outcome of any individual race or championship programme, the McLaren ethos remains unchanged in that we exist to win and our motivation is fuelled by a belief that we have the capacity to bounce back next season to regain those title crowns.

Next year Mika Hakkinen and David Coulthard are going into their sixth season together as McLaren team-mates, which I am told is the longest standing driving partnership in the history of world championship grand prix racing. As you would expect, we know each others' strengths and weaknesses, but this is the time of the year when we discuss those elements in an effort to establish how we are going to emerge as stronger individuals and a stronger organisation.

This process is wide-ranging and not confined to our drivers. It also involves the team as a whole in addition to all our partners. Unless you strive to be better every year, why should you assume that your results are going to get better?

Results are only going to improve if you make them improve. We do not waste time pointing critical fingers at times of failure and disappointment because it is totally counter-productive. We win as a team and we lose as a team. That is an absolute cornerstone on which we have built the McLaren philosophy. But, of course, it goes without saying that we intend to do more winning than losing in the future.

**Ron Dennis**  
 TAG McLaren Group Chairman and CEO



## Alexander Wurz joins West McLaren Mercedes

Austrian Alexander Wurz has been confirmed as West McLaren Mercedes' third driver for the 2001 season.

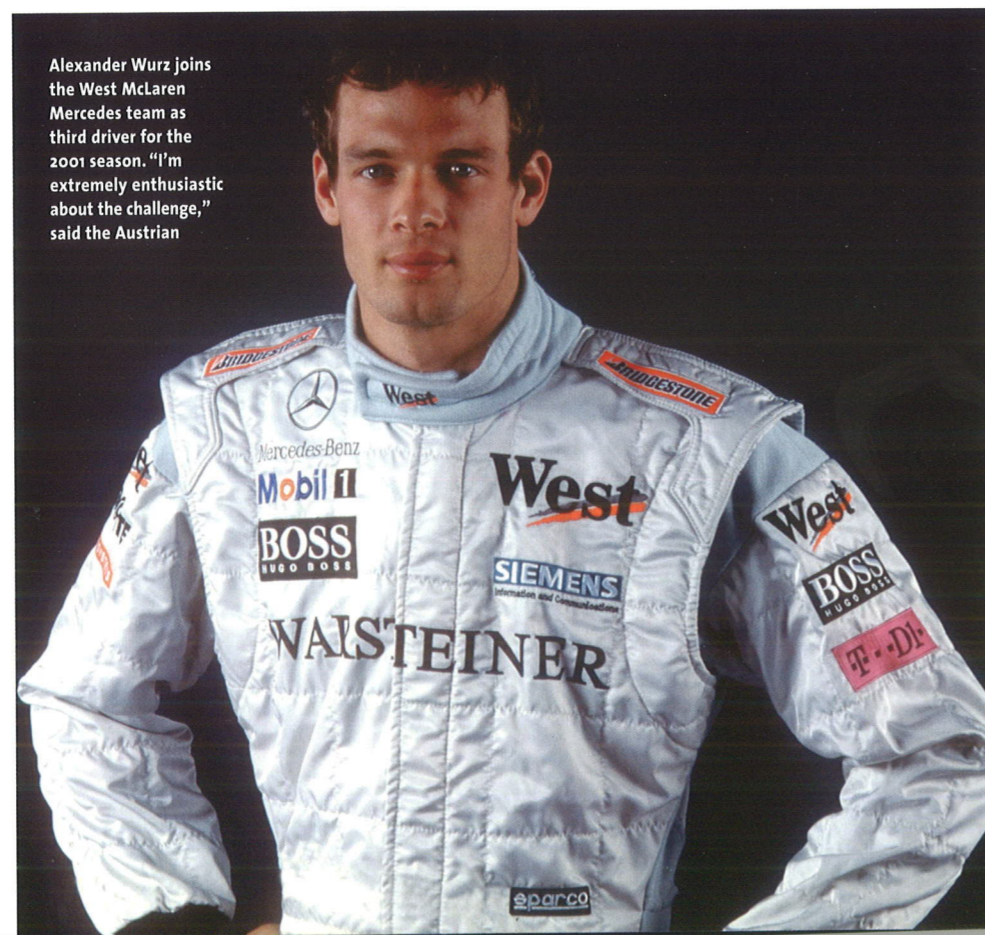
The announcement was made during Friday practice at Sepang, venue for the final race of 2000, the Malaysian Grand Prix, and the contract took effect as soon as the season had finished.

Wurz was delighted by the news: "I'm extremely enthusiastic about the challenge and the opportunities offered by becoming part of the West McLaren Mercedes team. I'm sure that I will have a significant rôle to play as third driver for the most successful team in Formula 1 and I will be able to learn and develop further as a driver. To become part of the West McLaren

Mercedes team is a strong career move and I look forward to contributing to the team's success."

Martin Whitmarsh, Managing Director of McLaren International, was equally pleased: "The benefits we have gained this season by having an additional, experienced F1 driver to carry out testing duties have been phenomenal. We are pleased to be able to continue this process by employing Alex and are happy that we can finally reveal our driver line-up for the 2001 season. Alex brings plenty of F1 expertise to the team and we are looking forward to working with him. We have no doubt that he will make an invaluable contribution to the West McLaren Mercedes team."

Alexander Wurz joins the West McLaren Mercedes team as third driver for the 2001 season. "I'm extremely enthusiastic about the challenge," said the Austrian



## TAG Heuer commemorate the 2000 Formula 1 season

TAG Heuer, Corporate Partner of West McLaren Mercedes and Official Timekeeper of Grand Prix racing since 1992, has launched two limited-edition watches to commemorate West McLaren Mercedes' 2000 season and its double world champion driver, Mika Hakkinen.

The McLaren Chronograph features the West McLaren Mercedes' team colours and has a raised silver and red McLaren logo on its black watch-face. It comes in a world-wide limited series of 2000 and each watch has the McLaren logo engraved on the back.

The Mika Hakkinen Chronograph is limited to 1000 and bears Mika's name on its silver face, while his signature is engraved on the back.

Both watches are developed on the basis of the quartz 1/10th of a second chronograph from TAG Heuer's Series 6000 with the date displayed at 4 o'clock. Each piece is individually numbered on the caseback.



## WEST McLAREN MERCEDES SCOOPS TWO AWARDS

West McLaren Mercedes won two categories in the inaugural end of season *F1 Racing Awards* as voted by *F1 Racing* readers.

The MP4-15 was voted 'Car of the Year' while a huge majority of voters chose Mika Hakkinen's overtaking move on Michael Schumacher in the Belgian Grand Prix at Spa as 'Overtaking Manoeuvre of the Year'.

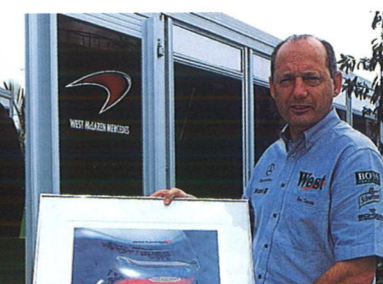
TAG McLaren Group Chairman and CEO Ron Dennis collected the team's award – a framed picture of this year's MP4-15: "It's always nice to receive an award, and this one is of course something that will be enjoyed by the whole team. I'm sure that

the opinions of *F1 Racing* readers are formed by on-track performances – and that means it has been won by everyone at West McLaren Mercedes. So I accept this award on behalf of the entire company."

Mika Hakkinen, who received a framed, signed picture of his move at Spa, was equally pleased about his accolade: "It's great that the *F1 Racing* readers liked my manoeuvre but it's easier to be noticed at the front. There were quite a few exciting moves further down the field which the TV cameras missed. But that move at Spa was something special."



Mika (above left) with *F1 Racing* editor Matt Bishop; Ron Dennis (right) with the team award



## CANON ZOOMS BACK TO FORMULA 1

Canon Europa NV are set to return to Formula 1 in 2001 as Official Supplier of Imaging Solutions to the West McLaren Mercedes team.

The Partnership, which was confirmed after the Japanese Grand Prix, sees Canon joining an illustrious line of leading companies keen to promote themselves in the field of F1.

Canon's new business model, lead by the 'Imaging Across Networks' slogan, highlights the shifting trend towards digitally-connected products and solutions in today's increasingly competitive market-place.

"This new Partnership within a sport that is so technologically dependent represents a great platform for us to show the products and services we can offer today, but more importantly those of tomorrow," said Jon Phelps, Head of Sponsorship at Canon Europa.

"We are pleased to see Canon making a return to Formula 1 and are proud to welcome it as a Partner to the West McLaren Mercedes team," said Ron Dennis, TAG McLaren Group Chairman and CEO. "We look forward to working with Canon's advanced technology in the future."

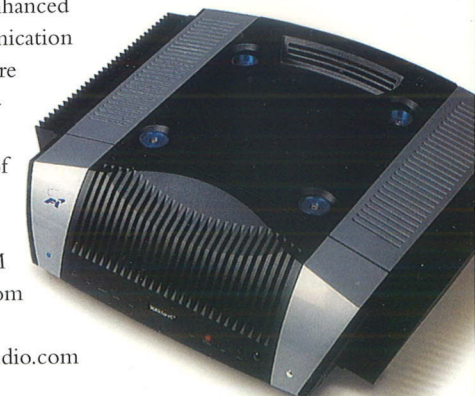
Canon produces state-of-the-art consumer equipment and will bring its expertise back to F1



## TAG expands F1 AvantGarde range

TAG McLaren Audio introduced the F1-600M, its single-channel power amplifier, at London's Earl's Court *Live 2000* exhibition in September. The amplifier is part of the *AvantGarde* range and is designed to accompany the *F1 AvantGarde* loudspeaker (see *Racing Line*, September).

The F1-600M uses state of the art technology and TAG McLaren Audio expertise to maximise sound quality from the speakers. Gold-plate is used to enhance input, quiescent current controls guard against changes in output and the inclusion of the Enhanced Tagtronic Communication Bus allows for future expansion of facilities. Putting out a staggering 600W of power and weighing approximately 35kg, the F1-600M will be available from Spring 2001. Visit [www.tagmclarenaudio.com](http://www.tagmclarenaudio.com) for future updates.



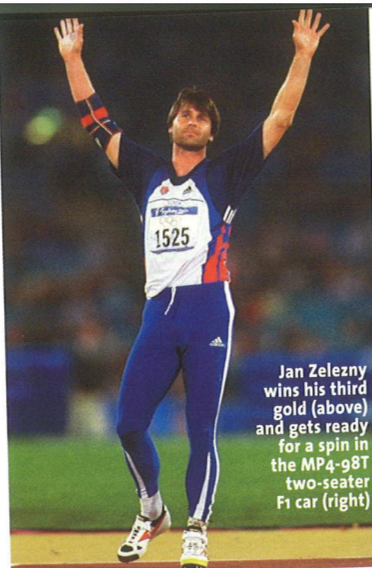
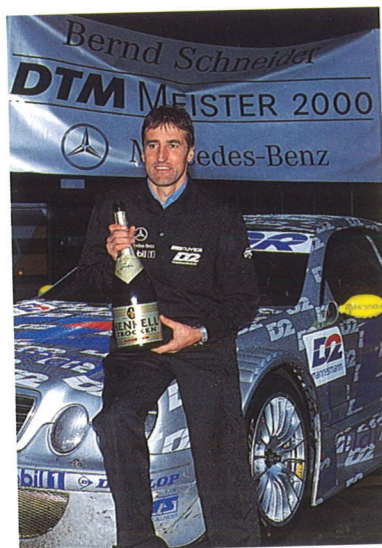
# the moment

## Schneider takes DTM title for Mercedes

Bernd Schneider won his second German Touring Car (DTM) title for Mercedes-Benz at the penultimate round of the 2000 series at the Nürburgring. The 36-year-old ex Formula 1 driver clinched the title with a second and fourth place finish in his AMG-built and run CLK coupé.

Manuel Reuter, Schneider's nearest challenger, actually won both races but his points finish was not enough to allow him to overhaul Schneider in the final round.

"I'm part of the Mercedes family and I'll be involved in the DTM as long as they are," Schneider said. "If I can win the title again, that would be fantastic."



Jan Zelezny wins his third gold and gets ready for a spin in the MP4-98T two-seater F1 car (right)



## OLYMPIANS FLY THE F1 FLAG

The flame of the Sydney 2000 Olympic Games was officially extinguished on 1 October taking with it a consignment of Olympic records for the history books. West McLaren Mercedes associates itself with sporting excellence and, through its Adrenaline Programme, has given many top athletes a taste of the racing world, highlighting the physical stresses put upon the body in Formula 1.

At this year's Games, world record holder Jan Zelezny of the Czech Republic made history as he walked away with his third gold medal in the Men's Javelin. Swimmer Kieren Perkins from Australia narrowly missed out on his third consecutive gold medal in the Men's 1500m Freestyle and Gabor Balogh from Hungary gained silver in the Men's Modern Pentathlon.

All three athletes have been treated to a ride in the West McLaren Mercedes MP4-98T two-seater and our congratulations go to all of them for their first-class performances in Sydney.

## MP4-98T TWO-SEATER MARKS END TO DTM SERIES

The finale of the German Touring Car series (DTM) took place at Hockenheim at the end of October. To mark the occasion, former McLaren Formula 1 World Champion, Niki Lauda, took to the track on the Sunday at the wheel of the West McLaren Mercedes MP4-98T two-seater.

Lauda's three passengers were Germans Otto Becker and Marcus Ehning, two of this year's Olympic German Team Show jumping gold medallists, and Dieter Thoma, renowned German ski jumping athlete.

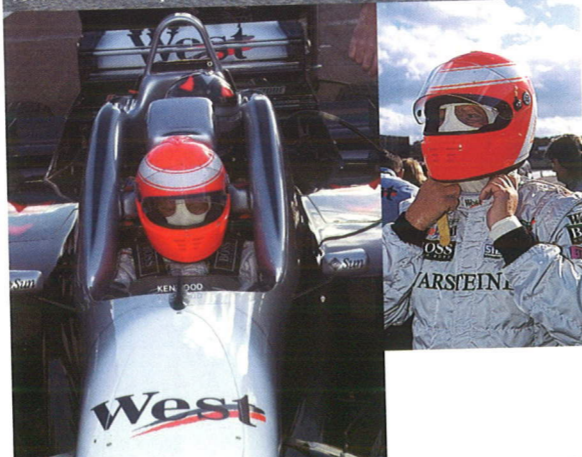
Lauda, who drove for McLaren between 1982-1985, and won the title for the team in 1984, has driven the MP4-98T only twice before: once on his 50th birthday and once last year at Hockenheim where his passenger was DaimlerChrysler CEO, Jürgen Schrempp.

As a precursor to Lauda's excursion, Darren Turner had already treated another member of the four-man German show jumping team, Lars Nieberg, to the two-seater experience on the Saturday.

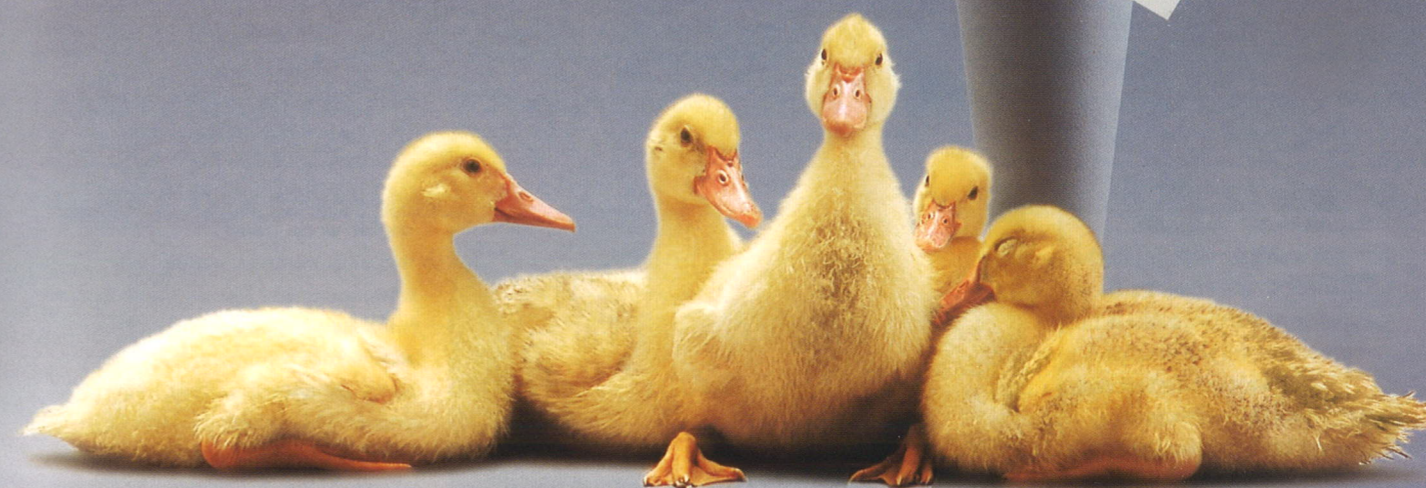
The weekend marked a great end to the DTM season which had started back in May with an outing for the MP4-98T, driven by West McLaren Mercedes third driver Olivier Panis.



Former world champion Niki Lauda samples the MP4-98T at Hockenheim



Mini L-C double emission, bollard version.



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*Light without limits*



Japanese GP

# Oriental Express

West McLaren Mercedes may have relinquished the drivers' title at Suzuka but the team put up a thrilling fight and has vowed to come back stronger for the 2001 season

### SUZUKA TRACK FACTS

- The Japanese Grand Prix has been held at the unique 3.6 mile (5.8km), figure-of-eight Suzuka circuit since 1987.
- McLaren's six victories in the Japanese Grand Prix (one at Fuji; five at Suzuka) make it the most successful constructor.
- Mika Hakkinen's fastest race lap during this year's event marked the 100th for the McLaren team since its first, the 1970 South African GP.
- The 2000 Japanese Grand Prix was the ninth time in its 14-year history at Suzuka that the drivers' world title has been decided



Top: Mika and David spray champagne from the podium after their second and third places in the Japanese Grand Prix. Above: David attacks the Suzuka circuit on his way to third

The result of any battle, no matter how enthralling or intriguing, is that there will always be an elated winner and a disappointed loser. After two years of joy in Japan, where the West McLaren Mercedes team has secured back-to-back drivers' titles with Mika Hakkinen, it was time to relinquish the trophy.

The pressure was on Mika from the start of the weekend. With chief title rival Michael Schumacher eight points ahead with two rounds and 20 points up for grabs, the odds were stacked against the Finn. But, that is when the double world champion has proved so steely before, and it was no different in this case.

At the start, he resisted a stern assault from Schumacher, who scythed across the track from pole to try and prevent Mika taking the lead. Mika held his nerve, however, to hold the advantage into the opening laps.

Initially, the West McLaren Mercedes driver opened up a slight advantage but, after holding his lead through the first round of pitstops, Mika lost out in the second stop.

He explained: "The team did a fantastic job but I knew Michael hadn't yet made his second pitstop and would be able to cut into my advantage.

"When I rejoined the race, first of all



### TENSION MOUNTS

Tension ran high during Saturday's hour-long qualifying for the Japanese Grand Prix. In one of the most thrilling sessions of the year, title rivals Mika Hakkinen and Michael Schumacher battled relentlessly for pole position, swapping the best time of the day on almost a lap-by-lap basis.

"We were making adjustments throughout the session which helped me go quicker," said Mika. "And my last run

was pretty good, but I wasn't able to accelerate out of the chicane as quickly as I wanted to on my last lap."

Mika's team-mate, David Coulthard, lined up third. "I've struggled to find the best balance on the car this weekend," he admitted. "But I'm happy to have made some improvements. I've now got the best seat in the house to watch the battle for the world championship."



I had traffic problems. At the same time, it started to rain a bit more so I was sliding all over the place and wasn't able to get the necessary grip from the new tyres. That gave Michael an opportunity to pass and it was just a matter of going flat-out to try and keep up. On the final lap, Michael slowed down, while I drove on the limit, closing the gap, but it wasn't enough."

Mika's team-mate, David Coulthard, who drove a solid race from third on the grid to the final step of the podium, agreed with

Mika's predicament. "I had a fairly quiet race and was not really involved in any battles. It was just a question of trying to keep the car on the track in the difficult conditions. I can only imagine what it must have been like trying to fight for the championship, because I was on my own and having a lot of difficulty. You couldn't judge how damp it was – it was incredibly difficult."

After two titles in a row, a missed third crown was a disappointment but, as Mika admitted, it will make both

him and the team stronger.

"It has been a great season," he said. "I understand, though, that it is another driver's turn to win and, to be a good winner, you sometimes have to be a good loser. I have the memory of having won two years in a row and life and racing continue. We have to keep fighting, and I'm sure we'll see some exciting racing in the future."

As TAG McLaren Group Chairman and CEO Ron Dennis added: "It's difficult to feel positive at this time, but the entire company has done a great job and we can all take some satisfaction from the seven victories and poles we have achieved so far this year."

Top: Mika made adjustments to his car throughout the qualifying session and ended up just 0.009 seconds from pole – the closest the front row has been all year. Above left and right: Mika and David throw their MP4-15s over the Suzuka circuit's kerbs

**'It's been a great season. To be a good winner you sometimes have to be a good loser..'**



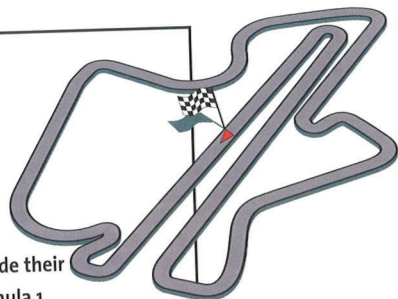
Main pic: Mika went on a serious charge to get up to fourth. Below: Mika and David lead the pack; Opposite clockwise from top: Mika fought his way back from 18th to 4th position; David pushed hard and led the race comfortably; Sepang is the most modern venue on the calendar; Mika's eyes have it

## Fight to the finish

West McLaren Mercedes put up an impressive fight for the Constructors' title in the Malaysia Grand Prix – the finale of the 2000 Formula 1 season.

### SEPANG TRACK FACTS

- Both the Malaysian Grand Prix and the Sepang circuit on which it is run made their debut on the Formula 1 calendar last year.
- The 3.453-mile (5.5km) circuit boasts a pair of main straights, both around 800m in length, that run either side of the double-sided main grandstand.
- Only 20 of the 663 grands prix in the 50-year history of the sport have been run in the far-east – the majority of those being the 16 Japanese Grands Prix, although two races were held in Japan under the Pacific Grand Prix moniker.



The West McLaren Mercedes team ended the 2000 season in solid style with second place for David Coulthard in the Malaysian Grand Prix, while Mika Hakkinen gained a hard-earned fourth place after a jump-start penalty early in the race lost him the lead.

The Finn got the best getaway as



the red lights went out for the start of the 56-lap event, but it was judged to have been too fleet by the officials. Knowing that he would have to serve his penalty, Mika let David past, before pulling into the pits for the penalty a few laps later.

That left David, who had also made a great start, to pull off a great manoeuvre on poleman Schumacher at the first corner and take the lead. The Scot quickly opened up a gap to his German rival but was forced to hand the position back to Schumacher on lap 17 when he made his first pit-stop. David, who had extended his lead despite suffering a brief off-track excursion, had been called in early by the team to remove grass from the radiators, which had caused a concerning rise in engine temperature.

Schumacher stayed in the lead when he made his own pitstop on lap 24, but David chased the German remorselessly in the middle stint of the

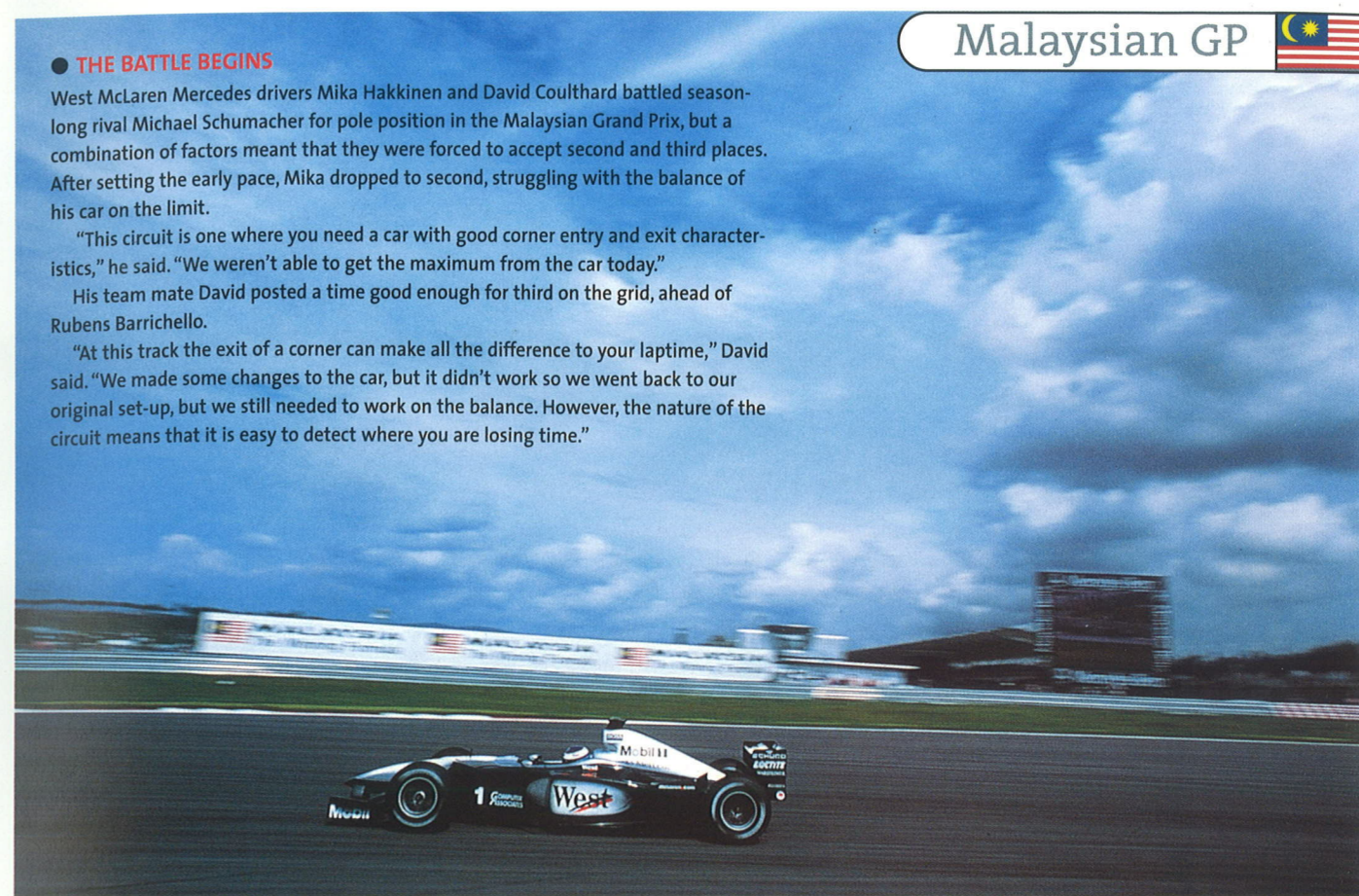
### THE BATTLE BEGINS

West McLaren Mercedes drivers Mika Hakkinen and David Coulthard battled season-long rival Michael Schumacher for pole position in the Malaysian Grand Prix, but a combination of factors meant that they were forced to accept second and third places. After setting the early pace, Mika dropped to second, struggling with the balance of his car on the limit.

"This circuit is one where you need a car with good corner entry and exit characteristics," he said. "We weren't able to get the maximum from the car today."

His team mate David posted a time good enough for third on the grid, ahead of Rubens Barrichello.

"At this track the exit of a corner can make all the difference to your laptime," David said. "We made some changes to the car, but it didn't work so we went back to our original set-up, but we still needed to work on the balance. However, the nature of the circuit means that it is easy to detect where you are losing time."



race. Pretty soon he was right on his tail and pressuring him without mercy.

In the second round of pitstops, David couldn't move past Schumacher but, by the end of the race he was right back on the German's tail and pushing hard to finish just 0.732 seconds behind.

"I was stuck behind Michael and I was putting him under as much pressure as I could without getting into the dirty air from his car," David said. "If he had made a mistake I would have got past, but unfortunately he didn't and I had to settle for second."

**'I was stuck behind Michael and I was putting him under as much pressure as I could...'**

Mika, meanwhile, had dropped to as low as 18th after making his penalty stop down the Sepang circuit's tortuously long pitlane. He staged a champion's comeback, though, with a ter-

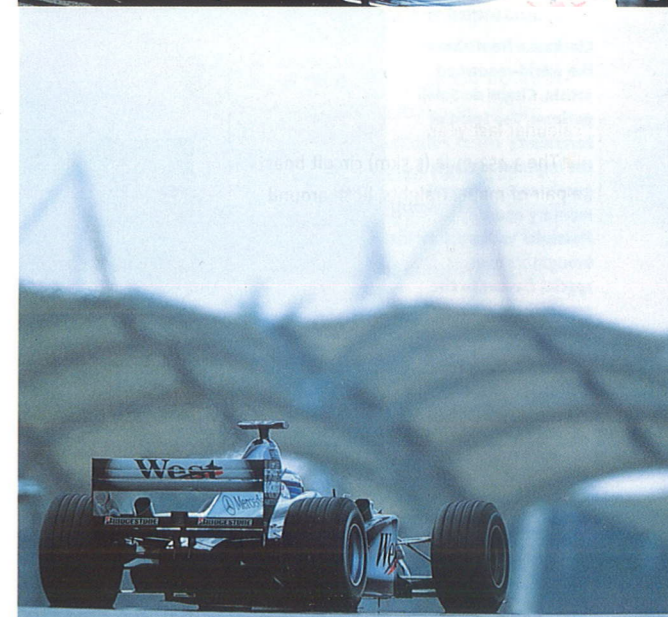
rific drive through the field, including a gripping mid-race battle with former world champion Jacques Villeneuve that saw the pair battling wheel-to-wheel at around 180mph (290km/h).

In the end, Mika held his nerve and took fourth position thanks to his impressive climb up the field.

"My one stop strategy would have been correct," Mika noted after the race. "My car was working well, so I believe that I could have won. The car moved a little before the start and so did Schumacher's, but we were both

stationary before the lights went out.

"At the end of the day, though, it is the decision of the stewards. It is easy to talk about it afterwards. I cannot change it now."





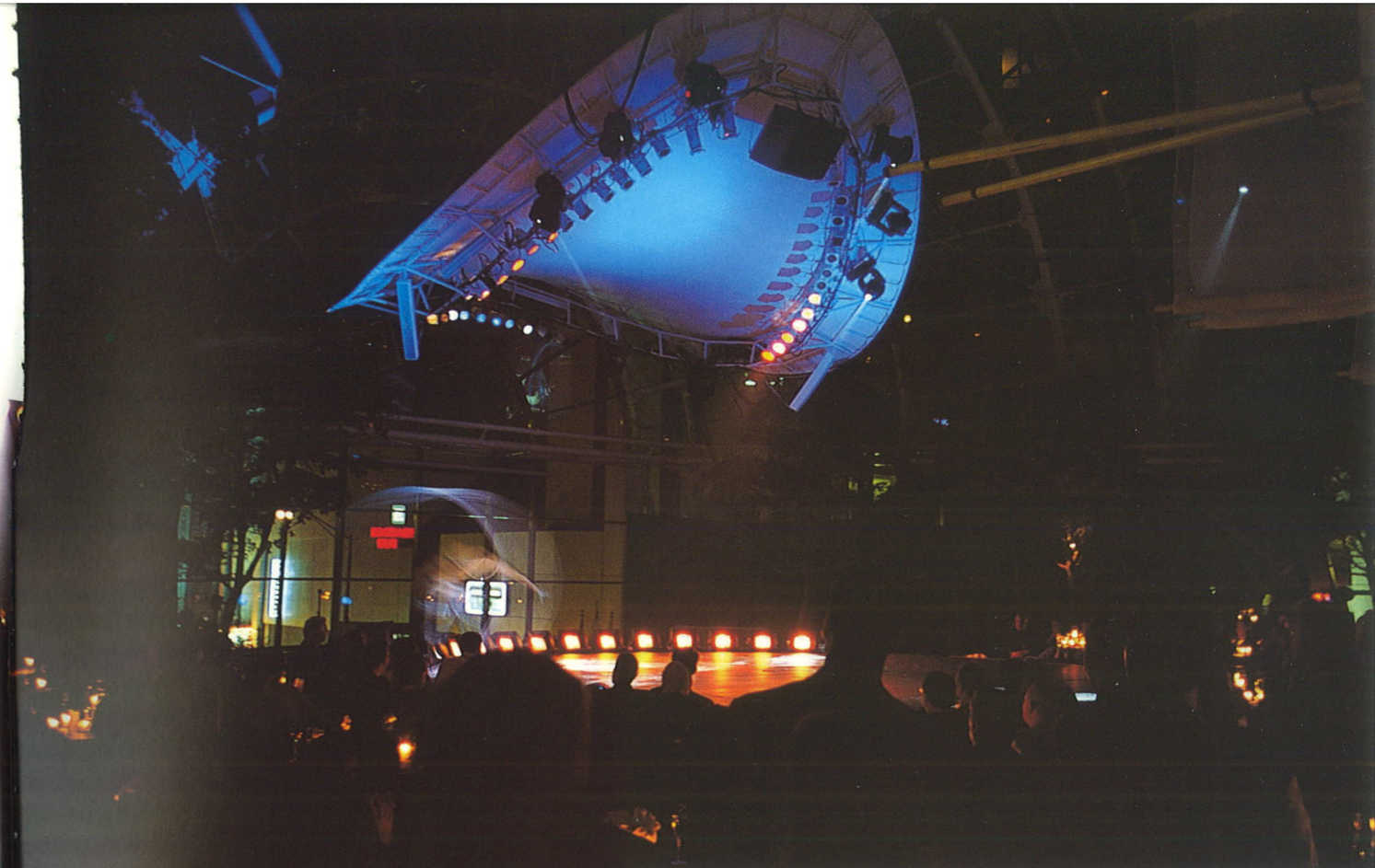
# MASTERS OF THE CEREMONY

When West McLaren Mercedes arrived at the Indianapolis Motor Speedway ahead of the inaugural SAP United States Grand Prix, the team took the opportunity to host a unique event...

WORDS KATE TAYLOR PHOTOGRAPHY LAT



Clockwise from above: the world-renowned artists, Cirque du Soleil perform 'The Spirit of Formula 1'; the impressive stage; guests enjoy a complimentary aperitif; Finlandia Vodka brought its own special flavour to the event; the entrance to the Artsgarden



It's dusk, and we're standing in a huge glass sphere suspended above one of Indianapolis' busiest streets, watching yellow taxicabs speed underneath.

This is the Artsgarden – the West McLaren Mercedes team's choice of location for the biggest event since the actual launch of the West McLaren Mercedes team in 1997 which took place with the help of *The Spice Girls* and *Jamiroquai* at London's Alexandra Palace. That was a 'do' that Formula 1 was talking about for most of the following season, but then they've always thrown a good bash, McLaren.

The team professes it was more by luck than judgement that the group of five feisty girls it selected to help Mika Hakkinen and David Coulthard unveil the West McLaren Mercedes MP4-12 would go on to be the most famous band in the world. Knowing the team's attention to detail, one can't help thinking that it was all part of the plan.

And, like the 1997 launch, this event has taken months of planning to ensure that all 900 guests have a good time. So here we are, in just about the most futuristic venue the team could have found to introduce Formula 1 to its American Partners and thank them for their involvement. And as if that wasn't enough, West McLaren Mercedes has decided to throw the party twice, on consecutive nights (450 Partner guests

on Friday and 450 guests from DaimlerChrysler and ExxonMobil on Saturday), so that everyone can get an equal piece of the action.

And that action starts pretty quickly. Once everyone has been furnished with a glass of champagne or perhaps a non-alcoholic cocktail created especially for the night (some of us have pre-qualifying practice the next morning), TAG McLaren Group Chairman and CEO Ron Dennis takes to the stage.

He immediately puts everyone at ease by admitting that he's not a fan of public speaking, before explaining perfectly why Formula 1 is important to America and why the country is such a vital element to the global positioning and marketing strategies of the West McLaren Mercedes team and its Partners. The gathered blue chip Partners and their guests listen intently as he introduces a short film to "highlight the breadth of companies that contribute to the success of our team".

And then images from a huge video screen remind us in just three minutes why we're all so passionate about Formula 1 – and indeed West McLaren Mercedes. Pictures of Mika and David hard at work in 'the office' of their MP4-15s are interspersed with some of the ingenious advertising and promotional campaigns that the team and its Partners have >



pioneered over the years.

There's Mika sliding through the snow in the McLaren two-seater for Finlandia and then smirking for Schweppes; David posing as a New York City cop and giving himself a speeding ticket for West; and then both drivers modelling for Hugo Boss and racing each other in A-Class Mercedes. From the Lifestyle to the Corporate to the Technology – each Partner's involvement is highlighted in the perfect introduction to the world of West McLaren Mercedes.

And then it's time to introduce the world of Formula 1. MC for the

**“THEIR EXPLANATIONS LEAVE US GASPING AS THEY DESCRIBE THE SPEED AND G-FORCES THEIR BODIES ARE USED TO”**

evening is Head of Partner Programmes at TAG McLaren Marketing, Peter Burns. He reminds us that McLaren has won a total of eight Formula 1 constructors' championships and an enviable 11 world drivers' titles – while we look back to the video screen to learn about the sport and get a 'flavour of F1'.

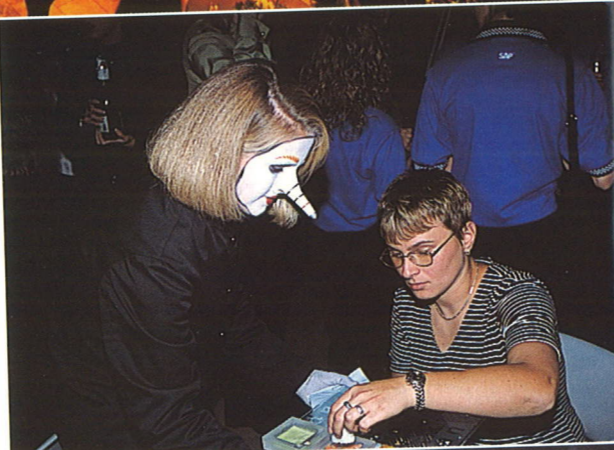
Every team and driver is covered, along with information about the hec-

tic calendar of 17 races in 15 countries on five continents and the incredible media circus that follows the sport. The sheer size of the sport seems staggering – 366,000,000 people watch each race on television while over 500 journalists write about it. The familiar logos of West McLaren Mercedes' Partners fill the screen, along with those of some of the big players associated with the 10 other teams on the grid.

As former McLaren drivers, including double Formula 1 World Champion Emerson Fittipaldi look on, the team's current stars, Mika Hakkinen and David Coulthard, take to the stage.

Despite having to prepare for the SAP United States Grand Prix the next day, both are relaxed and amuse the audience with stories of what it's like to drive a Formula 1 car. In fact their explanations leave most of us gasping as they describe the speed and G-forces that their bodies are used to.

And then before Peter Burns has a chance to bombard us with any more information he is met on stage by ►



Clockwise from above: Chris Lashua gets in a spin; Geneviève Bessette prepares to 'jump through hoops'; Ron Dennis greets guests; Mika and David exchange F1 stories with Peter Burns, MC for the evening; specially prepared food from Absolute Taste was another highlight of the evening; the sheer scale of the event was impressive, to say the least



**Top left: West McLaren Mercedes reminds guests the purpose behind the evening; middle left: Maria Markova – more than just a juggler; Yves Décoste and Marie-Laure Mesnage take mutual trust to the extreme; bottom left: Chris Lashanau goes for a spin; Maria performs the unthinkable; right: guests were well looked after as they watched the show by candlelight**

two attractive young ladies – one of whom promptly throws Peter over her shoulder and carries him off into the darkness. Welcome to the weird and wonderful characters from the Cirque de Soleil – our entertainment for the evening.

West McLaren Mercedes came up with the ingenious idea of explaining certain aspects of Formula 1 with the help of the world-renowned artists and it's a plan that worked spectacularly on the night. Four acts were chosen – and collectively re-named 'The Spirit of Formula 1' for the evening – each one signifying a different area of the sport. The g-forces felt by a driver; the way that the team 'juggles' thousands of different technologies every time the car is on the track; the 'jumping through hoops' involved in the fusion of speed and balance; and perhaps the most important aspect: teamwork.

In conjunction with footage of David spinning in zero gravity – a fitting way to introduce the first act – Chris Lashua cartwheels onto the

stage inside a giant wheel. The audience sits transfixed as it spins faster and faster, the athlete inside smiling and jumping around it, turning this way and that. The balance between man and wheel seems a perfect metaphor for the finely-executed balancing act between driver and machine that is played out each fortnight at every grand prix.

## “FOUR ACTS WERE CHOSEN – AND COLLECTIVELY RE-NAMED THE SPIRIT OF FORMULA 1”

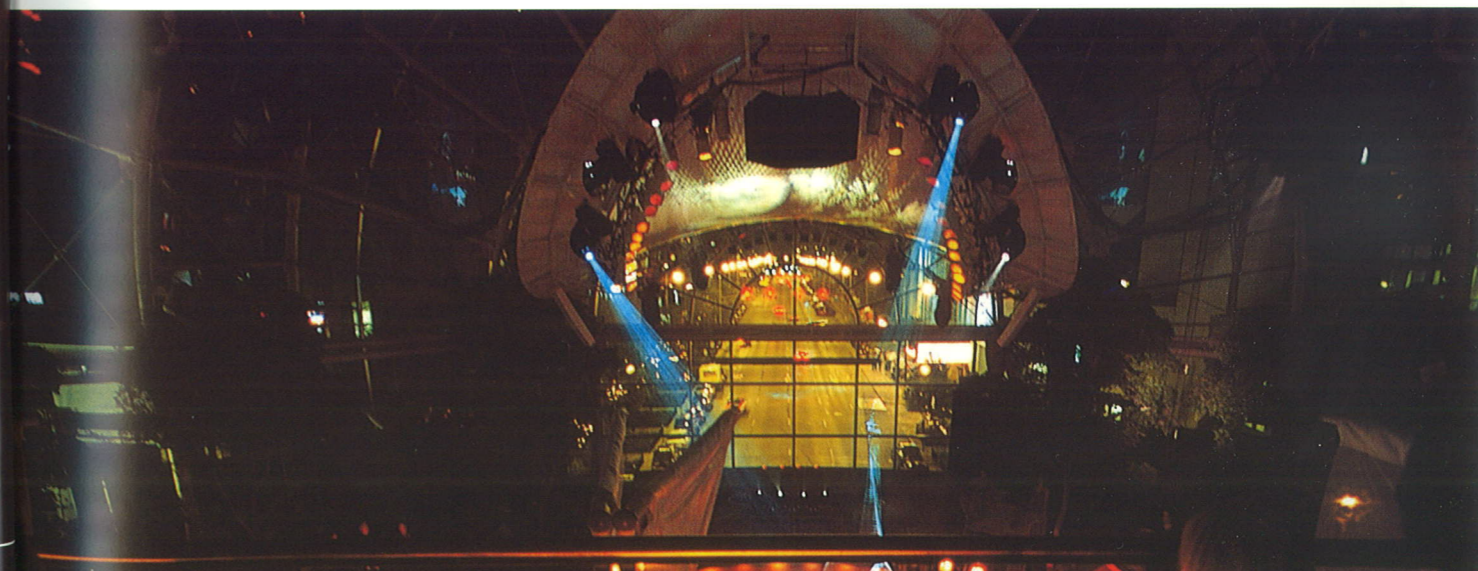
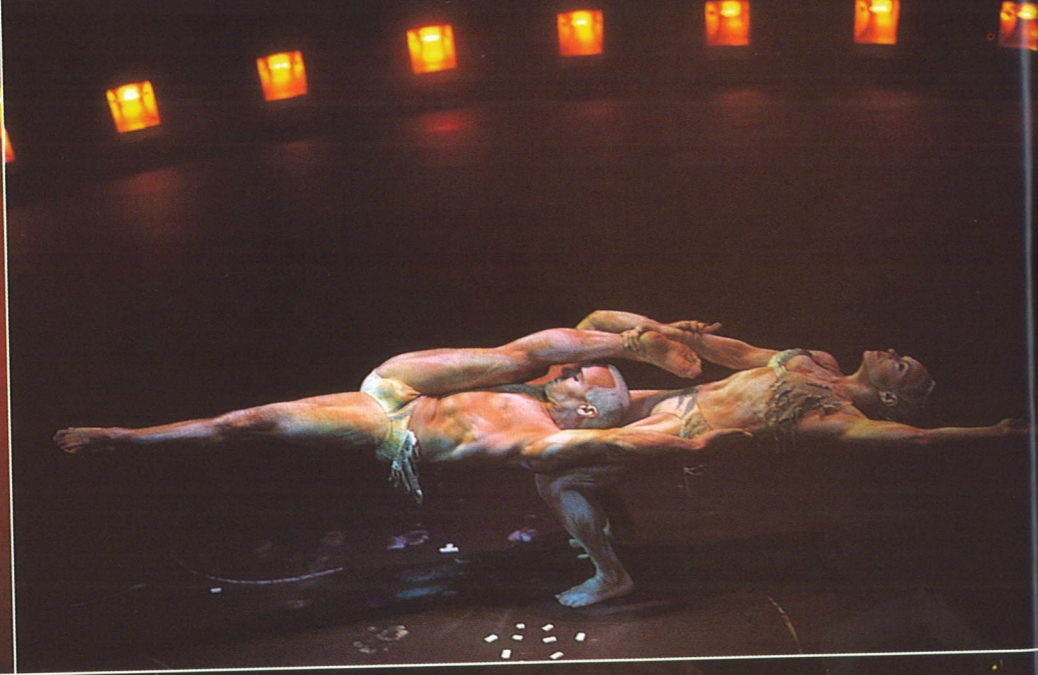
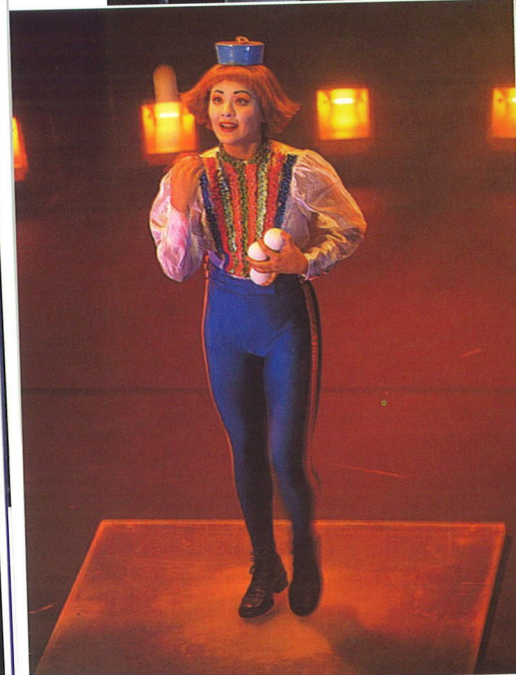
Next up, the representation of the consummate juggling act that the team performs every time the car is on the circuit. The introduction focuses on technology and the science of Formula 1, showing how West McLaren Mercedes manages to constantly monitor the performance of 10,800 components on the car, while all the time striving to capitalise on

new innovations in driver safety and technology to produce lighter, stronger and faster machinery.

But the hugely talented Maria Markova in front of us could hardly be described adequately as a juggler. As she reaches the climax of her act – bouncing seven balls between the air and the ground, her hands moving so fast that we can hardly see them – the

audience erupts into applause.

The third element of the showcase is a stunning redhead, Geneviève Bessette, who spins in a hoop high above our heads while performing gymnastic feats that mimic and represent the metaphorical 'jumping through hoops' that the West McLaren Mercedes team performs each fortnight in its quest to be the best. ▶



The thumping music dies out and the stage is left in silence for the fourth and final act of the evening. Meant to represent teamwork – the most important quality for West McLaren Mercedes and indeed, Formula 1 as a whole – it is the most breathtaking.

Two figures move slowly across the stage to haunting music and as the lights rise slightly, we make out Yves

We hold our breath as Yves balances Marie-Laure upside down on his shoulder blades before both lift their arms into the air so that she is resting her entire weight on his neck. Even more impressively – if that were possible – she goes on to balance him while lying almost horizontally off the floor. It is hard to believe that two human beings are capable of such

## “EVEN THE FOOD IS THOUGHTFULLY DETAILED... DESIGNED TO ECHO THE INTERNATIONAL SPIRIT OF F1”

Décoste and Marie-Laure Mesnage. Dressed identically in eerie camouflage body-paint, they begin a balancing act that relies entirely on total belief in one another – a complete partnership. Here, like on the pit wall, concentration is paramount and the synergy between the sport and the performers in front of us is obvious to everyone. It represents the team spirit and harmonisation that embodies West McLaren Mercedes to the last.

feats without the aid of wires or magic, but it is not a trick, and for the finale of their act he holds her whole body – with one hand – out in front of him. The mutual trust between the two is staggering, and their act is as well co-ordinated as a West McLaren Mercedes pitstop.

As the lights of the downtown Indianapolis traffic glint below, the party continues and guests are served vodka from an impressive Finlandia

Vodka ice sculpture and beer from the Warsteiner bar. And as if to prove that West McLaren Mercedes doesn't do things by halves, the entire Finlandia Vodka bar – including the glasses – is made of ice!

Even the food is thoughtfully detailed. Catering company *Absolute Taste*, who look after the drivers, the team and guests in the West McLaren Mercedes paddock hospitality, has devised a stunning menu specially for the evening. Designed to echo the international spirit of the grands prix of the world via the 15 countries that Formula 1 visits during a season, guests were able to choose anything from tiny hot dogs and mini hamburgers representing America, to beautifully presented sushi for a taste of Japan.

And as the assembled Partners enjoyed the rest of the evening at candlelit tables high above the lights of the race weekend traffic below, one couldn't help but conclude that the West McLaren Mercedes team had certainly brought the spirit of F1 to Indianapolis. But then they always did know how to throw a party... ■

**Clockwise from right: the buzz around centre-stage; two Cirque du Soleil gymnasts interrupt Peter Burns, MC for the evening; Geneviève Bessette performs in a suspended hoop; Finlandia Vodka's ice bar ensures drinks are served cold; inside the glass sphere of the Artsgarden**



# Windows

## of opportunity

West McLaren Mercedes Corporate Partner Schüco International KG is proud of its association with the team. And it likes people to know about it, as *Racing Line* discovers...

WORDS MIKE CABLE PHOTOGRAPHY TED HUMBLE-SMITH & LAT

Share a thought for Schüco International KG events and exhibitions department head Thomas-Andreas Ferrari.

With a name like that, it is fairly obvious where Herr Ferrari's natural F1 sympathies might lie. And yet the German-based company of which he is responsible for exhibitions has become during the last two seasons, one of West McLaren Mercedes' most enthusiastic Corporate Partners.

Inevitably, Thomas has found himself the butt of endless good-humoured banter, especially at the Monday morning meetings following each grand prix weekend - and even more so when Mika and David have a one-two finish. "He takes it all in his stride and usually gives as good as he gets," chuckles Schüco's Head of Marketing, Rüdiger Gutsche, adding with a smile: "In his heart Thomas

may still be a little bit red but in his mind he is definitely silver/grey."

Elsewhere among Schüco's 4,000 employees, both hearts and minds have been completely won over by the success of a partnership that has not only achieved its aim of raising the company's profile worldwide, helping to generate new business, but has also been used to foster a special sort of team spirit internally, leading to improved efficiency and greater productivity.

One of the world's leading designers and suppliers of innovative system technology and components for facades, windows, doors, balconies and solar systems for both corporate and domestic buildings, Schüco regards the branding on the rear wing endplate of the cars as no more than the icing on the cake of their involvement.

From the moment you enter the foyer of the company's own glass-

**Main picture:**  
The glass facade of Schüco's headquarters in Bielefeld in Germany is an example of the company's commitment to excellence in the field of technology





fronted headquarters in Bielefeld, near Hanover in Germany, to be immediately confronted by a large, scale model of the West McLaren Mercedes Formula 1 car, it is clear that no opportunity is missed to drive home the connection with the West McLaren Mercedes team every day.

From inter-departmental sales and productivity incentives based on F1 'fantasy races' to grand prix hospitality for over 1,700 key clients last season, from executive team-building exercises at the West McLaren Mercedes factory in Woking to the incorporation of an F1 bistro into the Schüco stand at major international trade exhibitions and from special F1 presentations for customers around Europe to the sale and distribution of West McLaren

Mercedes branded merchandise from the Schüco collection – the association has been fully and imaginatively exploited in every possible way.

So much so that when Rüdiger Gutsche outlined the company's sponsorship programme during an introductory presentation at their first West McLaren Mercedes Partner forum, he soon had the undivided attention of a packed audience of fellow Partners as their eyes were opened to a range of possibilities that they themselves had not begun to think about.

"We weren't really expecting to make such a major impact," insists Gutsche with a smile. "We have got even more ambitious thoughts about what we want to do in the future to capitalise on our investment. But, for

the moment, we have learned to 'minimise the max', as we say. By that I mean that some of the ideas we have in mind might over-stretch our organisation and our capabilities simply because we are thinking faster than we can execute. We have got to develop things step by step."

Schüco makes no bones about its businesslike determination to get value-for-money out of the Partnership by squeezing every possible benefit from it.

"For us it is a capital investment, like any other," shrugs Gutsche. "We see it primarily as a business-building platform. I think it was a surprise for West McLaren Mercedes when it first realised just how aggressive our intentions were, but our approach is now

**This page clockwise from left: an executive toy highlights the value of partnerships; the sun glints on the Schüco headquarters in Bielefeld, Germany; one of the Schüco branded show trucks**

**"WE CAME TO THE CONCLUSION THAT WE NEEDED TO DO SOMETHING FOR OUR INTERNATIONAL BRANDING"**



**This page: Schüco makes the most of its association with West McLaren Mercedes, producing informative and colourful brochures and newsletters**

coming to be seen as an alternative model for all Corporate Partners."

While the decision to get involved in F1 in general was purely commercial, the choice of West McLaren Mercedes in particular was a little more subtle. "We came to the conclusion two years ago that we urgently needed to do something for our international branding," explains Thomas Lauritzen, head of aluminium marketing for Schüco.

"In Germany, 95% of architects were already aware of Schüco but elsewhere it was very different. End users in the UK, for example, knew nothing about us. We wanted to put that right.

"A few years ago we ran a campaign using former German World Cup soccer captain, Franz Beckenbauer, but although that was very successful here at home, it didn't work so well outside Germany. In the UK people wanted Kevin Keegan, in the Netherlands Johann Cruyff.

"Apart from that, soccer was really

too personality-oriented and it was not technological in any way. There was no way, using that platform, of demonstrating our technical ability and our commitment to constant change, constant development and constant innovation.

"Formula 1, on the other hand, is both highly technological and truly international, and has a world-wide television audience every fortnight that is as big as that for the World Cup or the Summer Olympics – events which come round only once every four years.

"As for which team to become involved with, well, there were only two possible choices as far as we were concerned – Ferrari, because of the German connection through Michael Schumacher, who is a national hero, and West McLaren Mercedes. And in the end it was a very short discussion. It took us just one minute to decide on West McLaren Mercedes, mainly because we were looking for a team

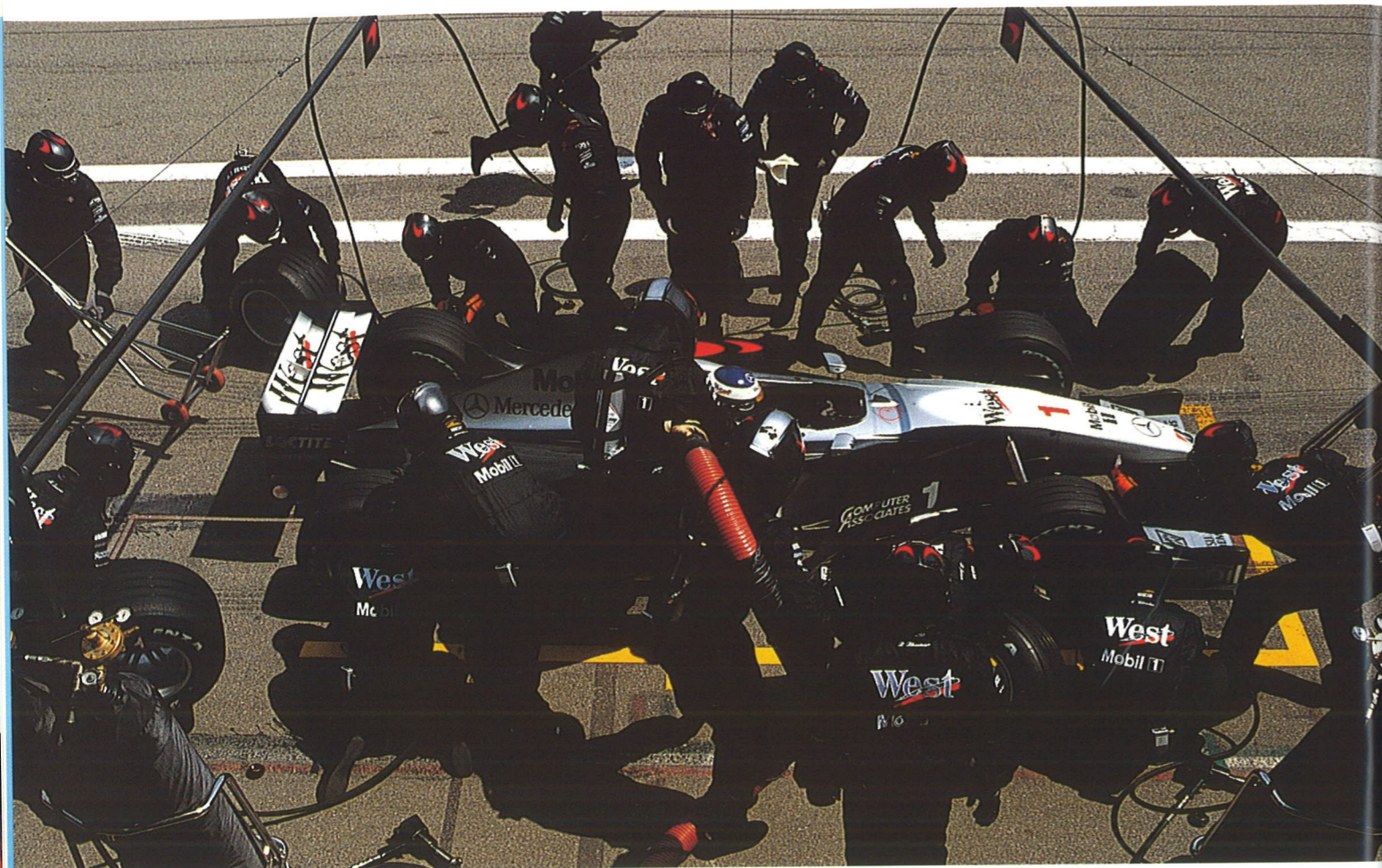
and not a one-man show."

The teamwork aspect is considered especially important by Schüco, who have focused on it as a model for its own organisation. "Every time the cars come into the pits you can see a demonstration of just how effective teamwork can be," says Rüdiger Gutsche. "And that image is very easily transferable to our own business.

"In the pits you have a team of twenty or so people working together in perfect unison to ensure that the cars are in a position to win the race.

"In the same way, we at Schüco have project teams of eight people working closely with each of our customers – the manufacturers who actually make and supply our systems – to ensure that they are always in a position to win any contract.

"We now have special F1 team posters for customers to pin up in their offices, with eight blanks where they can fill in the names and contact numbers of the key people in each



department at Schüco with whom they will be working so that they can always instantly get hold of them. That is just one small example of how we use the partnership to put across a very valuable message about the way we work."

They also arrange visits to the West McLaren Mercedes factory in Woking for production teams from their manufacturers "to show them what the production of a high-performance product can look like".

"The idea is that they will take away ideas that they can introduce into their own system to improve quality and efficiency," adds Gutsche.

In terms of design and construction there may not seem to be any obvious similarities between a racing car like the MP4-15 and a modern glass-fronted office block - one built to move at over 200mph (320km/h), the other to stay very firmly in place - but Gutsche delights in pointing out just how much the production processes actual-

ly have in common.

He highlights, in particular, the need for engineering quality and precision and for constant improvement through research & development backed by exhaustive testing. In the new, state-of-the-art test centre opening at Bielefeld next year the facilities are every bit as impressive as those at Woking.

Components are subjected over long periods of time to every extreme of simulated temperature and weather conditions, ranging from 60C down to -30C, including driving rain and hurricane-force winds. Doors and windows are automatically opened and shut up to 200,000 times over a period of three months, double-glazing is bombarded with 117-decibel sound waves and bullet-proof window frames are fired at with standard NATO 7.62 automatic rifle rounds and .44 Magnum shells.

Further down the line, there are other close parallels to be drawn between the way in which Schüco

systems can be modified to suit individual building projects, using pre-produced, approved and tested components, and the way that the MP4-15 can be set up differently to suit particular circuits.

"With both West McLaren Mercedes and Schüco, there is no situation for which there is not a solution somewhere in the system toolbox," says Gutsche. "The difference is that while they go to a racing circuit to do their final assembly, our people go to a construction site."

Schüco also prides itself on sharing the same West McLaren Mercedes blue chip corporate values, with Gutsche claiming: "Like McLaren and Mercedes-Benz, we have an image in our sector of being expensive but high quality with good customer service."

The relationship between the Partners has been cemented with Schüco's involvement in the building of TAG McLaren's new Paragon technology centre. The biggest private

**This page: the teamwork and co-ordination of the West McLaren Mercedes pitcrew**



**This page clockwise from above: one of Schüco's fleet of immaculate trucks; the Konzernforum in Wolfsburg, Germany; a Schüco-branded stopwatch and race poster perfectly promote the Partnership**

construction project in Europe, with Lord Foster as architect, will provide a prestige showcase for Schüco.

Typically, however, they are not content simply to leave it at that. As Gutsche explains: "We are talking to the TAG McLaren Group about working together on an internet presentation that will monitor the entire construction process, as was done very successfully in Germany last year with the rebuilding of the Potsdamer Platz in Berlin.

"Normally, the company owning such a building would have no great interest in doing this but as TAG McLaren also includes a marketing arm it is keen to maximise the marketing opportunities for all the Paragon Partners."

Meanwhile, having recently put its money where its mouth, Schüco has placed an order for sixty new trucks with Mercedes-Benz parent company DaimlerChrysler. By example, Schüco is taking a lead in encouraging other West McLaren Mercedes Partners at both the regional and the international level to support each other in every possible way and to make the most of the team association.

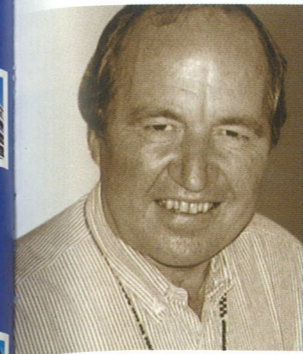
"When we have a stand at any exhibition we offer Warsteiner beers, West cigarettes, Schewepes mixers and Finlandia vodka," says Gutsche. "We make a point of having the show car there with everybody's branding in place. It's the same when we have a promotion as well. That way all the Partners benefit."

"And there is also the opportunity to do business together. We bought our trucks from DaimlerChrysler and we are talking to Computer Associates about new hardware and software. The TAG McLaren Group brought us in to work on the Paragon project. Maybe if Boss decide to build a new headquarters they will think of us. There are many possibilities."

They themselves know they're onto a winner. Adds Gutsche: "West McLaren Mercedes knows what it takes to be world champions. That's why we wanted to be associated with them. We are not number one yet, but we want to be. And, with their help, we will be."

Maybe, then, Thomas Ferrari will think about changing his name!

**"THERE IS NO SITUATION FOR WHICH THERE IS NOT A SOLUTION SOMEWHERE IN THE SYSTEM TOOLBOX"**



# FLAT-OUT IN FRANCE

BY EOIN YOUNG

**B**ruce McLaren made his most amazing start in the French Grand Prix at Rheims in 1962 where he almost spun on the grid but just managed to hold it and came through to win. Unfortunately it was a non-championship race but it came only weeks after his 'proper' GP win at Monaco, so he was on a roll. The front page photograph in the Rheims morning newspaper (below) showed Bruce almost sideways under wheel-spin, coming off the second row of the grid behind Jim Clark's Lotus.

The Rheims track was a glorious high-speed blast through the French countryside on public roads closed for the race.

"Racing feet apart at 160mph and changing positions on almost every lap looks dicey to the spectators, but slipstreaming with drivers of the calibre of Graham Hill and Jack Brabham is no worry at all," Bruce wrote in a New Zealand newspaper.

"However, after two hours of racing with Graham and Jack on the long straights at Rheims, I was very relieved to be able to pull out a five second lead in the closing laps to win. Believe me, that glass of champagne tasted really good!

"Slipstreaming calls for concentration and my task was made a bit harder when a stone flew up from the right front wheel and smashed the mirror. Several times after that I would glance behind me before swinging right to see the light green nose of Brabham's car or the darker green snout of Graham's about to pull alongside. It was really safe, as both Jack or Graham could be relied on to hold their line. I'd like to think they were as confident of my moves."

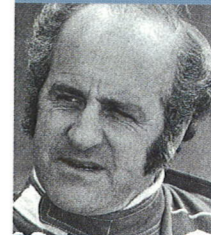
And the drama on the grid? Jim

Clark had won the 100 bottles of champagne for pole position and Graham Hill's BRM and John Surtees' Lola were on the front row. Bruce and Jack were on the second row. "The front row faltered a little when the flag dropped, but I had a full head of steam and was off around the outside of Jim with miles of wheelspin. A little too much, actually, and at one stage I thought I had overcooked it.

"Jim passed me on the next lap but I was not unduly worried because Rheims is a circuit where it pays to tuck in behind a quick car for a tow on the straights, conserving the engine and bolstering lap times. I thought Jim would be the one to follow but you can imagine my feelings when he signalled that he was stopping on lap five.

"Surtees was pulling away at this stage and shortly Jack, Graham and Innes Ireland arrived beside me. Then Surtees pitted but up front our pace was still fast and furious. John Cooper was getting highly enthusiastic in the pits, standing out on the pit apron imploring me to increase my lead. I mentally added up the prize and bonus money, thought John would be doing the same thing, hoped he would forgive me for going 300rpm over the limit, and won by five seconds!"

## Profile



**P.32** In the second of our McLaren driver profiles, Eoin Young profiles Kiwi Denny Hulme, the man who partnered friend and team founder Bruce McLaren in the F1 and CanAm teams. Hulme was responsible for holding the team together in the dark days after Bruce's death

## Retro



**P.34** The 1977 Japanese Grand Prix at the Fuji Speedway marked the last victory in Formula 1 for the McLaren M23/26 and for the man who helped make it so successful – James Hunt. Adam Cooper recalls a bizarre race where James failed to take his place on the winner's podium

## I HAD A FULL HEAD OF STEAM AND WAS OFF AROUND THE OUTSIDE OF JIM CLARK WITH MILES OF WHEELSPIN...



Bruce McLaren (front row, far left) gets sideways off the line at Rheims in the 1962 non-championship French GP, but fought hard to come through and win

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West McLaren Mercedes CORPORATE PARTNER



## DENNY HULME

The second driver to win a world championship grand prix for McLaren was Denny Hulme. The self-effacing Kiwi played an important rôle in the team, particularly after founder and friend Bruce McLaren was killed

WORDS EOIN YOUNG PHOTOGRAPHY LAT ARCHIVE

**D**enis Clive Hulme was very much the reluctant hero. So self-effacing was he that, standing on the podium after Jim Clark had won the 1967 Mexican Grand Prix and Denny had clinched that year's World Championship, he told Jim that he would only like the title if he would do the public appearances for him. Denny fought a battle with the media throughout his career, earning himself the nickname 'The Bear' – grizzly sometimes, teddy at others, depending on who you were – but in fact it was a façade he liked to hide behind.

He started racing an MG in New Zealand in 1956 and won the 'International Driver to Europe' overseas scholarship in 1960, following in Bruce McLaren's footsteps. While trying to break into racing full-time he worked as a mechanic in Jack Brabham's garage. His chance came in Formula Junior in the early sixties driving a works Brabham. Promotion to Formula 1 eventually followed and

he would take the world title in 1967, winning the GPs at Monaco and the Nürburgring – two tracks that demanded total skill.

The following season Denny switched to the McLaren team and what was as known as 'The Bruce and Denny Show' began as the Kiwi pair dominated the CanAm sports car series in North America. In the McLaren Formula 1 team Denny was still winning and when Bruce was killed in 1970, it was Denny who held the team together.

In fact Denny was in physical as well as emotional pain at that time as he had suffered serious burns during practice at Indianapolis in 1970 when a fuel cap flicked open at speed, spraying methanol fuel onto the hot turbo-charger and igniting the whole car in transparent flames. He leapt from the car to escape the fire but was hospitalised with severe burns to his hands. When he led the McLaren team back to racing later that year he had to wear surgical dressings inside his gloves. Still, he secured his second CanAm title and dedicated it to Bruce.

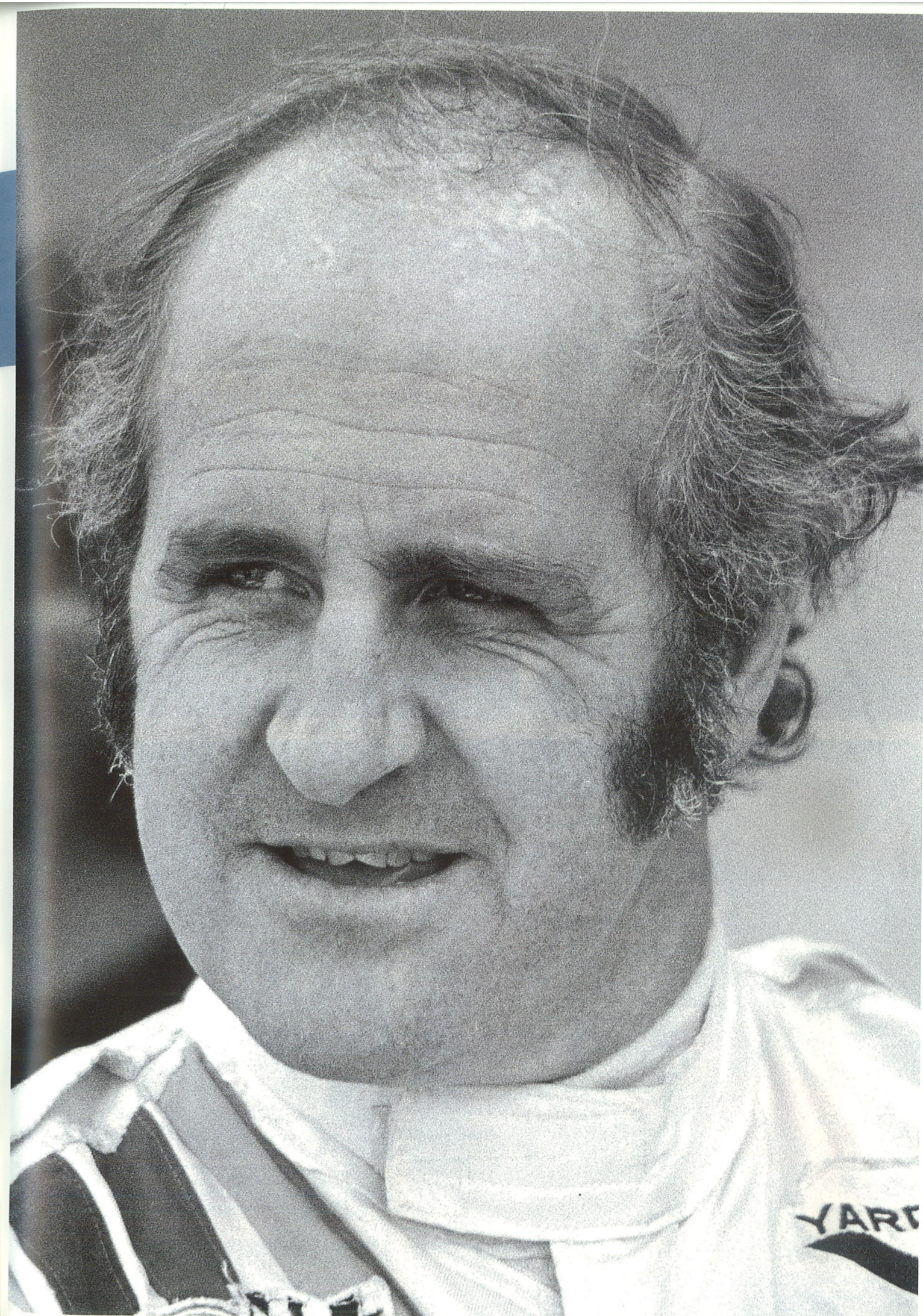
He was still winning in 1973 and 1974 but the challenge he had once relished had gone. When his former team-mate Peter Revson was killed in South Africa, Denny decided that racing was losing its appeal. He retired to New Zealand and raced occasionally in trucks and touring cars. It was at the wheel of the latter, in the 1992 1000km race at Bathurst, Australia, that Denny suffered a heart attack during the race. His car rolled to a neat stop, undamaged beside the guardrail. He was 56. ■

### CURRICULUM VITAE

**Born:** 18 June 1936, Nelson, New Zealand  
**Died:** 4 October 1992, Bathurst, Australia  
**GPs contested:** 112  
**First race:** Monaco GP, 1965  
**Last race:** United States GP, 1974  
**GP wins:** 8  
**Pole positions:** 1  
**Fastest laps:** 9  
**World championship points:** 248  
**Cars raced:**  
 1965-1967: Brabham  
 1968-1974: McLaren

### Other race/championship victories:

1965 Tourist Trophy, Oulton Park  
 1966 Tourist Trophy, Oulton Park  
 1968 Tourist Trophy, Oulton Park  
 1968 International Trophy, Silverstone  
 1968 CanAm champion  
 1970 CanAm champion  
 1986 Tourist Trophy, Silverstone





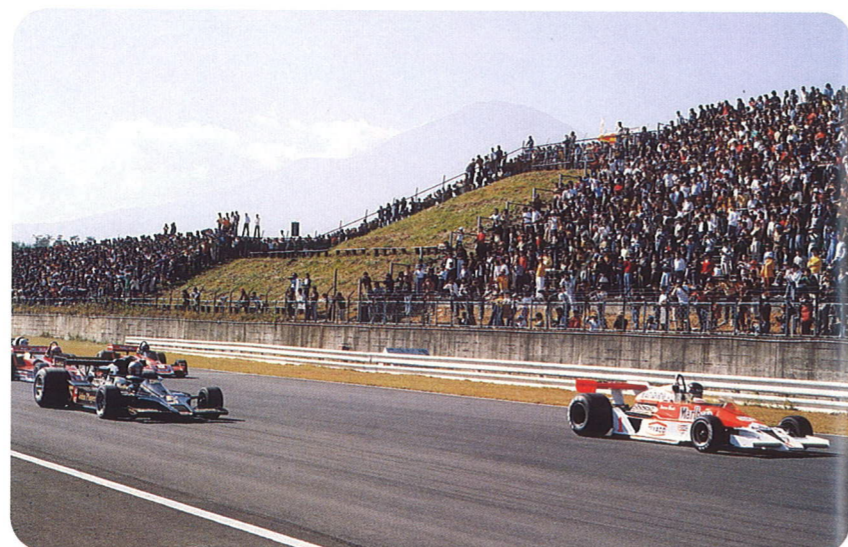
Clockwise from right: Hunt prepares for what will be his last ever victory; a good start ensured Hunt took an early lead to avoid the ensuing troubles behind him; Hunt's team-mate Jochen Mass got up to second place before retiring with engine problems; Hunt always found time to pose with a beautiful girl; one of the high-speed 'S' bends at Fuji which took their toll on tyres; the reigning world champion cruised home to his and the M26's last victory



## JAMES HUNT'S McLAREN SAYONARA

The Japanese Grand Prix in 1977 gave McLaren world champion and British hero, James Hunt, his last Formula 1 win, but he didn't have time to celebrate...

WORDS ADAM COOPER PHOTOGRAPHY LAT ARCHIVE



Nobody knew it at the time of course, but the 1977 Japanese GP was significant for a number of reasons. It was the last F1 race to be held in that country for a decade, it was the last ever win for James Hunt, and it was the last victory for the old regime at McLaren before three barren seasons led to a new beginning under Ron Dennis.

The preamble to the race could hardly have been more different to the previous year, which saw the first GP held at Fuji Speedway. On that occasion a tremendous title showdown was in prospect between James Hunt and Niki Lauda, McLaren and Ferrari. Rain on race day made the event more dramatic, and Hunt finally clinched the crown – McLaren's second drivers' title – despite a late race pitstop.

A year later the story was rather different. Lauda had already secured the title, and having signed for Brabham, decided he didn't want to finish off the season with Ferrari. So not only was there no championship battle for the Japanese fans to enjoy, but the new champion didn't even bother to turn up! With several teams also deciding not to make the trip, including Renault and Fittipaldi, there was a distinct end-of-term feeling when the competitors gathered under the watchful eye of Mount Fuji. Unexpectedly bright and sunny weather added to the relaxed atmosphere.

Things were a little tense in the McLaren camp, however. Hunt had arguably driven even better than in his title year, but his only wins had come at Silverstone and Watkins Glen. Then in Canada he'd collided with team mate Jochen Mass and slammed into the wall. On alighting from the car, in

a severely wound-up state, he thumped a marshal who tried to lead him away. Although James had instantly regretted the action and tried to help the fellow get up, the incident had done nothing for his controversial reputation.

Fuji was a chance to at least end the season on a happier note, while Mass was also hoping to conclude his four-year McLaren career on a high after the crash in Canada.

Fuji was so relaxed that the cars didn't even go out on schedule when practice was due to start, since the track doctor hadn't turned up! When it did get underway James had to use the spare M26 tub that had hastily been built-up after the Canadian crash. He wasn't very comfortable with it, so he commandeered the car Mass had been using. The German had been complaining all year that his steering felt unusually heavy, and Hunt immediately sympathised with him. However, he still felt the car was quicker than the one he'd been given, so he stuck with it.

The main opposition was Mario Andretti, who had won the previous year's race and had been the pacesetter for much of the 1977 season. He duly took pole, while Hunt, helped by a tow down Fuji's long main straight, was 0.16s behind in second. However, he was very concerned about the prospect of tyre wear with heavy tanks on race day, and did not feel very confident.

But luck went his way from the off. James made the better start and got ahead of Andretti, who found himself stuck in the pack in eighth place. Trying to make up ground, the American tangled with Jacques Laffite's Ligier and speared off into the barrier on the first lap. John Watson, another leading contender with



Brabham, was also in trouble early.

A rather more serious incident occurred a few laps later when Gilles Villeneuve ran into the back of Ronnie Peterson's Tyrrell. The wayward Ferrari bounced over a fence and landed on a grass bank, where two people were killed.

The drivers and teams were unaware of the tragedies until after the race so it continued as normal, Hunt increasing his lead with ease. After a while Mass emerged in second place, and it looked as though McLaren might score its first one-two since Canada 1968. But the development engine in Jochen's car blew-up, and that was that. In the latter stages Hunt was troubled, as expected, by tyre wear. The left front, which took a lot of punishment round Fuji's many fast right hand bends, was a real problem. The pursuing Ferrari of Carlos Reutemann was no immediate threat, but nevertheless James was worried.

"I had some problems with steering vibrations from the beginning of the ▶



**BLAST FROM THE PAST**

race which increased towards the later stages," he explained afterwards. "A front tyre had chunked, which had put everything out of balance, and the steering wheel had shredded in my hands. So it wasn't until I was literally within coasting distance of the flag that I felt in any way confident of victory – especially after all the last-minute disappointments this year."

So James duly took the chequered flag. Tyre troubles of his own had dropped Reutemann behind Laffite, but the Frenchman ran out of fuel on the home straight and coasted to a halt. Reutemann nipped past to re-claim second, ahead of Patrick Depailler, who gave the six-wheel Tyrrell a points finish on its last ever outing.

**"I LEGGED IT THROUGH THE CROWD – WE JUST MANAGED TO MAKE THE PLANE BY THE SKIN OF OUR TEETH"**

It was then that the real fun started. When the podium ceremony got underway, only Depailler turned up, and flustered officials looked in vain for James and Carlos. It eventually emerged that they had already began a dash down the expressway to the airport, and the champagne went unclaimed...

"We had asked the organisers to lay on a police escort to enable us to catch our plane," said Hunt. "For some reason they were unable to

oblige, but had provided us with a driver who had his car waiting, ready to go, outside the circuit with orders to leave the minute the race was over. Most of the others had already left when I jumped out and legged it through the crowd out to the car – we managed to make the plane by the skin of our teeth. The Japanese organisers had been very helpful, so I was disappointed to hear their reaction to our hasty departure, especially since they were aware of the problem from the outset."

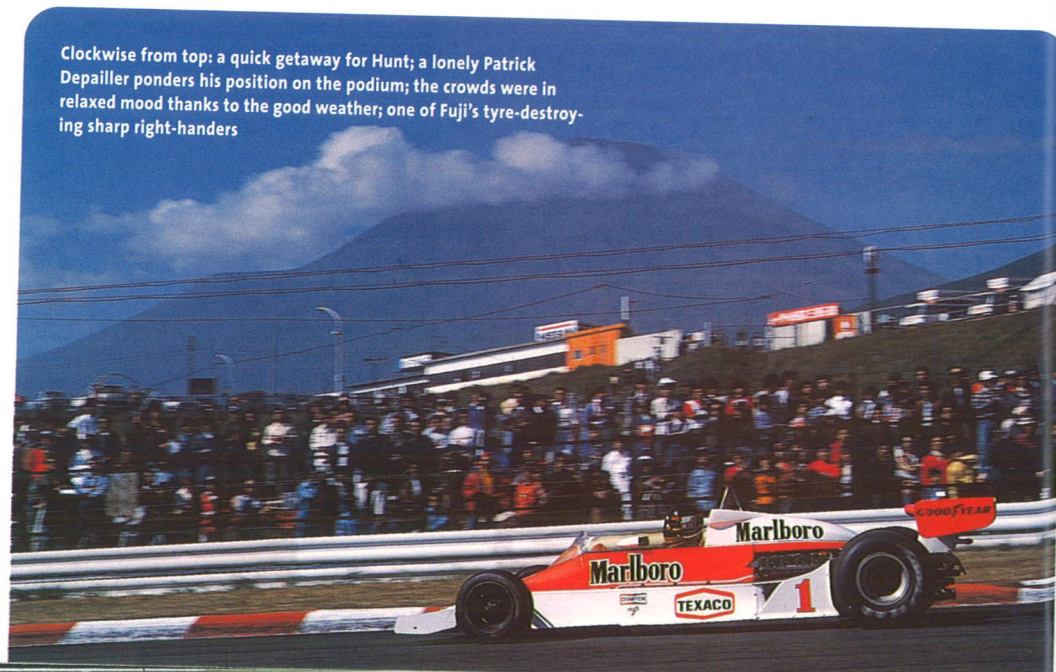
Inevitably Hunt was once again portrayed as the bad-mannered hooligan, while Reutemann's part in the great escape went largely unheralded. But if nothing else, that afternoon

had a lasting legacy. Post-race ceremonies are rather better organised these days, and you miss the podium at your peril. Drivers and team personnel still try to get away early if they've retired, but nobody would dare to make an early exit if he'd finished in the top three.

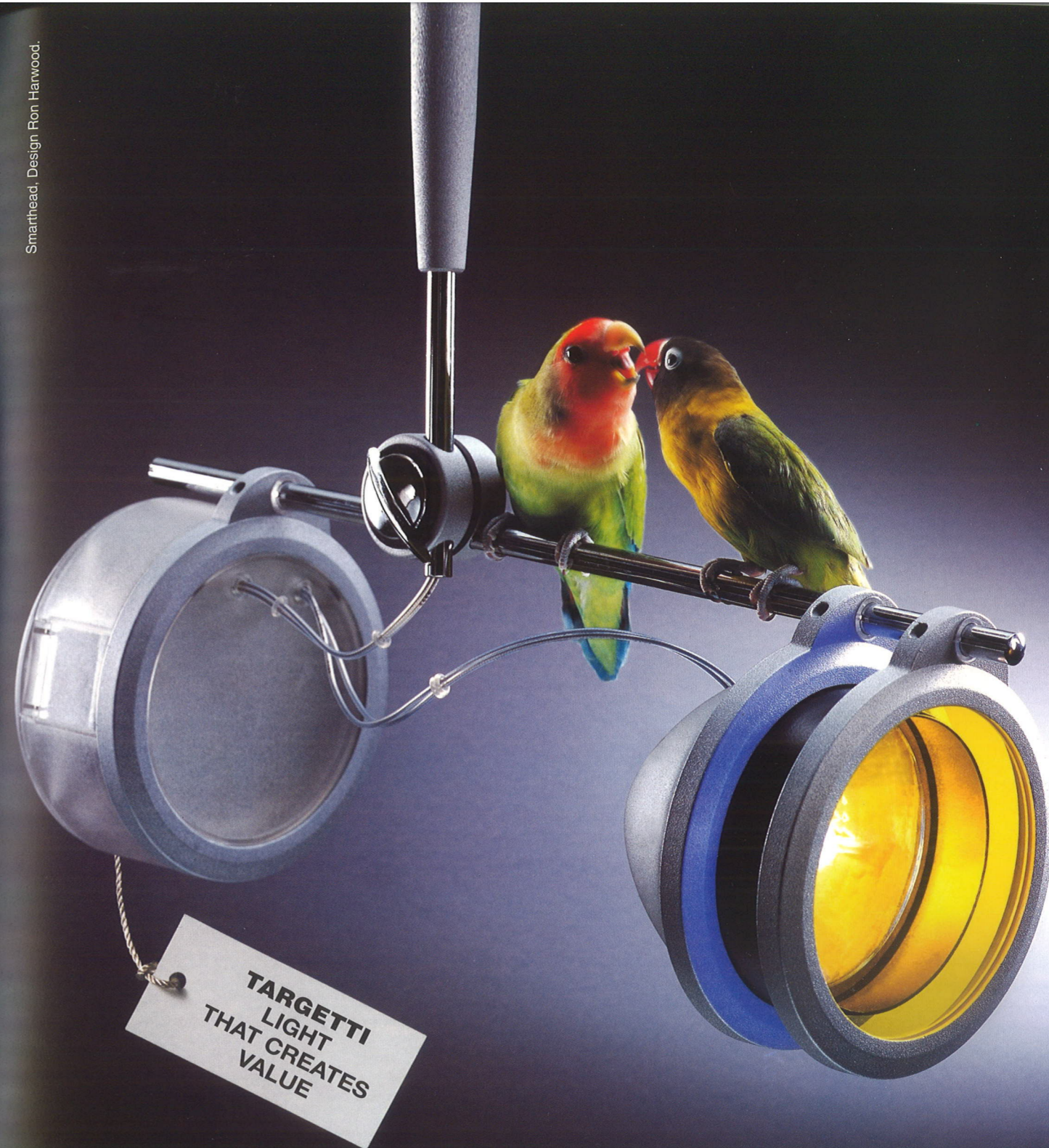
McLaren's next victory would not come until John Watson gave the carbonfibre MP4 its first success at the British Grand Prix at Silverstone in July 1981. ■



Clockwise from top: a quick getaway for Hunt; a lonely Patrick Depailler ponders his position on the podium; the crowds were in relaxed mood thanks to the good weather; one of Fuji's tyre-destroying sharp right-handers



Smarthead. Design Fon Harwood.



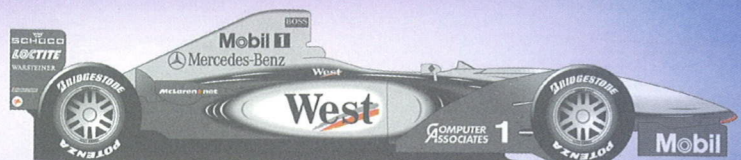
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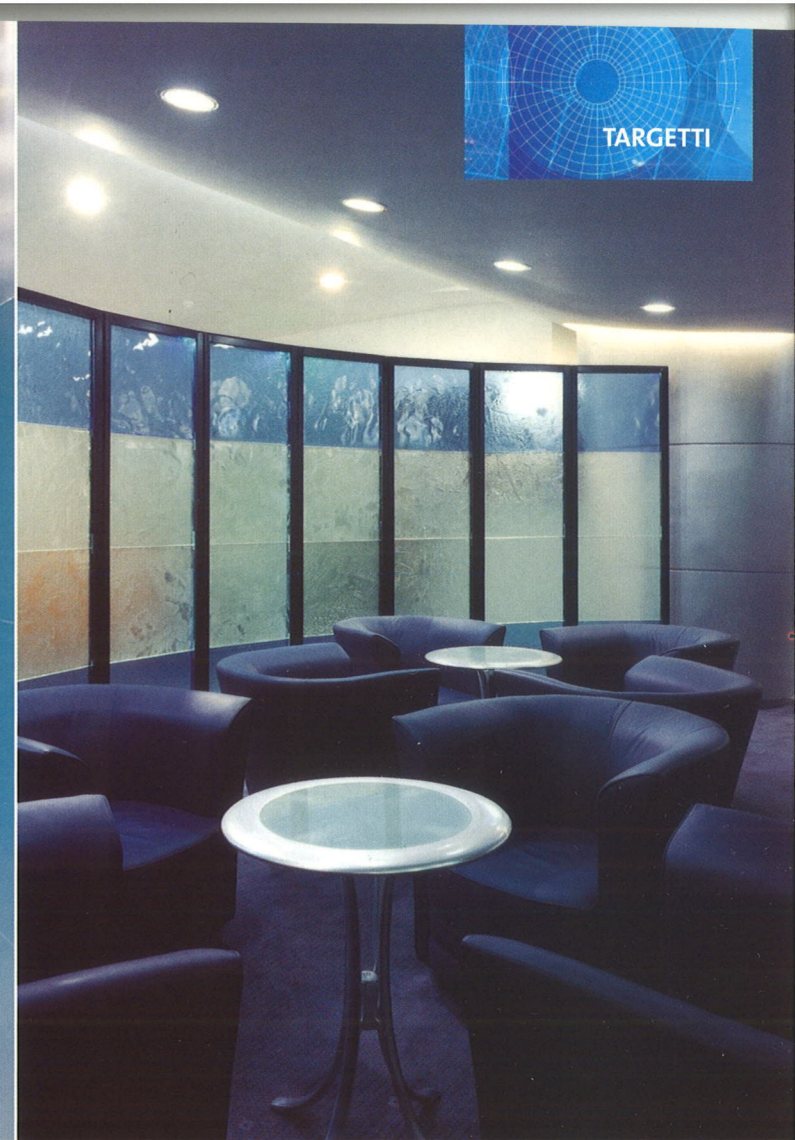
**West McLaren Mercedes  
OFFICIAL SUPPLIER**

# TRIPPING THE LIGHT FANTASTIC

Targetti is renowned for its technological advances in lighting expertise. No surprise, then, that it is an Official Supplier to West McLaren Mercedes and the TAG McLaren Group's new Paragon headquarters.

WORDS EMMA PEARSON ILLUSTRATION REDSEAL

**Targetti**  
LIGHTING



Lighting today has evolved from the stone-age era of simple flame torches to the full-on millennium techno-age of global business and cutting edge technology. And no-one demonstrates this evolution better than West McLaren Mercedes Partner, and lighting supremos, Targetti.

We all know that creation is not possible without light, but do we fully understand just what creative possibilities can exist with the correct lighting solutions? According to Targetti, there is no one single light; there is simply *light*, whether it be soft, glowing, cold or restful – just as there is no one single lighting solution, but a whole myriad of creative lighting answers. Illumination in an airport, for example, is very different from that of a theatre or even a church. The same is true of exhibitions, display windows or offices – each location needs its own special lighting system.

To achieve the best results for each location, Targetti conducts individual studies by qualified specialists on the quality and quantity, number and position of the lighting elements

needed for each project. Its designers then call on their expertise to resolve each new problem independently.

On another level, good lighting is a crucial factor in retail outlets for prompting or encouraging a purchase, which is often decided on the basis of optical perception. Goods must be illuminated in the right way, in accordance with the product sector they belong to. By using Targetti's interferential filters, designers can choose just the right light, thereby creatively highlighting the products and their perceived quality, and enhancing colours with a natural effect.

The Targetti Group was established

## “LIGHTING TODAY HAS EVOLVED TO THE FULL-ON TECHNO-AGE OF GLOBAL BUSINESS”

in Florence, Italy in 1928 and today produces and markets seven product lines, filling a catalogue with over 3000 articles that can resolve any kind of illumination engineering problem. The Bilbao Underground network, the New York Stock Exchange and many of Hugo Boss' retail outlets

**The impressive interior lighting of Basellandschaftliche Kantonalbank in Liestal, Switzerland**

illustrate perfectly the kind of challenges enjoyed by Targetti.

With its vast experience and knowledge, it is no surprise that West McLaren Mercedes approached Targetti in 1996 to develop lighting systems for boxes, motorhomes, VIP areas and its factory in Woking.

Targetti has now been commissioned to bring its lighting expertise to the TAG McLaren Group's new state-of-the-art Technology Centre, Paragon. By using a mixture of off-the-shelf, customised and specially designed products, Targetti plans to take creative lighting to the extreme by creating an 'emotionally-charged

atmosphere in which the ethos of teamwork will continue to flourish'.

Encouraging human responses is just one area of research which Targetti is dedicated to. Since 1985, Targetti has had its own internal photogrammetric laboratory, run in collaboration with the Electronics

Department of the Faculty of Engineering at Florence University. The National Optics Institute also supports Targetti's continuous commitment to technological innovation through its working partnership.

Targetti invests approximately 3.7% of its turnover into research and development each year. The Targetti Optic Division is a specialised internal organisation set up to study the shape of lighting elements and, more importantly, the substance of light: devices that introduce innovative optics, new material development, chromatic filters, correctives and UV filters.

But it doesn't just end there. Targetti's commitment to its clients is equally impressive. Each of Targetti's clients is offered design and planning consultancy, after-sales service and, when needed, customised systems for special lighting requirements.

The company has taken the lighting industry to impressive new heights and thanks to its association with West McLaren Mercedes and its commitment to excellence and technological evolution, Targetti is evidently not a company to be taken lightly! ■

# FULLY BOOKED

Own a piece of McLaren F1 history with a limited edition copy of *Driving Ambition*, the book you just won't be able to put down

McLaren Cars has published the definitive story of the conception, development, production and history of the McLaren F1 road car in *Driving Ambition*, written by Doug Nye with Ron Dennis and Gordon Murray.

The book is full of personal anecdotes, rare archive drawings and unpublished photographs, and this tribute to the F1 has received a phenomenal reaction.

*Driving Ambition* is published in two editions – a 272-page bookstore version and an exquisite hand-crafted 400-page Limited Edition. The Limited Edition is restricted to 1,000 copies with the first 100 editions bound in Connolly leather and numbered to match the chassis numbers of the McLaren F1s constructed. These were reserved, primarily, for existing McLaren F1 owners. The remaining 900 copies are bound in Nubuk, replicating the Connolly hide used in the McLaren F1.

As a unique and limited offer, McLaren Cars is releasing a small number of the Connolly leather-bound Owners Editions for sale. Each of these beautiful books will

have the unique chassis number of the actual F1 car it was assigned to and will come with a synopsis of the chassis history. This is a rare opportunity to acquire a most personal piece of F1 history. The book is hand-crafted to order at a price, for each exclusive Owners Edition, of £1000.

Purchasers are invited to take delivery of their book in person at McLaren Cars in Surrey, England, providing a unique opportunity to view the F1 road car.

To reserve your edition at £1000 per copy (plus delivery) you can order on-line at [www.mclarencars.com](http://www.mclarencars.com) or contact +44 (0)1483 750341 for an order form.

#### The Edition prices are as follows:

Bookstore Version:	£40 ea.
Limited Edition:	£575 ea.
Owners Edition:	£1,000 ea.

## CRITICAL ACCLAIM

"If there was an award for car book of the year, it would go to *Driving Ambition* – the depth of research and candour of the F1's creators put other car books to shame."

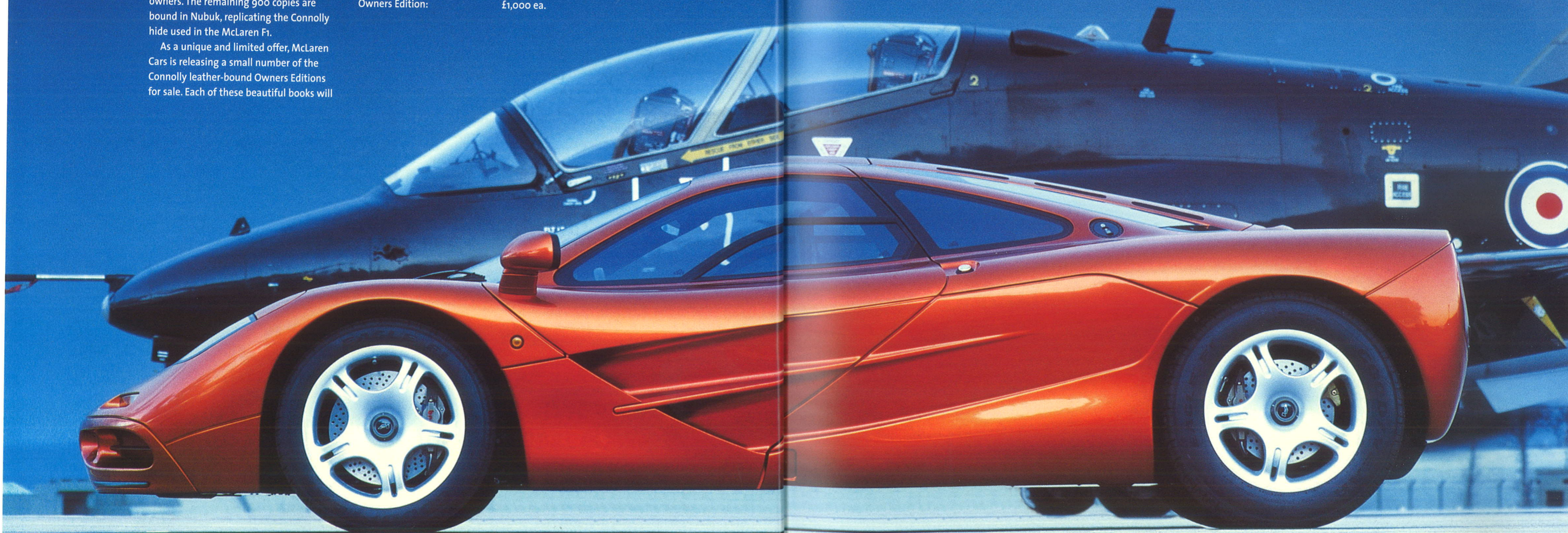
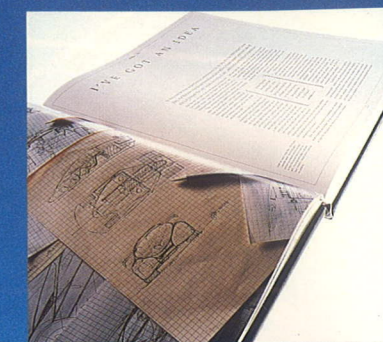
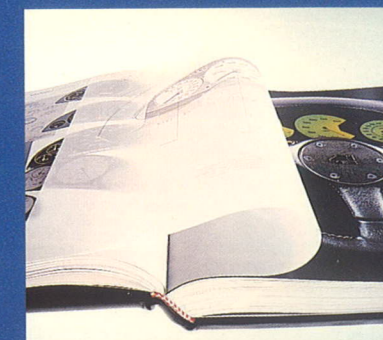
*Autocar*

"This is the book that does the near impossible by living up to the McLaren F1's awesome reputation. Ultimate car gets ultimate book. Simply definitive."

*CAR*

"Fascinating insights: What's most amazing is how the concept for the car was so quickly established. A car designed by obsessives for obsessives, and a detailed account of the project to suit."

*Classic & Sports Car.*

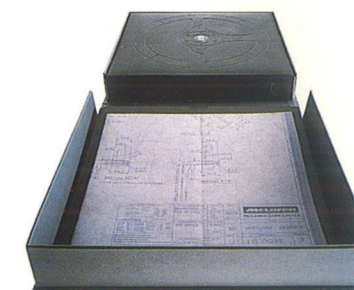


## SPECIFICATION

### DRIVING AMBITION: THE COMPLETE STORY OF THE McLAREN F1

By Doug Nye with Ron Dennis and Gordon Murray.

- Over 400 pages
  - Page Size: 328 x 328mm
  - Over 800 photographs in colour and black and white.
  - Printed in 6 colours – including a special silver ink and a varnish for each image – on 170gsm Consort Royal Silk paper. With silk ribbon marker, silk head and tailbands.
  - Endpapers – the F1 logo printed on 270gsm black colorplan paper
  - Gordon Murray's original hand-written notes for the F1 project reproduced in facsimile and tipped-in as plates.
  - Transparent overlays of Gordon Murray's drawings showing the evolution of the car's layout and individual details of the F1.
  - Directors' label signed by the founding Director's of McLaren Cars: Ron Dennis, Mansour Ojeh, Creighton Brown and Gordon Murray.
  - An authentic F1 chassis plate carrying the limited edition/chassis number
  - Authentic F1 world speed record plates.
- Full case bound by hand in black Connolly leather or Nubuk, with a padded, embossed front board carrying an F1 badge.
- Presented in a lined presentation box covered in grey Connolly hide or grey Nubuk.
  - The presentation box contains a sleeve presenting a complete record of each chassis production and racing history, a replica dieline of the gear mechanism and a cut-away drawing of the F1.



# If you can't stand the Heat...

West McLaren Mercedes is always one step ahead of the game. That's why it came up with an oil and water heating device to protect the Mercedes-Benz engines of its Formula 1 cars. It's not rocket science, just logical thinking...

WORDS EMMA PEARSON

PHOTOGRAPHY TED HUMBLE-SMITH

Acronyms are rife at West McLaren Mercedes - they have to be or else a good few man hours would be lost each time a piece of equipment was mentioned, thanks to the technical turn of phrases in each item's name. And the Combined Oil and Water Pressure And Thermal System is no exception.

This unassuming device does all that its name promises and more. Its primary function is to protect the Mercedes-Benz engines of the West McLaren Mercedes Formula 1 cars, by heating the oil and water to temperatures that will reduce wear and tear on a cold engine.

It does this by acting like a combined giant kettle and mini central heating system. Inside the Thermal System is a tank which is filled with water (about 10 litres - the amount needed for an MP4-15 engine). The water is then pumped through a heater until it reaches the optimum temperature (about 85C/185F). This heated water is passed under pressure - so that no air bubbles enter the system - into the car's engine and circulated around the system where it continues to be heated for about another hour.

The oil heating component, which was not used by the West McLaren Mercedes team this year, works by heat transfer. The oil is extracted from the car through tubes and enters the Thermal System where the heated water warms up the oil. The hot oil is then filtered and pumped back into the

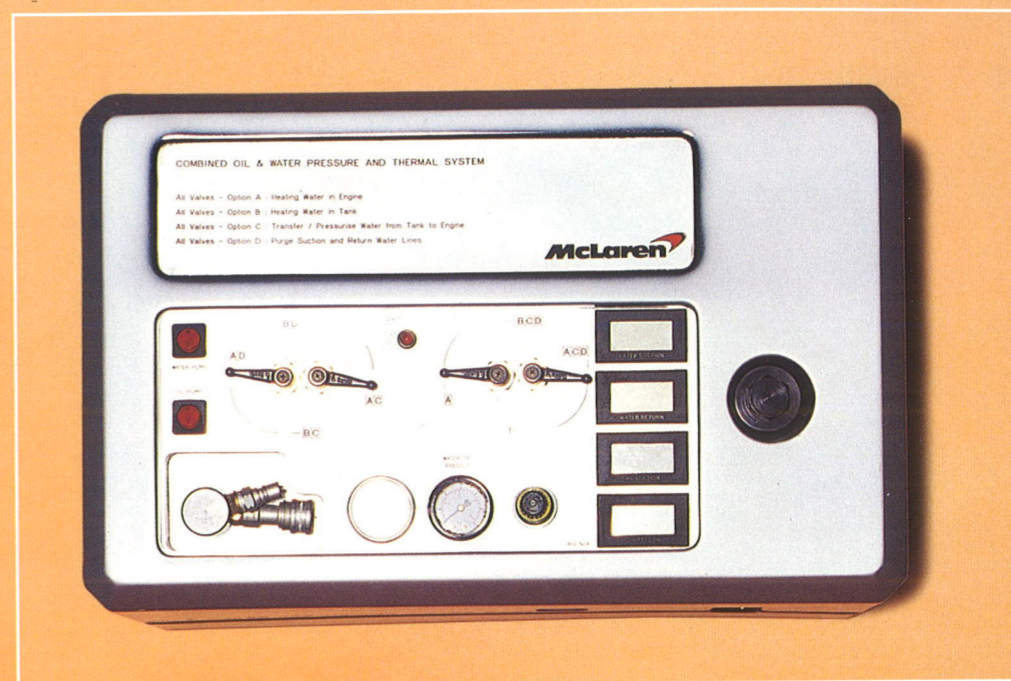
car. "When we ran both systems, we worked out that the whole cycle was taking about an hour and a half to heat up," says Mike Negline, West McLaren Mercedes Chief Mechanic. "The water temperature was too low, dropping from 70C/158F to about 50C/122F, which was not enough to heat up the oil. So we ordered some new temperature controls for the 2000 season which took the water temperature up to 85C/185F. This meant that the heat transfer from the hot water in the engine was enough to heat the oil while it was still in the car, so we no longer had to extract it."

How long the water takes to heat up depends largely on which country the team is in and the ambient temperature there. In Malaysia, for example, it could take less than half an hour, while in Austria it could take up to an hour.

The machine was designed and built by Mike Grubb, Support Equipment Engineer, and Technician Roger Harper.

"The Thermal System certainly saves time when we are at a circuit," says Mike. "It's convenient having everything together in one small unit. If we need to change the engine during testing, we can have a pre-heated engine waiting."

There are six Thermal Systems at West McLaren Mercedes - three go to races, two are for the test team and one stays in the factory. The plan is to rebuild the unit minus the oil heating component, thus reducing its size even further. ■





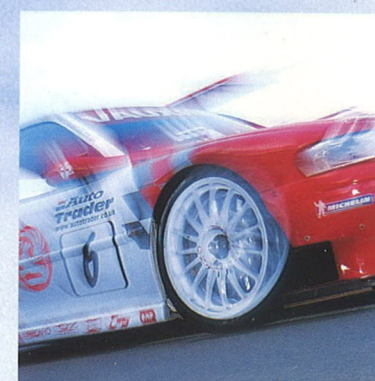
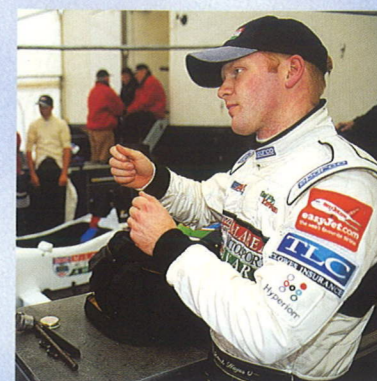
# Young Guns

GO FOR IT

The search for the 2000 McLaren Autosport BRDC Young Driver of the year has been completed but, for the six finalists, the announcement can't come soon enough. *Racing Line* assess the candidates

WORDS TOBY WALLER PHOTOGRAPHY LAT





Clockwise from above left: Anthony Davidson prepares to show his skills; Derek Hayes contemplates his performances; Touring cars are another discipline the finalists must tackle; Mark Taylor surveys the circuit



**T**o be named as one of the top drivers of your generation is a great compliment, but to be hand-picked as the best by a panel of racing experts is almost beyond the dreams of any rising star.

That dream will come true for one lucky young single-seater racer as you read this issue, however. At London's Grosvenor House Hotel on December 3, the first McLaren Autosport BRDC Young Driver of the new millennium will be named.

The winner will follow in the footsteps of West McLaren Mercedes ace David Coulthard, himself the first recipient of the prestigious award in 1989, and receive a test with the West McLaren Mercedes team, as well as a £50,000 cheque and membership of the British Racing Drivers' Club.

More than that, though, he is high-

lighted as one of the outstanding British talents of his generation - a plaudit that sits on the CV of just 11 drivers world-wide.

But first, the six finalists had to pass a series of demanding tests in the latest single-seater and touring car machinery. On hand for the two-day test at Silverstone were a variety of cars, including a Formula 3 car and a modern Super-Touring machine from the British Touring Car Championship.

The biggest surprise, though, was the Mercedes Safety Car from the German DTM touring car series. The CLK 55, tuned by race-preparation experts AMG, offered a different disci-

pline for the youngsters to master and their form in the heavyweight machine will be taken into account - after all, adaptability is a key trait of all great racers.

After an obligatory photoshoot - something these rising stars will have to get used to - a brief foray in the Silverstone driving school cars allowed them to dry the track and get acclimatised to the unfamiliar full-length Grand Prix layout. It was soon clear that these guys are not only quick, but out to impress, as they raced round the famous circuit.

First in the super tourer was European Formula Palmer Audi ace

Robbie Kerr. He mastered the tricky conditions to do a good job in the car that all six drivers came to relish.

After his runs, he swapped with Junior Formula Ford Zetec champion Matthew Gilmore to move into the Mercedes. All the drivers experienced the massive change of weight and grip between the two machines - from lightweight Super Tourer to 5.5-litre engined behemoth, or vice-versa - but everyone seemed to enjoy the unusual experience. "It's great along the straights, said Kerr, "but you have to brake really early into the corner. Comparatively it's no lightweight."

Not many cars come with sirens and roof-mounted strobe lights, though, which all got used to the full by the future racing stars.

Gilmore was a little more apprehensive in the super tourer than Kerr initially, but quickly worked down to

**Main picture: the six BRDC finalists must prove their adaptability in a variety of disciplines including the Formula 3 series.**

a similarly respectable laptime. All six ended the day very evenly matched in the car, impressing the team no end.

Watching over them was touring car star, Frenchman Yvan Muller, who took fourth place in this year's BTCC series. The 31-year-old was full of admiration for the six youngsters. "I can remember when my career started. It was just like this," he admitted. "There is a lot of pressure and it's very hard."

Race engineer John Waterman, who runs Muller's team-mate, Jason Plato, agreed. "They're all fantastic guys with really good personalities, and they're all quick - about three to four seconds off the regular guys' laptimes."

Meanwhile, European Formula Palmer Audi frontrunner Derek Hayes and Formula Renault 2000 runner-up, Ryan Dalziel, tried out the Formula 3 cars. All the finalists had

some F3 experience, although exact levels varied. The pair were quickly on the pace, though, showing their obvious talent. As they moved across to try out the tin-tops, Formula Ford Zetec front-runner Anthony Davidson and his season-long rival Mark Taylor jumped into the F3 cars.

Taylor, who has already signed a Formula 3 deal for 2001, was pleased with his run, despite jumping from one car to another over recent weeks. "I haven't been in any one car for long, so it's a bit unusual, but I'm pleased." Davidson was similarly quick and consistent.

Dalziel was hot and sweaty, but delighted, after his run in the super tourer. "I don't think that I could do that as a full-time career," he admitted. "It's far too hot, but great fun. It just drags you round the corners." Much of the exertion could also have

**"THE SIX FINALISTS HAD TO PASS A SERIES OF DEMANDING TESTS IN THE LATEST SINGLE-SEATER AND TOURING CAR MACHINERY"**

THE FINALISTS

**RYAN DALZIEL**  
 Age: 18 Lives: Lanarkshire, Scotland  
 Career to date: British national and regional karting champion; '99 Formula Vauxhall runner-up - 3 wins; '99 McLaren Autosport BRDC Young Driver finalist; Formula Renault 2000 runner-up - one win; One of the few to match highly-rated champion, Kimi Raikkonen from Finland.

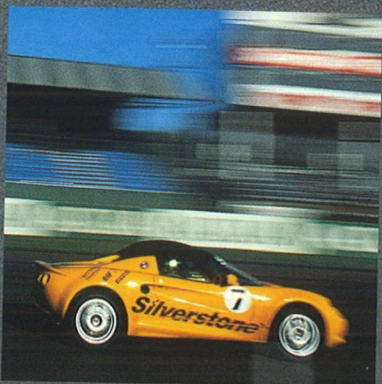
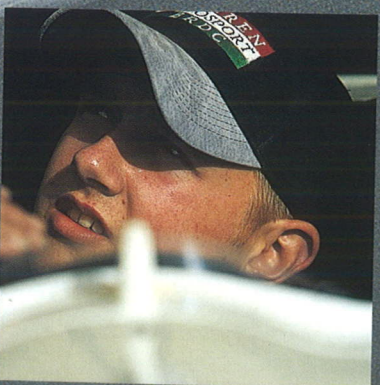
**ANTHONY DAVIDSON**  
 Age: 21 Lives: Hemel Hempstead, Hertfordshire  
 Career to date: 1995 and '96 British Junior and Formula A karting champion, before a move up to Super A; Raced in '99 Kent County Formula Ford series (many wins) in preparation for graduation to Formula Ford Zetec series; 2000 Fford Zetec series - 3rd place (3 wins)

**MATTHEW GILMORE**  
 Age: 18 Lives: Belfast, Northern Ireland  
 Career to date: Six years in Irish karting; 1999 Irish Junior Formula Ford 1600cc and Northern Ireland Fford 1600 champion; 10th place in BRSCC Winter Fford series; Fford Festival support race winner; 2000 Junior Fford Zetec champion - 5 wins as well as several wins in European Fford races

**DEREK HAYES**  
 Age: 22 Lives: County Tyrone, Northern Ireland  
 Career to date: 1994 and '95 Nat. stock car champion; '96 Irish Fford - 4th; '96 FVauxhall Winter Series - 4th; '97 Fford Festival - 5th; '98 British Fford runner-up - 2 wins; '98 Fford Eurocup champion; '98 FPalmer Audi Winter Series champion, '99 FPalmer Audi - 4th; 2000 FPalmer Audi - 1 win

**ROBBIE KERR**  
 Age: 21 Lives: Hinckley, Leicestershire  
 Career to date: 1996 British Open Senior TKM karting champion; '97 Ffirst champion - 11 wins; '98 FRenault Star Cup class champion (sixth overall); '98 McLaren Autosport BRDC Award finalist; '99 FPalmer Audi - fifth (3 wins); 2000 FPalmer Audi - third (3 wins)

**MARK TAYLOR**  
 Age: 22 Lives: Tonbridge, Kent  
 Career to date: Success in karting, including third in the British Cadet series; 1997 Fford 1600cc Winter Series; '98 FVauxhall series - 14th; '98 Fford Festival - 6th; '98 Fford Winter Series - 5th; '99 Fford Zetec championship - 8th; '99 Fford Zetec Winter Series - 3rd; 2000 British Fford series - runner-up; 2001 British Formula 3



Main picture: the Mercedes-Benz Safety car provided a unique discipline for the drivers to master. Clockwise from bottom left: Ryan Dalziel looks concerned; Matthew Gilmore gets ready to go; Robbie Kerr talks through his performance; the Lotus Elise gave the drivers a chance to get to know the track;

been down to his efforts in the Mercedes, though, which looked more fun than fast, yet he was still quick in both roofed-racers.

Hayes, who looked the part of a real touring car driver even when tearing down the pitlane, was equally enamoured with the Mercedes. "I was flat-out from the word go in the touring car," he said. "But the Mercedes was great. In the first stint I just got to know the car, then I started to play around. How much is it? I'd certainly buy one."

As Hayes and Kerr returned to the clubhouse to change out of sweaty overalls, Kerr and Gilmore swapped to the F3s, while Davidson and Taylor took to the wheel of the BTCC car and Mercedes respectively.

Gilmore, who put together a last-minute deal for the final F3 round of the year to gain some experience when he heard of his nomination was surprisingly fast, despite his lack of

track-time. "I had to expect I might not be as quick as the others," he admitted. "So I just wanted to improve through the two days - that's what was important for me."

Despite struggling to see over the steering wheel of the super tourer, Davidson - the shortest of the six drivers - still managed to impress. "It's the strangest car I've ever driven," he admitted. "I've got a lot more respect for touring car drivers now."

Unfortunately, gearbox problems meant that Davidson had to switch to the spare while rapidly shortening track time prevented Taylor from trying out the car. No matter, the tourer car was more fun than serious assessment, and Taylor's lack of running will be taken into account.

The real business of the two days is

in the single-seaters, and all six took it in turns in the F3 car again on Silverstone's South Circuit the next day. The track layout - never raced on by the drivers - provided another test, and constantly changing weather conditions added further uncertainty to the final day of the shoot-out.

Offering his advice was former Young Driver award winner Andrew Kirkaldy, who can remember all too well the wait between the test and the prize-giving in December.

"Once the day was over, it was okay for a while," he smiled. "But when the awards evening gets closer it gets a lot tougher. For me, just coming here to do the test was a privilege and to win was a big bonus. It was still a long wait, though."

Despite the challenging conditions,

however, the six drivers who could follow in his footsteps coped well and worked down to impressive times. As one would expect of the finest drivers of their generation, they were all evenly matched over the two days. For the judges, including reigning Young Driver Gary Paffett, choosing a winner will be hard.

F3 team manager Paul Antony watched over the drivers during the two days and was impressed. "The level is very high. Everybody has been quick and on the limit, but they've all brought the car back in one piece. They all improved their performance and were pleased with the way they had driven at the end of the day."

But now the six drivers face a seemingly interminable wait for the start of December to find out if their name has been chosen to join those of the previous winners. It may be a dream come true, but for all six it will certainly be a month-long nightmare. ■

"AS EXPECTED OF THE FINEST DRIVERS OF THEIR GENERATION, THEY WERE ALL EVENLY MATCHED"



## Speed ... Precision ... Reliability ...

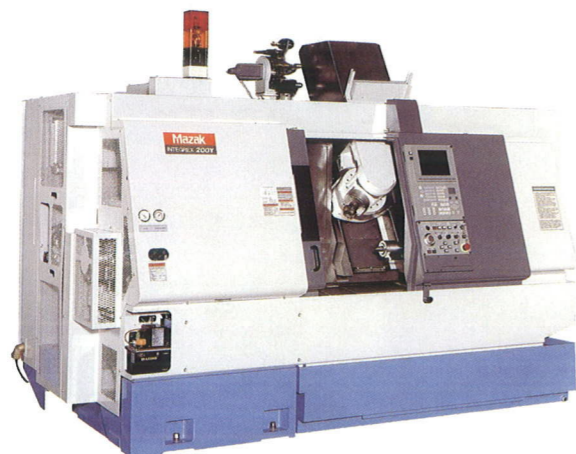
These are the things he looks for in any car.

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### Did you enjoy your time at McLaren?

**D**id you enjoy your time at McLaren? Yes I did and we had a lot of success which was great. They were good years. It was a very busy time, though, and I found that I put so much into the team that there wasn't a lot of time left to get much pleasure out of winning. I was always too worried about what I was going to do next to have time to celebrate.

### Did you ever think about having your own team after you left McLaren?

Not as such. There have been various times over the years when different people have talked about setting up a team together, a bit like I did with Ron Dennis. But I haven't thought about going it alone. I like to think that, had I stayed, I would have benefited from and enjoyed the success it has had since. I hope also that some of the foundations laid at the time I was there have helped contribute to the team being what it is today.

### Have you noticed a fundamental change in the scale of F1 over the years?

Yes, absolutely. You've got to remember that, in my days at McLaren, the size of the company was much smaller, especially in the drawing office. It basically relied on me to say what we were going to do next from a technical point of view. I got to the stage where it became very difficult.

### You've worked with some of the great drivers in the past. Do any really stand out?

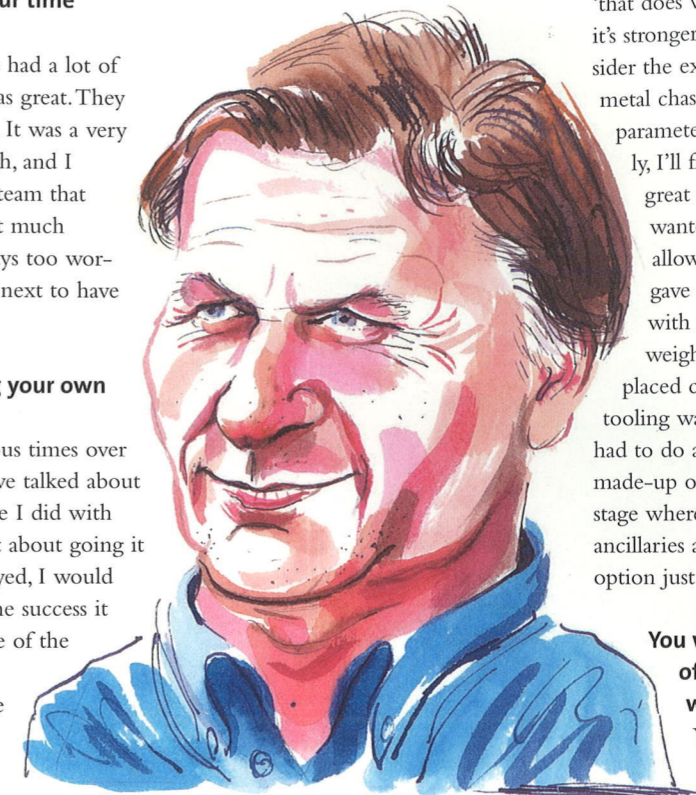
Alain Prost was a great, great racing driver and I enjoyed working with him when he was driving. But becoming a team boss has been a vast learning curve for him.

### How do you think he has adapted to life on the other side of the fence?

Well, I don't think he has finished learning by any means. I am the technical consultant for his team, and I don't think he really understood how to manage 200 people when he started Prost Grand Prix – but I think he's beginning to understand it now.

### It's well known that you pioneered the use of carbon fibre in Formula 1. How did that come about?

I came across carbon fibre after reading about it. I then got talking to some people at British Aerospace and saw it being used. I said to them:



## Carbon Copy

John Barnard – McLaren's Technical Director during the 1980s and the man who revolutionised the use of carbon fibre in F1 – recalls good times with the team and tells us that he's sure West McLaren Mercedes will still be a force to be reckoned with in 2001...

ILLUSTRATION: DAN WILLIAMS

'that does what I want. Compared with metal, it's stronger, it's lighter, it's stiffer'. I didn't consider the expense – which was greater than a metal chassis. Ron had always said that his basic parameter was 'do whatever it takes technically, I'll find the money somehow', which was great for me at the time because I really wanted to make an impact. Carbon allowed us to make things differently. It gave us greater freedom than we ever had with metal chassis, from shape, attachment, weight and space points of view. It initially placed certain constraints on us because the tooling wasn't available like it is today and we had to do a chassis that was fundamentally made-up of flat surfaces. We are now at the stage where the monocoque is made and the ancillaries are fitted to it. Before carbon, that option just wasn't open to us.

### You were involved in the introduction of semi-automatic gearboxes, too, weren't you?

Yes, the gearshift thing had always been a real pain in the neck when designing a car and I thought that there had to be another way to shift gears because all you are doing is moving a selector rod in the gearbox forward and backward and twisting it. I thought that this couldn't be difficult to do electro-hydraulically. When I started talking to the systems engineers I realised that it had huge potential and would offer many advantages over a manual system.

### What are your thoughts on Paragon, the new TAG McLaren Group's headquarters?

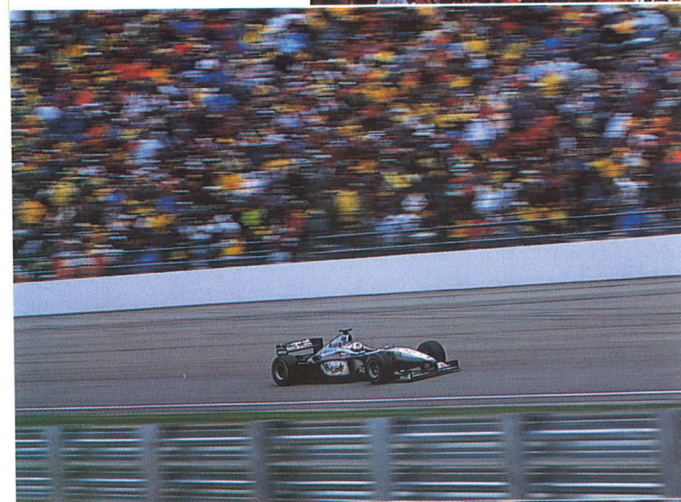
I've only seen preliminary drawings of it, but it looks head and shoulders above anything else in F1. A Formula 1 team, operating at the sort of level as that of McLaren, needs an image of cleanliness, of organisation, of smartness, of efficiency, and of high technology. In some ways, you could argue, it is a monument to success.

### Finally, do you anticipate any major changes to the sport in 2001?

I'd be very surprised if the cars were any slower next year – especially with the impending tyre war. At some tracks they will be quicker. Okay, we're going to lose a bit of downforce but I suspect that many of the cars will be better to drive next year because of the new front wing regulations. But you can be sure that West McLaren Mercedes will maximise the opportunities and the team will be right up there! ■

# AMERICA INDY GOOD BOOKS

Many Team McLaren members made the trip to Indianapolis for the SAP United States GP. Here are some of their memories



The first United States Grand Prix since 1991 always promised to be a memorable event. With 250,000 spectators flocking to the Indianapolis Motor Speedway – the first time a grand prix has been run at the hallowed circuit – it more than lived up to the hype. Inevitably, Team McLaren was there to soak up the atmosphere.

Although the weather was dull for most of the weekend, it was nonetheless a spectacular event. Former Indianapolis 500 Champions such as Emerson Fittipaldi stood in line on the famous yard of bricks on the Pit Straight, each giving their thoughts on F1's return to America, while the support acts and drivers' parade kept fans entertained until

put on a good show and I met up with other Team McLaren members who will be staying with us for the British Grand Prix next year."

For Dave Stenning from Wiltshire, UK, however, the trip to Indy signified far more. The most memorable day for him was Thursday, despite there being no action on the track

"We had a fantastic time! The highlight for us was on the Thursday before the grand prix, when we inadvertently stumbled into the pit lane and then through an unmanned gate into the paddock," said Dave

He continued: "We managed to have our photos taken with Mika Hakkinen and David Coulthard as well as having our Team McLaren caps signed. We will have to

**"The SAP United States Grand Prix always promised to be a memorable event"**

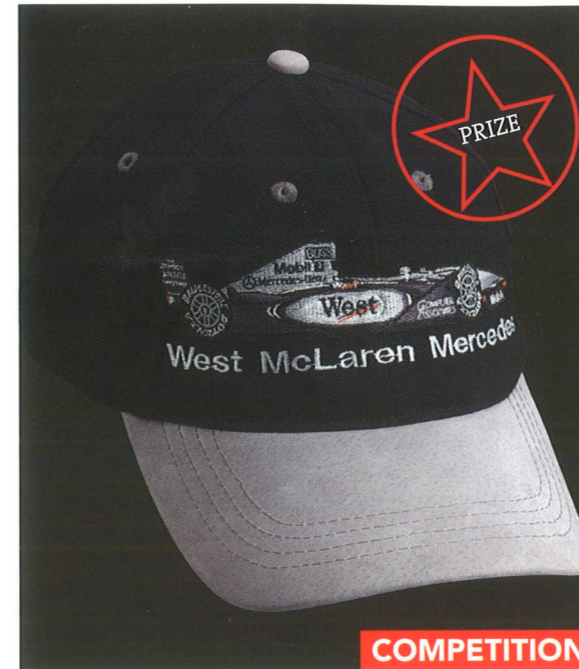
the lights went out at 1pm.

Geoff Wingfield from London, UK, was one of the Team McLaren members who was lucky enough to witness the race. Not only did he come back with some great memories, but some new-found friends, too.

"The result was not the one we wanted, but I had a great time! The Americans real-

buy new caps to wear so as not to spoil the signed ones!"

All in all, the SAP United States Grand Prix will be fondly remembered for many years to come. With further modifications planned for the future, it looks set to become a regular fixture on the F1 calendar, as well as a regular place in the heart of Team McLaren.



## WIN A SIGNED DAVID COULTHARD TEAM CAP

This could be your chance to get hold of a unique piece of David Coulthard memorabilia. The West McLaren Mercedes driver has only signed one of these stylish caps for this month's competition. Made from 100% black cotton with a real suede peak, the cap features an embroidered West McLaren Mercedes car logo on the front and is fully adjustable at the back. All you have to do is answer the question below and send your entries to the usual Team McLaren address by 30 November 2000.

**Question:** How many grands prix has David Coulthard won for West McLaren Mercedes?

### Order now for Christmas

It's only just over a month until Christmas, so now's the time to order those West McLaren Mercedes merchandise items for friends and family. If you need help deciding what to buy and how much to spend, log on to [www.mclaren.com](http://www.mclaren.com) where you'll find stunning imagery of the products and how to order them.



## Competition winners

### SIGNED STARS AND STRIPES COVER FLAG

The United States flag used on the front cover of September's issue of *Racing Line* and signed by Mika Hakkinen and David Coulthard is on its way to Jackie Duffy from Milton Keynes, UK, who correctly told us that the last American Grand Prix was won by Ayrton Senna at Phoenix in 1991.

## CAN'T GET THROUGH THE MONTH WITHOUT...



### CASUAL TOP

This versatile top, with its soft side vents and stand collar, is comfortable for relaxing in, yet is smart enough for all occasions. Made from looped fleece with a brushed back, it is also fully washable.

**SPECIAL OFFER** Non-Members: ~~£69.00~~ £39.00  
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As winter approaches and withdrawal symptoms set in, thanks to the lack of F1 action, you'll want to console yourself by spending your money on Team McLaren goodies. Perfect for cold Sunday afternoons which used to be fuelled by F1 fever, the casual top (above) is available to Team McLaren members at a very healthy discount. It comes in sizes L-XXL and is available until stocks run out. Call 01274 771833 or log on to [www.mclaren.com](http://www.mclaren.com) to order.

## POSTCARDS FROM McLAREN

Brighten up someone's day by sending them one of Team McLaren's postcards from the official West McLaren Mercedes website. There are six designs featuring Mika Hakkinen, David Coulthard and some superb action shots. The instructions are simple to follow – choose your card, write your message, fill in your name and e-mail address and that of the person you are sending it to, and then just press send. Your chosen card will enter your recipient's e-mail box within a matter of minutes. The card will be stored for three weeks and you will receive a notice when it is retrieved. All this and you don't even have to lick a stamp! Visit [www.mclaren.com](http://www.mclaren.com) and click on the last eye icon to find the postcards. Happy mailing!



STAR LETTER



**Good grace**

I had to put pen to paper to express that, following recent events, I could not be more proud to be a member of Team McLaren.

Congratulations to Mika Hakkinen and the entire team for such a great race in Japan, and indeed for their hard work throughout the season. We may not have won, but the way in which Mika conducted himself after the race was incredible – so mature and selfless.

He demonstrated why he is such a great sportsman: the same goes for the whole West McLaren Mercedes team, in fact.

I have worn my team merchandise with pride this week and we do not need a trophy to prove that we are number one. Congratulations again to all in the team!

ANGELA CROXALL  
OXFORDSHIRE, UK



The best letter we receive each month wins its writer a special 1:43 scale model of 1998's double championship-winning MP4-13. What better incentive could there be to put pen to paper?

**Top marks for a top mag!**

Well done on the September issue of *Racing Line*. I have been a Team McLaren member since '95 and have watched the magazine develop.

The September issue was the most informative and truly comprehensive edition that I have ever read! It really did fulfil Team McLaren's original mission to bring us "closer to the action".

ANDREW GAILLE  
CUMBRIA, UK

**Proud to be silver**

I wanted to write and say how proud I am to be a member of Team McLaren after watching the Japanese Grand Prix.

Despite not winning the race or Mika not gaining a well-deserved, third world title, the ultimate professionalism and sporting behaviour of the team makes West McLaren Mercedes the true winner here.

It was so refreshing to hear genuine congratulatory words from Mika and David about Michael Schumacher, who has proved a worthy contender all year.

F1 is the mark of great people and West McLaren Mercedes is the mark of a great team.

JONATHAN TULLETT  
LONDON, UK

**The number one team**

Even though we did not win the drivers' championship at Suzuka, I would like to congratulate West McLaren Mercedes, Mika and David on their sporting behaviour. I felt so proud to be part of Team McLaren when I watched Mika pay his respects so sincerely to Michael Schumacher after the race. I thought his gestures and his words were absolutely charming and his manner was immensely professional. And we must not forget Mika's race – what a superb fight he put in, from start to finish when he pushed Michael for all he's worth. He may not be champion this year, but Mika's a real star all the same.

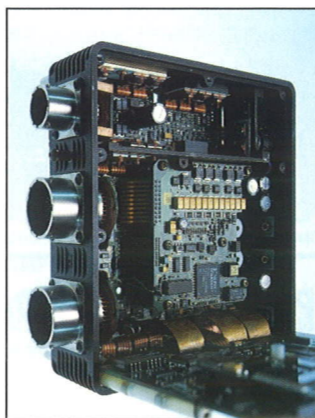
RONATA HATTON  
LONDON, UK

**Box of tricks**

I felt I had to write to you to express my enjoyment of the fantastic photography in your last House Techno feature, *Boxing Clever* (*Racing Line*, October issue).

The quality of the pictures is first-rate and shows every little detail in the electronic control unit with crystal-like clarity. The piece looked spectacular and I was fascinated to read about the 'brains' of my favourite F1 car. Please can we have more features like this which gives us a closer look at what goes on behind the scenes at West McLaren Mercedes.

LESLEY SAUNT,  
CHESHIRE, UK



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

IN THE NEXT ISSUE



WE TALK EXCLUSIVELY TO WEST McLAREN MERCEDES' NEW DRIVER

Alexander the Great

PLUS

Ron Dennis reviews another exciting grand prix year

DaimlerChrysler's end-of-term street parade

Your favourite West McLaren Mercedes images from 2000



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