

F1

RACING

SEPTEMBER 2001 £3.50



INTERVIEW **DAMON & MAX**

Mr Hill grills Mr 'FIA President' Mosley

INSIGHT **JACQUES & OLIVIER**

At last! The BAR boys tell it like it is

OPINION **MURRAY & JENSON**

Columns by F1's oldest and youngest Brits

WORLD EXCLUSIVE **FRANKIE SPEAK!**

THE FRANKEST INTERVIEW THE LAREN...
...SS HAS EVER GIVEN



17-PAGE SPECIAL

Juan v Ralf

THEY'RE MEGA. THEY'RE MEAN.
NOW WATCH THEM CARVE UP
THE REST OF 2001!

CHUEY: BREAKING ALL RECORDS
...S ABOUT TO BEAT PROST'S 51-RACE WIN TOTAL - SO
WHAT IS THERE LEFT TO ACHIEVE? FIND OUT ON PAGE 30



Ralf Schumacher

AFTER PARTY




LUCKY STRIKE B.A.R. *Honda*

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September 2001

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F1
RACING

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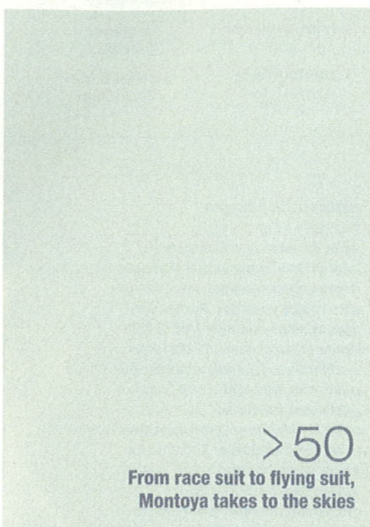
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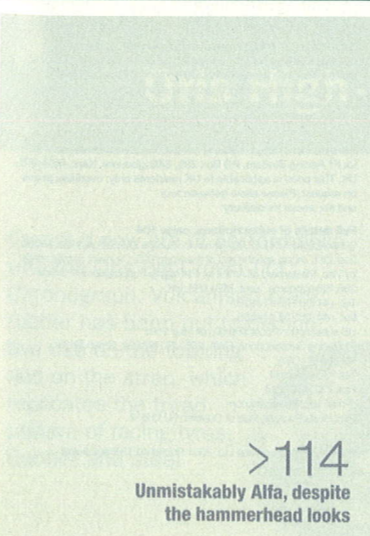
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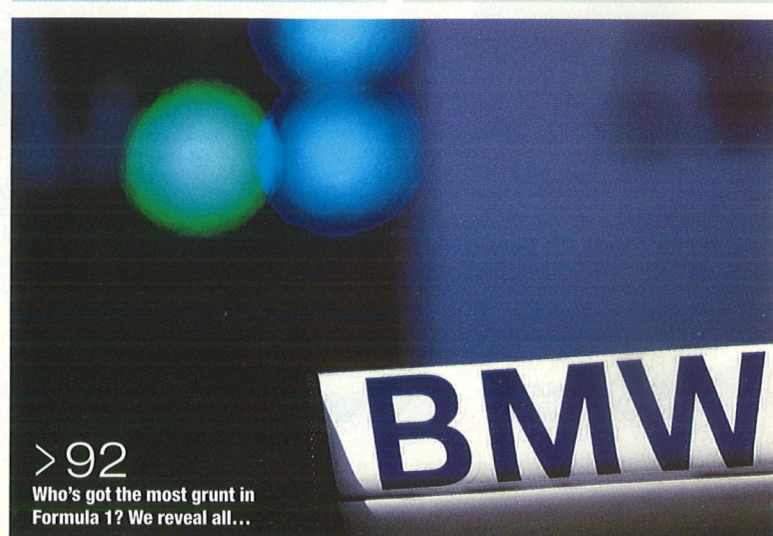
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Who's got the most grunt in Formula 1? We reveal all...



Are Williams back? You bet!

This month we've devoted 21 feature pages to BMW.WilliamsF1. Overkill? We think not. For three years now Formula 1 has been ruled by a Ferrari-McLaren duopoly, and no-one has begrudged these two great teams their fabulous success. But if one week is a long time in politics, then 43 months – the interval between Williams' 103rd grand prix win (Nürburgring 1997) and their 104th (Imola '01) was a veritable aeon.

And you can be sure Frank Williams and Patrick Head hated every minute of it. Since Imola, however, they've been having a whale of a time (though their frosty countenances have rarely betrayed it) and at Hockenheim they arrived as confident as they ever allow themselves to be of a perfect weekend (which means, since we're talking about F1's very own Eeyores, not very). Inveterate pessimism notwithstanding, something akin to pleasure was discernible on their faces as they watched Juan Montoya power to his first ever F1 pole position on Saturday after-

noon, and, when Ralf Schumacher scored Williams win number 106 the next day, you could almost say they looked happy.

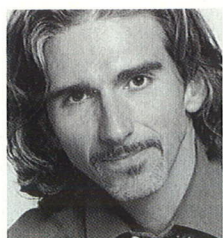
Of the five grands prix that remain this year, expect the blue-and-white machines to dominate qualifying everywhere except the tortuous Hungaroring (where they will be merely super-competitive) and, reliability permitting, add to that formidable win tally more than once. Bluntly, Williams are back.

Next year Patrick's tech team will doubtless come up with an even better chassis than this season's excellent FW23, BMW will produce an engine even more potent than their staggeringly powerful P80, and Ralf and Juan will needle each other into ever quicker feats of derring-do.

Which could be good news for you. Why? Because, as ever when horses or greyhounds are not involved, the bookies are being a bit slow on the uptake. For the '02 championship Ladbrokes currently offer Ralf at 6/1 and Juan at 8/1. Get on!

Matt Bishop

contributors



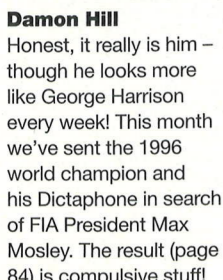
Mario Theissen

A bit of a coup, this. Theissen heads BMW's F1 department – which means he knows more than almost anyone else about how 21st century levels of grand prix grunt are generated. Turn to page 92, pay attention, and you will too!



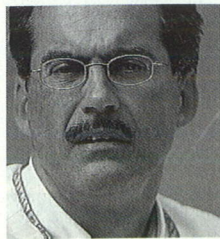
Tom Clarkson

It's been a very busy month for our daredevil Grand Prix Editor. Check out pages 23, 50, 56, 72 or 120 (or ask Juan Pablo Montoya, Ralf Schumacher or Enrique Bernoldi, to name but three) to find out why...



Damon Hill

Honest, it really is him – though he looks more like George Harrison every week! This month we've sent the 1996 world champion and his Dictaphone in search of FIA President Max Mosley. The result (page 84) is compulsive stuff!



Paul Rider

A stalwart among F1 Racing's troupe of top portrait artistes, Paul has recently photographed cricketer Darren Gough and footballer's wife Posh Spice. For us he aimed his Hasselblad at Damon Hill and Max Mosley (pages 84-90).



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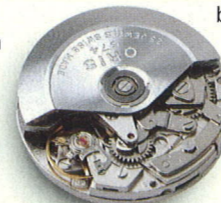
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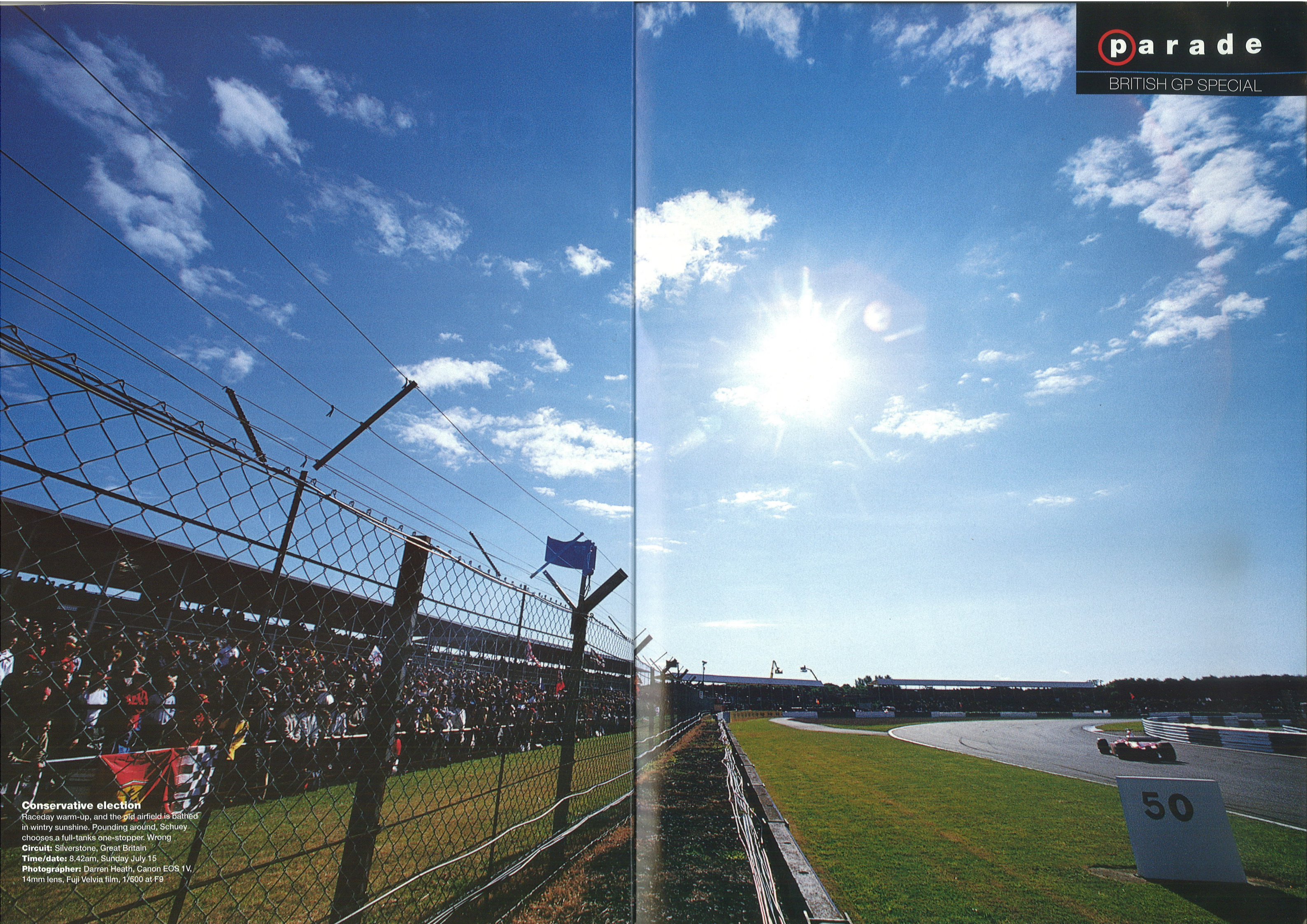
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Conservative election

Raceday warm-up, and the old airfield is bathed in wintry sunshine. Pounding around, Schuey chooses a full-tanks one-stopper. Wrong

Circuit: Silverstone, Great Britain

Time/date: 8.42am, Sunday July 15

Photographer: Darren Heath, Canon EOS 1V, 14mm lens, Fuji Velvia film, 1/500 at F9

parade

BRITISH GP SPECIAL

COMPAQ

Castrol

Stormin'

It's dark, but the track is dry. Time for JPM to charge. Trouble is, he's in Ralf's spare – a set-up he hates. But red mist will prevail. He qualifies eighth, Schu jnr 10th
Circuit: Silverstone, Great Britain
Time/date: 1.40pm, Saturday July 14
Photographer: Paul-Henri Cahier, Canon EOS1 RS, 28-80mm lens, Kodachrome 64 film, 1/15 at F16

parade

BRITISH GP SPECIAL



Feeling bleu

Poor old Jean. He knows he can still turn a hot lap when *les frites* are down on a Saturday afternoon. Unfortunately, his Prost AP04 can't. The result? P14

Circuit: Silverstone, Great Britain

Time/date: 1.15pm, Saturday July 14

Photographer: Lorenzo Bellanca/LAT, Canon EOS 1V, 500mm lens, Fuji Velvia film, 1/125 at F4

PlayStation 2



PLAYSTATION FORMULA ONE 2001 WORLD CHAMPIONSHIP

WANT TO BE WORLD CHAMPION?



WIN A TRIP TO THE 2001 US GP



JAMES TOPS THE PS1 LEADERBOARD!

The race to earn a place in the Virtual F1 World Championship final to be held at the US GP in September is hotting up. Over 100 wannabee champions have now tested their driving skills against the clock around F1's most challenging and exhilarating circuit – Spa-Francorchamps.

No sooner had Michael Martin, aged 19 from Tyne and Wear in the United Kingdom, topped the PS1 leaderboard than James Welburn, from Berkshire, set an even quicker time by lapping the circuit in just 1m 35.617s. As the competition increases and the times continue to tumble, the task of setting a really fast time becomes harder and harder. Just two seconds split the top three times on the PS1 so even if you only manage to shave a few hundredths-of-a-second off your lap time make sure you send your entry in because you could easily race up the leaderboard and win the right to challenge the PlayStation national Formula One 2001 Champions from around the world.

If you are playing on a PlayStation 2 and are struggling to match James's time, don't panic. To produce a level playing field, the leading times on both PS2 and PS1 will meet in a head-to-head battle later in the year.

So keep practicing and enter your lap times on the dedicated competition coupon shown opposite.



All pictures are actual in-game screen shots

THE DRIVERS STANDINGS

You've bought the game, you've read the rules and tested your talent around Spa-Francorchamps. But while you might have the edge over your friends' times, how do you compare to the quickest readers of *F1 Racing*?

This month we publish the second in a series of Formula One 2001 leaderboards containing times recorded on both the PlayStation 1 and PlayStation 2 consoles. With a time of 1m35.617s, James Welburn from Berkshire in England squeezed in front of former number one Michael Martin by the narrowest of margins. The competition is even more fierce on the PS2 console as last month's leader has been relegated to fourth position – over four seconds behind new boy Shane Hogg from Northern Ireland.

Playstation 1

1	J Welburn, UK	1m35.617
2	M Martin, UK	1m37.111
3	J Brill, UK	1m37.963

Playstation 2

1	S Hogg, UK	1m43.691
2	E Wijnen, Holland	1m44.707
3	G Bennett, UK	1m45.996

BECOME THE PLAYSTATION FORMULA ONE 2001 WORLD CHAMPION

From May–October 2001 we are looking for the Virtual *F1 Racing* World Champion, who will then meet the other national champions at Indianapolis – home of the US GP – for the World's first Virtual Formula One World Championship showdown. If you think James Welburn's time is easy to beat why not prove it. Practice shaving off vital seconds through the Bus Stop chicane or nailing the throttle through Eau Rouge at 174mph and then go into the Time Attack mode on the options menu and test your skills against the clock. Once you have completed three timed laps, you will get a personalised Time Code which you should record and then enter in the space below or on the Sony website.



To enter The Playstation Formula One 2001 World Championship Competition, enter the special Time Code in the space provided below and send it to Playstation Formula One 2001 Competition, *F1 Racing*, 60 Waldegrave Rd, Teddington, Middx TW11 8LG

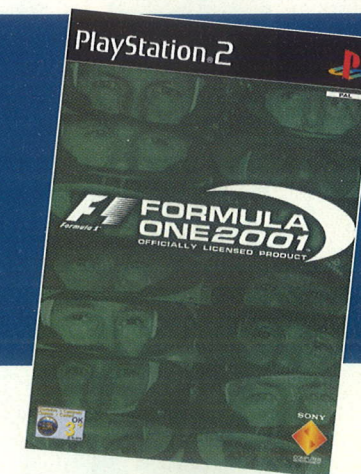
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Lap Time:

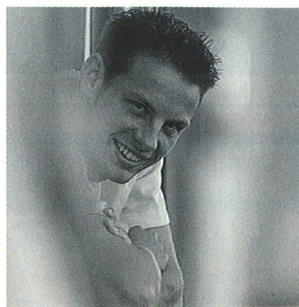
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Jenson Button

Hockenheim was like a win. So the three-week break afterwards was fun. But there's better to come...

What do you do for your holiday when you're lucky enough, like me, to drive racing cars for a living?

Taking advantage of the three-week break after Hockenheim, I decided to invite a few of my old mates down to Monaco. I say "old" when what I really mean is guys I have known since the age of about eight, when we started to hang out at school. I never used to talk much about my racing back then, so all they would ever know was that I had been away for a few days on some mysterious holiday or something. I didn't want to be different just because I was racing karts.

I think they started to get wind of what I was up to when I started to win championships at about the age of 16, and by then we were all sort of old enough to accept it for what it was. We've kept in touch ever since, but they have gone their way – mainly to university – and I have gone mine. It was cool to meet up with them all over again.

Within about a minute I felt completely at ease. They stayed on the boat, or in my apartment, and they refused to let me pay more than my share. And I think they could sense, right away, that the most important thing for me right now is to retain maximum fitness. Now that my shoulder is 100 per cent again, and the Benetton-Renault

'I was impressed with the Benetton-Renault at Hockenheim. That we were able to have our best race of the year says heaps about the dedication and tenacity of everyone involved. The best is yet to come!'

more suited to my style of driving, I am really looking forward to the last phase of the season. With no testing or racing commitments after Hockenheim, it was therefore fitness training, 24/7.

I really enjoy working out these days – particularly if there is a bit of a competitive edge to the whole thing. We did a lot of mountain biking up in the hills around Monaco and I was quite surprised by the fitness levels of some of my mates. They know how to unwind, because they're all 21 (and of course I let them get on with that on their own!) but most of them are in pretty good condition, too. When the biking was over, we'd get down to the gym again for more weights and stretching. No-one wanted to be the first to stop...

Sometimes it's weird, being the guy you are supposed to be when you're in the public eye, but nothing brings you back to earth quicker than being with guys you've grown up with. Most of them have finished uni now, and told me about the great jobs they are landing in the City, but at this point I was happy to switch off and feel very glad that I do what I do. If I wasn't driving racing cars I think I would be doing something else pretty outrageous, and it wouldn't be sitting behind a computer screen all day.

On a different note, it was fun to drive a 1902 Renault at the recent Goodwood Festival of Speed. I was a bit nervous about getting into it and not letting the side down, and I have to say that the brakes were a bit dodgy by any standard I could relate to. Even with a car this old, though, you can imagine how they used to drive it quickly. Its regular driver later took me back down the hill and started to throw it from side to side, sliding it around a bit. I was quite impressed.

I was also impressed with the Benetton-Renault at Hockenheim. We began Friday pretty well, right up there in the midfield, but a billion silly problems thereafter prevented any serious running. That we were then able to have our best race of the year says heaps about the dedication and tenacity of everyone involved – and of how it's good to get the troubles over in practice! I really enjoyed the race, passing and re-passing cars on a circuit that doesn't get much credit for close racing. Finishing in the points for us almost felt like a win, believe me, and full credit to Renault for building engines that survived the toughest race of the year. Even though we've still got a long way to go, I'd like to say a big thank you here to all the guys who have persevered for so long. The best is yet to come! **1**



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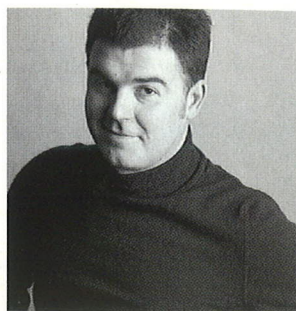
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LIFE'S TOO SHORT NOT TO





James Allen

Michael Schumacher has always tried to *win*. So what was going on at Silverstone? It's a question of strategy

The legendary Liverpool soccer manager Bill Shankly once said, "To go out on the pitch and not try is a sin."

At Silverstone we saw something that I cannot recall seeing in 10 years of covering Michael Schumacher's F1 career: the German ace not trying to win the race. Even in the dark days of 1996, when his John Barnard-designed Ferrari F310 was disappointingly off the pace of the Williams FW18s of Damon Hill and Jacques Villeneuve, he still gave it one at every race. More than any other driver he has always believed the race is winnable until the chequered flag tells you it isn't. He got three wins in '96, two in the wet when the Williams' advantage was negated and one at Monza after Hill and Villeneuve had dropped out.

But it is a sign of how comfortable he is about the way this season is falling into place, that he opted for what Martin Brundle described as "a cruisy afternoon" at Silverstone. He had stuck the car on pole after a fantastic scrap with the two McLarens, but come race day he opted for a one-stop strategy. It was as though he were saying, "I'm going to take four safe, quiet points for third place today." The main justification for a pole-sitter choosing one stop at Silverstone is to give himself some flexibility if rain is expected. But Ferrari did not expect rain, so they knew they were going out there not trying to win the race.

How do I arrive at this conclusion? Well, with a clear track in front of you two stops is the fastest way to go at Silverstone. Ferrari knew that McLaren had a good race car and had a hunch that Mika Hakkinen would be running with a light two-stop fuel load at the start, which proved correct. The Finn had about 60kg of fuel, enough to get to lap 20. So, based on some



'The irony is that if Coulthard had known about Ferrari's conservative strategy he would probably have been more circumspect with Trulli'

correct assumptions about McLaren, if Michael had wanted to challenge for victory in the British Grand Prix he would have run with perhaps 65-70kg at the start and pitted a few laps later than Hakkinen. He would only have been giving away about three tenths of a second a lap by carrying the extra fuel, but it would have kept him in front and covered whatever David Coulthard was up to on his two-stop strategy. But by carrying 100kg at the start he was giving away 1.33s per lap to Mika and to Juan Pablo Montoya, which is why both found it so easy to pass him.

As it turned out in this luckiest of all seasons for Schuey, Coulthard took himself out of contention at the start, so Michael could take it really easy. He muttered something afterwards about the set-up not being right, but the fact is he didn't need to try. Not only was he elevated to second place, but he added six points to his lead over Coulthard – a fantastic day's work, thank you very much! The irony is that if Coulthard had known about Ferrari's conservative strategy he would probably have been more circumspect with Jarno Trulli into the first corner, knowing that he would find himself second on the road soon enough.

So what is the point of all this 'what if' analysis? Well, I'm fascinated by motives and I want to know what Ferrari and Schumacher were up to. I'm fairly sure that, reliability permitting, DC would have been behind Mika on the road by two-thirds distance. So did Ferrari like the idea of watching McLaren tie themselves in knots over team orders? Would Ron Dennis move aside Mika, who desperately needed the boost of a first race win in 11 months, to help Coulthard's already slim championship chances? Or would he let Mika win and then have the destabilising and very public row which would have followed? It's too devious a scheme to consider seriously, but one of the principles laid down in the art of war is always to try to make your enemy do the one thing he doesn't want to do.

I think Silverstone simply showed how easy this championship has been for Michael and Ferrari. They dominated the opening races, then had some challenges from Ralf and David, but the Williams is unreliable and the McLaren challenge had two fatal flaws: dodgy startline electronics which robbed DC of up to 20 points, and a poor qualifying set-up which meant that even when the car did get off the line it was doing so from fourth or fifth on the grid. The two wins in Europe and France sealed the title for Michael and although he still pays lip service to the idea that it's not over yet, he knows that it is and that is why he was able to 'cruise' at Silverstone.

It's all fair enough. It's just that I never thought I'd see him do it.

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LIFE'S TOO SHORT NOT TO





Tough times for DC (above) and Eejay (right) but don't write them off yet – Eddie, especially, always has a knack of coming back...

What's racing all about?

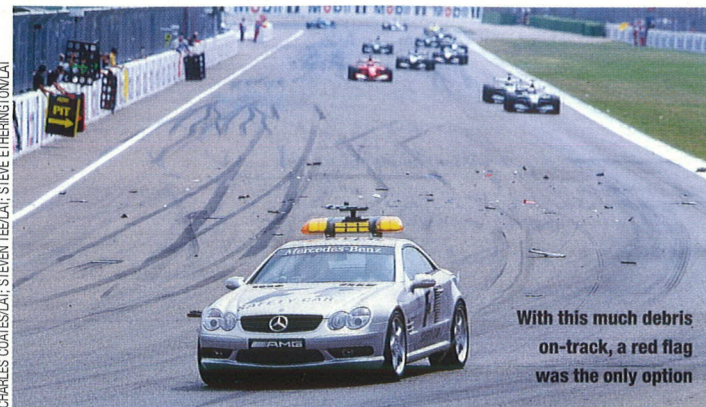
I couldn't believe that David Coulthard said after the British GP that Jarno Trulli should have conceded the corner because "he isn't racing for the title". I seem to remember a similar comment when Enrique Bernoldi "held him up" in Monaco. David needs to get it into his head that everyone is racing for the championship – Jordan are racing for fourth while the performance of Arrows has implications for their sponsorship revenue, pit position and engine deals. Winning races is about overall performance, and the ability to deal with traffic is as important as any other aspect. David seems to want just him and Michael Schumacher on the track!

Sarah Griffiths
Via e-mail

Get a grip, DC

Enough! So David Coulthard is "outraged" that the German GP was stopped due to the first-corner incident – I wonder how outraged he would have been if he or another driver had been killed or seriously injured as a result of a puncture at 220mph, after running over debris? As a member of the GPDA, David's first thought should be for the safety of all drivers – not that Michael gets another chance to start the race.

Wayne Nippard
Poole, Dorset



With this much debris on-track, a red flag was the only option

CHARLES COATES/LAT. STEVEN TEE/LAT. STEVE ETHERINGTON/LAT.

Dark forces not at work

The absurd paranoia that F1 is intent on helping Schuey in any way possible continues, especially amongst the 'challengers'. The stewards should be applauded for stopping the German GP while debris littered the track, not criticised because Schumacher was involved. Have we forgotten that Ayrton Senna was killed in a mysterious accident shortly after having driven over debris from an earlier accident?

Stewart Collin
Via e-mail

Eddie's error

Why would Eddie Jordan want a talent like Frentzen thrown out the window? Heinz-Harald was the best thing that ever happened to the Jordan team when he signed in '99. I think the polite thing would have been to let him finish this year with the team. At least now he's got time to look for another drive in a different team, and hopefully a team with a bit more courtesy!

Broc West
Via e-mail

It's gone Pete Tong

What's gone wrong at Jordan? Two years ago they were third in the constructors' championship and winning races but, now, they are struggling to keep up with Sauber. Let's face it, after sacking Frentzen, who can Jordan recruit to really improve the team? With key personnel like Sam Michael and Mike Gascoyne having left the team, they now recruit TV actors to help out. Hardly the sign of a team on the up, is it?

Simon Porch
Perivale, London

Dull? Hardly...

In your German GP preview (*F1 Racing*, August), Murray Walker and Heinz-Harald Frentzen, among others, described Hockenheim as "dull" and "not very demanding". However, in



the past two years, incidents have included a mad spectator running across the track, a Prost flipping at the start, 12 cars retiring this year, speeds of around 220mph, and a car winning from 18th position. If this is dull, I wonder what Murray thinks is exciting?

Richard Cooke
Warrington, Cheshire

Alesi's second youth

In these days of emerging, young, gifted drivers – Fernando Alonso, Jenson Button, Kimi Raikkonen – Jean Alesi deserves a tribute in response to his remarkable performance this season. A year struggling in the underpowered AP03 made many people think he should be facing retirement but, despite being the oldest man in F1, Alesi has demonstrated that with a decent package he's still capable of getting the job done. His two-in-a-row GP scores (Monaco and Canada) were superb, and watching his celebration after the French GP made me even happier than his unique victory in Canada '95.

Diego Fernandez
Barakaldo, Spain

Watch that space

I was interested to read Robert Carter's letter (*F1 Racing*, August) about identification of drivers, and can only assume his armchair is in a different room from his television. If he is finding it difficult to spot the difference between McLaren's Coulthard and Hakkinen, may I suggest he looks at the words 'David' and 'Mika' on the cars. It's a bit of a giveaway.

Clive Youlton
Woking, Surrey

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LIFE'S TOO SHORT NOT TO

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THIRTY-SEVEN YEARS YOUNG

Life in the old dog yet. (Sort of)

Using his old pal Alesi as a stop-gap, Eejay is planning ahead and securing the future of Jordan GP

With Jean Alesi 99 per cent certain (as *F1 Racing* went to press) to race for Jordan for the remainder of this season, the question now is: who will drive for Eejay's team in 2002?

Alesi is understood to have agreed an option to race for Jordan next year but, irrespective of Jean's results this year, Eddie Jordan is more likely to plump for younger talent to replace Heinz-Harald Frentzen in the long term.

Eejay remains cagey – "It could be anyone" – but there are two drivers who are likely to figure in Jordan's future: Jenson Button and Takuma Sato.

Button is quick, but his biggest draw for Eejay is his nationality. Jordan's title sponsor Benson & Hedges have made it

clear that they would make more money available if there was a Brit in the car. That was the case with Damon Hill in '98 and '99 and would be the case again with Jenson. Remember that Eddie is trying to expand his Silverstone factory and needs all the revenue he can find.

As a severance payment in respect of Button, Jordan is believed to have offered Renault his sponsor Deutsche Post – who have a yellow corporate colour scheme, as do Renault. Renault are returning to F1 as a works team next year, of course.

Sato has been touted as "the finest Japanese driver ever" and is Jordan's key to exclusive Honda engines in '03, which Eddie believes he needs if he is

to win. Sato is about to win the British F3 Championship and is highly-rated by BAR, for whom he is a test driver this year. "Takuma is not available," said BAR boss Craig Pollock. "I have him under contract and, if Eddie wants him, he will have to pay me."

But Eddie is prepared to pay, because by putting a 24-year-old Japanese in the car he would be openly luring Honda. He wants Sato for '02 exclusively, before Pollock has had a chance to react.

But all this is up in the air, due to the legal action being taken by Frentzen against Jordan. So until a settlement has been agreed, expect the future of the team and their drivers to remain hazy. It'll be a couple of months, at least.

Best mates

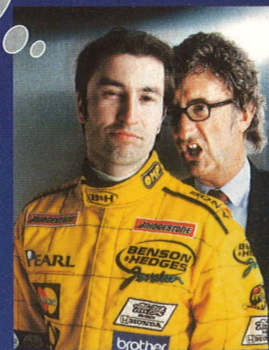
It's not what you know but who you know, too

Jean Alesi's relationship with Prost GP has deteriorated during the course of this year, and this may not be the first time that Eddie Jordan has saved Jean's career.

Jean and Eejay first worked together in 1989, when they won the F3000 Championship – but only after Eejay had picked Alesi out of the doldrums after he had finished 10th in the '88 series.

Jean was then under a management contract with Jordan until Eejay axed all his driver-management activities on the formation of Jordan GP in '91. They have remained close friends ever since, and in Canada this year Eejay told *F1 Racing*, "I wish I saw more of my old mate Jean."

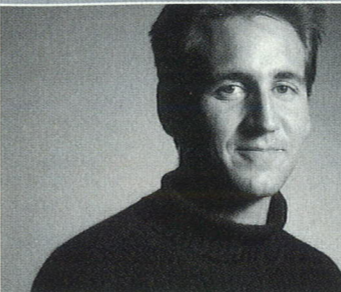
Eejay, your wish has been granted.



How many more times does Eddie have to tell me I'm nothing like Jean? Mein Gott!

On the Inside

Our man in the paddock had a hunch something was up...



Heinz-Harald Frentzen knew his seat was under threat. Why else would select members of his entourage have been so testy towards me?

During the British GP weekend I spent some time researching an article outlining the problems in the Jordan-Frentzen marriage. We had intended to publish it in this issue of *F1 Racing* – and its conclusion would have been that a Heinz-Eejay divorce was the best route forward.

When Eddie unwittingly took my advice, *F1 Racing's* editor in chief Matt Bishop had no option but to axe my story – but not before I'd been threatened by Germanic elements connected to the team.

In the week after I interviewed Heinz – just 10 days prior to his dismissal – I received two telephone calls from persons who should remain nameless, begging me to be lenient towards H-HF: "You don't understand, Tom. Heinz really needs help at the moment." Et cetera.

With hindsight, I see that such remarks are in keeping with one apparently innocuous quote Heinz had given me: "If something goes wrong with the performance of the car, you should never single out one person to blame." Eejay didn't agree.

Frentzen also spent much of our 30-minute interview telling me about the accidents he's had in his Jordan career, including the 128g he pulled for 0.3 seconds after hitting the wall in Montreal '99. The impression was that he was reeling from the knocks.

I don't think this is the last we'll see of Frentzen in Formula 1. Earlier in the year he declined an approach from Toyota, so his manager Ortwin Podlech is doubtless now banging with renewed vigour on Toyota boss Ove Andersson's door.

He probably saw the writing on the wall and started banging some time ago. Ortwin ain't stupid.

TOM CLARKSON



Fisichella has been at Benetton since 1998. But he could be out by season's end...

KNOCK-ON EFFECTS FROM JORDAN CARVE-UP

Fisi left out in the Arrowing cold?

Giancarlo Fisichella looks set to join Arrows next year, following news that Jarno Trulli visited Benetton's factory after the German GP (all but confirming Jarno's place in the new Renault team in 2002).

Trulli could do a direct swap with Jenson Button (see *Life in the old dog yet. (Sort of)*, opposite), which would squeeze Fisi out – Benetton boss Flavio Briatore has said he doesn't want two Italians in the team. Trulli's team-mate could be Benetton tester Mark Webber or Minardi's Fernando Alonso,

both of whom are managed by Briatore.

Fisi's manager Gianpaolo Matteucci has investigated the possibility of Arrows, who will use similar-spec engines to Jaguar next year. "I'm very hopeful," he said.

Minardi and Prost also have drives open. Burti's Prost team-mate will probably be Webber or Alonso (whichever one doesn't get the second Benetton seat).

As for Minardi, expect to see Malaysian driver Alex Yoong. His team-mate will be the man with the biggest wallet.

IT'S THAT TIME AGAIN!

Get ready for Man of the Year!

No, we can't quite believe it either (doesn't time fly?) but *F1 Racing's* Man of the Year Awards are almost upon us once again.

More than 20,000 of you

voted last year for our inaugural awards, which we went on to present at the 2000 Malaysian GP.

So get ready to exercise your vote once again. As

with last year, there are 10 categories (Man of the Year, Driver, Team Principal, Car, Most Improved Team, Rookie, Pitcrew, Qualifier, Overtaking Manoeuvre and Personality), each with a number of nominations from which you choose. You'll be able to vote through our dedicated website or by post from the next issue (October).

The *F1 Racing* Man of the Year Awards have quickly gained respect in Formula 1 circles as the only international channel for fans to register their views. So if you want to get in on the action, look out for the website address next month and get ready to vote for your favourites.



Splash 'n' dash

▽All change The face of Hockenheim (below) will change in time for next year's race. Bernie believes the 1m40s lap is too long for modern F1, so the 4.24-mile track will be cut by a mile. In particular, the straights will be shorter.

Tilke GmbH, who built Sepang in Malaysia, will construct the new track.



▽Car makers set for buy-in?

EM.TV, the Muppet-owning German media giant, want to sell their remaining £1.3 billion stake in SLEC, the F1 holding company owned by Slavica Ecclestone.

Car manufacturers might be interested. But all the real power will remain with the one and only Mr E.



▽Footie mad

It's not all doom for Eddie Jordan this month – he's invested £1 million in Scottish football club Celtic.

Along with investors, Eddie is funding Celtic's £22.5m share issue. If the team are successful in the Champion's League, Eddie could

make a healthy profit from his investment. With all the bad luck Eejay has had recently, isn't it about time something went right for him, by Jaysus? Good luck!



Eejay sees Jean as the reliable ace he needs during this time of angst-filled driver upheaval

Splash 'n' dash

▽ **JB: "I'd rather have salad, ta"**
After praising foie gras, Jenson Button has been sent a video by PETA (People for the Ethical Treatment of Animals) showing geese being force-fed to produce it. "Rest assured," said his PA, "Jenson is no longer fond of foie gras."



▽ **Little and oh-so-very-large**
US basketball legend Shaquille O'Neal (7ft 1in) paid a visit to the German GP and met up with Bernie (circa 5ft 3in). "He's actually my brother," Mr E told Martin Brundle. Of course he is, Bernster – we're not exactly going to disagree with either of you, are we?



▽ **Thank you all!**
Did you see us at the British GP in G1 GRR, G2 GRR or TVR 100? Yep, the F1 Racing team came prepared for all weathers at Silverstone courtesy of two Patrol 4x4s and one, er, very fast Griffith 500. Many thanks, Nissan and TVR!



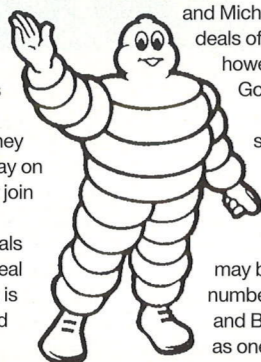
Ferrari have re-signed with Bridgestone. Will McLaren do the same, or jump ship to Michelin?

A TYRE-ING TALE

Tricky tyre choice for McLaren

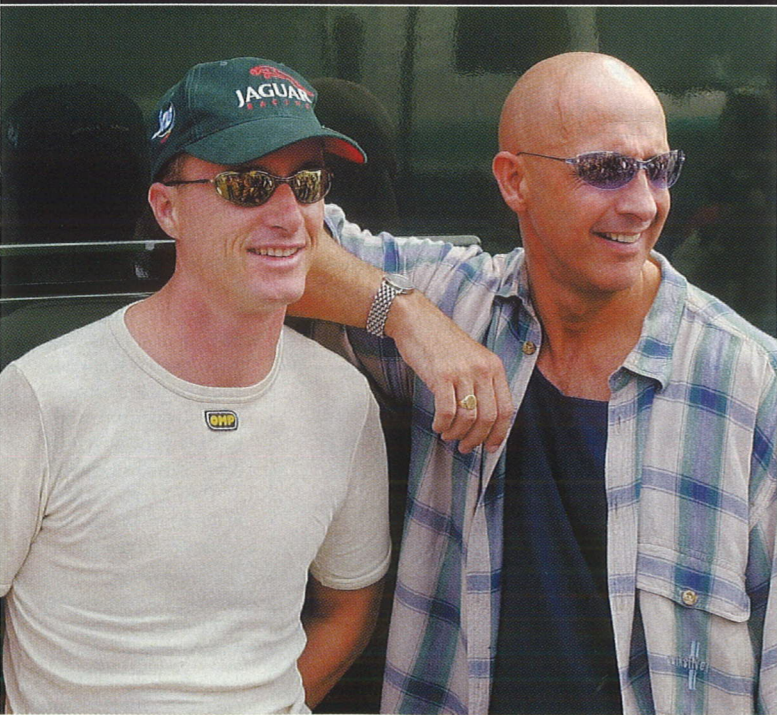
Ferrari's decision to re-sign with Bridgestone until the end of 2004 leaves McLaren in a bit of a pickle. McLaren's contract with Bridgestone is coming up for renewal and they have to decide whether to stay on Bridgestones (like Ferrari), or join Williams on Michelins.

Neither option really appeals because they hope to do a deal with Goodyear for '03 (which is when Goodyear are expected to return to F1). Bridgestone



and Michelin will not countenance deals of less than three years' duration, however, which must put a McLaren-Goodyear deal in jeopardy. "We'll make a decision soon," said McLaren's Ron Dennis, "made on a technical basis first and a political basis second." Whether McLaren choose Michelin or Bridgestone, they may become that tyre company's number-two team – since Michelin and BMW.WilliamsF1 are almost as one... and, well, Ferrari are Ferrari.

CAUGHT ON CAMERA: IRVINE AND RIGHT SAID FRED



Remember Right Said Fred? Yeah, so do we, unfortunately. Strangely (or not), they're huge in Germany, hence this shot at Hockenheim. Not one for the photo album really, is it, Eddie?

Double talk

Reading between the lines when it comes to PR speak

Tom has played a blinder with a major car company. Again



Tom Walkinshaw on securing Jaguar-spec Cosworths for '02

"We're delighted to have forged a partnership with the Premier Performance Division and its core companies, Cosworth Racing and Pi." [Translation: I'm well chuffed to have the same engine and electronics as Jaguar for five million quid, when it costs Alain Prost 16 million for a one-year-old Ferrari motor. Total bargain!]

Niki Lauda, boss of the Premier Performance Division, on the above deal with Arrows

"Some people might question whether we should be supplying engines to another team until Jaguar Racing start winning races..." [Too right, Niki. I'm off down the bookies pronto to put some cash on Arrows winning before Jaguar.]

David Coulthard on the red-flagging of the German GP

"It's so unusual to have a red flag now, especially when a driver's out and unhurt, that I find – with the limited information I have at the moment – it difficult to accept." [A tad pissed off, DC, that your title hopes were well and truly sunk?] "Once I have seen all the facts it may be as clear as the balls on a dog when they put the red flag out, but at the moment I am struggling to see it." [The Labrador is on its way to Monaco for you as I write...]

Williams tech boss Patrick Head on Ralf's comments in Germany

"I gather Ralf said he was taking it a bit easy, but Juan wasn't using the equipment in any way outside the limits that had been pre-set. I think at that time Juan was just a bit quicker." [A put-down from the Big Cheese, if ever there was one.]

DARREN HEATH; PETER SPANNE/LAT; STEVEN TEE/LAT; MARTYN ELFDOR/LAT; MICHAEL COOPER/LAT; PA PHOTOS; TELEGRAPH COLOUR LIBRARY; GILLES LEVENTOPPI



WAS DC LET DOWN?

Farewell to the title

And is it farewell to Mercedes-Benz power in 2004, too?



Despite David Coulthard's insistence that the championship race isn't dead – "I'm not going to say it's over until it's over" – his

retirement from the German GP was, in reality, the final nail in his 2001 coffin. A win for Michael Schumacher in Hungary – a track where he has won twice before – will be enough to give Michael his fourth world title.

And DC may not even be the bridesmaid. The resurgent Ralf Schumacher looks likely to steal second (see right), and Rubens Barrichello is racking up regular points finishes, potentially pushing David down to fourth in the final standings. DC has finished fourth once before, in '99, and has notched up four third-place title finishes ('95, '97, '98, '00).

Coulthard's faltering title challenge stems from factors outside his control, and no-one in the team is blaming his driving. "David has done a great job," said McLaren boss Ron Dennis. "Both his wins this year [in Brazil and Austria] have been from the top drawer."

The MP4-16 is the least competitive car McLaren have produced since '97. It was riddled with understeer early on, forcing the team's technical director

Adrian Newey to miss the Malaysian GP to work on modifications. The balance improved in time for Spain, where a new problem afflicted DC: launch control. He was forced to start from the back of the grid – and the problem repeated itself in Monaco. That DC finished fifth in both races highlights the tenacious job he's done.

The Mercedes engine has been the weakest link in the chain. The F0110K V10 began the year with less power than it finished last year with because the Ilmor technicians were forced to cut revs to find reliability. When they began searching for more power the engine broke, and two of DC's three retirements have been engine-related (most recently at Hockenheim).

Mercedes' season was rocked by the death of Ilmor co-director Paul Morgan, and Dennis has become impatient with their engines' below-par performance. He keeps in regular contact with Honda, who are currently struggling with Jordan and British American Racing. Go figure...

Before Ron could switch to Honda, with whom he has won four drivers' titles, he would have to buy back the 40 per cent stake he sold to Daimler-Chrysler in '99 – probably for less than he sold it for.

So it's McLaren-Hondas in '04? Stranger things have happened...

Coulthard's title chances have been blown by Mercedes-Benz (above). As a result, expect Schuey jr to take the runners-up spot for arch rivals BMW (below right)

A Schuey one-two?

Ralf Schumacher is almost certain to beat David Coulthard into second place in the 2001 world championship, creating a Schumacher one-two at the top of the title table.

Until Imola, Williams hadn't won a race for three years. Coulthard has been unlucky in that his most serious title challenge to date has come at a time when there are three genuinely competitive teams (for the first time since '87). In the races in which David has finished in the points, either Ralf or Juan Pablo Montoya has finished ahead of him – and therefore taken points away from him – on four occasions.

The Williams turn-around stems largely from the awesome grunt generated by their P80 BMW V10 motor. New this year, it is expected to be 40bhp more powerful than the Mercedes-Benz unit by the end of the year, which translates to around 0.3 seconds per lap.

And don't forget McLaren's favourite son, Mika Hakkinen. His recent return to form makes it far less likely that Ron Dennis would ask him to move over to help David's championship campaign. So it's better luck next year then, DC. Sorry.



Splash 'n' dash

▼ **Well chuffed**
 F1 Racing has scored yet another victory over our rivals by winning the Honda Lawnmower Challenge at the British GP. Despite atrocious weather conditions, a black flag moment and serious contact, our BAR-clad team emerged victorious. Deputy editor Oliver Peagam said, "Our training and commitment shone through on the day. Talent clearly abides at F1 Racing, even behind the wheel of a mower."



JV smartens up with ballet girl

Jacques Villeneuve has well and truly got over his ex, Dannii Minogue, by hooking up with a 19-year-old American ballet dancer called Ellie. It must be love – he's brought his razor out of retirement and started shaving. What next: *Swan Lake* rather than *Nirvana*?

LOOKY-LIKELY No 17



Juan Pablo Montoya
 Soon-to-win F1 driver



Zac Drayson
 Will Smith from *Home and Away*

The boy's a bit special...

Your guide to F1's next hot property: **Richard Antinucci**

OK, so what's his claim to fame? He's American.
 Er, so? He's American and he's going to be the first Yank to make it to Formula 1 since Michael Andretti.
 Right. Why are you so sure? Bernie Ecclestone desperately needs a Yank in F1 – to appease Indianapolis boss Tony George, among other things. Richard could be the man. He's young – 19 – and is already racing successfully in Europe.



How long has he been over here? Well, he lived in Oregon, Arizona and Virginia as a kid, contesting the 'Little Wolves' kart championship in 1992-93. As a teenager, he moved to Rome with his parents – both of whom are American – and he now lives in London.
 All very interesting – anything else we should know about him? He's the nephew of former F1 long-timer Eddie Cheever and he also knows McLaren boss Mansour Ojeh. He is sponsored by TAG in British Formula Renault this year – the series won by a certain Kimi Raikkonen last year. Anyone *not* heard of him?
 Yes, but how good is he? He's currently leading the Renault series with three wins, and he has also won numerous kart titles.
 Any particular driving traits? He's very smooth, which doesn't best suit an underpowered chassis like a Formula Renault but bodes well for when he gets into a more powerful car with more downforce – like an F1 machine. He's also said to be a brilliant racer and quick on cold tyres.
 So when will he be in F1? Observers reckon he's not as early a developer as Raikkonen, so don't expect a full-time race seat in '02. So, British F3 next year, prior to a move to the top echelon in '03? Tony George and Mr E would certainly like that, thank you very much.

LORENZO BELLANCA/LAT; CHARLES COATES/LAT; JEFF BLOXHAM/LAT; PA PHOTOS; OLIVER RECK/ATP; ILLUSTRATION BY GRAHAM HUMPHREYS



GETTING THOSE TEENAGE KICKS

Ralf Schumacher – a brother beyond?

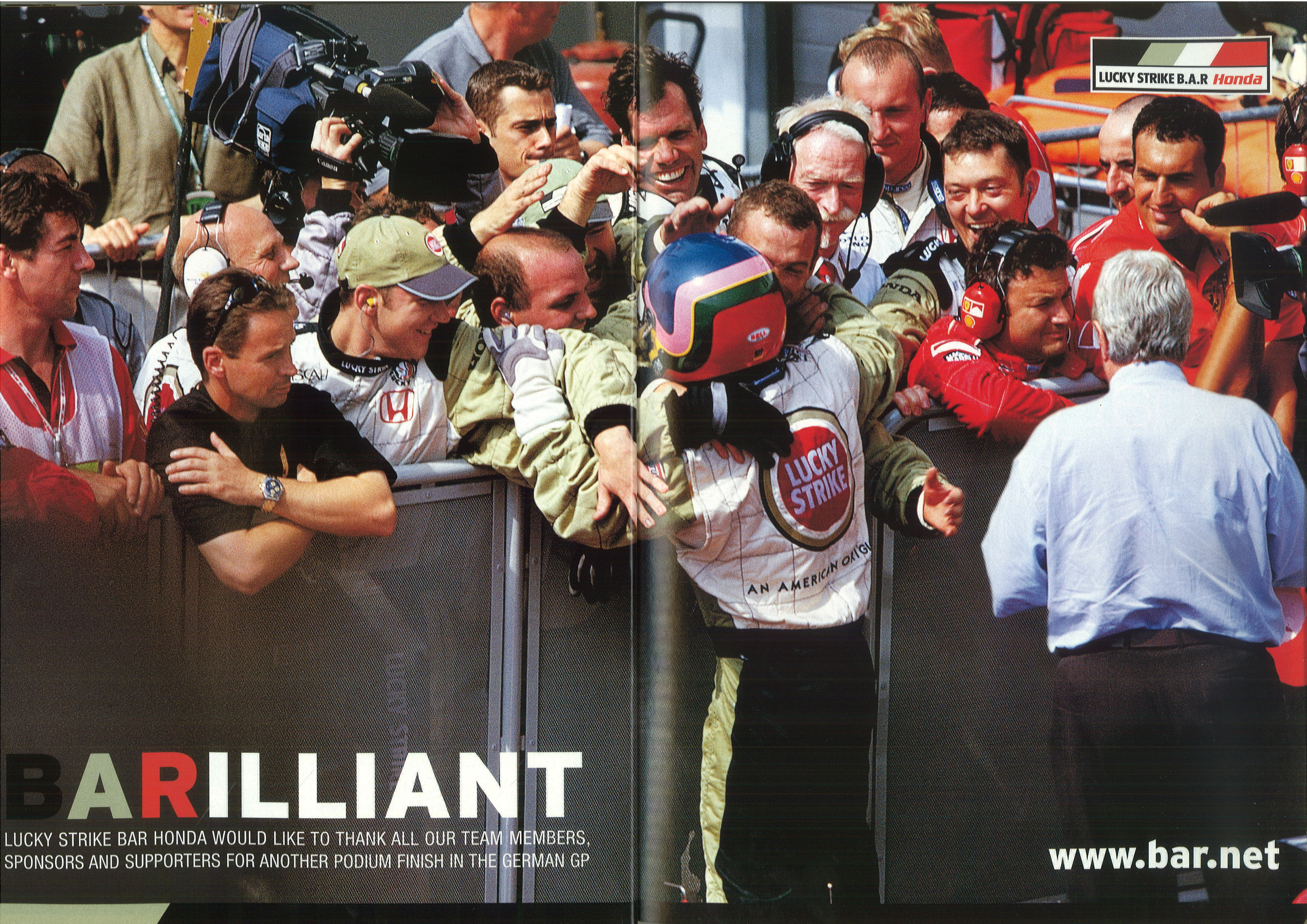
History dictates the younger of a racing duo is the more successful driver. We're watching you Ralf...

There's no mistaking this fresh-faced teenager standing proudly next to his kart. Yep, it's 17-year-old Ralf Schumacher in 1992, the year after big bro Michael made his Formula 1 debut with Jordan Grand Prix. Just five years after this photograph was taken, Ralf made his own F1 debut with, you guessed it, Jordan.
 Ralf started racing karts when he was three, winning his first race at six, but it wasn't until the early '90s that he began to get noticed. He won the NRW Kart Trophy in '91, came second in the German Kart

Championship in '92, second in his first ever car race (BMW ADAC Formula Junior) and so on until that first F1 start in Australia, in '97 – he lasted one lap before gearbox problems forced him out.
 Four years (and, so far, three grand prix victories) on, Ralf has shed his erratic driving style and is challenging hard for the runners-up spot behind Michael for this year's F1 world championship. Who would bet against the brothers battling it out for the ultimate crown next year?
 • See pages 44-61 ►



Ralf rides the kerbs (above) – remind you of anyone else in his karting days?



LUCKY STRIKE B.A.R. *Honda*

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LUCKY STRIKE BAR HONDA WOULD LIKE TO THANK ALL OUR TEAM MEMBERS, SPONSORS AND SUPPORTERS FOR ANOTHER PODIUM FINISH IN THE GERMAN GP

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Schuey: breaking all records

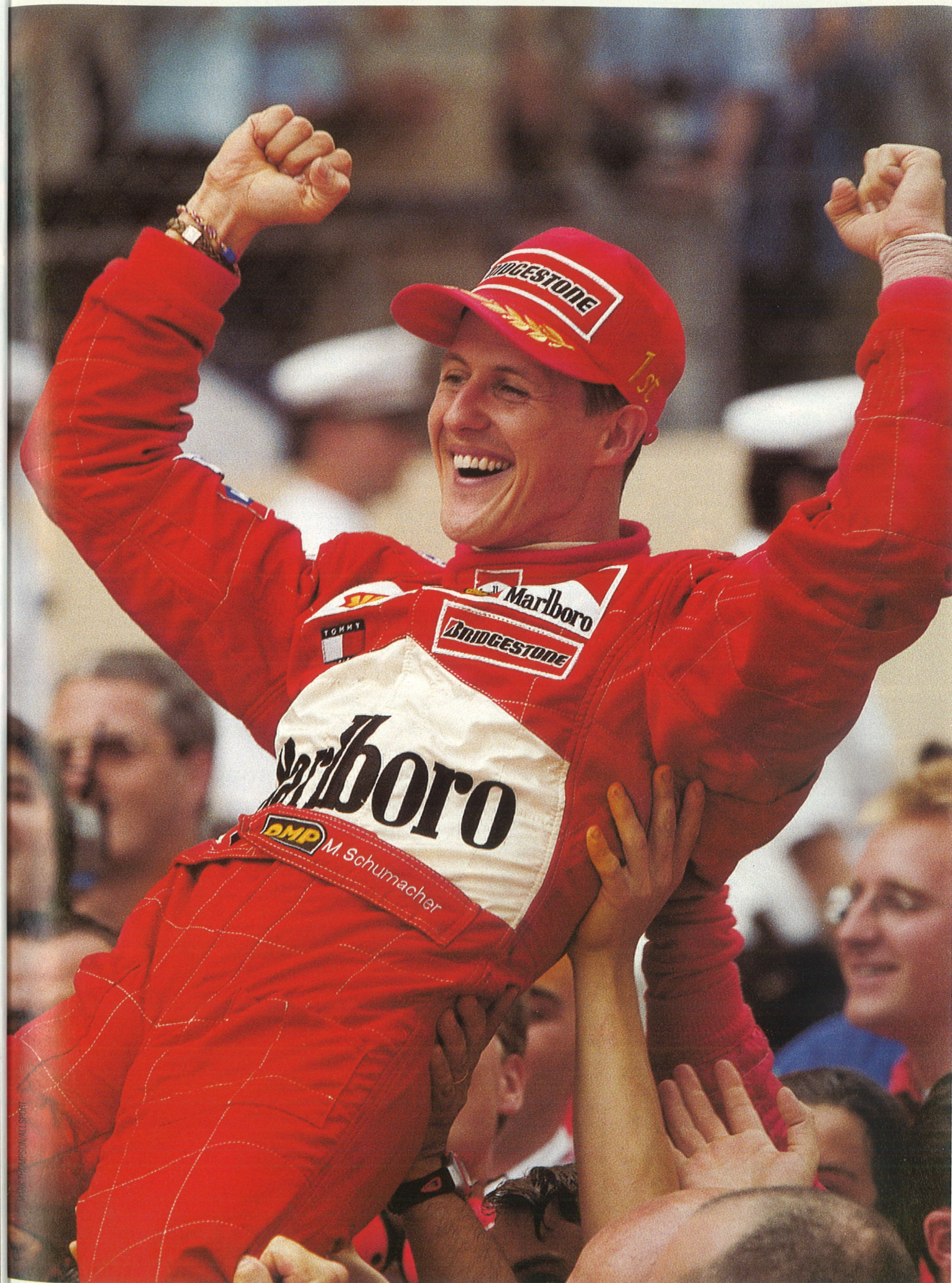
No benchmark is safe from the avarice of this man's giga-career

Dedication's what you need

Alain Prost won 51 grands prix. A towering statistic. We all thought Ayrton Senna was the only man who could ever match it. Then came San Marino 1994, and tragedy, by which time Senna had won 'only' 41 times. So Prost's record was safe, right? Wrong. Michael Schumacher won that meaningless race on that awful day at Imola – his fifth GP victory. Since then he has won and won and won again, and the manner of his winning has altered the very fabric of Formula 1. His victory total now stands at 50. Prost? Schuey will blast past that blast-from-the-past without a backward glance. But he still has records to beat. Read on...

Words by Matt Bishop; additional research by Suzanne Arnold

Monaco 2001 was Schuey's 48th GP win. As usual his victory celebrations were upbeat, in-yr-face. When he beats Prost, expect fireworks



Schuey: breaking all records

Second in wins, second on points. But not for long...

Wins

1	Alain Prost	51
>2	Michael Schumacher	50
3	Ayrton Senna	41
4	Nigel Mansell	31
5	Jackie Stewart	27
6=	Jim Clark	25
6=	Niki Lauda	25
8	Juan Manuel Fangio	24
9	Nelson Piquet	23
10	Damon Hill	22



JYS (27 wins) held the record for years



Prost's 51st GP win: Hockenheim '93. He started six further races, finding the podium four times

> Superb workman; iffy tools

Had Senna lived, Michael Schumacher would not, of course, have been as dominant these past seven and a half seasons as he has been. Who knows how intense their battles might have been, or which one of them would eventually have prevailed?

But Michael has dispatched what foes he faced with imperious sang froid. Damon Hill, Jacques Villeneuve and Mika Hakkinen have all won world championships in the Schuey (ie: post-Senna) era; but, of the three, it's only Mika whom Michael regards as anything approaching an equal.

The most extraordinary thing about Schumacher's magnum opus is that his opponents have often been driving quicker cars. Certainly, the four world titles chalked up by Hakkinen (two),

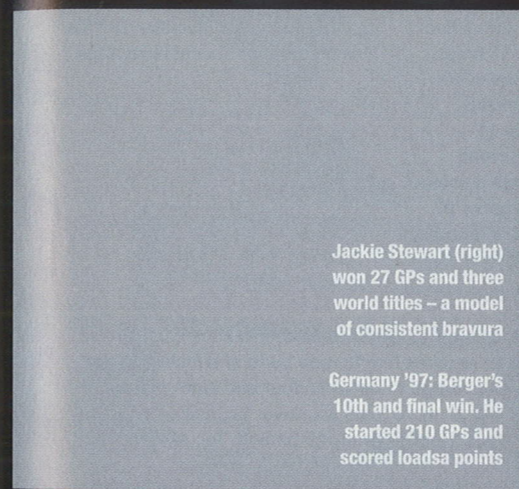
Villeneuve and Hill (one each) were won in McLarens and Williams that were very much more competitive than any of Michael's Ferraris.

Ayrton Senna? Alain Prost? Both were mega. At 41 and 51 respectively, their victory hauls accurately reflect their other-worldly talent. But they had the advantage of superior equipment more often than not, courtesy of McLaren and Williams. Michael has never driven for either of these great British teams, having done his winning in Benetton and Ferraris. A tougher task, that.

'SENNA? PROST? BOTH WERE MEGA, BUT THEY HAD THE ADVANTAGE OF SUPERIOR EQUIPMENT'

> Predict the race he'll break the record

Schuey loves the Hungaroring, and usually does well there. It's quite Fiorano-like, so Ferrari usually produce a competitive package for the race. Expect a win. That will take him up to 51. Thereafter? At Spa and Monza he may find his brother too tough a cookie. Indy? Yup: win 52.



Jackie Stewart (right) won 27 GPs and three world titles – a model of consistent bravura

Germany '97: Berger's 10th and final win. He started 210 GPs and scored loadsa points



(Left) Jim Clark won 25 times from 72 starts – every one of them in a Lotus

Schuey's 50th win came at Magny-Cours this year (right). Cue the trademark leap

Championship points

1	Alain Prost	798.5
>2	Michael Schumacher	762 (includes 78 points confiscated from 1997)
3	Ayrton Senna	614
4	Nelson Piquet	485.5
5	Nigel Mansell	482
6	Niki Lauda	420.5
7	Mika Hakkinen	402
8	Gerhard Berger	385
9=	Damon Hill	360
9=	Jackie Stewart	360



Berger: points but no championships



Piquet won his first title in '81. Consistency, not speed, was the key

> Consistently magnificent

Points do indeed make prizes in this game – and once again it's four-time champion Prost who heads the list. There are, of course, obvious similarities between the points table (left) and the win table (above left) – clearly, the best way to score points is to win races – but, when it comes to points and prizes, consistency is even more important than repeatedly taking the chequer first.

As you would doubtless expect, Schumacher's and Senna's points totals are closest to Prost's. After that, it gets a bit more interesting. Brilliant on his day, Nigel Mansell won 31 GPs – but only one world championship. By contrast, the less talented but more consistent Nelson Piquet won 'only' 23 GPs – but spread them more evenly over a long career and thus became

champion three times. He won eight races fewer than Nigel, but scored more points.

A notable absentee is Juan Manuel Fangio – winner of 24 GPs and five championships (a record). Yet he scored only 277 points.

Why? Because the world was different in the (pre-Bernie Ecclestone) '50s, and the championship consisted of just six or seven races. Fangio's F1 career began in '50 and ended in '58 – during which time he started just 51 GPs, achieving an awesome 47 per cent strike-rate.

'WHEN IT COMES TO POINTS AND PRIZES, CONSISTENCY IS MORE IMPORTANT THAN TAKING THE CHEQUER FIRST'

> Predict the race he'll break the record

We've already said he'll win in Hungary and the USA, and that the other three races – Spa, Monza, Suzuka – are likely to see BMW.WilliamsF1 to the fore. But Schuey will be right there too. He'd need to finish second at each to break the record this year. He might have to wait until Melbourne. ▶



Schuey: breaking all records

Fastest laps? Been there, done that. Poles? Mighty tricky...

Pole positions

1	Ayrton Senna	65
>2	Michael Schumacher	40
3=	Jim Clark	33
3=	Alain Prost	33
5	Nigel Mansell	32
6	Juan Manuel Fangio	29
7	Mika Hakkinen	26
8=	Niki Lauda	24
8=	Nelson Piquet	24
10	Damon Hill	20



Clark dominated qualifying in the '60s

> Senna could be out of reach

Schumacher himself would admit that this one is a very, very tall order – for the simple reason that Senna was the best qualifier the world has ever seen

To have racked up 65 poles from 161 starts was a stupefying feat – especially as he did much of it as the team-mate of no less an ace than Prost. Indeed, Alain's comparatively lowly figure of 33 is the direct result of Ayrton's bewitching Saturday speed. Here's a telling statistic: Prost qualified second no fewer than 53 times.

Schuey's current total of 40 puts him in the silver medal position – but he's only 14 ahead of his closest current rival, Mika Hakkinen. Mika scored his first pole at Nürburgring '97 (his 94th GP), and has notched up 25 more from just 63 further starts.

Over the past three and a half seasons the qualifying king has therefore been Mika, not Michael.

But it's unlikely that Hakkinen will take over position two in the all-time qualifying rankings. This year's McLaren is a nimble chassis, but its Mercedes engine is now significantly less powerful than those made by BMW, Ferrari and Cosworth – and there's no reason to assume that next year's will leapfrog its rivals.

Don't get me wrong: Michael is a very, very good qualifier. But it's his race pace that sets him apart.

'HERE'S A TELLING STATISTIC: PROST TOOK 33 POLES, BUT QUALIFIED SECOND NO FEWER THAN 53 TIMES'

> Predict the race he'll break the record

Michael's Ferrari contract requires him to race up to and including the '04 season. Assuming an average of between four and eight poles a year, he'll score between 12 and 24 more (plus whatever the rest of this season throws up) before he retires. He's currently 25 behind. Too close to call.

> Already on top of the class

Racing – the two, three or sometimes four ten-tenths sprints that constitute a grand prix in the pitstop age – is what Michael does better than anyone who has ever lived. Not surprisingly, therefore, he has already broken the record for fastest race laps.

Along with Prost, he has blitzed this particular microcosmic index of F1 speed, in fact – Senna, by contrast, fails even to get into the top 10, having cut the race's most rapid tour a mere 19 times.

Why is this? The explanation is threefold, and paradoxical. First, Ferrari have adapted to the white-knuckle requirements of modern strategies (ie: the need to put in two or three megafast laps either side of a meticulously planned pitstop) better than any other team, and Michael better than any

other driver. And second, it's precisely because he has rarely had the quickest car that he has had to drive balls-out so often. Hill, Villeneuve, Hakkinen *et al* have often been able to pace their races; Schuey has rarely had that luxury.

There's one other significant factor, too. If it rains, Schuey cuts fastest lap. It's not a hard-and-fast rule, but damn 'near. There's something about the way he locates grip on wet Tarmac that no-one (except Senna and maybe Stewart) has ever matched.

'ALONG WITH PROST, HE HAS BLITZED THIS PARTICULAR MICROCOSMIC INDEX OF F1 SPEED'

> Predict the race he'll break the record

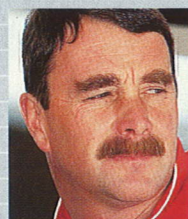
Easy! Done it already! The question therefore becomes: what will the new record be by the time Schuey decides to spend more time with his family? Again, making the same guestimated assumptions as in 'Pole positions' (above), he could well end up with about 70 fastest laps to his name. ▶



Senna, Monaco, '88: the greatest qualifying lap ever driven saw him line up 1.43s ahead of Prost's identical car

Fastest laps

> 1	Michael Schumacher	43
2	Alain Prost	41
3	Nigel Mansell	29
4	Jim Clark	28
5=	Mika Hakkinen	24
5=	Niki Lauda	24
7=	Juan Manuel Fangio	23
7=	Nelson Piquet	23
9	Gerhard Berger	21
10	Damon Hill	20



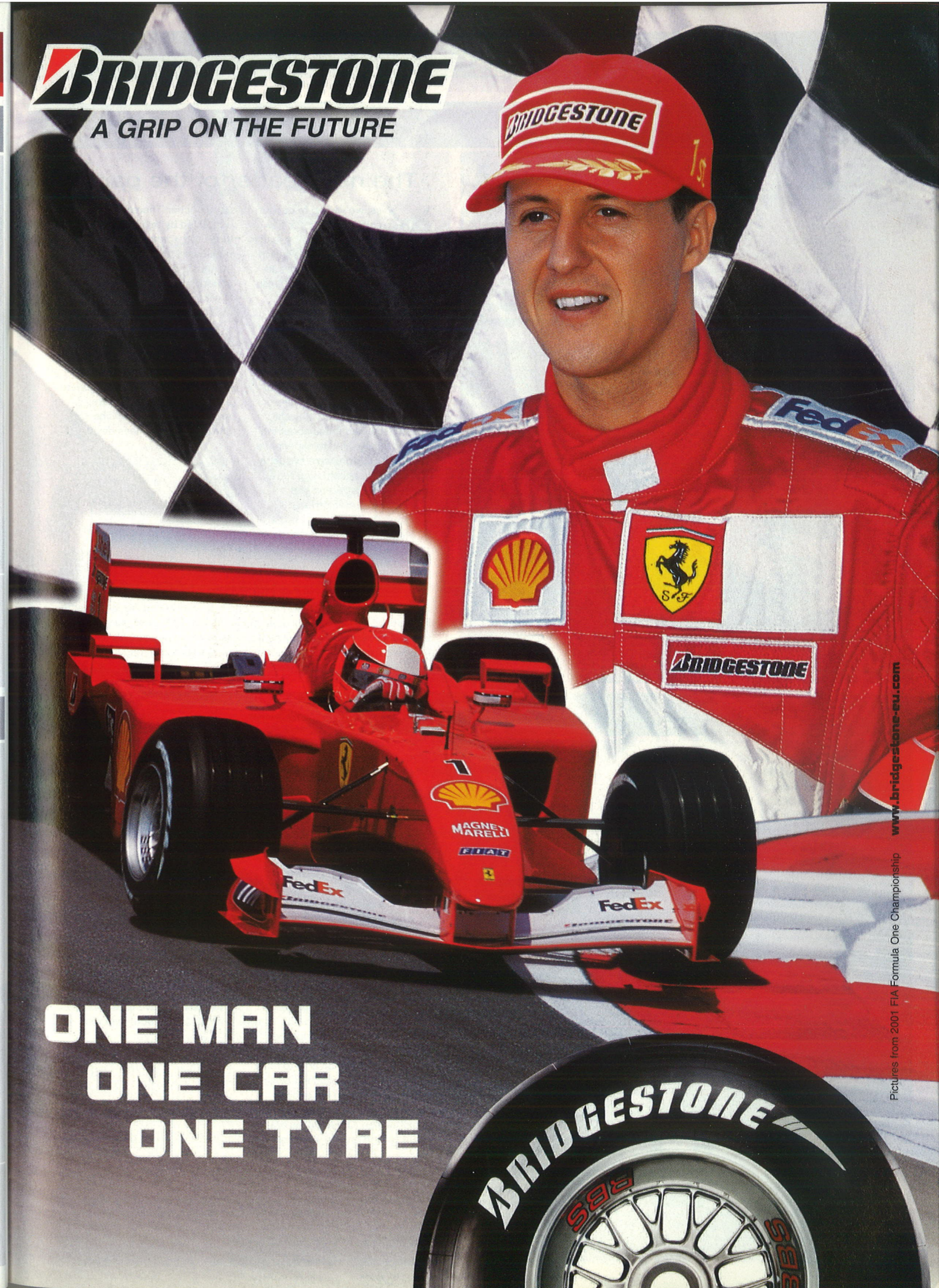
Mansell: best of the rest, with 29



Lauda's 1m28.65s fastest lap at Monaco in '78 was utterly – utterly – awesome

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Schuey: breaking all records

One for the dominators; one for those who like to let the good times roll

Miles spent in the lead

1	Ayrton Senna	8,473
>2	Michael Schumacher	8,216
3	Alain Prost	7,838
4	Jim Clark	6,312
5	Nigel Mansell	5,988
6	Juan Manuel Fangio	5,805
7	Jackie Stewart	5,692
8	Nelson Piquet	4,628
9	Niki Lauda	4,593
10	Mika Hakkinen	4,376



Hakkinen: scrapes into top 10 'leaders'



Fangio's 5,805 leading miles in just 51 GPs is a stunning stat. Here he leads Moss at Zandvoort in '55

>The next leader of the pack

Yes, we've had to get our calculators out for this one – and highly revealing it was, too. To do well in this particular index you have to dominate, lead from start to finish, win from lights to flag.

So it shouldn't come as any surprise that Senna heads the list – for rarely has a man exerted a more domineering influence over his sport. Talk to drivers who made their debuts when Ayrton was at his peak – men like Jean Alesi or Johnny Herbert – and they still speak in hushed tones about the cold chill they used to experience when their mirrors were suddenly filled with the shimmering red-white-yellow reflection of a Marlboro-McLaren driven by the great Brazilian.

Making up the top three, as usual, are Prost and that man

Schumacher. Thereafter the list is populated by two 'types': either those, like Clark and Fangio, who dominated their eras and led as if by right... or those of the Piquet-Lauda variety: men who drove a lot of races, won a good few, and led their fair share. Consistency again.

Producing this index requires more calculator work than it used to – because pitstops have made lap-charts exponentially more complex: start-to-finish victories are now comparatively rare. Anyone can lead a GP if he pits late enough these days!

'PITSTOPS HAVE MADE LAP-CHARTS MORE COMPLEX: START-TO-FINISH WINS ARE NOW RATHER RARE'

>Predict the race he'll break the record

Schuey is 257 miles behind Senna, and is therefore likely to take over the top spot soon. Grands prix must run to 305km (190 miles), so you can do the sums yourself. If he finishes the season with a flourish, it's feasible that he could break 9,000 miles in Japan. Career total? 12,000-plus.

Starts

1	Riccardo Patrese	256
2	Gerhard Berger	210
3	Andrea de Cesaris	208
4	Nelson Piquet	204
5	Alain Prost	199
6	Jean Alesi	196
7	Michele Alboreto	194
8	Nigel Mansell	187
9=	Graham Hill	176
9=	Jacques Laffite	176
>16	Michael Schumacher	156



Patrese: a long act to follow – or beat



Starts: 208; wins: zero. De Cesaris (7-Up Jordan, far right) always tried hard, but...

>Just being there is the key

To do well in this category, you've just got to hang on in there – something that improved safety standards have made much easier than in the do-or-die past.

How come, then, so few of those in the top 10 are current or even recent drivers? It's a question of money, mainly. In the (comparatively) old days guys such as De Cesaris, Piquet, Alboreto, Mansell, Hill and Laffite carried on racing because they loved it, because they couldn't think of anything else to do... and, last but not least, because they hadn't earned enough early on in their careers to be able to retire on what they had stashed away.

Stewart was an exception – he retired at his peak, already a wealthy man. Others of his era went on and on and on... unless

they were maimed or killed. You can be well sure that Patrick Depailler (killed in '80, aged 35) or Clay Regazzoni (maimed the same year, aged 40) would have continued in F1 as long as anyone was prepared to give them a car to race.

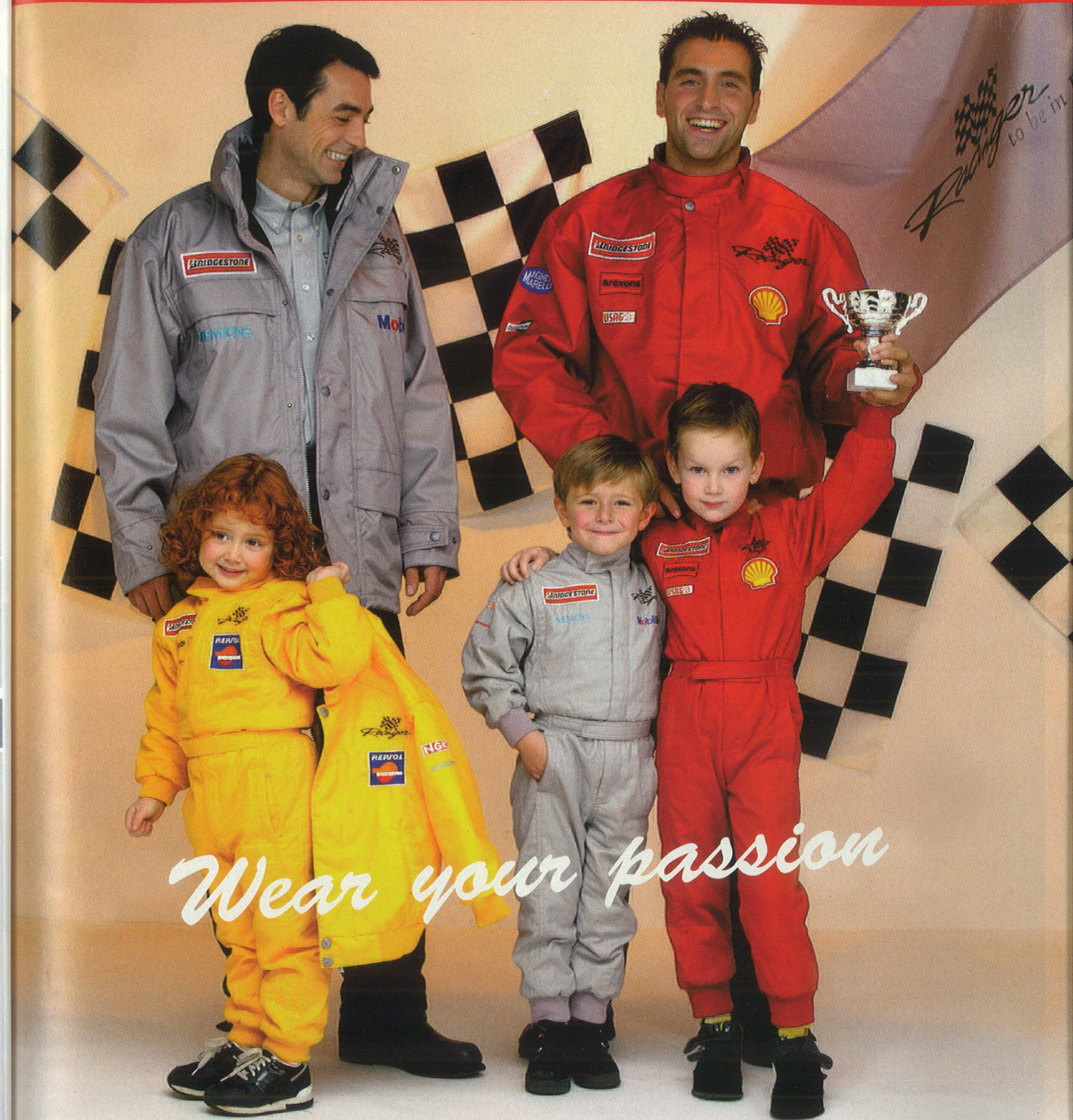
Of active drivers Alesi is the most experienced, having made his debut in '89. By year's end he'll have made 201 starts (expect tears of joy at Indy, where he'll clock up his double century). To beat Patrese he'll have to race on into '05. No, it won't happen.

'HOW COME SO FEW OF THOSE IN THE TOP 10 ARE RECENT DRIVERS? IT'S A QUESTION OF MONEY, MAINLY'

>Predict the race he'll break the record

Schuey? This is an easy calculation, isn't it? Assuming the FIA run at least 16 races per year for the foreseeable future, and assuming he retires at the end of '04, he'll have started 209 GPs – which puts him in a De Cesaris-Berger sandwich. Nice. 📌

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Relaxation's what you get

All Germany expected Michael Schumacher to equal Alain Prost's 51-race victory tally at Hockenheim. He didn't, of course. Was he gutted? No. He sat in the sun, chatted with the marshals, chilled out. It'll come...

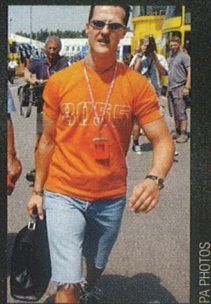
Words by Peter Windsor; photographs by Darren Heath

You can always tell when Michael is chilled about life because he brings out the rather dodgy shorts and T-shirts from the back of his cupboard in Kerpen. At Hockenheim the tight, faded jeans were sawn-off just below the knee; a dull-orange, logo-less T-shirt completed the ensemble. And as you ploughed your way through the hundreds of thousands of Schumi fans at the hotel and the track entrance and the heliport gate you began to realise that they don't,

after all, look odd: they look, for the most part, like Schumi.

So this is Michael at home: he rolls up in his Alfa to the Holiday Inn-Walldorf, grabs his computer case and wanders lazily over to the throng. They have been waiting for hours, some of these people, and they have become used to the two heavies who have kept them at bay, holding them in the sun while the cars pull up in the shade.

Today he is wearing three-quarter-length white trousers, white sneakers, ▶



Schuey strolled into the Hockenheim paddock looking very casual. In fact, he looked a lot like one of his fans. Cue mirthful looks from F1's seen-it-all-before photographic posse



Deutsche Vermoegensberatung cap and red Marlboro-Ferrari polo shirt. He signs his way through, one by one. The back of a T-shirt. The chest of a T-shirt. A cap. Another cap. An autograph book. A small boy presents himself in a silver Mika waistcoat. Michael takes his hand and leads him under the fence, wagging his finger at him in mock disapproval. The little boy cringes with embarrassment and then cheekily asks Michael for his autograph. Michael obliges, cracks his smile and roughs up the kid's hair. The crowd applauds and so now it's time for Michael to shrug his shoulders and splay his palms upwards as if to say, "I'd love to do more but I have to go now, so thank you for your support." And so he turns and walks into the lobby. There is not a PR, media or security person in sight.

He stays at the Holiday Inn, with its funny, old-fashioned lighting and its clattering ice dispensers and its view over the corn fields and *autobahnen* because

'MICHAEL STAYS AT THE HOLIDAY INN, WITH ITS FUNNY, OLD-FASHIONED LIGHTING AND ITS AUTOBAHNEN VIEW'

he has always stayed there since his days in German F3. It works. It's near the track. They know him. It has a heliport if he needs it. Ferrari have historically owned the Adler Post in Schwetzingen, a far more salubrious establishment, but the Holiday Inn is OK for Michael. It keeps things in proportion.

By now, the Monza testing accident was done and over. Floors – floor-stays – have been breaking pretty regularly in F1, particularly on high-speed circuits, but rarely do they produce such violent results. Michael suddenly lost downforce, had no grip under braking, speared right, hit the barrier and after that was more or less a passenger, tumbling down towards the run-off area at the end of the straight. He was shaken all right, but he was OK, and it didn't take him long to appreciate that he had been saved from injury by the improvements to chassis design since his Silverstone accident in 1999.

At Hockenheim, nine days later, he was an age away. He guessed that BMW-Williams-Michelin would be almost impossible to beat and he suspected that McLaren, as at Silverstone, would again be right up with him, if not slightly ahead of him. Even so, he was looking forward to the race. Hockenheim is the sort of circuit that decides the result for you. Given the Ferrari's reliability, its all-round driveability,

a podium finish would do just nicely.

The press asked him about Silverstone, where Ferrari had maybe made a mistake by so obviously running a high fuel load on Sunday morning and had thus telegraphed their intentions over to McLaren. McLaren, as a consequence, had immediately gone the other way and switched to two-stops.

"Are you still racing to win, Michael, or is it now all about points?"

Michael bristled. "Anyone who knows me will understand that that is a question you don't need to ask. I always race to win. Sure, the championship is my focus; but I always race to win."

Next question.

I had one. "Let me give you a statistic that you may not have come across," I said, fearing the worst. "Starting from this race last year – or at the end of this race last year – you have, over a 12-month, 17-race period, won 10 races, finished second six times and had one DNF (Imola, 2001). Isn't that amazing?" I said.

"What do you mean?" he replied.

"Ten wins and six seconds in 17 races," I continued. "It's astounding..."

"Yes, but why would I think about that?" he asked incredulously. "What has that got to do with the championship...?"

Friday and Saturday were quiet. The Williams-BMWs indeed dominated the days; the McLarens seemed quicker

Strange but true: Michael and Ralf are as hard as nails when it comes to on-track combat but, despite that, have managed to retain a genuinely fraternal relationship off it (right). If Michael doesn't win, he regards a Ralf victory as the next best thing. Next year they'll probably be title rivals. Troubles ahead?



Schuey: breaking all records

When crash-bang-wallop spells chill-out-and-roll-on-Hungary

'MICHAEL SAT THERE, CRINGEING, WAITING FOR A BANG... AND IT CAME – HARD, VIOLENTLY'

First corner, Hockenheim, and Schuey is out. Time to chill some more. Then... red flags. Restart. Time to sprint for the spare car. Still, don't worry; be happy; the title is safe...

through the air. Michael spoke afterwards of the Michelins being more suited to Hockenheim than any other circuit on the planet, which was his way of explaining the speed differences to the Williams-BMWs, but you wondered if this is really what he meant. There wasn't a lot wrong with the Bridgestones at Hockenheim, DC's blistered rears aside, but it is clear that a power advantage allows you to run more wing. More wing provides more grip. More aero grip adds to the 'chemical' grip of the tyres – this being a phrase coined by McLaren's Steve Hallam to describe the adhesiveness of a tyre compound as distinct from the car's 'mechanical' grip. Et cetera. With a tad more Ferrari or Mercedes engine power, in other words, the Bridgestones might have been right up there with the Michelins at Hockenheim.

Michael was his usual, late self onto the grid on Sunday afternoon. He used the steps at either end of the Ferrari motorhome to pass a slower-moving

engineer en route to the garage and pulled up onto the grid three minutes before the pitlane closed. A bathroom break, then a quick joke session with Ralf, ending with Ralf saying that he would wave to Michael as he disappeared into the distance...

It was when Michael's Ferrari punched into second gear that it suddenly baulked and slowed. Michael sat there, cringeing, waiting for a bang... and it came – hard, violently, skewing him to the left and wiping away his right rear wheel. To his right, in his peripheral vision, he could see a blue car somersaulting through the air.

He slid to a halt, out of the race, and looked across at the Prost. Luciano Burti was magically climbing from the wreck, completely unharmed. Michael waited for him, then put his arm around him, apologising for being an almost stationary object in the middle of a grand prix start. Briskly, then, for the second successive year, he began the walk to the garage.

He watched the replay on the big screen

as he did so... and suddenly there were red lights glowing where before it had said simply 'Safety car'. New race! Within milliseconds, he was sprinting. Within minutes, he was strapped into the spare Ferrari and driving out onto the circuit.

Michael was lying second, and would have finished second, when this car also stopped. He had beautifully passed Hakkinen's McLaren before the first chicane, flicking left when no-one expected it, and had steadily pulled away. Montoya was out, Mika was out, Rubens was on two stops... but then, shortly after his stop, the Ferrari ground to a halt. He thumped the wheel in frustration.

A few minutes later, even as Michael stood chatting to a marshal and waving to the crowd, David Coulthard's McLaren-Mercedes pulled onto the grass. Michael allowed himself a smile. It was time to chill, to listen to the marshal's old radio, up to his ear, savouring Ralf's moment... and, yes, to wear the sawn-off jeans. **1**

CHARLES COATES/LAT; MARK THOMPSON/ALLSPORT; PA PHOTOS



People have complained this photograph is not a fair representation of the graphics in GT3. Sorry. We'll use a better one next time.

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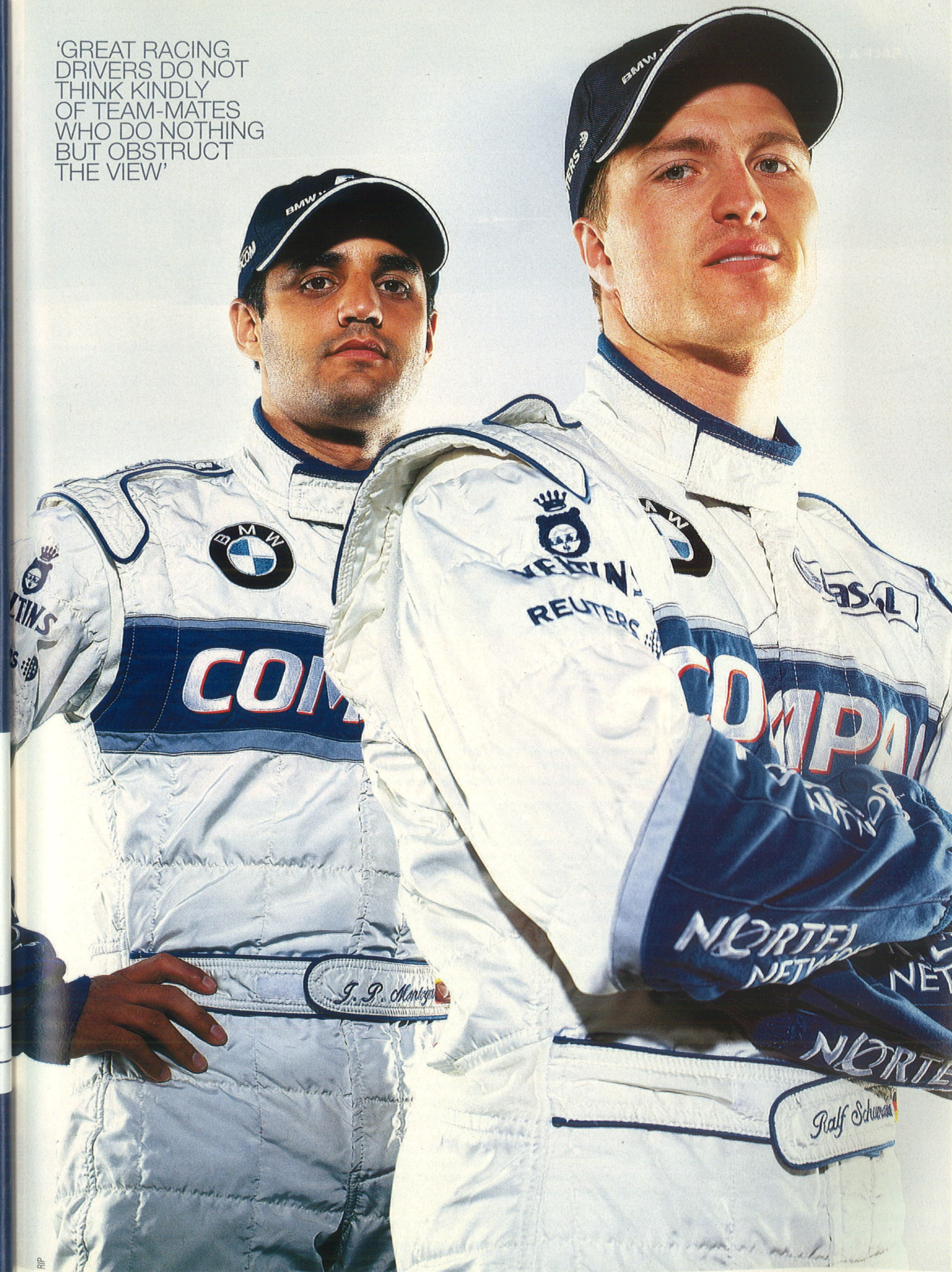


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THE THIRD PLACE

'GREAT RACING DRIVERS DO NOT THINK KINDLY OF TEAM-MATES WHO DO NOTHING BUT OBSTRUCT THE VIEW'



IT COULD BE YOU... OR YOU

Powered by BMW and gripped by Michelin, Williams have achieved the almost impossible: Formula 1 renaissance. Next year one of Frank's boys could well win the championship. But which one? Peter Windsor unravels the dynamics of the Schumacher-Montoya *thang*

Williams have been down this road before. Think Nelson Piquet-Nigel Mansell – with subtle differences, naturally. Nigel was the tough, aggressive incumbent, Nelson the smooth, much-esteemed megastar. They hated one another, of course, because great racing drivers do not think kindly of the men who

stand in their way – or of team-mates who drive more or less similar cars and do nothing but obstruct the view. You say one thing, they say another. You will be quick – they will be quicker. It is not what you need if you are a DC or a Mika or a Ralf or a Juan, and so you dream of it often – of what it must be like to be Michael and have the whole world

at your feet, fulfilling your every need. So do not be dismayed to learn that Nelson and Nigel were two guys who loathed the ground upon which the other walked. Nelson could argue that he would have won the 1986 world championship if Nigel hadn't been around; Nigel could say the same about '86 and '87.

At this point it's as well to say that none



The intense rivalry between Nigel Mansell and Nelson Piquet – team-mates at Williams in '86 and '87 – foreshadowed that between Ralf and Juan. In both pairings, neither man would compromise his race for his team-mate

of this was a problem for Williams as a team – just as the so-called Mika-DC situation is not a problem for McLaren. What a *team* wants/needs/requires/lucks into/finds itself with is very different from what a *driver* requires from life. From Williams' point of view, Nelson and Nigel were the best two drivers that could be hired; they perfectly matched Williams' policy of maximising every possible performance area of the programme. If the drivers took points from one another, this was more than made up for by the standards attained overall. With a lesser driver, or drivers, goes the argument, Williams might not have been in such a pre-eminent position to win races.

The same is true today of McLaren International. It's not that Ron Dennis doesn't like asking Mika Hakkinen to give way to David Coulthard; it is the factory he is thinking about when he tries to maintain equality. When you're talking 500-600 people, you want all of them to be motivated towards winning. If one half of the team comes under the heading of

'number two', a certain percentage of the staff will inevitably work to that standard. It's no surprise, in other words, that the Barrichello Ferrari gives more trouble than the Schumacher car.

And there's another point: a driver-orientated team is fine if the driver is (a) capable of justifying the status and (b) always there. Motor racing is a dangerous business around which to base an annual, ongoing investment of around £150 million, particularly if you're talking about the health or otherwise of one very fast kid who isn't afraid to bump into things. Ferrari survived Michael's leg-breaking accident in '99, but that was because the momentum was there and his absence was relatively short-lived. How would they have fared if they had raced for most of that year with Eddie Irvine and Luca Badoer?

So don't be surprised that WilliamsF1 have stacked Herr Schumacher up against Snr Montoya. It's not a question of the fight between them upping their individual standards of excellence: it's a given that Ralf and Juan extract the maximum from

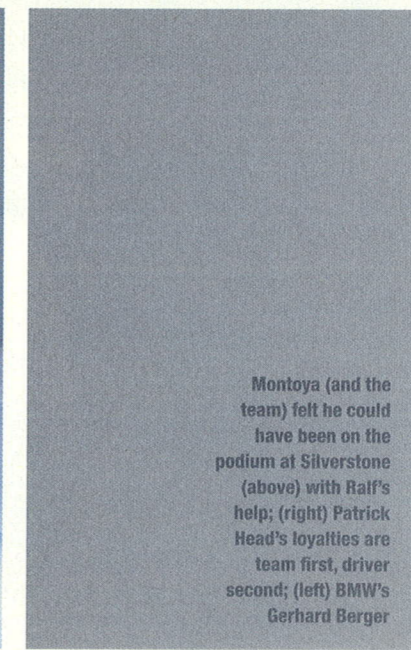
any given Williams-BMW on any specific day, regardless of the weather, the position of the moon or the tint of their visors. No, the policy is simple: these are two great racing drivers, so we want them both. It is the best way to maximise our chances.

There are other similarities with the past. Nigel drove with the front end of the car, stealing early entries, braking as he turned the wheel. Nelson was a classicist, skimming the natural apex with power applied, hunting for the exit. Once, at Paul Ricard in '86, with Nelson leading Nigel at the the double-apex right, Nelson was shocked to find Nigel apparently up inside him, attempting to pass at what was generally agreed to be an impossible place. He backed off and gave Nigel room. He was incensed.

And yet Nigel hadn't been trying to pass: he had simply been adopting his natural line, turning into the second apex from maybe a car's width further to the inside. From where he sat, Nelson appeared to be leaving the door wide open...

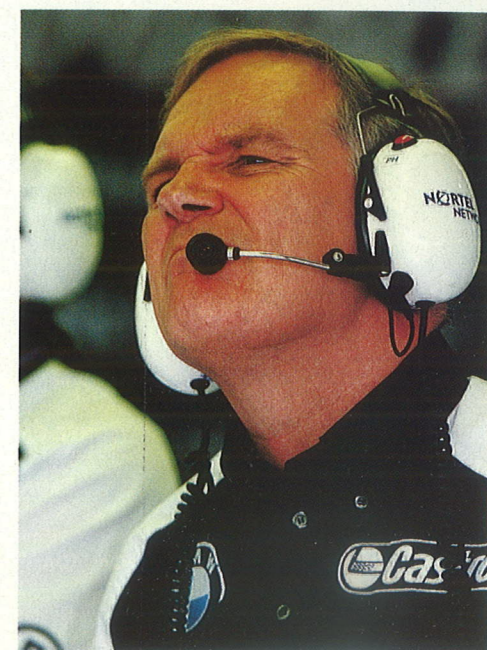
Juan was on a different strategy from Ralf in France, and was over a second a lap quicker. He might have been second if Ralf had let him past

RIGHT: DARREN HEATH; TOP: STEVEN TEZZAT; FAR RIGHT: OLIVIER ROSSEAU



Montoya (and the team) felt he could have been on the podium at Silverstone (above) with Ralf's help; (right) Patrick Head's loyalties are team first, driver second; (left) BMW's Gerhard Berger

'JUAN SWITCHED CARS AT SILVERSTONE AND WAS AMAZED TO FIND RALF'S SET-UP TO BE ALMOST UNDRIVEABLY SOFT'



There will be similar misunderstandings, I predict, between Ralf and Juan because for Nigel read Ralf and for Nelson read Juan. They use different parts of the road on the approach to most types of corner and I'm not sure that they know that yet. (Most drivers are totally unaware of the lines taken by their peers and assume that differences, when they appear, are either mistakes or are *force majeure*, based on a handling problem or some such.)

The similarities – and differences – are there on set-up, too. Nigel generally liked to run with more suspension compliance than Nelson, enabling him to plug the front end of the car before his right foot went for the power. Nelson ran a stiffer chassis, based on his ability to drift the Williams towards an apex, balancing slip angles with the throttle.

Juan switched cars at Silverstone this year and was amazed to find Ralf's set-up to be almost undriveably soft. For what Juan needed – a taut, progressive car, giving him feel from front to rear – Ralf's

set-up was a mile away.

None of this is a problem in terms of development. On the contrary: when you have two guys who push their cars to the limit, attacking a problem from two different directions, it gives you greater depth. It's when there's a slight question mark about your driver's 365/7 commitment that the trouble generally begins. If he's at nine-tenths 99 per cent of the time, it doesn't matter if he turns in late, early or with the brake balances wound fully towards the rear. You're never going to make major progress with your development.

I think there are parallels in temperament, too. As Ralf brushed interviewers aside, including Bruce Jones, the FOM digital TV man, at Silverstone after retiring from the race with an engine failure, especially when he is heading only for minor points. We have to assume, therefore, that he had been told by the team, for the second time in two races,

to give way to Juan. (I say "told". Knowing Williams, a longish conversation had probably taken place, along the lines of, "Ralf, are you able to go quicker? Juan is catching you..."). Nigel would have erupted at such talk, and so, obviously, did Ralf, particularly as in both cases he was on a different strategy from Juan (different tyre compounds and fuel levels at Magny, one stop instead of two at Silverstone). Nigel would have been no more likely to move over for Nelson than he would for Ayrton Senna or Alain Prost. And so it is with Ralf. He said his radio wasn't working at Magny-Cours. At Silverstone... he said nothing.

Williams were right to converse with Ralf, of course, because in both cases Juan had a chance of bettering his position whereas Ralf's races were stagnating. Ralf, Williams now probably appreciate, is never – ever – going to be a racing driver who gives anything away without a fight or (at worst) a massive verbal reminder of his rights. Ralf is quickly establishing himself as a brilliant, Michael-like racing driver who likes everything to ►

RALF & JUAN

>Ralf v Juan in 2001: Schuey jnr still has the edge (complete to Silverstone)



Ralf Schumacher



Juan Pablo Montoya

AUSTRALIA:
Qualifying 5th – 1m27.719s
Race Retires on lap 5
 Jacques Villeneuve runs into the back of him at Turn 3

MALAYSIA:
Qualifying 3rd – 1m35.511s
Race 5th – 1h48m23.034s
 Manages to stay ahead of Mika Hakkinen, who is 6th

BRAZIL:
Qualifying 2nd – 1m14.090s
Race Retires on lap 1
 Race ends in abrupt and now familiar fashion when Rubens Barrichello runs into the back of him on first lap

SAN MARINO:
Qualifying 3rd – 1m23.357s
Race 1st – 1h30m44.817s
 Claims first win at 70th attempt

SPAIN:
Qualifying 5th – 1m19.016s
Race Retires on lap 21
 Spins out from 4th place

AUSTRIA:
Qualifying 3rd – 1m09.769s
Race Retires on lap 10
 His brakes deteriorate over several laps, until he stops

MONTE CARLO:
Qualifying 5th – 1m18.029s
Race Retires on lap 58
 Retires from 3rd place with hydraulic problems

CANADA:
Qualifying 2nd – 1m16.297s
Race 1st – 1h34m31.522s
 Sets fastest lap of the race and wins with a 20-second lead

EUROPE:
Qualifying 2nd – 1m15.226s
Race 4th – 1h30m16.069s
 Has a 10s stop-go penalty for crossing white line on pit exit

FRANCE:
Qualifying 1st – 1m12.989s
Race 2nd – 1h33m46.035s
 Takes lead at start, but loses it due to a pitstop problem

SILVERSTONE:
Qualifying 10th – 1m22.283s
Race Retires on lap 37
 Engine failure puts him out soon after his pitstop

AUSTRALIA:
Qualifying 11th – 1m28.738s
Race Retires on lap 41
 Retires from fifth place with an engine failure

MALAYSIA:
Qualifying 6th – 1m36.218s
Race Retires on lap 4
 Starts from pits in spare car and spins off on 4th lap

BRAZIL:
Qualifying 4th – 1m14.165s
Race Retires on lap 39
 Takes the lead from Michael Schumacher into Turn 1; retires when crashed into by Jos Verstappen

SAN MARINO:
Qualifying 7th – 1m24.141s
Race Retires on lap 49
 Engine failure ends his race

SPAIN:
Qualifying 12th – 1m19.660s
Race 2nd – 1h31m44.042s
 Comes 2nd, his first GP finish

AUSTRIA:
Qualifying 2nd – 1m09.686s
Race Retires on lap 42
 Leads from Ralf to first corner; retires with hydraulic problems

MONTE CARLO:
Qualifying 7th – 1m18.751s
Race Retires on lap 3
 Crashes out from 5th at the Swimming Pool

CANADA:
Qualifying 10th – 1m17.123s
Race Retires on lap 20
 Crashes out on lap 20 while running in 10th place

EUROPE:
Qualifying 3rd – 1m15.490s
Race 2nd – 1h29m46.941s
 Sets fastest lap of the race on lap 27; his 2nd race finish

FRANCE:
Qualifying 6th – 1m13.625s
Race Retires on lap 53
 Engine failure ends his race on lap 53 while leading

SILVERSTONE:
Qualifying 8th – 1m22.219s
Race 4th – 1h26m.42.542s
 Feels he would have been on podium if Ralf had let him past



Ralf has established himself as a leading driver. At Williams, he dominated Zanardi in '99, was a bit spooked by Button in '00, and has now upped his game against Juan

RALF & JUAN



THE RACING BETWEEN RALF AND JUAN WILL BE RAW AND UNDILUTED. NO COMPROMISE, NO SIDES'



TOP AND FAR RIGHT: DAREEN HEATH; RIGHT: MARK THOMPSON/ALLSPORT



Ralf (right) was running in third at Monaco (above) until he pitted on lap 58 with hydraulic problems. Frank Williams (left) enjoys having two fiery drivers in his team – it ups overall performance



be just-so. Move any of the variables from his table, though, and everyone will quickly know about it.

Juan, it appears, is a much smoother, much more Nelson-like operator. His forte is racing – to the point where he doesn't much care for anything else. He can watch replays of Patrick Head, looking aghast as he follows Juan's progress into a tyre wall, and think, genuinely, that it is very funny, (which it is!), and he can see Ralf being extremely annoyed about something but it will make no difference to Juan's demeanour. He is totally, 100 per cent, confident in his own ability, in his own presence and in what he's about to achieve. Nothing throws him.

It is a help, it has to be said, that Juan and Ralf are these days able to live in separate motorhomes. At races, Ralf gravitates to the BMW area, Juan Pablo to Williams and Compaq and only rarely do they appear together at the same sponsorship functions. In '87, Nigel and Nelson shared the same 'drivers' area' in the dark blue Williams motorhome.

Conversation was limited.

Where will it end? I think it's very probable that both will win world championships over the next four years and that both will in time be remembered amongst the greatest – amongst the Michaels, Prosts and Sennas – and ahead, it has to be said, of the Piquets and the Mansells. It is difficult already to criticise Ralf in any area; Juan Pablo over the first part of '01 was not able to qualify as well as he raced but in all other aspects of his performance has been sublime – particularly as he is still so relatively inexperienced. And, disciplined by Williams, integrated into the Patrick Head way of things, Juan's qualifying levels are already improving markedly. We are facing, as I have said before, an era of extreme racing between the drivers of the Williams-BMWs... between the next car to win a string of races.

So think again about Piquet and Mansell at Brands, '86, or at Silverstone, '87 – or about any number of other races during those two, titanic years. The racing is

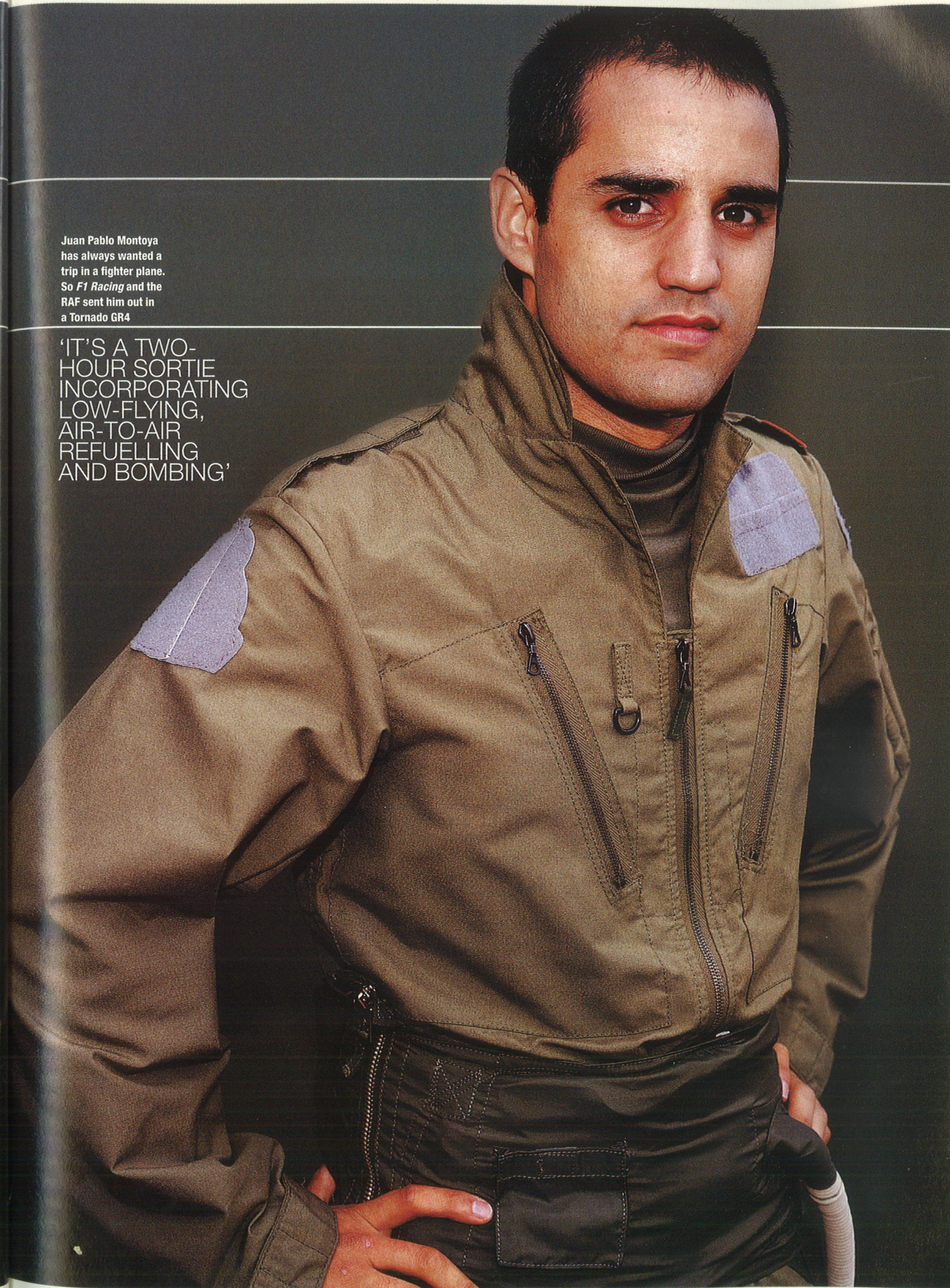
never closer than when the cars are identical and I don't think you're ever going to see Williams wanting one driver to finish ahead of the other – not unless one of them is significantly slower for any reason (as at Magny and Silverstone this year), or one of them is no longer mathematically able to win the championship. Frank Williams and Patrick Head are more committed to the sporting ethic of F1 than any two other individuals of whom I can think. Head, for example, was exasperated by Jarno Trulli's lack of feel for the championship at Silverstone, when he collided with David Coulthard at the first corner. "It's not a question of whether it was 50-50 or 40-60 or whatever," said Head afterwards. "It was a simple matter of not respecting the position of a guy who was clinging onto the championship by his fingernails..." Not too many team co-owners would be so moved by an incident in which they had no vested interest.

In other words, the racing between Ralf and Juan will be raw and undiluted. No compromise, no sides. 1



Juan Pablo Montoya has always wanted a trip in a fighter plane. So *F1 Racing* and the RAF sent him out in a Tornado GR4

'IT'S A TWO-HOUR SORTIE INCORPORATING LOW-FLYING, AIR-TO-AIR REFUELLING AND BOMBING'



'FORMULA 1? SO SLOW...'

One advantage of being famous is that if you ask the RAF to take you up in a Tornado, they agree. It's faster and more furious than F1. Montoya loved it

Words by Tom Clarkson; photographs by Stuart Freedman

The oldest joke in the book: fill him up with food and watch him retch. It's refreshing to see that a Formula 1 driver doesn't escape the wit of the Royal Air Force.

We're at RAF Marham in Norfolk for the realisation of a childhood dream. Juan Pablo Montoya has always wanted to have a ride in a fighter plane, and he now has a Tornado GR4 (the bomber version of the £27 million fighter) waiting for him, courtesy of 13 Squadron. It won't be a

light-hearted joyride, either; it's a two-hour, two-plane working sortie incorporating low flying, air-to-air refuelling and bombing.

"You've got to eat before you go up," they tell him. "If you're going to be sick, you must have something inside you, otherwise it's very painful." Into the canteen, then, for the only food on offer: chips and beans.

Juan is decked out in green standard-issue RAF overalls, which include a layer of Nomex, like his race suit, for protection

against fire. At no time on the flight will his plane have less than four tonnes of highly inflammable avgas on board.

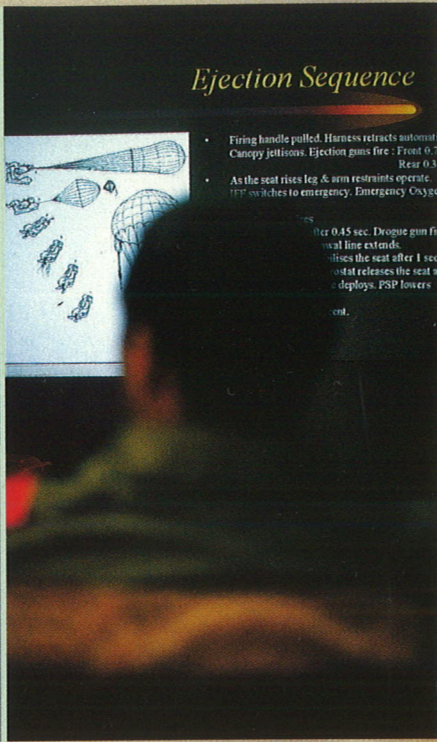
He has a single wing on his flying badge, signifying navigator (a pilot has two), and he's wearing a *g*-suit and a helmet. Unlike the horizontal forces Juan pulls in his Williams, the *g*-forces in the plane – which will be between 4 and 6*g* – will be vertical. The job of the *g*-suit is to inflate around his legs and stomach and keep the blood in his head. ▶

RALF & JUAN

'JUAN HIRED TOP GUN ON VIDEO LAST NIGHT. THE MOVIE AND REALITY ARE NOT SO FAR REMOVED. HE IS FLOWN BY A GUY CALLED "WOODY"'



Juan with Moose, who flies the lead plane (left). Before flying, Juan is taught what to do if the pilot shouts "Eject!" (right). And he learns the cockpit instruments – useful, as he's in a navigator's uniform (above)



Ejection Sequence

Firing handle pulled. Harness retracts automatically. Canopy jettisons. Ejection guns fire: Front 0.7 sec. Rear 0.3 sec.
As the seat rises leg & arm restraints operate. PSP switches to emergency. Emergency Oxygen.
After 0.45 sec. Droogie gun fires. Fuel line extends. Seat rises after 1 sec. Seat releases the seat at 1.5 sec. PSP lowers out.

His shaven dark hair makes him look very Tom Cruise, but without the sunglasses. His sponsor, Oakley, does nothing like the classic Ray-Ban Aviator, so we don't use any for the photoshoot.

To get himself in the mood for this dream-come-true, Juan hired *Top Gun* on video last night, and he discovers that the movie and reality are not so far removed. There are the nicknames: he is being flown by a guy called 'Woody', and the lead plane on the sortie will be flown by

'Moose'. There is the same 'Jester's Dead'-type verbal jousting in the changing rooms and there is a string of beautiful ladies in uniform walking around attending to the pilots' wishes.

For legal reasons Juan is not allowed in the air without some basic training. He is given a medical, a safety briefing and an hour-long lecture on what each of the different instruments in the cockpit does.

He is examined for minimum weight, height and blood pressure, a safety expert

tells him what to do if Woody (also known as Dave Wood, one of the squadron's most accomplished pilots) shouts, "Eject! Eject! Eject!", and he is shown by another guy which buttons to press on the radar screen as they progress through the flight.

"You won't hear me shout the third 'eject'," interjects Woody from the back of the classroom, "because I will have already left the aeroplane!" He adds that in 2,000 hours in a Tornado he has never had to get the hell out.

The helmets are adjusted to ensure a good fit. Judging by the look on his face, this isn't the best part of the day for Juan!



The GR4 has been in use for 20 years, including service in the Gulf and Balkans. It takes pilots three years to learn to fly it. Juan looks at his radar screen (below)

The safety equipment in the event of landing on water particularly fascinates Juan. Attached to his parachute is a dinghy that will automatically inflate when he hits the sea, and he has a survival pack that includes flares and a fishing line.

"I don't like sushi," he says, "so we'd better not go down!" There's a certain amount of bravado between Juan and the pilots during the briefings. Behind the jesting, however, there's a mutual respect because, although their chosen professions are very different, a racing driver and a fighter pilot are the same breed: calculated risk takers.

The GR4 is the pride and joy of the RAF, despite being a 1960s design and having been in active service for 20 years. It has a successful service history in the Gulf and the Balkans, and it is a complex plane to fly. It takes three years to learn, and that's not just controlling the 18,000lb of thrust, but also all the cockpit instruments that go with it. It's a sparse environment under that Perspex canopy, and the seats have no padding.

At exactly 2.20pm the two planes take off in formation and head north for a 20-

minute journey to the Lake District, where they carry out a low-level rollercoaster ride at 250 feet (75 metres). They fly in single file, Juan in the number two plane.

What Juan doesn't know is that I have tipped off Woody to scare him stupid and to pull as many gs as possible. It was like showing a red rag to a bull.

"Whoa!!"; "Bloody hell!"; "It's brilliant!"; "I don't know how you do it!"; "Arrghh!"

These are just some of the exclamations from Juan as they travel through the rural valleys at 640mph. I know this because all in-flight conversation is recorded and I have the tape... There are also two rather ominous retching sounds, which usually coincide with a heavy g-loading and the g-suit pressing against Juan's stomach.

The conversation is extremely clear through the noise-activated headsets and Juan makes some interesting observations. He admits to a sensation of speed, which is surprising for a guy who spends his life at 220mph on the ground. He is also astounded by the manoeuvrability of the GR4 and by how early Woody has to turn into a corner when following the contours of a valley.

"Although the plane is very nimble," says Woody, "you have to give yourself quite a bit of lead time at this level and this speed. You are having to predict what is going to happen a lot of the time."

From the Lake District they head over the North Sea and climb to 15,000 feet for some air-to-air refuelling. They take on two tonnes of fuel before disengaging and heading south, to the Wainfleet Weapons Range north of the Wash. There they drop a bomb from low level, a drill that the squadron carried out on a daily basis on Iraqi airbases during the Gulf War.

"We couldn't see it explode because that happened behind us," says Juan, "but the build-up to releasing it was fun. Very precise."

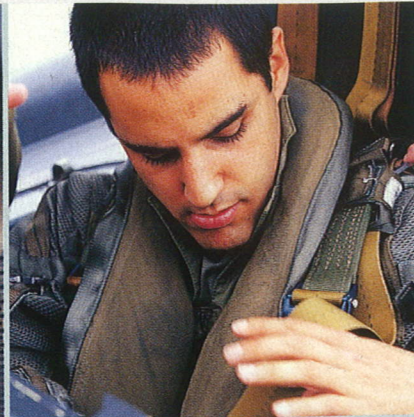
Before returning to base, Woody conducts some aerobatics over the Norfolk coast. Vertical climbs, 360-degree rolls and anything else that highlights the agility of the GR4. At this point Juan even takes control of the plane, throwing it into such a quick series of 360-degree barrel rolls that he feels sick again.

Back into Marham, Woody and Moose mock a landing by touching down and ▶

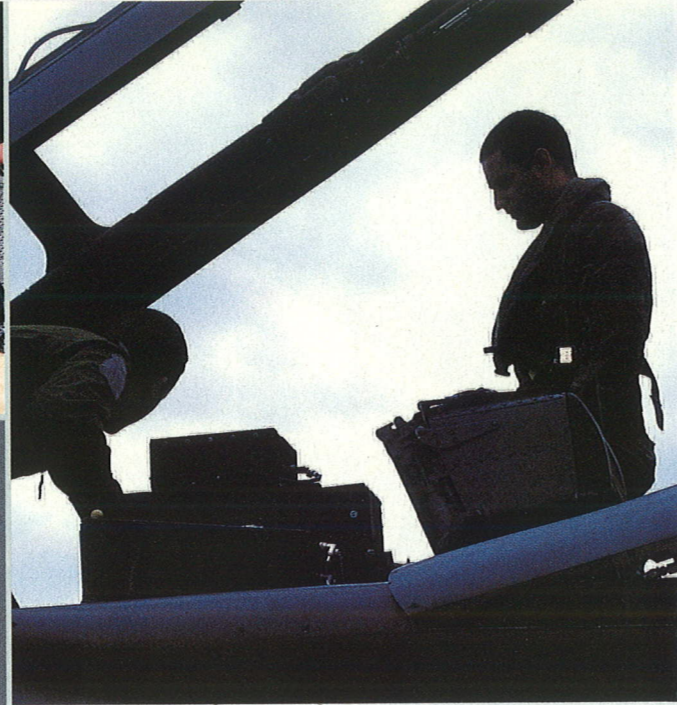


'ATTACHED TO JUAN'S PARACHUTE IS A FISHING LINE. "I DON'T LIKE SUSHI," HE SAYS, "SO WE'D BETTER NOT GO DOWN!"'

RALF & JUAN



There's no luxury in the cockpit – the seats aren't even padded (above). But Juan doesn't mind: the grin on his face says it all (left). Tom Cruise, watch out – Juan wants the star role in *Top Gun 2* (right)!



taking off again, before finally coming in together. I'm standing on the edge of the runway and Juan gives me a little wave to indicate that all's well.

By the time I return to the hangar, the planes are already there and the cockpits are open. Juan has taken off his helmet and oxygen mask and is gulping at the fresh air. Part of the reason for his rather sallow complexion, he says, is because of the stale air.

But he's grinning from ear to ear. Michael Schumacher holds no fear for him on a track, but he has met his match in Dave Wood.

"That was every bit as good as I thought it was going to be," he says. "Maybe better because Woody is bloody good at what he does. He's a really good pilot."

Having unbelted, Juan gives Woody a hug. It's a touching moment, but he doesn't tell anyone about his two stomach-churning experiences. His secret is only let out when one of the ground staff appears with two sick bags, long after

Juan has left the air base, and says, "You might want to ask him what's in these."


I don't look myself, but I'm told the bags contain chips and beans... Have Ministry of Defence budgets been slashed so much that recycling is now the order of the day?

Juan makes a hasty departure because he's been at Marham for more than eight hours and he has to be in London for a team function later that evening. The entire squadron congregates in the car park to wave him off, which reflects the support he has generated during the day.

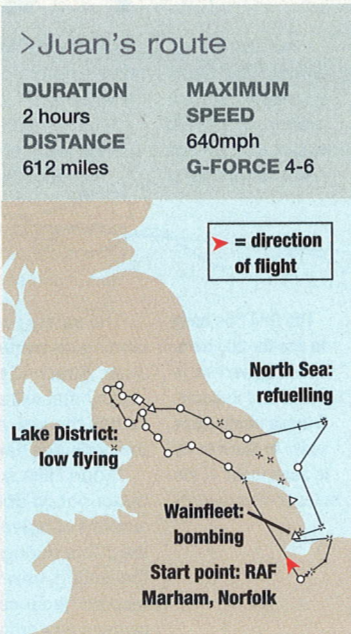
It's proof that, unlike many of the drivers on the grid, Juan Pablo Montoya is a real person. To organise this day, I didn't have to deal with the usual brick wall of managers and PRs; I dealt with him personally – and you can't do that with many of his on-track peers.

"Beat the German," they shout as he drives off.

"I'll try," he replies. "Mind you, it would be easier in a Tornado."

Chocks away! 

The Tornado is surprisingly nimble, though you need to concentrate hard because it's so fast. Juan reckons he'd definitely beat Schuey if he had one of these!



'JUAN IS GRINNING FROM EAR TO EAR. MICHAEL SCHUMACHER HOLDS NO FEAR FOR HIM, BUT HE HAS MET HIS MATCH IN WOODY'



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'WANT A LIFT HOME?'

Some people collect stamps. Ralf Schumacher collects race cars. In fact, he owns all the open-wheelers he's ever raced. So which one's your fave then, Ralfie?

Words by Tom Clarkson

Ralf is late. He's visiting his grandmother, who lives nearby and follows his career avidly. She hasn't seen him since he won his first grand prix, so there's a lot to discuss.

He has left us waiting at the Michael Schumacher kart circuit in Sindorf, a suburb of the Schumachers' home town of Kerpen. The directions are simple: leave the motorway at the Sindorf junction, turn onto *Michael Schumacher Strasse* and you can't miss it.

We're in a vast aircraft-style hangar that is unapologetically a shrine to the soon-to-be-four-time world champion.

The walls are covered in posters of Michael, and all the Formula 1 cars that he has ever raced (bar the 1991 Jordan that Ejeay refuses to sell) are on show at different points around the track.

Strewn among Michael's cars – rather haphazardly perhaps – are Ralf's. It's a more interesting and eclectic group because they aren't exclusively F1 machines: he has unearthed every single-seater he has ever raced. The collection would be complete if he had the McLaren F1 GTR he campaigned in the '96 Japanese GT Championship, but he says it's too expensive.

His cheapest car is the ADAC-BMW Formula Junior, for which he paid DM15,000 (£4,700) and for the F1 cars he paid anything between DM400,000 (£126,000) and DM900,000 (£283,000). His Japanese Formula Nippon came for free, a deal that he negotiated into his contract with the Le Mans team that ran him, and the Formula 3 car came at a "friendly" price because he was being run by his manager, Willi Weber.

We forklift the cars outside to form a dummy grid, the quickest (and newest) at the front and the slowest (and oldest) at the back. It's an awesome sight because

what we have gathered together are the raw ingredients of F1 success: each car has played a vital role in the making of who Ralf Schumacher now is.

When he arrives (via BMW M5), he is stopped in his tracks by the sight of all his old friends glinting in the sunlight. Gobsnacked, indeed. He makes the effort to talk to each car individually. Straight up. He even caresses the edges of their cockpits, crouching beside each one to remind himself of the driver's-eye view.

Ralf's climb through the junior formulas, you see, was not as fluid as Michael's. He didn't have Mercedes-Benz nurturing

him, and there was pressure all the way because of his famous surname. It was only when he stepped into the cockpit that he could escape all the ballyhoo.

The story began with Formula Junior in '93, when Ralf was 18. He finished second in the championship. The following two years were spent in German F3, in which he finished third and second. By failing to win the title in either season he committed sacrilege in the eyes of the German media. Schumachers are not allowed to finish second, you see.

He escaped the pressure by going to Japan in '96, where he won the Formula

Nippon Championship in his favourite car, the Reynard-Tomei that lapped Suzuka just two seconds shy of an F1 car. That set him up for a McLaren test, after which Ron Dennis offered him a testing contract. But the wily Eddie Jordan offered him a race seat for '97, so that's where he ended up.

He hit the ground running. In his third grand prix, Argentina '97, he became the youngest man ever to grace an F1 podium. In '98, '99 and '00 he grew ever stronger. At Imola this year he won his first GP. He is currently 6/1 with Ladbrokes to win the '02 championship.

Here then, is his story, as told by his cars.

'EACH OF THESE CARS HAS PLAYED A VITAL ROLE IN THE MAKING OF WHO RALF SCHUMACHER NOW IS'



The proud collector. The car he's sitting on is last year's Williams-BMW FW22. He's now talking to Frank about buying one of this year's winning FW23s

ADAC-BMW Formula Junior (1993)

2nd in championship

Ralf: "This was my first real race car because it had wings that produced downforce. Setting up the suspension and the aerodynamics was basically the same as with every single-seater I drove afterwards. It wasn't difficult to adapt to the Formula Junior cars from karts, so this was the ideal start to my career.

"These were happy days because the drivers had to help prepare the cars and, in the evenings, we all had dinner together."



> Formula Junior: Ralf's first 'winged' series

Engine: 104 EB, 110bhp
Gearbox: Single dry-plate clutch (sintered lining), sequential five-speed gearbox
Braking system: Two independent circuits (front/rear), adjustable brake distribution
Suspension: Independent with double wishbones, Bilstein spring/damper struts
Wheels: BBS
Tyres: Pirelli slicks and wets
Fuel: Premium grade, unleaded

Race history: Raced all season

Formula 3 (1994 & '95)

'94: 3rd in German Championship; '95: 2nd in German Championship

Ralf: "My two years in German F3 were key for me, and they weren't easy. For the first time I was in the glare of the media, and everybody started to compare me with my brother Michael. The other guys seemed to think that if they could beat a Schumacher they must be great drivers.

"My biggest problem was my weight. I was 15kg heavier than my rivals. That cost me two tenths of a second a lap. But I won the Macau Grand Prix at the end of '95. After that, I decided to collect my cars."



> Ralf's first taste of fame was in Formula 3

Engine: Opel, 175bhp
Gearbox: Five-speed Dallara; Hewland gears and differential
Brakes: Brembo
Front suspension: Push-rod, mono damper
Rear suspension: Push-rod, twin damper
Wheels: OZ

Race history: Three wins, four second places in 16-race championship; two poles
Marlboro Masters of F3, Zandvoort: 2nd
Monaco F3: 2nd
Macau GP: 1st

Formula Nippon (1996)

Champion

Ralf: "I had an offer to race for Opel in the DTM, but I wanted to drive single-seaters so I tested for Formula Nippon at Suzuka. "After the first day I phoned Willi Weber and asked him to keep the Opel door open because the cornering speeds and braking points were so far beyond anything I had experienced before. But, after two days of testing I was quickest and I went on to win the title. That's why the Reynard-Tomei is my favourite in my collection... so far."



> Ralf's favourite – he won the title in this one

Engine: Mugen MF308
Gearbox: Hewland transverse, Reynard casing
Brake system: AP Racing
Suspension: Reynard, with Dynamic dampers
Wheels: OZ
Tyres: Bridgestone

Race history: Three wins in 10-race championship; one pole

Jordan 197 (1997)

11th in world championship

Ralf: "This was a great race car. The only problem was that it did not improve as much as others during the year. This might partly have been the fault of the drivers because Giancarlo Fisichella and I were very young, with very little F1 experience. "One mistake we made was to do all our pre-season testing in race conditions. When we took the fuel out for the first qualifying session, the tyres didn't work and we didn't know what to do about it."



> Like his brother, Ralf entered F1 with Jordan

Engine: Peugeot A14 V10
Gearbox: Jordan 7-speed longitudinal semi-automatic; Jordan hand-operated clutch
Brake pads and discs: SEP
Brake calipers: Brembo
Front and rear suspension: Double wishbones, pushrod; Jordan/Penske dampers
Wheels: OZ
Tyres: Goodyear
Fuel capacity: 145 litres

Race history:
Australia: Giancarlo Fisichella, retired (spin)
Brazil: Fisichella, eighth
Argentina: Fisichella, retired (collision with Ralf)

Jordan 197: Ralf owns chassis 2, which was raced by Fisichella. The high-point of this debut season was Argentina, where Ralf came third – shame he knocked Fisi out of the running though!

'THE JORDAN 197 WAS A GREAT RACE CAR. THE PROBLEM WAS THAT IT DID NOT IMPROVE AS MUCH AS OTHERS DURING THE YEAR'



Jordan 198 (1998)

10th in world championship

Ralf: "This car was pretty much a disaster at the beginning of the year. We had nothing but oversteer and seemed completely unable to cure it. But it was much better from Silverstone onwards, where we had a new undertray and new wings, and the results started to come because of this."

"It was the same story with the engine: it was not very good in the first couple of races, but from mid-season it was OK."



> Belgium: second place, his highest finish yet

Engine: Mugen-Honda MF301HC V10 3.0-litre
Gearbox: 6-speed Jordan design; Jordan clutch
Brakes: Brembo
Wheels: OZ
Tyres: Goodyear
Fuel capacity: 135 litres

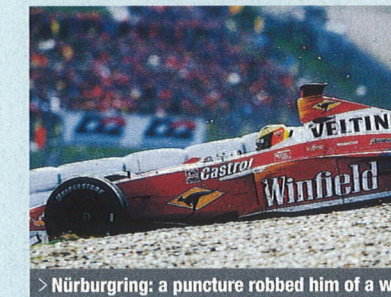
Race history: Raced by Ralf all season. Best result was second in Belgium (but only because Ralf was asked to move over for Damon Hill to allow the team's number-one driver to score Jordan's maiden GP win). Eight retirements

Williams FW21 (1999)

6th in world championship

Ralf: "Williams build their cars very much on the safe side and maybe the design has sometimes been a little bit too conservative. The first Williams I drove was the '98 car in testing and it didn't feel great, but I think that the Supertec engine was better than the Renault of today."

"With the '99 car we had an aerodynamic problem which meant that we lost downforce under braking, making the car very unstable."



> Nürburgring: a puncture robbed him of a win

Engine: Supertec V10, 3.0-litre, normally aspirated; 71° V; pneumatically controlled valves
Gearbox: Williams longitudinal semi-automatic 6-speed; AP clutch
Brakes: Carbon discs and pads operated by AP calipers
Suspension: Williams
Wheels: OZ
Tyres: Bridgestone Potenza
Fuel: Petrobras

Race history:
Australia 99: Ralf, third
Brazil: Spare car
France: Ralf, fourth
Britain: Ralf, third

Williams FW22 (2000)

5th in world championship

Engine: BMW E41 V10 72° V
Gearbox: Williams 7-speed longitudinal semi-automatic; AP Racing hand-operated clutch
Brakes: Carbone Industrie discs; Hitco calipers
Front suspension: Double wishbones, pushrod/torsion bar
Rear suspension: Double wishbones, pushrod/coilspring, damper
Tyres: Bridgestone

Fuel: Petrobras
Race history:
Spain: Jenson Button, 17th
Europe: Ralf, retired (collision)
Monaco: Ralf, retired (accident)
Canada: Ralf, 14th
2000's FW22: the most recent in Ralf's collection, the first ever Williams-BMW

Ralf: "This was a very easy car to drive. It had a good balance and was easy to set up. At the beginning of last year the BMW engine was too heavy and a bit peaky but, by the end of the season, it was already better than the Supertec, which stood us in good stead for this year." 📌



A-Z ralf & juan

Frank Williams likes **feisty** drivers, and these two are arguably **Montoya**; for Nigel Mansell read **Schumacher**. So what really

the **feistiest** he's had since 1987. For Nelson Piquet read gets them going, really **fires** them up? We've got it all

Compiled by Oliver Peagam

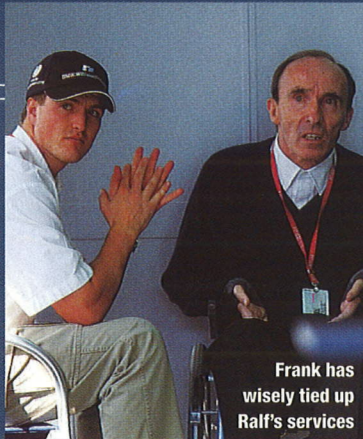


Ralf

ARMY
Ralf dovetailed National Service with Formula 1 in 1997.

BMW
Being German, Ralf has a kinship with the Munich-based marque.

CORA
As in Brinkmann, Ralf's special friend. How sweet.

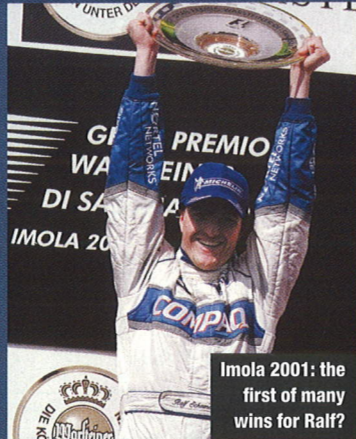


Frank has wisely tied up Ralf's services

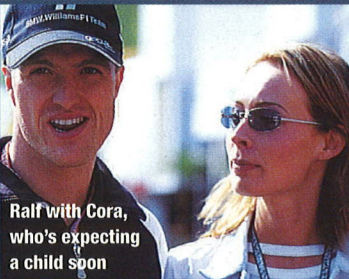
MICHAEL
Enough said.

NORBERT
As in Haug. The Merc man is chummy with Ralf. There were rumours of a German superteam built round Ralf and Mercedes, but Munich beat Stuttgart to it.

ORGANISATION
Ralf is an absolute stickler for attention to detail, and regularly throws his toys out the pram if things go wrong.



Imola 2001: the first of many wins for Ralf?



Ralf with Cora, who's expecting a child soon

GERMANS
Thousands of mullets and 'taches peeping out of BMW jackets shows Ralf is getting there.

HORSES
Ralf is mad for the gee-gees and regularly chills out away from F1 by putting his feet in the stirrups.



Stocky rather than standard F1 whippet

DEUTSCHLAND
But Ralf has yet to convert all of Big Brother's 'Schumi army' to his cause.

EDDIE
As in Jordan, who reckons Ralf might just be even better than Big Bro. Going by the record books, Eejay could be right. Again.

ITALY

San Marino, to be precise, the location of his first GP win, adding to the family silver. Schuey Snr retired from that race – but it was the first German car-driver win in F1 for more than 60 years.

PIES
He's had a few in his time, and even now he's not the most 'toned' of racers. But he's winning races so who are we to criticise?

QUARANTINE
Ralf's now deceased dog used to go everywhere in his plane, thus avoiding the quarantine laws.

ROLF
His father, without whom he would not have got started in karting.

SALZBURG
Location of the 'mansion' he has moved to after getting "bored" with life in Monaco. Being the high-earner he is, Ralf now pays 33 per cent tax for the privilege of living in Austria.

TITLE
Next year? A trip to the bookies is in order shortly...

UNESCO

The charidee he supports along with his brother. And you couldn't wish for wealthier patrons...

VERNACULAR

Ralf (and Michael) were born in a rather parochial part of Germany, giving them the German equivalent of Brummie accents. Yep, if Ralf had a 'tache he'd be like 'Our Nige'. Just think.

WILLI WEBER

His manager, who has made quite a few bob out of Michael through merchandising and is trying to do the same with Ralf. Er, sorry, for Ralf. Easy mistake to make...

XENOPHOBIA
Ralf can be rather cagey around the British press on occasion.

YEN
He made millions of them when he won the Japanese Formula Nippon Championship in '96.

ZZZZ
What he thinks every time a journalist asks about Michael.



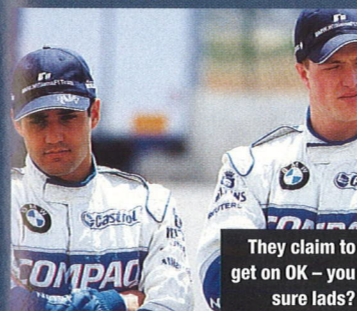
Juan

AMERICA
JPM won the '99 ChampCar title – the youngest champ ever.

BROWNS
His favourite restaurant when in Oxford. A chargrilled chicken man.

COLOMBIA
His country of birth. So popular is he at home, he can't go anywhere without a posse of bodyguards.

DING-DONG
The verbal war between Juan and Ralf at the start of the season. Tensions have thawed a bit since.



They claim to get on OK – you sure lads?

ENERGY
He's totally hyperactive all the time – just ask people at Williams.

FRANK
Again. Sir Frank to you (again). He loves a charger and JPM is from the no-holds-barred school.

GANASSI
The name of the team that took Juan to the ChampCar title and that Indy 500 win.

HELMET
He ordered a distinctive chromed helmet this year, especially for F1. Going by his combative style, he probably needs it.

INDY

He may not have retained his CART title in '00 (his record seven pole positions and seven wins in '99 were always going to be a tough act to follow) but he did the next best thing – he won the prestigious Indy 500 at his first attempt. And his prize for winning? Drinking the famous milk. Mmm, tasty...

JENSON

JPM took Jense's Williams seat, and could nick his Grove career.

K/M/H
He and Ralf have more grunt than anyone this year, thanks to BMW.

LANGUAGE
Chatting with JPM is a larf, since he regularly turns the air blue.

MONZA
Where he hopes to be the second man to do a 160mph pole (after Rosberg at Silverstone in '85).

NAME
In the US he dropped the 'Pablo' bit because he thought it would be simpler for the Americans.

VERTAKING
Yep, that move in Brazil. It was there that Schuey realised Juan had arrived in his world.



JPM's signal of intent in Brazil

PIES
Burgers, actually, to be precise.

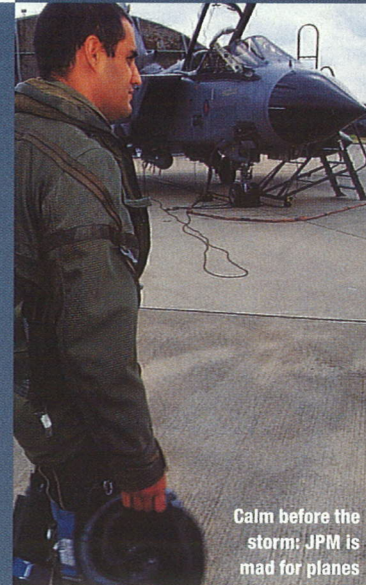
QUIZZICAL
That's how he is – forever wanting to know everything.

RALF
His on-form and race-winning team-mate he just has to beat – if Ralf's car-to-pit radio ever works properly. Modern technology these days, 'eh? Ahem.

SENNA
As with every South American driver of the past 10 years, the late great Ayrton is his idol.

VILLENEUVE

As in his 'best mate' Jacques. They've never really seen eye to eye since JPM was Williams' test driver in '98, JV's last year with the team. This mutual dislike spilled over in the drivers' briefing in Canada when JPM accused JV of trying to drive him off the track. Punches were thrown; it's not known if they connected.



Calm before the storm: JPM is mad for planes

WHEELSPIN
He loves it. And – traction control or no – he gets it!

X-TRAORDINARY
As in his self belief. Do not mess with this man.

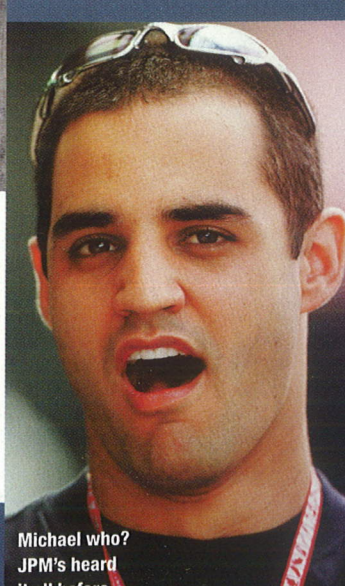
YACHT
He wants one.

ZZZZZ
What he must think every time a journalist asks him about Michael.

TORNADO

Juan Pablo has always wanted to take a ride in a fighter plane, so *F1 Racing* felt it only polite to offer him his childhood dream (see page 42). Just don't mention the sick bags...

UNRELENTING
One word for his banzai style.



Michael who? JPM's heard it all before

[for the road ahead]

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THE LONG INTERVIEW

Believe you him

Ron Dennis very rarely gives one-to-one interviews. When he does, he speaks slowly... pauses a lot... and weighs every word. Sometimes termed 'Ronspeak', the resulting discourse seldom glitters with sparkling phrases. But it never ever contains a lie. So when he talks, you listen. Matt Bishop did just that

Photographs by Darren Heath

Via a half-showy, half-sheepish sweep of his hand, Ron Dennis motions me into the McLaren motorhome's holy of holies.

Outside, in the Magny-Cours paddock, dollar-millionaires are sweating over million-dollar deals; here, in Ron's air-conditioned sanctum, all is cool, calm, ultra-clean. The wine - chablis, grand cru - is exquisitely dry and meticulously chilled. Ron takes a healthy sip. Let's start at the beginning.

Matt Bishop: You've been involved in Formula 1 for 35 years. When you were a mechanic at Cooper, did you ever envisage rising to the heights you currently occupy?

Ron Dennis: It wouldn't have been possible to have had those thoughts - because the heights I currently occupy, to borrow your phrase, didn't exist in 1966. There were only three elements in a grand prix team in those days. There was the team manager, who was usually either an ex-racing driver or a wealthy team owner pursuing a hobby. Then there were the drivers. And then there were individuals who were termed mechanics but were in fact responsible for almost everything.

It was another world. We did only eight or so races a year, and you were usually competing for start money only. The cars raced in national colours, and we had no sponsorship worth the name. And it was so dangerous. I remember, in '64, even before

my Cooper days, when I was the 17-year-old tea-boy at Brabham, I saw our driver Dan Gurney getting into the car wearing short-sleeved overalls, string-backed gloves and a pair of plimsolls - but, because his feet were huge and his plimsolls were too small for him, he'd cut holes in them through which his big toes were protruding. There were no seat belts, and only very rudimentary helmets. And, thinking back, though I never remember having any real desire to become a driver, any thoughts I might have had in that direction were rapidly expunged over my first three or four years in the sport - simply because of the large number of drivers who got hurt, maimed or killed.

MB: Staying with the early days, F1 was full of the kind of patrician figures you've already alluded to. Coming from a more normal background, Ron, did you feel...?

RD: Inferior?

MB: No, not inferior, no. But, you know, there were a lot of upper-class people in F1 in those days. And perhaps the tangible

effects of the class system were more marked. Were the demographics of F1 ever an issue for you?

RD: Yes. And, to be honest, you did feel inferior. There was definitely an 'us-and-them' atmosphere, a 'gentlemen-versus-players' mentality.

Ron takes a sip of chablis; I follow suit. He looks relaxed. I've got a feeling he's going to be prepared to talk...

MB: But you prevailed, Ron, and with conspicuous success. What personal qualities do you think enabled you to succeed where so many others failed?

RD: First, I was hugely ambitious. I still am. Ambition, for many people, is a key part of the motivational process. It is for me. Every time you reach your target, the important thing is to raise your sights again. That's what you do if you're a driven person.

But when anyone achieves anything in any walk of life, it's rarely accomplished alone. You always need support. I did. I always have. The kind of picture some people have of me - an 'ice man' sitting on ▶

Dennis is grilled by F1 Racing's editor-in-chief Matt Bishop (right). Ron rarely gives long interviews, but Matt kept him chatting for two hours



'EVERY TIME YOU REACH YOUR TARGET, THE IMPORTANT THING IS TO RAISE YOUR SIGHTS AGAIN'



RON SPEAKS!

his own in a pristine office, mapping out clinically detailed projections of future planning – is simply not accurate. I try to focus on the key issues, of course, and I try not to be distracted. And I work very hard.

MB: Why do people think of you as having this robotic personality?

RD: It all started, I think, because I'm shy. Fundamentally shy. But shyness shouldn't be confused with insecurity – and I'm not insecure. I'm not into trivial conversations – at least, not in my working environment. I like to get on with things. I want to win. Losing really hurts me.

MB: Do you mean physiologically?

RD: Physiologically and psychologically. It's much more than the absence of the adrenaline rush that comes with success: it's real pain. And sometimes I get a little frustrated, I suppose, if not everyone in the company feels the same levels of pain when we lose as I do. For that reason, I like to communicate an understanding of what has happened at a grand prix weekend to the entire workforce via a post-race group briefing. It's more difficult now, because the TAG McLaren Group numbers almost 900 people. But the principle – that the workforce should be kept well informed from the sharp end – still holds good.

I've heard some of this before, but it's clear that the sentiment is genuine – heartfelt, even. I've been told Ron cares deeply about his staff, and I believe it.

MB: There are many parallels in your and Frank Williams' careers – over the past 20

years it has been you and Frank who have stopped Ferrari winning everything in sight – and it's well known that you respect each other. How close are you, in fact?

RD: The first thing to say is that I'm really happy Frank didn't give me a job when I asked him for one in the early '70s! Since then things have changed a lot. Williams' fortunes have gone up and down – largely up! – as have McLaren's. But the mutual regard between Frank and me has always survived the pressures inflicted on it by our natural competitiveness.

We trust each other. We never lie to each other. We're friends. And real friends in F1 are few and far between. It was, for example, very difficult for the two of us, along with Ken Tyrrell, to be as resolute as we were over the '97 Concorde Agreement; but, though the episode was a traumatic one, we came out the better for it. All the teams benefited from what we achieved.

I'm in total admiration of Frank's commitment to his team and, of course, the way in which he copes with his disabilities. He never complains. He never asks for sympathy. He's always upbeat. I have undying admiration for him, and I feel that very strongly.

MB: How closely do you confer? How often do you speak?

RD: If something develops that has implications beyond McLaren – perhaps an FIA issue, for instance – then he's often the first person I'll phone up to discuss it with. And vice versa. I often see him at grand prix weekends, of course, and he phones me every Sunday between races too. We think the same way. We do business the same way. We share an all-consuming passion for F1. We're racers.

MB: Racers, exactly. How vital is it that a 21st century F1 team should, like McLaren and Williams, be run by one person – a person who has devoted his life to racing?

RD: I think that that perception is wrong. There has never been and there never will be a grand prix team that owes its success to one individual alone. As I said before, you cannot achieve success unless you're ably supported by talented, committed and hard-working people. People say Churchill won the war. Well, he didn't. He won it ably supported by millions of unsung heroes.

I'm very aware of what has come before me at McLaren – the team's founder, Bruce McLaren, of course, and Teddy Mayer – just as I'm equally conscious that it's part of my duty to lay foundations for a time when I will no longer be involved. I owe that to all the people who have ever worked for McLaren, all the people who work for McLaren now, and all the people who will work for McLaren in the future.

MB: Is that why you've never sought to change the name of McLaren to Dennis? After all, Williams are called Williams, Jordan are called Jordan, Sauber are called Sauber, Prost are called Prost...

RD: Yes, absolutely. The opportunity to change the name of the team has arisen several times, but I'm passionate about the values laid down by the team's founder Bruce McLaren and I hope he would be proud of the company as we are now. But, more than that, I think there's real benefit to be gained from the team carrying a name other than that of its current principal. That way, you're creating a strong brand that doesn't run the risk of being dominated by one individual's image. Put it this way: Microsoft aren't called Gates, are they?

Ron once told me that he would rather be remembered as a successful businessman than as a successful F1 team principal. The fact that, when hunting for a human metaphor to illustrate a point, he selects one of the most illustrious businessmen in the history of the world, perhaps shows

Hakkinen (below) has driven for Dennis since '93, and has won two world titles. Mika has said he could never have been champion without Ron

Williams and McLaren have enjoyed huge success over the past 20 years. The two bosses (right) are friends and confidants as well as fierce rivals

where his subconscious mind tends to hang out.

MB: Moving from the business side to the sporting side, do you still find F1 thrilling, even after 35 years? For example, at Spa last year, describe your feelings as Mika Hakkinen overtook Michael Schumacher to win the Belgian Grand Prix and go top of the drivers' championship table.

RD: Sheer adrenaline. Sheer excitement. Shivers down the spine. You never lose that. But I'd have been just as emotional had it been David [Coulthard] who'd done it. In fact, I was just as thrilled when, at Magny-Cours last year, David overtook [Michael] Schumacher to win the French Grand Prix with an equally brilliant move. And I would have been 80 per cent as excited if a driver of a car other than a McLaren had made either move.

I'm not sure I believe him. Well... do you? Let's press the point.

MB: Really?

RD: Absolutely! Of course, the experience is heightened if McLaren are involved, I admit that. Then it becomes a matter of personal pride. I get the same feeling as when my kids [Charlotte, 13; Christian, 10; Francesca, 7] come home with good exam results. But there's nothing wrong with that. I think it's important that you should take pleasure from the achievements of those close to you, whether they're professionally close or personally close. And just because I don't shout and scream about such successes doesn't mean they leave me

Magny-Cours 2000 (right): DC's famously finger-lickin' move on Schuey made Dennis very happy – as any passing manoeuvre on Michael always does



cold. People call me arrogant and aloof, but they're wrong. It's just my natural reserve.

Hmm... I'm still not convinced...

MB: OK, but let me get this right. You're claiming that you would experience 80 per cent of Spa '00 levels of excitement if, say, Luciano Burti were to overtake Pedro de la Rosa in a similar way at Spa this year.

RD: Well, that's a bad example. I don't want to be derogatory to Burti or De la Rosa, but it would have to be two top drivers involved. And, to be honest, it's got to be someone overtaking [Michael] Schumacher. I enjoy seeing him beaten, because I don't buy into this 'Mr Invincible' thing. I don't buy into it at all. It's improper that Michael – and Ayrton [Senna], who did the same thing before him – should be able to successfully project an aura that says he can do no wrong. And, rightly or wrongly, I'm convinced that if other drivers had perpetrated some of Michael's more questionable starts and first-corner manoeuvres, they would have been censured for them.

Aha! Now we're going somewhere very interesting...

MB: So why is he allowed to get away with these things?

RD: Look, I'm not against Michael. But I wonder whether the view that he's the best is so widespread that it militates against his misdeeds being punished with the same severity as others' would. Ayrton was afforded the same latitude. I don't support such inequality, but I understand it.

MB: OK. Point taken. Michael is about to overtake every record in the book – most of them set by Alain Prost. That leads me to my next question: why do great drivers tend to make such lousy team bosses?

RD: I'll answer your question in general terms – I'm not singling out Alain here. But I would concede that ex-drivers are rarely

good at running companies. Drivers, by necessity, tend to be quite selfish. They need to be. And bosses can't be. A good boss needs to channel his experience appropriately – experience he has gained by working his way through the ranks within a company – so that he can bring about a situation that draws the best from a large number of employees. The effectiveness of any one individual is, among other things, a product of their enthusiasm and direction. It's a boss's job to create situations that maximise those factors for his employees. Why, then, should anyone be surprised if someone who has spent his life as a racing driver doesn't have the necessary skill-set to do that? A doctor would find it difficult to become a lawyer. It's that different.

MB: You've said in the past that you have no prescribed role at grands prix. Do you ever overrule your race team?

RD: I come to grands prix because I like coming to grands prix, and because I feel I'm better-equipped than anyone else within McLaren to handle some of the unscheduled political difficulties that can appear during grand prix weekends.

From a racing perspective, I enjoy having an opinion and hope I have something valuable to add. But that opinion is less valuable than it was even two years ago, because our strategists have now become extremely competent at scientifically providing information from which our engineers can make judgements. So the intuitive 'gut-reaction' decisions that would have been taken not so long ago, and which I would have been directly involved in taking, are now very rare.

MB: So you would never now impose an intuition-based decision on your race team.

RD: I think we now have such an excellent strategic team that to do that would be ill-advised. The atmosphere on our pitwall ▶



'I'M VERY SHY. BUT SHYNESS SHOULDN'T BE CONFUSED WITH INSECURITY – AND I'M NOT INSECURE'



'I'VE NEVER BEGRUDGED THE LEVEL OF INCOME THAT BERNIE ECCLESTONE HAS EARNED OUT OF F1'

is more harmonious than it perhaps was in the past, and I wouldn't want to disrupt its smooth running unless very particular and unusual circumstances demanded it.

MB: Whose are the most effective strategic minds on the McLaren pitwall?

RD: It's a group of people, not any one individual, and I'm not about to reveal their names – because to do so would be to invite other teams to try to poach them.

Fair enough. Didn't think he'd give me any names. Just weeks after 'Neweygate', another attempted poaching is all he needs...

MB: Moving away from the sport *per se* to the sport's administration, let's talk about Bernie Ecclestone. He once told me that all the team principals were millionaires, and all of them had earned those millions on the back of what he, Bernie, had set up. What do you say to that?

RD: First of all, I was already a millionaire before I became a team principal. And, whatever my wealth is now, it hasn't been derived solely from Formula 1 – and, even if it had, it would be far-fetched for Bernie to claim that it had all been bestowed by him. Most top teams receive only around 10-15 per cent of their income from going motor racing. So the fact is that every time we go to a grand prix, our partners or sponsors are subsidising the very large difference between what we receive from SLEC [the Ecclestone-owned company that administers F1's income] and what it costs to participate in a grand prix.

Granted, F1's healthy financial state has been created largely by Bernie – but he does, I think, place a disproportionate amount of emphasis on the stage at the expense of the actors. Sometimes I wish he could be a bit more appreciative of the efforts made by all of us. It's an understandable position for him to adopt, of course, and it justifies his claim on the lion's share of the income.

But things change. I've never

specifically begrudged the level of income that Bernie has been able to earn out of F1, but I do object when that income then passes to incoming entrepreneurial companies [Kirch, EMTV etc] and I'll do whatever I can to bring about a more equitable distribution of that income in the future. And in '07, which is when the current Concorde Agreement runs out, things will have to change. Nobody wants to damage F1. Nobody wants to go to war. But the competitors in F1 at the moment feel – justifiably, I think – that the distribution of income will have to be different in the future.

As he's shown before, Ron is one of the very few F1 people who is prepared to challenge Bernie from time to time.

To mix a Latin tag with a French one, I think Ron is saying that the continuation of the current status quo is not, as far as he's concerned, a fait accompli.

MB: Do you worry about the future of F1?

RD: No, because I think there's enough expertise within the sport to steer it safely through this particular period of turmoil.

MB: At some point, inevitably, Bernie will die. Do you anticipate that, after his time, a whole new chapter in F1's history will begin? And, if so, what major differences will it usher in?

RD: Well, we all have to die, and Bernie is doubtless as sensitive about his death as I am about mine and you are about yours. But, yes, there will be a lot of changes. Chiefly, there will be a more open, more transparent, commercial situation. But that comment shouldn't be seen as a criticism of the fantastic work that Bernie has done in making the sport what it is today.

MB: Some people have suggested that you're the man best placed to be the next F1 supremo, should one be required. Have you ever aspired to that position and, if so, do you still aspire to it now?

RD: I don't aspire to it. I never have and, in most foreseeable circumstances, I never

will. We're all driven by different things, and I'm certainly not driven by money or power. I'm driven by the need to succeed in other areas. Therefore the only set of circumstances in which I could envisage participating in the business-management side of F1 would be if I could contribute something in the short term to stabilise a precarious situation.

MB: Does F1 actually need a supremo?

RD: I think a sport like this needs strong leadership. Whether it has to come from an autocratic entrepreneur, or from the chief executive of a private or public company, I don't know. I'm not sure whether a more democratic model would get the job done. All I will say now is that, if a stabilising influence is required and I'm asked to provide it, I'll be prepared to do so.

Read Ron's last two answers again. At the very least, you'd have to say he was refusing to rule something out.

What – exactly – is that something, though? Time will probably tell.

MB: OK, let's leave Ecclestone, and move on to Max Mosley. Do you think he has been a good FIA president?

RD: I've known two FIA presidents [Mosley and, before him, Jean-Marie Balestre]. Max has always made a point of pointing out to me on numerous occasions that it's an unpaid position. And that has often caused me to wonder why anyone would want to put up with all the hassle without the compensating satisfaction provided by a suitably substantial salary.

Asking me to choose between the words 'good' and 'bad' is not appropriate. The FIA presidency is too complex a role for that. I'm sure it's not an easy position. In an ideal world it should include a necessity to demonstrate, in all circumstances, fairness, even-handedness and balanced judgement. To do that would be challenging for anybody. I certainly wouldn't want the position. However, if I did have it, I would go further

Paddock gossips like to whisper that Dennis favours Hakkinen over team-mate Coulthard (below). In truth, their equipment is identical

than Max seems to be prepared to go to demonstrate total impartiality – and, in respect of the Court of Appeal, complete independence. I still have a deep-rooted mistrust of the Court of Appeal, as does every other team.

MB: Every other team?

RD: Perhaps with the exception of one. **MB:** I believe we're talking about Ferrari, aren't we? Do you think that, when Max has failed, in your words, "to demonstrate total impartiality and complete independence", his sympathies have lain with that team?

RD: Both Max and Bernie have a desire to see F1 succeed. And F1's best commercial interests are best served by a range of teams winning grands prix and world championships. Clearly, McLaren and Williams having dominated the past 15-20 years is not consistent with that objective. I'm therefore sure that, if ever there's a marginal call to be made, then, because of the importance of that objective, that marginal call tends to go in favour of teams other than McLaren or Williams.

I'm not being paranoid. I'm just being realistic about something that is perfectly understandable and logical, but which makes it that bit harder to maintain consistent levels of success.

MB: If I asked Bernie whether he wanted Ferrari to win the world championship this year, he'd say, "Yes, of course I do!" He has said as much on the record before. Max, however, would reply very differently. He'd deliver a long and eloquent peroration, the gist of which would be that it would be entirely inappropriate for the FIA, as a

regulatory body, to be swayed from the path of righteousness by commercial considerations of any kind. Again, he has said as much on the record. Do you think that, when making such statements, Max is being economical with the truth?

RD: I think he's being politically correct.

MB: Have you or McLaren ever knowingly bent a rule in order to gain a performance-enhancing advantage?

RD: No. Never. We have never knowingly run a car in a configuration that was clearly illegal.

MB: Has the fact that traction control is once again legal removed a lot of the cheating from F1?

RD: It has removed a lot of the opportunity for cheating, and for that reason I welcome its legalisation. Could people still cheat? Yes. Do they? Who knows?

You have to say that Ron has parried a series of trenchant questions very skilfully here. Significantly, he didn't take the easy 'no-comment' option – far from it – yet neither did he drop himself in the guano. Consummate.

MB: OK, let's move on. You've won world championships with some of the greatest drivers in the history of the sport: Niki Lauda in '84 and then three each with Prost and Senna. How would you compare Mika Hakkinen with these three?

RD: It's impossible to compare drivers across different eras. Anybody who can win races can win world championships. But the truly great drivers are those who win in cars that aren't the best. And we've had more than one of those.

MB: Would you put Mika in the 'truly great' category?

RD: He's a winner. He has won a lot of races. He has won two championships. And, though he hasn't won championships yet, David is a winner too.

MB: Adrian Newey is undoubtedly a winner. He has led a brilliant team of technical staff to two world championships.

Do you think his commitment to building on and prolonging that run of success has been diminished in any way by the recent controversy surrounding attempts by Jaguar Racing to secure his services?

RD: Above all else, Adrian is the most competitive human being I know. He's a team player too. So, of course, he retains full responsibility for co-ordinating the entire design process of McLaren's F1 cars. I have a deep respect for his overall grasp of the total performance package of a modern F1 car, and he'll definitely be responsible for the design of several more McLaren F1 cars. As and when McLaren decide to explore any of the other projects we've been contemplating for several months now, then at that time Adrian will be central to our activities in those areas.

MB: The Americas Cup, for example?

RD: Perhaps. It holds a fascination for several people in the company – not only myself and Adrian. It's the oldest trophy in the world. It would be great to bring it back to the UK. And, of course, it's highly technical, so it fits McLaren's profile. We might also look at the land speed record or even the water speed record.

MB: You might have another stab at the land speed record [a McLaren attempt was mooted some years ago]?

RD: It's not beyond the realms of possibility – though, since the record is currently held by a British team [Thrust SSC], there is no patriotic motive for such an attempt. We built 100 McLaren F1 production cars, and there will be other road car projects in the future. Internally, ►

(Top left) Hakkinen has grown very close to Dennis over the years. Dennis successfully kept Newey (left) at McLaren, despite overtures from Jaguar; (above) joking with Bernie

> From oily rags to riches

Ron Dennis has been a racing man for 35 years. He started as a mechanic, and now runs the best team in Formula 1. Alan Henry remembers the key moments in a glittering career

Dennis says wife Lisa is "totally supportive", "extremely smart" and "a first-rate lady". Marrying her was the best decision he has ever made, he avers



the most precise, accurate and truthful phraseology I can muster.

MB: Are you very wary of your words being twisted by unscrupulous journalists?

RD: I have huge respect for the journalists who cover F1. I think I understand their task very well. They have to paint a picture, based on their observations and investigations, and that picture inevitably varies from publication to publication. The demands and priorities of an *F1 Racing* journalist differ significantly from those of a *News of the World* man. And yet, in a press conference involving dozens of journalists, my answers must serve the needs of all of you. That's very difficult.

Well, he answered the 'Ronspeak' question with... a screed of 'Ronspeak'. But, in truth, he's right to do so.

Undeniably, some F1 people give snappier on-the-record quotes. But they frequently live to regret them. Ever mindful not to score any own goals, nonetheless Ron never ducks interrogation and always tells the truth.

Hence, inevitably... 'Ronspeak'.

MB: In my experience you never tell lies, unlike some others I could name.

RD: I don't have the capacity to lie. I don't have the desire to lie. Besides, if you go down that path, in the end you're going to come unstuck. Lying doesn't work.

MB: Looking back over the past 35 years, what has been your worst decision?

RD: I've probably made quite a few bad ones over the years. If I were to dig deep enough, I could probably remember them. So I suppose the fact that I can't think of one for you now means that they're not gnawing away at me.

Bad decisions are inevitable. Show me a man who hasn't made any bad decisions, and I'll show you a man who hasn't made any decisions at all. It comes with the territory. All you can hope for is that you make as few bad decisions as possible – and that, when you do make them, you recognise them, correct them, and put them behind you. And I think I've done that.

MB: And your best decision?

RD: Marrying my wife Lisa. I know that

'I DON'T HAVE THE CAPACITY TO LIE. I DON'T HAVE THE DESIRE TO LIE. BESIDES, LYING DOESN'T WORK'

sounds a bit lame, but it's true. She's a first-rate lady. She's totally supportive. She's extremely smart. We've been through some real difficulties together – and, through it all, she's shown herself to be a very, very special person.

When you're like me – living a high-pressure, high-profile life in which so many people are trying to trip you up – you go home carrying all sorts of mental baggage. And the soundness of the environment to which you return becomes absolutely crucial to how you cope with all those pressures – crucial, in fact, to your whole existence. And that environment is created more than anything else by your marriage.

Behind every great man...

MB: Do you manage to switch off when you get home?

RD: Not often, no. I sometimes watch TV. In fact, my wife can't believe the rubbish I watch on TV. But the reason I watch it is to turn my brain off. I can't read books, even on holiday – I've tried, but I find I've read five pages without taking in a single word. I find I've been thinking about our new wheel-speed sensor or something!

MB: OK, this is the last question. When will you retire?

RD: I'm not planning to retire as such for a long time. But very soon I want to be able to recline in a deckchair somewhere – not in the distant future, actually, but really quite soon – and sit back and watch McLaren win. And if McLaren were to win every single grand prix and were to become even more successful than we've been under my hands-on management, nothing would please me more.

It's like watching your kids grow up, through all the trials of childhood, to become happy and successful adults. And that's what I want more than anything else, both for my children and for the team.

'66 Joins the Cooper F1 team as a junior mechanic, aged 18. Works on Jochen Rindt's car, but does not hit it off with the frank-talking Austrian driver

'68 Moves to Brabham together with Rindt, but asks to be transferred to work for Jack Brabham directly. Stays with Brabham until the end of '70 when he effectively operates as team manager for the last three races of the season in North America and Mexico

'71 Starts Rondel Racing in partnership with former Brabham chief mechanic Neil Trundle, today in charge of gearbox development at McLaren. Starts the company with £2,000 investment to field two loaned Brabham BT36 Formula 2 cars. Graham Hill wins Rondel's second race, the Easter Monday F2 international at Thruxton

'73 Commissions former aerospace

engineer Ray Jessop to design Rondel's own cars, dubbed the Motuls in acknowledgement of sponsorship from the French oil company

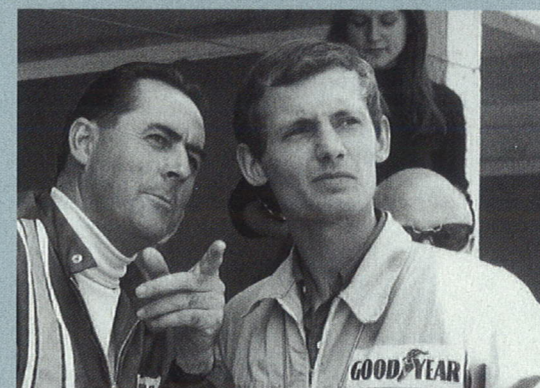
'74 Team ceases trading after oil crisis thwarts completion of new Rondel F1 car which is subsequently taken over by backers Ken Grob and Tony Vlassopulo and raced as the Token F1

'76 Runs semi-works F2 Marches under 'Project Four' banner for 18-year-old American Eddie Cheever, later an Indy 500 winner

'78 Amalgamates Project Four with Ardmere Racing, run by future fellow McLaren director Creighton Brown

'79 Wins British F3 championship with Chico Serra driving. Also prepares Marlboro-backed BMW M1 racer which Niki Lauda drives to victory in Procar championship. Goes into partnership with designer John Barnard, creating the first all-carbonfibre composite F1 chassis

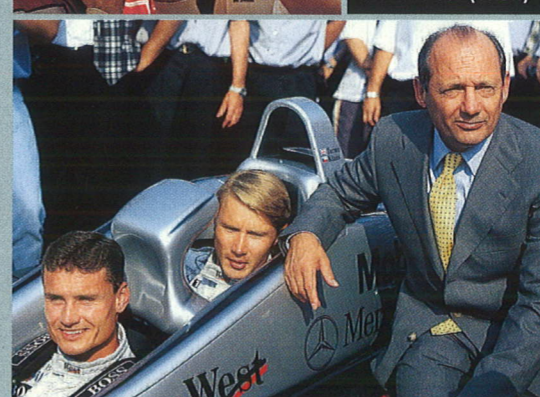
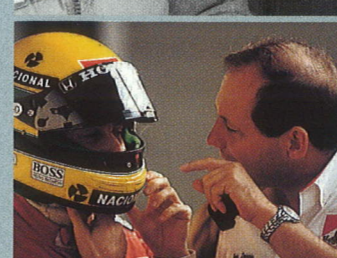
'80 Brokers controversial merger between Project Four



Dennis worked on Jochen Rindt's car at Brabham in '66, before working on Brabham's car in '68 (above); Lauda won Dennis's first world championship in '84 (right)



With Tyler Alexander, who still works for the team, and John Barnard, who doesn't (above); Dennis and Senna were very close (left); with Mika, David and the MP4-98T (below)



and down-at-heel McLaren team. Alain Prost leaves team after fledgling F1 year after shunt at Watkins Glen, telling Ron, "That was one shunt too many"

'81 Promises Marlboro that all-new McLaren MP4 will win at least one race in '81. John Watson duly obliges at British GP at Silverstone

'82 Lures Niki Lauda out of retirement and snatches TAG as major backer from Frank Williams.

"That's Ron for you," says Frank. "I would have done the same to him." TAG commit to funding development of bespoke Porsche-made 1.5-litre turbo V6 for '84 season

'84 Lauda wins first championship for McLaren International. Dennis brokers sale of Barnard's shares in company to TAG's Mansour Ojeh for bargain £800,000

'85 Dennis marries American girlfriend Lisa, celebrating the occasion with lavish bash at Leeds Castle, Kent

'88 Cuts deal to use Honda engines. Watches as team drivers Ayrton Senna and Alain Prost race each other ferociously to 15 wins out of 16 races

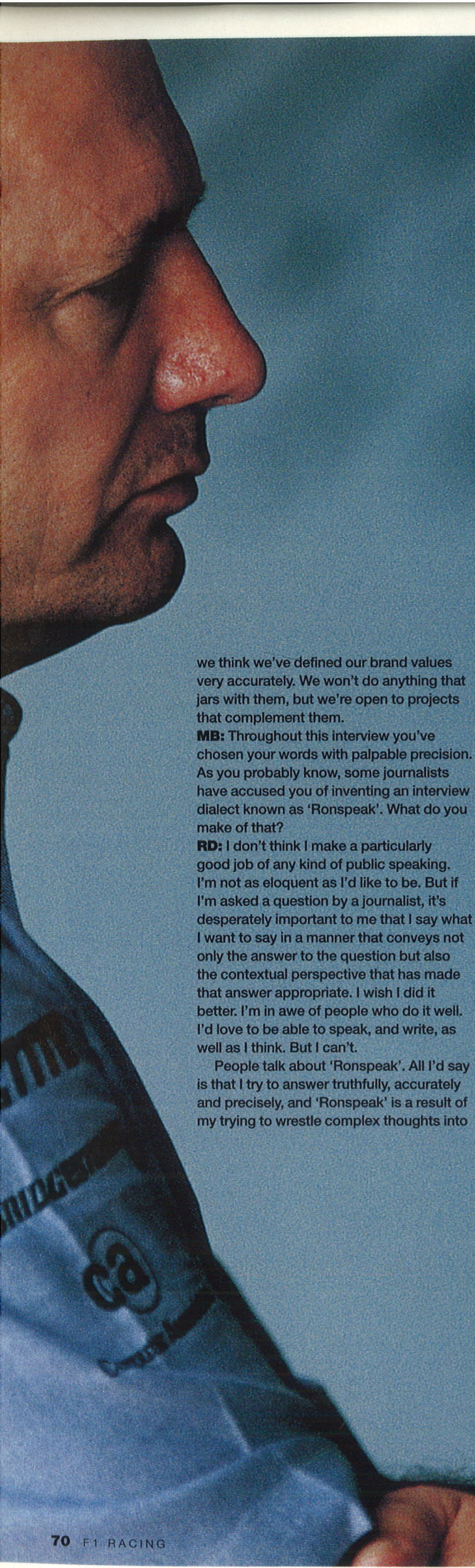
'89 More of the same. Ron memorably excuses late arrival at Detroit F1 press conference with: "We make history – you only write about it"

'92 Unable to persuade Honda to reverse withdrawal decision. Commits to paying for customer Ford engines the following year

'93 Senna's demand of \$1 million per race robs funds from development programme. Ron vows this will never happen again

'95 Cuts deal for Mercedes engine – plus Nigel Mansell. Relationship with Britain's most recent world champion founders after three races. "He was very businesslike and not at all like other people told me," says Dennis stoically

'99 DaimlerChrysler agree to purchase 40 per cent of the TAG McLaren Group under the terms of a share option. Deal concluded the following year, valuing the group at around £700 million. Dennis keeps controlling interest via his and Ojeh's 60 per cent majority shareholding and sees his wealth increase to an estimated £120 million



STEVEN TEE/LAT

LAT ARCHIVE

Last laugh on them?

Benetton have been mocked for their puny 111-degree Renault engine, their dreadful qualifying performances and their dire race showings. But the tide might be turning...

Words by Tom Clarkson

Jean-Jacques Hils is to blame. He is the technical director of Renault Sport, and his indecisiveness caused Benetton their problems this year. Had he rejoined Renault Sport as soon as he was asked, rather than taking five months to decide to accept the job, the team might never have sunk so low.

OK, it takes more than one man to design a racing engine, but Jean-Jacques was the driving force behind Renault's 111-degree V10. Every month that he wasn't working on it delayed the programme by the same 30 days. So the

engine, post-Hockenheim, is only where it could have been at the start of the season. (Don't be lulled into believing that the team's fourth and fifth places at Hockenheim represent a decisive turning point. Granted, the boys did well – but their efforts were greatly flattered by Michelin's on-the-day superiority over Bridgestone and a lot of attrition among quicker cars.)

The knock-on effects of the delayed engine, which wasn't run on a dyno for the first time until December 2000, were legion. The B201, which had been designed around the extra-wide V10, could have

been finished sooner – giving the team a chance to iron out the car's weaknesses pre-season. Then, when the engine did appear, it was appallingly unreliable, which further delayed development.

It was only at the post-British Grand Prix test at Monza that the team ran two B201s simultaneously outside of a race weekend. Until then they had taken a 2000-spec car to every test to use as a workhorse, expecting the B201 to fail at some point. These problems, compounded by management changes over the winter, amounted to the most ►



'MANY FEARED THAT '01 WOULD BE A WASHOUT – THERE WAS NOT ENOUGH TIME TO SORT THE V10 OUT'



Button (above) has had a rough ride in '01. It's not so much the criticisms of his 'lifestyle', more the unreliability of the wide-angle V10 sitting behind him and the lack of testing the team has been able to complete, that have got him down. Giancarlo (with Jenson, left) has had a tricky year too, but the three years' experience he has with the team have helped him cope more effectively

troubled six months the team had experienced in more than a decade.

It would have been too easy for Renault to have raced last year's more powerful, more reliable, 71-degree Supertec engine this year – because in the build-up to this season events conspired against them. They had important technical information stolen from their factory last summer, allegedly by a member of the East German secret police. Then, over the winter, there was media criticism of their decision to build such a wide-angle V10, as well as professional flak from BMW bosses.

It showed admirable self-confidence that they stuck to their guns, and that they did spells a message of intent. Renault are not naive to the ways of F1, having won five world titles as an engine supplier; they know what it takes to succeed.

"The wide-angle V is the best long-term solution," says His, a viewpoint shared by their Japanese rivals. One Honda engineer, who wishes to remain anonymous, told me: "Two years down the line we're not worried about anyone other than Renault.

They might have got it just right."

It wouldn't be the first time. In '77 they introduced the turbocharged engine to F1 amid much guffawing from rivals and many embarrassing technical failures, but they quickly proved that this was the way to go. The same was the case in '89 when they introduced their 3.5-litre V10; before long everyone was using 10 cylinders and the rules have since been stabilised at 10.

His became excited by wider V-angles while working in Renault's road car division for three years. He was one of several top engineers to balk at the prospect of working for Supertec when Renault quit F1 as an engine supplier at the end of '97, and so found his niche in mass production.

"I wasn't sure whether I wanted to come back to F1," he says, "because there's a lot of commitment when you're in F1 and I'd found a new life outside it. But I love the challenge and when my wife began putting pressure on me to come back, I knew it was only a matter of time."

He started work at Viry-Chatillon in July '00 and, when Patrick Faure (Renault Sport

chief executive) gave him the green light to develop a wide-angle engine, many feared '01 would be another wash-out because there would not be enough time before the season to sort it out.

Until Magny-Cours (round 10 this year) the RS21 hadn't seen a single development specification. Power steering and traction control were still luxuries the team weren't allowed. The engine produced just seven per cent more power than the last V10 His worked on in '97, which amounts to an increase of just 50bhp. You need to find, on average, 30bhp per year to remain competitive in F1.

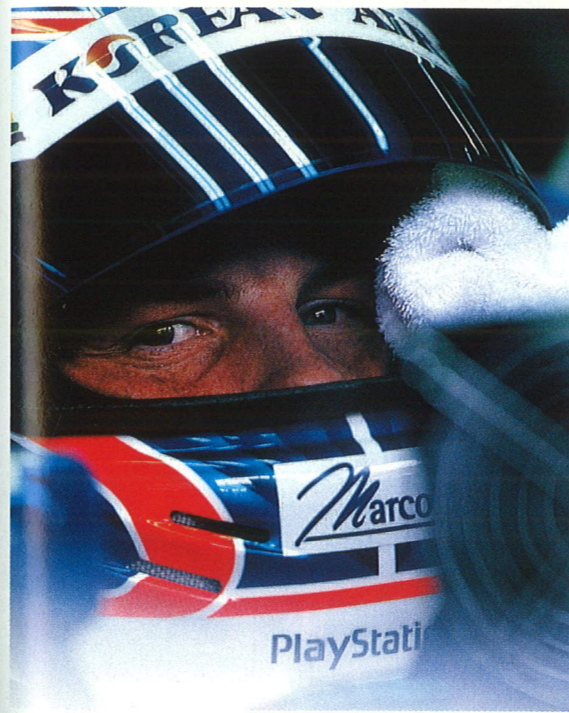
The ball eventually started to roll at Magny-Cours, a race that the team called "the beginning of the comeback". Not only was there a new-spec engine, which a happy Button described as "a noticeable improvement in terms of power", but there were also aerodynamic modifications. Technical director Mike Gascoyne flew in with a new rear wing and two new bargeboards on the Friday evening.

All these changes added up to an



BENETTON'S RECOVERY

Fisichella gets it wrong and takes to the gravel at the Nürburgring (left); preparing in France (below) where the team "started their comeback" from a disastrous start to the year; Jenson, (below left) feeling the heat in Malaysia back in March



improvement of 0.5s per lap, and saw the light blue cars climb two places up the grid. At Silverstone there was another small engine improvement, and we are told to expect yet another step of Magny-Cours proportions at the Italian Grand Prix.

The modifications reduced drag and improved turn-in, but the car was still unstable through the long, fast corners. And still the drivers were doing manual starts and still there was no launch control.

"We will not be forced into introducing new parts until we feel they're completely ready," said director of engineering Pat Symonds. To this end, more aero mods were introduced at Hockenheim, with more changes scheduled for Hungary. By season's end, the B201's entire aerodynamic philosophy will have altered.

The aerodynamic modifications are the direct influence of Gascoyne. After arriving at Benetton last November (after three months of Eejay-enforced gardening leave), 95 per cent of the car was finished – so he set about completely changing the infrastructure of the technical team at

Enstone, which included a make-over of the £12 million wind tunnel.

"The tunnel was being under-used," says Gascoyne, "so we've now set up shifts to work it 16 hours a day [formerly eight hours] and I hope to have it running 24 hours a day within a year."

These were all distractions that left Gascoyne even less time to understand the car. Indeed, when the team arrived in Melbourne for the first race, the B201 had done so little testing that there were still disagreements over how best to set it up. And Gascoyne was already being slated in the media for the team's non-performance, which wasn't entirely fair – the B201 was not a Gascoyne car, and he hadn't been able to test it because of a lack of engines.

Back, then, to that man His. The big question now is whether he can get his baby up to BMW levels between now and next year. "I have to believe I can," he says, "otherwise I should stop."

We may not have to wait that long to see progress because the team are talking confidently about the Hungarian GP, where

'THE BIG QUESTION NOW IS WHETHER JEAN-JACQUES HIS CAN GET HIS BABY UP TO BMW LEVELS OF PERFORMANCE'

the car's not inconsiderable mechanical grip should play a stronger part.

"We'll qualify in the top 10 in Hungary," says Briatore. "Mark my words."

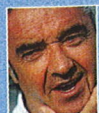
The real judgement day will arrive next year. The engine will be a year old and the B202 will be Gascoyne's first Benetton. According to what Flavio 'clairvoyant' Briatore was saying at the team's launch in Paris in March, '01 was to be devoted to "development", '02 (the first year in which the team will be known as Renault) to "winning races" and '03 to "winning the championship".

That being so, they are not behind schedule. Yet.

Keep 'em peeled. ▶

LORENZO BELLANCA/AT; MARK THOMPSON/SPORT

BENETTON'S RECOVERY



>Flavio Briatore
Team principal

Will you win GPs in '02?

We've developed a completely new engine concept because we believe it will give us an advantage in the future. In F1, the future is the next two years. We're happy because we can see light at the end of the tunnel. You don't see the progress because all you look at are the time sheets.

Why so many staff changes over the winter?

Eight months ago Benetton was not a modern F1 team. We had to update. It's not such a new situation. When McLaren and Mercedes came together, they didn't have success immediately. We're the same.

Is there any truth in the rumours about your future?

Whatever happens, my future is wonderful! I have a long-term deal with Renault and my current contract expires at the end of '04. I'm not looking for another job.



>Mike Gascoyne
Technical director

How bad is the B201?

It's not the best car Benetton have ever produced, but it has some good points. We've improved the slow-speed grip and are doing the same with the aerodynamics.

Are you pleased with the team's progress this year?

From the start of the year we've been doing the work that you don't see. We have aerodynamic programmes that are delivering improvements, but you have to be patient. By the end of the year I'd like to think that we could be knocking on the door of the top 10 during qualifying.

Is the pressure off you now?

No, because no-one puts more pressure on me than I put on myself. We put an infrastructure in place over the winter aimed at improving the long term - and that hurt us in the short term.

How long have Benetton been underperforming?

For the last three or four years, and you're only going to change that if you get in place what you need to get the job done.



>Pat Symonds
Director of engineering

By how much have Benetton underperformed this year?

No-one sets their targets at anything like the level we have performed this year, but our ambition has been to improve the package for the future.

How do you explain Jenson's poor early-season form?

He's the first English driver that I've worked with since '95, so I thought it would be a little bit easier. But he has been affected by our lack of testing. Giancarlo has suffered less because the guys know him and know what he wants. There's certainly nothing wrong with Jenson's driving - he's smooth and very similar to all the good drivers I've worked with.

Will heads roll if '02 turns out to be like this?

They certainly should do, mine included. We've got to be in a position to win races next year. That doesn't mean we will, but we have to be in that position.



>Jean-Jacques Hirs
Technical director, Renault Sport


Did you expect so many reliability problems?

We've had various unforeseen problems. But the wider the V-angle, the greater the vibration and the more problems you have getting air into the engine.

Any regrets about opting to race the new engine in '01?

Well, we'd have had much more success had we raced last year's Supertec. But that would only have diluted the development of the new engine, and we want the engine to be at the maximum for '02. We will be on the pace at the start of next season.

Have you ever doubted the engine during this season?

I have never lost confidence in the engine's potential. It's definitely the way to go and it helps to lower the centre of gravity of the car, which is better for the whole package. 

Now that the revolutionary wide-angle engine is beginning to show signs of reliability and the aero modifications are coming on stream (thanks to more effective wind tunnel work), Benetton feel they have begun to turn the corner. Boss Briatore has targeted next year to win races and '03 for the championship, so Jenson (below) knows he has to perform sooner rather than later...



MARK THOMPSON/SPORT



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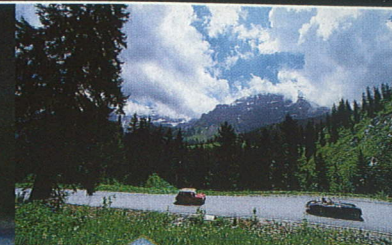
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Villeneuve drives a red Mini Cooper through the Swiss Alps. This is a real home-coming for him as he went to school – and met BAR's boss Craig Pollock – here



'IT'S IMMEDIATELY CLEAR THAT JACQUES AND OLIVIER GET ON PRETTY WELL'

STAYING LA COURSE

Villeneuve and Panis have been confirmed as BAR's drivers for 2002. They collided at Silverstone, but bounced back to form at Hockenheim. We got them talking

Words by Stéphane Samson; photographs by Paul-Henri Cahier

Jacques doesn't hide his disappointment with the BAR003. The team had been aiming to come third in the constructors' championship this year, but they're clearly not up to it yet

The scenery is straight from a Milka ad: mountains, violets, Lake Geneva. Rustic, calm, pretty. Until a horde of savages bursts onto the scene, making a hell of a noise. A dozen classic cars clear a path through the Swiss Alps. Jacques Villeneuve leads the pack in a red Mini Cooper. Olivier Panis, in a Porsche 356SC, is just behind. I'm in the Porsche Spyder 550, which competed against James Dean. It keeps up with the pace nicely. Villars' Golf Club is in sight. As the cars come to a halt there in a cloud of dust, within yodelling distance of the snow-capped peaks, Jacques is in his element. He studied down in the valley below and this is where he met Craig Pollock all those years ago.

The two drivers climb out of the cars and pass sentence on them. "Fantastic," Panis says with childish enthusiasm. "This little 356 is my favourite. A delight." He has clearly succumbed to the charms of this tubby little 2+2. "I love old cars, and I think I'll have a collection of them when I finish in Formula 1. Maybe I'll even splash out as early as this summer. I wouldn't mind buying a car in less than perfect condition. On the contrary, in fact, I'd like to restore it myself." We climb the steps into a bright, wooden chalet and sit down at a gingham-covered table for a quick lunch.

Jacques and Olivier sit next to one another. They're obviously relaxed. It's immediately clear that they get on pretty well. We're not talking slaps on the back

and schoolboy japes, of course. But the facial expression is honest, the talk is open, and neither seems to be playing any kind of diplomatic game. "We clicked immediately," Villeneuve says with a smile. "Before we worked together, we went out to dinner, had fun. The normal stuff. That was a help. And then gradually, as each of us worked with our own engineer, we developed a really healthy working relationship." Panis adds, "Speaking French was also a great help. It's a pity that some of the team members understand, otherwise it could have become our secret code!" He laughs. The Silverstone collision doesn't seem to have adversely affected their relationship and it's clear that this relaxed atmosphere ▶

'WHEN I HAD TALKS WITH BAR, KNOWING THAT JACQUES WOULD STAY WAS IMPORTANT'

OLIVIER PANIS



Panis enjoyed spending a morning with classic cars. He'd quite like to collect them after retiring from F1 – and would enjoy renovating them himself

is genuine. Both Jacques and Olivier are well-rounded characters. Both like loyalty and the human touch. The slightest bad trick or nasty move will have you Tippexed out of their address books once and for all. 'Hello,' 'goodbye,' 'please,' and 'thank you' still have meaning for them. For Olivier, one gesture from Jacques was enough to get him into his good books. "He was one of the only drivers to give me a call after my accident in 1997 [he broke his legs badly in Canada]," he says. F1, one big happy family? Ask Panis and he'll tell you how three quarters of the paddock seemed to have forgotten he even existed within two days of his op.

This said, the apparent ease probably has more to do with the morning spent at the wheel of the old cars, in the sun on windy mountain roads, than with the team's position in the championship. For BAR, in fact, it's not all sweetness and light. Sixth in the constructors' rankings isn't particularly flattering for the 'lucky guys'. Jacques and Olivier are not afraid to talk about it. "The start of the season was really bad. Hard, really hard," Jacques says. "Two or three great moments... and

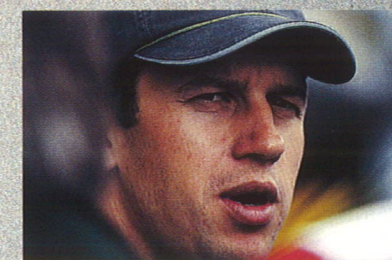
the rest we'd rather forget about." The season's two high points as far as he's concerned were Barcelona – the team's first ever podium finish – and Monaco, where Jacques admits to having driven the perfect race to end up fourth. Those were the only two occasions, in the first eleven races, that Jacques finished in the points. Panis adds: "This season has so far been one of missed opportunities. I finished in the points in Brazil and Austria, but our current score could so easily be much higher."

The BAR003 isn't living up to their hopes. Villeneuve doesn't hide his disappointment, and showed it as early as the winter tests. He says, "I've never been happy with the car. In the off-season, I hoped that its performance was down to the new regulations when, really, there was no reason for it to be less competitive than the previous year's car. We had the same problem at Williams in '98; the car was a nightmare to drive from the outset, but we kept putting it down to the grooved tyres. Eventually, we realised that wasn't the case. The car was just a lemon. When you don't feel good in a car during winter

tests, you know you're in for a tough year."

So what's wrong with the BAR003? "Jacques and I agree about where the problem is," reckons Panis. "It's not difficult to drive. You're not struggling at the wheel. Far from it. It's just too slow. There are loads of things that need to be worked on, from aerodynamics to the engine." The Honda V10 now gives about 810bhp. That's 15bhp less than the Ferrari, and only 5bhp less than the Mercedes. But the Japanese are preparing a wider-angle engine for next season.

There's no doubt about BAR's potential. Both drivers have been confirmed for next season, but the situation is pretty tough to cope with. "I try to find reasons to stay positive," Jacques says. "But it's getting harder and harder." Olivier is a bit more cautious. "The situation has been different for me. The BAR002 had a good base. It wasn't a McLaren, of course, but it was not bad. When I first sat behind the wheel of the BAR003, I was a bit disappointed but I had to be a bit gentler than Jacques. I was still getting to know the team. Well, we soon knew that we didn't have a car that could fight for first place." ▶



Things are tough at BAR – the car's not perfect and progress is slow. But Oliver (left) and Jacques (main) get on well, whether at work or relaxing (right)





Neither man is new to having a rough time, Panis had two nightmare seasons with Prost in '98 and '99. "It was a bad time. In spite of all the respect I have for Alain [Prost], I have to say he found it hard to believe that the problem was with the car and not the driver," Olivier says. "In the end, I had to ignore what he said to make sure I didn't start doubting myself. If you do that, you're finished. Sometimes, I felt like setting fire to the car. But I've come out of the whole thing a stronger person."

Villeneuve struggled to cope with the terrible season he had in '99, BAR's first year, when he scored no points. But he's learned from it as well. "You've always got to give the best of yourself, to be an example and bust a gut to make things work. That's my attitude these days. Then the team can't hold anything against you, and can only work harder." Is that what BAR have done this season? Touchy subject. "Not enough," he says. "In fact, we've gone backwards. At the start of the season, we were qualifying in the top 10. Now, with a more finely tuned car and in spite of giving it our all, we're not managing it any more. The other teams improved more quickly than

we did, and that's really hard to take." All hopes of third place in the world championship have vanished.

The drivers still work hard. They share their free practice programmes and have access to each other's telemetric data. "There's a normal level of rivalry between us, but when it comes to finding a set-up, that's another matter. There's no messing about then," Panis explains. Villeneuve agrees. "The work is good for both of us as then the car gets better. If we were fighting against one another for first or second place - if we were at Ferrari, say - things might be a bit different. But at the level we're at, it's better to work the way we do."

It's tough for Villeneuve, but he can nonetheless still find some solace in his team-mate's speed. "Olivier has always been quick," Jacques says. "There was no reason why that should have changed. And that's very useful for the team." Olivier adds, "When I had talks with BAR, knowing that Jacques would stay on was important. Not so that I could try to beat him, but for the sake of having two quick drivers. We fight all the time but that's what gets things moving."

Now Panis and Villeneuve, despite

their disappointment on-track, seem to have come of age. Panis is in his eighth F1 season, Villeneuve his sixth, and neither will admit to looking back to see how far he has come. "That's not my style," Villeneuve says. "For me, F1 was never a dream. I grew up in it. It was my playground. When I was five, I knew I'd be world champion one day. And that's what's happened... naturally." Panis adds, "I feel privileged because I've managed to make my passion my job. I started out in F1 with a race-by-race contract." He's interrupted by Jacques, who is smiling: "And it's a bonus that the passion pays well too, isn't it?" They laugh. They feel at home in F1.

Panis says, "You calm down a bit with age but I'm still the first to play the fool off the track. You don't have to get serious just because you're in F1." Jacques adds, "I think the paddock is more light-hearted now than it was five years ago. The drivers get on better. It's like a school class which has really clicked." Does he put this down to his 'senior driver' status? "Maybe. When you're at a school for several years you move up the ladder, earn respect, become a prefect..." They've been among the most brilliant pupils in F1 for several seasons. ❊

Olivier has been a bit more cautious than Jacques in his criticism of the car, needing to find his feet in the team. He now says it's not difficult to drive - just slow



With his characteristic smile, Jacques takes a classic Alfa's wheel, disrupting the tranquillity of rural Switzerland. Panis is in the Porsche behind

'FOR ME, F1 WAS NEVER A DREAM. I GREW UP IN IT. IT WAS MY PLAYGROUND'

JACQUES VILLENEUVE

"Just Another Day at the Office"



After the instant sell-out of last year's Michael Schumacher signed print, we were delighted to have been chosen once again to publish the official 2001 signed lithograph, this time in conjunction with our partners in the project, Grand Prix Sportique.

As we enter the second half of the 2001 season, Michael Schumacher stands at the gates of the Formula One Hall of Fame.

Already acknowledged as one of the greats of the sport, he could be about to become one of the very greatest names in the history of F1.

Only Fangio and Prost have won more than three World Championships. And in France, Michael claimed his fiftieth Grand Prix Win, just one behind the record set by that country's most successful racing driver.

Working Late at the Office

Few would doubt that Michael is one of the most talented and gifted drivers of his era but his speed and mastery of his environment owe just as much to a commitment to testing.

Week in, week out from January to October, Michael devotes himself to improving the car and his input is vital to the vast team of designers, engineers and mechanics who support Ferrari's

Championship aspirations.

It is this behind-the-scenes activity that Alan Fearnly's new painting pays tribute to. In the picture we see Michael exiting the pit at a typical tyre testing session. It is a scene that is repeated hundreds of times a season. For Michael it is truly "just another day at the office".

Limited Edition Official Print

Alan Fearnly is well known to collectors of fine motoring art. But it is some years since he has attempted a modern F1 subject, having become disillusioned with the sameness of images currently being offered.

But we gave Alan complete freedom to compose a painting which would do justice to Michael's genius and pre-eminence.

We believe he has succeeded in creating a work that will be acknowledged as both unique and creatively outstanding.

The edition is limited to just 500 copies

worldwide and, as you would expect, it is printed on the highest quality fine art paper in fade resistant inks.

The final print measures 56 x 75 cm and the cost is £575.00 + p & p.

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Details of this limited edition have already been released to collecting customers of both Grand Prix Legends and Grand Prix Sportique. These customers have been given the first option to purchase the print.

Thereafter, we anticipate that this print will sell out particularly quickly. Last year's official signed lithograph disappeared in just four weeks.

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THE **DAMON HILL** INTERVIEW

You listening?

If there's one thing FIA President Max Mosley does better than anyone else, it's talk. He could rabbit for England. *F1 Racing's* star reporter Damon Hill dangled a Dictaphone in front of him and sat back. The result is a right riveting read

Portraits by Paul Rider

Damon Hill: I typed in Max Mosley on the internet the other day.
Max Mosley: Oh Christ! Did you find anything interesting?
DH: I found a website about the scientific investigation of subterranean biology. It said: "These pages were originated by

Max Mosley, site curator 1996."
MM: [Laughs] There's also the 'I hate Max Mosley' page. My family printed it out for me once – it was great.
DH: Really? It's a no-win situation. Why would anyone want to be Max Mosley?
MM: Well, if you're into motorsport, it's

interesting to be in a position of some influence. And if occasionally you get it right, that's very satisfactory. I remember one morning thinking in the shower, as I always do, "Why don't we do this? Why don't we do that?" Then I thought, "Well, I probably can now." ►

THE DAMON INTERVIEW

'I'D NEVER BEEN TO A MOTOR RACE UNTIL I WAS 21. THEN I SAW MOSS LAP THE ENTIRE FIELD IN THE WET. I WAS HOOKED FROM THE FIRST LAP'



(Left) Max in his racing days; (above) with Ecclestone at the Spanish GP in '79, just before the 'double act' really took off; (right) chatting with his predecessor at the FIA, Jean-Marie Balestre, in '96



DH: Because you're in a position to make those changes, you mean?

MM: Well, I can't actually make them myself, but I'm in a position to persuade those who can.

DH: People forget you actually competed at grass-roots level like everyone else.

MM: I'd never been to a motor race until I was 21 - I'd only been vaguely conscious they existed. In my last term at Oxford - '61, I think it was - my wife was offered tickets for Silverstone by her boss, who was a marshal there. It was the Empire Trophy and it was won by Stirling Moss, who lapped the entire field in the wet. I was hooked from the first lap. I saw them coming over the hill, under the Daily Express bridge, around Stowe... I was hooked. The question then was: how can I get a go in a racing car? And that summer, after my finals, I went to a racing school and did a few laps in a very old Cooper Junior. But I didn't have any money, so I couldn't do any racing until I'd qualified at the Bar and started working. My first season was a disaster because I ran out of money and I kept crashing. The second was better and I started winning a few races.

DH: And the rules were so simple in those days, of course...
MM: Right. We didn't have Charlie Whiting and Jo Bauer [the current FIA technical delegates] around. I once took the mudguards off my Clubmans car and entered it for an F2 race at Crystal Palace. The scrutineer, Fred Matthews, said to me, "You can't bring that thing in here." And, armed with the rulebook, I was quickly able to convince him that it was a perfectly legal F2 car. All of a sudden I found myself going out to practise next to Bruce McLaren and your father - real stars. The first thing I learned, going down to North Tower, was

that they were on the brakes the moment I was coming off them. After that I put the mudguards back on, went down to Brands Hatch, and won the Clubmans race and set a new lap record.

DH: It's a bit like playing tennis: you play with better players and you play better yourself.

MM: Absolutely. I had to get myself an F2 car and by one means or another I did it - and found myself on the grid at Hockenheim in '68, the race in which Jim Clark got killed.

DH: So when did you stop?
MM: As soon as I realised I wasn't going to be world champion. It was beginning to dawn on me at the end of '68 after eight or so F2 races. I made a big mistake over the winter and got rid of my Brabham BT23C and bought a Lotus 59 and took it to the Nürburgring. Incidentally, I was in the paddock, not sure what to do, and I saw your father. So I went up to him and he spent a long time telling me what to do. It was very nice of him. He had no need to do that.

DH: He was probably very concerned!
MM: [Laughs] Anyway, I remember Jenks [the late Denis Jenkinson, legendary correspondent of *F1 Racing's* sister magazine *MotorSport*] telling me that if I'd had the necessary talent it would have shown up by now, so I stopped. But there are many people in F1 - and I'm sure you've found this yourself - who are very good professional drivers but not quite good enough for F1. I wasn't even that good.

DH: But you found it sufficiently enjoyable as a lifestyle to continue in some form?
MM: Yes. I liked the environment but I didn't like the danger. Of the 21 people on the grid at that Hockenheim F2 race I did, three were dead within three months. When you came up against the reality - the *real* reality, like

when they pulled the remains of Roger Williamson out of his car [Zandvoort, '73], or when that marshal went to pick up Helmuth Koinigg's helmet and his head was still in it [Watkins Glen, '74] - and you realised that, by applying a modicum of technology, you could avoid most of these things, it seemed to me completely immoral not to do it.

DH: My father was racing at the time but as a young child you don't question what the adults are doing - you assume it's OK. Deep down I knew my dad was doing something in which all his mates were getting wiped out. But F1 has turned an enormous corner in terms of safety...

MM: It was a horrible feeling when you used to see the smoke going up. Regardless of what they said, the drivers used to live from weekend to weekend. They planned their lives up to the next race only - I don't know anyone who didn't think like that.

DH: OK, moving on, is there more to be done by F1 to show there is a way forward with the motor car to help the environment?
MM: Yes, but the trouble with F1 is that you have to get all the teams to agree and their number-one priority is to stay in business and win championships. I once suggested a race where each team had to build a car that had two seats, carried a set amount of luggage, passed a set crash test and raced for 100km [62 miles] on three litres of fuel. Constructors' points could have been given for first, second and third, which would have given the teams a real incentive to win. They sort of liked the idea, but were too busy worrying about the next race to do it. But what makes F1 fascinating is that they can get 840bhp from three litres - and when you see the start, well, it *is* spectacular.

DH: The other day I phoned someone who was testing at Silverstone and just sat there ▶

Damon and Max (right) chew the fat in the sumptuous surroundings of London's RAC Club, of which they are both honorary members



DAMON: SO WHEN DID YOU STOP RACING?
MAX: IT BEGAN TO DAWN ON ME AT THE END OF '68 THAT I WASN'T GOING TO BE WORLD CHAMPION...

DPR/SCHLEGELMILCH PHOTOGRAPHY

THE DAMON INTERVIEW

and listened to it all down the phone. The old adrenaline started, the tingle down the spine. It has to be experienced.

MM: Yes, and that's the difference between sport and a circus. At a circus you're guaranteed a performance because it's choreographed and scripted, but a sport is wholly unpredictable. I can't stand tennis myself but even I was gripped by the drama of [Goran] Ivanisevic and [Patrick] Rafter [at the recent Wimbledon men's final]. That's the essence of sport. With F1 you overcome a lot of the boredom of a bad race because it's part of the ongoing soap opera that is the world championship. We're often accused of arranging it, but you couldn't possibly arrange something like that.

DH: With a breakaway series, like the one

threatened by the car manufacturers, is there a danger that F1 is so wrapped up in its own bureaucracy that it can't make a formula that appeals to all?

MM: You could probably start with a clean sheet of paper, theoretically, but it never is a clean sheet because you have hundreds of thousands of people out there who have a conception of what an F1 car is, of how a race series works and so on. What we don't understand is why it's so successful. You can pinpoint it to specific players – we have huge TV audiences in Italy due to Ferrari and in Germany due to [Michael] Schumacher. But we also have huge audiences in the Philippines, China and India – where there isn't a circuit or a team or a driver...

DH: Why do you think that is?

'PEOPLE FORGET WHAT ROAD STATISTICS REALLY MEAN – 115 PEOPLE ARE KILLED EVERY DAY IN THE EU. IT'S LIKE A CONCORDE CRASH EVERY DAY'



MM: You can probably guess reasons. They've heard of these stars, the highest-paid sportsmen in the world, followed the drama – and everyone associates with it in a way because most people drive a car. But this was true 20 years ago, so why wasn't F1 massively successful 20 years ago?

DH: I only ever saw my dad race once because there wasn't the TV coverage.

MM: Exactly. Remember back in the '70s you'd put *Grandstand* on and you'd have to suffer cricket, football and tennis before you got your four minutes of F1!

DH: We used to watch the world lumberjack series while waiting for the F1 to start!

MM: [Laughs] Well, we put a stop to all that by saying they had to show the whole thing. And now it's become the great puller apart from the football World Cup – so it's better not to fiddle with it!

DH: OK. Do you get paid by the FIA?

MM: No.

DH: So why are you going for another four years? Should you not get a proper job?

MM: [Laughs] Since I've been president of the FIA nobody has offered me a job. But the FIA interests me and by not being paid you can walk out if you don't like what is going on – and that gives you a tremendous amount of authority. I know that privately Bernie [Ecclestone] thinks I'm mad for doing this and not getting paid. But transport, which is what the FIA is all about, is pretty important. As soon as you leave your front door you're faced with transport. As president of the FIA, you can have a very significant influence. I was snowboarding recently and I got into a new Renault Espace and I thought: "This is an order of magnitude safer than what it could have been had I not been doing what I have for the last five years." And I found that thought very satisfying. People forget what road statistics really mean. There are 115 people killed every day in the EU – it's like a Concorde crash every day – and that's 115 families that will never be the same again. Now, if someone put you in a position where you could have a positive influence on that, you would sit down when you're 80 and... Well, politicians talk about making a difference, yet most politicians don't make any difference at all. But if you're given a job like president of the FIA, you really can make a difference.

DH: OK. Then there's this fascinating double act between you and Bernie. We all have the impression – and I'm sure you're aware of it – that you and he are plotting all the time and there's this big game going and it's called F1. Would you class Bernie as your friend? Or Mr Ecclestone? Or Sir Bernard?

MM: Bernie will always be Bernie and, yes, he is a friend. We have disagreements – a few of them have been major disagreements – but that's in the nature of what we do because fundamentally he's supposed to do the money and I'm supposed to do the sport. Occasionally the two conflict.

DH: But he got a good deal for TV rights...

MM: Well, he did and he didn't... The big problem with commercial rights – and we can talk about it now, of course – was to know who owned what before we started the deal. If it had ever gone to court, it could ▶

>Max Mosley CV

1940 Born in London
'53-58 Educated in England, France and Germany
'58-61 Oxford University (Christ Church College). Honours degree in physics. Secretary of the Oxford Union, '60. Married to Jean, (two sons, Alexander and Patrick)
'64 Called to the Bar (Gray's Inn)
'64-69 Racing driver with numerous wins and several class lap records in club racing. International Formula 2 in Europe. Also practised as a barrister in London.
'69 Founding director of March Cars
'69-78 Jointly represented F1 teams at the Federation Internationale du Sport Automobile (FISA), then the sporting branch of the FIA
'78-83 Member of the FISA Formula 1 Commission. Deputy member of the FISA Executive Committee.
'83-86 Pursued personal business interests, while remaining in touch with motorsport as a consultant
'86-91 President of the FISA Manufacturers' Commission and a member of the World Motor Sport Council
'91-93 President of FISA
'93- President of FIA (incorporating FISA)

Jenson Button's Benetton B201



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THE DAMON INTERVIEW

'NO, I DON'T BELIEVE ANY OF THE CURRENT TEAM PRINCIPALS COULD DO WHAT BERNIE DOES, OR WOULD OR SHOULD DO'



Max comes under close scrutiny (left) from press. With Jean Todt (above): contrary to popular belief, Max claims not to be a closet Ferrari fan



have been very difficult. Bernie firmly believed, I think, that we [the FIA] sold him something that already belonged to him. I don't agree with that, but I think he felt he paid that money to avoid an argument. From our point of view it was a very good deal; from his point of view it gives him a degree of certainty now that he has those rights – it's the next best thing to freehold. But the European Commission wouldn't have been happy with an ordinary long-term contract – when it gets to 100 years it's the next best thing to a freehold.

DH: If Bernie decides to retire and spend the rest of his life on a yacht, how the hell is F1 going to manage without him?

MM: Better than you think. All great businesses require an entrepreneur to get them going and then they move into the managerial phase. Bernie and the FIA can't do much without the agreement of the teams and the promoters, which is as it should be. Now, Bernie is very good at persuading the teams to do things, but in the end the teams do it because it suits them. Now, a good manager would do the same thing. The style might change but, unless they mess up the rules, I don't see why F1 can't go on being extremely successful. The reason it has got so much more successful in the past 10 years – and it probably shouldn't be me saying this – is that the mechanisms for running the sport are so effective.

DH: If it was decided that the way forward was a new leader, is there any one of the current team owners who could do it?

MM: I don't believe any of the current team principals could run the business, no.

DH: And yet Bernie was one himself.

MM: Yes but he was a very unusual team principal, a bit of a one-off. I remember the first FOCA meeting he ever came to – it was obvious to me within a few minutes that he knew how many beans made five. I don't think any of them could do what Bernie does, or would or should do what Bernie does. I think it should be an outside, professional manager.

DH: If you could divorce yourself from the presidency of the FIA, would you be in the grandstand waving a Ferrari banner?

MM: That's very difficult. At the present time I want to see whichever team win that allows the championship to go down to the wire. I don't really have a favourite team – I like to see Ferrari win but not too often, otherwise it gets bloody boring! But imagine if all the teams bar two were based in Italy. And the head of the FIA was an Italian. And the man running the sport was Italian. And the race director was Italian. And the FIA observer was Italian. Then the Brits would feel deeply paranoid that the Italians were getting together to shaft us. To me it was extremely important that the Italians should never feel that about us. I know that we are completely and absolutely neutral. There have been

occasions where we have done things that have been immensely annoying to Ferrari.

What has been unfortunate is that there have been two occasions on which McLaren have come up with a technical device which we all thought was legal but which has subsequently been shown to be illegal. One was the brake steer [exclusively scooped by *F1 Racing* in late '97] and the other was the trick differential. I feel quite bad about that but I don't claim that we're infallible. I think of the 500 questions put to us we've got two of them wrong. You can't get everything right. Charlie [Whiting] does the best he can. I have a look, for what it's worth, as does Jo [Bauer], but there isn't favouritism. There's a big desire not to have the Italians, or the French, believing the Brits are running it.

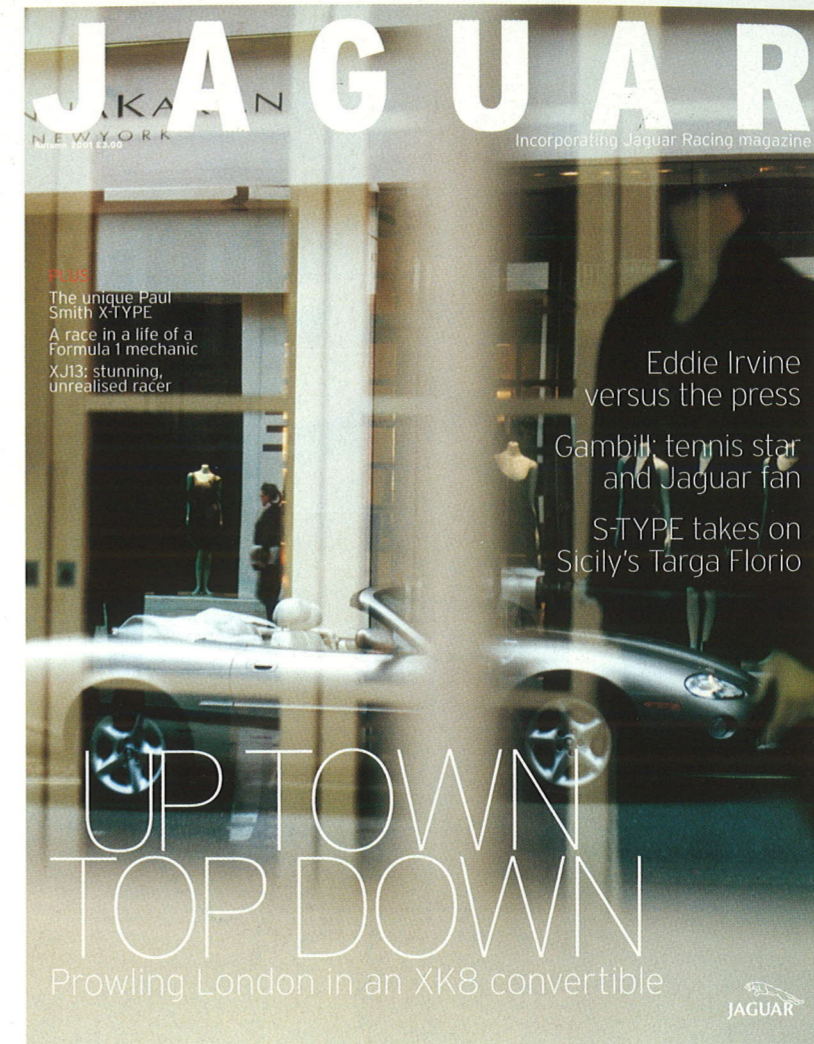
DH: It looks like things are under control.

MM: [Laughs] We've never got it under control! The teams have got almost infinite resources and they're working away all the time. We're a little bit like Customs – they have more resources and personnel, but we have the power to open suitcases. That's what we rely on. And tip-offs.

DH: You have a network of spies?

MM: Not really, and most of the time they're wrong. There was a fascinating piece of information about one of the top teams at the end of last season and it would have been devastating had it been true, but we immediately opened the relevant engines, had a look and happily we found nothing. **i**

The Max and Bernie Show (below): but even they have had their disagreements. Some people believe they're joined at the hip; predictably, Max doesn't think so



EMOTIONAL ENGINEERING

The third edition of Jaguar magazine incorporating Jaguar Racing brings you further insight into the world of Jaguar and the people behind the cars. This issue takes you on a spectacular journey in an XJ8 from San Francisco to Portland, Oregon, along stunning coastal roads. We challenge Eddie Irvine to a race in a single seater (you'll never guess who wins!), and bring you the latest news from the Formula 1 season. Fashion icon Sir Paul Smith tells us why Savile Row is not for him, and tennis star Jan-Michael Gambill takes time out from Wimbledon to try out the new road cars around Silverstone. The S-TYPE Sport is put to the test on Sicily's fearsome Targa Florio – and still there's time for some pampering at London's exclusive Sanderson hotel...

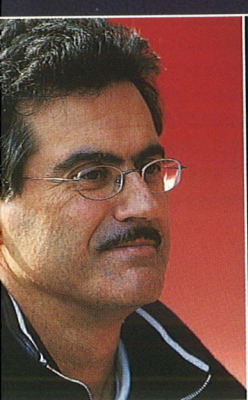
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Grrrrrrunt!

Engines are more powerful this year than ever. The BMW is best of all. So we asked

Photographs by Darren Heath

BMW's last foray into Formula 1 was in the early 1980s when the engine regulations were very different from the ones we have today. Back then you needed a turbo or you were nowhere, and I like to think we got ours working pretty well. Our compact four-cylinder powerplant, designed by Paul Rosche, was the first turbo engine

to win the world championship, in '83. Today, however, the turbos are long gone (banned at the end of '88) and all the engine manufacturers are confined to three litres and 10 cylinders.

Given the tight restrictions in the current engine regulations, we are seeing some amazing figures on the dynos, although this isn't the place for me to go into too

Mario Theissen (above left) is responsible for the technical side of BMW's motorsport programme

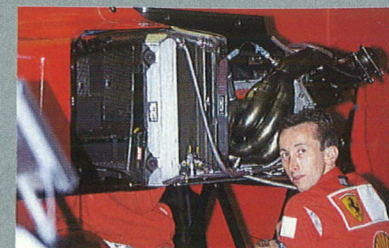
BMW's high-revving boss Mario Theissen to tell us how they do it. It's potent stuff. . .

many details! What I will say is that your engine needs to have upwards of 820bhp and rev close to 18,000rpm if you want to be at the sharp end, which is light-years away from the pre-turbo '70s, which was the first time that three-litre naturally aspirated engines were used in F1.

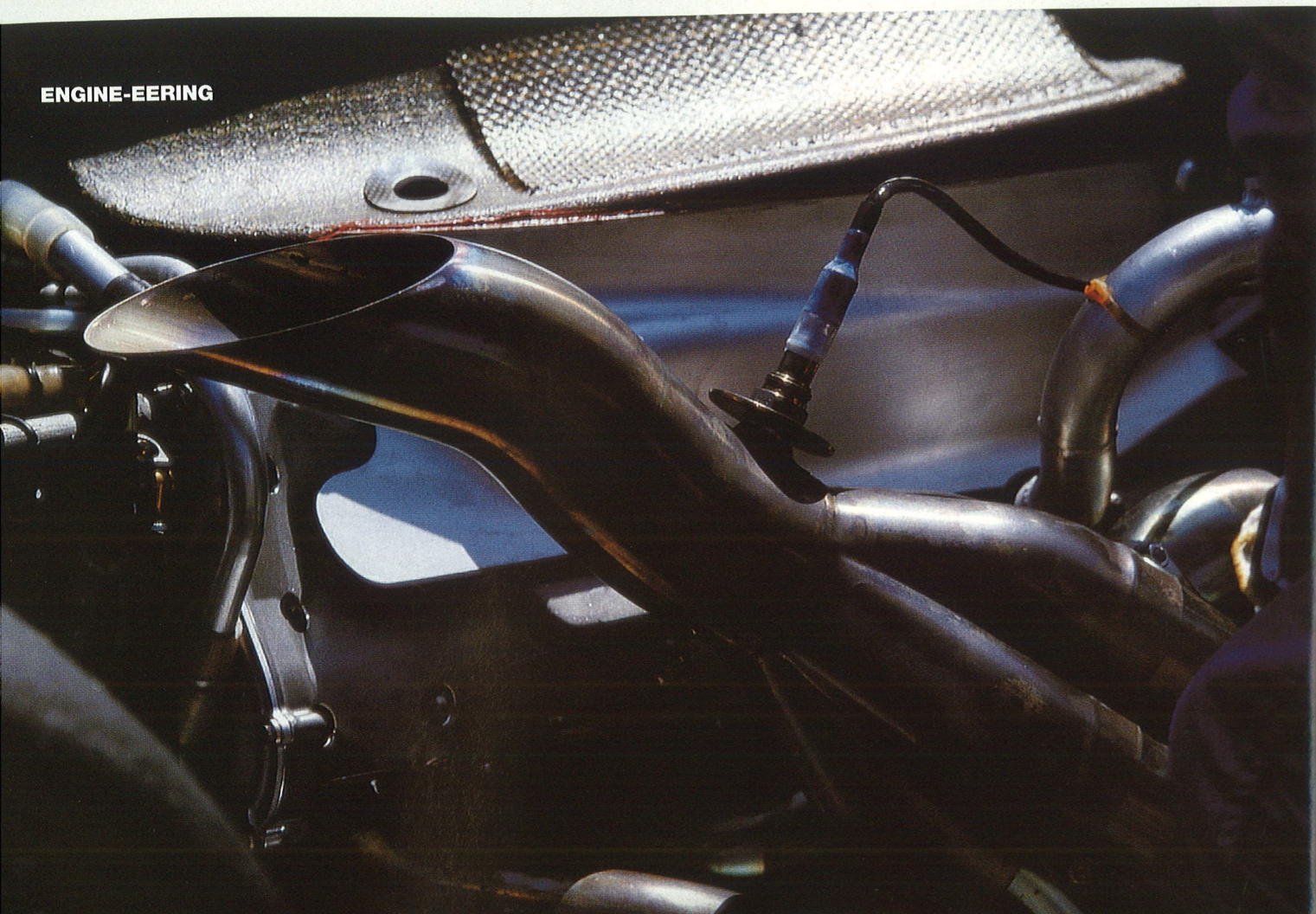
In the space of 25 years, the same number of cubic centimetres of cylinder

volume swept by pistons has increased power output by 70 per cent, while at the same time weighing 70 per cent less. That has been a phenomenal rate of development – if I might say so myself!

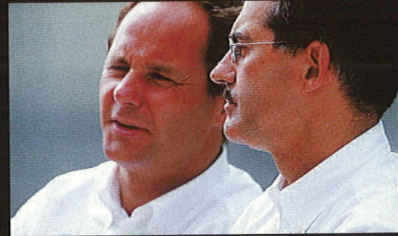
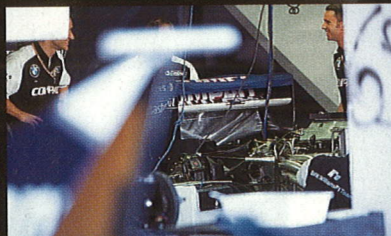
Let's take a look at how power has been increased. Explained simply, an increase in engine speed will give you an increase in engine power, although it's not strictly ▶



You don't often get to see Ferrari's engines uncovered like this. Their secrets are usually guarded by covers or garage doors



It takes a large team of very dedicated and motivated men to build a successful engine (right). Theissen shares the co-directorship of BMW Motorsport with ex-F1 driver Gerhard Berger (far right)



Ferrari guard their engines jealously, but you can see last year's on the '01 Sauber (above); the Swiss team are not so secretive

proportional because as you increase engine speed you also increase friction, which saps power from the engine. Increasing engine speed and overcoming internal friction are two of the biggest battles you have as an engine builder. One of our main concerns is how to reduce the oscillating and rotating forces inside the engine so that you can rev it higher.

From a conceptual point of view, higher revs can be achieved by increasing the number of cylinders from eight to 10, for example. You then have smaller pistons, each with a smaller distance to travel, enabling the engine to rev higher. Until recently, this had the potential to open up a can of worms because several manufacturers – BMW included – were thinking about using V12s.

The main benefit of a V12 is that it revs higher than a V10. Luckily, at the beginning of '00, the manufacturers agreed to stick to 10 cylinders until '07. If we hadn't done that we could have seen the big teams come up with a V12 for fast tracks like Monza and Hockenheim, a V8 for Monaco

and a V10 for the other tracks. Costs would have gone through the roof! Anyway, back to reducing internal forces. You can do this by making the crank train and valve train lighter and you can reduce travel, speed and acceleration of the moving parts. But, whichever way you achieve it, you are then able to take the engine to higher revs until you reach the same forces as before.

Power aside, the other major jumps we have made since the Cosworth DFV all those years ago is in weight-saving and with the actual design of an engine (because the Cosworth was rather robust and bullet-proof compared with a modern engine). Today, if you produced an engine that lasted 1,000km, instead of the required 400 for a race distance, you could be sure that it would not be competitive because you would not be taking it close enough to the edge. F1 engine design is all about making parts smaller, reducing wall thicknesses and thus trying to squeeze out every single gramme of unwanted weight.

The key to a low-weight engine lies in ►

>Powering Formula 1

The 11 teams share eight engines. F1 Racing estimates their vital stats

BMW 840bhp; 99kg; 90° V-angle	HONDA 810bhp; 108kg; 90° V-angle
FERRARI 825bhp; 100kg; 90° V-angle	ASIATECH 780bhp; 115kg; 72° V-angle
COSWORTH 820bhp; 99kg; 90° V-angle	RENAULT 750bhp; 105kg; 111° V-angle
MERCEDES 815bhp; 105kg; 72° V-angle	FORD 750bhp; 110kg; 72° V-angle



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ENGINE-EERING

the concept of the design of its individual components, down to every single bolt, and in the materials used. The development and application of light-weight materials play an important role in F1 engine design; the most well-known case in recent years was the use of aluminium-beryllium for certain engine parts. We didn't use it in our E41 engine last year because we knew that beryllium was about to be banned and we didn't see much benefit in gaining experience with a material that we would have to throw away.

One area where I think development will remain fairly static is in the V-angle. Wider Vs have become a buzz-phrase this year because Renault have reportedly gone wider than 90 degrees. The E41, which we used last year, was 72 degrees and, at that time, most engines were the same. For this year we did a careful evaluation of V-angles and decided that 90 degrees was the optimum compromise for the overall package, in terms of the engine's centre of gravity, vibration and torsional stiffness.

As an engine designer you always have to bear in mind that you don't just design an engine to crank out horsepower: it also plays an essential part in the car's overall stiffness. The wider the V-angle, the smaller the structural role the engine can play.

People ask me how far we can take a three-litre engine and my response is to say that, if I knew, we would be winning every race! Can we go as far as 20,000rpm or 1,000bhp? Well, if we keep the regulations the same for another 10 years, I think they are both possible: you can always improve things. We are past the days when big innovations can be made, but there are always things to improve.

The developments won't come in one step because each engine you build is the best you are capable of at a particular time. But, with each one you build, you gain experience and you develop a feeling for what you are doing. You can never go straight to a 100 per cent engine. What we did last year was gain experience with E41 and, on that basis, Werner Laenz and his

team created this year's P80. We couldn't have done the P80 without having raced the E41 because we learned last year about the components of the new engine, like crank train, the pneumatic valve actuation and the hydraulic system. Only if you know how close you are to the edge can you go to it without crossing it.

As an engineer you would always like to have more freedom, but we can all think of things in our lives that we would like more freedom over. People say that our P80 engine is state-of-the-art, and the challenge now is to make a better one within the tight confines of the regulations.

To do that, an experienced, motivated and well-orchestrated team is the key factor. The recent tug-of-war surrounding Adrian Newey has made people realise that the top engineers are as important as the top drivers. We have developed our team in Munich over several years with the aim of creating a spirit not only of being part of the F1 world, but of representing BMW and the BMW.WilliamsF1 team. **1**

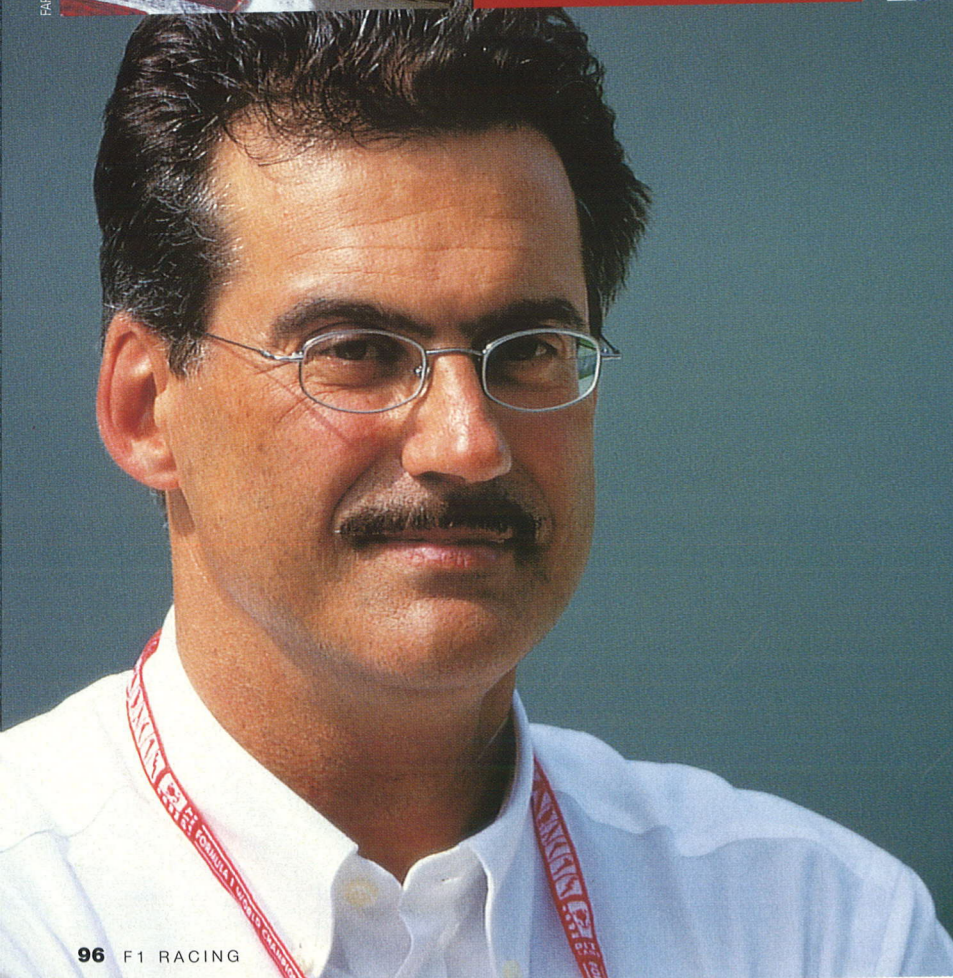
Theissen has worked for BMW for 23 years and is pleased by the speed of progress made this year



Teams are very secretive about their technical progress, so the parc fermé is the best place for a sneaky look. The BMW-powered Williams (left) has surprised many with its grunt – even Schuey (right)



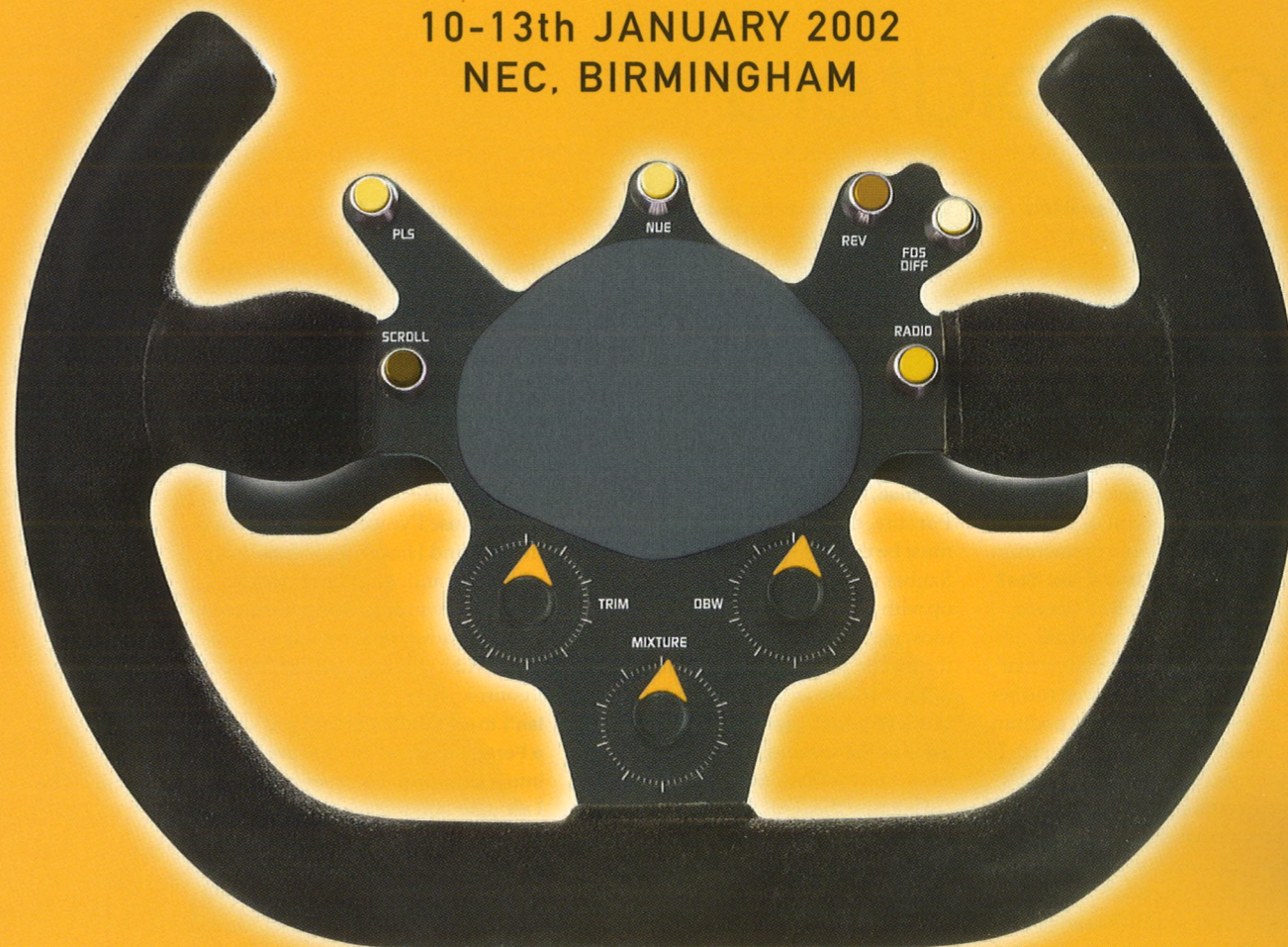
'CAN WE GO AS FAR AS 20,000RPM OR 1,000BHP? THEY ARE BOTH POSSIBLE'



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Driver: Sauber-Petronas

Nick Heidfeld

On scoring his first podium finish, Sauber's amazing progress and his contract with McLaren

Why have Sauber been so good this year compared with previous years?

It's difficult for me to tell you the difference because obviously I wasn't with Sauber last year, but I think they built a good car at the start of this season, which was the key. It was very reliable so we were able to do a lot of testing and have a good set-up right from the beginning. The team are very motivated, and having two young drivers pushing hard and gaining success at the start of the season gave them some momentum.

What did third place in Brazil feel like?

It was very special. After the first race, in Australia, I was fourth and Kimi [Raikkonen] was sixth so we knew that there was a possibility to go even further but I didn't expect to get on the podium this year. Brazil was very, very special. I was lucky to get the podium, but that's what happens sometimes. It's a bit more difficult now than it was at the beginning of the year because the top teams are quite reliable. Look at BMW – they've got stronger as the season has gone on.

What's the Ferrari/Petronas-engined C20 like to drive?

Last year I used the Peugeot engine and the peak power doesn't feel so different but I'd say the Petronas is stronger. The driveability and reliability are far better. Last year I had 10 engine failures!

What does that do for your morale?

It definitely demotivates you. Last year was very difficult, and it was such a big part of my life, my first year in Formula 1. You can't just go home and forget about it. Most of the time I knew it wasn't my mistake, so that made things a bit easier, but then it's frustrating when you know you can't do anything about it.

Why are Prost, with essentially the same engines, not delivering like you are?

For sure, their car's not as good which must be the biggest difference. But also, Sauber work very efficiently – we've kept up with the front runners this year and most races we have something new on the mechanical or aerodynamic side...

... Sauber have in the past been accused of starting each year strongly, only to fade away as the season progresses...

Everybody told me that Sauber would fall back by the middle of the season but it doesn't look like that at the moment and that's really good because we have a smaller budget than some teams. Willy Rampf [technical director] and those around him are doing a very, very good job, pushing for new things all the time.

Sauber don't really have a home race as such – does that disadvantage them?

Not really. There were a lot of supporters in Hockenheim because it's quite close to Switzerland. Malaysia was a bit like a

home grand prix because of Petronas – it was incredible how many people they had there. I was working pretty hard: one week non-stop!

What's the deal with your contracts?

I have a three-year contract with Sauber and a long-term one with McLaren.

So have McLaren got first refusal should Mika retire? And if so would you go?

I have a three-year contract here. Of course I'd like to go to McLaren one day because I've worked with them in the past and I have a good friendship with them and, most importantly, they're very strong. But at the moment nobody knows what's going on – I don't think Mika will stop and like I said I have a contract here.

Isn't there conflict in that you're driving a Ferrari-engined car and are locked into a long-term contract with McLaren?

I thought about that a bit at the start of the season – that Ferrari might think I'd go to McLaren and tell them stuff about the engine – but, with half the season gone, I don't worry about that any more.

What's the worst thing for you about F1?

Getting up too early?! No, sometimes the job is too busy. Driving is the thing I like most but sometimes the outside activities and the tests, which are always very busy, get too much. Sometimes you need a rest to recharge your batteries.

Kimi is lauded as a future champion, but you're not the best of mates are you?

We went out for a few drinks the other night in Switzerland!

And did you have a laugh?

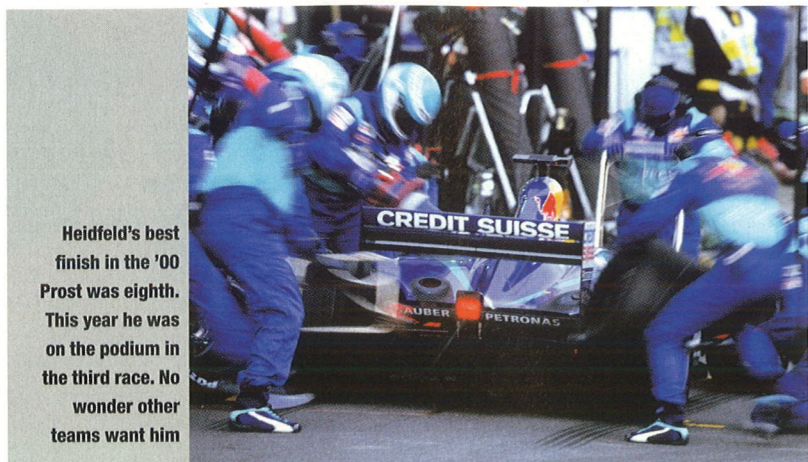
Yes, it was OK. Our relationship as team-mates is quite normal. We get along OK but there's always a fight to be in front. We're not *very* friendly, but we're very professional, I would say.

So can you see yourself driving for McLaren in a few years and challenging a Ferrari-driving Kimi for the world title?

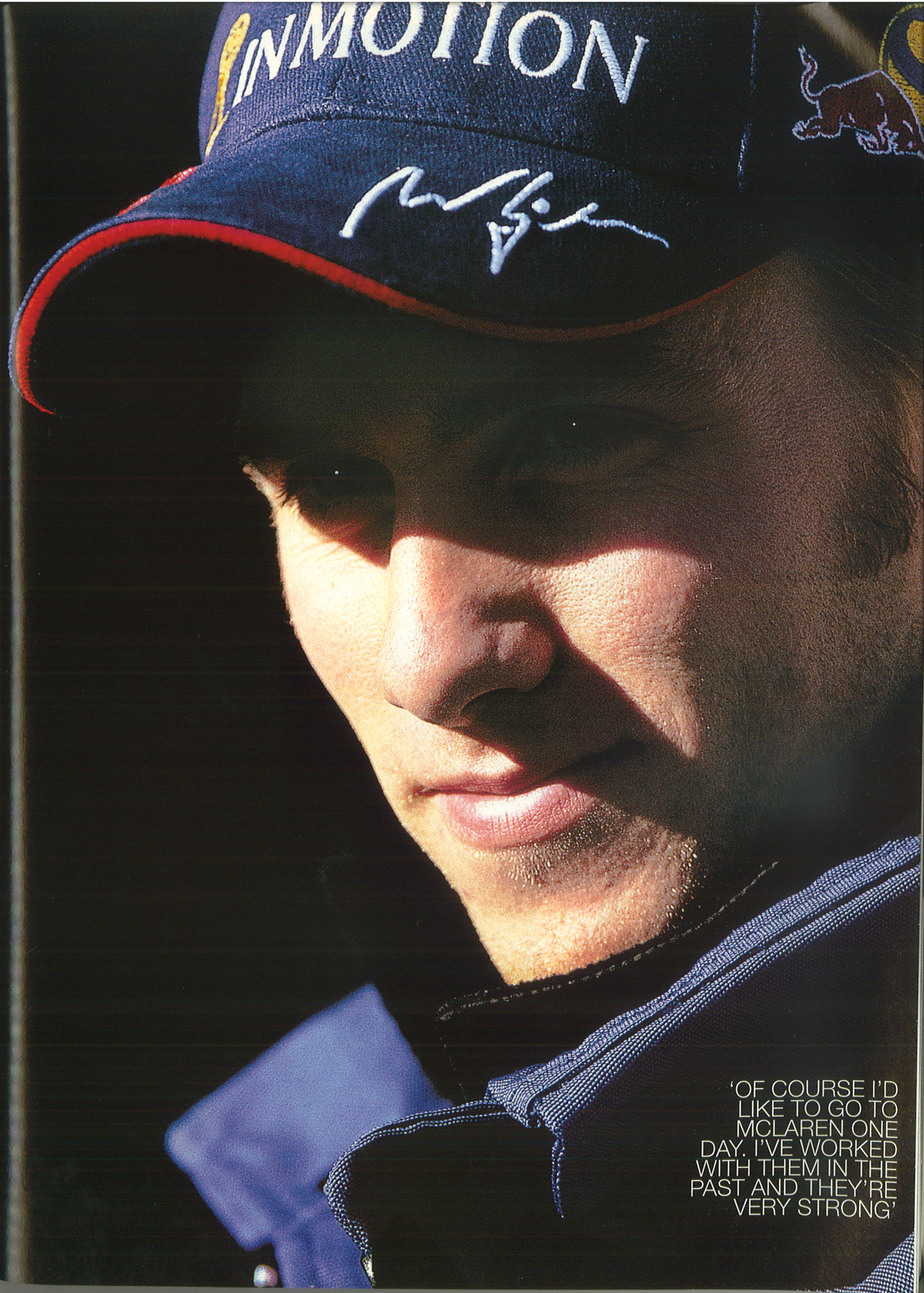
Well, there's a long way to go until then!

OK, tell us something that no-one knows about you?

Er, there's nothing I'd want to tell you! **1**



Heidfeld's best finish in the '00 Prost was eighth. This year he was on the podium in the third race. No wonder other teams want him



'OF COURSE I'D LIKE TO GO TO MCLAREN ONE DAY. I'VE WORKED WITH THEM IN THE PAST AND THEY'RE VERY STRONG'

MAIN: CLIVE ROSE/LAT; INSET: CLIVE MASON/ALLSPORT

What goes around...

... comes around. Following Concorde's recent tests, British Aerospace announced that it will resume flights in September. Why? Because Michelin have developed a stronger tyre. We look at how the new technology could affect F1

Words by Stéphane Samson; photographs by Alex Puczyniec

The relationship between the worlds of aviation and Formula 1 has long been a close one. Ever since the 1960s, when F1 cars first sprouted aerofoils, this exchange of ideas has never looked back. But it's not just aerodynamic. In fact, it has developed

to cover a wide range of areas – including similar communications systems, similar uses of exotic materials and even similar construction methods. All this has brought the aeroplane and the F1 car ever closer. Now this co-operation has extended to include

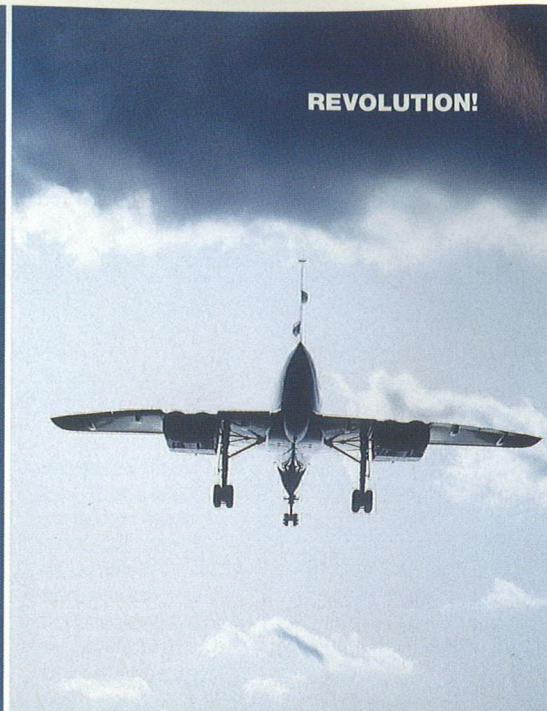
space programmes. Quite a departure! "As far as the laws of physics are concerned, we work with the same data," Prost Grand Prix's technical director Henri Durand explains. "Aeronautics, or more precisely, military projects, have given us carbonfibre as well as certain alloys, ▶



Michelin's new Concorde tyre is a massive 1.1 metres tall, towering over a Formula 1 tyre. But there are surprising similarities in the technology used to produce the two



The stresses on Concorde's tyres are greatest at take-off (right). Michelin's Jean Couratier (left) has been working with his team to produce the ultimate tyre for the supersonic aircraft's high-profile return



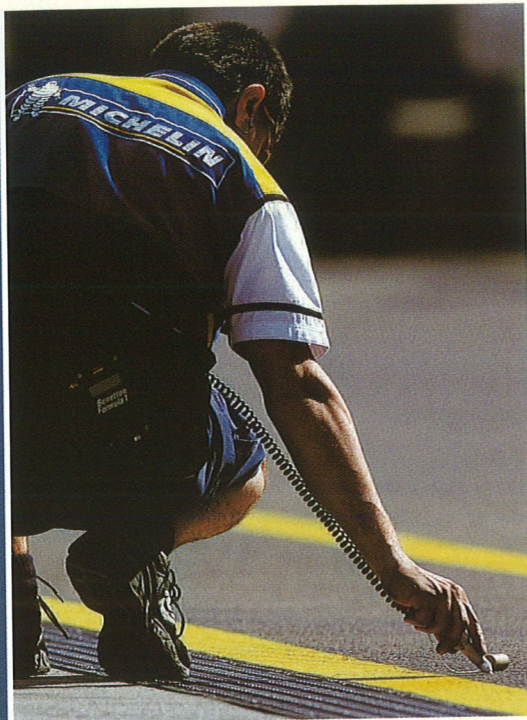
'THE RELATIONSHIP BETWEEN THE AEROPLANE AND THE F1 CAR HAS BEEN BROUGHT EVER CLOSER. NOW IT INCLUDES SPACE PROGRAMMES'

(Left) Concorde on its first test flight in July; (below) Michelin F1 boss Dupasquier shows off an F1 tyre; (below left) Alesi smokes rubber



REVOLUTION!

(Right) Measuring track temperature, one of many factors which can affect tyre performance; (below) Michelin have attracted a lot of attention since their return to F1. All this and Concorde too!



> OK, one's bigger. What are the other differences?



F1 TYRE

Technology: Radial

Teams supplied:

Williams, Benetton, Jaguar, Prost, Minardi

External diameter:

66cm (dry); 67cm (wets)

Width: 30.5

to 36.5cm (front); 36.5cm (rear)

Weight: 10kg

(front); 12kg (rear)

Number of grooves: 4

Number of tyres per machine: 4

Max speed: 224mph (Monza)

Pressure: 1.2 bar

CONCORDE TYRE

Technology: NZG

(Near Zero Growth)

Teams supplied:

British Airways, Air France

External diameter: 110cm

Width: 40cm

Weight: 80kg

Number of grooves: 4

Number of tyres per machine: 10

(8 main wheels, 2 on nose)

Max speed: 280mph (take-off)

Pressure: 16 bar

F1 tyres look pretty sorry after a few laps in anger, despite all the hours spent testing them. Their technology is amazing, but ultimate performance is a lot more important than impressive longevity

to learn how four-groove tyres performed – “which is a far cry – a far, far cry – from just cutting four tread patterns into the slick,” reveals Pierre Dupasquier, Michelin's motorsport director.

Both tyres have four grooves, of course. “But that's just a coincidence,” Couratier says. “In Concorde's case, they're simply there for wear and tear. Even if it's raining, an aeroplane can land on slicks.”

True enough – for, in theory, Concorde tyres function in completely different ways from F1 rubber. What they have to withstand is utterly different, for a start. The Concorde tyre, as with all aeroplane tyres, is at its most delicate on take-off. The moment it lifts its nose in the air is the vital moment. This is when there's a risk of bursting. In F1, tyres are most stressed on long bends, in high-downforce mode, at full throttle. Or on superfast, superlong straights as at Hockenheim.

And what about lateral grip? “It's not a priority for us,” Couratier concedes. “Actually, when a plane doesn't land completely straight on the runway, or when the two back wheels don't set down at the same time, what you want is to be able to correct the trajectory. If there was too much grip, the plane would come off the runway.” Also, whereas an aircraft's tyre only functions lengthways at high speed, an F1 tyre also – and above all – does so laterally. In the end, the real test

for the Concorde tyre boils down to its resistance to impacts, shocks, cuts and tears. This characteristic isn't of such importance in F1, where performance is what counts.

Even so, NZG could be put to good use in F1. After all, both casings are radial. And when push comes to shove, in many ways an F1 car's limitations, as far as tyres are concerned, aren't utterly different from Concorde's. Both tyres have to pull off extraordinary feats – 0-125mph in five seconds for F1, 0-275mph in 40 seconds for Concorde. Both disciplines require the ability to brake hard over short distances. Both tyres' weights are kept to a minimum: that is one of the priorities. Both casings are inflated with nitrogen. “This inert gas means we can maintain the same inflation pressure whatever the operating temperature,” explains Pascal Vasselon, Michelin's F1 programme manager. This temperature varies from 75-105 degrees C in F1 and from -50 degrees C during flight to 100 degrees C for Concorde.

But that's not all. The F1 tyre is only inflated to 1.2 bars, and the force exerted on its structure when the car is going at full speed is enormous. It effectively deals with 70 times its own weight at 220mph, when the aerodynamic load is 1.5 tonnes. That's tough on the sidewalls, even on straights. Concorde's optimised radial technology means the sidewalls can flex freely and

‘THE F1 TYRE EFFECTIVELY DEALS WITH 70 TIMES ITS OWN WEIGHT AT 220MPH. THAT'S TOUGH ON THE SIDEWALLS, EVEN ON STRAIGHTS’

cope with the aeroplane's weight with greater ease. The sidewalls bulge to spread the force equally on the ground, which limits resistance to wear and tear. The tread is very weakly extended, giving better contact with the ground. So couldn't the Concorde tyre, designed originally to resist tearing, help the F1 tyre improve or optimise its performance? “The aeroplane tyre is rock-hard because of its inflation pressure, whereas our tyre has to cope with bumps. Our aim is to get maximum tyre surface on the track,” Dupasquier explains. “The tyres' roles and intrinsic characteristics are very different, but any significant technological advance deserves our attention.”

The Concorde man, for his part, is cautious too. “One of NZG's possible advantages for F1 would be its dimensional stability. It's certainly something to pursue.”

such as aluminium-beryllium. And CFD [computational fluid dynamics] technology means that we understand aerodynamic flux better now.” Pat Symonds, Benetton's director of engineering, goes further. “There's a real dialogue between the two sectors,” he says. “We mostly benefit from technology born out of governments' military projects because they're the only people with the budgets needed for that kind of research. We're now working on some materials that have been discovered in the US for their space programme. They'll be in F1 in two years and it will be like a small revolution.”

When Michelin unveiled Concorde's comeback tyre early this summer, most paddock engineers took a close interest. What got them particularly excited was a brand-new technology called NZG (near zero growth), which could well be central to the future of F1 tyres. After all, the ‘great white bird’, which has been firmly

grounded since the tragic events of 2000, is capable of staggering performance; its chances of once more getting airborne depended on the development of no less astounding technology.

The jackpot was struck in June 2000. Sixteen months after Michelin came up with NZG, the new tyre – a 1.1-metre-tall monster weighing in at 80kg – was approved. And, although Michelin don't want to be too indiscreet about their new tech, the principle is a straightforward one. “Thanks to the discovery of a new fibre compound which is both flexible and stretch-resistant – meaning we could deal better with bending in the tyre construction – we worked on radial design, which we have adjusted very slightly,” explains Jean Couratier, Michelin's aviation technical director. “We finally came up with a casing with incredible damage-resistance capabilities and managed to reduce the overall weight by 20 per cent.”

Until this development, the only viable way to increase tyre resistance had been to make thicker tyres. Thicker equals heavier, of course, which also equals bad news (in both aviation and motorsport). Now, resistance comes from the structure, which works at greatly reduced tension, making for a much slacker tread which is less susceptible to bursting. Perhaps this is the way for F1 to go.

“The Concorde project took just eight months of study from first sketches to first flight tests,” says Couratier. This is a record time and is similar in many ways to the challenges Michelin faced when they decided to re-enter F1: one season to prepare – then just a couple of days to approve the compound, modify it for a specific track, and produce the desired casings. In both instances the learning curve was huge: the hurried Concorde engineers had to get to grips with a totally new design, and the F1 men had



61 THINGS YOU NEVER THOUGHT YOU'D EVER HEAR MIKA SAY

He's not exactly **chatty**. He can be disarmingly **reticent**, peculiarly **curt**. So it was wonderfully **refreshing** to hear him curse at Imola. In **unguarded** moments, he can be **witty** and **entertaining**, and his insights into F1 life can be fascinating and surprisingly **revealing**. So listen up

Compiled by Suzanne Arnold; photographs by Steven Tee/LAT



'OF COURSE I'M QUICKER THAN MICHAEL! BUT IT'S NOT AS SIMPLE AS JUST SAYING IT. I'VE GOT TO PROVE IT'

> LIFE BEFORE F1

He didn't always use four wheels

1 "[Speaking about National Service in Finland] There was a special battalion for sports people. I learned a lot about comradeship and being part of a team, that I've never forgotten."

2 "I've always loved the circus. I began riding unicycles with my karting friends because it was the fashionable thing to do back then in Finland. I started training with the local circus. I even got shortlisted to become an acrobat! They then tried to up the amount of training, which was when I decided I'd do an easier career!"

3 "There are a lot of similarities between Formula 1 racing and the circus. To be a top-flight gymnast you need extremely good co-ordination and a certain acrobatic ability. In racing, we need good concentration because one slip can mean we hurt ourselves."

4 "I loved rallying. But in single-seater racing we [Finland] had only had one champion – Keke Rosberg – and we needed more."

> THE THIRST TO WIN

On wanting to conquer the world

5 "[Speaking in Spain in 1997] Getting my first win gives me great confidence for '98. And although I cannot really relax,

Japan '99: he wins the title, allowing him to wear '1' for another season



I will go through the winter with a better feeling inside. I feel optimistic. Hugely."

6 "[Speaking at the beginning of the '98 season] I would fly to all the races last season thinking to myself, 'We're gonna win this one.' But when I finally did win, I was surprised that perhaps I didn't feel quite so elated as I might have expected. Then I realised this was because, inwardly, I felt that I should have been winning as a matter of course for a long time."

7 "I've been very careful with my preparation, mentally. I do not want to be in a situation where I start the [1999] season relaxed and assuming that I'm going to win automatically because I'm champion and therefore I'm the best. It doesn't work that way. I'm really going to have to fight for it."

8 "[At the beginning of '99] I'm hungry like there's no tomorrow. I really want

to win. I don't have to say, 'I hope I can win the championship' any more."

9 "All that matters is winning. I've learned that you have to believe in yourself. You are responsible to yourself for what you do."

10 "You can't have a negative feeling that you are not going to win because then there is no reason to put your life on the line in a racing car."

> ADELAIDE '95

The shunt that nearly ended it all

11 "[Speaking about the after-effects] Psychologically I was more or less fighting myself, using a lot of energy to build myself up to compete. It was unbelievably rough. A struggle in terms of confidence."

12 "It was one of those experiences which was really interesting. Not pleasant but interesting. It made me look at everything differently – people, safety, racing, F1, life. It opened my eyes. Any feelings of being a wild young boy disappeared quickly."

13 "It was getting difficult to breathe, then I felt this massive pain in my throat which, I guess, was when they put the tube in [he had a trackside tracheotomy]. And at that point I lost consciousness."

14 "[While recovering] I actually had to stop myself doing too much training and harming my muscles."

> TEAM-MATES

It's been rivalry all the way

15 See below
16 "[Speaking about the same incident] We did have jokes about it, but that was later..."

17 "If you're fighting against a man like [Ayrton] Senna, it's no joke. It is such serious stuff. People at this level are so bloody good, and that means only one thing – you have to make yourself better."

18 "I learned a lot from Ayrton. I was the McLaren test driver in '93. I used to watch him so closely. I would try to understand what he was doing."

19 "[Senna] was a real professional. So working with him, or watching him, gave me a real understanding of racing, of F1."

20 "I'd like him [David Coulthard] to be a bit slower! But the way we race with David is fair. We don't have an attitude which could lead us to take each other off."

21 See next page

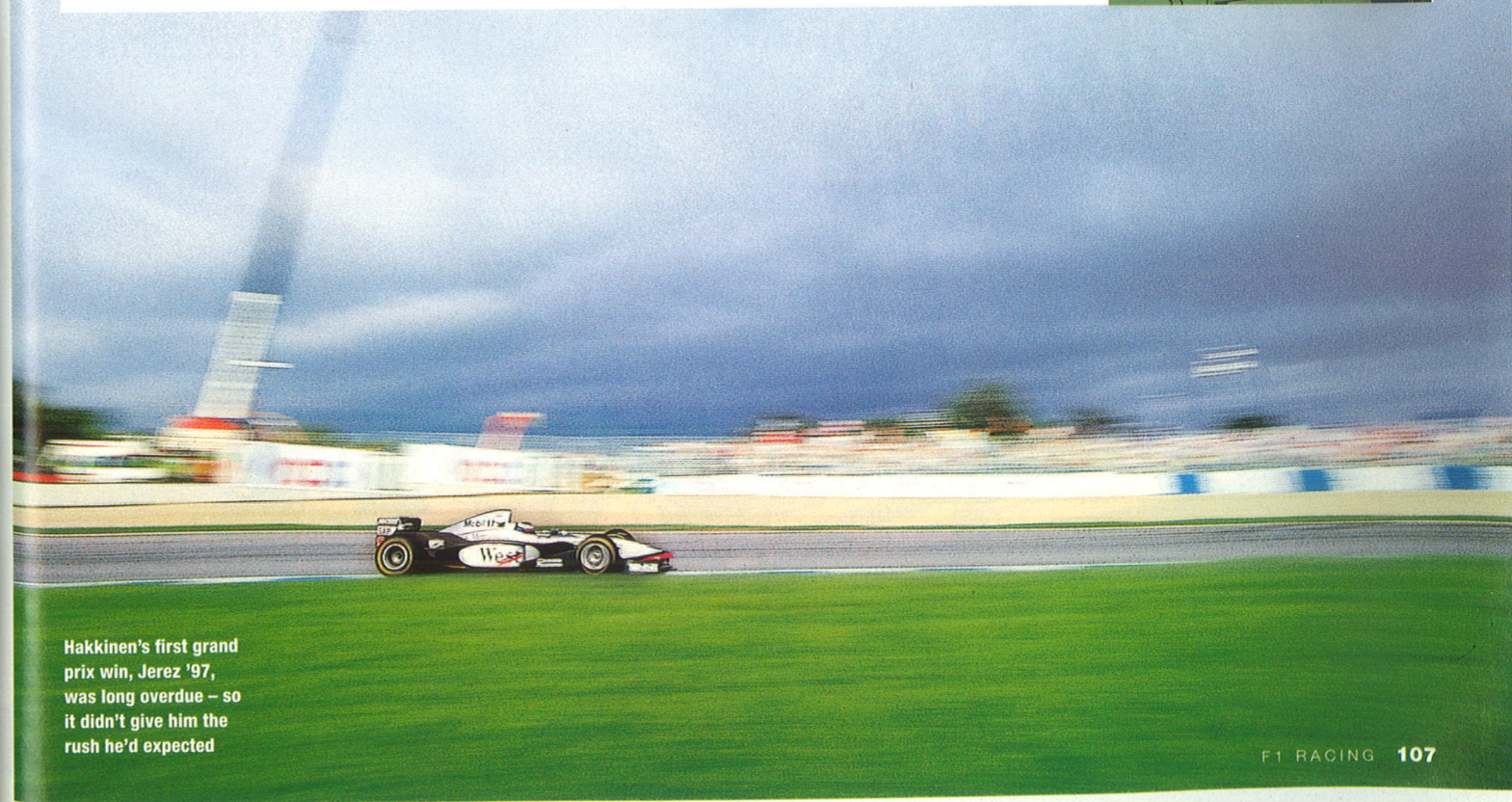
22 "It's important that both drivers get an equal chance of winning the championship, even if it's sometimes painful. The bottom line, though, is that the quickest driver will win."

> MICHAEL SCHUMACHER

The master doesn't scare Mika

23 "[Speaking about racing against Schumacher in Formula 3 ▶

> **15** "Ayrton [Senna] was really upset [when Mika outqualified him at Portugal '93, their first race as team-mates]. He wondered how it was possible. He couldn't figure it out because the cars were exactly the same. Luck was on my side that day. But he did manage to say, 'Well done.'"



Hakkinen's first grand prix win, Jerez '97, was long overdue – so it didn't give him the rush he'd expected

FLAT OUT

in '90] Michael and I clashed at Macau. Everything was going smoothly but then on the last lap Michael ran a bit wide. I started to overtake but his car moved right, I lost my front wing and hit the wall at speed. I didn't speak to him about it. You have to put it behind you."

24 "[Speaking about the same incident] All I needed to do was finish second behind Michael. That was my plan, and it was easy. He made a mistake and I had no problem passing him. It was a normal racing situation, but he moved over on me and we touched. I crashed out of the race. Afterwards, he said he was very sorry because he hadn't seen me in his mirrors. I accepted that. Except that, a few days later, I saw an interview with Michael on Eurosport after the race. He said that, when he saw me in his mirrors, he changed his line to block me. I will always remember that."

25 "Of course I'm quicker than Michael! But it's not as simple as just saying it. I've got to prove it."

26 "[Speaking in '98] Michael is twice world champion, as experienced as me and with enormous self-confidence, so there's never going to be room to relax and get comfortable with the situation. You just have to fight all the time. He's not going to go away."

27 "When I knew Michael would be starting at the back [because he stalled on the warm-up lap in Japan '98], it was a nice feeling. But it wasn't over. I knew well enough what he could do from there."

28 "Things didn't change much when Michael had his accident [he broke his leg at Silverstone '99]. F1 is never about one person. If I'm not around there will be someone else. Look at Eddie [Irvine]! There will always be tough competition - it's very hard to win the title twice in a row."

> VICTORY AT MONACO '98

Mika felt the joy they all long for

29 "I was very fortunate, but I will never forget winning that race. It will stay with me forever."

30 "People don't understand, you know. The circuit is just so difficult. Really, really difficult. The grip level changes all the time. You have to be so careful. To keep concentrating all the way through, without making a mistake, is an incredible achievement."

31 "The team was shouting all sorts of congratulations on the radio, some of it in Finnish. I wanted to enjoy the moment for as long as possible. I could hear the commentator screaming, I could see all the people, the flags, the camera flashes, the fireworks, everything. I wanted to get as much of that inside me as I could."

32 "You might only ever get one chance to win here, and I did it. It's fantastic!"

33 "The team did it. There were people in that factory working all night to make special stronger components. Incredible, I think. We got them in time for Sunday

and it saved my race. Without them I would never have finished."

> WINNING THE TITLE
He dared to dream - and won

34 "[Speaking at Japan '98, where he clinched the title] I remember being here at Suzuka in '96 when Damon Hill won his title. I was third that day. We walked together to scrutineering and he said, 'One day, you're going to do it.' But things didn't look so great back then. I remember sitting next to him in the press conference. He couldn't say much and now I understand why. It's a big thing. I took it easy in the last few laps trying to understand what was happening, but I still couldn't get a clear picture. It's just too much to believe."

35 "It's been tremendous fun and a good, hard year ['98]."

36 "Obviously it's an advantage to start the season ['99] as world champion. People believe in you more. They have confidence in you because you won the championship." ▶



> 21 "David [Coulthard] is obviously extremely fast and competitive, so he will give me a hard time this year ['99]. If I'm going to win, I'm going to have to beat him first."



Title aside, the ultimate F1 goal is to win at Monaco - and as Mika will testify, it's a moment to savour



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>43 "[Speaking in Malaysia '00] Family life, Erja [his wife] having a baby, will be a great thing. And, it will help my career, because when I'm changing nappies or the baby is screaming, I'm not going to be worrying about motor racing!"



> LOSING THE TITLE
Can he get back to the top?

37 See right
38 "Losing the ['00] championship was a small disaster. But in a long career like mine, you experience a lot of failure and a lot of success."
39 "[Speaking in Spain '01, after a terrible start to the season] The game is not over yet – not before the final mathematical chance is gone. Of course I'm very disappointed. I cannot believe this has happened [his engine failed on the last lap, when he was about to win]. Of course my situation in the world championship looks very sad right now, but I'm going to come back and fight again."

> GETTING PERSONAL
What really makes Mika tick

40 "Sometimes, when you act on emotion, you don't say or do the right things. That's why it's better to be calm, not to talk in those situations."
41 "When I get back to my flat I sometimes have to release my emotions. But I would never want to do that at the racetrack."
42 "Without him [team boss Ron Dennis], I could never have been world champion."
43 See above
44 "As a GP driver, you're fighting for your own results. You're working for your team, but you're working for

yourself, too. And I've realised you can't do it alone. You need a partner. For me the McLaren team is a great friend. But you need more. And Erja... without her, I never could have been champion."
45 "[Quelling gossip at Imola about his disastrous start to '01] I know there has been some talk [about retirement], but there is nothing further from my thoughts at the moment. After each race I'm always thinking about the next one. As long as I keep thinking like a racing driver I will keep racing."

> THE ART OF DRIVING
Mika's guide to mastering F1

46 "Some drivers are too lazy to test. I enjoy it and I want to be in the car as often as possible. Developing a car is interesting."
47 "Because an F1 car is so fast, it's sometimes difficult to concentrate on the car, because you're concentrating on yourself."
48 "I think that driving an F1 car is like this: some people have very nice handwriting and some people don't. Even if they practise like hell, those who don't simply can't make theirs like people who have naturally nice handwriting. Why? It's just like that."
49 "Any driver – any driver in the world – will have shunts. You just have to accept them. You don't think about them, but prepare

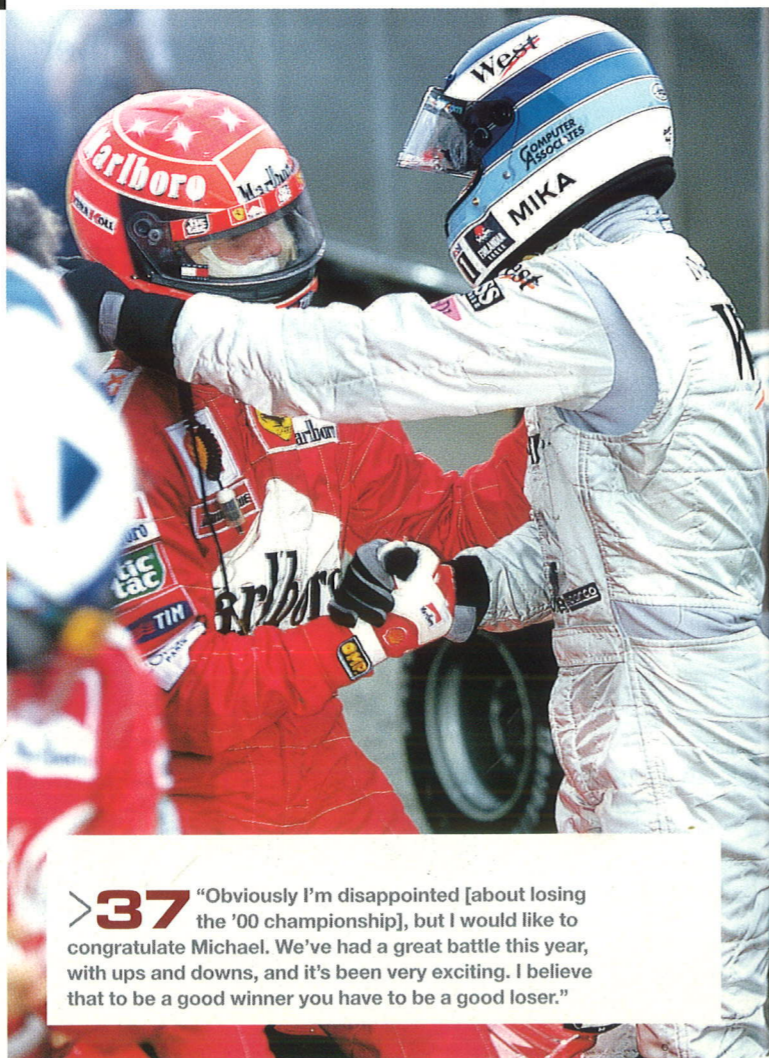
yourself for them because one day it will happen."

50 "There's no way you can pass someone without running the risk of taking both cars off, which is not what it's about."
51 "[When asked about his car] It doesn't have a personality – it's a machine."
52 "[Talking about the MP4-14, the '99 car] It's difficult to explain to a driver of road cars how heavy the steering of an F1 car is – difficult to simulate."
53 "The brake pedal hardly moves at all. In an F1 car it's more a case of how hard you're pressing rather than how far the pedal moves. [And how hard do you press?] There have been occasions when I have pressed with all my might, wishing the car would stop!"
54 "Any GP car can sometimes surprise you. It would be wrong to say they are easy to drive. If they are easy to drive it's likely that you're not driving fast enough."
55 "[Speaking about the missed gear that cost him the race at Monza '99] That corner is taken in second. I selected first. Brain fade. It just happens sometimes. I made a mistake."
56 "[Speaking in '99 about qualifying] I think I'm doing better

this year than in '98. Maybe there's no difference in speed, but I'm more confident. I can handle the pressure much better."
57 "The perfect qualifying lap is almost impossible. You can always think of something you could have done differently."
58 "I love driving in traffic! I've been missing that a lot in F1. All my career I've had a lot of fun overtaking and obviously there has been a lot of speculation, a lot of talk in F1, about there not being so much overtaking."

> PROS AND CONS OF FAME

He's an unwilling hero
59 "I love it here in Monaco. We're sitting here in the sunshine, eating, and life is fun. There's mega interest in Finland. I would never be able to live in Finland and walk on the streets. I would never be able to relax. And certainly not outside. It would be far too cold!"
60 "One of the bonuses of being a Formula 1 driver is being able to do things – go places – that you wouldn't be able to do otherwise."
61 "You have no private life when you win the championship, unless you lock yourself in a room with no doors and windows and turn off the telephone. And you can't refuse to sign autographs. It's part of being a driver." **1**



>37 "Obviously I'm disappointed [about losing the '00 championship], but I would like to congratulate Michael. We've had a great battle this year, with ups and downs, and it's been very exciting. I believe that to be a good winner you have to be a good loser."

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Fernando Alonso

On being F1's youngest driver, learning the trade with Minardi and needing talent not money

How are you developing as a driver?

The start of the season was very difficult for me because I was new to Formula 1 and the team had done no winter testing. We went to Australia with a new car, two new drivers and no mileage. But, since then, I've learned a lot.

Do you think you've got quicker?

No, but I'm more confident with the tyres and engine, and also with traction control, which means that you have to change your driving style at corner exits.

Do you think you're naturally talented?

I don't think anybody is. I'm what I am because of everything that I learned in the junior formulas. What you learn determines how good or bad you are, and it's the same for everyone. I'm happy with how things are progressing for me.

Do you think you have now learned as much as you can learn at Minardi?

Yes, I think so. You have to be very strong in your head to drive for Minardi because you're always at the back: the results never come. I need another performance step now to have a new experience.

Do you have problems with motivation?

No. I always push hard to improve myself. We're qualifying 21st and 22nd, so my aim is to be 19th or 18th. Yes, that's a very bad result, but, for us, that's the maximum. It's like taking pole.

What are your plans for the future?

I have a long-term deal with Renault. I don't know what plans they have for me for next year: I'm leaving that up to my manager Flavio Briatore. I'll be happy if they find a good seat for me because Renault now have a lot of drivers: Jarno Trulli, Giancarlo Fisichella, Jenson Button and me. There's no room in the team for me next year, so maybe they'll lend me to another team to learn more.

I'm only 19, so I have a lot of time on my side before trying to achieve my objective: to be champion one day.

Is being so young a disadvantage?

No, it's an advantage. F1 has changed in the past two years with Button, [Kimi] Raikkonen and me. The teams are going

for fast drivers and think that experience is not the most important thing. There's a constant hunt for the next really quick guy. I feel good, certainly not too young.

Do you feel very inexperienced?

Not at all. I started driving karts when I was two and had my first race when I was three, so I've been racing for a long time! Experience in karts is good for F1 – they have similar handling characteristics.

Do you get on with Michael Schumacher?

We get on OK. We talk sometimes about the GPDA [Grand Prix Drivers' Association]. He asks for my opinion, nothing more. Sometimes we chat during the Sunday drivers' parade, but that's it.

How about the other Spaniards in F1?

I get on with Marc Gené and Pedro de la Rosa about the same. But I can't say I know them that well. We never raced together in the junior formulas.

Is Paul Stoddart a good boss?

He's crazy! I think he's the right person for Minardi because they're always at the back and they need something strange, something completely new, to improve. I believe in him. He needs some money, for sure, because F1 is so expensive, but I think the future of the team will be good.

Of course I'm very grateful to him for giving me this opportunity – at the start of the year I decided that I wanted to be in F1 if possible. Paul tells me that the

first thing he thought when he bought the team was to get Fernando in the car.

How quick is Tarso Marques?

Quick, with good experience: two years in F1, two years in ChampCars. He's had bad luck in races, in qualifying especially. He's better than some of his results look.

Are the F1 drivers the best in the world?

No. There are better drivers out there, in some formulas – Formula 3 maybe – who have never had the opportunity.

What's more important when you're trying to get into F1: talent or money?

Three or four years ago it was money. Now it's maybe 60 per cent talent, 40 per cent money. In the future I think it will be talent. There will be so much money in F1 that drivers won't need to buy seats.

How difficult are F1 cars to drive?

Much easier than I expected because there are only two pedals and automatic gearshift. To drive an F1 car fast, for those last few tenths in qualifying, is more difficult than a Formula 3000 car because it's hard to find the limit of the grooved tyres. But the rest of the time, on a 50-lap run, F3000 is harder.

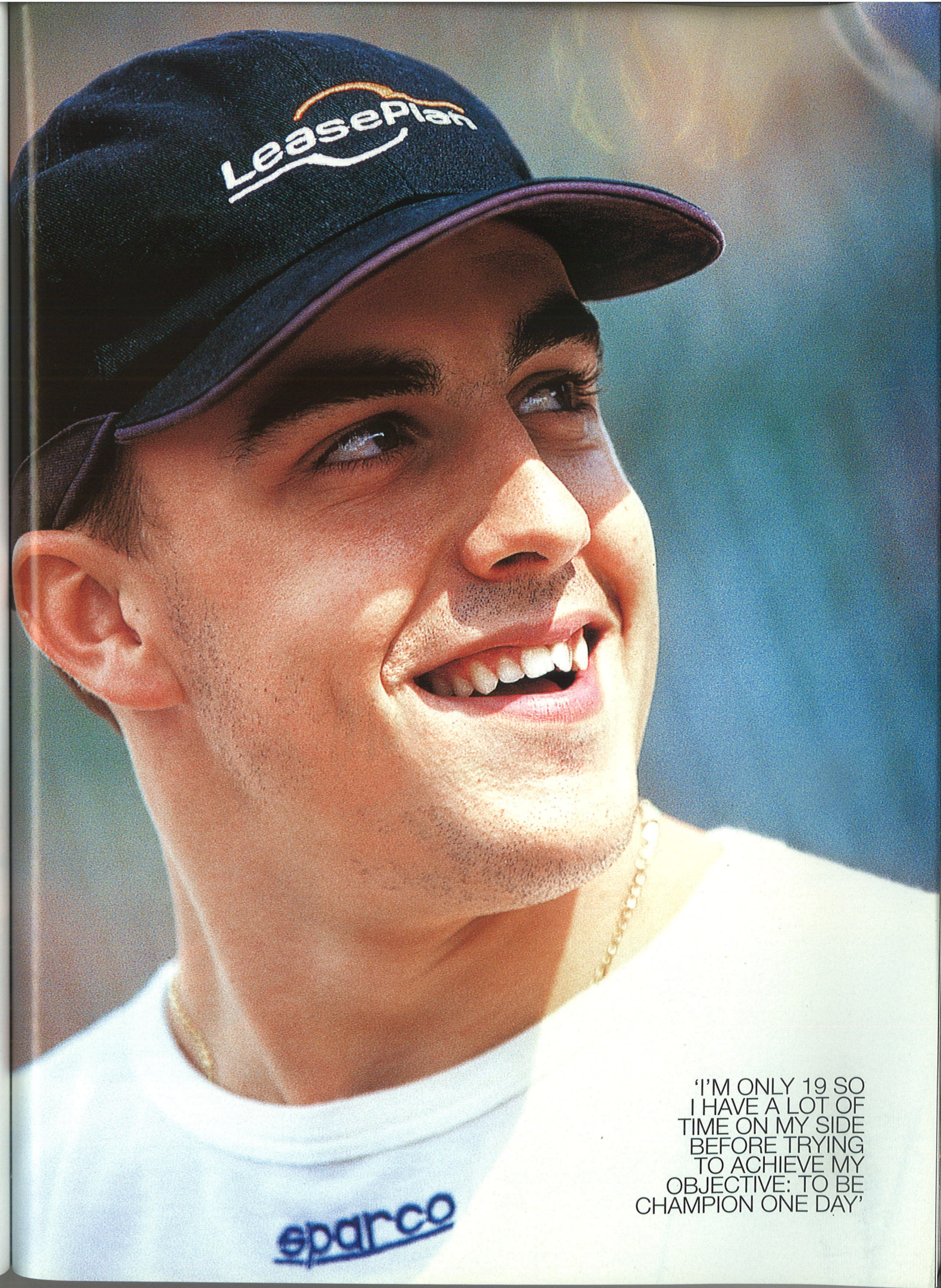
What regulation change would you like?

High-tech carbon brakes make races boring because you brake so late that it's impossible to overtake. Where we brake at 60 metres, it would be 180 metres with normal brakes. I'm a racer at heart! **1**

There was plenty of wet running at Silverstone, but the track dried for qualifying. Despite that, Alonso found a good set-up – he felt it was his best qualifying so far



MAIN: DARREN HEATH; INSET: MARTYN ELFORD/LAT



'I'M ONLY 19 SO I HAVE A LOT OF TIME ON MY SIDE BEFORE TRYING TO ACHIEVE MY OBJECTIVE: TO BE CHAMPION ONE DAY'

Bellissima!

Alfa Romeo wanted the 179 to lead them back to Formula 1 glory, but sadly it was never quite fast enough to do that. Looks pukka though, doesn't it?

Words by John Leach; photographs by Tim Kent



ALFA BRAVO

> Patrick Depailler: driver

"The first race I won in 1980 was to be fit enough to drive in Argentina [round one of that year's Formula 1 world championship. The daredevil Depailler had broken both his legs in a hang-gliding accident during the '79 season when he was Jacques Laffite's team-mate at Ligier].

"Carlo Chiti [team boss at Alfa Romeo] was looking for a driver with experience to set up the car and partner Bruno Giacomelli, who was new to Formula 1. The team had announced a three-year sponsorship deal with Marlboro and were working on a turbocharged replacement for the V12 engine, either a V6 or a V8 [the V8 turbo would not make its race debut until '82]. The signs were encouraging.

"Argentina was not a good beginning. I qualified 23rd and in the race the engine let go seven laps from the end. [Giacomelli did rather better, finishing in fifth. In Brazil, Depailler qualified a lowly 21st and pulled up in the race again – this time with an electrical failure.]

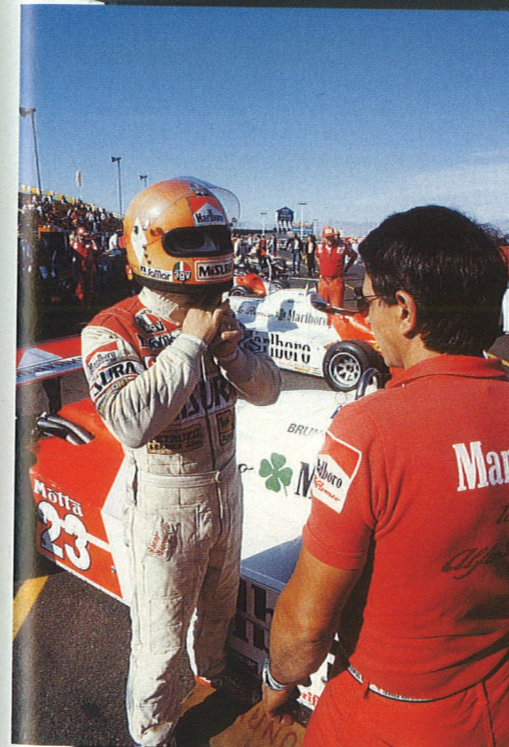
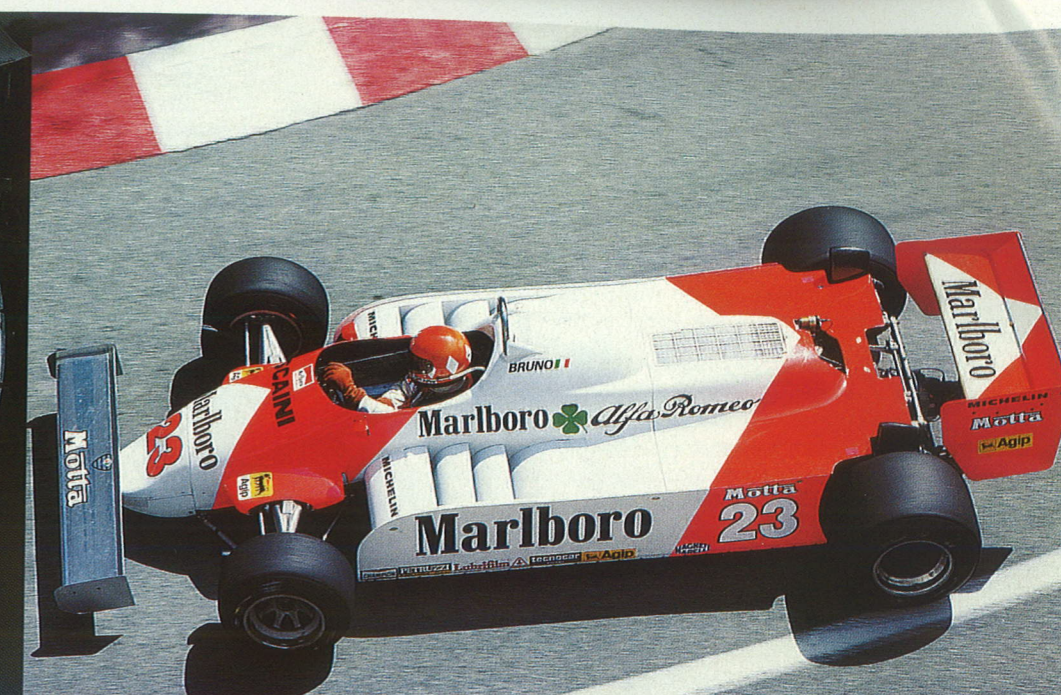
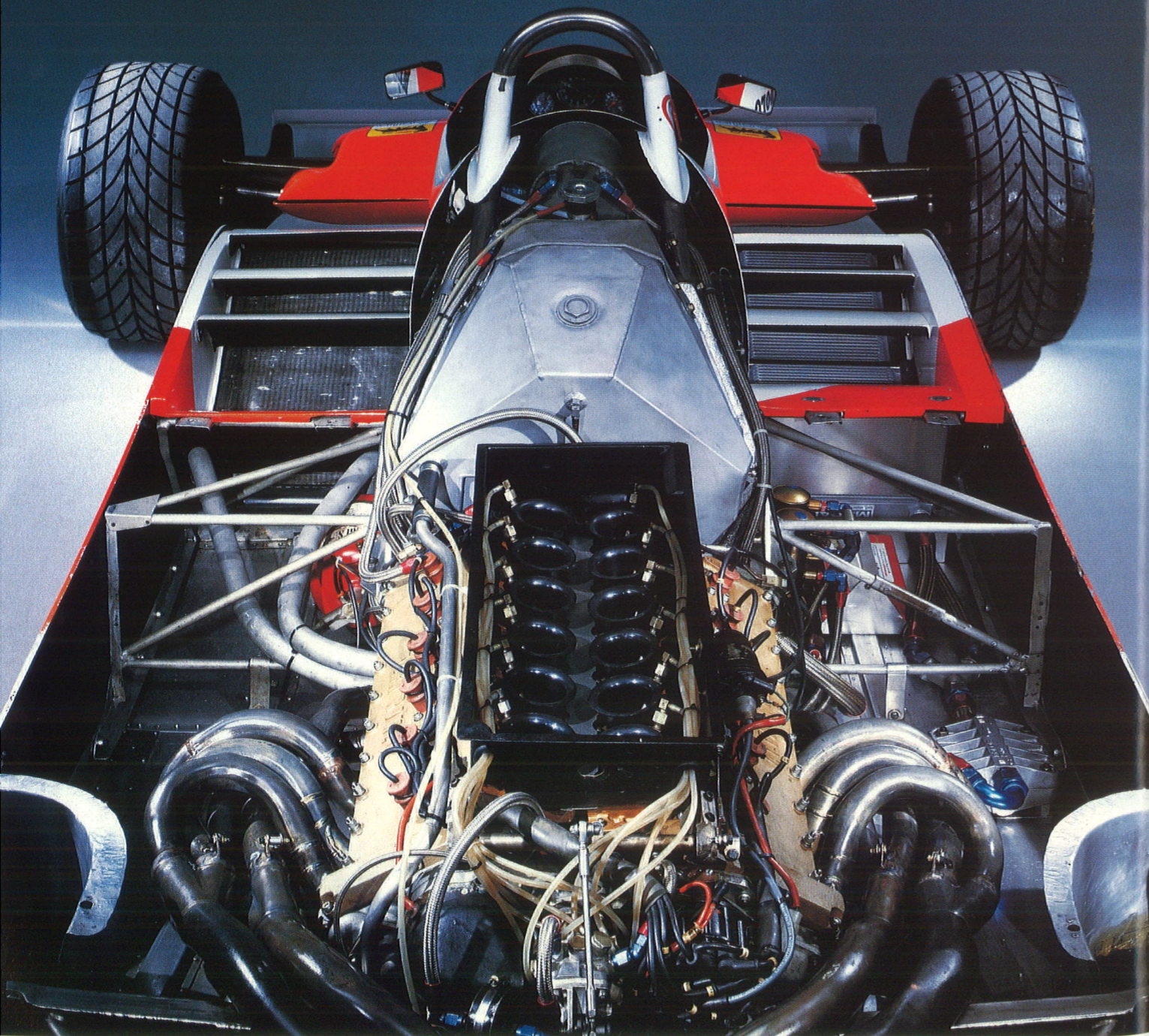
"There was a one-month gap before the next race in South Africa and the team used the time to make much-needed changes to the cars. The sidepods and skirts were redesigned and the suspension, front and rear, was entirely new, as was the rear wing. The car was also 30kg lighter.

"In testing at Paul Ricard, I equalled Gilles Villeneuve's unofficial lap record.

The Tipo 1260 V12 was due to be replaced by the Tipo 182T turbocharged V8 in 1980, but problems keeping the new high-revving unit cool meant the V12 had to soldier on until '82

The car was simply unrecognisable compared with the one I drove in the two South American races. The work that had been done by Autodelta [Alfa Romeo's motorsport division] was extraordinary. In my opinion, Renault's advantage is not through their turbo [the 1.5 blown V6 was finally coming on song], but through their chassis. When Alfa's chassis is competitive, it will be no trouble for our V12 to beat their turbo."

Unfortunately for the Frenchman, he would not live to see whether his prophecy came true. In testing for the German Grand Prix at Hockenheim on August 1, his 179 left the road and smashed into the barriers. Depailler died instantly.



(Top left)

The 179 and its derivatives ran first on Goodyear tyres and later on Michelins. Today, only Avon can supply the chunky rubber to satisfy the needs of historic racers

(Left)

Known universally as 'Jack O'Malley' during his British Formula 3 days, Bruno Giacomelli was thrown in at the deep end in '80. He nearly sank, but by the end of '81 he had matured to steer the 179C to third place in the US GP West at Las Vegas

(Bottom left)

The louvre-topped sidepods were an innovation for '81. Their purpose was to encourage a curtain of air at the pod's

lower edge which helped the aerodynamic flow

(Top right)

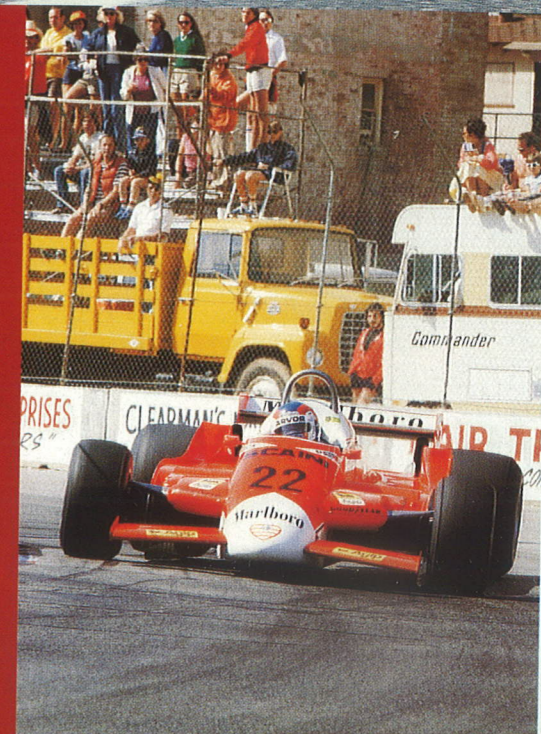
For '81 Giacomelli was paired with the veteran Mario Andretti – but races such as Monaco, where both crashed out, did little to dispel the gloom at Alfa

(Right)

Patrick Depailler's death robbed the team of a first-class test driver and a born racer. In the '80 US GP West, he wrung the 179's neck to qualify third

(Bottom right)

The marque's famous badge incorporates the serpent from the heraldic arms of the Dukes of Milan and the cross of St George – the Italian city's emblem



> Alfa Romeo Tipo 179/179C 003 – history

Patrick Depailler used the 003 chassis until his death at Hockenheim in August 1980. Bruno Giacomelli then took over the car for most of the remainder of the season. In '81, a revised version of the same car – the 179C – was shared by Giacomelli and his new team-mate, Mario Andretti, until the arrival of the 179D.

1980 (179) Patrick Depailler ARGENTINA Buenos Aires, January 13 Grid: 23/28 Race: retired, engine	BRITAIN Brands Hatch, October 26 Grid: 8/27 Race: retired, engine	CANADA Montreal, September 28 Grid: 4/28 Race: retired, damaged skirt	SAN MARINO Imola, May 3 Grid: 11/30 Race: retired, accident
BRAZIL Interlagos, January 27 Grid: 21/28 Race: retired, electronics	Bruno Giacomelli GERMANY Hockenheim, August 1 Grid: 19/26 Race: fifth	USA EAST Watkins Glen, October 5 Grid: 1/27 Race: retired, electronics	Mario Andretti BELGIUM Zolder, May 17 Grid: 18/31 Race: 10th
SOUTH AFRICA Kyalami, March 1 Grid: 7/28 Race: not classified	AUSTRIA Österreichring, August 17 Grid: 8/25 Race: retired, suspension	1981 (179C) Giacomelli USA WEST Long Beach, March 15 Grid: 9/29 Race: retired, accident	MONACO Monte Carlo, May 31 Grid: 12/31 Race: retired, accident
USA WEST Long Beach, March 30 Grid: 3/27 Race: retired, suspension	HOLLAND Zandvoort, August 31 Grid: 8/28 Race: retired, damaged skirt	BRAZIL Rio de Janeiro, March 29 Grid: 6/30 Race: not classified	Giacomelli SPAIN Jarama, June 21 Grid: 6/30 Race: 10th
MONACO Monte Carlo, May 18 Grid: 7/27 Race: retired, engine	ITALY Imola, September 14 Grid: 4/28 Race: retired, puncture	ARGENTINA Buenos Aires, April 12 Grid: 22/29 Race: 10th	FRANCE Dijon-Prenois, July 5 Grid: 12/29 Race: 15th
FRANCE Paul Ricard, June 29 Grid: 11/27 Race: retired, handling			

> Alfa Romeo 179C – technical specification

ENGINE
Layout: V12 (60°)
Cubic capacity:
2,995cc
Bore and stroke:
77.0mm x 53.6mm
Compression ratio:
11.5:1
Maximum power:
520bhp
Maximum revs:
12,000rpm
Pistons and rings:
Mahle
Bearings: Clevite
Fuel injectors:
Lucas
Fuel injection system: Lucas
Ignition system: Marelli Dinoplex
Spark plugs: Champion
Weight: 195kg

TRANSMISSION
Gearbox: Alfa casing with Hewland internals
Forward speeds: 6
Clutch: Borg & Beck
Driveshafts: Alfa
Gearbox weight: 70kg

CHASSIS
Brakes: Lockheed
Brake pads: Ferodo
Radiators: Alfa
Battery: Scaini
Instruments: Veglia
Tub weight: 48kg

SUPPLIERS
Fuel and oil: Agip
Tyres: Goodyear

SUSPENSION
Front suspension: Lower wishbones, top rockers, inboard dampers
Rear suspension: Lower wishbones, parallel top links, inboard dampers
Dampers: Koni

DIMENSIONS
Wheelbase length: 2,740mm
Front track: 1,700mm
Rear track: 1,500mm
Front wheel width: 279mm
Rear wheel width: 482mm
Fuel tank capacity: 200 litres/44 gallons
Overall weight: 595kg



> Ermanno Cuoghi: race engineer

"I joined the Alfa Romeo team from Brabham in 1980 to work on the 179. I was one of the first engineers to start moving around teams. I was like a gypsy. I worked for Ferrari, Brabham and then Alfa, building up more experience as I went along.

"It was very useful to have a driver like Patrick Depailler at Alfa. In the few months he was with us [before the Frenchman's death in a testing accident at Hockenheim], his feedback transformed the car. In the first three races of the season, we were nowhere, but at Long Beach [the US Grand Prix West] after we had made some of the modifications that Patrick had suggested, he qualified third for the race and Giacomelli was sixth. It was a great improvement.

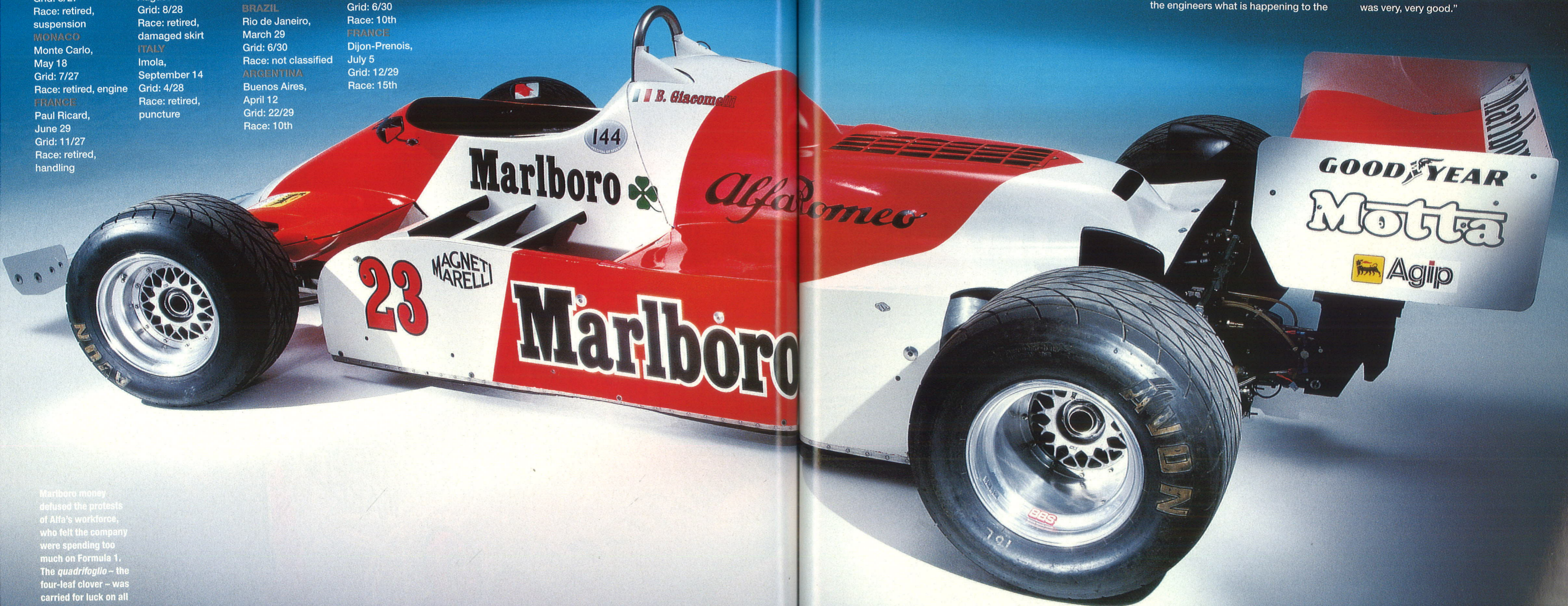
"With Patrick gone, Giacomelli was too young and inexperienced to give us the information that we needed to develop the car further. It would suit him at one race track and he would go well, but then he could not get it to his liking at another and he would struggle. If the driver can't tell the engineers what is happening to the

car out on the track, it will only function at 80 per cent of its true potential. Of course, it's different now with all the computer telemetry. Perhaps a good test driver isn't as important as he was then.

"One of the early weak points that we discovered on the 179 was the front suspension, which flexed badly and needed a lot of strengthening.

"The car started out with a very wide nose, which wasn't very aerodynamic, and as the season progressed we tried a number of developments to increase the downforce at the front of the car. The rear was fine, but the front needed several revisions before we got what we wanted. The nose ended up much narrower than it had started out and the front wings became one single aerofoil mounted above the nosecone.

"I would say that Alfa's V12 engine was one of the strongest in Formula 1 at the time. Better than Ferrari's flat-12. However, it was very heavy and it also broke quite a lot at first, because of a crankshaft problem, but once we'd fixed that it was very, very good."



Marlboro money defused the protests of Alfa's workforce, who felt the company was spending too much on Formula 1. The quadrifoglio – the four-leaf clover – was carried for luck on all the team's GP cars

IN AT THE DEEP END

Enrique Bernoldi? Who's interested in him? Well, no-one was... until Monaco. *That* certainly got him noticed! It's a shame his Arrows isn't quicker, though – someone with the balls to defy DC like that must have a lot of spirit. We took him jet skiing to find out what makes him tick

Words by Tom Clarkson; photographs by Steven Tee/LAT

“They were bad *bandittos*,” says Enrique Bernoldi. “The moment they let us out of the house we knew we’d be OK.”

Up to a point it had been like any other Sunday: Enrique's grandfather, Eronby, then the mayor of the Brazilian town of Curitiba, had taken Enrique and his cousin to a park. There, however, things took a turn for the worse; they were abducted and held to ransom in a derelict house.

After six hours, when no money seemed forthcoming, the baddies allowed Enrique

and Eronby to visit the bank for the required cash. If they didn't return immediately, they were told, the cousin would be killed. They came back, of course, but with no money and a fist-load of armed police officers.

Bernoldi is the only current driver to have been kidnapped (see page 108). He was three and it's his earliest memory. Surprisingly, his main recollection is not of fear, but of pain after his captors pulled his hair when he didn't abide by their wishes.

It wasn't to be the last time that Enrique would be berated because of

his obstinacy. It's a character trait that has shaped his whole career. Put his back against the wall and he becomes very pig-headed and doesn't mince his words.

Take, for example, his attitude towards the other Brazilian drivers in the paddock. There are only four of them, yet he is quite happy to speak out against his country's senior statesman, Rubens Barrichello (who annoyed Enrique by slating his drive in Monaco when he held up David Coulthard for 35 laps). Rookie versus Rubens in his ninth season of F1. ►



Bernoldi takes to the jet ski like Schuey to a Ferrari – he's on the limit immediately. This confidence is valuable in his quest for success in F1

'OBSTINACY IS A CHARACTER TRAIT THAT HAS SHAPED BERNOLDI'S CAREER. HE DOESN'T MINCE HIS WORDS'

MEET BERNOLDI

"We're not close because Rubens is not friendly," Enrique says. "I don't know why he's like that."

His big mates are Jordan test driver Ricardo Zonta and Minardi's Tarso Marques. All three own houses on the same street in Curitiba, and all have known each other since they were small. Bernoldi even competed against Zonta in his first ever kart race at the age of eight (Enrique was first, Ricardo second). Thereafter they contested separate race series and their second race together didn't occur until this year's Canadian GP.

"Ricardo is a really good friend," says Enrique. "We've known each other for years and I'm moving from Salzburg to Monaco so that we can be closer to each other."

After seven years in Europe, life is markedly better for Bernoldi. He has improved his English, and has achieved his life-long ambition of reaching F1. He's been given his opportunity this year by personal sponsor Red Bull, who have shelled out on his behalf to Arrows boss Tom Walkinshaw, but he has surprised many by seizing the opportunity.

Up to Silverstone, the qualifying ratio between Bernoldi and team-mate Jos Verstappen – who is no slouch and who has already been re-signed by the team

'I DON'T CARE WHETHER THE GUY BEHIND ME DRIVES FOR McLAREN OR IS RACING FOR THE CHAMPIONSHIP'



Bernoldi's character is strong enough that he is unfazed by critics of his Monaco race, where he kept Coulthard behind him (left). He is looking stronger in the Arrows A22 (below) next to his more experienced team-mate Jos Verstappen than De la Rosa did last year

for 2002 – was six-five to Jos. In terms of gap, Enrique holds a better record than did his predecessor at Arrows, Pedro de la Rosa, at the same time last year.

Enrique's race pace has been longer in coming because of a lack of consistency, but he has improved that by getting himself fitter. "At the beginning of the year I was Formula 3000 fit, not F1 fit," he says. "Since then, I've upped my training regime and the difference is night and day."

According to his trainer Simon Jones, he is now finishing races fresh, enabling him to use every stubborn sinew in his body towards improving performance and ensuring his long-term future in F1. The clearest example yet of his dogged attitude was that drive at Monaco, for which he received so much flack from McLaren boss Ron Dennis.

"I think I did the right thing," Enrique says. "We were racing for position. I don't care whether the guy behind me drives for McLaren or is racing for the championship. Actually, I'd gone the wrong way on set-up and my car was oversteering a lot so I had a struggle to keep him behind me."

Bernoldi enjoyed the backing of Walkinshaw, as well as his compatriots ►

> F1 kidnappings

Bernoldi isn't the first F1 driver to have been abducted. Oliver Peagam has the low-down

Juan Manuel Fangio

Five world titles, the greatest ever... is it any wonder he was kidnapped?

When political extremists in Cuba wanted to up the ante and crush the repressive political situation, there was only one option. In February '58 they kidnapped Fangio in Havana, casting a shadow over the government-sponsored F1 race and drawing international attention to Cuba.

Though he was released unharmed, Fangio decided, indirectly or not, to retire from F1 not long after, saying: "It is finished." It had just started, however, for a certain Fidel Castro, who went on to overthrow the government and take power in '59.

Giovanna Amati

One of only five women to try their luck in F1, Amati is

also alleged to have been 'kidnapped'.

Born in Rome, she was snatched as a child and held to ransom in an attempt to squeeze some cash out of her wealthy 'old man'. It's never been proved whether he paid up, but Amati was able to buy a 500cc Honda motorbike when she was 15 and take lessons at a motor racing school with her friend Elio de Angelis. Strangely, she omitted to tell her parents these two facts for two years after the 'kidnapping'.

Hans Herrmann

Not a kidnapping as such but a tricky situation all the same. Rumour has it this cafe owner from Stuttgart, whose best F1 result was third at the '54 Swiss GP, was once held 'hostage' by burglars who then went on to ransack his home. Unlucky.

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SEASON TABLE (The Top 10 positions up to and including the European Grand Prix)

Pos	Team	Points
1st	LEGO RACERS	5768
2nd	BRIGHT SPARKS	5766
2nd	DRAGONFIRE	5766
2nd	HILLTOP	5766
2nd	LR RACING	5766
2nd	MATTHEWS MAD MEN	5766
2nd	SUPER CAT	5766
2nd	VJD	5766
2nd	WICKED-SMART RACING	5766
2nd	ZUPERDUPER	5766
2nd	Telephone Entrant	5766
2nd	Telephone Entrant	5766
2nd	Telephone Entrant	5766
2nd	Telephone Entrant	5766
2nd	Telephone Entrant	5766
3rd	CALLAWAY	5764
3rd	SCUDERIANOAKES	5764

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Drivers

GROUP A	Total	GROUP D	Total
01 M Schumacher (Ferrari)	988	10 J P Montoya (Williams)	553
02 M Hakkinen (McLaren)	564	11 J Button (Benetton)	622
		12 O Panis (BAR)	504
GROUP B	Total	13 J Trulli (Jordan)	575
03 R Barrichello (Ferrari)	818	14 E Irvine (Jaguar)	576
04 D Coulthard (McLaren)	884		
		GROUP E	Total
GROUP C	Total	15 E Bernoldi (Arrows)	368
05 R Schumacher (Williams)	740	16 N Heidfeld (Sauber)	535
06 G Fisichella (Benetton)	543	17 F Alonso (Minardi)	521
07 J Villeneuve (BAR)	552	18 J Alesi (Prost)	787
08 H-H Frentzen (Jordan)	575		
09 J Verstappen (Arrows)	694	GROUP F	Total
		19 K Raikkonen (Sauber)	641
		20 L Burti (Jaguar)	591
		21 T Marques (Minardi)	478
		22 G Mazzacane (Prost)	525

Constructors

GROUP G	TOTAL	GROUP I	TOTAL
23 Ferrari	460	28 Arrows	156
24 McLaren	340	29 Jordan	164
		30 Jaguar Racing	172
GROUP H	TOTAL	GROUP J	TOTAL
25 BAR	210	31 Sauber	216
26 Williams	224	32 Minardi	110
27 Benetton	186	33 Prost	192



www.thetimes.co.uk/f1racing

MEET BERNOLDI

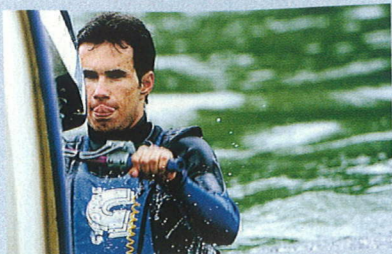
watching at home on Globo TV. A mid-race Globo Internet poll revealed that 93 per cent of 10,000 voters were willing Enrique to stay ahead of David. But, whatever the rights and wrongs of his game plan, Enrique surely had more TV airtime by holding up DC than he'll receive in the rest of the year on performance grounds, thanks to his uncompetitive Arrows-Asiatech.

Only one situation, he says, would have changed his strategy at Monaco: if his idol Ayrton Senna had been behind him. "Then," he says, "I'd have been a lot more excited and would have moved over."

Forgetting their relative driving abilities for a moment, there are parallels to be drawn between a Senna aged 22 and the Bernoldi of today. The mane of wavy dark hair set above olive-brown skin, the skinny frame, the deliberate and sometimes slow body gestures and the purposeful gait. Bernoldi, who is half Italian, is a Senna clone - not that he feels worthy of such comparisons: "Nah. You really think so?"

The youthful Ayrton also enjoyed water sports, and nothing brings the comparison to life more than seeing Enrique on a jet ski, which is what *F1 Racing* did.

It's a cold and cloudy day at Billing Aquadrome, near Northampton, and Enrique demands a wet-suit before stepping into the water. He grimaces



Like most F1 drivers, Bernoldi enjoys messing about on the water. As long as it's got an engine, he wants to drive it. Race you home, Enrique

as the first toe touches the water, but, once on the jet ski he's away, bobbing it vertically in the water like a yo-yo, a favourite trick of Ayrton's.

Enrique used to race jet skis as a kid and is immediately *au fait* with the pukka 750cc Kawasaki. His mechanical sympathy is obvious and he quickly attempts 360-degree spins for the cameras.

"What I love about jet skiing," he says, "is that it's a great way to relax, yet it's also good training. This is my kind of training!"

He and I even attempt a race, and Enrique uses every trick in the book to keep me behind: spraying water in my face and creating a swell which results in my 'ski not being so manoeuvrable. No doubt it's what Ayrton would have done.

They are the same games that Enrique used to play with his best mate from school, Marco Campos, who was killed

in an F3000 accident in '95 when Enrique was 16. Following the shunt he received pressure from his family (he's an only child) to stop racing, but he didn't listen.

"Racing is what I know, and it's what I'm best at," he explains. "Nothing is more important to me than motor racing."

Such die-hard commitment sounds foolish to some, but it stands him in good stead for a career in F1 because that kind of do-or-die attitude is required to succeed. For that alone he deserves a crack in an '02 Arrows-Cosworth.

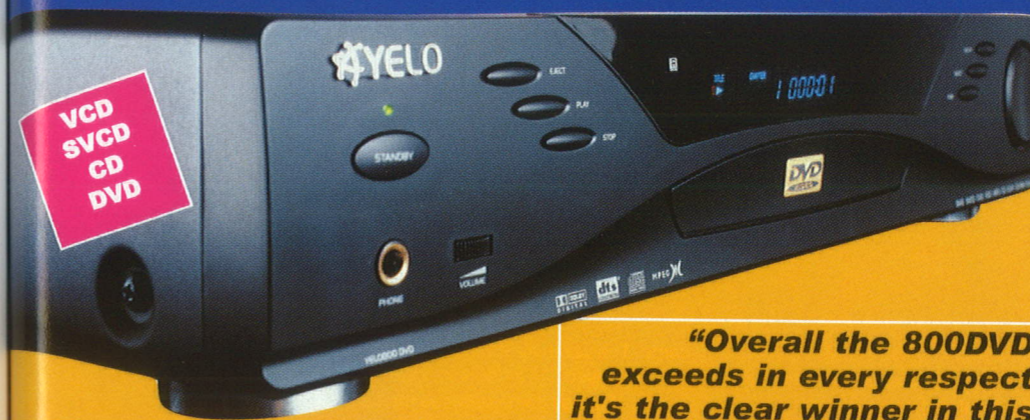
"We'll see how he goes for the remainder of the year before making a decision," says Walkinshaw. Thanks a bunch, Tom: such a non-committal answer is enough to make Enrique want to pull his hair out...

Thanks to Russell's Personal Watercraft, telephone 01604 411183. 1

'I'D HAVE BEEN MORE EXCITED IF SENNA HAD BEEN BEHIND ME AT MONACO - I WOULD HAVE MOVED OVER'



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THE DAY WHEN...

March won their last GP

It's 25 years since SuperSwede Ronnie Peterson gave Max Mosley's old team their final win
Words by John Leach; photographs by LAT Archive

What must the tifosi have thought? They had gathered for the 1976 Italian Grand Prix at Monza expressly to witness the resumption of that year's titanic title battle between their Ferrari darling, Niki Lauda, and McLaren's James Hunt. But alleged fuel irregularities had banished the Englishman to the back of the grid and Lauda was barely recovered from the fiery crash at the Nürburgring that had nearly ended his life six weeks earlier. Instead, the Italian fans were treated to a *tour de force* by Ronnie Peterson in the lowly March 761.

The Swede hadn't joined March until after the first race of the season in Brazil. He had been at Lotus – but, disillusioned with their type 77 chassis and autocratic boss Colin Chapman, he had jumped ship.

Mind you, exchanging the 77 for the 761 was a little like going from frying pan to fire.

The March couldn't generate enough heat in its front Goodyears, leaving it scrabbling for grip like a cat on linoleum.

Northern Italy in September is usually bathed in autumnal sunshine, but in '76 dark clouds brought cool air and rain. Good news for Peterson: the playing field had been levelled. All the teams reported tyres 10-20 degrees below normal operating temperatures. No grip for anyone, then.

Peterson qualified eighth, between the Ferraris of Carlos Reutemann, a newcomer to the Scuderia, and Clay Regazzoni. Ahead were the March of Hans-Joachim Stuck, Lauda, Patrick Depailler's Tyrrell, Carlos Pace's Brabham, Jody Scheckter's Tyrrell and poleman Jacques Laffite's Ligier.

The starter, it seemed, had an itchy finger. When the lights blinked green, Lauda was one of several sitting in neutral, waiting for a '10 seconds to go' board that never

came. The carefully shuffled and stacked grid collapsed like a house of cards.

Out of chaos came order as the cars formed a queue for the first-corner double chicane. But it was not the expected order. Scheckter now led from Laffite, Depailler and a fast-starting Peterson.

Revering in the conditions, SuperSwede dispatched the two Frenchmen in front of him by lap four and set off after Scheckter, whose Cosworth DFV was no longer hitting the high notes. The Tyrrell yielded on lap 11.

And that could have been it, but for the intervention of the organisers. Not content with the mayhem at the start, they now brought a note of farce to the proceedings.

On lap 25, the drivers were met by a confused array of marshals' flags, including the odd red. Had the race been stopped? Admittedly, rain had been falling, but not enough seriously to affect the footing of the

slick-shod cars. And surely not enough to consider abandonment?

Some drivers backed off – and three even pitted, thinking the race was over. The rest chose to ignore the signals, and soon the officials gave a collective Latin shrug of the shoulders, put their flags away and let the GP continue as if nothing had happened.

Peterson and Depailler emerged from all this nose-to-tail, but soon the Tyrrell started singing the same tune as its sister and dropped away. Cheered by thousands, Regazzoni's Ferrari then closed on the March, but Clay couldn't prevent Ronnie from adding another Monza victory to those he had scored for Lotus in '73 and '74.

It was March's third, and last, GP win. The team that Max Mosley – yes, today's FIA president – founded in '70 would continue in various guises until '93, but they never again tasted the winner's champagne. ❶

(Below) Primitive skirts under the March's sidepods couldn't cure its lack of front-end grip – but, one damp September day, Peterson's genius did just that; (inset) Ronnie raises a glass to Laffite (left) and Regazzoni on the Monza podium





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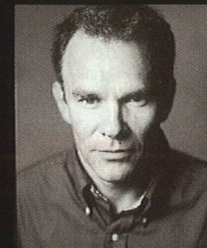


Sorry, Race Club members only.

Race report

Mika wins again at last and Ralf is threatening to steal DC's championship thunder. By Peter Windsor

Contents: British GP report page 132 • **German GP report page 142**
Hungarian GP preview page 150 • Belgian GP preview page 152



> Michael relaxes while his opponents struggle

DC's championship challenge faded badly at Silverstone and Hockenheim, but not really for reasons that were within his control. OK, he could have qualified better at Silverstone. He could have been ahead of Jarno Trulli, rather than behind him, and thus he wouldn't have been faced

with the agonising decision of whether to try to pass him at Copse or not. Michael Schumacher and Jenson Button know what it is to try to overtake Trulli at the first corner, but, with Jarno now a part of the Drivers' Safety Committee, DC could logically have gambled that this was now a risk worth taking. He needed to keep Mika and Michael in sight at Silverstone: nothing was more important.

As we now know, Jarno did what he always does – he filled the gap (two wheels on the kerb) and held his ground. Exit DC on a day when Michael was able to cruise to another six points.

At Hockenheim, DC's poor qualifying speed continued – poor relative to Mika's, that is. While Mika found a balance, DC struggled

either side of that very small sweet spot. He drove well in the race, and might have finished second, but both Mercedes-Ilmor engines were destined on this day to expire.

So what is left? Michael's record-breaking for one thing (see page 30) and, beyond that, a whole new world of racing, courtesy of Williams, BMW, Michelin, Ralf Schumacher and Juan Pablo Montoya (see page 44). The racing is never purer than when the cars in question are identical and Williams are now proving this *in extremis*.

And no jokes, please, about the disaffected Jordan employee who might run across the track in an upcoming race, cloaked in yellow (in the way of the white-clad ex-Mercedes man at Hockenheim 2000). Even though Heinz-Harald Frentzen will be missed (if he doesn't find another slot), Eddie Jordan should be applauded for making a difficult decision when it hurts most. Drivers inferior to Frentzen, run by weaker team principals, continue to clutter up the midfield...

Peter Windsor also writes for The Sunday Times



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Hakkinen returns to the front

Mika was fast all weekend. With DC out and Schuey struggling, he was guaranteed a good day. By Peter Windsor

It was when DC first ran the new Bridgestone compound, on Friday afternoon, that Mika's weekend fell into place. Happy already with the feel of his McLaren, and quick as well, Mika saw DC's lap times instantly fall.

Which was strange, of course, because the new compound was supposed to be the harder back-up, brought to Silverstone in case of heat-wave. Yet, almost magically, in the cold and the wind, it proved quicker. From a new family of compounds first tested after Monaco, and raced for the first time

at Magny Cours, the Silverstone "back-up" was suddenly a race tyre.

Mika was looking forward to this one, of course. He knew that Ron Dennis was anxious to keep him up, solid and committed to 2002. He also knew that DC aides – but not DC! – had been spreading it around that Mika was going to be "invited" to retire. They were saying that he would be replaced – of all people! – by Jacques Villeneuve.

About all of this, Mika was relaxed. He knew how quick he was capable of driving; he had proved that on numerous

occasions. The run of non-finishes (of non-starts!) was *absolutely, massively frustrating* but it was not a reason to lose sleep. Or motivation.

Driving an average car is more difficult for Mika. He was born to race from the front, to race to win. Nothing else interests him. Driving for points, if that is what he has to do, is about as compelling as driving to work.

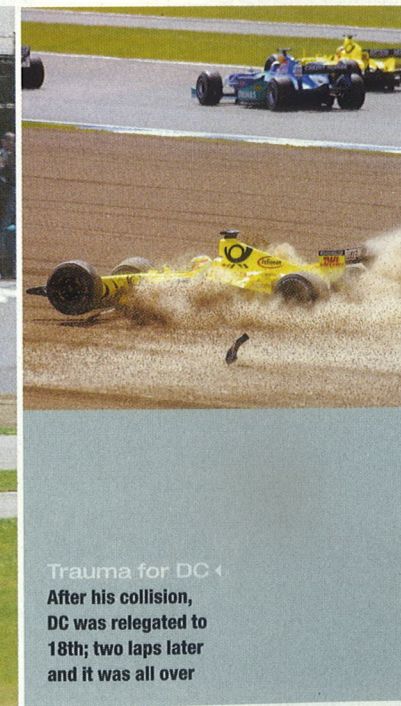
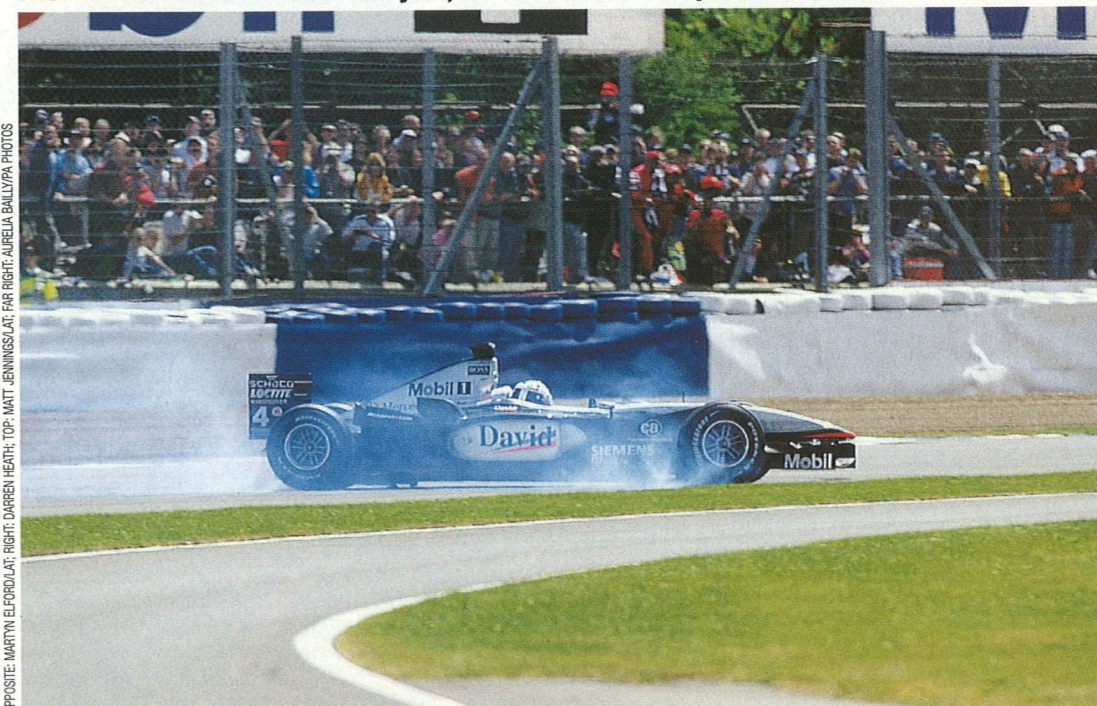
New tyres on, Mika loved the car even more on Friday afternoon. He could lean on the front, balancing the car prior to the apex in a way that he never could, say, in



All away ←
Mika and Michael get away well, but it's Schuey who takes the lead into Copse

All awry →
Trulli's race is over at Turn One: he's touched DC and his afternoon ends in the gravel

FACT ATTACK: After 11 races last year, DC and Mika had 54 points each. After 11 this season, they have only 66 between them



Trauma for DC ←
After his collision, DC was relegated to 18th; two laps later and it was all over

Dominant ←
Mika's speed was such that, once in front, he quickly opened up a huge gap to the pack

Austria. Perhaps it is the nature of Silverstone, where you barely touch the brakes over the first third of the lap. The McLaren, thus used, is at its very aero-efficient best.

Quickly, then, Mika's weekend gathered momentum. The Michelin runners, meaning the Williams-BMW drivers, seemed to be in trouble. Mika appeared to be quicker than DC whenever they ran in comparable conditions. And, most important, he was right up there with Michael. Mika and DC were one-two by the end of Friday practice; Rubens and Michael were third and fourth: crucially, Michael's testing of the new tyre had been foreshortened by a puncture.

On Saturday it rained, which again was good, for not only did it limit Michael's experience with the compound but also it

'MIKA APPEARED TO BE QUICKER THAN DC AND, MOST IMPORTANT, HE WAS UP WITH MICHAEL'

enabled Mika to do what he does best, which is to go into *maximum attack* mode for qualifying. There was suddenly less time to play with the variables; everyone was similarly hurt.

He missed the pole by a fraction but he knew – *he knew* – that he had lost time behind a Benetton. He was *very comfortable*, though: all that remained was the strategy.

McLaren's data showed two-stops to be the quicker option; at Ferrari it was less

clear. They had fewer test miles than McLaren at Silverstone – and there was The Championship to consider. It seemed almost certain that McLaren would go two-stop. If Ferrari did likewise, Michael could be trapped behind the McLarens. DC might win; Michael could be third or worse.

The alternative, then, was to go one-stop, at least giving Michael the chance to break free at the time of the McLarens' first pitstops. And, if Michael could hold up the McLarens for long enough (remembering that he was trapped for an age last year behind Ralf and Jacques Villeneuve) he could translate that patience into a win.

Race morning was similarly tense for Mika Hakkinen. The changes they made to the car seemed to hurt it; the front end didn't feel quite as sharp. DC, on the same ▶

OPPOSITE: MARTIN ERFORD/AG; RIGHT: DARREN HEATH; TOP: MATT JENNINGS/AG; FAR RIGHT: AURELIA BULLI/PA. PHOTOS



Racing in the pits
Strategy was easy for McLaren (left) – two-stopping was clearly the way to go. But it was a much harder choice for Ferrari (right), who didn't want to risk being stuck behind Hakkinen or Coulthard



'MIKA'S CHANCE CAME AT THE START OF LAP FIVE, WHEN MICHAEL HAD A MASSIVE MOMENT'

fuel load, was half a second quicker. They would re-think for the race and would run lighter – about 12 litres – than originally planned. DC, also going for two stops, would start slightly heavier.

Then came *The Conversation* – the one about which they never speak. Given an easy one-two, with Mika ahead, would Mika be prepared to let DC win? He would – no hesitation. Mika drives

for McLaren; he is part of a team. *End of story.*

Michael and Mika were on this occasion cleanly away, the gap between them equal to the distance between them on the grid. DC, though, could sense Trulli somewhere to the right-rear of him as he turned into Copse. And, suddenly – bang! – he felt the back whip to the left and now he was spearing off towards the inside, fighting to steer the McLaren onto the pitlane exit. Car for car, position for position, there was maybe nothing in it. In the context of taking DC out of the championship, however, Trulli's lack of respect was... astonishing.

From Mika's point of view, of course, it was now a straight race. Mika could match

the Ferrari everywhere on the opening lap and quickly it was clear to him that he and Michael were carrying very different fuel loads. In the cockpit of the Ferrari, Michael was shocked to find that he had major understeer through the exit of the Complex and something approaching flick-oversteer on the faster corners. On lap four Ross Brawn's voice informed Michael that he needed to be quicker relative to Mika.

"I'm struggling out here," replied Michael. Mika, behind, could see that.

Mika's chance came at the start of lap five, when Michael had a massive moment on the entry to Copse and came right off the power mid-corner. Finding plenty of track with which to play, Mika ducked to the inside and used his momentum to ▶

Tough work ▶ Michael struggled with his Ferrari – the handling wasn't right so he couldn't attack

Ayrton Senna's 1987 Lotus 99T



For 1987, Senna lined up on the grid with the Honda sponsored driver, Satoru Nakajima, in the Lotus 99T.

Equipped with its active suspension, the 99T held promise. In theory, the car could establish negative lift, similar to the so-called wing cars with their famed side skirts.

But Ayrton soon realised that the car was not going to be fully developed for the '87 season and that it would be some years before it became competitive.

Yet, the early results were encouraging. At Imola, Ayrton took his first and only pole of the season. In Monaco, Ayrton scored a race victory, a feat which he repeated in Detroit.

But Ayrton was a realist and in a typically direct statement in Monaco, he announced that, "I only won the race because Mansell dropped out."

The lack of competitiveness started to cause a breakdown in relations with Lotus. Ron Dennis took full advantage of the situation and in a masterful deal signed both Senna and Honda for the following season.

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Drivers' championship
Round 11 Britain

1	Michael Schumacher	84
2	David Coulthard	47
3	Rubens Barrichello	34
4	Ralf Schumacher	31
5	Mika Hakkinen	19
6	Juan Pablo Montoya	15
7	Nick Heidfeld	10
8	Kimi Raikkonen	9
=	Jarno Trulli	9
10	Jacques Villeneuve	7
11	Heinz-Harald Frentzen	6
12	Olivier Panis	5
13	Eddie Irvine	4
14	Jean Alesi	3
15	Jos Verstappen	1
=	Pedro de la Rosa	1
=	Giancarlo Fisichella	1

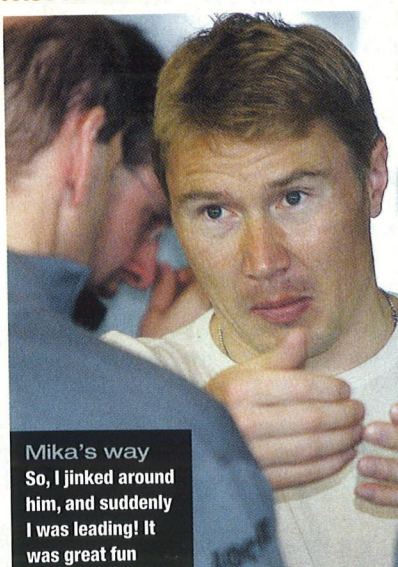
Constructors' championship

1	Ferrari	118
2	McLaren-Mercedes	66
3	BMW-Williams	46
4	Sauber-Petronas	19
5	Jordan-Honda	15
6	BAR-Honda	12
7	Jaguar Racing	5
8	Prost Acer	3
9	Arrows-Asiatech	1
10	Benetton-Playlife	1



He won!
DC's title hopes fading, Schuey is happy to help Mika celebrate

FACT ATTACK: At the end of last season only 16 drivers had scored points. After 11 races this year, 17 drivers have got points



Mika's way
So, I jinked around him, and suddenly I was leading! It was great fun



DARRIN HEATH: PAR LEFT: STEVE ETHERINGTON/LAT

'MIKA WAS ABLE TO PULL AWAY AT A SECOND A LAP... A RATE THAT WOULD WIN HIM THE RACE'

leading by 11 seconds, did likewise for his third set; and that, amazingly, was the margin of victory.

For just over an hour and twenty, Mika's craftsmanship had been gorgeous to watch. This had Mika at the highest possible plane, pitch-perfect to every apex, power on, car balanced. On his last lap he had begun to think of what had happened

in Spain, to sense every vibration, but Silverstone belonged to Mika and that, on this day, was the end of it.

Ferrari did less Silverstone testing than McLaren in the build-up; they found less Friday practice mileage than McLaren and they chose to run one-stop because it was a "banker" policy without too much downside. Their imperfect set-up, in other words, was magnified by their long and heavy first stint.

Mika Hakkinen took advantage of that - and of the newly-found reliability of his McLaren-Mercedes. He won his first race of the year, his first for 10 months... and his first - fleetingly - as McLaren's other driver. **1**

Back on top
Mika's success was a joy for the whole team. They shared his moment from the pitwall as usual

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Race shorts

Sauber break team records, Tarso Marques fails to qualify and Jenson Button finds a better set-up. By Tom Clarkson

Panis took a trip into the gravel on lap one courtesy of his BAR team-mate Villeneuve



Team orders at Williams

Following his retirement from the race, Ralf Schumacher refused to be interviewed. The official line was that he was annoyed because his engine had failed on lap 37, but the real explanation for his mood was that for the second race in succession he had been asked to move over for Juan Pablo Montoya.

Ralf had sat behind Rubens Barrichello for 34 laps and, when Montoya – who was on a different strategy – appeared behind him after pitting, Williams asked Ralf to let Montoya have a pop at the Ferrari driver.

"Oh, I'm not sure Ralf minded about that," said Williams tech boss Patrick Head. You sure?

Rubens trails Schuey

A second podium in as many races for Rubens Barrichello could not disguise the ever-increasing gap between him and Michael Schumacher. With Rubens struggling to find a balance, the gap in qualifying was 1.2 seconds. In the race it came down to 0.5 seconds.

Barrichello claimed that he had a balance problem during qualifying, but Ferrari technical

director Ross Brawn said, "Rubens was happy with the car; he just seemed to hit traffic."

Sauber's best ever season

This was a record-breaking GP for Sauber. The fifth and sixth places of Kimi Raikkonen and Nick Heidfeld gave the team their 19th point of the season, beating the 18-point tally of '95 – their previous best.

The team introduced a new floor and front wing at Silverstone, which helped their progress, and there are still six races to go. "I'm really happy for the drivers and the team that all the hard work that everyone has invested has paid off yet again," said team boss Peter Sauber.

BAR team-mates collide

At a time when BAR are being so comprehensively outplayed by Jordan (the gap between them was bigger than ever at Silverstone), the last thing they need is their drivers scrapping between themselves. Yet that is what they will get, unless Jacques Villeneuve calms down. Panis was taken out by the former world champion at the first corner, ending his race



on the spot and ruining the handling of JV's own car. "It was a racing incident," said team boss Craig Pollock diplomatically, "but I feel sorry for Olivier and his crew. I hope the two of them will be able to put the incident behind them."

Pit woes for De la Rosa

For the second time in four races, Pedro de la Rosa outqualified and outraced team-mate Eddie Irvine. But his efforts were to no avail because, despite opting for a one-stop strategy, he was forced to make two stops because of a fuel rig problem. "I was just making up the numbers after that," he said.

Marques doesn't qualify

Tarso Marques failed to qualify for the British Grand Prix after



At long last, Button has found a set-up he's happy with

posting a time 0.428 seconds off the minimum 107 per cent of the pole time. Minardi appealed to the stewards to allow Marques to race, but their request was rejected when "no exceptional circumstances" were found. He was the first driver not to start a race since Ricardo Rosset at the Japanese Grand Prix in '98.

Things look up for Button

This was Jenson Button's best weekend of the year. He outqualified team-mate Giancarlo Fisichella for the second time but, almost more significantly, he was competitive in the race, which is where he has struggled most this year. His fastest lap was less than 0.2 seconds slower than Fisi's.

"I've finally got a set-up to my liking," said Jenson, "which should stand me in good shape for the remainder of the year. I don't think that my improved performance has got anything to do with the fact that I was racing at Silverstone – I think that's just a coincidence, and there are many coincidences in F1."

Jordan's disappointment

The weekend promised so much for Jordan-Honda. In qualifying, Jarno Trulli was fourth, an astounding 1.4 seconds faster than Olivier Panis in the fastest BAR-Honda, and Heinz-Harald Frentzen was 0.4 seconds behind his team-mate. In the race, however, Frentzen flumped his start and Trulli crashed into Coulthard at the first corner. Game over. "This was the last result the team wanted at its home race," said Eddie Jordan.

▲ Sauber have more points in '01 than in any other year

MAIN: DARREN HEATH; INSETS: STEVEN TEE/LAT

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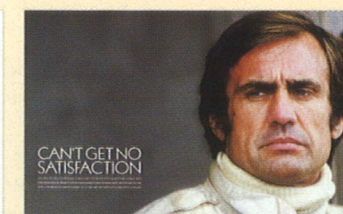
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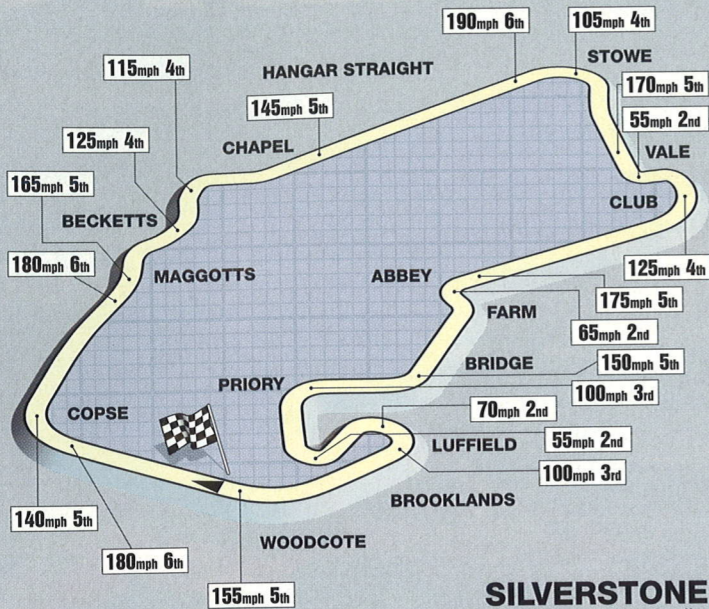


All the facts Silverstone

Date 15 July 2001; Weather Mild, broken cloud, 17°; Track temperature 26°; Laps 60; Race distance 191.640 miles; Attendance 90,000

Qualifying times

Position	Driver	Time
1	Michael Schumacher	1:20.447
2	Mika Hakkinen	+0.082
3	David Coulthard	+0.480
4	Jarno Trulli	+0.483
5	Heinz-Harald Frentzen	+0.770
6	Rubens Barrichello	+1.268
7	Kimi Raikkonen	+1.576
8	Juan Pablo Montoya	+1.772
9	Nick Heidfeld	+1.776
10	Ralf Schumacher	+1.836
11	Olivier Panis	+1.869
12	Jacques Villeneuve	+2.469
13	Pedro de la Rosa	+2.826
14	Jean Alesi	+2.945
15	Eddie Irvine	+2.992
16	Luciano Burti	+3.288
17	Jos Verstappen	+3.620
18	Jenson Button	+3.676
19	Giancarlo Fisichella	+3.828
20	Enrique Bernoldi	+4.159
21	Fernando Alonso	+4.345
NQ	Tarso Marques	+6.059



SILVERSTONE
Circuit length 3.194 miles

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Lap by lap

START Michael Schumacher leads Mika Hakkinen. Coulthard and Trulli touch at Copse; DC spins but recovers, Trulli retires. Team-mates Villeneuve and Panis collide; Panis out. Montoya takes third

LAP 3 Michael is 0.1s clear of Hakkinen. DC spins out with suspension failure

LAP 5 Hakkinen overtakes Michael

LAP 10 Hakkinen's lead is nearly 12s. Michael comes under pressure from JPM

LAP 18 Montoya passes Michael into Copse to take second place

LAP 21 Hakkinen makes his first pitstop, rejoining behind Montoya

LAP 25 Montoya pits, rejoining in fourth

LAP 35 Ralf Schumacher pits

LAP 37 Ralf retires

LAP 39 Michael and Hakkinen pit. Hakkinen retains the lead; Michael drops behind Barrichello and Montoya

LAP 41 Montoya pits

LAP 42 Barrichello pits

LAP 60 Hakkinen wins, 33s ahead of Schumacher and 59s ahead of Barrichello

Speeds and stops

FASTEST LAP
Mika Hakkinen
1:23.405s on lap 34 (137.889mph)

FASTEST THROUGH SPEED TRAP
Juan Pablo Montoya 189.527mph

SLOWEST THROUGH SPEED TRAP
Giancarlo Fisichella 181.946mph

FASTEST PITSTOP
Eddie Irvine 30.727s

SLOWEST PITSTOP
Fernando Alonso 51.879s

Did you know?

This was Mika Hakkinen's first ever victory at the British Grand Prix. It was also Rubens Barrichello's first podium finish here. Silverstone had its biggest ever crowd this year, with 267,000 people visiting the track over the three-day race meeting

Final standings

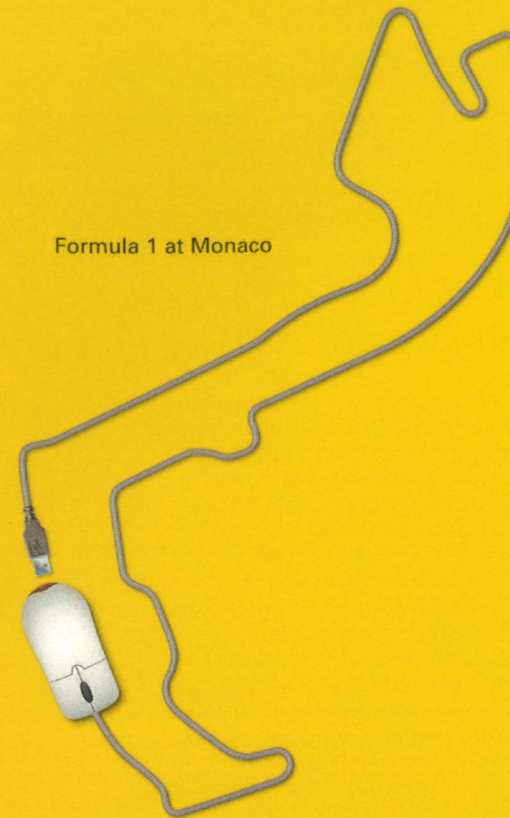
Final position	Driver & car	Total race time	Pos after lap 1
1	Mika Hakkinen McLaren-Mercedes MP4-16 (Bridgestone)	1:25:33.770	2
2	Michael Schumacher Ferrari F2001 (Bridgestone)	+33.646	1
3	Rubens Barrichello Ferrari F2001 (Bridgestone)	+59.280	4
4	Juan Pablo Montoya Williams-BMW FW23 (Michelin)	+1:08.772	3
5	Kimi Raikkonen Sauber-Petronas C20 (Bridgestone)	1 lap behind	6
6	Nick Heidfeld Sauber-Petronas C20 (Bridgestone)	1 lap behind	7
7	Heinz-Harald Frentzen Jordan-Honda EJ11 (Bridgestone)	1 lap behind	8
8	Jacques Villeneuve BAR-Honda 003 (Bridgestone)	1 lap behind	10
9	Eddie Irvine Jaguar R2 (Michelin)	1 lap behind	15
10	Jos Verstappen Arrows-Asiatech A22 (Bridgestone)	2 laps behind	11
11	Jean Alesi Prost-Acer AP04 (Michelin)	2 laps behind	9
12	Pedro de la Rosa Jaguar R2 (Michelin)	2 laps behind	12
13	Giancarlo Fisichella Benetton-Renault B201 (Michelin)	2 laps behind	17
14	Enrique Bernoldi Arrows-Asiatech A22 (Bridgestone)	2 laps behind	14
15	Jenson Button Benetton-Renault B201 (Michelin)	2 laps behind	13
16	Fernando Alonso European Minardi PS01 (Michelin)	3 laps behind	19
NOT CLASSIFIED			
	Ralf Schumacher Williams-BMW FW23 (Michelin)	engine - 36 laps	5
	Luciano Burti Prost-Acer AP04 (Michelin)	engine - 6 laps	16
	David Coulthard McLaren-Mercedes MP4-16 (Bridgestone)	suspension - 2 laps	18
	Jarno Trulli Jordan-Honda EJ11 (Bridgestone)	accident - 0 laps	-
	Olivier Panis BAR-Honda 003 (Bridgestone)	accident - 0 laps	-
	NQ Tarso Marques European Minardi PS01 (Michelin)		

Races to date

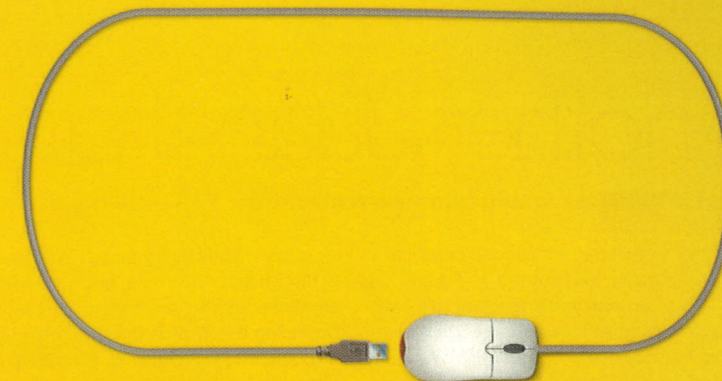
Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	France	Britain	Germany	Hungary	Belgium	Italy	USA	Japan
Michael Schumacher	1	1	2	R	1	2	1	2	1	1	2	-	-	-	-	-	-
Rubens Barrichello	3	2	R	3	R	3	2	R	5	3	3	-	-	-	-	-	-
Mika Hakkinen	R	6	R	4	9	R	R	3	6	R	1	-	-	-	-	-	-
David Coulthard	2	3	1	2	5	1	5	R	3	4	R	-	-	-	-	-	-
Ralf Schumacher	R	5	R	1	R	R	R	1	4	2	R	-	-	-	-	-	-
Juan Pablo Montoya	R	R	R	R	2	R	R	R	2	R	4	-	-	-	-	-	-
Giancarlo Fisichella	13	R	6	R	14	R	R	R	11	11	13	-	-	-	-	-	-
Jenson Button	14	11	10	12	15	R	7	R	13	16	15	-	-	-	-	-	-
Olivier Panis	7	R	4	8	7	5	R	R	R	9	R	-	-	-	-	-	-
Jacques Villeneuve	R	R	7	R	3	8	4	R	9	R	8	-	-	-	-	-	-
Heinz-Harald Frentzen	5	4	11	6	R	R	R	-	R	8	7	-	-	-	-	-	-
Jarno Trulli	R	8	5	5	4	DS	R	11	R	5	R	-	-	-	-	-	-
Jos Verstappen	10	7	R	R	12	6	8	10	R	13	10	-	-	-	-	-	-
Enrique Bernoldi	R	R	R	10	R	R	9	R	R	R	14	-	-	-	-	-	-
Nick Heidfeld	4	R	3	7	6	9	R	R	R	6	6	-	-	-	-	-	-
Kimi Raikkonen	6	R	R	R	8	4	10	4	10	7	5	-	-	-	-	-	-
Eddie Irvine	11	R	R	R	R	7	3	R	7	R	9	-	-	-	-	-	-
Pedro de la Rosa	-	-	-	-	R	R	R	6	8	14	12	-	-	-	-	-	-
Tarso Marques	R	14	9	R	16	R	R	9	R	15	NQ	-	-	-	-	-	-
Fernando Alonso	12	13	R	R	13	R	R	R	14	17	16	-	-	-	-	-	-
Jean Alesi	9	9	8	9	10	10	6	5	15	12	11	-	-	-	-	-	-
Luciano Burti	8	10	R	11	11	11	R	8	12	10	R	-	-	-	-	-	-

KEY: DS Disqualified/R Retired/NS Non-starter/NQ Did not qualify

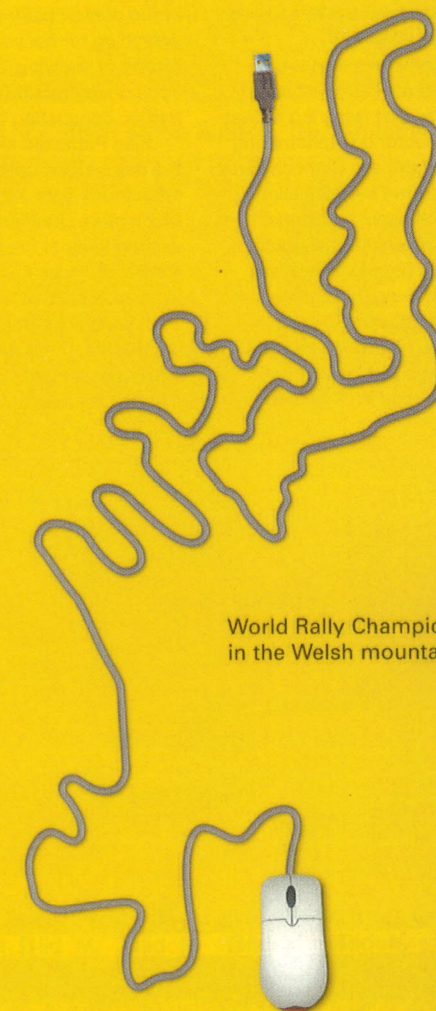
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Another Juan that got away

That a Williams would win was a certainty. The only question was which one it would be. By Peter Windsor

Shortly after the second practice session had started on Friday afternoon you knew that this one would shift in the direction of Juan Pablo Montoya. The Williams-BMWs were loaded up with Petrobras, as they always are on Fridays, and yet they were quick in real time, let alone in speed relative to the other full-tankers. This was indeed going to be a Michelin-Williams-BMW walkover. But which Williams-BMW?

Ralf Schumacher was out as the pitlane opened that afternoon, charged and fired-up. On his first flying lap he was quickest through sector one (pitstraight, Turn One, first straight, Jim Clark chicane), quickest on the second straight, slightly off at the second chicane, quick again on the back straight, quick into the stadium, brilliant through the Sachskurve... and then he was shimmering through the left kink and towards that weird, negative-camber right-hander on which Michael lost it in the warm-up last year.

The back end of the FW23 floated

sideways, Ralf felt as though he caught it, his wrists folded over, but suddenly the car flicked round and he was a passenger, bouncing backwards through the gravel trap and into the tyre wall. Practice over. Fifty minutes lost...

... and, in the other corner, momentum gained. On the left-hand-slot of the Williams garage, where Connie stood contemplating her tapestry and searching for her yo-yo, there was the feeling of knowing it is now up to you. You concentrate more. You work even harder, completing the double-whammy.

Juan Pablo did that precisely, finishing the day second only to Eddie Irvine's ridiculously light Jaguar-Cosworth. Much more significantly, he was a full half-second clear of the Ferraris and McLaren-Mercedes. Juan loved the feel of the car. In his new style of driving, where he makes even smaller inputs to the steering and the throttle, massaging the car long before it has a chance to get away from him, he could at last feel the steering pin-sharp.

As a joke, then, he had radioed back to the boys in the middle of one lap, asking them to switch off the "TC" (traction control).

"I just wanted more power," he said later with a laugh, white teeth flashing. "It's just so smooth that I could do with being able to kick the back end out a bit more - you know, have some fun...!"

That night, Juan and Connie, together with Rick, their cool American buddy, Gonzo, Juan's manager, and Ian, Juan's cousin, who is doing work experience in the Williams aero department, sat at one end of a long table, joking and laughing, fake-punching and avoiding-the-bill. At one point, when South American soccer news appeared on CNN, Juan walked over to the TV to turn up the volume. Seconds later, his picture appeared and everyone booed, commanding that he switch channels. In between jests, he ate a mozzarella-tomato salad and then a steak (with no chips).

Qualifying, on Saturday, was as good as it gets. Ralf had, of course, quickly



Take one ←
Rubens' was the only Ferrari to survive the first start, running behind the Williams

Early finish →
Montoya vaults a barrier to get back to the garage after his engine lets go

FACT ATTACK: It was the first 1-2 in qualifying for: Williams since Britain '97, BMW since Austria '86, Michelin since Portugal '84



DARREN HEATH; TOP: LORENZO BELLANCALATI



Bouncing win ←
Ralf was kind to the engine, but he still used every bit of track - plus some - to win

Miles ahead ←
Williams were in a class of their own. Again. By the end, Ralf was 46s ahead of the next man

forgotten his mistake and throughout the morning was error-free and quick, a German Grand Prix winner setting about his business in the best car of the weekend. Juan, though, was able to match him every kerb of the way, approaching the chicanes and corners in slightly less of a straight line but so silky-smooth that he almost looked slow. Chrome helmet shooting starbursts, he also sat fractionally lower in the car. This always looks good, especially at Hockenheim.

Ralf took the preliminary pole. Juan responded. Ralf seized it back... and Juan responded again, more than regaining through the last sector what he had fractionally lost through the first two.

Ralf steeled up for the last two, crucial, runs... but Jacques Villeneuve slowed him

'RELIABILITY WAS NOW EVERYTHING; NOT MUCH ELSE WAS TODAY GOING TO BEAT WILLIAMS'

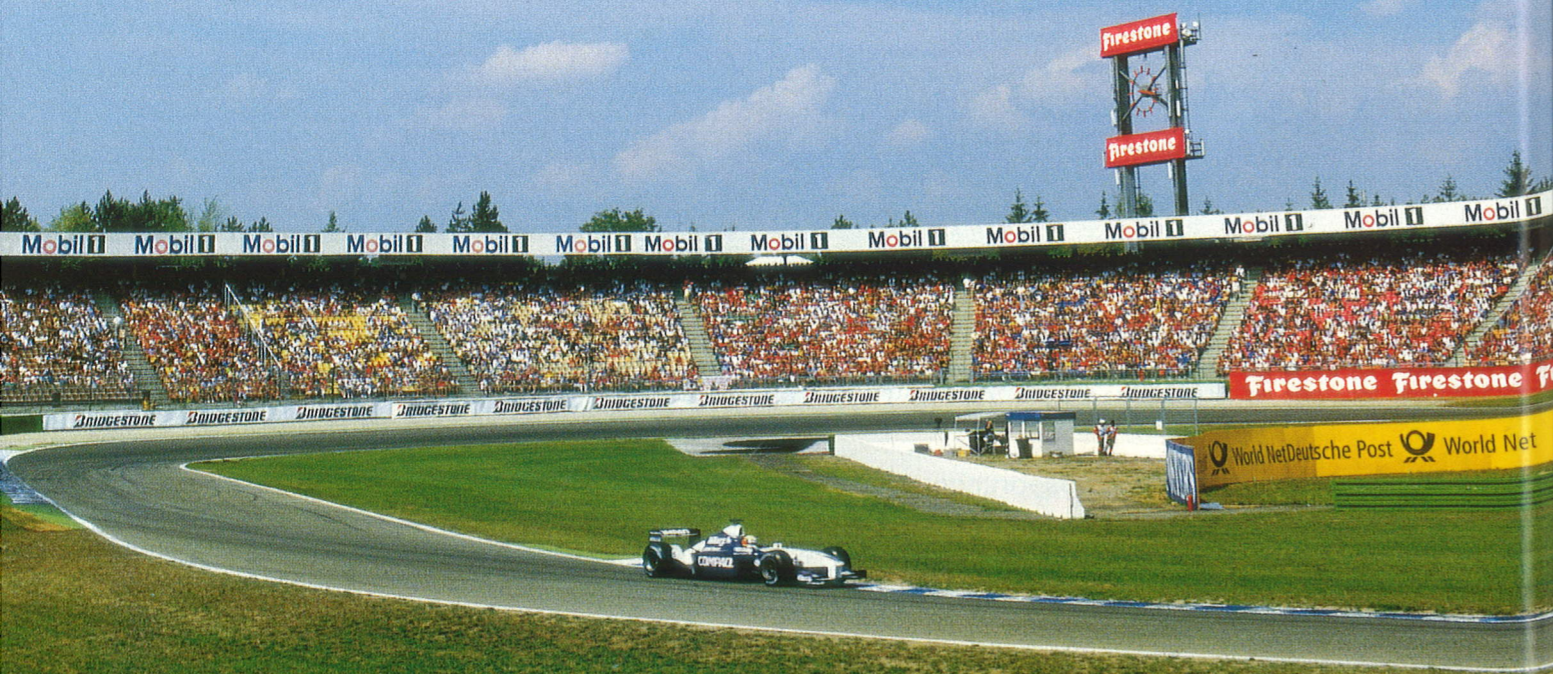
through the final corners and then Luciano Burti lost the Prost and lit the yellow lights.

Juan, on the pole for the first time, sat centre stage in the post-qualifying press conference, telling them that the car was great and the team was great and, yes, for sure tomorrow it was going to be fun. And that night - just to be sure - he ate at the same, long table, with the same people more or less sitting at the same places. He ordered the same salad and steak.

They were quick on race morning,

and both limited their laps (with Ralf driving both the race car and the spare). Reliability, after engine failures at Magny, Silverstone and the Monza test, was now everything; not much else, indeed, was today going to beat BMW-WilliamsF1. In the debrief afterwards, in acknowledgement of his pole, Juan was given first choice of pitstop time. Both would stop only once... but would Juan like to be first or second?

He chose first, on the basis that he would have slightly less fuel over the first stint and would thus be slightly more able to recover from a bad start, or bad first corner. The downside of such a choice is that, given parity, which there was in this case, it is usually better to reach the pitcrew when they are oiled and fluid - with one stop already out of the way. ▶





From both starts, Juan was brilliantly away, launch strategy exactly matching Ralf's and thus giving him the lead into Turn One. Thereafter, over the next 35 minutes or so, every one of Juan's laps was quicker than Ralf's, giving him something like a nine-second cushion as the lap 23-25 pitstop window approached. Ralf would say later that he was driving more conservatively at this stage, saving the engine and other mechanical components, but this implies that Juan was doing the opposite – that he was deliberately abusing the extremely conservative limits imposed on him by BMW (18,000rpm in qualifying, 17,300rpm in the race) and by Williams. (Of course, there was more chance of Juan becoming a vegetarian than there was of him doing something like this, even if he was able to break through the rev-limiter,

'EVERY ONE OF JUAN'S LAPS WAS QUICKER THAN RALF'S, GIVING HIM A CUSHION'

so Ralf's remarks must be seen in the wider context of a superquick driver who above all wants to beat his superquick team-mate in every department, including psychology. There will be more of this banter, you can be sure.)

An immaculate leader for the first half of the race, Juan stopped for tyres and fuel on lap 23. Car up, tyres off, fuel nozzle on... but suddenly Matthew Whyte, in the yellow fuel overalls, notices an error. Fuel seems to be discharging but the reading remains at zero. Cool and very calm under phenomenal pressure, the Williams team go into rehearsed recovery mode, switching immediately to Ralf's fuel supply as back-up. Seconds tick by. Ralf is now out there in front, building a lead. Juan slaps his hand on the wheel. Can this really be happening?

Doubly-loaded with fuel (for the gauge had been in error), and with maybe 25 seconds lost to Ralf, Juan gunned it down to the first chicane... and almost slid straight on. Now carrying 120kg of fuel – twice his starting amount – the Williams in comparison felt like a truck. The win, without question, was gone.

His engine blew shortly afterwards, which lessened the pain, because imagine how he would have felt if the pitstop had been perfect and the race had been in the bag? Juan waved to the crowd even before he was out of the car: there were no histrionics, no gripes. He changed into blue Compaq T-shirt, thanked the boys and left the circuit with 10 laps still to run. This was now Ralf's day in Germany, so who was he to be the spoiler? Ralf, to be sure, was now so far in front, so completely without opposition, that he finally reacted to incessant calls from the pits to reduce his pace.

"If I go any slower I'll fall asleep!" said the normally-taciturn Ralf.

So was this the first race in the rest of the life of Juan Pablo Montoya, the one that proved that he can qualify as well as he can race – that he can qualify, in other words, just about as well as anyone on the planet?

Perhaps. In another way, though, Hockenheim marked another major development in the crazy world of Juan Pablo.

"Superstitious? Me? Forget it..."

Strong lead – Nothing was going to steal JPM's victory this time. Apart from a refuelling hose and a blown engine...

Schu jnr wins again Ralf has had a good day. His car lasted the distance, his team-mate fell by the wayside, he won by a long way. He is now only six points behind DC – second in the championship?



Wrong team Bizarrely, the Ferrari guys seem to be celebrating Ralf's victory!

Drivers' championship
Round 12 Germany

1	Michael Schumacher	84
2	David Coulthard	47
3	Ralf Schumacher	41
4	Rubens Barrichello	40
5	Mika Hakkinen	19
6	Juan Pablo Montoya	15
7	Jacques Villeneuve	11
8	Nick Heidfeld	10
9	Kimi Raikkonen	9
10	Jarno Trulli	9
11	Heinz-Harald Frentzen	6
12	Olivier Panis	5
13	Eddie Irvine	4
14	Giancarlo Fisichella	4
15	Jean Alesi	4
16	Jenson Button	2
17	Jos Verstappen	1
18	Pedro de la Rosa	1

Constructors' championship

1	Ferrari	124
2	McLaren-Mercedes	66
3	BMW-Williams	56
4	Sauber-Petronas	19
5	BAR-Honda	16
6	Jordan-Honda	15
7	Benetton-Playlife	6
8	Jaguar Racing	5
9	Prost Acer	4
10	Arrows-Asiatech	1

FACT ATTACK: The top speed reached during the race was 222.01mph – by Zonta. Ralf's top speed was 10th fastest: 219.15mph

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Race shorts

Benetton find reliability where others fail, JV is on podium again and Alesi scores another point. By Tom Clarkson



Rubens overtook DC twice. He felt he was delayed by the McLaren



Unlucky return for Zonta

It was not the weekend that Ricardo Zonta, replacing Heinz-Harald Frentzen at Jordan, needed. A blown engine on Friday and a clutch problem on Saturday limited his running in practice and, in the race, he tangled with Jos Verstappen and had to retire. He qualified 0.852s slower than team-mate Jarno Trulli and set a fastest race lap 1.8s off him. "Not a great weekend," he said, "but there were reasons for it."

Missed podium for Sauber

It boded so well for Sauber. Their cars qualified seventh (Nick Heidfeld) and eighth (Kimi Raikkonen), and Heidfeld was again seventh fastest in the warm-up. But he was taken out at the first chicane by Pedro de la Rosa ("I really don't know where he thought he was going") and Raikkonen retired after a driveshaft failure.

"We lost the chance of another podium finish," said team boss Peter Sauber.

Alesi's perfect fuel load

Immediately after crossing the line to score his fourth point of the year, Jean Alesi ran out of fuel. He'd been running a conservatively high-downforce set-up, which stopped him from overtaking, but stabilised the car and improved tyre wear. Alesi's team-mate, Burti, started the race in the spare, set up for Jean, and commented that it was "better than my race car". Not worth looping-the-loop for, though, was it Luciano?

Accident "not so bad"

Michael Schumacher had gearbox problems accelerating away from the line and Luciano Burti, who started 16th, hit the Ferrari's right rear corner. "I had a Jordan to my left," said Burti, "so maybe I was looking at that. But, by the time I saw Michael, it was too late. I had nowhere to go. I think the accident looked worse on television than it felt in the car."

Engines take the strain

Both McLarens retired with unexpected engine problems, the result of "pushing too close to the edge", according to Merc boss Norbert Haug. BMW, on the other hand, could be ultra-conservative. Their engine can now produce 862bhp, but they cut that by 50bhp in the race to help reliability. Juan Pablo Montoya didn't seem to be conserving his, however.

Benetton find the pace

It was an extraordinary performance by Benetton. The team still have limited mileage on their engines in practice, yet they brought both cars home in the points (Giancarlo Fisichella fourth and Jenson Button fifth) at this, the most technically demanding track of the season.



"There was a burned right-hand exhaust on Giancarlo's car," said technical director Mike Gascoyne. "Otherwise, there were no problems. Expectations will be raised because of this, but I say, 'Bring it on.'"

DC too slow for Rubens

Over race distance, two stops were theoretically 8s faster than one stop. The only person to maximise on the two-stop strategy was Rubens Barrichello. He overtook David Coulthard twice, and Michael and Mika Hakkinen once en route to second place.

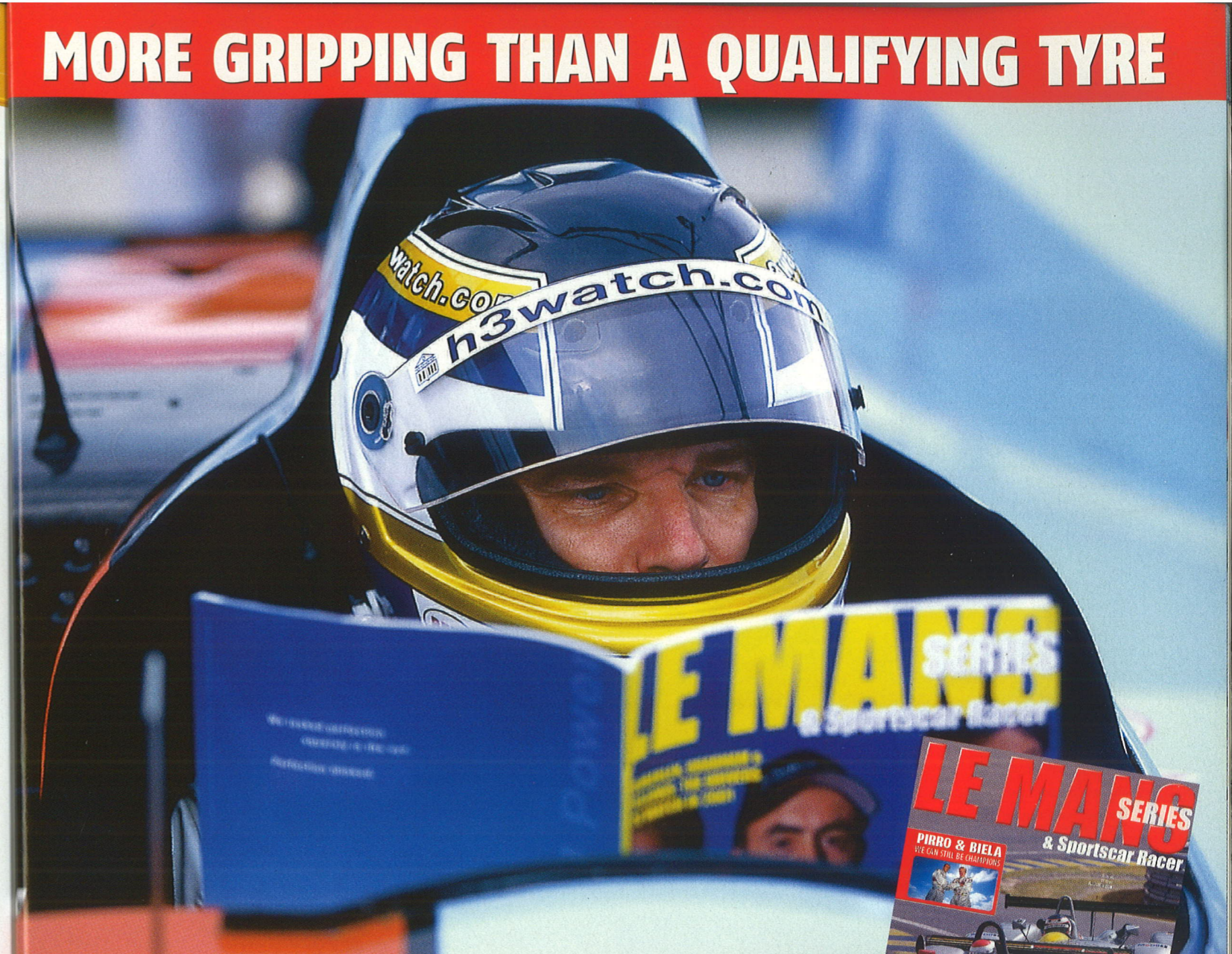
"I was getting frustrated with David," said Rubens. "It was a fair fight but, in his efforts to keep me behind him, we were losing up to 3s per lap."

BAR's second podium

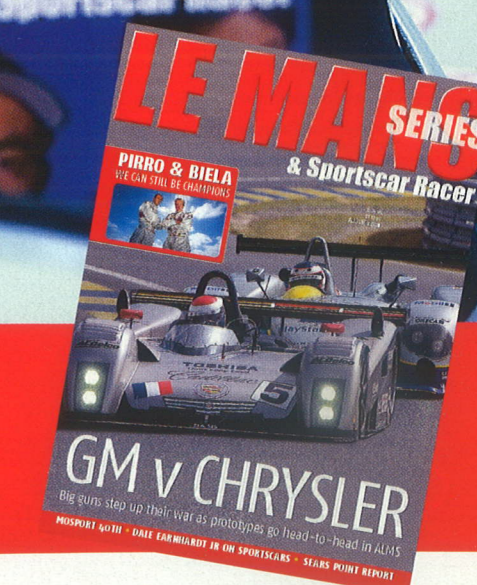
Jacques Villeneuve's third place was more deserved than in Spain – it was touch-and-go at the end. "The last 10 laps were a bit stressful," he said. "The team were asking me to save fuel and conserve the brakes, but not slow down because Giancarlo was so close. I even lifted off on a couple of straights to save fuel. Luckily Giancarlo spun – that made it easier for me."

▲ For the first time this year, both Benettons picked up points

▲ Hakkinen (top right) again had to walk back to the garage – engine, this time



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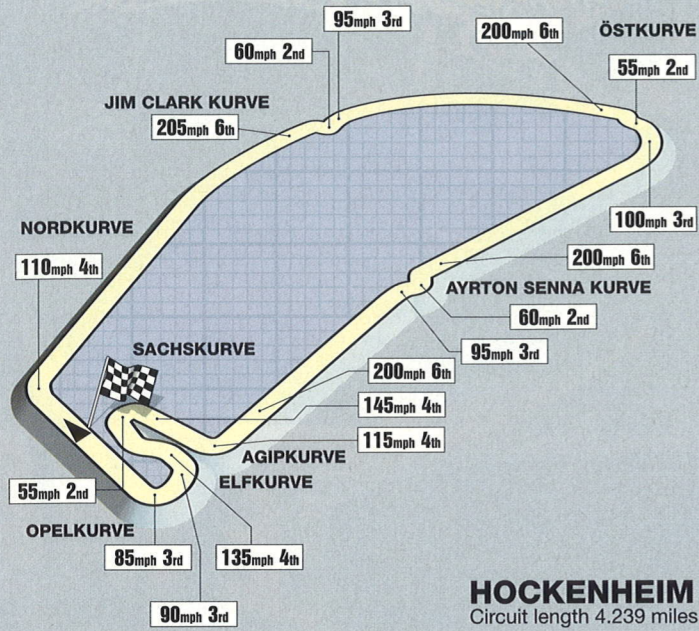


All the facts Hockenheim

Date 29 July 2001; Weather Sunny, 23°; Track temperature 32°; Laps 45; Race distance 190.847 miles; Attendance 120,000

Qualifying times

Position	Driver	Time
1	Juan Pablo Montoya	1:38.117
2	Ralf Schumacher	+0.019
3	Mika Hakkinen	+0.694
4	Michael Schumacher	+0.824
5	David Coulthard	+1.457
6	Rubens Barrichello	+1.565
7	Nick Heidfeld	+1.804
8	Kimi Raikkonen	+1.955
9	Pedro de la Rosa	+2.148
10	Jarno Trulli	+2.205
11	Eddie Irvine	+2.254
12	Jacques Villeneuve	+2.320
13	Olivier Panis	+2.493
14	Jean Alesi	+2.607
15	Ricardo Zonta	+3.057
16	Luciano Burti	+3.096
17	Giancarlo Fisichella	+3.182
18	Jenson Button	+3.321
19	Enrique Bernoldi	+3.551
20	Jos Verstappen	+3.753
21	Fernando Alonso	+3.796
22	Tarso Marques	+4.599



HOCKENHEIM
Circuit length 4.239 miles

© 2001 Federation Internationale de l'Automobile, 2 Chemin Blandonnet, 1215 Geneva, Switzerland

Did you know?

Race day was Fernando Alonso's 20th birthday. This was the last race at Hockenheim before the circuit is radically changed. Twelve of the 20 cars to complete a lap of the race broke the lap record which was set last year

Lap by lap

START Michael Schumacher has a gearbox selection problem and is hit from behind by Luciano Burti. Red flag

RE-START Juan Pablo Montoya gets away well and leads from Ralf Schumacher, Mika Hakkinen and Michael Schumacher.

LAP 1 De la Rosa crashes into Nick Heidfeld at first chicane. Michael passes Hakkinen. Barrichello passes DC for fifth.

LAP 3 Barrichello passes Hakkinen

LAP 6 Barrichello passes Michael

LAP 14 Hakkinen retires - engine trouble

LAP 16 Barrichello pits, dropping to fifth

LAP 20 Barrichello passes DC for fourth

LAP 22 Montoya pits and has a refuelling problem, losing 20s. He rejoins fourth

LAP 23 Michael pits and retires almost immediately after rejoining

LAP 24 Ralf and Jacques Villeneuve pit

LAP 25 Montoya retires

LAP 27 DC pits and retires immediately after rejoining the track

LAP 32 Barrichello pits for second time

LAP 45 Ralf wins by 46s from Barrichello

Speeds and stops

FASTEST LAP
Juan Pablo Montoya
1:41.808s on lap 20 (149.966mph)

FASTEST THROUGH SPEED TRAP
Ricardo Zonta 220.026mph

SLOWEST THROUGH SPEED TRAP
Tarso Marques 215.564mph

FASTEST PITSTOP
David Coulthard 29.124s

SLOWEST PITSTOP
Juan Pablo Montoya 50.808s

Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Ralf Schumacher Williams-BMW FW23 (Michelin)	1:18:17.873	2
2	Rubens Barrichello Ferrari F2001 (Bridgestone)	+46.117	5
3	Jacques Villeneuve BAR-Honda 003 (Bridgestone)	+1:02.806	10
4	Giancarlo Fisichella Benetton-Renault B201 (Michelin)	+1:03.477	15
5	Jenson Button Benetton-Renault B201 (Michelin)	+1:05.454	13
6	Jean Alesi Prost-Acer AP04 (Michelin)	+1:05.950	18
7	Olivier Panis BAR-Honda 003 (Bridgestone)	+1:17.527	14
8	Enrique Bernoldi Arrows-Asiatech A22 (Bridgestone)	1 lap behind	16
9	Jos Verstappen Arrows-Asiatech A22 (Bridgestone)	1 lap behind	11
10	Fernando Alonso European Minardi PS01 (Michelin)	1 lap behind	19

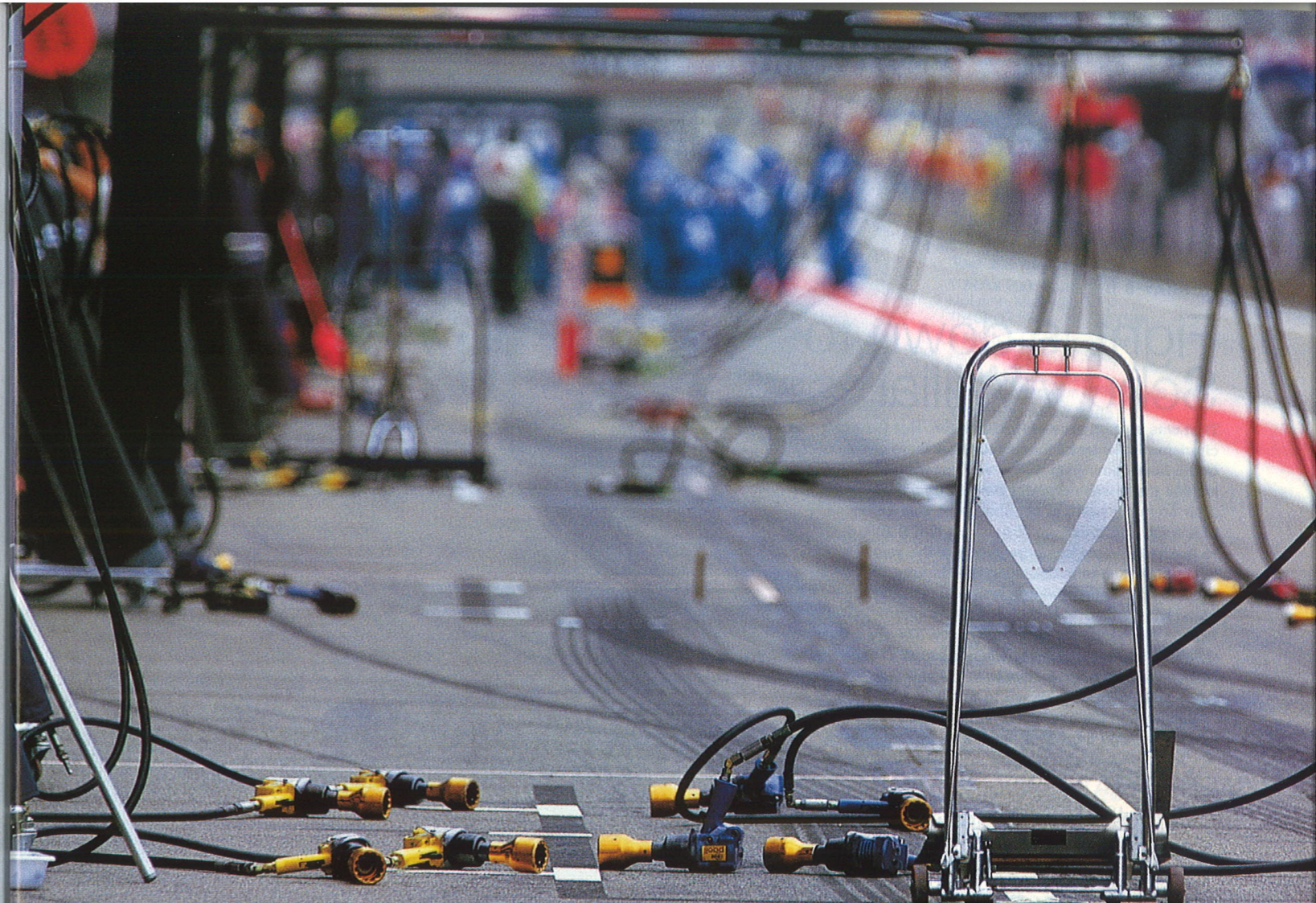
NOT CLASSIFIED

Jarno Trulli	Jordan-Honda EJ11 (Bridgestone)	hydraulics - 34 laps	9
David Coulthard	McLaren-Mercedes MP4-16 (Bridgestone)	engine - 27 laps	6
Tarso Marques	European Minardi PS01 (Michelin)	gearbox - 26 laps	20
Juan Pablo Montoya	Williams-BMW FW23 (Michelin)	engine - 24 laps	1
Michael Schumacher	Ferrari F2001 (Bridgestone)	fuel pressure - 23 laps	3
Luciano Burti	Prost-Acer AP04 (Michelin)	accident - 23 laps	17
Kimi Raikkonen	Sauber-Petronas C20 (Bridgestone)	driveshaft - 16 laps	7
Eddie Irvine	Jaguar R2 (Michelin)	misfire - 16 laps	8
Mika Hakkinen	McLaren-Mercedes MP4-16 (Bridgestone)	engine - 13 laps	4
Ricardo Zonta	Jordan-Honda EJ11 (Bridgestone)	accident damage - 7 laps	12
Nick Heidfeld	Sauber-Petronas C20 (Bridgestone)	accident - 0 laps	-
Pedro de la Rosa	Jaguar R2 (Michelin)	accident - 0 laps	-

Races to date

Driver	Australia	Malaysia	Brazil	Spain	Austria	Monaco	Canada	Europe	France	Britain	Germany	Hungary	Belgium	Italy	USA	Japan
Michael Schumacher	1	1	2	R 1	2	1	2	1	1	2	R	-	-	-	-	-
Rubens Barrichello	3	2	R 3	R 3	3	2	R 5	3	3	-	2	-	-	-	-	-
Mika Hakkinen	R 6	R 4	9	R 9	R 3	6	R 1	R	-	-	-	-	-	-	-	-
David Coulthard	2	3	1	2	5	1	5	R 3	4	R	-	-	-	-	-	-
Ralf Schumacher	R 5	R 1	R 1	R 1	R 1	4	2	R 1	-	-	-	-	-	-	-	-
Juan Pablo Montoya	R R	R R	2	R R	R R	2	R 4	R	-	-	-	-	-	-	-	-
Giancarlo Fisichella	13	R 6	R 14	R R	R R	11	11	13	4	-	-	-	-	-	-	-
Jenson Button	14	11	10	12	15	R 7	R 13	16	15	5	-	-	-	-	-	-
Olivier Panis	7	R 4	8	7	5	R R	R 9	R 7	-	-	-	-	-	-	-	-
Jacques Villeneuve	R R	7	R 3	8	4	R 9	R 8	3	-	-	-	-	-	-	-	-
Ricardo Zonta	-	-	-	-	-	-	7	-	-	R	-	-	-	-	-	-
Jarno Trulli	R 8	5	5	4	DS	R 11	R 5	R R	-	-	-	-	-	-	-	-
Jos Verstappen	10	7	R R	12	6	8	10	R 13	10	9	-	-	-	-	-	-
Enrique Bernoldi	R R	R R	10	R R	9	R R	R 14	8	-	-	-	-	-	-	-	-
Nick Heidfeld	4	R 3	7	6	9	R R	R 6	6	R	-	-	-	-	-	-	-
Kimi Raikkonen	6	R R	R R	8	4	10	4	10	7	5	R	-	-	-	-	-
Eddie Irvine	11	R R	R R	7	3	R 7	R 9	R	-	-	-	-	-	-	-	-
Pedro de la Rosa	-	-	-	-	R R	6	8	14	12	R	-	-	-	-	-	-
Tarso Marques	R 14	9	R 16	R R	9	R 15	NQ	R	-	-	-	-	-	-	-	-
Fernando Alonso	12	13	R R	13	R R	R R	14	17	16	10	-	-	-	-	-	-
Jean Alesi	9	9	8	9	10	10	6	5	15	12	11	6	-	-	-	-
Luciano Burti	8	10	R 11	11	11	R 8	12	10	R R	-	-	-	-	-	-	-

KEY: DS Disqualified/R Retired/NS Non-starter/NQ Did not qualify

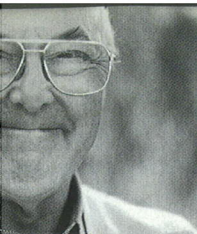


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MURRAY'S RACE PREVIEW



MURRAY'S BIT

Fight is down to Schu v Williams

That was a great race at Hockenheim. Not the most charismatic venue of the season, but there are a couple of the best coming up. When we first went to Budapest in 1986 there was no doubt that it was a great city but, after so many years of occupation, it was in dire need of a wash and brush-up. It has now had it and, next to Australia, is my favourite venue of the year.

Great buildings overlooking the Danube, sunshine, great restaurants, stunning women... There have been some truly memorable races at the Hungaroring. Like Damon Hill nearly winning for Arrows, Thierry Boutsen doing so by blocking Ayrton Senna for all 77 laps, Nigel Mansell passing Ayrton to win in '89 and then, three years later, clinching his world title with five races to go.

Will we see Michael Schumacher equal Prost's four championships there? I'd never accuse McLaren of

having lost the plot, but they have slipped. With two Hungaroring victories behind the Red Baron, he has to be hot favourite, for his Ferrari is less likely to be challenged there by those superb Williams-BMWs than at the power tracks.

'WITH THAT LONG CLIMB UP TO LES COMBES, SPA IS WHERE GRUNT COUNTS. SO WATCH WILLIAMS'

But, which is my favourite circuit? No contest there either. It is Spa, the last of the genuine public-road tracks. In that wonderful Ardennes scenery, with its twists and turns and real gradient, it is the best of the lot and, if Schumacher doesn't clinch things in Hungary he will surely do so in Belgium - for he is the unchallenged king of Spa. Five times a winner there (although one of them was later cancelled) he is in his element on this real racer's track, although I don't necessarily expect him to win. With that long climb up to Les Combes, Spa is a place where grunt counts. So watch the Williams-BMWs.

I'll be watching them at two very different places, both of which are a joy to experience. Good viewing!



Expect much from the two Williams-BMWs at Spa, where grunt is all



Mansell always ran well in Hungary and it was here that he secured the world championship in '92

HISTORY BIT

Nigel and a one-horse race

The one you remember most, of course, is the one that got away. I was in Paris, of all places, pacifying a holiday-starved girlfriend, when Nigel Mansell won the 1989 Hungarian GP for Ferrari, passing two-thirds of the field, including Senna, the way a Modenese tailor threads cotton through the eye of a very sharp needle.

A year later (and courtesy, I think, of Andrew Frankl, a well-informed Hungarian journalist who gave this race its energy in its early years and today comments intelligently from America) Mansell was presented with... a horse... in celebration. Like the Hungarian race itself, the improbability of the moment was matched only by its reality. The horse was very cool - and Mansell, who once smuggled two geese in the boot of his car in order to save them from poachers, expanded his menagerie still further.

Mansell and Hungary have other stories to tell. He was winning easily in '87, having run non-stop for what was approaching the two-hour mark, when

a rear wheelnut worked loose and cost him the race. And that happened because Mansell had stopped for a new set of tyres at the British GP because his first set had fallen out of balance. On new Goodyears, with re-tightened wheelnuts, there were no further problems at Silverstone. The slightly-loose nuts found on Piquet's car, post-race, were put down to... slightly-loose wheelnuts. If both of them had run non-stop, of course, a common problem would have been identified. The torque settings for Hungary would have been increased; Mansell would have won.

And then, in '92, when I was Williams' team manager, Mansell clinched the drivers' championship by finishing second to Senna in Hungary. Ecstatic, I walked to the garage from the pitwall. Frank Williams, ever the task-master, called me over. "Today," he said, "we were absolutely pathetic. Blown into the weeds by Ayrton."

It was time to make a change.

Peter Windsor



Having a bath takes on a whole new meaning in Hungary, but be ready for a game of chess if you take a dip in one of the public baths

TRAVEL BIT

Hungary? Take a dip before dinner

Budapest is not what you expect: it seems more Mediterranean than Eastern European, with its riverside bars, languid café society, and leafy 19th-century boulevards. It's been a spa town for centuries - follow the locals and take the plunge, or just chill out around a fancy outdoor pool. **Making tracks** Special buses leave from the Árpád hid bus station for the Hungaroring; the only other public transport option is a taxi.

Refuelling Food at the track isn't as bad as it was, but it's still not up to much and it's well worth bringing provisions with you. But new places keep popping up in town to prove it's not all lousy food and poor service in the new Budapest: Avant Garde, V Sas utca 4, is an airy French-style bistro serving decent steaks, or there's fashionable Biarritz, V Kossuth Lajos tér, with an excellent menu of Hungarian classics and a riverside terrace. Cactus Juice, Jókai tér 5, may have a dodgy Wild West theme, but the food is great and the portions huge. Sir Lancelot, V Podmaniczky utca 14 (call to reserve, +36 1 302 4456), is another raucous theme restaurant; spear a hunk of meat, fill up a tankard and joust till dawn. The Vibe Dinner and Music Club, Kertész utca 33, has good pizzas and a jam-packed dance floor.

Getting there

Page & Moy (0870 0106393) A 'two city' break, three nights in Prague and Budapest, for £805. Or take in Budapest only for three nights with flight and choice of hotel; prices start at £565

Motor Racing International (01304 612424) Choose from three nights in Budapest only (£599) or add another three nights in Vienna (£729). If you'd rather stay in luxury for a bit of extra cash choose the Park Hotel Flamenco.

Late-night revs Escape the heat at Rác Kert, I Hadnagy utca 8-10, a hip summer watering-hole, or head for one of the bars with terraces along Liszt Ferenc tér; try Café Vian at No 9, or Café Méditerranée next door at No 10, where the action shifts downstairs to the Undergrass club later on. For views over the whole city, head for the hills and the Citadella Dance Club, Citadella sétány 2, with glamorous dancers and huge windows. On alternate Saturday nights in summer, the Vizimozsi baths (Rudas Fürdő, I Dobrentai Tér 9) are open till 3.00am with bars, chill-out areas, and dance floors.

Inside track Take a bath: everyone else does and it's not just for old ladies with poodles. Some baths are swankier than others, but in most you can lie back and enjoy a sauna, massage, an outdoor swim, or just sunbathe. Try the relaxed baths in City Park with the tongue-twister name: Széchenyi Gyógyfürdő és Strandfürdő, at Állatkerti körút 11. Or, take a cruise along the Danube (from the dock at Vigadó tér), which will give you a glimpse of all the major sights, from the Parliament to the Royal Palace. **Visibility** Views are generally excellent - you can see most of the circuit even from the cheap grandstands, but only the most expensive have views of the pitstraight.

Mary-Ann Gallagher

2000 results

Top six places

- 1 Mika Hakkinen**
McLaren-Mercedes MP4-15, 1h45m33.869s, 108.100mph
- 2 Michael Schumacher**
Ferrari F1-2000, +7.916s
- 3 David Coulthard**
McLaren Mercedes MP4-15, +8.454s
- 4 Rubens Barrichello**
Ferrari F1-2000, +44.157s
- 5 Ralf Schumacher**
Williams-BMW FW22, +50.437s
- 6 Heinz-Harald Frentzen**
Jordan-Mugen Honda EJ10, +1m08.099s

Pole position

Michael Schumacher
Ferrari F1-2000, 1m17.514s, 114.715mph

Fastest lap

Mika Hakkinen
McLaren-Mercedes MP4-15, 1m20.028s, 111.111mph

Lap record

Nigel Mansell
Williams FW14B (1992)
1m18.308s, 113.349mph

When to watch ITV

Qualifying
11.30 Saturday 18 August

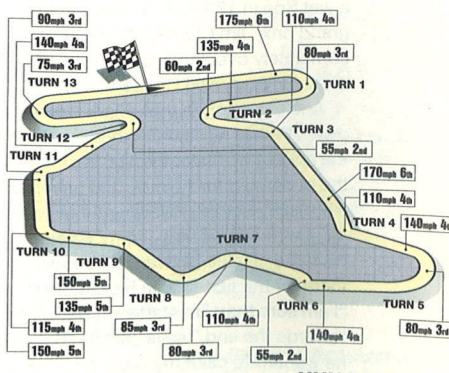
The Race
12.05 Sunday 19 August

Highlights
00.15 Sunday 19 August
Times subject to change

Driver's eye

Mika Hakkinen

I like Hungary as it's probably the closest I get to a home race because there's always a vast number of Finnish fans with flags and banners. Budapest is a really great city as well. I suppose so many Finns travel to the Hungaroring because it's the nearest GP to Finland, so it's easy to get to. It's really great to see so many people there. The track presents us with a number of challenges. Setting the car up to maximise performance on this twisty track is always interesting but I'm confident that we will find a solution.



HUNGARORING Circuit length 2.465 miles



Jim Clark had his only Spa pole in '67, more than 3s ahead of Dan Gurney. Problems in the race meant he finished sixth



HISTORY BIT

The racing is always raw at Spa

If it rains in Belgium, anything can – and usually does – happen. This really is the race for the unexpected

Nerve endings are raw at the Belgian Grand Prix, where high speeds mix with irascible mountain weather. Dick Seaman was killed when leading at a wet Spa in 1939. In '60, in his second grand prix, Jim Clark's fifth place was completely overshadowed by the deaths of Alan Stacey and Chris Bristow.

And yet, despite that, Clark made Spa his own. He won his first GP there in '62, when the rush of air down the Masta straight blew the peak from his helmet, and he repeated the result over the following three years. In '65 it was so wet that Jimmy worried about his mate, Jackie Stewart, who was racing there for the first time in his factory BRM. "I am sure that Jim started to back off towards the end," says Jackie, "because he wanted to calm my pace. He knew that I knew that that day I was never going to beat

him. After that, he looked out for me." In '67, without wings and seat belts in the Lotus 49, Clark was on the pole at Spa by the margin of 3.1 seconds – an average speed of over 151mph on a circuit that included a 30mph hairpin. This, indeed, was F1 at its rawest.

Spa closed after Pedro Rodriguez's win for BRM in '70 and new venues were found – at Nivelles and then at Zolder, nearer Brussels. Jackie Stewart led a drivers' revolt in '73, when the track broke up, and in '81 Carlos Reutemann stood sadly on the podium, the winner of another tragic race. A mechanic died when he fell into the path of Reutemann's car in a crowded pitlane practice accident; another was critically injured.

In '82 Gilles Villeneuve stopped as he left after practice at Zolder on Friday.

"Have you seen the new helicopter?" he asked excitedly. "It's fantastic. You'll have to come for a ride tomorrow. I can take you back to the hotel."

The next day, pushed to the limit on his last set of qualifying tyres, forced to make judgement calls about where to pass slower cars, Gilles was killed when his Ferrari clipped the back of Jochen Mass's March. Nigel Roebuck [correspondent for *F1 Racing's* sister publication, *Autosport*] and I ran fearfully to the accident site; our walk home was slow and sad. By the heliport, Gilles' Agusta sat waiting for its master.

So today you watch Michael and DC, and Mika and Ralf and (no doubt) Juan with awe and with respect. Respect for their ability... and respect, in its rawest form, for the business of Formula 1.

Peter Windsor

Make the trip from Spa to Brussels and see the Grand Palace on the city's main square. The shops are good, too



TRAVEL BIT

There's more going on in Brussels

There's very little action for most of the year in Spa, a sleepy town on the edge of the forest of Ardennes. The closest big city is Liège, a down-to-earth industrial centre with an attractive old quarter. Brussels is a bit of a hike but worth it: it's a surprisingly lively and cosmopolitan city considering its enormous population of EU paper-shufflers, with a well-deserved reputation for fine food and drink.

Making tracks Access roads to the circuit are good, but traffic is hellish. Leave plenty of time.

Refuelling There are plenty of decent food stalls at the circuit. In Liège, the Place du Marché has several good restaurants – the Grand Comptoir at numbers 19–21, tel +32 (0) 4 223 32 25, has local specialities including meatballs and pigs' kidneys. You can stick to the national Belgian dish of moules-frites at Au Parc de Moules, 19 Rue Tête du Boeuf, tel +32 (0) 4 223 40 60. In Brussels, head for a gourmet blow-out at the city's finest restaurant, Comme Chez Soi, 23 Place Rouppe, tel +32 (0) 2 512 29 21, or sit out on the terrace at fashionable French bistro La Meilleure Jeunesse, 58 Rue de l'Aurore, tel +32 (0) 2 640 23 94. The fish dishes (including buckets of mussels) at Aux Armes de Bruxelles, 13 Rue des Bouchers, tel +32 (0) 2 511 21 18, won't disappoint.

Getting there

Page & Moy (0870 0106393) Travel by coach for just £79 or have a one-night stay in Brussels for £135. Or, instead, take the Eurostar (from £275) or Channel Tunnel (from £135) staying for two to four nights with a choice of hotel.

Motor Racing International (01304 612424) Visit Heerlen (£139), Liege (£240), Eindhoven (£229) or Valkenburg (£345): these include two or three days' racing. Travel by coach, Eurostar, Ferry, Eurotunnel or scheduled flight.

Late-night revs In Liège Le Carré, the pedestrianised district, is full of narrow streets lined with good bars and clubs. Rue Tête du Boeuf has several, including the Café Chez Bouldou (number 25) which has a nightclub downstairs. There's more choice in Brussels. Try Belgium's most famous export at A La Mort Subite, 7 Rue des Montagnes aux Herbes Potagères, an old-style beer bar, or try the cocktails at Dal's Bar, 35 Petite Rue des Bouchers. Fuse, 208 Rue Blaes, is the city's best known club, or try the excellent Le Sud, 43 Rue de l'Ecuyer.

Inside track Head for the hills of the Ardennes forest or take in the shops and bars around Place St Lambert in Liège. There are great views from the citadel if you can hack the stiff climb uphill. Brussels is more grand, with palaces and imposing squares including the famous Grand Place surrounded by medieval guildhouses. Nearby is the Manneken-Pis, a tiny statue of a little boy peeing, which has become the symbol of the city. The shopping is excellent – not just for beer and chocolate but also for designer clothes. Start with the hip shops along the Rue Antoine Dansaert.

Visibility Views from the Gold 2 and Gold 3 grandstands are superb. The general admission areas can provide spectacular views if you're prepared to walk a bit.

Mary-Ann Gallagher

2000 results

Top six places

- 1 Mika Hakkinen**
McLaren-Mercedes MP4-15, 1h28m14.494s, 129.535mph
- 2 Michael Schumacher**
Ferrari F1-2000, +1.104s
- 3 Ralf Schumacher**
Williams-BMW FW22, +38.096s
- 4 David Coulthard**
McLaren-Mercedes MP4-15, +43.281s
- 5 Jenson Button**
Williams-BMW FW22, +49.914s
- 6 Heinz-Harald Frentzen**
Jordan-Mugen Honda EJ10, +55.984s

Pole position

Mika Hakkinen
McLaren-Mercedes MP4-15, 1m50.646s, 140.882mph

Fastest lap

Rubens Barrichello
Ferrari F1-2000, 1m53.803s, 136.964mph

Lap record

Jacques Villeneuve
Williams FW19 (1997), 1m52.692s 138.321mph

When to watch ITV

- Qualifying**
11.30 Saturday 1 September
- The Race**
12.05 Sunday 2 September
- Highlights**
23.45 Sunday 2 September
Times subject to change

Driver's eye

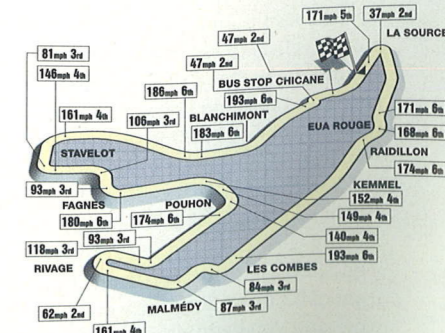
Jos Verstappen



Spa is my favourite circuit. It's very challenging and enjoyable to drive. You can get into a rhythm because it has a nice flow and lots of fast corners.

It's the race where there are the most Dutch supporters because it's the closest to Holland, so it feels a bit like a home race for me. I hope to see a good turn-out again this year.

The race didn't go so well for us last year with all the pitstop dramas because of the changing weather conditions, but that's the interesting thing about Spa: you never know what's going to happen.



SPA-FRANCORCHAMPS
Circuit length 4.329 miles

Dear Rubens,

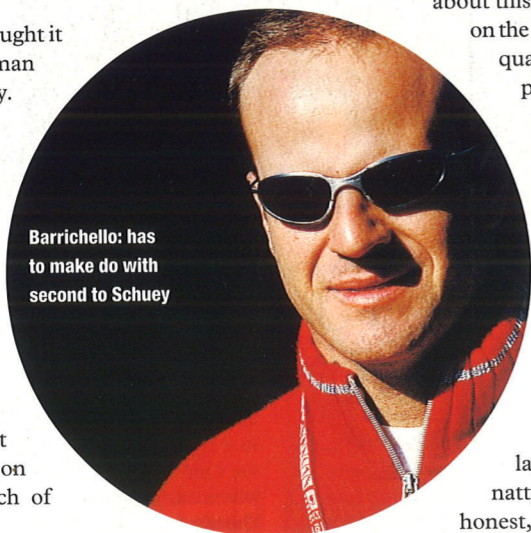
So, how goes it as the leading member of the Blessed Michael's supporting cast? Must seem a long time since that glorious moment at Hockenheim last summer when you picked up the pieces so brilliantly after His Nibs crashed at the first corner for the second successive race. Thin milk ever since, unfortunately.

While I'm on the subject of team-mates, I must say I thought it was very amusing the way in which you put that Ulsterman who drives for Jaguar in his place at Silverstone recently. Got a lot of time for Irv, to be honest, but sometimes he does talk the most frightful balls and seems to have turned into something of a paddock sage, being consulted on everything from whether Montoya can really drive to whether it might rain tomorrow. I can only think that most of his colleagues are so surly and uncommunicative that the purple press snuggle close to him simply because he's the only one with anything of any interest to say.

Nothing personal, of course, Ruby, but you'd have to say that number two at Ferrari demands the sort of qualities normally required of Tony Blair's front bench colleagues. That's to say, spend a lot of time on your feet gabbing without actually saying very much of any consequence.

Old Man Ferrari was very much into this sort of thing, liking drivers who were both feisty and subservient. Of course, in his day when he said, "No team orders," he meant precisely that, rather than no-team-orders-unless-Mikey-Babes-is-in-with-a-chance. In which case, cannon fodder occupying the cockpit of car number two is required to pull into the next service area and twiddle his thumbs until Chief Hun catches up and belts past into the lead. Frankly, I don't know why that Luca Montmerency, the cove who runs Ferrari these days, doesn't enlist a couple of *carabinieri* motorcyclists to escort Maranello's great man around at the head of the field. At least their sirens and flashing lights would make a damn' sight more impact on the walking wounded cluttering up the nether regions of the F1 field than Charlie Whiting's battery of cockpit warning-lights. Most of them are accustomed to being pulled over by the Old Bill anyway.

But I digress. Back to mainstream matters! I'll bet you got Mr S into a right old two-and-eight in the closing stages of the Austrian Grand Prix as he wondered whether you'd do the so-called decent thing and part the waves in front of his prow. Pity you weren't tempted to pretend that the radio didn't work and you hadn't realised that the Todt chappie was stoking his blood pressure on the pitwall, urging you to give way. That would have wiped the smile of Mikey's face, wouldn't it?



Barrichello: has to make do with second to Schuey

'If you ask me - and nobody has - this whole culture of the grand prix driver is overrated. Whole F1 bit now totally dependent on car'

All that said, I'm happy to hear that you've been kept on the books for 2002. A well-earned reward, I would have thought, for having to keep your mind on two race strategies at once.

Actually, if you ask me - and nobody has - this whole culture of the grand prix driver is vastly overrated to my mind. Whole F1 bit now totally dependent on car. Viz Mikey and younger sibling Ralfie-boy look hot to trot in Ferrari and Williams-BMW, but give them a Minardi or a Toyota and they'd look pretty average. Certainly not in the, "Oh, it's Thursday, let's buy a new Learjet" league.

I mean, look at it logically. Who would you choose if you were establishing a new F1 team? Michael Schumacher or Ross Brawn? Rubens Barrichello or Paolo Martinelli? I expect you can catch my drift, although if you listen to Ross you'll be absolutely convinced that a driver of Michael's calibre really gives the whole team a psychological leg-up which is hard to quantify in financial terms, though I'll bet that Willi Weber has made a pretty good stab at it.

Truth be told, Ruby, I'm not totally convinced about this. I'm being told by various contacts on the F1 scene that the shortage of suitably qualified young drivers to form grand prix racing's next generation is matched only by the lack of dynamic young engineers. So which do you invest the most in?

Point I'm making is that if Alexander Wurz and Darren Turner were driving McLaren-Mercs, on-track performances wouldn't be significantly short of Hakk and DC. Possibly the same as yourself versus Luca Badoer, the unfortunate sap who seems to be serving a life sentence lapping Fiorano in exchange for a natty set of Ferrari overalls. To be honest, Badoer looks very much to me like F1's answer to Jeffrey Archer in his current predicament, although said-incarcerated peer can at least write books while he's banged up inside.

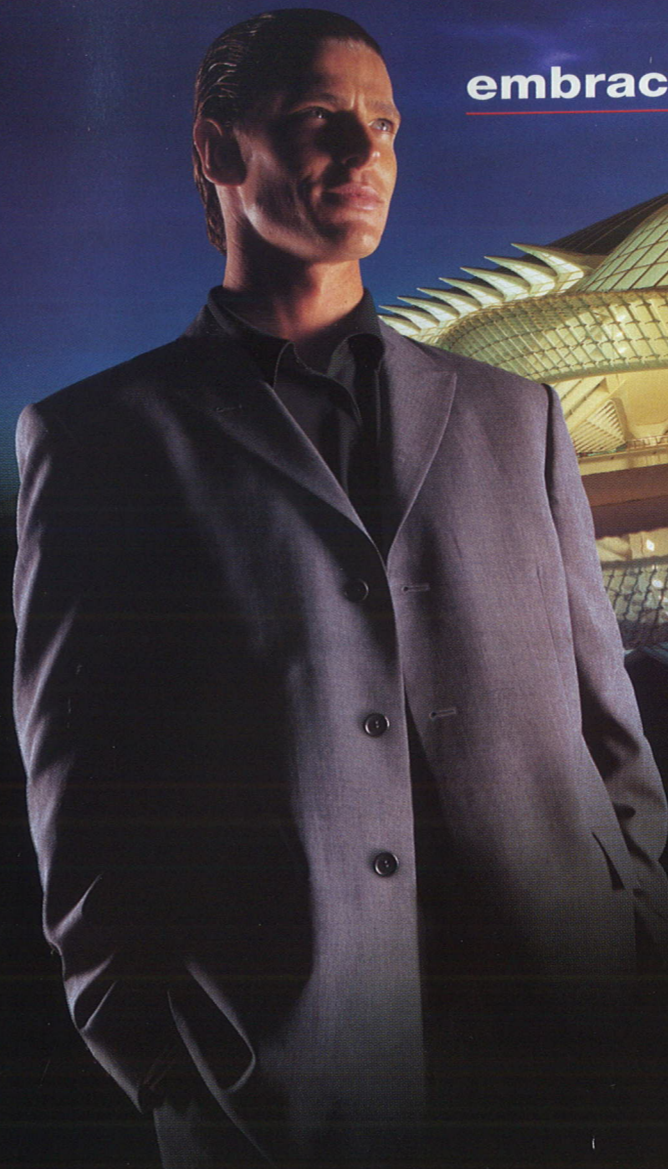
Incidentally, I thought *Not a penny more, not a penny less* was pirated from Ron Dennis's contract negotiations with David Coulthard. Funny that, I thought his girlfriend's name was Simone. On a final note, has Jeffrey Archer anything to do with Arrows? Is this off-target, or have I scored a bull's-eye?

Yours, quaking with mirth,

the SCRUTINEER

CHARLES COATES/OUT

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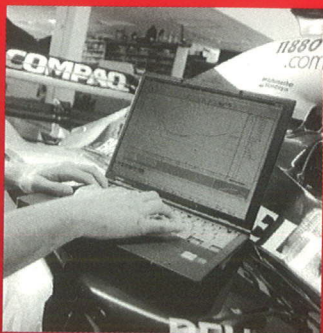
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