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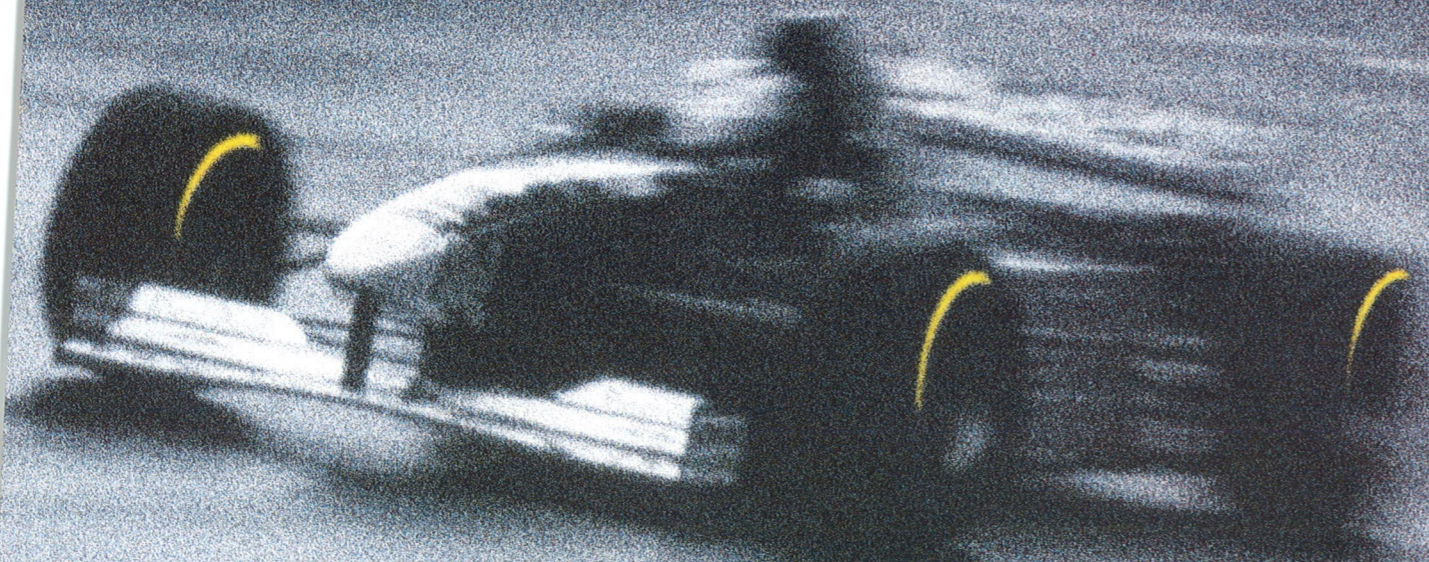
HAS BLONDIE BLOWN IT?

THE TRUTH BEHIND HIS MID-SEASON CRISIS



HUNGARIAN GP FULL REPORT: ALL THE ACTION, ALL THE GOSSIP

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THE COMPETITION
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GOODYEAR
#1 in Racing

GOODYEAR

355 GRAND PRIX WINS

DUNLOP

83 GRAND PRIX WINS

MICHELIN

59 GRAND PRIX WINS

FIRESTONE

49 GRAND PRIX WINS

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45 GRAND PRIX WINS

CONTINENTAL

10 GRAND PRIX WINS

ENGLEBERT

7 GRAND PRIX WINS



New order

Jarno Trulli and Alex Wurz have shot onto the Formula 1 scene in no small way. We listened in on their pitlane chat



Chew the fat

Do drivers ever sit down to a large plate of very unhealthy grub? It took guts, but we found out...



He's no angel

He may be a bit of an old rogue these days, but as a boy he wanted to be a priest. Who? Eddie Jordan!



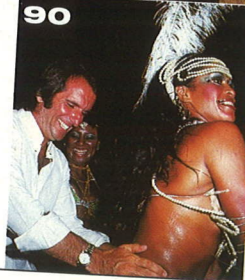
French pride

Prost and Peugeot will carry France's hopes next year, but is the get-together a sound move?



Star quality

Has Emmo retired? Not yet. Here he talks about cars, comebacks and karting with kids. Honest!



F1

RACING

SEPTEMBER 1997

COVER PHOTOGRAPH: DPPi

Contents photographs: Sutton Images, Allsport, DPPi, Paul-Henri Cahier, Bernard Asset, White Backgrounds

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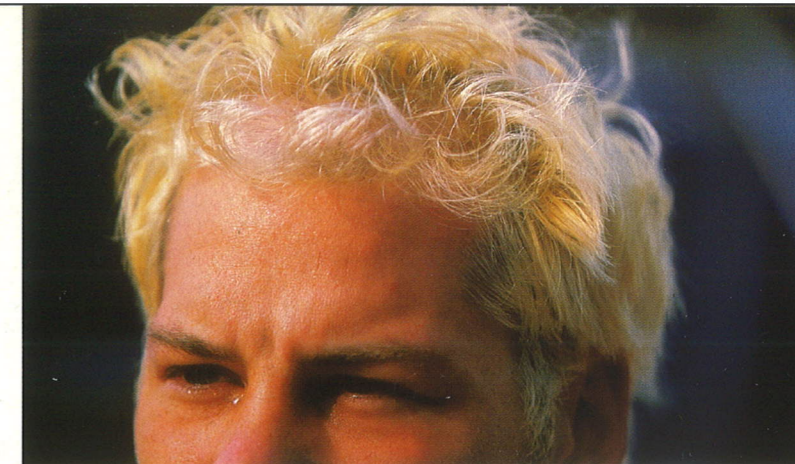
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Who are F1's powers-that-be? We list the men who matter



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Some people know just how to make the red rubber jumpsuit look work...

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Everyone has a twin, so they say. So here are a few that we say...

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Just how much luck can one man have?

Have another look at our cover. Why, you're probably asking, are we saying that the man who has just won his fifth grand prix of the season may have 'blown it'? Well, consider this: Jacques Villeneuve might have notched up another 10 points at the Hungaroring, but few wins in F1 history have been more fortunate. From the moment *F1 Racing's* star columnist Damon Hill outranked Michael Schumacher's Ferrari to take the lead, the race was his. Rightfully, delightfully his. Or Heinz-Harald Frentzen's: unlike Villeneuve, Frentzen had selected the correct (harder) Goodyears, and would have blitzed his team-mate had his fuel connector not failed. Even David Coulthard – the slower of the two McLaren drivers in Hungary – was looking for a way past the Canadian until an alternator failure ended his chances. But Damon's performance was the key: Williams had been comprehensively blown off – again. Not by a Ferrari this time, or even a Benetton. No, this time they had been outclassed by ... an Arrows. Food for thought at Grove.

Of Villeneuve's five wins this year, the last two have been the result of good fortune (his win at Silverstone, remember, came courtesy of the retirements of Michael Schumacher and Mika Hakkinen). Furthermore, even though Jacques has won five races to Michael's three, he still trails the German by three world championship points. He should be leading by 20.

Even so, Jacques will win the title if he and Williams can get their act together – but we didn't see any real evidence of it in Hungary. However, it's rumoured that Williams are planning to take more control over the way Villeneuve sets up his car in future. But he'll have to go some to beat Schuey at Spa...

At Hockenheim, the highlight was Emerson Fittipaldi. He was in Germany as a guest of Mercedes, whose motorhome I had arranged to use for an interview. As we sat down, a Merc PR man said: "Emerson, Bernie wants you in 20 minutes."

"Let's start, Emerson," I said, jamming tape into dictaphone at furious speed. "Relax, relax, relax," came the reply, each 'relax' occupying a good three seconds. "What about Bernie?" I asked. "I'll see him when we're done," Fittipaldi declared. Whether Mr E was still waiting when we'd finished, I doubt; but Emerson and I spoke for the thick end of an hour and a half...



Matt Bishop

CONTRIBUTORS

PETER WINDSOR

John Watson once said this of Windsor: "Peter has a truly wonderful ability to translate racing visuals to the written word." Indeed he does. And as a one-time Williams employee, his translation of Jacques Villeneuve's racing visuals makes particularly fascinating reading. Check it out on page 34.



ALAN HENRY

Few motorsport writers are as intrepid as Alan Henry with the bit between his teeth, as his trenchant appraisal of F1's power players – those precious few to whom Bernard Charles Ecclestone need (sometimes) defer – makes clear (page 52).



CHRISTOPHER HILTON

A vastly experienced sports hack, Christopher was the ideal person to dispatch to Warwickshire to follow Nigel Mansell, Damon Hill and Johnny Herbert on a round of golf. So that's exactly what we did. His highly irreverent account begins on page 42. Fore!



DAN BURN-FORTI

Known to his friends as 'Danburn' – that hyphen is a tad pretentious, don't you think? – Burn-Forti is best known for portraits, as *Observer*, *Esquire* and *Elle* readers will testify. His golfing photos (page 42) are his first to have appeared in *F1 Racing*.



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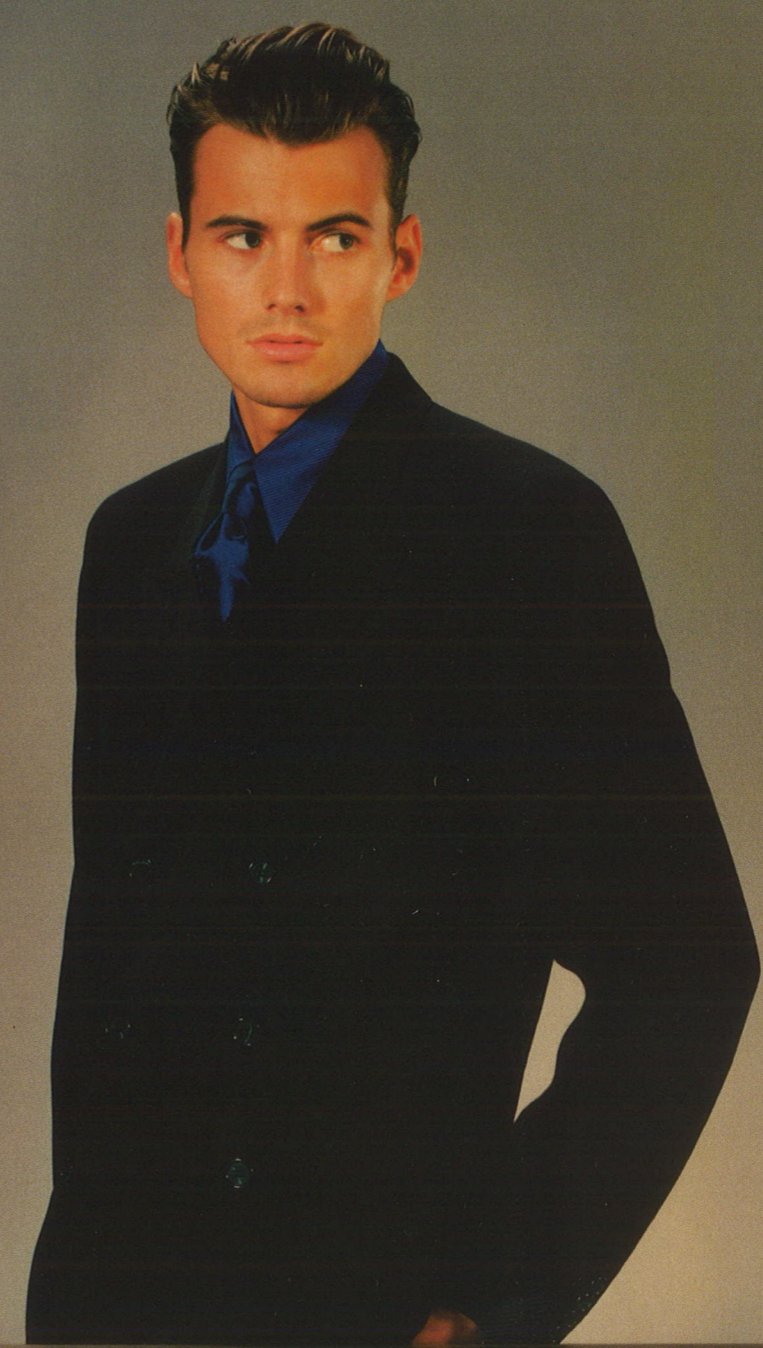
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Looks familiar?

Hungary, final qualifying, minutes to go. Damon Hill monitors his monitor, composes himself, plans his lap. Flat-out there, ride the kerb there, mind the dust there. But, above all, commit, commit, commit. The result is a number: 1:15.044. But it means everything. It means Damon is back. Which is good for the rest of '97 – but even better for '98...

Photograph by Darren Heath/Canon EOS 1n, 600mm lens, Fuji Velvia film 1/125 at F4

Measure of Villeneuve?

At Hockenheim, Michael Schumacher kept a calm head while all around (especially Williams) were losing theirs. The German and Ferrari worked steadily throughout the weekend, and eventually netted second spot on the podium, despite losing fifth gear and suffering high tyre wear. He and Ferrari are looking ever-better, while Jacques Villeneuve and Williams should be extremely worried.

Photograph by Sutton Images/
Canon EOS 1n, 80-200mm lens,
Fuji Provia film 1/60 at F5.6



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The luck of the Irish...

Our hearts went out to Jordan and Giancarlo Fisichella after the Italian's left rear tyre exploded at over 200mph at Hockenheim. He kept it pointing the right way and made it back to the pits, but an oil line had been cut and the car stopped shortly after. So near and yet so far: the team had had their best weekend for a long time, but all their hopes disappeared as quickly as the air in that stricken Goodyear. *Photograph by Darren Heath/Canon EOS 1n, 600mm lens, Fuji Velvia film 1/250 at F10*

Hungary's hero previews '98

Hungary has always been good to me. I scored my first grand prix win there, and this year I carried on my good relationship with the track. I was very disappointed not to win the race, but you have to look at these things positively. We were strong all weekend, and I dominated the event, and you have to be happy with that.

I drove one of the best laps of my life to qualify third, where in most people's opinion the car should not be. That, though, is unfair on the team and the work we've all put in to improve the car. It just shows what can be done with a bit of application.

The race was going so well. Once Michael Schumacher's tyres started to blister I was able to pass him easily, and then pull away and control the race. I had a huge lead, and in the last few laps I was even beginning to allow myself to think about winning. But racing is full of surprises. The power cut out a few times and I thought, "That's it, it's going to stop." Since it was a hydraulic leak, I'm amazed we got to the finish.

My emotions are a bit mixed at the moment because the result is tough on the team, Yamaha and Bridgestone. For everyone's sake, I'd love to have won. But second is a good result; I'm pleased.

Some people have asked me what difference it might make to my choices for next year. But it shouldn't make any. I've done enough in my career to prove exactly what I'm capable of; Hungary was just one example.

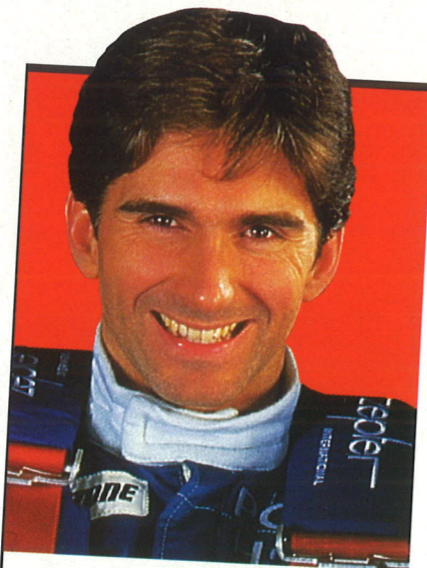
Choosing a team is an incredibly difficult decision to make, because the difference in lap times between the front and the back of the grid is actually very small – something like two per cent – so predicting where the cars are going to be in a year's time is quite tricky.

Budget is a big factor. If a team doesn't have the money, their chances are limited. That's where British teams and designers are very good. They're very innovative and can do quite a lot with a small budget; what has marked out all the top teams is that they've had innovative, instinctive, hard-working and intelligent designers.

But as the regulations get ever more

restrictive, breaking the mould becomes increasingly difficult, and ironically that makes it ever harder for the lesser teams to get to the front. It comes down to teams with a bigger budget and more experience who have – and know how to use – better measuring equipment. They can judge for sure that next year's car is going to be better.

That means stability becomes a factor. You have to look at teams who



The transfer market is a game of musical chairs, and you have to be aware of when the music will stop

have been successful for a long time with a minimum of change. Prost, for example, could find it more difficult over the winter because they are re-organising and they've got to settle into new facilities. But on the other hand, they've been doing quite a good job with a minimum budget in the past.

With such a small difference in cars' performance, power is crucial. Most teams have enough information at their disposal from official time sheets to be

able to work out pretty accurately the horsepower level of all the cars.

But while power is important, reliability is crucial, and that comes down to stability again, which means the movement of team personnel over the winter needs to be watched: just throwing a load of very clever people together doesn't always work because you don't want a team where there is lots of in-fighting and politics.

With such a substantial rule change next season, teams will have to get it right first time, because once the cars hit the track, catching up will be very difficult. At this time of year you can usually see a few trends. But who knows which designer will get it right?

Some teams will also have to cope with an engine change. Last year, Sauber did an excellent job of coping with changing from Ford to Ferrari. They had very little time to do it, and they've got excellent reliability. That goes down in the little book as an impressive feat.

Sorting out the transfer market is not an easy task, and it's further complicated by the fact that every driver is trying very hard to make sure he gets a good seat. It's a game of musical chairs, and you have to be aware of exactly when the music is going to stop. Being on the phone becomes a lifestyle.

It's a fascinating and dizzying business, rather similar to the commodities market. People say they've got this, that or the other, and even a small rumour – whether it's true or not – can make a difference to your market value. Propaganda thrives, and in some cases people can be attracted to buying something that is worthless.

This year it is a buyers' market, and after all the talk about young drivers being the way to go, I was particularly pleased to see Gerhard Berger win at Hockenheim. Trends are quickly seized upon in F1, but it's very important that people do not allow themselves to be put off course by the latest fashion.

In the long term, the same truths always apply. You can't beat experience; you have to be fast; and you can't turn a bad car into a winner overnight. **1**

The race is won

before the green light



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F1 on celluloid? It's a fantasy

You'll have heard that there's a billion-dollar deal between Bernie Ecclestone and Sylvester Stallone, linking Hollywood and Princes Gate in a blockbuster movie to bring F1 to cinema screens around the world.

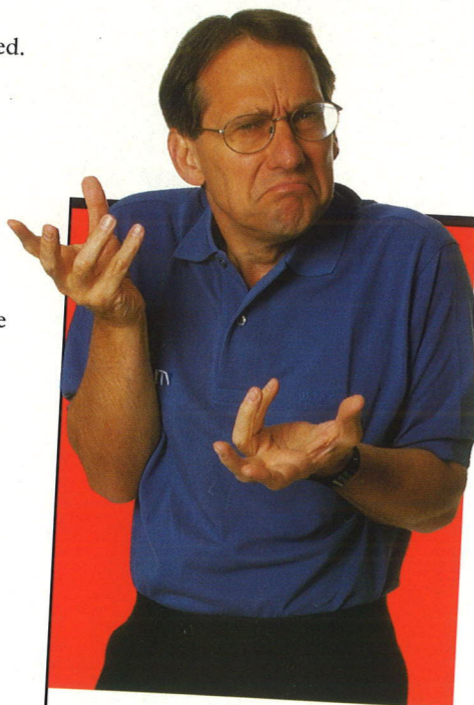
Now, I can now exclusively reveal that the movie's plot is almost finalised. Calling the *F1 Racing* office from Budapest, thanks to a glitch in the Hungarian GSM phone network, I inadvertently dialled into a lengthy transatlantic conversation. At one end Mr Ecclestone, in the air-conditioned sanctum of his mirror-windowed motorhome; at the other Mr Stallone, poolside at his ranch hideaway, with a string of minor movie executives and other acolytes sharing in the conference call.

Between them I heard the storyline emerge, line by negotiated line. And I'm afraid commercial pressures have dictated a wildly romanticised story which those of us who are close to F1 will find totally unbelievable.

First there's the obligatory hero: British, of course. The strong silent type, tall, saturnine, with prominent cheekbones and dark eyes that smoulder when things aren't going well. I think they want Ralph Fiennes for the part. According to the story, he's the reigning world champion; but he's fallen from grace. He's been unceremoniously fired by the Top Team for whom he won the title, and forced to drive for a struggling new outfit at the wrong end of the grid.

It starts badly, and gets worse. His former rival, a German (hiss), and his previous team-mate, a young transatlantic upstart (hiss), do all the winning, while our hero is seen shuddering to a smoking halt in race after race. He's not getting on with his boss, a tough-talking Scots millionaire who's come up the hard way. (Stallone wants Sean Connery for this. Bernie seemed keener on the man in the string vest who plays Rab C Nesbitt.) There's a torrid scene at the hero's home race when, in front of a baying pack of tabloid journalists, Boss publicly

denounces Hero as both slow and demotivated. (An acolyte suggested an unseemly scuffle, with Hero frog-marching a less than attractive newsman from the motorhome, but that was thought lacking in interest.)



After discussion, they ruled out a guided missile from a baddie in the Stowe grandstand...

Then, just when this looks like a film with a sad ending, the plot takes a positive twist, and the John Williams score swells from minor to major. At that same home race Hero keeps the car going, and in the final moments only a Japanese driver (hiss) in a French car (hiss, hiss) separates him from a championship point. After discussion, they ruled out a guided missile from a baddie in the Stowe grandstand, so the script now merely calls for the car in

front to explode in a cloud of smoke. Hero gets his point amid joyous scenes of reconciliation with Connery/Nesbitt.

Now it becomes even more far-fetched – but, you realise, it's got to be pretty over-the-top to bring in the audiences from Tampa to Tunbridge Wells. There's a race in Eastern Europe (scope here for an optional sub-plot involving post-Cold War spies and a Russian mafia porn ring). The German (hiss), now comfortably leading the world championship, crashes his demon new lightweight car in the Sunday warm-up. As if he'd do such a thing! So he has to race his old car. Hero, who has somehow managed to qualify on the second row, jumps into second place at the start, passes the German in an effortless outbraking manoeuvre 10 laps in, and pulls away.

But (I warned you this plot was a long way from real life) with seven miles to go Hero's car develops an obscure technical fault. His car slows, and transatlantic upstart (hiss) drives across the grass at 150mph to beat him to the flag. Hero is second, Boss is speechless, tabloid journos go ballistic.

By now my phone battery was giving out. They were debating the film's climax – a denouement in the last race of the year in Spain, when a freak rain storm and Hero's fiendish Japanese rain tyres bring him through to snatch at last that longed-for victory. John Williams will come up with a special symphony for that. Then, as the credits begin to roll, someone thrusts a contract for next year under Hero's nose. Perhaps it's the serious man from Woking with the German (hiss) engine. Perhaps it's the Scot, Hero's biggest fan again, who's miraculously found a powerful engine from somewhere. Or even – this was the favourite – the Top Team, cap in hand, saying: "We were wrong to sack you: please come back."

That was when my battery went flat. You know, I can't see this film getting very far. Too fanciful for words.

But, whatever the script from here on, we'll never forget Hungary 1997. Damon, Tom and the Arrows lads: in the real world, you were the heroes. **1**



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STORMING DRIVE IN HUNGARY SETS DRIVER MARKET ALIGHT

Damon goes West after near-victory?

Damon Hill's inch-perfect drive to second place in the Hungarian Grand Prix has taken him into pole position for a McLaren-Mercedes drive next year.

McLaren boss Ron Dennis had talks with Hill in '96, but ultimately didn't have a seat for him. This year the situation is different: the contracts of current drivers Mika Hakkinen and David Coulthard expire at the end of the season, creating a possible vacancy for Hill, whose experience and impressive curriculum vitae would appeal to Mercedes hierarchy.

In Hungary, Dennis said: "By choice, we'd like to win with our current drivers, but that won't overrule the judgemental process we are going through."

If Hill does get the nod, Dennis will have to sack either Hakkinen or Coulthard. They were tied on 14 points apiece after Hungary, and have been evenly matched all season. Yet some still

regard Hakkinen second only to Michael Schumacher in terms of outright pace; and having him in a car sorted by Hill, who is renowned for his test driving, might sway the decision in his favour.

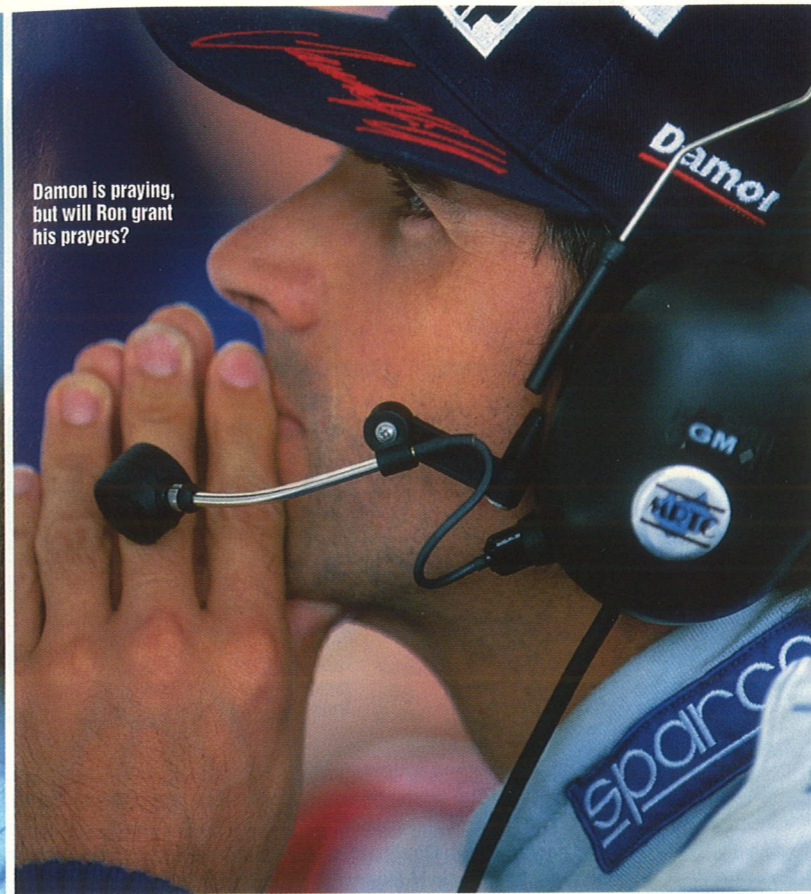
If Coulthard goes, Jordan is his most likely destination – though he will receive strong competition for that seat from Jean Alesi, who has been punting himself around at a vastly reduced cost. Against that, you might view an Alesi/Ralf Schumacher combination akin to throwing a match into a box of fireworks. Coulthard is seven years younger than Alesi, is a proven winner in two different teams, and is renowned for his balanced personality. All in all, he's probably the best man for the job.

The silly season was in full swing in Hungary; to find out how realistic Hill's McLaren chances really are, turn the page.

WHO GOES WHERE? PAGE 20/21



Damon is praying, but will Ron grant his prayers?



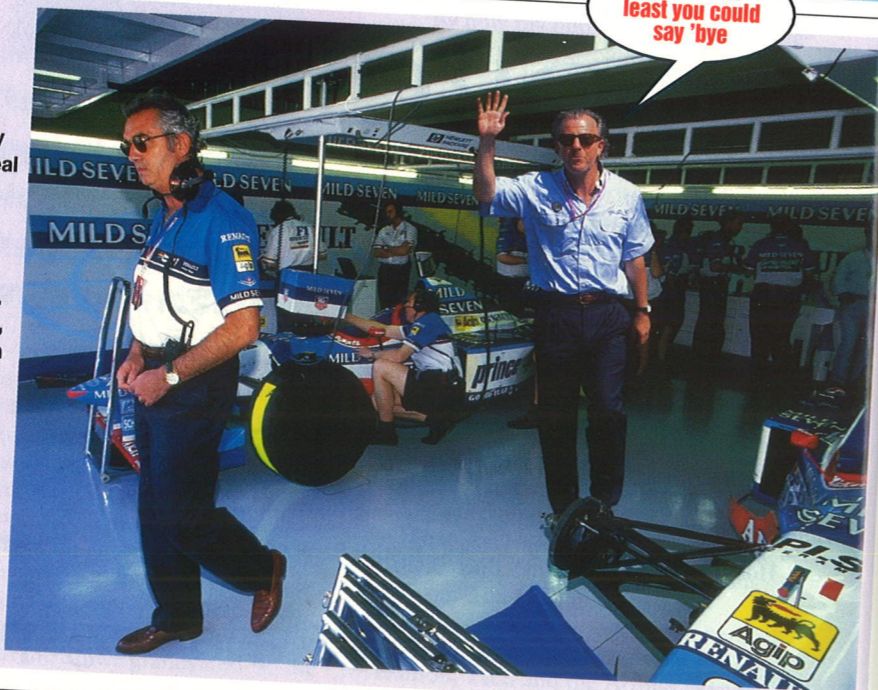
BRIATORE OUT, RICHARDS IN?

It seems that this could be Flav's swansong year in F1, as Prodrive boss David Richards looks to be homing in on his position at the head of Benetton.

Richards is responsible for the Subaru world rally programme, but the word in Hungary was that a deal has been done with Malaysian car maker Proton, who are thought to want Prodrive to lead a three-pronged motorsport attack – F1, rallying and touring cars. They are prepared to buy Benetton's F1 operation or, at least, take a major shareholding.

Briatore's future with Benetton remains a mystery, and Benetton driver Jean Alesi fanned the flames in Hungary, saying: "I wouldn't want to sign for a team without knowing who the chief is."

Proton are an 80 per cent shareholder in Group Lotus and could bring the Lotus name back into F1. One potential scenario sees them badging an existing engine next year, possibly using the Lotus Engineering name, while building their own unit for 1999. A specialist engine builder is generally a prerequisite for such a job. Brian Hart is being linked to the project, and has said that he has a V10 in the pipeline. Could be right up his street...



Oi, Flav. At least you could say 'bye

Coming soon: BMW-Cosworth

A BMW bid to buy Cosworth's parent company, Vickers, could force a rethink in Ford's Formula 1 plans.

Jac Nasser, president of Ford automotive operations, admitted: "We've had a long association with Cosworth, and we'd like to keep that – but if there was outside disruption, we'd have to go in a different direction." BMW may want to poach Cosworth as a base for their anticipated association with Williams in the new millennium.

Should the deal go ahead prior to next season, it would be good news for Ford's F1 drivers. Another company owned by Vickers is Rolls-Royce. An impressive company car...

For next season, it is also expected that Ford will supply a second team with their V10. Now that Jordan have the Mugen, Tyrrell are favourites.



Stewart SF1 and Silver Spirit will be BMWs soon



Sorry, Murray, wrong again. That's me in the Benetton, not Gerhard

Martin Brundle managed to wangle a Benetton shake-down drive the week before the Hungaroring race. He had a go in Gerhard Berger's Hockenheim-winning car and recorded a best of 1 minute 27.26 seconds, around three seconds off the pace. But he was quicker than Gerhard in the wet... SEE SCRUTINEER, PAGE 130



PULP FACT

THE LATEST GOSSIP FROM THE PADDOCK

Fuelling fresh rumours...

Sauber were in trouble with the authorities in Hungary after a random test proved their fuel to be irregular. They were fined \$25,000 – a light penalty, if you consider that Williams and Benetton were each fined \$200,000 for the same offence at the start of 1995.

This stuff stings my eyes!



US Grand Prix gathers pace

While visiting Hungary, Ford's head honcho Jac Nasser had a meeting with Bernie Ecclestone; among the things they discussed was a future US GP. Nasser said: "It seems to me that F1 needs to be in the US. It's difficult to be portrayed as a world sport without having an event in the world's biggest single automotive market. I'd like to see it on the west coast, on a permanent track."

De Angelis, Detroit, '85



Forget James Garner – this one's got Sly

A new film about Formula 1 – entirely independent of the planned Renny Harlin-directed blockbuster on Ayrton Senna that we revealed in Pitpass (F1 Racing, May) – is being bandied about the F1 paddock. Hollywood megastar Sylvester Stallone, a long-time F1 fan who has met Jean Alesi, Damon Hill and Carlos Reutemann, is now rumoured to have come to an agreement with Bernie Ecclestone over the licensing of the movie. He is now looking for a budget.

Sly Stallone prepares for his next role. Isn't he a bit big?



DARREN HEATH, IAN DAWSON, LAT ARCHIVE, MARTYN ELFORD/LAT, EMPICS

WHO'S HOT AND WHO'S NOT NEXT YEAR

Silly season special '98: who goes where?



Arrows

Tom Walkinshaw's Damon 'gee-up' at Silverstone, deserved or not, didn't hint at an enduring relationship, but Hungary might have changed that. Pedro Diniz, on the other hand, is the bank roll, so pencil him in for one seat, while TWR also have promising former F3000 champ Jörg Müller under contract. Mika Salo has also been linked with the team. **Any two from: Hill/Diniz/Müller/Salo**

Williams

Heinz-Harald Frentzen has underperformed this year, but he does have a two-year contract in his back pocket. While Frank could pay him off, it's not obvious who he would put in his place. Gerhard Berger has allegedly offered his services next year for nothing, and Mika Hakkinen is known to be keen. Although the team have been through a bad patch recently, their '98 preparations are going well. Expect them to keep the status quo in the cockpit. **Villeneuve/Frentzen/Hakkinen**

Ferrari

Already finalised: Eddie Irvine will partner Michael Schumacher for the third successive year. **M Schumacher/Irvine**

Benetton

We know that Gerhard Berger won't be driving and that Flavio Briatore has taken up his option on Giancarlo Fisichella which, irrespective of Jordan's wishes, is likely to happen. Alex Wurz looks odds on for the second seat, but there are reservations here about whether such a line-up is inspired or experienced enough for the team. Despite this, it is highly unlikely that Jean Alesi will stay next year. **Wurz/Fisichella**

McLaren

You get the impression that the team would really like to keep their current pair, David Coulthard and Mika Hakkinen. On the other hand, Hill has proved he is still a winner – and he is on the market. New technical director Adrian Newey

has already worked successfully with him too. The team has an option on Hill and you suspect he's banking on it. Coulthard looked a bit edgy in Hungary, so he may know something we don't. Berger is a remote possibility too. **Hakkinen/Coulthard/Hill/Berger**

Jordan

Ralf Schumacher is confirmed for a second year, and the team are in a strong position to pick a quality replacement for Fisichella. Hill didn't come last year, so is unlikely to this time around, and expect the team to have either Hakkinen or Coulthard if there is a change at McLaren. Or Benetton refugee Jean Alesi. Jean spent hours with Jordan personnel in Hungary and told them that he gave them a break by winning the F3000 title in 1989, and he needs a return favour now! The idea of re-igniting the Alesi spark might just appeal to EJ. Mugen, we hear, are keen on the idea too. **R Schuey/Alesi/Hakkinen/Coulthard**

Prost

With Peugeot coming in as a partner we know that they have to have a Frenchman in the car. Alain Prost enjoyed a close friendship with Jean Alesi at Ferrari but Alesi has already been told there is no place for him in the team. Expect a recovered Olivier Panis to keep his seat. Flavio Briatore still has a shareholding in the team and, as he has Jarno Trulli firmly under contract, it seems unlikely that there will be any driver swapping here unless there is an unexpected problem with Panis's recovery. **Panis/Trulli**

Sauber

Could pick up a name driver to join Johnny Herbert, namely Gerhard Berger, should he choose to continue in F1. The Austrian's agent, Fritz Kaiser, is a major team shareholder; they are not short of funds and, after a tough two years at Benetton, amiable could be a persuasive factor for Gerhard. Talks with Hill



appear to be dead but either Hakkinen, Coulthard or Alesi could be there for the taking. **Herbert/Berger/Hakkinen/Alesi/Coulthard**

Tyrrell

Toranosuke Takagi is expected to have one seat next year, thanks to his mentor and team sporting director Satoru Nakajima. Either Mika Salo or Jos Verstappen for the other. **Takagi/Salo/Verstappen**

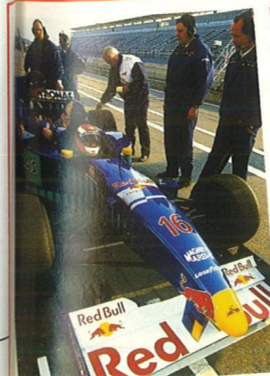
Stewart

Rubens Barrichello is on a two-year deal and has done a strong

job for the team this year, so don't anticipate any change there. Paul Stewart has hinted that Jan Magnussen's inclusion next year will depend on his performances to the end of the season. F3000 star Juan Pablo Montoya will be watching... **Barrichello/Magnussen/Montoya**

Minardi

If he doesn't retire, Ukyo Katayama says he'd like to stay with the team, and Tarso Marques is already under contract for 1998. **Katayama/Markes**



WIN A DAY WITH THE SAUBER TEAM

You've seen the latest gossip about who'll go where for '98, but nothing is certain in F1. Using your skill and judgement, nominate the 22 drivers your reckon will be lining up on the Melbourne grid in March '98, and which teams they'll be driving for, and you could win one of these great prizes. Two runners-up will win an Alpine in-car CD player, while the winner (& friend) will attend a Sauber test in '98. Answers on a postcard by 12 September. As a tie-breaker, please complete this sentence: "I want to win because..." Winners announced in our April '98 issue. Good luck!

The F1/F3 'spot the difference' spot

Nick Heidfeld is the only driver in the world to have experience of a current Formula 3 car and a '98-spec 'narrow' Formula 1 car. At only 180 centimetres wide, a '98-spec F1 car will be 5cm narrower than an F3 car...



Same driver? Yes. Same car? Er, you tell us...

BLACK FLAG

Wading through the muck

The silly season. Don't you just love it? Always bubbling away nicely at Hockenheim and in full swing by Hungary. With enough manure around to fill a million farmyards. The skill is wading your way through without falling headlong in.

While we're on the subject of poo, someone told me over dinner that you can actually buy Michael Schumacher nappies these days! The purveyor of such vital information also imparted that such was the explosion in merchandising around Michael that more than five million red Dekra caps had been sold, at \$30 apiece, vis à vis a manufacturing cost of 90 cents, with one dollar per item going to managerial guru Willi Weber.

Witnessing the sea of red in the Hockenheim stadium, and seeing a pretty fair duplication in Hungary, you knew that an awful lot of Marks and Forints had gone west, but five million hats? Surely not. It warranted further investigation.

"The red caps have done well," Weber confirmed. "Nobody wanted the black ones when Michael was at Benetton. We only sold about 60,000. But once he was in a Ferrari and we changed

to red, we sold a million." And there's still Austria and Nürburgring to come. Surprisingly, Weber didn't seem totally sure of a cap's cost, but it wasn't 30 bucks anyhow. Something in the order of 33 to 35 Marks (£11-12).

It wasn't cricket to ask the good man exactly how much of that he was trousering. The annoying thing, he said, was that only 50 per cent had been sold through the proper

channels, with the rest being unloaded on the black market.

Weber laughed about the nappies: "Not yet, but we did get an approach when it was discovered that Michael and Corinna were going to be having a baby. Maybe in the future..."

The other thing that made me titter was Damon getting the blame for the supposed drop in ITV's viewership. Much of the scaremongering seems to have come from poor Hockenheim viewing figures. Well, Damon has just cleared his name in the best possible way, and the Hungarian figures will be interesting reading.

Martin Brundle proudly explained to me that ITV were, in fact, ecstatic about F1 and that the Murray and Martin show is picking up 2.8 million viewers on Saturday teatime. The world's most watched programme, *Baywatch*, gets 2.2 million. "Yes, and there's a couple of tits on there too!" added Martin... Just joking lads.

Back to the silly season though, and it's almost as daft on the track as it is in the paddock. Who, leaving Silverstone, would have cared to venture that the next two races would be dominated by Gerhard Berger and Damon Hill? The variety is great to see and anyone who says F1 is boring right now is missing the point.

Something else grabbed me in Hungary. Back at Interlagos I saw a Mercedes and a Peugeot struggling to stay with Hill's Arrows on the long drag up the hill. I also saw Damon set a quicker lap than Michael Schumacher's Ferrari at Hockenheim, an out-and-out power track. And I've listened to the panning Yamaha and Judd have taken all year. Yes, I know the Bridgestones were good in Hungary, but I still think it's time to say Well Done.

TONY DODGINS



Pitlane hero

MICHAEL JAKEMAN



Age: 32

Nationality: British

Occupation: Head of sub-assembly

Team: Stewart-Ford

How long has he been involved in F1?

He started back in 1981 with Williams, and was there for nine years, working in sub-assembly. In 1990 he joined Benetton, who he says were quite a step down at the time – less professional and with inferior engineering capabilities. Last winter he joined Stewart Grand Prix.

Is Jackie Stewart a good boss?

He thinks he is superb, although Frank Williams was also good to work for. JYS is a very warm person, always has a smile on his face. But he is also a very good businessman.

What teething problems have Stewart had this year?

There have been some, but more because of the rule changes than anything else. The tyres are producing so much more grip that there is more pressure on the components, which is causing everybody problems. He thinks the team do well with what they've got and that other teams are envious of what they've achieved.

Best memories in F1?

Michael Schumacher was a good driver to work with – to Jakeman's mind, the best ever. He always talked a lot over the radio. In France he let his brother pass him to help him get a better position, which was incredible. He is the benchmark for all drivers – in terms of fitness, and just about everything.

Worst memories in F1?

He knew Senna, so the whole Imola '94 weekend was really bad. On the Sunday evening he didn't even want to board the aeroplane – what next, he thought?

How long will he stay at Stewart?

He likes it there, so he sees it as his home for the next few years at least.

BERNIE HINTS AT ENGINE CRISIS

Too many teams, too few engines

A Formula 1 return by Honda could calm fears of a quality and quantity problem at the top end of grand prix racing in the years ahead.

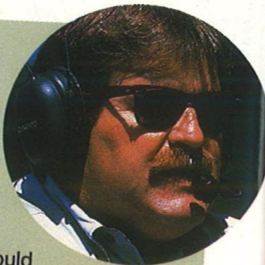
With Renault withdrawing as a works entrant at the end of the year, F1 commercial supremo Bernie Ecclestone has been suggesting a minimum two-team supply rule for manufacturers as the way forward.

Honda dominated F1 for five years, before bowing out in 1992 when the economic situation in Japan made their vast F1 spend politically unviable. Their situation has improved, and an announcement of a return in the year 2000 is expected when the Japanese company celebrates its 50th anniversary next year.

Right now, the biggest question surrounds the second supply of Mecachrome (née Renault) V10s in '98. Williams are a confirmed user, while Benetton are thought to have taken up an option for the second supply, but are yet to finalise the deal. At Hockenheim, Flavio Briatore lost his

cool when quizzed on why Benetton's engine deal has yet to be announced, and hinted for the first time that his team's budget isn't all that it might be.

Mercedes boss Norbert Haug speaks out against new engine proposals:



"I see the problem: you should not run Formula 1 with just 17 or 18 cars, and next year there could be a problem if you want more than 20. Maybe we have to sit together to discuss a third car in the future or whatever; but at the end of the day, the best F1 success is worth nothing if you have only 15 cars. I think there is no-one who can decide how much money we have to spend in F1. More than that, we have an exclusive contract with McLaren, so how can somebody tell us we have to breach it?"

"We are trying to create this new Silver Arrow image, and we cannot have a blue arrow or a red arrow."



Arrows lost out to Jordan in the fight for the Mugen V10, but Arrows technical director John Barnard claimed at the British GP that they had known for six weeks which engine they would use in '98. It's probable that this fact and Briatore's marked reticence might be connected...

Paddock wisdom, however, has Arrows down for a Yamaha in '98, but possibly re-fettled by TWR's engine gurus – or else Brian Hart instead of John Judd.

Ultimately, Honda's return looks tailor-made for Arrows, although Jordan expect first refusal thanks to their two-year deal with Mugen, which is run by Hirotoishi Honda, son of Honda boss, Soichiro.



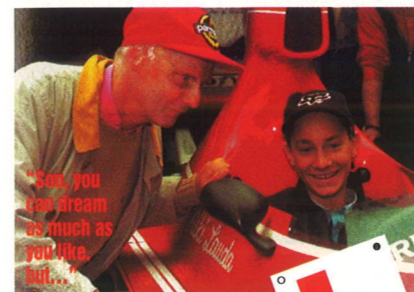
"I wanna the Mecachrome – and I'll punch ya if ya getta in ma way"

Everyone wants to be Schuey

Michael Schumacher was in trouble with the law recently – for driving a Fiat without a full licence. But it wasn't the real Schuey who had his collar felt, it was a 23-year-old from Aylesbury who has changed his name by deed pole to be like his hero.

PC Mark Robins, who stopped Schumacher (formerly Carl McBride), was disbelieving at first, replying, "Oh yeah, and I'm Nigel Mansell!"

A name-sale scheme by Willi Weber to net even more millions, perhaps...



Like father, not like son

Triple world champion Niki Lauda was forced to take his second son Lukas under his wing recently, after the 18-year-old had failed his driving test for the third time.

Living in Barcelona, Lukas was summoned to Vienna for some private instruction from his father, with the lure of a brand-new Audi A3 should he pass. Lukas did succeed (at the fourth time of asking) and duly took the keys to his new car. However, Niki was phoned soon afterwards by Lukas to be told that the car had ... broken down!

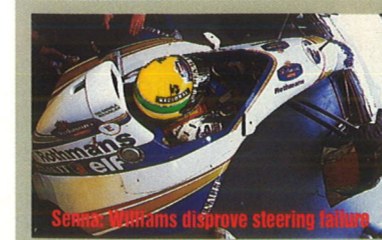


ILLUSTRATION: JOHN BRADLEY, LAT, GEP, DPPI

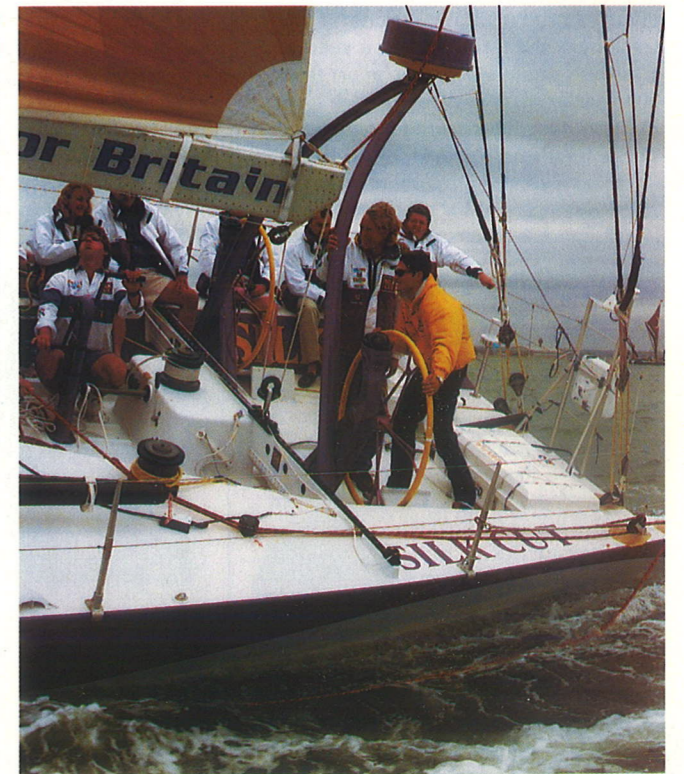
Senna trial latest: a question of deflection. Or probably not...

The prosecution at the Senna trial have tried to use in-car video footage to prove that the Brazilian suffered steering failure.

They claim that excessive deflection (flexing under duress) of the steering column can be proved by the amount of lock Senna was having to apply on the lap of his crash. They

tried to show that the wheel was moving by as much as 2.8 centimetres from reference points established behind the safety car.

But Williams have been able to disprove their allegations, also through video footage, by showing that the deflection was identical to that on Berger's Ferrari. The case goes on...



Life's a breeze for Fisichella

Giancarlo Fisichella took time out from all the silly season gossip after the German GP to helm 'Silk Cut', flag company Gallaher's entry in the Whitbread round-the-world yacht race in September. The Jordan driver "had a really good day's sailing" at the wheel of the 64-foot craft, under the guidance of respected skipper Lawrie Smith

ITV DENY RATINGS SLUMP

Crisis? What crisis?

Contrary to what you may have read in the papers lately, falling Formula 1 viewing figures have not given ITV a £65 million headache, according to the network's chief executives.

A recent article in the *Daily Mail* claimed that, having paid 10 times more money than the BBC to secure F1 for five years, 'the wheels had come off ITV's big gamble'.

The facts, however, are somewhat different. In a year when there is no front-running Briton, ITV's viewing figures for the first 10 races of '97 are still 90 per cent of the BBC's total for the same period last year, when Damon Hill was battling for the world title.

ITV's controller of legal and business affairs, Andrew Chowns, said: "If you track back the ratings for four years, you see a gradual increase, apart from last year when it peaked because of Damon. Our figures are following the general stable growth trend."

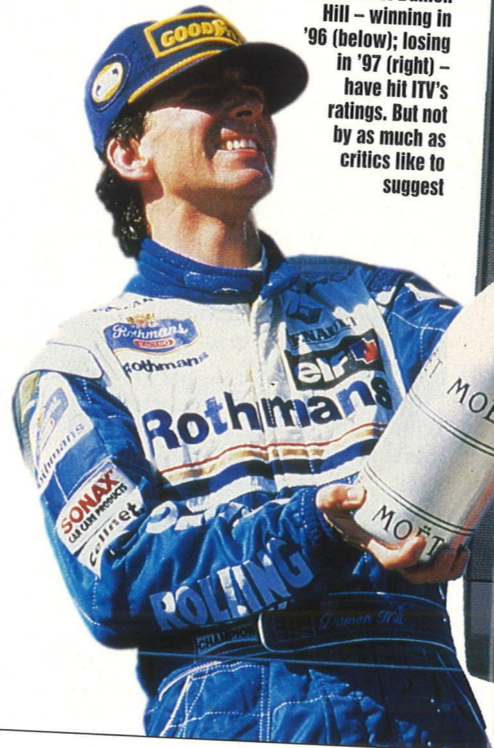
BBC viewing figures are not that relevant as far as ITV are concerned.

More important is how F1 is doing *vis-à-vis* what preceded it on the independent networks. Largely, F1 has replaced a mixture of repeat movies and local programmes.

"ITV is a commercial channel, relying on advertising for its revenue, and F1 has been a huge commercial success for us," said ITV's network director Marcus Plantin.

ITV's measure of success is the captive audience it can present to its advertisers – the more viewers, the more they can charge for their ad slot. Plantin says: "The number of ABC1 men, and men aged between 16 and 34 – the two groups most notoriously difficult to get to watch television – has increased on ITV by nearly 450 per cent on Sunday afternoons."

There was speculation that the source of the *Mail* story could have been from the BBC. Chowns said: "It did have us a little bemused but, another paper could easily have written an article saying the opposite."



The contrasting fortunes of Damon Hill – winning in '96 (below); losing in '97 (right) – have hit ITV's ratings. But not by as much as critics like to suggest

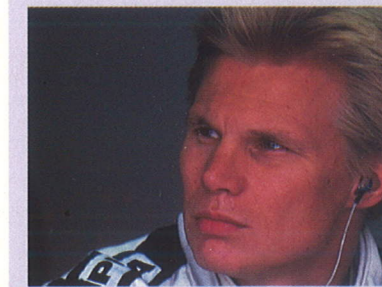


Okay, but where do you Scots stand on fag ads?



Welcome to the Scottish Grand Prix. Possibly...

Tom Walkinshaw has been approached by a business consortium, which includes Malcolm Guthrie (son of '60s British Airways chairman, Sir Giles) to build a new racetrack in Scotland. The Arrows boss was tight-lipped on the subject, but a possible site might be between Edinburgh and Glasgow.



HOT SEAT MIKA SALO TYRRELL

What was your first car?

A Mini 850 – a piece of junk I rebuilt. But my friend crashed it before I got my driving licence.

What car do you own now?

I have lots of different cars, including a Ferrari F355.

What's the fastest you've driven on the road?

200mph on a German autobahn.

Who would be at your ultimate dinner party?

James Hunt sounds like he would have been good fun. Maybe Hitler 'cos it would be nice to have one lunatic in there, and then perm one of 10 beautiful women.

Do you eat out a lot?

Obviously, travelling, you can't carry a kitchen, but at home I cook all the time. I'm better than my girlfriend!

A sportsperson you admire outside racing?

Teemu Selanne, an ice hockey friend in the National Hockey League.

Apart from driving, what else are you good at?

I shouldn't really say this, but almost everything. Except golf.

Your most embarrassing moment?

There have been so many. But I guess I'm not that suited to running 19th or 20th in a motor race...

Have you ever smoked?

Yes, but I stopped two years ago because it's a bad habit.

Are drivers paid too much?

No, not at all.

Whose toenails would you most like to cut?

Meg Ryan's.

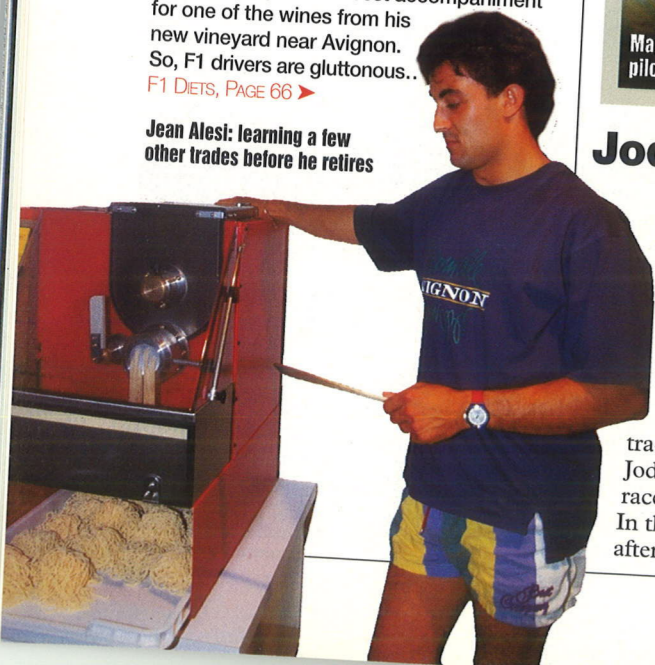
Presto: Pasta Alesi Bolognese

It's nothing but the best and freshest food for Benetton star Jean Alesi, who was recently caught helping out the staff of an Italian restaurant in Modena.

Of course, the Frenchman might have been seeking out the best accompaniment for one of the wines from his new vineyard near Avignon. So, F1 drivers are gluttonous.

F1 DIETS, PAGE 66

Jean Alesi: learning a few other trades before he retires



Magnussen outshone RAF pilot in virtual air combat

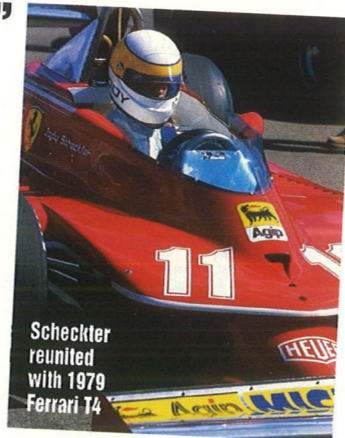
Jan finds his true vocation...

Jan Magnussen went head-to-head with an RAF Harrier fighter pilot in a dogfight at the Royal International Air Tattoo. And the Stewart Grand Prix driver convincingly beat Wing Commander Les Garside-Beattie at a virtual reality game, despite only half an hour of practice. The Dane was also wired up to a system which measured his brainwave patterns, and he was taught how best to control the electricity in his brain.

Jody: "It was too good"

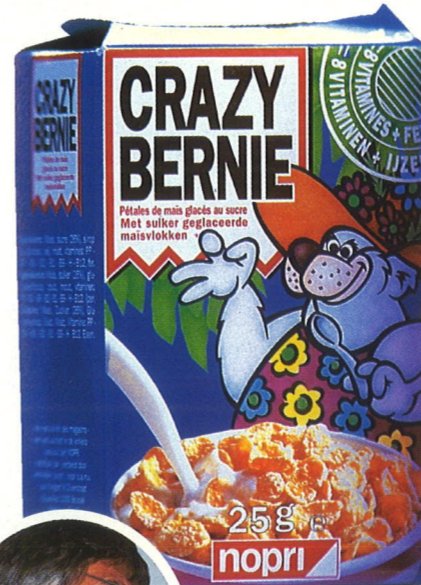
Jody Scheckter was reunited with the Ferrari 312 T4 in which he won the '79 world championship – Ferrari's last drivers' crown – at the recent Coys Historic Festival at Silverstone. He was joined there by other F1 stars of the past: Froilan Gonzalez, John Surtees, Tony Brooks, Stirling Moss and Phil Hill.

"It was the first time I'd driven it on a track since '79, and it was too good," said Jody. "It was on different tyres from when I raced it, but otherwise as I remembered it. In the rain on slicks, it was frightening, but after that it was fun and I wanted more laps!"



Scheckter reunited with 1979 Ferrari T4

Kids, wake up to a bowl of...



Two intriguing new breakfast cereals have hit the shelves in Belgium: Crazy Bernie and Relax Max. Styled on the president of FICA and the president of the FIA? No, but these two gents would be the perfect role models for kids, wouldn't they? And they both snap, crackle and pop...

Gerhard Berger

On his Hockenheim win, young drivers, the future – and money

Are you fully recovered?

I'm fit, I'm okay, I feel good and I'm just happy to be back in the car. Hockenheim was good but I've got some catching up to do with my training.

What did you think of Alexander Wurz's performances?

He did a good job, but the circumstances were good. Usually it's difficult to get a race in a team like Benetton, unless a driver has a problem. I did, and he was lucky. He used it well and deserves to keep racing. Then we'll have to see exactly where his limits are.

And what about Benetton signing Giancarlo Fisichella?

It was a long-term plan. I knew Benetton had put Fisichella into Jordan to gain experience. Flavio discussed it. He told me he wanted a young Italian for the future and it was clear Fisichella was going to be the guy. After the first races this year it was even clearer. It's a good choice – he's young, *simpatico* and very quick.

What about your own plans?

I'm definitely not going to drive for Benetton next year. But it has nothing to do with the team or the performance. It's just that we had a two-year contract which will be finished this year. We didn't get it together like we hoped but we have a good relationship, even if people think we have problems. My future lies in another direction.

Outside Formula 1?

I don't know yet. After three races I was second in the championship and everything was working well. Then I went into a difficult time and it's wrong to make decisions in those circumstances. I want to give myself time. When I tested at Monza I was on the pace after 15 laps and I loved it.

You're a real racer. Have you thought about Indycars?

I am a racer, true, but I've always been an F1 racer. My friends are here, my life is in Europe and so even though it would be a challenge to go to America, if I race I want to continue in F1.

What sort of challenge would sustain your motivation?

I would like to be a journalist for a year! No, so long as I race I could never see myself in a car or team which doesn't have a chance to win races. Anything other than that and I'm not interested.

Presumably that leaves Williams, McLaren or Ferrari?

You have to say that the group is growing, but I'm not at the stage of looking at any teams. I want to do three or four races and see if I enjoy it like I did the first three races of this year. I want to get my head straight and be happy and motivated. I think it's going to be like this but I want to make absolutely sure.

Hockenheim wasn't a bad start was it?

Sure, but one race doesn't settle your mind, whatever the result.

Any ambitions to follow the Alain Prost route?

Not at all. I love to go in the car and drive. I'm not interested in any of the other activities. I don't want to be a team owner.

What about the rumours of you switching to Sauber?

I read the speculation several times but it's complete bullshit. I've never discussed driving with them, even next year. I've known the guys a long time but I have a two-year Benetton contract and there's no possibility, intention or willingness to change mid-season.

Do you feel pressure from the younger guys this year?

What's different? There are some quick guys, especially Ralf Schumacher and Fisichella, but it's always like this and they all have a long way to go.

"So long as I race I could never see myself in a car or team which doesn't have a chance to win"

There is a difference between doing one race quickly and a long-term performance. If you remember back, we had some very quick young guys, like Stefano Modena and Ivan Capelli. They came up very quickly and suddenly they were gone.

An experienced driver has different qualities.

But young ones are cheap – is money a problem in '98?

No. I've already made mine. I'd be more worried if I was a young driver arriving on the scene now. Maybe I'd even pay to drive! The money is important, but it's not the amount. You get to a level where you really don't wish to buy much more. What's important is that the money shows your true value. I like to see myself at the top. I've been here for 13 years and for 10 of them I've been on the top level. Of course I'd like to remain at that level, but it's nothing to do with the amount of money. ①

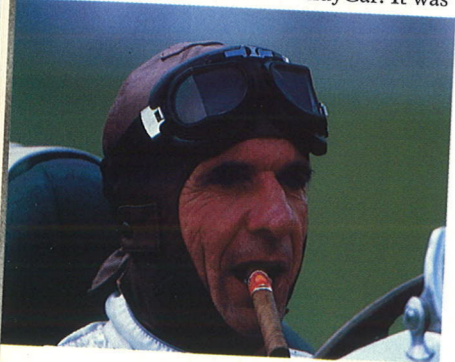
BERNARD ASSET

Grand prix legends

I went to the German GP this year, and what a fantastic weekend it was for the golden oldies of motorsport!

First, there was Gerhard Berger's fantastic victory – and how nice it was to see him drive with commitment, something which has been lacking during his second stint at Benetton.

Second, it was a very emotional moment to see the legendary Emerson Fittipaldi behind the huge wheel of a Mercedes W125 on Saturday morning. And that cigar – he must have learned that from Carl Haas in IndyCar! It was



Emmo: a legend in his own laptime

the first time I had seen him in the flesh, and boy does he look good for 50!

Two great men, making it a great weekend.

KENNY SUSSEX
TORQUAY
DEVON

Yankie races

Tony Dodgins' piece in *Pitpass* (*F1 Racing*, July) about a United States GP at Indianapolis really hit the mark. Seeing F1 and Indycars race together would be fantastic – although we know the chances of it happening are about as likely as Shinji Nakano winning a race.

F1 fans travel in force to see a grand prix anywhere in the world. Please bring F1 back to the US, Mr Mosley!

CYNTHIA CRISWELL
ALABAMA
USA

Driver parade

I went to my first GP in France this year, which I enjoyed greatly. However, I was rather disappointed to find that while the drivers circulated on their parade lap on the back of a lorry, they were more interested in talking to each other than waving to the very enthusiastic crowd who had paid large sums of money to see them. I fear my photos will be of the back of Damon's head.

JANE MATTHEWS
TEDDINGTON
MIDDLESEX

Slip of the tongue

Is it me, or does it annoy anybody else when ITV's commentators – and in particular Martin Brundle – refer to Michael Schumacher as 'Schuey'? Surely Michael doesn't prefer this cheesy abbreviation of his name.

But why stop there, Martin? What about 'Fizzy' for Giancarlo Fisichella or 'Herbie' for Johnny Herbert?

A refresher-course for Murray as to who drives which car wouldn't go amiss either. Eddie Jordan does not drive for Ferrari...

J GREEN
ARGYLL
SCOTLAND

Revealing all

I feel Damon Hill should be given credit for taking to the witness box in the Senna trial. As the reigning world champion – and Senna's team-mate at the time – it takes a lot of courage to do such a thing.

Respect to Damon as well for joining Arrows this season – for the challenge. He's a tough cookie!

STEPHEN JOSE
ORPINGTON
KENT

Johnny Herbert: the best Brit on the grid?



or Johnny, but I'm sure that they would be the first to admit that they do not have the same turn of speed as an F1 star.

GERRARD WALLS
DUNDEE
SCOTLAND

Demon Hill

I have found new respect for Damon Hill. While watching the British GP, I felt a feeling that I have never experienced before, as Damon made his way through the last couple of corners at the end.

I loved seeing him wave in celebration of his first point for Arrows. When I heard the roar of the British crowd for their defending world champ, I got goose-bumps on top of goose-bumps!

SCOTT PRESTLEY
SASKATOON
CANADA

State of Flux

Why were Ian Flux and Johnny Mowlem driving the road cars in your 'How Fast?' feature (*F1 Racing*, August)?

Surely, because there was an F1 driver driving the McLaren, a fair comparison with the road cars could only be made if there were F1 drivers in them too?

No disrespect to Ian

Brundle gives his mate Schuey a lift



Mass hysteria

I enjoyed your article on James Hunt (*F1 Racing*, August) but can't agree that he was better than Jochen Mass. In the rain, Jochen was superb.

JÜRGEN STIERLE
WEINHEIM
GERMANY

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CELEBRITY SQUARES ON ITV

Mika Hakkinen was going to take part, but he never turned up! Flux was his stand-in, and – along with Mowlem – did a good job.

Johnny be good

Thank goodness that someone else has recognised that Johnny Herbert is the most talented British driver currently in F1. Damon Hill eat your heart out; Johnny is the boy.

Tony Dodgins' article ('Some you win, some you lose', *F1 Racing*, August) was the most in-depth article on Herbert that I have ever read, and I am more of a fan of Johnny's as a result.

He had the most horrific accident at Brands Hatch in '88, yet he has come back to achieve remarkable success.

In fact, why doesn't his old Formula 3000 boss Eddie Jordan buy him out of his Sauber contract, and have him partner Ralf Schumacher next year? Then justice would have turned full circle.

ANGELA WELLS
BRIGHTON
SUSSEX

Compare eras. Match today with the 1970s. Niki Lauda equals, let's say, Michael Schumacher. James Hunt equals ... maybe ... Jacques Villeneuve. Mario Andretti equals ... Damon Hill? Or Ronnie Peterson? Perhaps we'll leave that one, because Ronnie was a great driver. Jody Scheckter? We'll leave that one too. Carlos Reutemann? Not easy, either. Nor is it easy to find a current equivalent of Alan Jones.

Point is, the standard of driving in Formula 1 today is extremely low. Yes, there's Michael Schumacher. There will always be Michael Schumachers – geniuses who come along and live and die at the top because they are great. In every other era that I can remember, however, there were always two or three Schumacher equals – drivers who let you know that the standards were climbing ever higher.

Clark raced

six owners of the leading Formula 1 teams. (There are exceptions, of course, and I'll deal with those in a minute.) Overall, though, the doctrine of the day is that Formula 1 must be the object of all our desires – financial as well as sporting.

If that sounds a bit soap-boxish, I apologise: there is, however, no other way of saying it. Every other sport in the world, with the possible exception of boxing, exudes an understanding of how the money should be spread. Wimbledon is a good example. By all means make money from the boom in tennis, television and sponsorship – but plough money back into British tennis for the sake of the next generation. Last year, for example, the British Lawn Tennis Association received a staggering £29 million from Wimbledon. It is the same in cricket: test matches make money, county matches do not. Test match cricket thus subsidises the base of the cricketing pyramid.

So there are two reasons why we had so many talented drivers

The second reason, inevitably, is money. Motor racing today is ridiculously expensive, and it needn't be so. It's all very well to drool and gloat about the amount of money in Formula 1 – about Motorhome City and the Gulfstreams. The reality is that most of this money stays at the top of the pyramid, and the racing categories of the next generations – Formula 3 and Formula 3000 – are left to fend for themselves. To race competitively in Formula 3 you need to be able to generate £300,000 around a championship that offers no prize money and virtually no television; in Formula 3000 the budget is twice that with only a fraction more to market. Worse, a Formula 3000 driver today – next year's potential grand prix driver – races 10 times a year and is very limited in the amount of testing he can carry out. It is absurd. The Montoyas, Zontas and Ayaris of this world should be racing every weekend – learning, grafting, honing. Instead, they wonder about set-ups for the next race because (in the interests of cost-saving!) they are not able to test.

There's a lot of

Sliding standards

against Moss, Gurney, Hill, Surtees, Stewart, Brabham and Hulme. All were great. Stewart had to beat Clark, Rindt, Hill, Peterson and Ickx. Lauda's competition included Peterson, Hunt, Reutemann, Scheckter and Prost. And Prost, of course, had Senna and Mansell to think about, not to mention Villeneuve and Rosberg. Throw in Piquet, Jones and Watson and you begin to get the picture. There is, today, a dearth of talent – and it is making even Michael Schumacher look better than he is.

Why? Because Formula 1 today exists entirely for the benefit of those who control it – and by that I mean the sport's authorities and the five or

competing against one another in the 1960s, '70s and '80s. First, the established drivers competed regularly with the next generation on more or less equal terms. Do you think Jochen Rindt's brilliant Formula 2 debut at Crystal Palace in 1964 would have meant as much if he hadn't been racing against Jim Clark, Graham Hill and Denny Hulme? What about Gilles Villeneuve? It was James Hunt who spread the gospel about a crazy Canadian who had blown him off in a Formula Atlantic car in Trois Rivières. If James hadn't raced that day, Gilles might never have made it to Formula 1.

clamouring in the background, so I'll pause: no, I'm not saying that David Coulthard or Giancarlo Fisichella are a waste of time; on the contrary, they are extremely good – as are Ralf Schumacher and Mika Salo. Of course quick drivers will occasionally rise to the surface, regardless of the system. What concerns me are the quick guys who have been discarded by the system – or the drivers who should be better than they currently are. Don't forget, either, that Jacques Villeneuve

would not be with us in Formula 1 if he had not turned his back on the establishment and raced Formula Atlantic in North America.

Michael Schumacher is not a product of the system; he is a product of the main exception to the norm – McLaren and Mercedes. Ron Dennis's expansion of what used to be the Grovewood Awards is absolutely on the knuckle – as is the Mercedes young driver programme. Renault and Elf, too, have helped a bunch of French drivers in the past. What staggers me, however, is that no other team owner is doing the same as Ron Dennis. Ron will give us the very talented Nick Heidfeld – but what are the other teams doing? Benetton try hard, and found Jarno Trulli, and Eddie Jordan has a good eye for talent, but why don't we also have the Ferrari, Williams, Prost and Jordan Young Driver Awards? Why aren't these teams signing up 10 to 15 of the best young drivers, putting them through training systems, helping them with their F3 and F3000 budgets and then using or trading the best of the group? Alternatively, why isn't Formula 1 as a whole subsidising F3 and F3000? Why, for example, are these not supporting events at all European grands prix?

It is

drivers like the Schumachers, Villeneuve and Hill should race the best up-and-coming drivers in equal cars; it should be part of the show.

This doesn't happen at present because Formula 1 insists that less is more – that the future growth of the industry – the sustainable *largesse* of the industry – rests on its exclusivity and its untouchability. Moreover, Formula 1 would argue, it *is* successful – it *is* working, despite what I claim to be a paucity of talent.

True, it is big, it is successful. It is, however, wrong. For every Jackie Stewart there should be a Jochen Rindt – and, unlike the recent spate of Williams drivers, Jochen rarely drove the best car. **1**

Is F1 suffering a shortage of real talent? And what can we do about it?

fashionable to say that grand prix drivers have no time or inclination to race outside their rarefied atmosphere. That, too, is rubbish. They should *have* to do it, as a matter of course. In a practical sense it would take the form of the IROC – the International Race of Champions – the series that produces such high TV ratings in America. Five or six times a year,

PETER WINDSOR HAS WORKED FOR BOTH WILLIAMS AND FERRARI IN FORMULA 1



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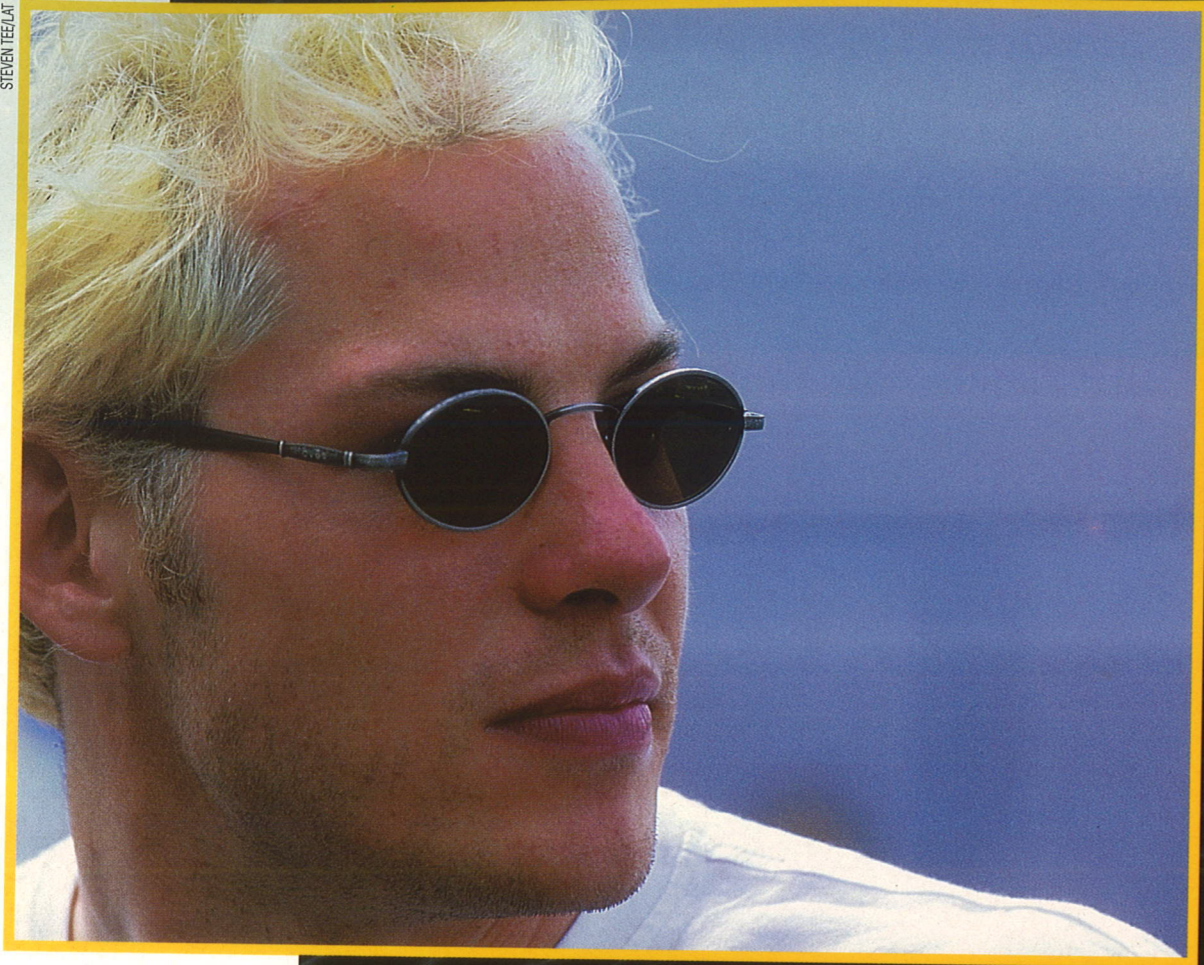
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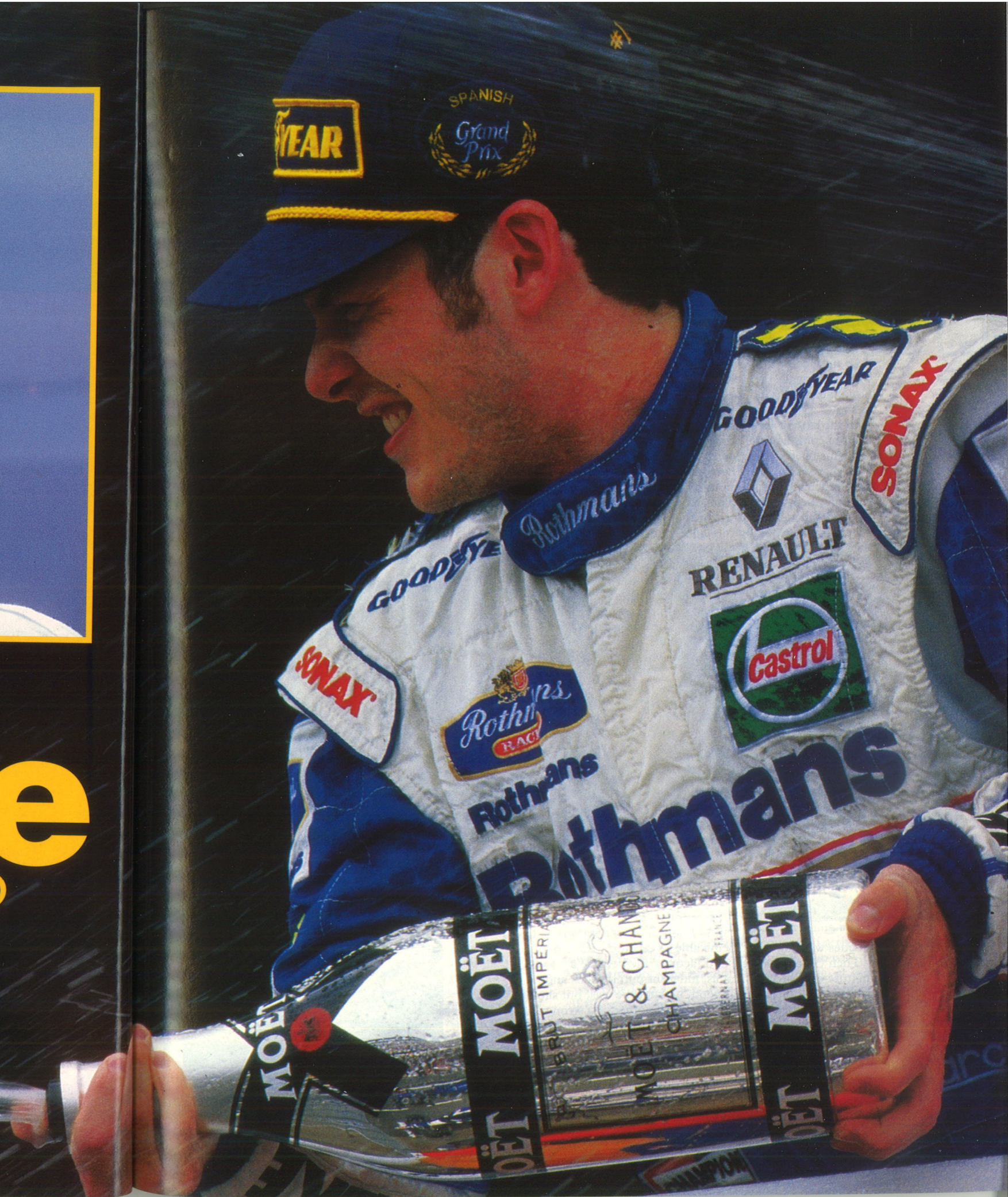
*No purchase necessary.

STEVEN TEEGLAT



Has **Blondie** blown it?

Has the golden boy lost the plot? Or will we see the return of the balls-out racer we thrilled to last year? It's crunch time for Jacques Villeneuve, says Peter Windsor



Well, what else can you say? The guy is driving the best car in Formula 1, he scores some great, early-season wins ... and then, in short order, he finds a shade of platinum and spins himself out of contention from the Canadian, French and German Grands Prix.

Of course Jacques Villeneuve may yet win the 1997 drivers' championship; he has the natural talent and Williams, of course, have everything it takes to give him the right product. The odds are now stacked against Villeneuve, however, and the blame for that apparently rests squarely on his shoulders. Simply put, no car is ever perfect. To win a championship, therefore, you must maximise the races in which mechanical failure does not occur. If those good races happen to coincide with your rival's bad ones, the championship will be yours. Squander your good races, and the task becomes harder, becomes a question of what is conveniently called 'luck'.

In the case of Jacques Villeneuve, however, the issue is more complicated. He drives the Williams – and the Williams team are responsible for his car. There is also a third group involved here, and it doesn't necessarily have much to do with motor racing.

I don't believe that 'championship pressure' has affected Villeneuve *per se* – or that it will affect him. Villeneuve is generally very good under pressure. His pole lap at Silverstone, carved in response to the lap time of Heinz-Harald Frentzen, was immediate proof of that; remember, too, his driving at the Nürburgring last year, when Schumacher's Ferrari loomed large. He has also proved that he can win championships: his 1995 CART PPG World Series title win was clearly as good as they come.

This year, however, it is evident that there is something not quite right about the whole Villeneuve package. He's a neat guy – with plenty of his parents' charm – but somehow his application has become diffused.

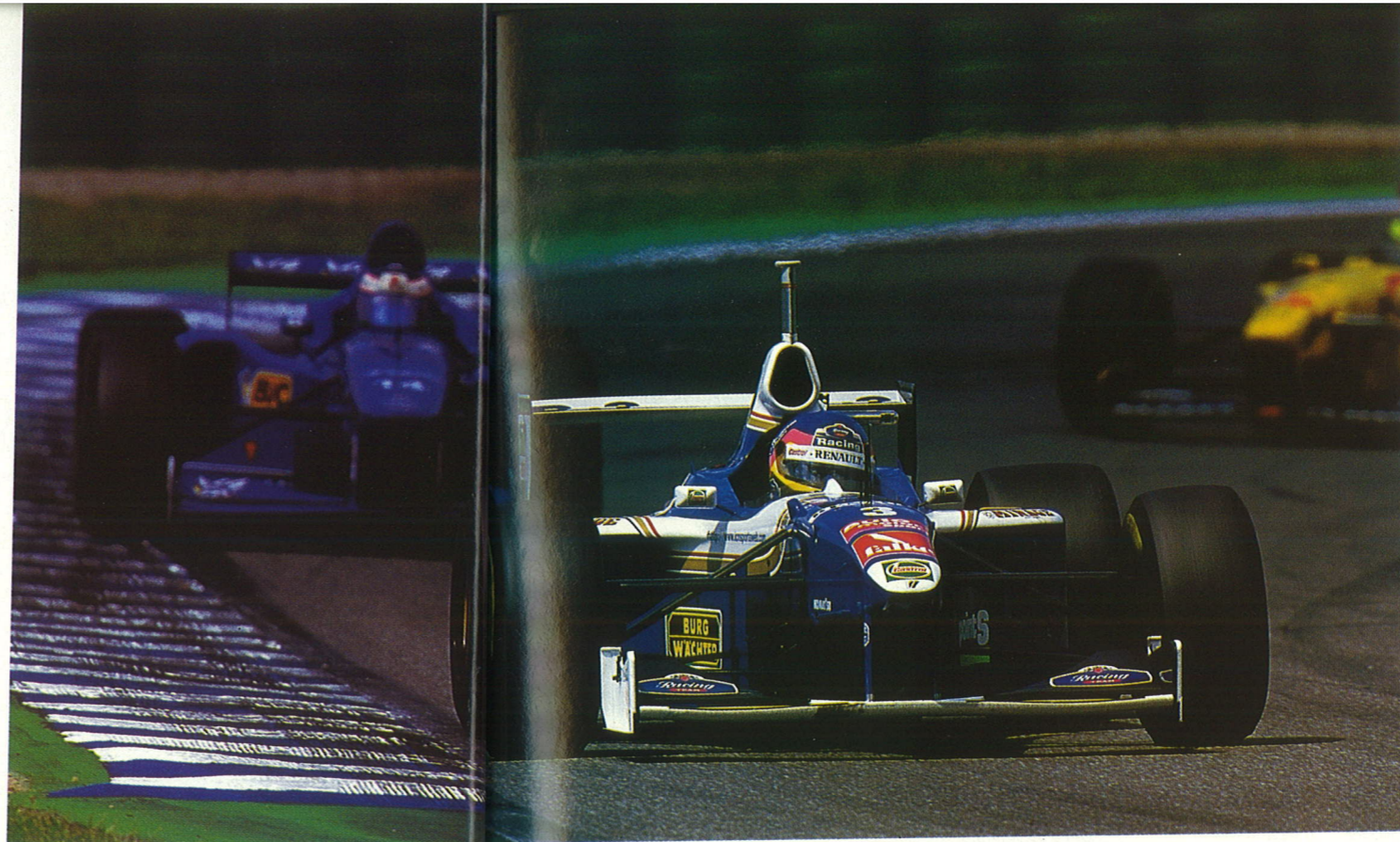
It is important to Jacques that he is his own man and not the son of his father – but what does this mean? It means that Jacques has his own world, his own set of priorities, but has not had the sort of upbringing typical of most drivers of his quality. Sure, he just loved to drive. I was with Gilles at his home near Cannes one day in 1982 and there was Jacques, waist-height, throwing a motocross bike around the garden. Gilles loved it, of course: his world was about travelling incredibly quickly in anything that happened to have an engine, be it snowmobile, off-shore racer, Fiat 124 Spyder or Ferrari F1 car. Nothing is more appropriate than

Jacques wanting – and being able to execute – the same.

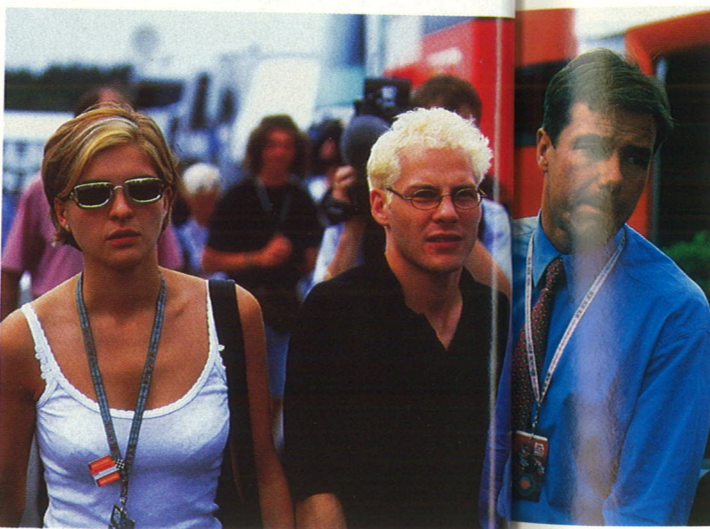
Then Gilles was gone and Jacques' life became a mixture of boarding schools, indecent public focus and private questions: he was good, he knew he was, but should he do it? Joann Villeneuve, Jacques' mother, is a strong and dynamic lady, sensitive enough to know that it would be fruitless to hold Jacques back. Jacques would race – but it would not be easy.

In England, Jacques was never taken seriously. He was quick in Italian Formula 3 but he was only there, they supposed, because of the name of his father. He grew his hair long and his presentation was ... scruffy. I tried to

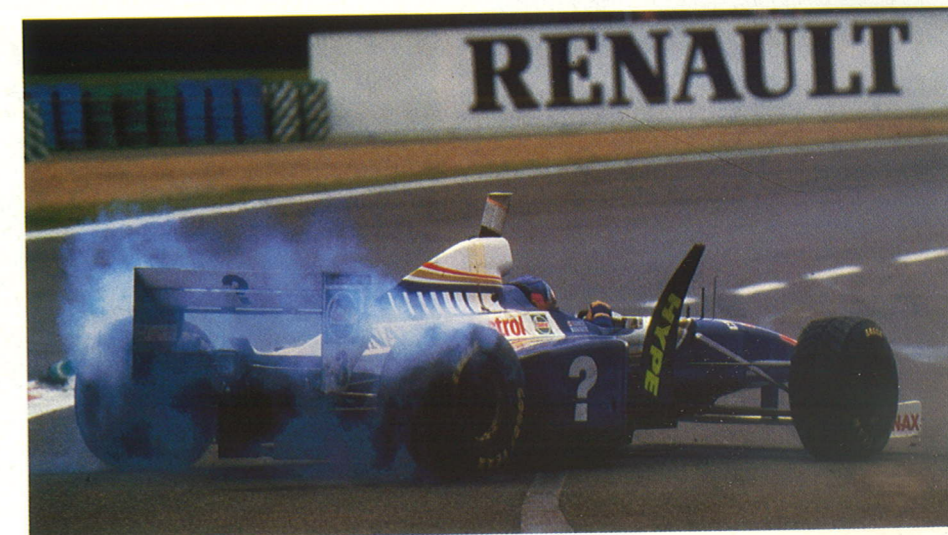
Then Jacques understood he would probably have been better off had he been born John Smith



Left: an off-form Villeneuve being hassled by Trulli. Above: consulting with Jock Clear, his engineer. Below: driven to destruction – Villeneuve at Magny Cours



Left: Villeneuve with his long-time girlfriend, Sandrine, and his manager, Craig Pollock



Yup, Jacques is such a fashion guru that his engineer has chosen to follow him down the blond barnet route

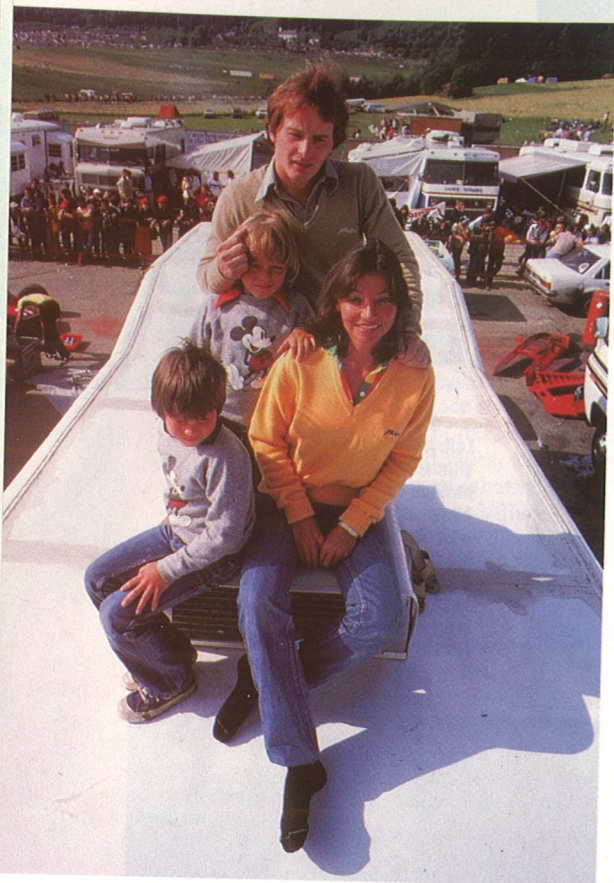
introduce him to a few Formula 1 luminaries at Monaco in 1992. These people stared straight through me, disinterested to the point of rudeness. It was at this stage, I believe, that Jacques understood that he would probably have been better off had he been born John Smith.

So the inner strength in him grew. He was unafraid to race Formula 3 in Japan. Again he was quick but, to the popular eye, nothing special. If anything, he was considered to be a crasher more than he was a star. Jacques reached inwards for his friends and associates – guys he'd met at school, people along the way. The old guard – Gilles' people – right-hand man Gaston Parent, for example, were not part of the new Villeneuve campaign. Where logically you or I would have built upon their experience, Jacques was determined to disassociate with his past.

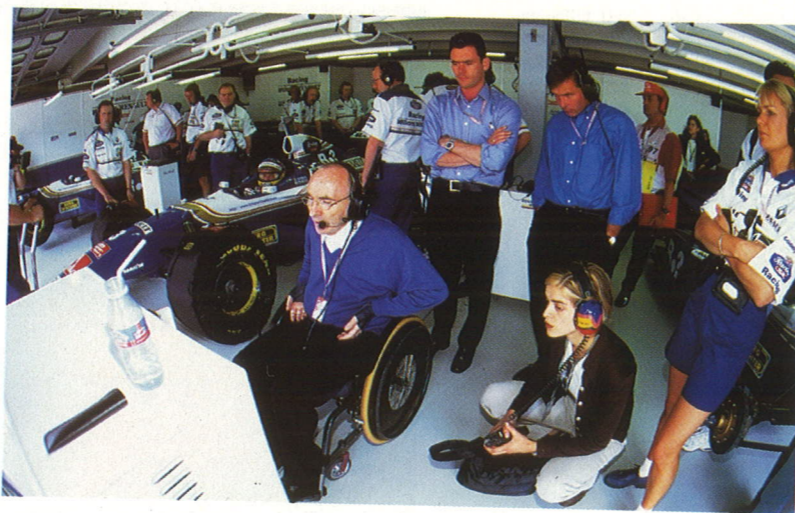
Formula Atlantic followed. Jacques began to win, but then

so did his team-mate, Claude Bourbonnais. It was Jacques who received approval for an Indycar budget from Players Ltd, however. He stayed with his team owner, Barry Green. And, as a one-car team, they won everything in 1995 – the Indy 500 and the PPG series. Jacques had arrived – on his own terms, with his own people, in his own way. Of the old guard, not even his mother saw him win at Indy.

So now Jacques was wanted in Formula 1 – the pinnacle of the system that had rejected him when he was trying to do the job in Formula 3. He (logically) chose to drive for Williams – but he would continue to do it his way. Which, in Formula 1, was a mistake, because Formula 1 is too difficult, too diverse, to be treated as just another form of motor racing. With Williams you have most of the basic ingredients. You usually have the best chassis and engine and you usually find that the team has the money it needs ▶



Main pic: Villeneuve at speed. Above: Jacques with Gilles, Joann and sister Melanie in Austria, 1979. Right: the cauldron of high pressure that is the Williams pit



to keep ahead of developments. What you need to do as a driver, therefore, is get the best from the key men at Williams – Frank, obviously, Patrick Head, obviously, and, beyond that, the race engineers, the engine men and the mechanics. Doing well in Formula 1 at the highest of levels is all about creating your own team within a team – just as Michael Schumacher did at Benetton and now has at Ferrari. For Villeneuve, it was time to jettison the ‘team’ he had created and to create a new one within Williams. With luck, he could win not one but two or three world championships. After that, after a good, solid, heads-down period, he could think about his future.

There should be no mysteries, no unknowns within a race team – the sport is too difficult even when things are right. The focus must be total. When you are driving for a team as good as Williams, what’s more, with upwards of 250 factory staff directly depending upon your performance, your

commitment must be undiluted, regardless of whether you are demonstrating the car for Rothmans guests at Zandvoort, testing at Barcelona or racing it in Canada.

Ayrton Senna showed us that – and so does Schumacher. There is no other way to do it. And it is not that difficult. Every top team now has an infrastructure designed to simplify the life of its drivers. Williams have talented people who handle all aspects of sponsorship requirements, press commitments and logistics. All a Williams (or McLaren, Benetton, Jordan, Prost or Ferrari) driver needs to do is race and test the car, comply with team sponsorship commitments, debrief as much as possible and stay fit. If he can find someone trustworthy enough to take care of his personal finances, so be it. Anyone else in the professional side of his life will be a distraction, particularly if their background is business-driven rather than racing-driven.

In a year when Villeneuve has a brilliant opportunity to

win a drivers’ championship for Williams, we have his personal advisers talking about setting up a new grand prix team with Reynard one or two years hence. No matter how much Jacques tries to isolate himself from this, it will be a distraction. At its barest level, what motivational effect will it have on the Williams people with whom he works on a regular basis? What is Frank Williams supposed to make of it? More generally, is he really serious? He would leave Williams and drive ... a Reynard? What planet are these people from?

All this is exacerbated by the most self-centred approach to the press and public that I have seen in 25 years of sport, let alone Formula 1, and I speak as one who worked closely for many years with Nigel Mansell. Almost defying belief, Villeneuve’s advisers have convinced him to sign an exclusive photographic contract with a French agency in which he is obliged to pose only for photographers employed by them. If you are a Nigel Snowdon or a Paul-Henri Cahier – or anyone who has been taking great motor racing photographs for a long period of time – you will now find Villeneuve moving his head and dodging away whenever you point a lens at him. Apart from the arrogance of such a contract and the long-term effect this will have upon your spirit, consider that Villeneuve hasn’t yet won a world championship. Jacques by himself is a good person –

and I admire his desire to speak out against the Formula 1 regulations, and to criticise the decision to stop the race in Canada. He is absolutely right to do so and it is scandalous that the F1 authorities have tried to gag him. Elsewhere, however, the image is of a driver not being himself, of someone who has taken a step away from the reality of everyday racing life.

It goes on. His entourage remove photos of Jacques from F1-friendly restaurants because these are considered to be ‘image exploitation’. He refuses to autograph the strip-off visors discarded regularly during the course of a race and rescued by fans.

When I wrote a while ago about the differing driving styles of the grand prix greats (*On the pulse*, June), Jacques stopped me at Silverstone to ask me about it. He was charming and reserved, very like his dad.

“Don’t worry about it,” I said, jokingly. “Just drive the car. You do it well enough.”

“I read the article, though,” he continued, “and I didn’t understand it. What was it all about?”

“Which bit didn’t you understand,” I asked.

“Well, the bit about me.”

“I said you were a classic driver – at least as good as Nelson Piquet on his day.”

“Yeah, but I didn’t understand it. Okay. I didn’t read all the stuff at the beginning, but I didn’t understand the stuff about me.”

“Well, maybe it would help if you read the whole article. It sort of starts at the beginning.”

“Okay, maybe.”

Thinking about it, though, I am amazed that Jacques isn’t familiar with the concept of the Friction Circle (or Elipse, as aerodynamic downforce has now reshaped it). Williams have the telemetry to show Jacques in simple terms how his driving could optimise the performance of the tyre – and he is bright enough to be able to learn and to improve. Such work might have helped him at Hockenheim, where ▶

He would leave Williams and drive ... a Reynard? What planet are these people from?



Hair today, gone tomorrow: Jacques in his younger, hairier days



Letting it all hang out: Villeneuve has always believed that the racetrack includes the soft green stuff on the other side of the kerbs

he looked for all the world like a driver who was maximising top speed by running a minimum amount of downforce. It was shocking to see how little feel for grip he seemed to have on the corners. If he had been driving a Minardi you could have understood it. This, though, was a Williams and it had no right to be in the midfield, brake problem or not. Meanwhile, Schumacher, having lost a certain win at Silverstone, drove quietly for points at Hockenheim – the sort of points that win a title.

Ralf Schumacher has openly admitted that his brother has helped him with the concept of the Friction Elipse and that his driving has improved accordingly. Why was Villeneuve asking about it when he could have been at the Williams factory – the sort of place that any racing driver

Gilles would have liked nothing more than for Jacques to put one over Ferrari

would want to spend every non-driving minute of their lives – playing with computers?

Williams-Renault are not blameless, of course. Williams are notoriously bad at controlling their drivers. Let me rephrase that. Williams too often leave their drivers to run their own lives, only to become frustrated when their drivers' concepts of commitment clash head-on with theirs. Other public criticism, as exemplified by the terse comments of Renault's Bernard Dudot after the German

Grand Prix – "We do not believe the [straightline speed] problem was with the engine" – is no help to anyone. Drivers should be indoctrinated in the ways of the team from day one – something that Ron Dennis does quite well and Eddie Jordan even better, partly because Eddie has a good enough eye to select a driver before he is a superstar.

Nor has it been a trouble-free year for Williams. Rarely have the cars run perfectly simultaneously. Add the distractions of the Senna lawsuit, the departure of Adrian Newey – the political effects of it – and the inability of Heinz-Harald Frentzen to contribute much more than the odd quick lap and you have a team that requires a strong leading driver: a motivator of men and a maximiser of opportunity.

So where was Jacques when Schumacher was timing his reconnaissance laps of Monaco to the last second, the better to judge the extent of the rain? Jacques can't blame Williams' meteorologist or his race engineer or Frank Williams or Patrick Head for the team's decision to start on dry settings and slicks. The decision, ultimately, is the driver's. Put another way, if Schumacher was driving for Williams do you think he would have started on slicks?

What was Jacques doing, turning into the Montreal chicane 6mph too quickly on the opening lap of the race? Thinking of Reynard?

Then came Magny Cours – a circuit built for Williams-Renault. This race slipped through his fingers when he went off in practice, pushing too hard because of the speed of Michael Schumacher. Because he went off, momentum was lost and he qualified poorly. Because he qualified poorly – and because of the disaster of Monaco – he again chose the wrong chassis settings. How many mistakes like this does Schumacher make in a year?

Perhaps it is unfair, you say, to compare Villeneuve with



Main pic: the gloves are coming off in the fight for the championship. Above: what shade will he go for next?

BERNARD ASSET ACTION IMAGES

Schumacher. Not so. Jacques is extremely talented, even by world championship-winning standards – and he drives for what is still the best all-round team in Formula 1. The comparison stands because Schumacher's Ferrari team, closely-knit around him, are still technically inferior to Williams-Renault in all but the engine department. Yes, the Schumacher team have directed Ferrari towards such devices as legal traction control, but this does not win or lose championships. Drivers like Schumacher win championships: the traction control is a result of the package that he created at Ferrari.

Perhaps, then, it is unfair to be too critical of Jacques. He has won some great races, he will win many more and he is still relatively inexperienced. There has recently been a pattern to it, however: he started the season well, the results came – but then Team Villeneuve began to flex its muscles, preparing to capitalise on the imminent arrival of his first world championship. This was both premature and

destructive, as Canada, France and Germany have shown.

If Jacques is now to win the 1997 championship, and personally I hope he does, because Gilles would have liked nothing more than for Jacques to put one over Ferrari, he must not watch anything but the ball – in this case his guys at Williams, and the factors that influence them. In the vortex of a rushed championship season, the creativity of engineers is directly related to the intellectual awareness of the drivers with whom they work – and those at Williams are no exception. He should be thinking about them constantly, for they are proven winners and from them he must get the best. He could also invite his entourage to watch the racing quietly from the grandstand rather than from the F1 paddock – perhaps even from the Italian Alps – and he could smile politely for the photographers and fans, without whom there would be no Formula 1. If free time still remains, he should spend it at the gym. To beat Schumacher on points, he is going to have to beat him physically, too. ①



Damon and Murray at full tilt...



A round with Nigel ...

... and Damon and Johnny. Driving skills of a different kind were on show after the British Grand Prix – all in aid of a good cause

STORY BY
CHRISTOPHER HILTON
PHOTOGRAPHS BY
DAN BURN-FORTI

That's Damon. Good – he's hit it into the bushes. I love it." Johnny Herbert is grinning and giggling and gurgling – you know how he is – and grappling with the 417-yard sixth hole, but it is no time to savour the misfortunes of D Hill esq, who is presently advancing towards us.

Herbert takes a driver (golf club, silly) and arranges himself to smack the ball to the distant green, his body supple, yet poised to uncoil like a spring. His concentration is absolute.

The club describes a beautiful arc, strikes the ball with a crisp whipcrack and everyone gazes off towards the green. Well, Herbert doesn't and I don't. We know better.

He has hit the ball 21-and-a-half paces, which I pace out myself, as Herbert shouts, "Oi, what you doing?" I round it up to 22 paces, but that is to save his feelings.

While we are standing around discussing this, Hill – playing in the group behind – thwacks a ball into the bunker beside us. He comes up and says, "Didn't flinch, did you?"

For a reigning world champion to salute your courage is extremely gratifying, except we hadn't seen the damn ball coming – and what with Herbert's leg the way it is and my leg the way it is (legacy of an old scrape),

we couldn't have run if we'd wanted to. We don't tell Hill that, and instead adopt a superior attitude.

On this sixth, a par four, Herbert felt "confident I'll get a 10". Another mistake. He took 11 and, trying one of those nonchalant close-range taps, missed, making it 12.

We are at the Marriott Forest of Arden course near Coventry the day after the British Grand Prix. Drivers (the people, not the clubs) and various other grand prix folk are taking part in a celebrity golf tournament followed by an auction of memorabilia.

The whole event manages to raise over £65,000 for the British Brain and Spine Foundation.

Nigel Mansell is among the celebrities. He claims a 'slight advantage' in that he has more time to play these days, not forgetting he owns a course too.

Anyway, Herbert sets off in a buggy to explore the mysteries of the seventh hole. At this point something must be put on record: whereas Hill drives his own buggy (yes, all the buggies are the same and yes, everyone says it is the first time this year he's had competitive machinery) Herbert has a *girl* to drive him.

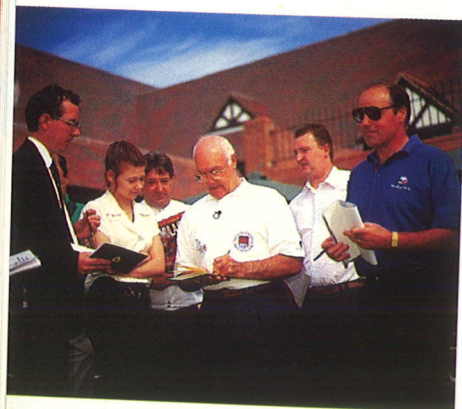
As she drives – rather nicely – Herbert exhorts her to run people over. We manage to scamper out of



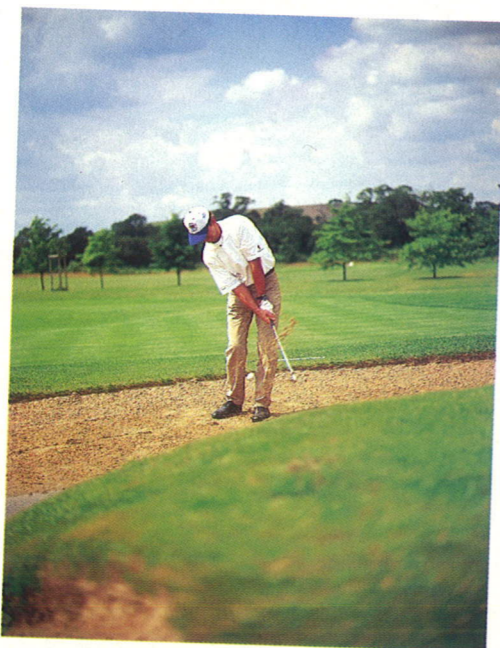
Oh no ... pressure ... everyone's watching!



Damon aims straight for the water, but then ...



Murray finds time for the fans



... can't get out of the gravel

the way and he carries on grinning, giggling and gurgling.

We hear how at some point Hill has 'rowed across a lake to fetch his stranded ball, shouting, "Don't let go of the rope, please!"

I do not believe this, but I'd never tell you that.

What is true is that Hill has been marooned in a watery bunker and each time he hit the ball it rolled back to where it was until, using pure brute strength, he sent it out of the bunker, over the green over two photographers and over the tee for the next hole. He got back into his buggy and drove off.

Herbert claims he has not played for a year - hardly surprising because he's a resident of Monaco where there's barely room for mini-golf.

He has cloth covers for three of his clubs. His daughters gave him two and one of them - a red parrot - he uses to vent his frustration on. You may feel that beating up a cloth parrot is rather less than courageous, and we won't be telling Damon Hill about that either.

Herbert also claims that sudden gusts of wind are conspiring against him. This is bad news for the parrot, which eyes him suspiciously.

Some observations:

A journalist called Bill Elliott bets Hill £1 that he can't do a particular hole in five shots, and of course he accepts. He becomes serious about it and Elliott says, "Look, it's the competitive instinct coming out, they really can't help it."


Hill narrowly misses the five and calls over, "Bet you had sweaty palms for a minute in case I'd putted that."

During the round a camera crew lurches over to him and ploughs into the Walkinshaw-Arrows saga. Hill could have been forgiven for telling them where to go but instead, like a gentleman, slips into the answers he gave so many times at Silverstone.

Herbert presents five-year-old Bianca Powell from Swansea with a family holiday to Disneyworld in Florida for her battle against a brain tumour. Herbert is excellent at this sort of thing (and much better at it than playing ... er ... um ... golf).

Professor Sid Watkins, a trustee of the Brain and Spine Foundation, watches the day with that aura of benevolent reassurance he exudes. He is gratified that grand prix people give of their time for the cause, and adds: "Many of them do an immense amount of good work and you never hear about it."

A lovely man. Perhaps they all are.

PS: Mansell is the top driver, if you know what I mean. 

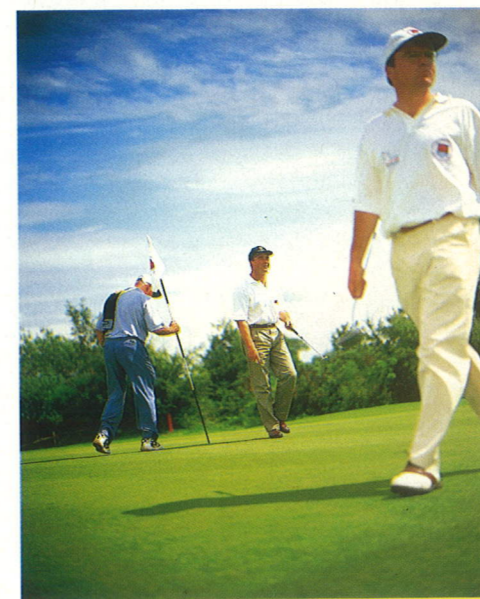


All right, what's this one for then?

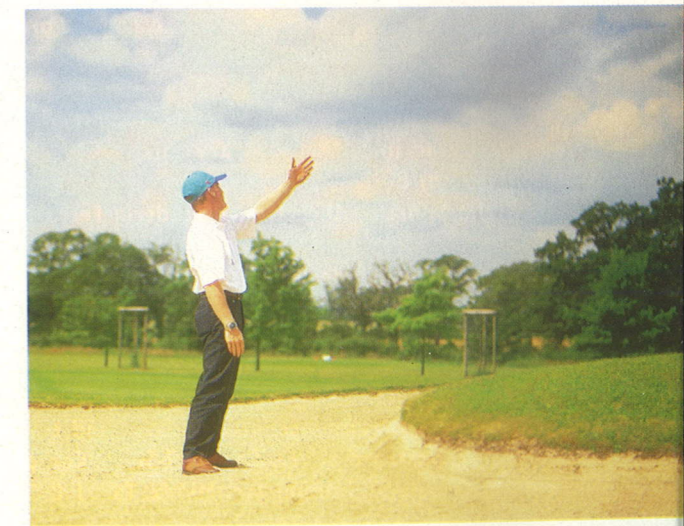


The fastest ride Damon is likely to get this year!

What? We're meant to be aiming for that hole?



Golf is a lot tougher than it looks



Johnny prays he can get out of the bunker



What does a Scuderia Ferrari Marlboro F1 driver have in his garage? A Ferrari of course! But for Eddie Irvine, his scarlet roadgoing classic is not a perk of the job. He bought his Ferrari more than three years before he first raced for the Italian team and even before he had made it into Grand Prix racing.

Eddie's pride and joy is his stunning 1984 288GTO; made in small numbers, it is one of the most exclusive Ferraris of the modern era. Today Eddie races for the most successful Formula 1 team of all time - wearing the distinctive badge of Ferrari around the World. We have a unique Scuderia Ferrari Marlboro T-shirt signed by Eddie to give away to one lucky winner. If you are not lucky enough to win the signed version then we have six unsigned Scuderia Ferrari Marlboro T-shirts to give away as runner-up prizes. Answer the questions below, complete the tie breaker, and you could be the owner of this unique prize.

- 1: How many Formula 1 Grand Prix races has Eddie driven, up to and including Hungary this year?
a) 30 b) 59 c) 80 (Select your answer)
- 2: Who is the Sporting Director at Scuderia Ferrari Marlboro?
- 3: Which company has designed most of the bodywork for the great Ferrari road cars?
- Tie-breaker: My ideal Ferrari road car would be... because... (no more than 20 words)

Send your answers (complete with address and telephone number) on a postcard to: F1 Racing 'T-Shirt' Competition, 38-42 Hampton Road, Teddington, Middx. TW11 0JE



Take the shirt off Eddie's back

Win a limited edition T-shirt : signed by Eddie Irvine

COMPETITION RULES
 1. To enter you must be aged 18 or over. Please mark your date of birth on your entry.
 2. No entries will be accepted from employees or their families of this publication or any other companies associated with the competition.
 3. The Editor's decision is final, and no correspondence will be entered into. In the event that the stated prize is unavailable, an alternative will be offered.
 4. The closing date for entries will be 5/9/97.
 5. The winners will be notified as soon as possible after the closing date of the competition.
 6. All entrants may win only one prize, irrespective of the number of entries submitted. No responsibility will be accepted for entries lost, damaged or delayed in transit. Illegible or altered entries will be disqualified.
 7. By entering the competition, competitors will be deemed to have accepted and agreed to be bound by the rules and all entry instructions given are deemed to form part of the rules of the competition.
 8. No telephone entries or enquiries will be accepted.
 9. Prize details correct at time of going to print.



Goodbye to all this ?

Fag sponsorship doesn't glamourise smoking, right? So why is it all about fast women and fast cars? And what will happen when it's banned?

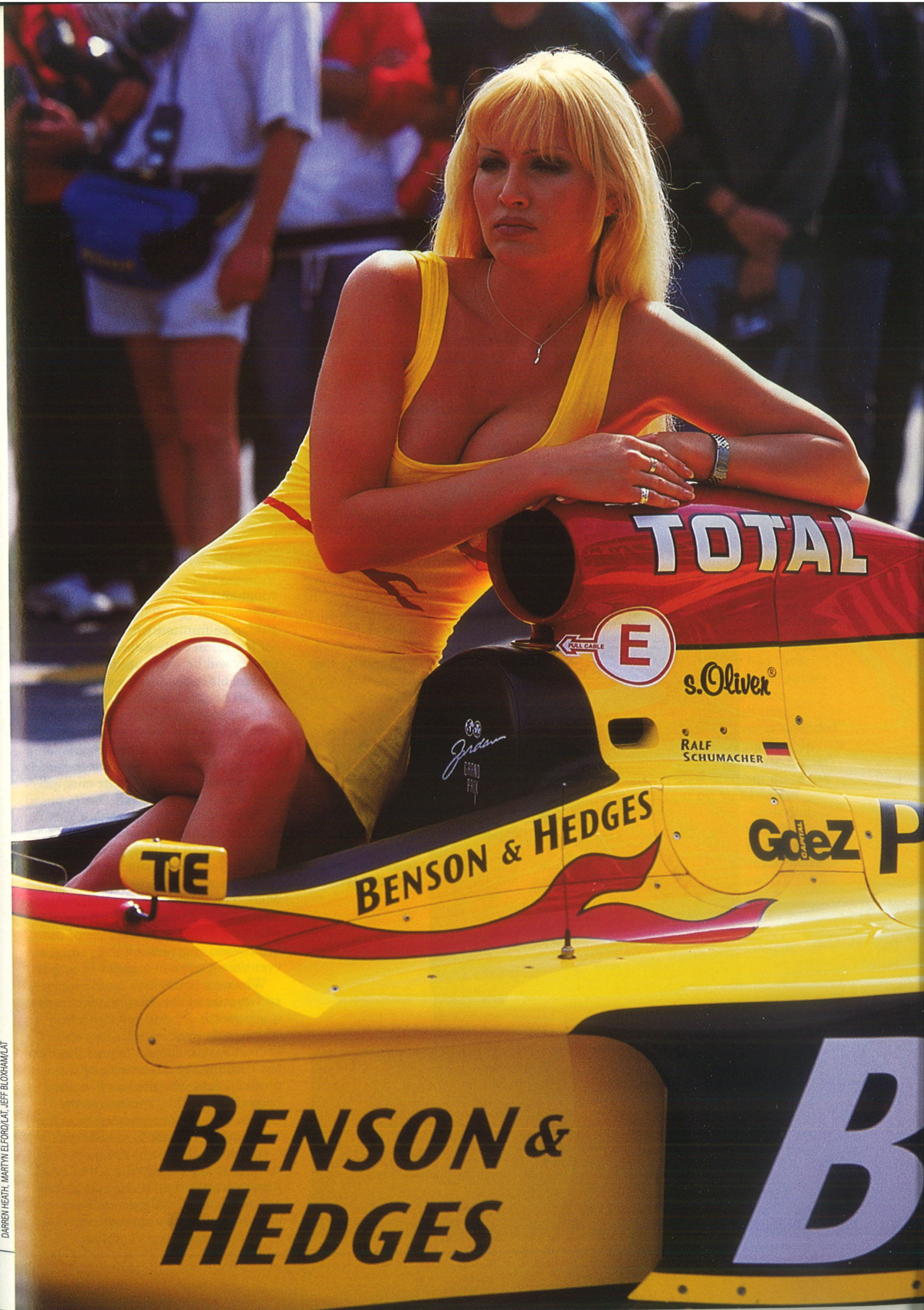
By TONY DODGINS



Facing a long flight and like a good yarn? Pick up a copy of John Grisham's *Runaway Jury*. For any of you who don't know, Grisham is a lawyer-turned-best-selling-author who bases his tales around the legal profession.

Runaway Jury is all about a case against Big Tobacco brought by a cancer victim in the States. It's all good stuff. There's the secret slush fund the tobacco boys use to hire the best lawyers, conduct blackmail, jury rigging and general dirty tricks campaigns. All of them employed in the continuing fight to avoid a negative courtroom verdict which would open the floodgates to widespread litigation against the tobacco industry. Who knows, maybe a grain of truth in there too...

The book gives you a reasonable insight into the recent settlement Big Tobacco reached in the USA. Basically, in a move yet to be ratified by Congress, the tobacco ▶



DARREN HEATH, MARTYN ELFORD/LAT, JEFF BLOWHAW/LAT



Above: tobacco ads go back a long way. Graham Hill and Gold Leaf in '69



Left: in 1987, fag ad law made West go East. Below: the definitive mobile fag-packet, the superb Lotus 79



conglomerates have agreed to pay \$386 billion (£230 billion) in order to guarantee immunity from prosecution for the foreseeable future. Part of the money will be spent on the treatment of patients with illnesses allegedly caused by smoking. Seems like a lot of money, yet the strengthening of share prices tells you that ultimately it's probably not much more than a drop in the ocean. Litigation was likely to be much pricier. And the cost will be borne by the smoker.

Part of the American settlement includes the banning of advertising imagery aimed at hooking the young smoker. Joe Camel will become a thing of the past and so will the Marlboro Man. The argument runs that cool American kids associate with the Marlboro man. Also, because of the impression sport has on the young, event/team sponsorship has been hit.

Whatever your views on the rights and wrongs of smoking, the fact is that it is perfectly legal to sell cigarettes, which makes you wonder how the French have managed to pass the Evin law banning the advertising of the product. And why the ban has not been challenged by tobacco in the courts. The reason, apparently, is the complexity of doing so via Brussels.

In Europe, France is the only country to have a legal ban, while Britain and Germany also run grands prix with cars in unbranded livery following voluntary agreements between governments and the

tobacco industry. Hence the 'R.' on the Williams and the 'Bitten and Hisses' on the Jordans. But with other pressure groups around Europe, how long before tobacco restrictions start to seriously squeeze Formula 1?

"Of course it's under pressure," admits Ian Birks of Gallahers (Benson & Hedges). "We already have a situation in the UK, France and Germany where the cars run unbranded, but the countries still take TV feeds from the 14 races that are run branded. There has been pressure on tobacco for 30 years and I don't see that changing. But we are selling a legal product and we should be able to position ourselves in the marketplace and compete."

Dieter Weng, one of five Reemtsma (West) board members, adds, "I'm not saying how much further we have to go before F1 becomes unviable, but it would not be ideal if any other countries were to follow suit. Tobacco companies use F1 mainly to promote brand awareness."

Given the American decision, knock-on effects could make restrictions ever tighter, so the question from the controllers of F1's purse strings must be: how long have we got left?

"If you start speculating about how long, it means you've already made the decision that tobacco is going to go. I would challenge the very question," says Birks, who has recently committed to Jordan right up to the millennium. "Speaking for Gallahers, the US settlement is a matter for them and we don't sell there. It's not necessarily a guide to what is happening elsewhere."

"My own estimation," says Weng, "is that there will be no change within the next three to five years. Beyond that, I wouldn't like to say. In the USA the social environment is very different and the settlement does not have too many implications. It just brings the USA closer into line with the situation in Europe anyway."

DARREN HEATH, JEFF BLOCHMAN/AT, LAT ARCHIVE



"But we are selling a legal product and we should be able to position ourselves in the marketplace"

IAN BIRKS, GALLAHERS (BENSON & HEDGES)

Ultimately, of course, a tobacco advertising ban has to be viewed as a precursor to a tobacco manufacturing ban. And, with 72 per cent of the cost of your pack of 20 going straight into British government coffers, you can't see it happening. There's nothing as pliable as politics. A perfect example is this year's 'Luxembourg' Grand Prix. It's happening at the Nürburgring, of course, and Germany has a self-regulating ban on branding, doesn't it? Well, yes, except that without the tobacco the Germans weren't going to get their second race. So we'll conveniently disregard it, shall we...

As far as the influence on young people is concerned, F1's party line is that subliminal advertising on grand prix cars is not going to encourage a youngster to take up the weed in the same way as wanting to become the Marlboro man will. It's all about persuading a current smoker to change brands. Personally speaking, I know that a grand prix car was never going to make me take up smoking but, had I fancied it, I'd have chosen a brand active in F1. (F1 Racing's German editor, Matthias Penzel, admits this is why he smokes JPS.)

As far as the teams are concerned,

the non-branded races mean a separate set of team clothing and a re-stickering job for all the truckies and the crew chiefs.

"The Paddock Club is a private area and we can do what we want there," says Jordan commercial manager Paul Jordan. "We make B&H plates for the trucks and the motorhome, so that when they leave Dover and get on the boat for France, they 'debrand', take the B&H off, and then as soon as they've gone through France the drivers stop in the nearest lay-by and 'rebrand' them."

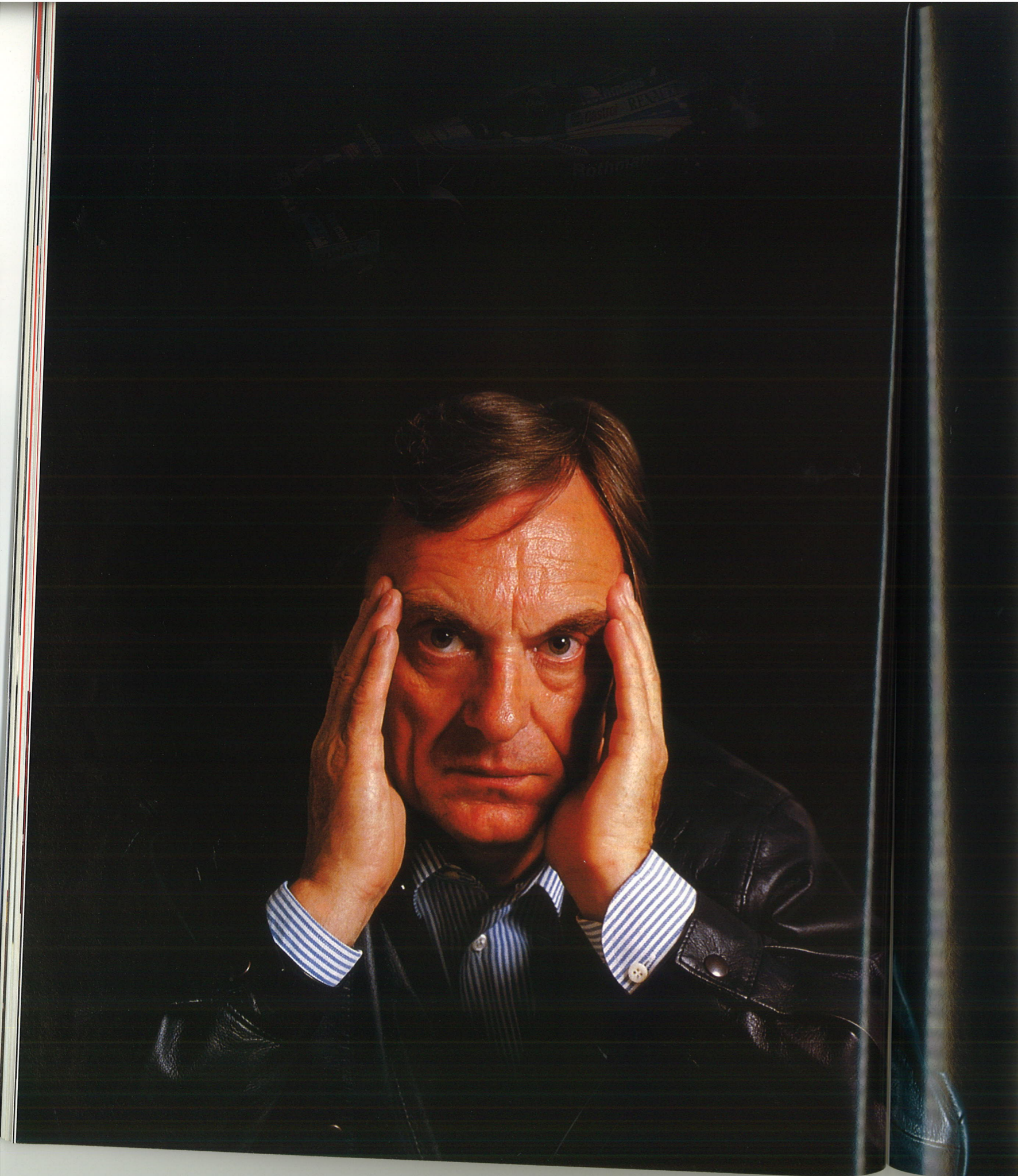
"The cars themselves change a little between the unbranded races at Magny Cours, Silverstone and Hockenheim, so we've had three different types of unbranded sticker issues. The car has had to be completely re-done each time."

The replacement livery is intended purely as an attention grabber. In the Zakspeed days, West used 'East' wording on their cars, but there has been no repeat by McLaren.

And, in case you're wondering, Bitten & Hisses came from the Gallahers design department, and is an extension of the Jordan snake theme. So now you know. 1



The conventional approach: in non-tobacco races, Minardi replace Mild Seven with ... Minardi



MAIN: TERRY O'NEILL; DARREN HEATH

POWER!

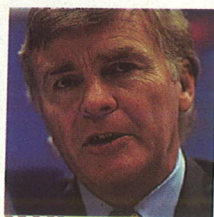
Formula 1 is about power. By that we're not talking about Renault or Ferrari V10s, but the real power that comes with the behind-the-scenes clout. We reveal who wields that power and how they get it

STORY BY ALAN HENRY

BERNIE ECCLESTONE

This son of a Suffolk trawler captain rose from selling motorcycle spares out of his mother's kitchen to amass a £250 million fortune as one of professional sport's most astute entrepreneurs. Nobody as much as sneezes in F1 these days without getting Bernie's say-so. His muted grey motorhome is the operational hub of any grand prix weekend. As FIA vice-president in charge of promotional affairs, he exerts strongly persuasive influence on the rule-making process. In his role as the 'commercial rights holder' he has *carte blanche* from the FIA to exploit TV coverage and associated benefits. He has helped out various F1 teams financially over the years and has their loyalty as an obvious consequence. His favourite dictum used to be, "First you get on, then you get rich, then you get honest."

Nobody as much as sneezes in



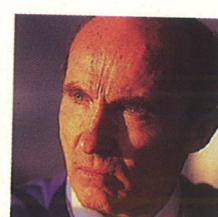
MAX MOSLEY

Calculating and politically adept, Max Mosley stalked the FIA presidency for the best part of a decade before standing against the fiery, extrovert Jean-Marie Balestre in 1991. He won easily and has since stamped his uncompromising identity on the job. Administers power through various committees, including the FIA Formula 1 Commission, through which all suggested changes to the sporting and technical regulations have to be channelled. This is composed of the six leading teams from the previous year's constructors' championship, four race organisers (two from inside Europe, two from outside), two sponsors, Bernie Ecclestone and Mosley. It has to reach its decisions by a 10-4 majority.



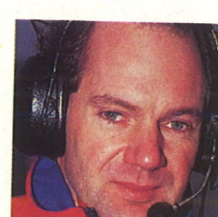
MICHAEL SCHUMACHER

Influences overwhelming power by virtue of his status as decisively the best Formula 1 driver of his era. His \$25 million switch from Benetton to Ferrari at the start of last season dramatically deprived the former of its winning edge while dramatically reinvigorating the latter. The only driver out there who can write his own cheque, backed up by a dazzlingly successful management and marketing support team. If Michael is on the market, nobody - nobody - moves until he has taken his pick of the available drives.



FRANK WILLIAMS

With characteristic uncertainty, first signed, and then withdrew his signature from the Concorde Agreement to assume the role as F1's most unlikely renegade, determined to force Bernie Ecclestone into giving the competing teams a bigger slice of the stock exchange flotation cake. Currently no tangible power as his team is not represented on the rule-making F1 Commission. Basically a long-time Bernie loyalist, despite this recent ruck, Frank has the status and influence to keep Ecclestone on his toes as the highest profile dissident on the block when it comes to the flotation of F1 Ltd.



ADRIAN NEWAY

Quiet-spoken Barnes Wallis sort of chap whose perceived contribution to the Williams team's high-rolling 1990s technical bandwagon sent goggle-eyed McLaren pitching in with a £2 million offer. Sat at home for over six months on full pay from Williams during legal tussle over whether or not he could leave. Aerodynamics are the ultimate key to contemporary F1 success and Newey's switch has already raised questions over Williams' ability to stay ahead in the future, while simultaneously raising prospects for McLaren - even though he has only just started work for the Mercedes-powered team.



SID WATKINS

Cigar-smoking, highly respected brain surgeon with a penchant for fried breakfasts. On the face of it Sid seems an unlikely sawbones, but his talent and connections earned him *carte blanche* by Ecclestone to upgrade the entire medical side of F1 almost two decades ago. Plain-speaking and reassuring, Watkins has done more than any man to help grand prix drivers sleep soundly rather than worry about safety. His word on medical matters is law and he is also acknowledged as sole survivor of that otherwise extinct breed to whom Bernie defers without question.



LUCA DI MONTEZEMOLO

Theatrical president of Ferrari who might have been forced to walk the plank by Fiat had not Jean Todt whipped his F1 team into halfway competitive shape. Follows in the mould of the late Enzo Ferrari. He is massively influential when it comes to shaping rules and regulations, his team's stand-alone veto of proposed abandonment of 1998 rule changes being the most spectacular and recent example of this clout.

F1 without getting Bernie's say-so



PEDRO DINIZ

Ranked by Flavio Briatore as one of the two most important drivers in F1. Schumacher is one, because he's the best. Diniz is the other, because he's the richest. He has a reputed £10 million of personal sponsorship riding on his back. Thus, it is amazing how good a driver he looks in the cold light of day when the bank transfer has gone through.



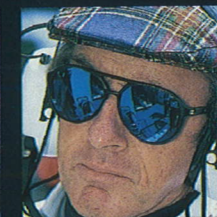
RON DENNIS

Dogmatic, aloof and honest, the McLaren boss's theoretical clout in F1 derives from the financial firepower of his organisation, close links with Mercedes-Benz and a passionate belief that he has a key role to play in ensuring an acceptable successor to Bernie Ecclestone as F1's top dog. Like Williams, he lacks voting rights on the F1 Commission, but has a strongly persuasive voice nonetheless.



JACQUES VILLENEUVE

Benefits from the Ecclestone Good Housekeeping Seal of Approval, having been lured away from Indycar racing and found a place in the front-line Williams squad, thanks to a little judicious persuasion on the part of Mr E. In that respect, Villeneuve could be said to be something of a protected species, particularly as he has been a brave little soldier and kept out of the Grand Prix Drivers' Association. This contrived, high-grunge eccentric would be unwise to rely on Bernie's patronage on an open-ended basis though - the FIA's decision to rap him over the knuckles for his poorly-phrased critique of the '98 rules should serve as a reminder that nobody is above the law.



JACKIE STEWART

His profile, fame and reputation as a conversationalist of Olympian proportions ensure that Jackie Stewart has a more influential voice in F1 than would normally accrue to a team principal in his freshman season. Politically well connected, particularly in the higher reaches of the Ford Motor Company, Stewart also benefits from being his own man with no favours owing to Mr E. He is another high-profile name who is lobbying for what he sees as a more equitable distribution of TV monies among the teams. A potential thorn in Bernie's side, perhaps?



ALAIN PROST

Prost's influence in French motor racing circles can be judged from the fact that he had signed and sealed a deal for works Peugeot engines almost before he had acquired control of Ligier, a team which has been passed around like a tray of slightly stale cakes for the past four years. Like Stewart, Prost exerts his influence by his very presence in F1. Having this pint-sized Charles Aznavour lookalike cast in the role of team principal is good for the sport's image, even though formal ownership of the team still has yet to pass into Prost's hands.



PATRICK HEAD

As a minority shareholder in Williams Grand Prix Engineering, Patrick Head's influence is confined to the part he plays in sustaining the level of success enjoyed by Britain's top F1 team of the 1990s. Nobody believes the rumbustious Patrick would ever leave Williams, but if he did, avoiding being trampled in the rush of team owners offering him riches beyond his wildest dreams would definitely be his number one priority. ▶

Gianni Agnelli's **commands** are the equivalent of a **papal** directive



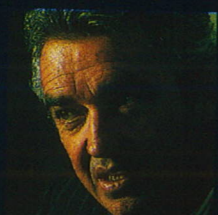
GIANNI AGNELLI

He is head of the legendary dynasty which controls Fiat, Ferrari, Alfa Romeo, Lancia and a host of other Italian industrial interests. Also ultimately steers Luca di Montezemolo in his role as Ferrari president. If Agnelli told Maranello it was giving up F1 tomorrow to compete in the Indy 500, this would be the equivalent of a papal directive. Yet the Agnelli family appreciates just what splendid PR work Ferrari does for Italy as a whole. While everything is going well, they seem firmly wedded to the concept of hands-off control.



PADDY McNALLY

Partner with Bernie in AllSport Management SA, which has its headquarters at the World Trade Centre close to Geneva Airport. This sleek, well-groomed millionaire controls every aspect of circuit advertising as well as the on-track corporate entertainment facilities at all grands prix. If a multinational company wishes to bring guests to a race meeting, then it has no choice but to deal with Paddy, the former *Autosport* GP correspondent who subsequently worked for Marlboro's F1 operation. McNally ensures that you receive five-star service - and all with a corresponding price tag.



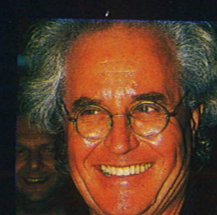
FLAVIO BRIATORE

Want to secure the services of a promising young F1 driver? Then the chances are that the chain-smoking, gravel-voiced Flav has their futures hidden in his briefcase. Giancarlo Fisichella, Jarno Trulli and Alexander Wurz are the most obvious young stars in Briatore's portfolio. He is also in a position to secure their placement with an array of grand prix operations. In addition to managing Benetton, he has a stake in the Prost and Minardi operations - all with the approval of his close pal Bernie, you understand.



WILLI WEBER

Weber is a sleek wheeler-dealer who is almost successful enough to need a manager. He has shaped and directed the careers of the Schumacher brothers virtually from day one. If you want to do a deal with the best driver in the world - or the lad who firmly believes that he will one day inherit that role - you'd better get on the dog and bone to Weber Management. Be warned, the quoted price will almost certainly leave the receiver welded to your ear.




LUCIANO BENETTON

Seriously wealthy Italian rag-trade wallah. Benetton have controlled their own grand prix team since 1985, when they took over the ailing Toleman outfit. Luciano Benetton's F1 influence could be considerable over the next year or so in helping decide whether or not the 1995 world championship-winning team is for sale. Somebody could certainly stand to get rich in the long term if the 'For Sale' notices eventually get posted in the lobby windows of Benetton's ritzy Oxfordshire headquarters.



MANSOUR OJJEH

Quietly spoken, modest and unobtrusive CEO of the TAG group, which has helped give McLaren its awesome financial firepower over the past decade, Ojjeh is a low-key player in the F1 business who keeps himself very much to himself. A member of one of Europe's wealthiest business families, he has been a loyal and non-interventionist supporter of McLaren boss Ron Dennis. Whatever strategy Dennis wants to adopt in his battle for a fairer distribution of TV wealth, Ojjeh can be expected to back him all the way. 

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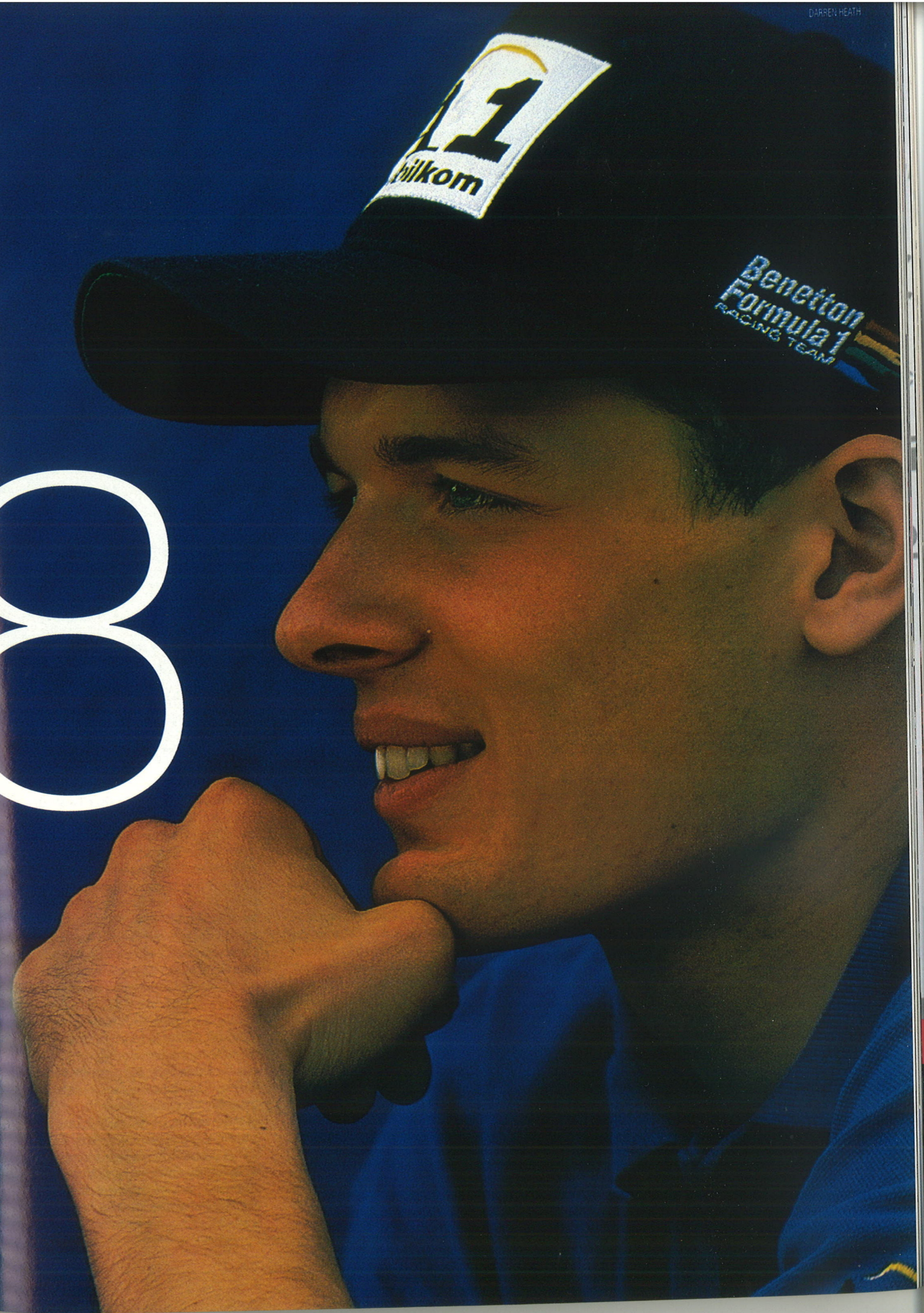
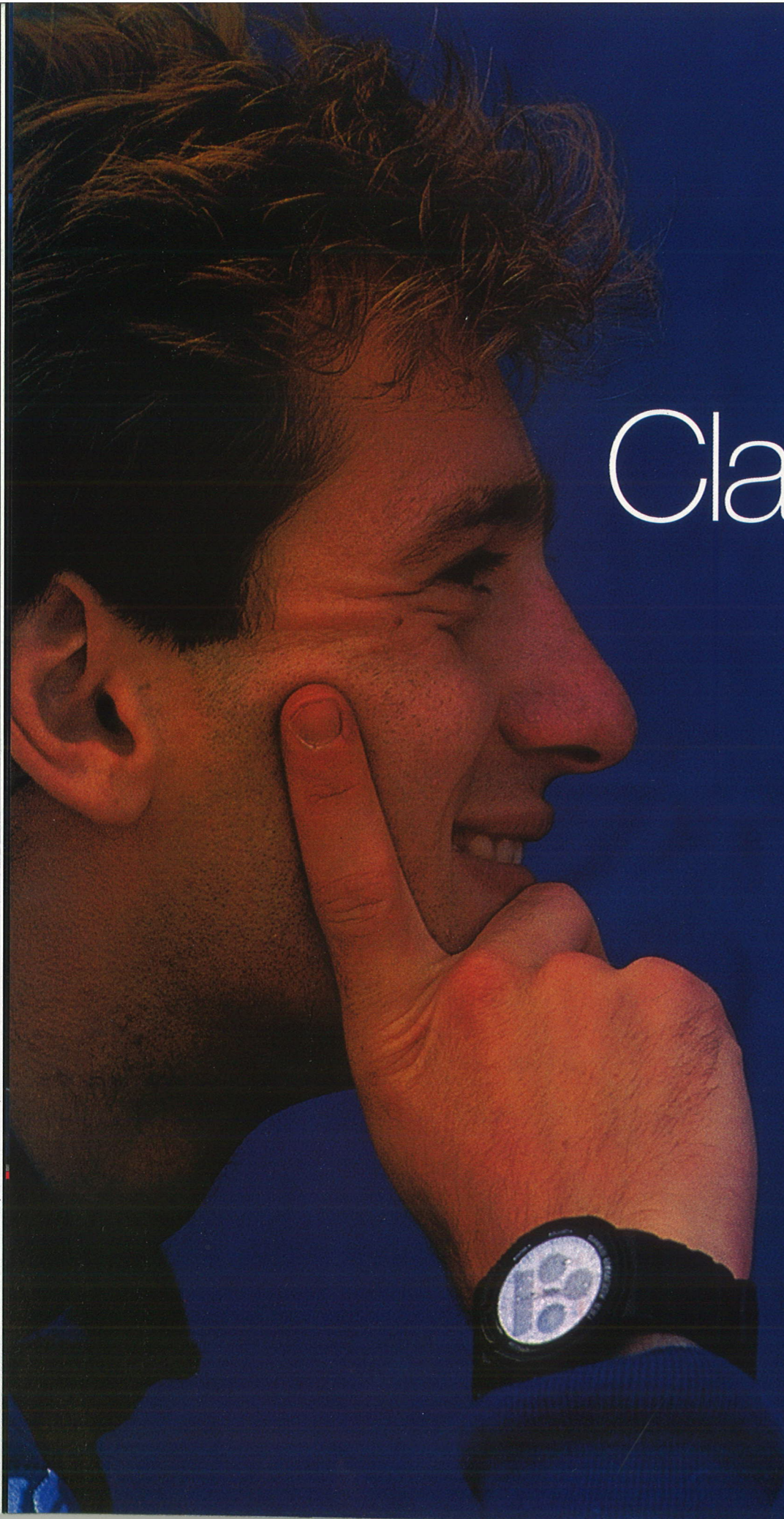


West McLaren Mercedes



Class of '98

Jarno Trulli and Alexander Wurz are two F1 new boys who were propelled into top seats. We listened in on them talking about their new found fortunes





Trulli: grabbing his big chance with the Prost team

"I put pressure on myself. They haven't put me in the car to drive like I'm on my holidays" ALEX WURZ

Jarno Trulli: "Tell me, Alex, how do you get on with Jean Alesi?"
Alexander Wurz: "We have a good relationship and he never hides information from me, which is helpful. He is very quick under braking, so I have learnt a lot from him there. How about you and Nakano?"

Trulli: "I have had two team-mates this year and both have been Japanese, and I don't speak any Japanese! At Minardi, I had a very good relationship with Katayama, who is a very quick driver, and I learnt a lot from him. Since I came to Prost, I have also learnt a lot from Alain Prost. I have never had a bad situation with a team-mate, and it's the same with Nakano. Do you think Alesi has helped you progress faster as a driver?"
Wurz: "That is a very difficult question to answer. Jean has been helping me a lot, but the team has been helping too."

It is important to me that I see all the data. If they hid anything from me, then it would be harder to learn. They are a very good team, and I put pressure on myself because they haven't put me in the car to drive like I'm on my summer holidays."
Trulli: "At Minardi, I had no big pressure, and now that I am driving for a top team, I have some more pressure. Even at the French GP I had a nice situation because the team put no pressure on me. I have to push much more now than when I was at Minardi because I can see that I can be a force. I have a very competitive car, so I can fight for a top position."
Wurz: "It's the same at Benetton. Of course, you can't expect to be on pole in your first race, but if you are able to handle the pressure, you will be okay. If this isn't a big chance for us, what is a big chance? We have the opportunity to race in two of the best cars, in two of the best teams around, and this really is a very big chance for each



Jarno Trulli

AGE: 23
 NATIONALITY: Italian
 HEIGHT: 5ft 9in
 WEIGHT: 9st6lb
 PRE-F1:

Started karting when he was nine years old and went on to win nine kart titles, including the 100cc world title in 1990 and the 125cc world title in '94. In '95 he completed the second half of the German Formula 3 series, finishing fourth overall. The following year he was taken under the wing of Benetton boss Flavio Briatore and placed in the Benetton Junior team in the German F3 series, winning the title.

FIRST F1 DRIVE:
 Drove a Benetton at Estoril in September of last year - was 3.3 seconds off regular driver Gerhard Berger. Expected to contest F3000 in '97 until Briatore placed him at Minardi. Switched to Prost GP to replace the injured Olivier Panis.



Alexander Wurz

AGE: 23
 NATIONALITY: Austrian
 HEIGHT: 6ft 2in
 WEIGHT: 11st6lb
 PRE-F1:

At the age of 12 he was the BMX world champion, before making his karting debut at 14. Three years later he graduated to Formula Ford, winning the Austrian Junior Championship. In '93 he moved into German F3, where he stayed for three years before joining Opel to contest the International Touring Car Championship in '96. He won Le Mans for Porsche in the same year.

FIRST F1 DRIVE:
 Drove a Sauber in a publicity stunt around the A1 Ring in August '96. Big chance was a two-day test with Benetton at Estoril in October, where he was as quick as Alesi. Got a testing contract for '97 and replaced bed-ridden Berger for the Canadian, French and British GPs.

of us. I think we've both got Flavio Briatore to thank for it all."

Trulli: "For me, I have a very good relationship with Flavio because I have had a lot of opportunity from him. He took me from karting and gave me the chance to drive in Formula 3 in a good team. And then he gave me the chance to step up to F1 with the Minardi team. I can say that the only reason I am in F1 is because he took me, and it has worked very well. I must thank him; I think he is very clever."

Wurz: "I agree, but, for me, it's a little different. I remember last year, in '96, I was searching for opportunities to test an F1 car and he gave me the opportunity. Then it was very clear that I should join the team. Whenever we talk, there is always a good relationship. On one side, our relationship is always business and, on another, it is very personal. Moving on, what do you think it would be like as Michael Schumacher's team-mate?"

Trulli: "I don't know, because I've

never been his team-mate, so it is really difficult to answer this question. But I think you could learn a lot."

Wurz: "Yes, but first you have to tell me which team we are in because it also depends on the team as to whether you get the same opportunities as him. If you can, then you can learn a lot. I can learn a lot from him, just by watching him drive."

Trulli: "It makes you wonder about his old rival, Hill."

Wurz: "I think he knew the situation when he signed the deal. But I don't know Damon Hill - I met him once at a FOCA test, but that was only for a shake of hands."

Trulli: "In the past, Damon was one of the best drivers, so everyone knows his potential as a driver. When he signed the contract, he knew what he was getting into, and I was a little surprised. He has had a lot of problems this year and, usually, he is a very professional driver. But sometimes he has lost the calm, and ▶

PAUL-HEURI CAHIER, DARREN HEATH, VANDYSTADT



SIGHEM TEALATI

Alex Wurz takes strides into F1 this year with Benetton

"I have had two Japanese team-mates and I don't speak Japanese!" JARNO TRULLI



I am a bit surprised. But he will always be a good driver."

Wurz: "He still has a good future in F1 – he is the reigning world champion after all. I wonder whether Bernie will help him. Speaking of Bernie, what do you think of him?"

Trulli: "I never see him around – he is a very busy man. He likes to walk around, so he should come and meet me sometime! But he is very busy."

Wurz: "It is a little different for me because on the Friday in Magny Cours it was raining, and I met him. He said: 'Do you like rain?' And I said: 'Yes, I normally like rain.'"

Trulli: "You outqualified Alesi in France, didn't you?"

Wurz: "Yes."

Trulli: "Did family and friends change their attitude to you after that?"

Wurz: "They remained much the same. The only thing which has changed are the people who are a little distant – not really close. I am the same as I have always been. It is people around me who have changed."

Trulli: "Yeah, I agree. It is important that we don't change our relationships. Okay, I am a Formula 1 driver, and I love my job, but it is just a job. Sometimes, my family looks


more excited than me. When I changed teams they were very excited; I was only calm, only keen to do well."

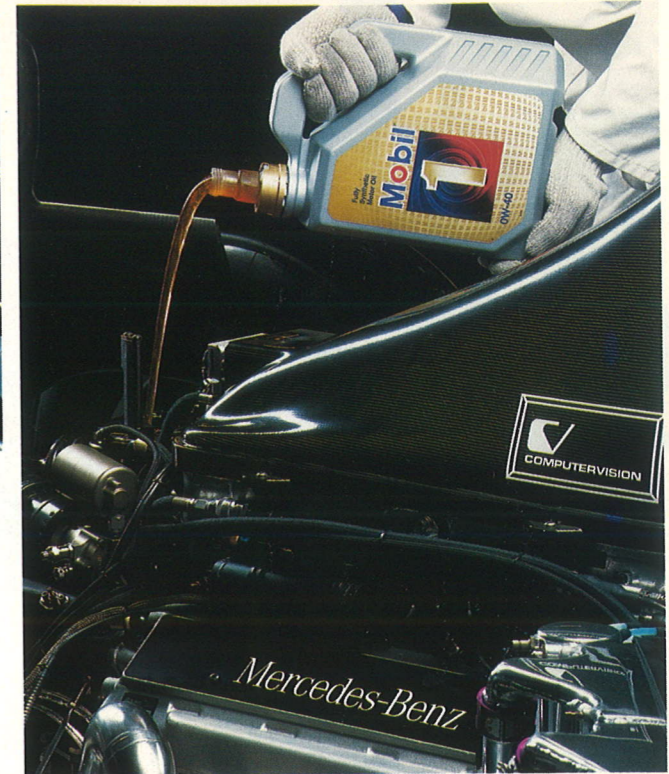
Wurz: "That is a very good explanation. You have to stay the same, otherwise it is very dangerous. I want to stay absolutely the same on the private side but, sure, when I'm racing, I have to concentrate on other areas... like next year's regulations?"

Trulli: "In the past we have had so many changes, and for next year we have more. Could be worse, could be better, we shall see next year."

Wurz: "If we start talking now, we will be finished in one week."

Trulli: "I am still learning now what is F1. The cars are quick, and this year, the cars are quicker than in other years when there have been bigger engines."

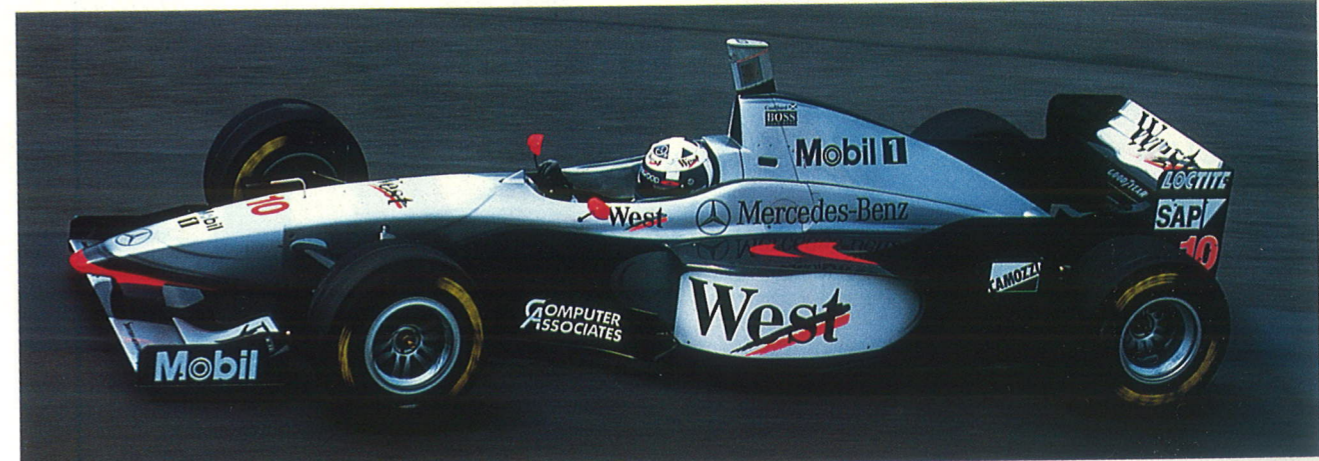
Wurz: "The cars are fun to drive, but you don't think about that when you are driving because they are hard work, you know. The feeling is good when you are one of the first to drive the car the way it should be driven. We should think that we are the only ones who can do this. F1 should be the top of motorsport and we can have the grooved tyres or whatever, as long as it is really fast and really challenging for the driver, then it's good." 



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"I have quite a big breakfast. No dinner but plenty of fruits all day, and I have a special vitamin drink all the time anyway" MIKA SALO



"If you don't eat well when you're training, you feel terrible. I have a couple of days off over Christmas though!" DAVID COULTHARD

Grand prix drivers are also super-fit athletes and their choice of diet is very important. But how do they decide what's good and what's bad? Caroline O'Connor dishes the dirt

Today's grand prix drivers concentrate on eating 'healthily' most of the time, but is it true that they stick to a regimented diet *all* the time? A diet stricter than any calorie-control attempt we're ever likely to come across? Despite the myths, it would seem not. We spotted Jordan driver Ralf Schumacher pigging out at the Barcelona airport Burger King after the Spanish Grand Prix, and last month we brought you the news that Michael Schumacher tried his first curry over the Silverstone weekend this year.

However, that's not to say that the Schumacher brothers would select the breakfast on the right (above) for race day morning. Far from it in fact – but some drivers of the past may well have done. Nigel Mansell liked the occasional cooked breakfast, while Gilles Villeneuve lived on burgers and milkshakes, and had to be pushed to go for a run! Just a slight contrast to

the attitude of his son, Jacques, who now lives under Williams' authority.

Both McLaren and Williams have physicians providing regular training and nutritional advice. "Our solid and liquid intake over a race weekend is effectively controlled so that we're best prepared for the race," explains David Coulthard. "It's a proven fact that the more dehydrated you are, the more your performance starts to drop off, so it's vital to keep your liquid levels up." Does he always find time to drink during a race? "Sometimes you don't take anything. I didn't in Australia as I was too focused on winning the race!"

Coulthard continues, "I love to eat, and I've never had a weight problem. If you don't eat well when you're training, you feel terrible. I have a couple of days off over Christmas, though, and would never shy away from my mum's Christmas dinner; she's a good cook!" ▶



Rubens Barrichello chews the fat with race strategist Andy Le Fleming and a bowl of muesli



"Everyone has some bad habits. Damon and Pedro are good, although Damon likes his Dairy Milk!"

DOMINIQUE SAPPIA, ADVISOR TO ARROWS

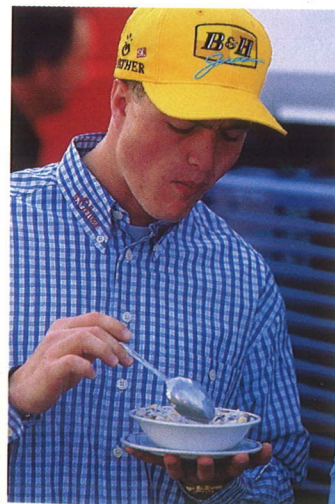
Williams are very cagey about how they prepare Jacques Villeneuve and Heinz-Harald Frentzen, team fitness expert Erwin Gollner giving nothing away. Frentzen admits he mainly eats things which are high in carbohydrate and protein: "mostly pasta."

According to Minardi team doctor Riccardo Ceccarelli, there are three important things to remember when deciding how a driver needs to eat. "Firstly, meals must be light and easy to digest," he explains. This is because the hustle and bustle of a race weekend and the intense pressure put on drivers means that the digestive system is prevented from working effectively. "Secondly, products must be selected for their ability to prevent muscle strain and loss of concentration." This one's obvious: the body has to be able to cope with the stress endured for a two-hour race and the mind needs to remain one hundred per cent alert. "Finally, it is necessary to compensate for the loss of liquid through sweat during the race and the fact that light meals don't necessarily provide enough energy." This can be achieved through building up a 'stock' of carbohydrates and protein during the week preceding a race, of which more later.

The specifics of the Minardi-advised race weekend diet are of the same principle to those proposed by other teams. For breakfast, toast, cornflakes,

fresh fruit and honey are ideal; rich in sugar and vitamins. Tea and coffee are also recommended for their stimulant qualities, assisting concentration. Lunch on Friday and Saturday (bearing in mind the time restraints) consists of toast or a fruit salad with honey while, in addition, many drivers choose to increase their calorie intake with an 'energy' bar. Sunday lunch is the most critical, but again the available time and pre-race tension makes it virtually impossible for the drivers to digest a complete meal, despite the requirement for calories. Catering for as many of these setbacks as possible is the stereotypical spaghetti with olive oil and fresh tomatoes. And a banana. So, while it is essential that a driver's stomach is 'empty' when sitting on the grid, he has missed vital nutrients (maltodestin, a rapidly absorbed carbohydrate, for instance) which are then supplied in liquid form for during the race.

Tyrrell driver Mika Salo prefers to be his own judge, and doesn't mind the fact that Tyrrell don't have a dietician. "I decide for myself," he explains. "I've been racing for 25 years so I know exactly how I react to which foods." So what's a typical Salo menu for race day? "Quite a big breakfast of porridge and two egg whites. No dinner but plenty of fruits all day. I have a special vitamin drink all the time anyway, but I like to be healthy.



Ralf Schumacher tucks into a healthy bowl of muesli at the circuit. But after the race, he'll be off to Burger King!

Things like crisps I don't eat but if I want to have chocolate, I can. If I want to have a drink, I can - there's no one telling me what to do."

Ralf Schumacher and Giancarlo Fisichella, likewise, are under no instruction from the team. "That's the drivers' responsibility, not ours," says Jordan's Ian Phillips. "They can eat anything we serve up, but I know they don't eat fried bread - it's all muesli I think." The team obviously didn't stop Ralf with his burgers in Barcelona!

Dominique Sappia is contracted to Arrows, but he has worked with several other drivers. "The drivers that I used to work with still eat what I told them to. They don't forget because they know it's best for them.

"The most important thing to say about diets is that it's not just about what the drivers eat but what they drink, too," continues Dominique. "For me, that's more important. It's more easy for a driver to drink than to eat. The time between, say, Sunday morning warm-up and the race, is so short that it's easier for them to drink. And they can drink in the car.

"The drink contains vitamins and minerals to provide strength in the muscles, and also products for maintaining a consistent level of concentration during the race. All that we can't give them through their food, we provide through the drink," says Dominique.

So, what about the eating habits of world champion Damon? Is he an easy 'patient' for Monsieur Sappia? "Everyone has some bad habits and

I was afraid, when I began working with Damon, that in the morning he'd eat an English, cooked breakfast! What we advise is best for all sportsmen: cereal or muesli with white cheese, to keep up the vitamins and sugar levels but it's light and easy to digest. Damon and Pedro are very good, although Damon likes his Dairy Milk. I only let him have one bar sometimes!"

And how does Dominique best prepare Damon and Pedro for a race? "Well, firstly, it's not just for the racing. Some test sessions are twice as long as races, so it's important all the time. We tell them to eat a lot of protein (meat, eggs) for the first few days of the week and then move on to the lighter carbohydrates (pasta, bread, potatoes) towards the end of the week." And so on race day? "Fish is a good one because it's easy to digest, but for lunch I give them soup. It's basically liquid, which is good for digestion and preventing dehydration, but it also contains meat, pasta, potatoes etc."

Most drivers adjust to a dietician's 'ruling' quite well, it's mostly common sense for advanced levels of health and fitness. But has Dominique ever experienced any resistance to his advice? "Most of the time no. But I do have to get them out of the bad habits they already have. Jos Verstappen, for example, used to drink a whole litre of Coke a day, but I got him down to one or two glasses!"



"Race weekend meals must be light and easy to digest"

RICCARDO CECCARELLI, MINARDI TEAM DOCTOR



Unlike his father, Jacques eats healthily

FUEL TO DRIVE: average statistics

Calorific intake per day:	about 3000
Resting heartbeat:	52
Body fat:	5 per cent
Recovery time after exercise:	2 minutes
Alcohol units per week:	4 units
Cigarettes per year:	none
Miles cycled per week:	around 30
Supplements:	Sanatogen protein powder
Weight loss per race:	1-1.5 kilos

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Bless me father

for I have sinned

Time was when Eddie Jordan was regarded as the joker of the pitlane. Not any more. What, asks Alan Henry, is he really like?



Above: the team has been really fssssssing in '97. Below: EJ learned the motor racing ropes as a driver, but never got as far as F1. Opposite right: in high-glam company at the British Grand Prix ball

Picture the scene. A small group of us are kicking our heels in the pitlane at Donington Park on a bright and breezy day in the autumn of 1983. A fresh-faced

youngster by the name of Martin Brundle is lapping the track in his Eddie Jordan Racing Formula 3 Ralt, filming for the *Motoring News* video series, a deservedly little-known project whose products sold by the half-dozen and are probably now regarded as collectors' items.

An Alfasud coupé bumbles into the paddock. A youthful Mr Jordan, obligingly answering our summons from his Silverstone lock-up, emerges to outline his grandiose plans to scale the sport's most exalted pinnacle. "Martin is already more eligible for F1 than we are as a team," droned the Dublin super-salesman. "I realise he has already got several offers to do F1 in 1984 – but, in my heart, I really wish he would wait another year and make the big graduation with us in 1985."

I fear we were unsuccessful in stifling our yawns as EJ bleathered ever onward. Eddie Jordan in F1? That'll be the day, we thought. Now please just stop gabbing, push off back down the M1 to continue your wild dreaming and leave us to put the finishing touches to motorsport's answer to *Gone With The Wind*. We are very busy people. Thank you very much for your time.

Oh ye of little faith! Fast forward 13 years and I am sitting in the MD's office at Jordan Grand Prix, only a stone's throw from the lock-up where

EJ hatched his plans all those years ago. Eddie has aged remarkably little in the intervening 14 years, yet the patter is much the same. Brightly upbeat, just occasionally incomprehensible, but now firmly underpinned by a streetwise, first-hand acquaintance with the financial reality of life as a grand prix entrant.

As far as the F1 pitlane is concerned, there are two firm images of Eddie Jordan. There is the enterprising team chief who seems to have done very nicely – thank you out of six-and-a-half seasons in the motor racing front-line. The entrepreneur, the man who wants to win.

Then there is the relaxed, slightly mocking, extrovert side to the man. Jordan can also be heard shouting mild insults at fellow travellers in the paddock, the guy with the sense of fun and irreverence.

Ron Dennis once described him as "a bit of a rascal", and there are some who believe he lacks quite the *gravitas* necessary to be a genuine top F1 operator. A small handful profess genuinely to dislike him.

So what does EJ really believe? Is he sufficiently serious in order to get the job done? And which is the real Eddie Jordan?

"They're like two different characters, struggling to get out," he says, not quite answering the question. "It's a constant battle between the two, but I think that's often the case with many people. Your upbringing is very important in terms of how the track is laid out in front of you, if you like.

"In my particular case – which I

suppose is true of many Irish people – I was brought up mentally geared to the 'safe, secure job' syndrome. I started out as the epitome of that philosophy; job for life in banking, do the Institute of Bankers exams, boost it up with an accountancy degree. All the way through the state school system, play golf.

"But my attraction to motor racing changed all that. It became as addictive as a drug. I could see that the way my parents had brought me up represented the preparation for a well structured, conventional life. My father was an accountant and I was their only son."

Jordan's enthusiasm for motor racing was fired, he remembered, "possibly by watching the Monaco GP". However, road circuits were commonplace in Ireland and Eddie's memories of the Dunboyne circuit, just outside Dublin, he admits, were "awesome, electrifying for me when I was at school". The Isle of Man TT motorcycle races were also a help in shaping his interest.

A banking strike in late 1967 gave Jordan the possibility of shooting off to Jersey, where he worked as a clerk for the Jersey Electricity Company during the day and in a bar six evenings a week. On Sunday he spent his time at the St Brelades kart track, "spending all the money I'd earned".

In retrospect, EJ feels angry that he wasted so much time working in the bank. "As a driver, it was a definite liability, because I was always older

than all my contemporaries," he reflects. "The likes of Stefan Johansson and Andrea de Cesaris were up to 10 years younger. I was almost 30 when I needed to be almost 20 as far as F3 racing was concerned in particular, but then that banking experience certainly helped me in a managerial role within motor racing." So it proved.

Although close scrutiny of the Jordan team's CV today makes promising reading, its proprietor knows that every season which passes without making the final crucial performance breakthrough necessarily diminishes its credibility.

Yet the 49-year-old Dubliner remains unabashed, confident that the qualities which have enabled his team to survive so far when others have faltered in F1's commercially competitive environment will eventually bring success. He makes no secret of his relief that he has survived into the era when the financial pickings of expanded TV revenue will enhance his prospects of sustained success in the longer term.

Jordan is one of the seven F1 constructors who have signed the latest edition of the Concorde Agreement, that complex protocol which governs not only the way in which rules are administered, but also the financial benefits which accrue to teams from the share of Bernie Ecclestone's television cake.

Unlike McLaren, Williams and Tyrrell, who are still negotiating the

"Yes, Bernie has baled me out once, but I don't think there's a team in F1 that he hasn't helped or baled out"



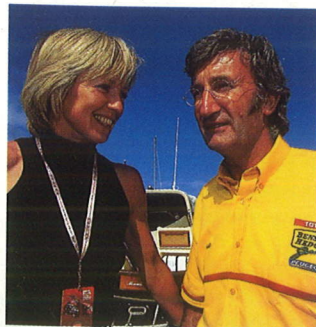
LAT ARCHIVE, STEVEN TEEGLAT, DARREN HEATH



CHARLES COATES/LAT DARRIN HEATH

The Jordan post-race parties are legendary, and EJ has the right talents to keep things moving on apace. Bottom: wife Marie has stood by him through thick and thin

Eddie Jordan is the sort of guy you would have wanted to stand next to while on the boat deck of the Titanic



78 F1 RACING

he says with a stern directness. "But I don't think there is a team in F1 that he hasn't either helped or bailed out. That doesn't buy loyalty, but it helps in the decision-making process.

"Does that mean that Bernie owns me in the sense of 'can he ring me and get me to sign something without me seeing it?' Not at all."

Cynics in the F1 pitlane might suggest that Jordan was nudged towards accepting the Ligier team's name-change to Prost, despite the fact that he could end up the loser when the French team becomes Peugeot's works standard-bearer next season.

"Everyone said yes except me," he insists. "I needed confirmation that there was something Jordan needed to derive if I was to agree with this. I got those assurances, even though it seemed clear that Peugeot might be poised to pull out of F1 altogether.

"But Bernie has never asked, nor required, that he buy loyalty. But you do have to think carefully before you would disagree with him, mainly because he has a track record better than anybody else in F1.

"He has been right about the TV, he was right about the Paddock Club, he has been right about the trackside signage. But most of the competing teams did not believe that the value was there, didn't believe that the TV audience was there. But history proves that Bernie is invariably right."

Jordan has willingly signed the Concorde Agreement, making his team legally obliged to compete in F1 on a long-term basis, even making up the numbers if other teams don't provide sufficient cars.

"I'm comfortable with that, and I'm rewarded on that basis, which has taken a huge part of the risk element out of my business. I've been in the risk business for nearly 30 years – risk which could have bankrupted me.


"By the end of 1991, I had spent £10 million. I had just over £3 million coming in from buying and selling drivers, bits and pieces that I could put together, and £3 million from our group of sponsors."

At this point, Jordan's lessons from the banking world paid off. That's the way he explains it, anyway.

"Let me be very clear. If I had not had a fair degree of banking experience in terms of structuring a repayment campaign, it would have been so easy for me just to have closed the book, said: 'I've done F1, sorry guys I owe you a lot of money. Adios, it's getting too hot in the kitchen.' But we didn't.

"Now we are out of that situation, but we still have to translate our efforts into hard results. We are sadly lacking so far and I am depressed that we have failed to amass more points to display where we really are."

Eddie Jordan can be amusing company. He is a convivial character who hides a hard business edge beneath a veneer of amiability. But he is a survivor, the sort of guy you would have wanted to stand next to while on the boat deck of the *Titanic*.

Almost certainly you would have ended up thanking him for finding you a place in one of the lifeboats. However, he might well have been quick-witted enough to charge you for the assistance he had rendered! 

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When it comes to 'rebel yells', Jacques Villeneuve (left) could teach Billy Idol a thing or two. Ask Max Mosley...

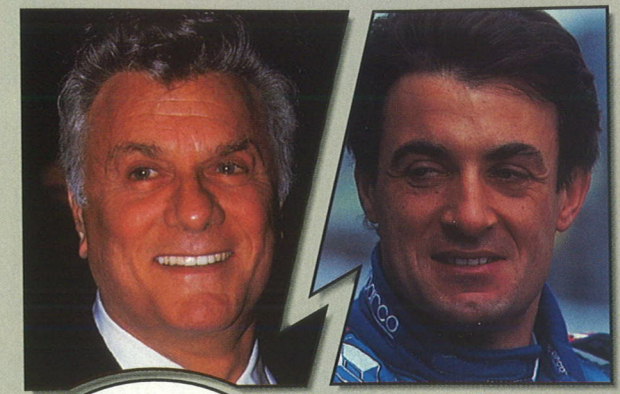
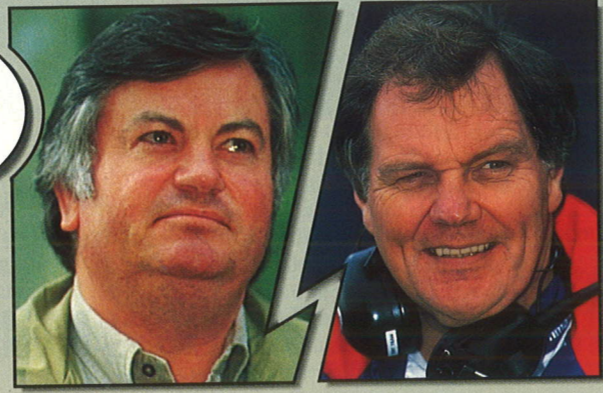


Best known for his hearty war-cry "Come on down!", Ken Tyrrell (left) bears a striking resemblance to the late Leslie Crowther



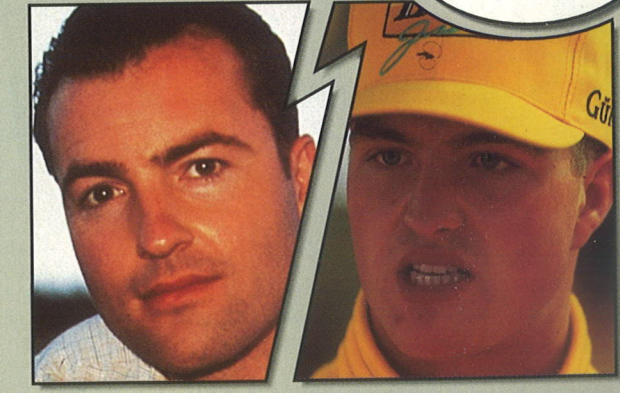
Apart from his beloved pet tortoise named Caroline, Mika Hakkinen lives home alone - just like Macaulay Culkin (right)

If Heinz-Harald Frentzen is afraid of Patrick Head (left), he'd be petrified by TV hard man Roger Cook (right)



Guilt series *The Persuaders* is being remade. Jean Alesi will star in the role made famous by Tony Curtis (right)

After *Eastenders* and *Hearbeat*, Ralf Schumacher joined Jordan this year. Actor Nick Berry (right) is a big fan



Separated

at birth?

Ever noticed any similarity between F1 people and certain well known celebs? Are they by any chance related? We think we should be told...

Some say I'm not the driver I was, but regular *F1 Racing* readers will know that "I can still do it". Confused?

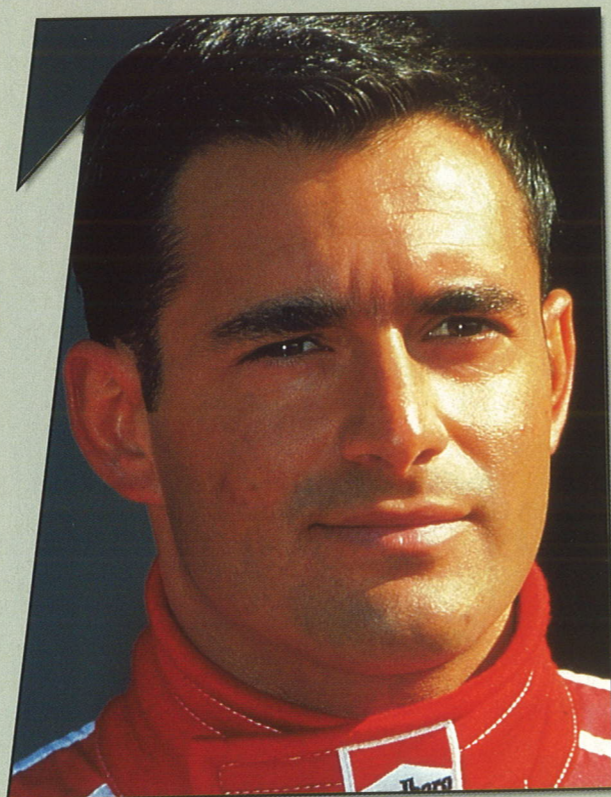
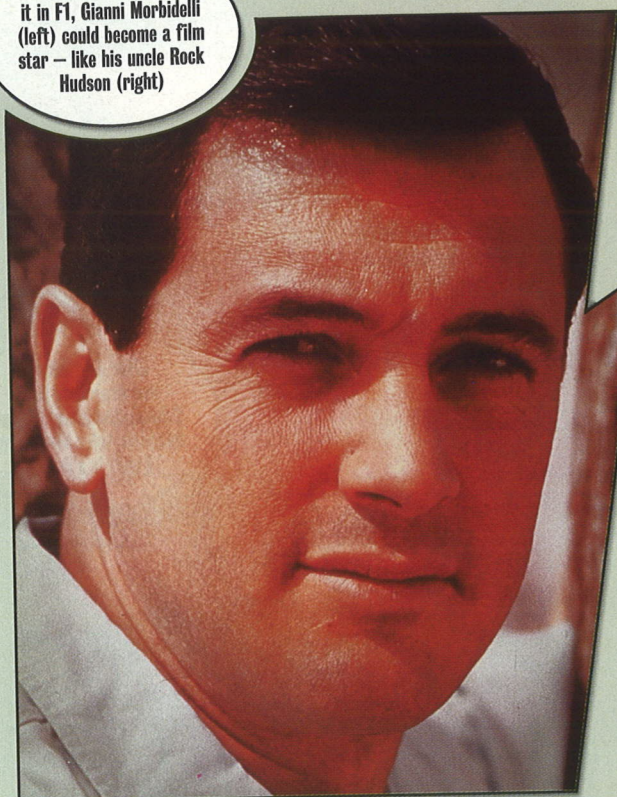


Separated at birth?

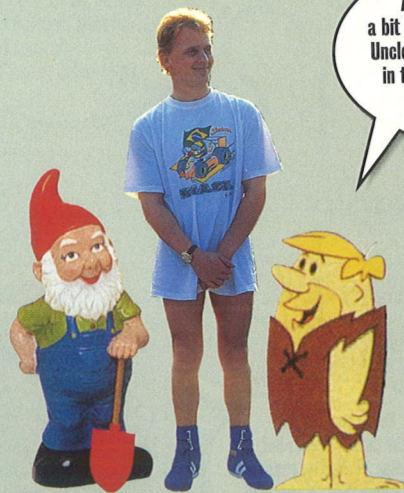


Remember Eddie Jordan, the fifth Beatle (right)? He looked very like John Lennon (left), a one-time F2 driver

If he never makes it in F1, Gianni Morbidelli (left) could become a film star — like his uncle Rock Hudson (right)



All my family are a bit of a laugh, especially Uncle Herbert. That's him in the silly T-shirt and no trousers



Ron 'Butch' Dennis's cars have often been stylish midfielders — like Ray 'We make history' Wilkins (right)

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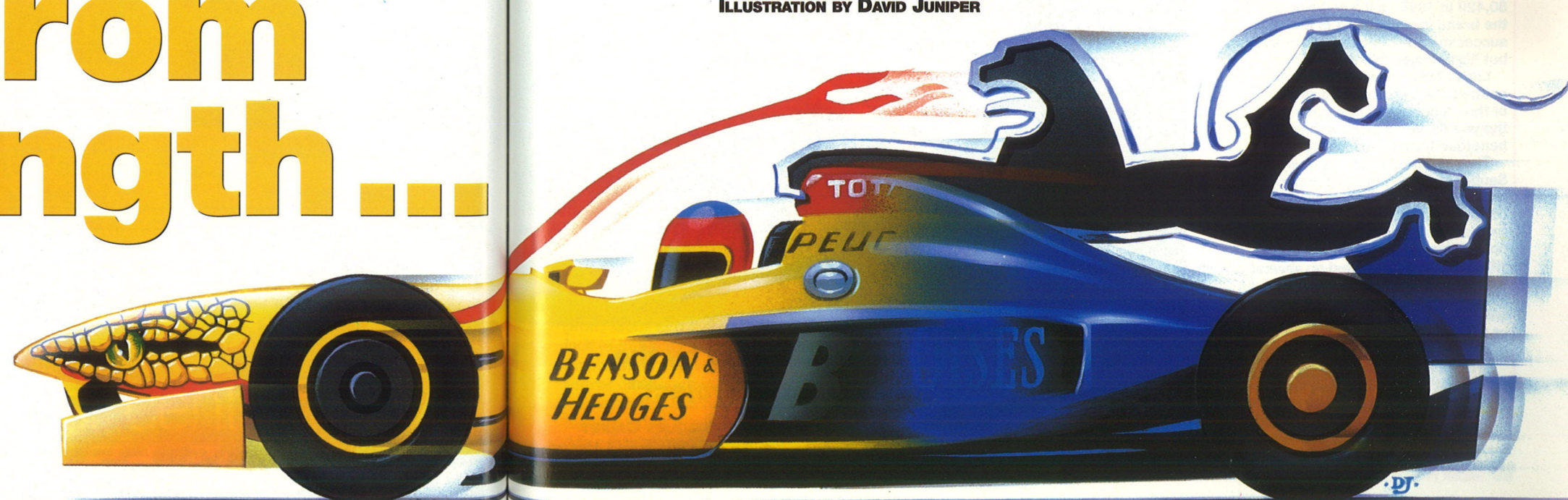
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The lion goes from strength...



The omens are not good for Alain Prost. The last all-French Formula 1 car to carry the tabloid epithet *Équipe Nationale* was the Ligier-Renault of 1992-'94 – a disappointing joint venture that amassed just 42 points while Williams, using the same engines, scored a mammoth 437 points.

Prost-Peugeot will inherit the mantle of France's national team next year; with Renault quitting F1 at the end of 1997, they'll receive the full weight of national support – and scepticism. They'll do better – far better – than Ligier did, because there is more strength in depth in the team and, like the Renault was in '94, Peugeot's V10 engine is one of the strongest in F1. However, the external pressures on them will be enormous, and Prost will require all his diplomatic skills to shield his people from criticism should results not match expectations.

The target of both team and engine supplier next season is to win races. Yet there are worrying discrepancies in the two parties' game-plans: Prost has spoken about a five-year plan to win the world title, and has warned people not to expect too much in year one. Peugeot cannot wait that long. They have already 'wasted' four years ▶



Opposite: Fisichella prepares to take his Jordan-Peugeot to battle. Left: Peugeot boss Jacques Calvet signs the deal with Prost. Below: 18 Jordan mechanics carry out Rall's pitstop at the British GP. He finished fifth



... to uncertainty. And from Jordan ... to Prost. Why are they doing this, and is it a good idea?

Tom Clarkson investigates

ILLUSTRATION BY DAVID JUNIPER

THE BOTTOM LINE IS SALES



For a company that concentrates on making 'repmobiles', Peugeot have always paid more attention than most to a car's dynamic ability. In other words, Peugeots handle.

Public relations spokesman Jean-Claude Lefebvre confirms it: "On the road, you have to make the car as good as possible, but also as cheap as possible. We are very good at making standard cars." So, of course, are Renault, Peugeot's rival. But while Renault have always made capital of their F1 involvement - witness special editions such as the Renault Clio Williams - Peugeot stress the racing link less stridently. So, from a marketing standpoint, is F1 really working for them?

The answer appears to be that it is. Peugeot's sales figures for the UK for the three years in which they have been involved in F1 are as follows: 1994 - 146,551; 1995 - 143,321; 1996 - 153,242. Things look strong this year, too. Peugeot's sales success story is an eloquent testament to F1's international appeal. It may be hugely expensive, but it's money well spent.

An even more telling statistic concerns Peugeot's sister company, Citroën. Peugeot-Citroën's advertising budget for the UK in 1996 was £89 million - yet the number of Citroëns sold in the UK has dropped since 1994, when the group sold 88,615, to 80,420 in 1996. Is it a coincidence that the brand involved in F1 is the more successful one? Peugeot won't say, but it's a reasonable theory.

Look at Mercedes. The three-pointed star is recognised as one of the most respected brands in the world - yet even Merc have benefited from F1 involvement.

They returned to the sport with Sauber in 1992, but the company's motorsport boss, Norbert Haug, refuses to attribute recent sales increases solely to F1. "We have good sales, especially in the years when we have competed on several levels of motorsport, including F1. Through F1 we can show that we have a willingness to compete at the very highest level." As Merc salesmen are fond of reminding us.

Will your next company car be called a Peugeot 406 Prost? Don't know - but it sounds like a good idea to us...

in F1 and need results now, otherwise they will be seen to have failed where Renault succeeded.

Moreover, Peugeot haven't helped themselves in their quest to continue where the Regie left off. In dropping Jordan after an increasingly successful three-year association, they will find themselves if not back at square one, then certainly working with a new and comparatively inexperienced team which is still learning the F1 ropes. In other words, they will be moving into a less competitive situation.

On top of this, Peugeot's chairman, Jacques Calvet, who is due to retire in late September, wants more from the new relationship with Prost - for less money. "Prost can count on our support," he said before the deal was even inked, "with one condition: that the investment must be inferior to what we currently have." Prost might have hoped for more.

Peugeot's current expenditure with Jordan is around £25 million per year, significantly less than both Renault and Mercedes, who are each paying around £40 million. Peugeot's is a fixed expenditure, but nothing can be fixed in F1. Winning demands a 'do what it takes' mentality. That Calvet, who has attended only three grands prix since his company arrived in

F1 in 1994, has admitted to being attracted to Prost by the patriotic aspects of the project makes you wonder whether he is influenced more by romance than realism.

Yet to have ducked the challenge of the high-profile route would have nettled the more chauvinistic elements of the French press. "I must say we have been attracted by the national dimensions of this project," Calvet admits. "I think that it will be of huge benefit to the French automobile industry." That may be so, but if Peugeot don't succeed there will be only one loser: Peugeot.

If they wanted to win in the short term, their best bet was surely to build on the progress made with Jordan this year. The team has stability, a good budget, and are on the ascent. Prost, on the other hand, are totally new. Worse, they have an unstable base: they will be moving in mid-'98 to a new factory in Versailles - an upheaval that is bound to cause its own problems, many of them unforeseen. In opting to partner Prost, it appears that Peugeot's main priority is publicity, not potential.

Perhaps they are seeking to make up for inadequacies in the marketing of their F1 effort to date - although the company's F1 PR man, Jean-Claude



"I must say we have been attracted by the national dimensions of the Prost project"

PEUGEOT CHAIRMAN JACQUES CALVET

Schuey jr scrapes his Peugeot logos along the wall in Montreal. Well, they do say that any publicity is good publicity...

DARREN HEATH/SUTTON IMAGES

Lefebvre, says there is a good reason for this: "Peugeot spend a lot of money on advertising, backing up their F1 involvement - but only if we win." Given that they haven't done an awful lot of winning in the past four years, his words explain a lot...

There is, however, no denying that the Peugeot A14 is one of the best engines in F1, producing more top-end power than the latest-spec Renault. But the development of race engines takes place at the factory, not at the track, so it's surprising that they should require 27 people at each race when Renault require only 24 to service two teams. One can draw two possible conclusions: either the company's time-and-motion management is poor, or it's a case of jobs for the boys.

Of the 27 Peugeot people at a race, only three are from the promotions department. The lack of publicity generated by their involvement in F1 has been a known source of discontent among Jordan management, a deficiency that was highlighted at this year's French GP. After Friday practice, the Jordan-

Peugeots were second and fourth, yet when French racing fans opened their daily sports paper *L'Équipe* on the Saturday, they saw not a single word about their domestic heroes.

Peugeot have to run a very tight ship financially, because they haven't allocated the same resources as some of the other manufacturers in F1. Indeed, one of the key sticking points during negotiations with Alain Prost, who refuses to help finance the development of their engine, is money. Oil giant Total pay a lot of cash to have their livery on the sides of the Jordans, but it remains to be seen whether their logos will appear on the Prosts. Currently, Total's money goes straight to Peugeot to help pay for engine development; it was one of the stipulations of the original Jordan deal.

Prost, on the other hand, will only have Total on his cars on his terms: the money gets paid to him, not Peugeot. Without Total he will persuade another fuel company to come on board, and he has already persuaded Elf, a French state-owned operation, to return to F1 this year.

Prost's future chances of

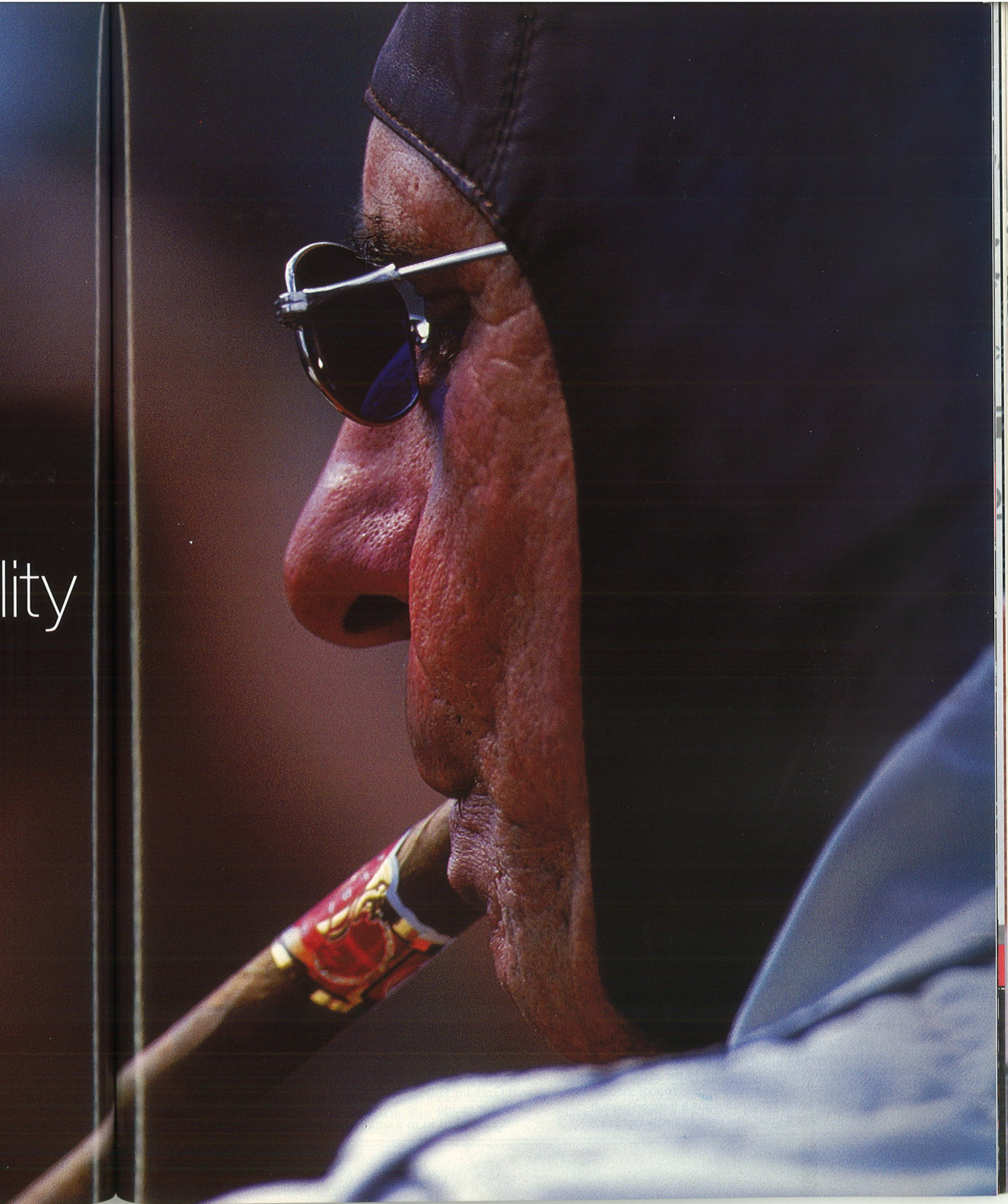
collaborating with government industries are not clear. In the French elections in March, a left-wing prime minister was voted in. Yet many of the promises made to Prost - for instance, the new factory in Versailles - were issued by the previous government. Hence the unpredicted problems he encountered with government bureaucracy earlier in the year, with the state trying to block the move.

Prost-Peugeot will be a high-pressure operation. Although it is not fair to equate it with Ferrari-Fiat, their relative positions within each country are comparable. Both are carrying the hopes of a nation, but with a difference. France is a more politically proactive country than Italy, and while a Michael Schumacher victory is met with cries for canonisation from Naples to Milan, the French will greet success with *sang froid*: bluntly, they expect it - as Prost found out when he was driving for Williams in 1993.

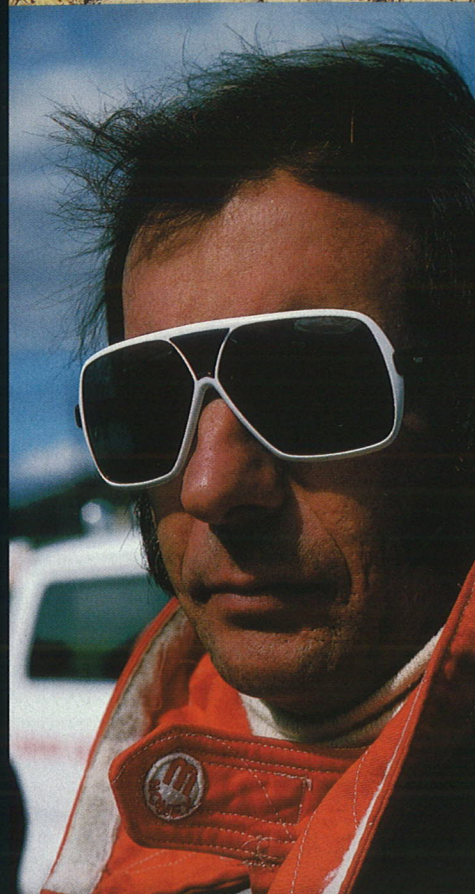
Prost will win races - as he always has - but only when he gets his engine manufacturer on the same wavelength as himself. Leave the politics to the politicians and go racing. ①

Star quality

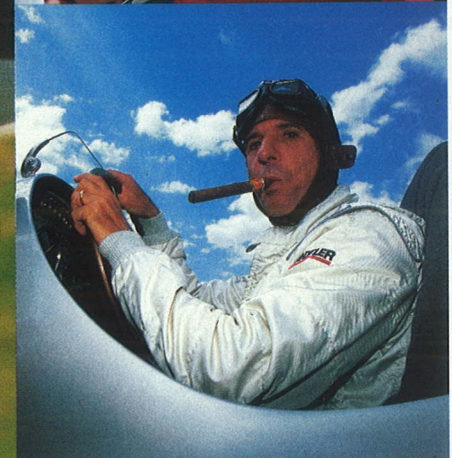
Among the pantheon of stars who attend most grands prix, none glittered brighter at Hockenheim than Emerson Fittipaldi. He even did some driving. Matt Bishop talked to him



“The first guy who asked me to drive in Formula 1 was Frank Williams. I said no”



Main: on the way to world championship number two, for McLaren, in 1974. Top left: Emmo always was laid-back...



Top right: In the Lotus 72 in '73. Centre right: at Indy in '93, celebrating that winning feeling. Bottom right: Berger wasn't the only good old boy at Hockenheim

Go back a year: to Sunday 28 July 1996, Michigan. The Indycar circus has arrived at the fastest superspeedway of the lot, and Emerson Fittipaldi is feeling good. His Penske-Mercedes has been quick in qualifying, and full-tanks testing has been even more encouraging. “For sure, I can win today,” he tells his wife Teresa on race morning. But he doesn’t win. He has one of the biggest accidents in racing history.

Friday 25 July 1997, Hockenheim: “I went outside Greg Moore, and it happened,” is all he will say about Michigan '96 today. “But I’m here. That’s the main thing. And I’m enjoying seeing so many of my old friends. I’m really looking forward to driving Fangio’s championship-winning car. My father was a racing journalist in Brazil, and Fangio was a friend of his – and an idol of mine when I was a little boy. For me it will be another dream fulfilled.”

In the event, he never gets to drive Fangio’s car, but instead has a go in an ex-Rudolf Caracciola Mercedes from 1937, the famous W125. A week after David Coulthard emerged from a very tentative outing in the same car at Mercedes’ test track at Untertürkheim – an experience that left him visibly rattled – Emerson dons a vintage leather helmet, gets in, lights a cigar (his own brand), smokes it,

then hurls the brutal machine along Hockenheim’s long straights at some 170mph. He climbs out, beaming and soaked in oil. “Fantastic,” he keeps saying. “Real good.”

Which is what everyone else is thinking, too. Like most living legends – for that is what Emmo is – he has had to work for his success. He raced motorbikes throughout his teens, but first dared hope he himself might be real good when he began karting at 17. He won in karts, then in sports cars, saloon cars and Formula Vee, by which time his all-consuming dream was to get to Formula 1. Somehow, anyhow.

Enter Jerry Cunningham. “Jerry was an Anglo-Brazilian, a friend of the family and a very keen racing man. He said: ‘Emerson, you should go to Britain, to Formula Ford.’ So I did, and Jerry came with me.”

They landed at Gatwick one chilly Saturday morning in February 1969. Emerson remembers it well: “I couldn’t see much out of the window, because it was very foggy, then suddenly I saw the ground. And I thought: ‘Jesus Christ. This is the place where Jim Clark, Jackie Stewart and Graham Hill were born.’ I had arrived at the home of motor racing.

“We checked in to a small hotel in Knightsbridge, and

Jerry went to collect a Mini Cooper that his uncle had given him. The next day we drove to Snetterton. I remember that day so clearly. I was wondering whether I was going to make it in Formula Ford. Was I going to be competitive? But my dream was one step nearer.”

Emerson needn’t have worried. In May, he won the second Formula Ford race he entered – ironically, it was at Snetterton – and by the end of the year had won a hatful of F3 races too. “After my third win in F3, in September, [Lotus boss] Colin Chapman asked me to go to his office in Norwich. He offered me a Formula 1 drive straight away. I was amazed, because I still didn’t feel ready, and I said no.”

It wasn’t the first time he’d refused an F1 offer. “The first guy who asked me to drive in F1 was Frank Williams. Frank was learning to fly at that time, and he flew to see me at my little house in Norwich. I said no to him too.”

It was Chapman who persuaded the shy Brazilian first; in July 1970, at Brands Hatch, Emerson drove his first F1 race, at the wheel of a Lotus 49. The race was won by Lotus’s number-one driver Jochen Rindt, but the newcomer drove sensibly to finish eighth. Time to dream up a new dream.

A points finish, perhaps? No problem. Just two weeks later, at Hockenheim, Emerson brought the Lotus home

fourth, Rindt again taking first place. The next dream would have to be victory.

In Austria, Team Lotus had a more troubled weekend – Fittipaldi finished 15th and Rindt retired – but Monza was a nightmare. Rindt was killed in Saturday qualifying, and Lotus withdrew from the race. “I remember I had breakfast with Jochen at the hotel on Saturday morning, and we talked about me doing a few Formula 2 races for the team he was running with Bernie Ecclestone at the time. I said: ‘Sure, Jochen. I accept.’ Two hours later he was gone.”

Lotus gave Canada a miss, but returned for the United States Grand Prix at Watkins Glen. “At the Glen I knew I didn’t have enough experience to be Lotus’s number-one driver, and I felt a lot of pressure. The night before the race I had a bad flu, with a very high temperature. I had to call a doctor, and I got no sleep at all. Everything was against me. Then on Sunday everything was for me.”

Fittipaldi started well enough, and looked set for a steady drive into the points, perhaps third place. Wrong: it was dream time again. First Jackie Stewart and then Pedro Rodriguez retired from the lead, leaving Emerson in first place. “I still have a very clear vision of coming round the last corner on the last lap, and seeing Colin running onto the ▶

PREVIOUS PAGE: DARREN HEATH/LAT ARCHIVE. DARRIN HEATH

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Have you got yours?

track and throwing his cap in the air. As a child I'd seen him doing that to Jim Clark and Graham Hill many times, and now he was doing it to me. Another dream come true."

By now there was only one dream left, and in 1972 Emerson achieved it, his sleek Lotus 72 winning five grands prix and making the black and gold of John Player Special one of the best known corporate identities in the world. He was still only 25 years old, the youngest world champion in the history of the sport.

Fittipaldi's team-mate in 1972 had been the little-known Australian Dave Walker – who was, in line with normal Lotus procedure, very much a number-two. For '73, the second car would be driven by Ronnie Peterson, at that time probably the fastest driver in F1. "At Monza Jackie Stewart was leading the championship; I could catch him but Ronnie couldn't. Colin said: 'If you are second and Ronnie is leading with 15 laps to go, I will signal Ronnie to let you past.' Sure enough, we were running first and second – Ronnie first – but at 15 laps the signal never came. Not at 10 laps either. So the two of us began an incredible dice, but I couldn't get past. From that day I was very disappointed with Colin, and I sat down to talk to Teddy Mayer [of McLaren] the very next day. And I decided it was time to leave Team Lotus."

It was a good decision and the result was Emerson's second world title, Marlboro being the beneficiary this time. Even so, Emerson was soon on the move again – to his brother Wilson's all-Brazilian Copersucar outfit. From 1976 until 1980 he toiled away in those yellow abominations – the Fortis of the '70s – but he was going nowhere, not very fast. "It was the biggest mistake I ever made in my life. I had offers from Ferrari, from Frank [Williams]... It was very depressing. It was extremely demoralising for me, having won the championship twice. Sometimes I didn't even qualify. It was terrible.

"I accept that I made a mistake, but at the same time I learned a lot. It gave me strength of character. But, you know, by the end I had all the right ingredients for success: my co-driver was Keke Rosberg, my designer was Harvey Postlethwaite, and my team manager was Peter Warr [ex-Lotus]. Our last car, the F8, was very good – but it was too late. Lack of money, no sponsors. I was hanging on by a thread, but it snapped and I fell." And disappeared from Formula 1 for ever.

From racing too, or so we all thought. We were wrong. "I should never have announced my retirement. I went back to Brazil, and at first I didn't miss racing at all. But then, in 1982, a friend suggested I do superkarts. I did it, and it was fun, and I wanted to have a bit of fun again."

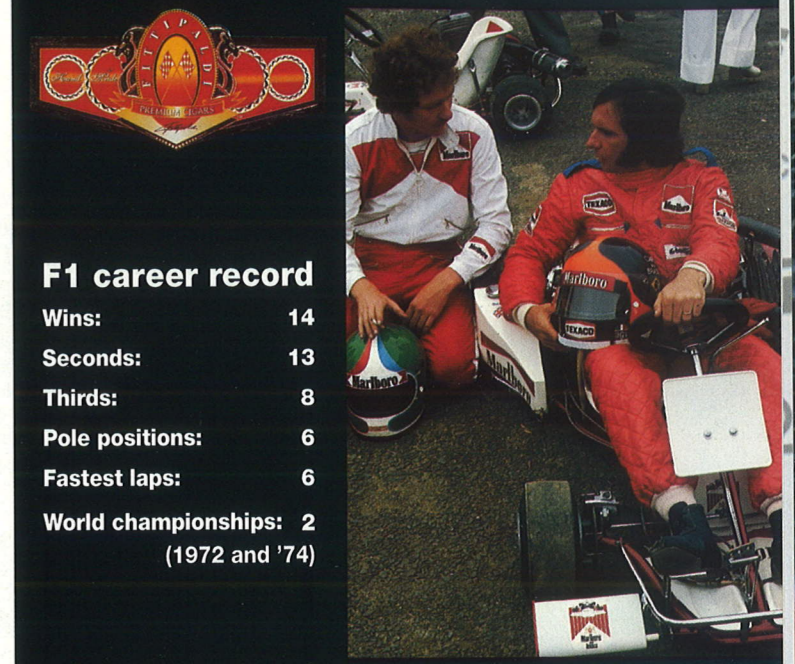
Before long, it was more than a bit of fun. "I found that I still had the motivation and the desire to win. I was 35 years old and racing against kids – 16-year-olds – and we had some great dices! Two years later, when I was 37, I won a superkart championship." Emerson was hooked again.

"In 1984 I tried an F1 car again – a Spirit, powered by Brian Hart's turbo engine – but I didn't have enough laps to get my mind back into Formula 1. Besides, for me F1 was still coloured by those five bad years I'd had with Copersucar. I didn't want to face that again."

Formula 1's loss was IndyCar's gain – and the rest, as they say, is history. In 1989 came the crowning moment of Fittipaldi's renaissance: Emerson won the Indianapolis 500. Additional wins at Detroit, Portland, Cleveland and Nazareth made him IndyCar champion. "There was so much pleasure in winning at Indy, so very much. It made up for all the effort and disappointment of Copersucar. Many people didn't believe I could drive quick again – even I had some ▶



In the Copersucar in '78: going nowhere, not fast



In '82, Emerson became the oldest karter in town

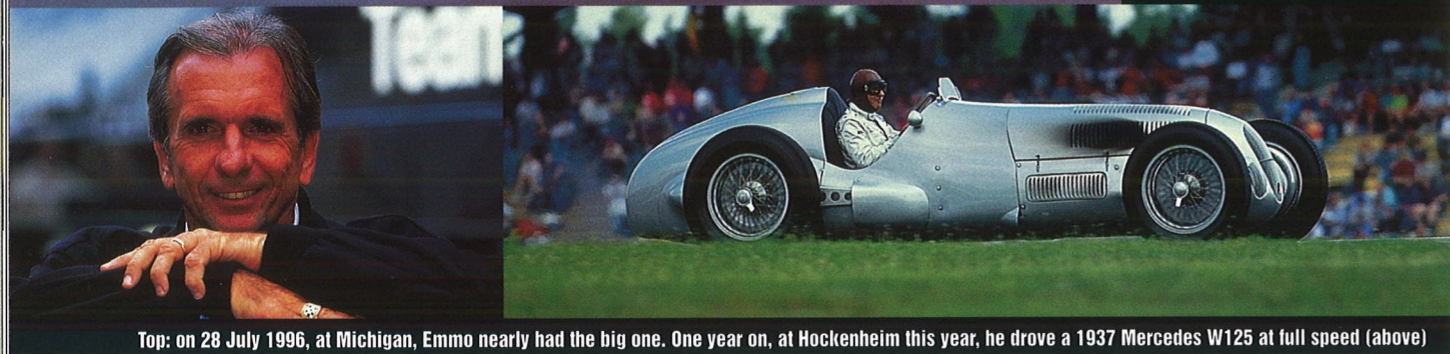


Above: with Unser jnr and Villeneuve at Elkhart Lake in '94 – and with someone else (below)





"For sure my wife and kids want me to stop. But I still have the love"



Top: on 28 July 1996, at Michigan, Emmo nearly had the big one. One year on, at Hockenheim this year, he drove a 1937 Mercedes W125 at full speed (above)

doubts – but I'd proved I could. Fantastic. Another dream."

Emerson joined Penske Racing in 1990, and so began a partnership that has given him as much satisfaction as that with Chapman exactly 20 years before. "Roger is the best team owner I have ever worked with, a great guy. I have had a superb second career in his cars, and would not be here talking to you but for how strong they are."

Which is where we came in.

So, a year after hitting the wall at 220mph-plus, will he answer the question he's been asked more often than any other? I find myself phrasing it thus:

Emerson, you're 50. You're a great man. You've won two Formula 1 world championships and one Indycar championship. You've won the Indianapolis 500 twice. You've been a professional racing driver for nearly 30 years. When you had that shunt at Michigan a year ago, everyone I spoke to said something along these lines: "Please, Emerson, stop now. Don't have the big one." What do you say to these people?

Long before I've finished my question, there's a broad smile, a gentle chuckle: "Yes, yes," he says. "I know about the support I have all over the world. I appreciate it, the respect. But it's such a personal decision. I need time to make sure what I'm going to do is going to be right. For sure I have thoughts about my family, but you only live once and you have to do what you like in life. For sure my wife and kids want me to stop. For sure. But I still have the love..."

"When I drove the Penske at Goodwood in June, it was my first time in the cockpit since the accident. I was very, very emotional as I sat in the car at the start, because the memories of Michigan – the last time I sat in the cockpit – were coming back. Things I had forgotten. Horrible memories. And it was the same car. But when I started driving, it felt fantastic, like the crash had never happened. And I really loved it.

"I'm a little confused. Physically I still need to recover more, and that is my focus at the moment. My right arm still has atrophied muscle. The doctors said it would be three months, then they said six months. But here we are a year later and still I have a problem. But I'm working on it. I'm having physiotherapy. I've started karting again, to sharpen my reflexes and get my right arm working again. I go by myself to the kart track where I live in Miami and I enjoy every lap, every corner. Either on my own or with friends. Sometimes against kids, like before. I time my laps, and I'm improving. I'm getting to within 0.2 seconds of the lap record for this type of kart. But still my back is painful, my arm is painful, and I have to stop before I want to because of the pain. Physically, I'm getting there. But I need more time to digest the trauma of the accident."

So, Emerson, are you like Mario Andretti, who famously said: "I figure I was put on this earth to drive race cars." Are you like that, Emerson? A long pause, then a smile: "I think so. Exactly. Yes. It's my life." **1**



Predictable No doubt about it Cut and dried No contest

Maybe the 'experts' had their minds on cricket or football because they couldn't have been more wrong!



Blinding performances from new kids Schumacher jr, Fisichella and Wurz. Bitter disappointments for Frentzen, Panis and Coulthard, a point at last for Hill and a blistering German Grand Prix from Berger. Just half way through the season and there's plenty more on the cards.



Schumacher is on top form and giving Williams a lot to think about. More points for Michael in Budapest and Spa will bring the Italians to Monza in their thousands. Not normally reserved, with a World Championship in sight they'll be on a real high. It's not the taking part in Italy - it's the winning that counts!

At the A-1 Ring in Austria facilities have been brought up-to-date but the circuit is no less spectacular than it was back in the 80's. Naturally undulating, the track is superb for spectators.

Another of the great circuits hosts the final race of the season - Jerez. Just over an hour from Seville there's a more relaxed atmosphere at this track. The Spanish don't rush - not in the midday sun!



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ROUND 10:
GERMAN GP, 27 July

ROUND 11:
HUNGARIAN GP, 10 August

GOOD YEAR

Schumacher and Villeneuve both falter, while two old boys take centre stage. Who said F1 is a young man's game?

REPORTS BY TONY DODGINS

DRIVERS' CHAMPIONSHIP

1	MICHAEL SCHUMACHER	56
2	JACQUES VILLENEUVE	53
3	JEAN Alesi	22
4	GERHARD BERGER	20
5	HEINZ-HARALD FRENTZEN	19
6	EDDIE IRVINE	18
7	OLIVIER PANIS	15
8=	DAVID COULTHARD	14
	MIKA HAKKINEN	14
10=	RALF SCHUMACHER	11
	JOHNNY HERBERT	11
12	GIANCARLO FISICHELLA	8
13	DAMON HILL	7
14	RUBENS BARRICHELLO	6
15	ALEX WURZ	4
18	JARNO TRULLI	3
17=	MIKA SALO	2
	SHINJI NAKANO	2
19	NICOLA LARINI	1

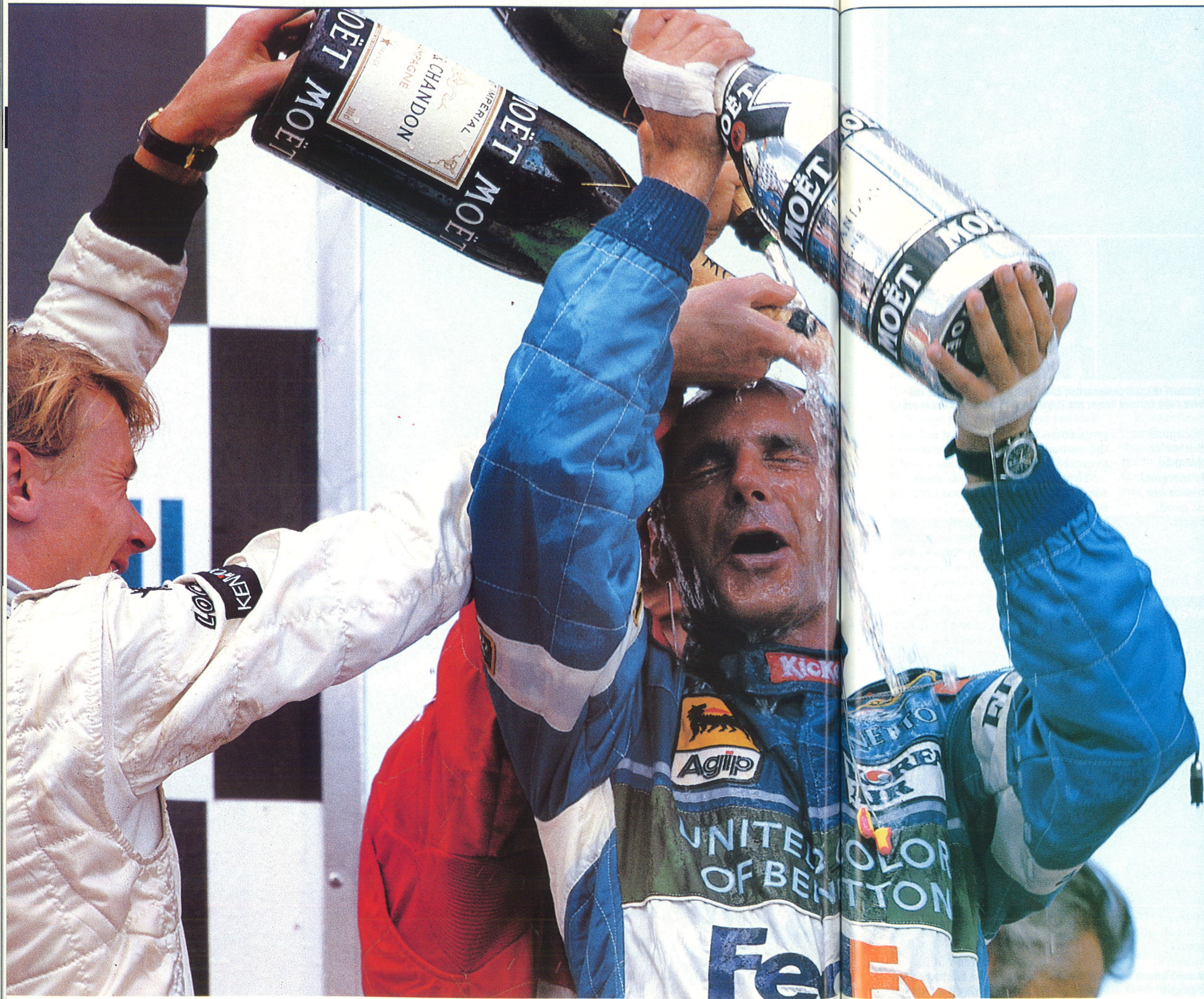
CONSTRUCTORS' CHAMPIONSHIP

1	FERRARI	74
2	WILLIAMS-RENAULT	72
3	BENETTON-RENAULT	46
4	McLAREN-MERCEDES	28
5	PROST-MUGEN HONDA	20
6	JORDAN-PEUGEOT	19
7	SAUBER-PETRONAS	12
8	ARROWS-YAMAHA	7
9	STEWART-FORD	6
10	TYRRELL-FORD	2

GRAND PRIX F1

DARREN HEATH





ROUND 10: GERMAN GP
MAIN: DARREN HEATH; VANDYSTADT

There's life in the old dog yet...

... and he can still do it. As he proved in no uncertain terms at Hockenheim. All hail Gerhard Berger

There they sat on the front row; the past and the future. Gerhard Berger on the pole for Benetton, 38 on 27 August and starting his 203rd grand prix, and Giancarlo Fisichella, 11 when Berger made his F1 debut in an ATS-BMW at the Osterreichring 13 years ago. The man Flavio Briatore had said will be a Benetton driver for '98. You couldn't miss the irony. Three days earlier Berger had faced the press. There had been rumours; his F1 career was over, his illness was more serious than he was letting on, etc, etc, so he put the record straight.

The last time he talked so openly of his emotions was during the aftermath of the Imola tragedies. Many who anticipated his retirement then, held their breath again



Left: champagne celebrations after Berger's victory with Schumacher and Hakkinen. Above: Fisichella's left rear blowout on lap 39 ended his chances of a podium finish

now – Gerhard is a popular figure. "In '94, I lost a friend," he said. "This time it's different. I don't have any safety problems or fears about risk. But I'm coming out of a difficult health problem followed by the emotional turmoil of losing my father. "I've had a lot of time to think these past few weeks. First, sitting in the bloody hospital looking at the walls, drawing pictures and weighing up my future. Especially the last few days. But I realise it is completely wrong to make decisions at stressful moments because they're not properly reasoned. So I've given myself three or four races to be clear about what to do. There are various ▶

options, not just racing, and each has things which interest me."

This sounded very much like the foundation of a retirement announcement, so off everyone went to bring down the final curtain on what, at season's end, will be an F1 career surpassed in its longevity solely by Riccardo Patrese's. Only Prost, Senna, Piquet, Mansell, Lauda and Schumacher have scored more points. Not so! Berger proved everyone wrong – and how! Forty-eight hours later he had taken his 12th career pole, the first since Spa '95 for Ferrari.

There was genuine warmth of the kind you don't encounter too frequently in a grand prix paddock. "That has to be the achievement of the season and I take my hat off to him," Mercedes Motorsport boss Norbert Haug said. "It just shows you. One of the things I don't like about this sport is people being written off. That should be a lesson."

True enough, but Gerhard knew he had a point to prove. "Definitely. Sporting reality is that you are forgotten quickly and need to prove yourself the whole time. Clearly I'm at some kind of crossroads with my life and my career, but through unlucky circumstance. I thought I would drive until I felt my performances going down, until I saw people going quicker than me. I said to myself that whenever I saw it, I would disappear very quick. But I was quick in the winter tests and as competitive as I've always been in the first few races.

"I'm not someone who gives up, but if you have three injections every day, antibiotics, pain, no sleep, and are always waiting for the next operation, suddenly things become very unimportant. That happened to me for a while but it's over now."

In modern-day F1, qualifying is one thing, the race quite another.

Nobody, frankly, expected Berger to win. However, with home hero Michael Schumacher

finding high tyre degradation and losing fifth gear around half distance, Sunday

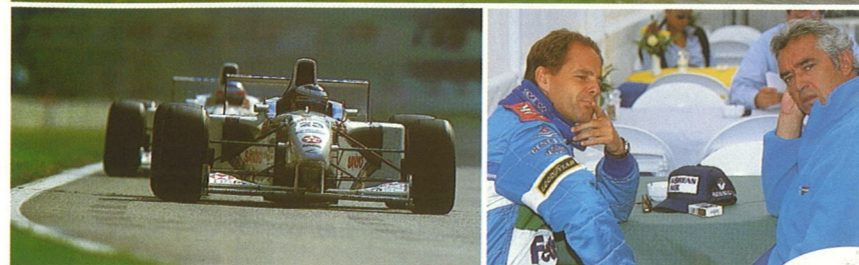
became a fight between Berger and Fisichella – the old and the new.

If Berger did have any fitness problems, you wouldn't have

known. Benetton, so often tied to the single-stop strategy through poor qualifying performances, went for

two. Jordan and Fisichella, meanwhile, did the opposite.

"A two-stop strategy was



Top: Fisichella hitches a lift from a jubilant Michael Schumacher. Above left: both Stewart-Fords ran well until their engines expired. Above right: Gerhard Berger and Flavio Briatore do not see eye to eye...

probably faster," admitted technical director Gary Anderson, "but we've spent eight races going backwards with pitstops. As it was only marginal, we thought we'd try to eliminate one. Time-wise we knew two was good, but the way it's been in the past, you always get stuck behind someone making one, and then you're knackered."

Speaking with good, frank Irish

"I knew there was a car in there and I did not want to come across it at 200mph" GERHARD BERGER

commonsense, Anderson didn't mind admitting that Jordan need to smarten up their act in the pits. "It's a bit of everything really," he said. "I've had a big chat with Eddie about it. 'In' laps, 'out' laps, failing to stop in the right place. We just need a lot more practice so that it becomes a day at the office rather than something that's all a bit too exciting."

Berger, running flat-out to build the necessary margin to get out ahead of Fisichella second time around, thought the expiry of Magnussen's Stewart had cost him the race. The Dane suffered a blow-up of atomic

proportions on the run down to the stadium and Berger was next to enter the mushroom cloud.

"I knew there was a car in there somewhere and I did not want to come across it at 200mph," he explained. "I almost stopped the car and was sure it would have cost me the race. I was pleasantly surprised to find myself so close to Fisichella when I came out for the second time."

A thrilling finish was in prospect but Berger was past the Jordan before the end of the lap. "I have a lot of respect for Giancarlo, but he is young," Berger grinned. "I knew that if I could put him under pressure immediately with the new rubber, he was inexperienced at leading and might make a mistake." He was right. Fisichella got a little out of shape at the second chicane and the Benetton slipped by.

The Italian pursued him for a few laps before suffering a left rear blow-out on the drag down to the stadium. Magnussen again?

"It was probably Jan's conrod!" Anderson speculated. "It was definitely debris because we've got a telemetry channel which we use to check for punctures. There was no problem, just an instant failure. The flailing tyre wiped out the oil cooler pipe for the engine and gearbox. It was piddling out when he came into the pits. I tried to stop him but he didn't want to hear that! He just kept going until it ground to a halt."

Anderson was remarkably sanguine for a man whose car had just lost a possible maiden win and an almost certain podium. He felt "disappointedly pleased, I suppose you could say". Fisichella had had a damned fine shot at winning his 17th grand prix. It took Berger 35.

It was a day for the young guns as talented Jarno Trulli, just 23 and in his 10th start, earned his first points with fourth place in the Prost, behind Mika Hakkinen. His race included the incident which put Jacques Villeneuve in the gravel and ensured Williams went home without a point.

"I was pushing him and he made a couple of mistakes," Trulli said. "He lost a lot of speed going wide at the first corner and I tried to go inside but he closed me down. I switched outside and he tried to block me again but I was already side-by-side, moving ahead. At the end of the straight I was inside and went for my line. I looked in the mirror and saw him losing control. I thought he was going to hit me.

"I hope he's not too upset because I think it was fair. We didn't touch. I know he's fighting for the championship, but that's racing. He should have slowed down and accepted the fifth place and two

points. When you make a mistake you have to be quiet and cool down."

Villeneuve, predictably, did not wholly concur. He took a trip down to the Prost motorhome to inform Trulli that they were in F1, not F3, and that he didn't fully understand what Jarno was trying to do.

Michael Schumacher's second place gave him a 10-point lead in the drivers' championship again, and Ferrari had a nine-point advantage over Williams in the constructors' chase. The klaxons blew.

"If you look at everything that's happening at Williams, it's bound to catch up with them," one designer said. "They've got all the Senna stuff going on, involving Patrick Head to a certain extent, Adrian Newey has gone and so someone else has got to pick up the ball. They've got a new driver in Frenzen and I think he's different to what they're used to. Villeneuve is his own man. Up to now they've had good leadership and perhaps they're struggling to find it just a little right now."

Hockenheim was a triumph of experience over youth. More than that, it was a victory for the human spirit. Berger reckoned he had a special power riding with him and you didn't need to ask what it was. ①

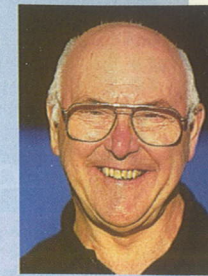


Top: Herbert gets a bit ragged under pressure from the Arrows boys. Above left: Diniz despairs after taking himself and Herbert's Sauber out of the race. Above right: Trulli ran well to finish fourth

Germany couldn't have been better for the title fight, reckons Murray

MURRAY'S VIEW

All too often Hockenheim is a boring high-speed procession with car after car expiring from the heat and the engine-sapping straights. But not this year!



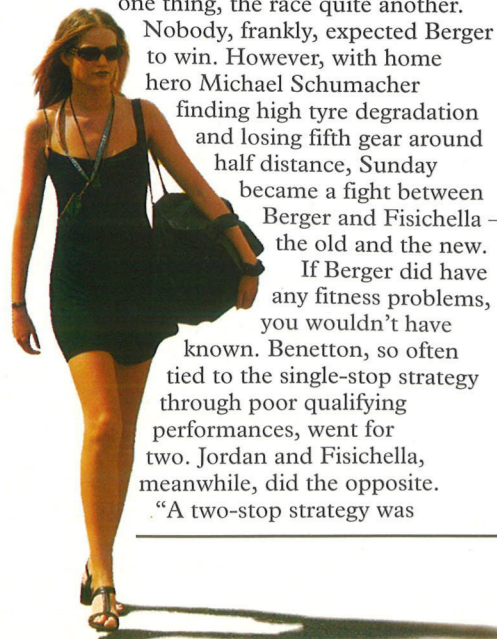
Bernie's script would have been rejected as ludicrously fanciful before the race, but it certainly had Martin and me on our toes and, I'll bet, you on the edge of your seat.

It was exactly what we needed. Something different, something new, something exciting, with all the drama of the rejected veteran making a sensational comeback by defeating the new whizzkid. My heart went out to Gerhard, who underlined what a great racer he is by overcoming the mind-numbing effects of his father's tragic death and his sinus miseries to give his team boss Flavio Briatore one in the eye for announcing his replacement by Giancarlo Fisichella in 1998. A statement which Eddie Jordan vigorously refutes, incidentally. Stand by for controversial fireworks.

How things change! Benetton back with a bang with both drivers in the points. None for Williams though (again) in what is turning out to be a season from hell. Wonder-man Jacques Villeneuve well beaten for the whole weekend. Frenzen making another dismal hash of it. Fisichella driving out of his skin to impress mightily and Jarno Trulli doing the same with a fine drive to score his first points.

But after Berger and Fisichella, the man of the race for me was Michael Schumacher with yet another high-points finish to extend his and Ferrari's championship leads – in spite of that extra pitstop.

Like Benetton, the prancing horse is on a charge, and Maranello's 50th anniversary is increasingly looking like being its best since 1983, unless Williams regain their lost momentum. ①





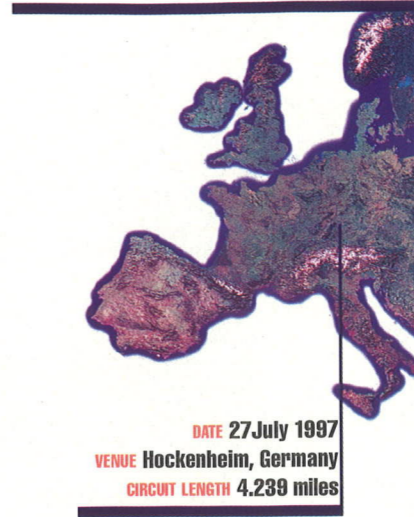
Berger blows them all away on way to victory

First corner dodgers again
 Tarso Marques retires with transmission failure before the race has even started. The attrition rate is swelled by yet another first-lap incident involving Heinz-Harald Frentzen. Eddie Irvine makes "the best start I've made in anything" to go from 10th on the grid to the inside of fifth-placed Frentzen at the first corner. Irvine uses all the road on exit and Frentzen collides with the Ferrari's left rear wheel. Punctures and failing rubber eliminate both. David Coulthard is an innocent victim, also hit by Frentzen. The McLaren, with an unhinged nose, understeers coming into the stadium and retires with damaged transmission.

Herbert harpooned by an Arrows
 Damon Hill, going well on a two-stop strategy in the Arrows, forces past Herbert's heavier Sauber for 10th, eight laps in. Diniz, anxious to race his world champion team-mate, outbrakes himself at the second chicane on the next lap and takes Herbert out too.

Come in number 20, your time is up
 Katayama's Minardi survives a first-lap fight with Verstappen's Tyrrell but, unbeknown to him, the radio is broken. Katayama fails to hear the team call him in for his stop and runs out of gas just after half distance.

Cosworth developing 'big bang' engine?
 Both Stewart-Fords suffer engine failures once again. Magnussen - in the spare car after engine problems with his race chassis - expires spectacularly after 27 laps, having run high temperatures from the start. Rubens Barrichello lasts another six laps before succumbing to a camshaft drivetrain failure.



DATE 27 July 1997
 VENUE Hockenheim, Germany
 CIRCUIT LENGTH 4.239 miles

Villeneuve off to the beach
 Jacques Villeneuve's championship challenge is dented when an argument over the first chicane with Jarno Trulli leaves the Williams stranded in the gravel trap.

Trulli amazing
 Trulli goes on to score his first points in F1 ahead of Ralf Schumacher and Jean Alesi. Schumacher is hampered by his second successive poor start while Alesi, despite setting second-fastest race lap on a two-stop strategy, always finds himself trapped behind drivers doing just one stop.



Jacques Villeneuve on his way to an early bath. He and Williams both failed to perform

MARTYN ELFDORJAT, SCIENCE PHOTO LIBRARY, GRAPHICS BY PSYGNOSIS, NEIL RANDON, RUSSELL LEWIS

GOOD YEAR TRACK FACTS

Tyres
 Goodyear took 2300 Eagle Racing tyres to Hockenheim: 1000 Prime or Optional slicks and 1300 wets. Bridgestone took 1264: 584 Prime or Optional slicks and 680 wets

Weather
 Qualifying: hot and dry
 Race: hot and dry

Race set-up
 Hockenheim requires a low-downforce set-up to maximise speeds on the straights. These test engine power and endurance to the maximum, and the race can sometimes be one of attrition. The three chicanes, the Jim Clark Kurve, Ostkurve and Ayrton Senna Kurve, and the stadium section require maximum mechanical grip from the tyres and a set-up which allows the car to ride the kerbs well. Brakes take a pounding.

FASTEST LAP
Gerhard Berger
 BENETTON-RENAULT, LAP 9
 TIME: 1 MIN 45.747 SECS
 SPEED: 144.361 MPH

FASTEST PITSTOP
Michael Schumacher
 FERRARI
 TIME: 26.048 SECS

FASTEST SPEED (RACE)
Mika Hakkinen
 (START/FINISH LINE)
 MCLAREN-MERCEDES
 SPEED: 164.077 MPH

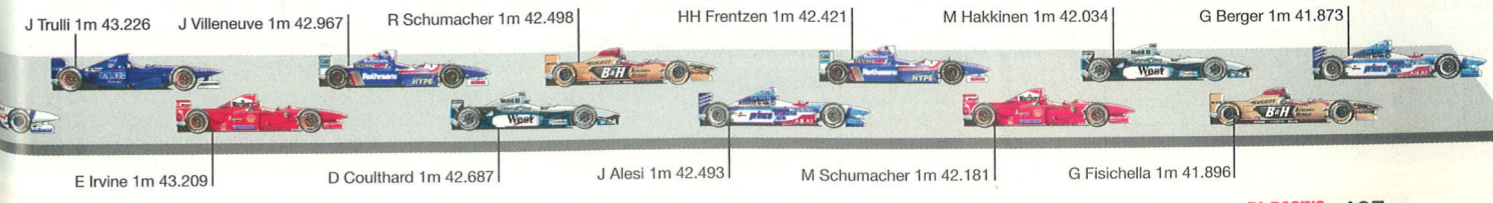
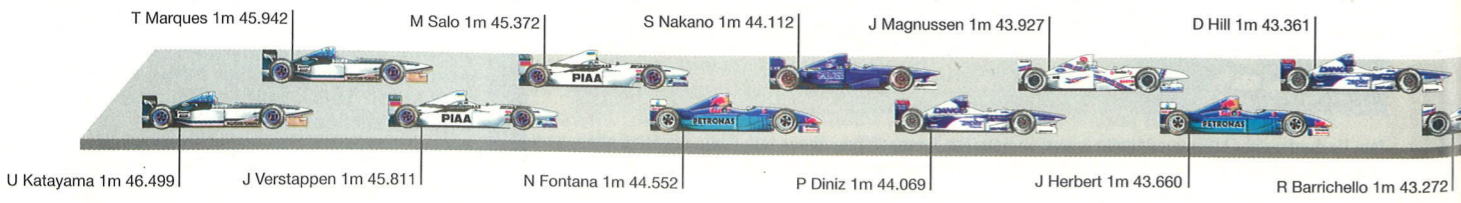
SLOWEST SPEED (RACE)
Jos Verstappen
 (START/FINISH LINE)
 TYRRELL-FORD
 SPEED: 158.297 MPH

POLE POSITION
Gerhard Berger
 BENETTON-RENAULT
 TIME: 1 MIN 41.873 SECS
 SPEED: 149.852 MPH

FASTEST SPEED (QUAL)
Ralf Schumacher
 (START/FINISH LINE)
 JORDAN-PEUGEOT
 SPEED: 169.608 MPH

SLOWEST SPEED (QUAL)
Tarso Marques
 (START/FINISH LINE)
 MINARDI-HART
 SPEED: 161.342 MPH

Grid at a glance

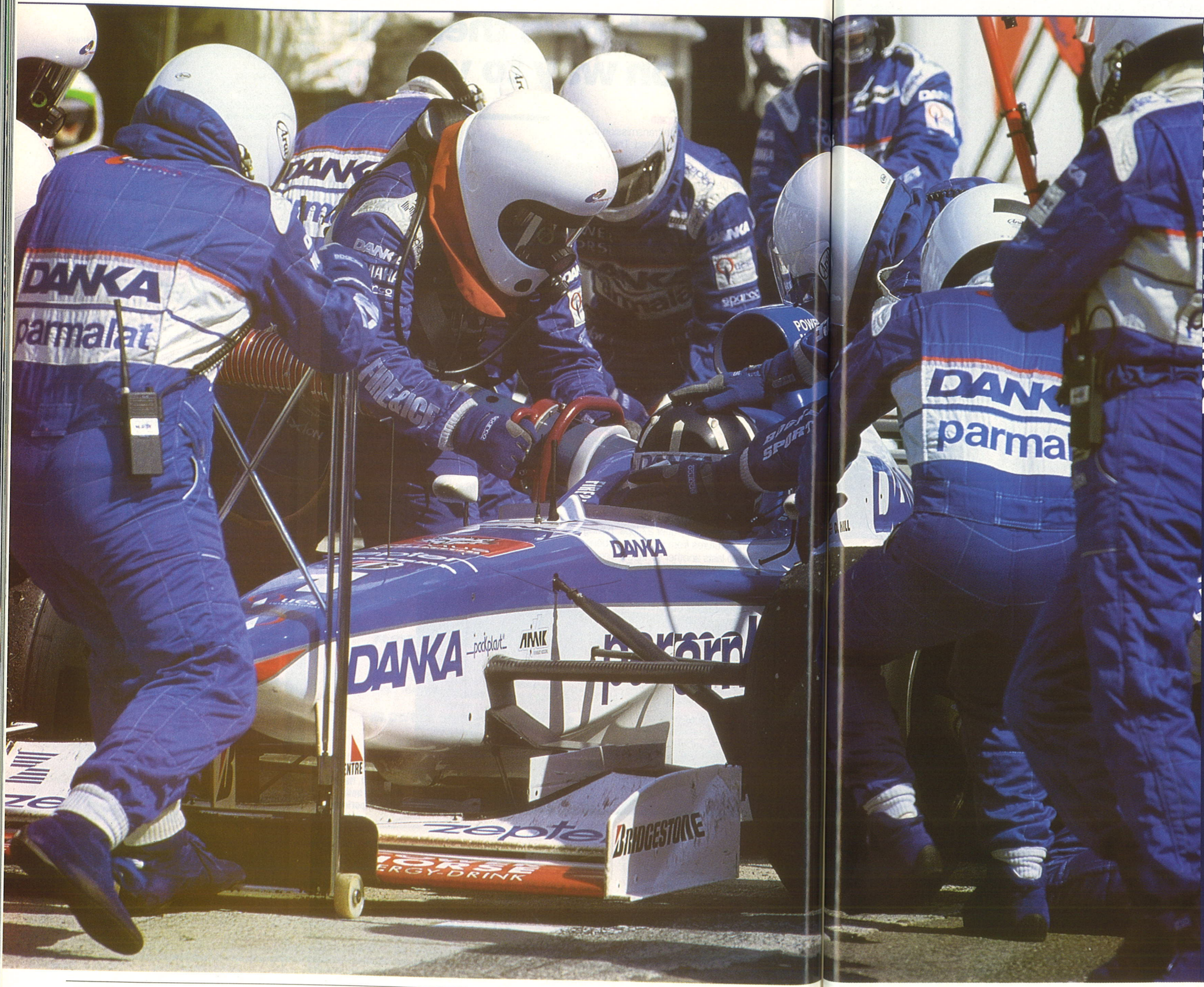


- ### FINISHING ORDER
- 1 Gerhard Berger Benetton-Renault B197; 1-20:59.046 (45 laps, 141.354mph)
 - 2 Michael Schumacher Ferrari F310B; 1-21:16.573 (45 laps, 140.846mph)
 - 3 Mika Hakkinen McLaren-Mercedes MP4-12; 1-21:23.816 (45 laps, 140.637mph)
 - 4 Jarno Trulli Prost-Mugen Honda JS45; 1-21:26.211 (45 laps, 140.592mph)
 - 5 Ralf Schumacher Jordan-Peugeot 197; 1-21:29.041 (45 laps, 140.487mph)
 - 6 Jean Alesi Benetton-Renault B197; 1-21:33.763 (45 laps, 140.351mph)
 - 7 Shinji Nakano Prost-Mugen Honda JS45; 1-22:18.768 (45 laps, 139.073mph)
 - 8 Damon Hill Arrows-Yamaha A18; 44 laps
 - 9 Norberto Fontana Sauber-Petronas 16; 44 laps
 - 10 Jos Verstappen Tyrrell-Ford 025; 44 laps
 - 11 Giancarlo Fisichella Jordan-Peugeot 197; 40 laps, DNF

- ### RETIREMENTS
- Jacques Villeneuve Williams-Renault FW19; 33 laps, spin
 - Rubens Barrichello Stewart-Ford SF1; 33 laps, engine
 - Mika Salo Tyrrell-Ford 025; 33 laps, clutch
 - Jan Magnussen Stewart-Ford SF1; 27 laps, engine
 - Ukyo Katayama Minardi-Hart M197; 23 laps, out of fuel
 - Johnny Herbert Sauber-Petronas 16; 8 laps, accident
 - Pedro Diniz Arrows-Yamaha A18; 8 laps, accident
 - David Coulthard McLaren-Mercedes MP4-12; 1 lap, accident/transmission
 - Heinz-Harald Frentzen Williams-Renault FW19; 1 lap, accident
 - Eddie Irvine Ferrari F310B; 1 lap, accident
 - Tarso Marques Minardi-Hart M197; 0 laps, transmission

- ### FASTEST LAPS
- Gerhard Berger 1min 45.747
 - Jean Alesi 1min 45.917
 - Ralf Schumacher 1min 46.127
 - Giancarlo Fisichella 1min 46.274
 - Damon Hill 1min 46.560
 - Michael Schumacher 1min 46.603
 - Jarno Trulli 1min 46.733
 - Mika Hakkinen 1min 46.831
 - Jacques Villeneuve 1min 47.044
 - Rubens Barrichello 1min 47.074
 - Norberto Fontana 1min 47.908
 - Shinji Nakano 1min 47.939
 - Jan Magnussen 1min 48.189
 - Pedro Diniz 1min 48.836
 - Johnny Herbert 1min 49.184
 - Mika Salo 1min 49.611
 - Jos Verstappen 1min 50.159
 - Ukyo Katayama 1min 50.161
 - David Coulthard 2min 22.236
 - Heinz-Harald Frentzen 3min 13.699
 - Eddie Irvine 3min 16.256

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ROUND 11 HUNGARIAN GP

One of the greatest wins ever...

... almost. On the verge of a feat every bit as great as his '96 title, lady luck intervened

How things have changed in a few months. Shortly after Damon Hill signed for Arrows last year, TWR hosted an open day for the press at Leafield, the former BT centre upon which Tom Walkinshaw lavished millions.

Walkinshaw said all the right things and the only incongruity was a little wooden hut set into a large modern courtyard. It was the place where Captain Scott planned his Antarctic expedition and it couldn't be touched.

We left impressed, but a few wiser counsels scratched their heads. We'd swallowed the spiel, been hoodwinked

and so, probably, had Damon. Why had he signed to drive an Arrows-Yamaha and not a Jordan-Peugeot? Patrick Head, for one, pondered the problems which Yamaha had experienced last year and doubted whether they could be solved quickly.

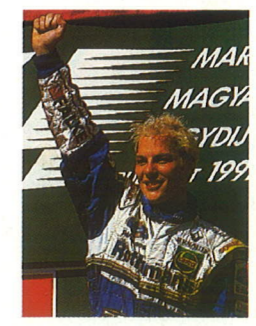
As 1997 unfolded he was proved right, but Damon accepted his lot with dignity. Some feel Walkinshaw short-changed him with his public

dressing-down at Silverstone and the partnership was written off.

However, in Hungary, Hill stunned everyone by qualifying third and very nearly winning the race. Going away.

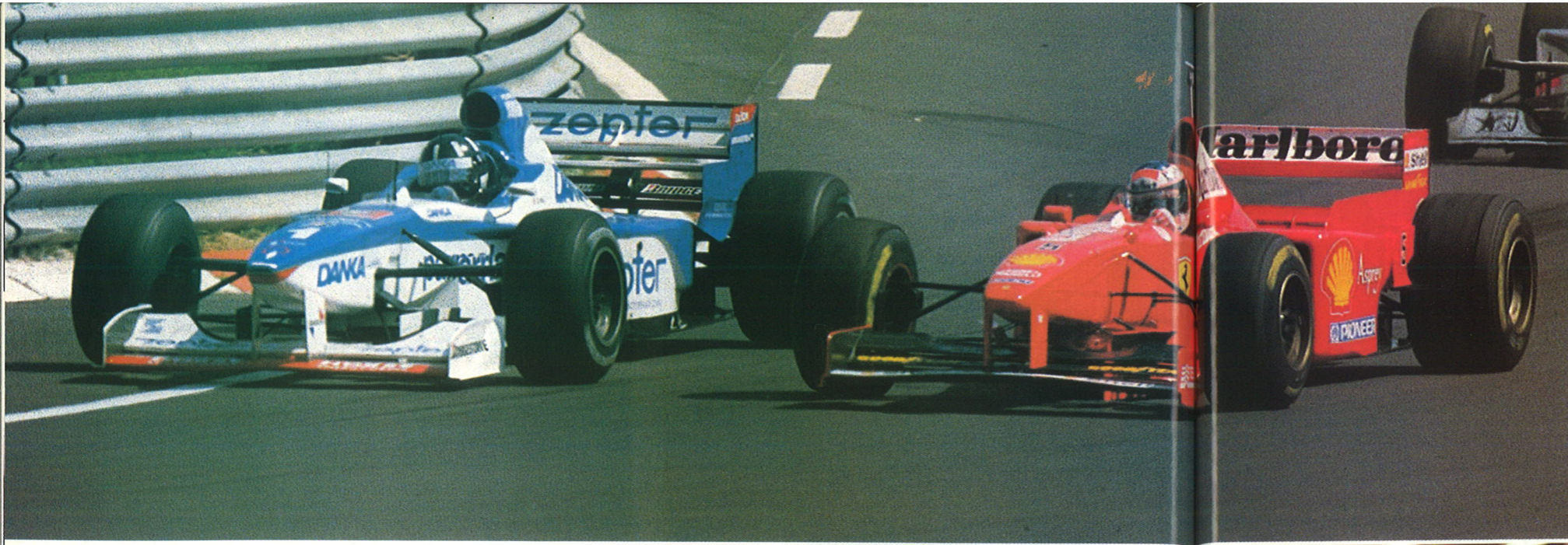
The first indication came on Friday morning, with Pedro Diniz in sixth after the first hour. By Saturday afternoon, Hill was third. A lot was down to the tyres, but not everything.

Hill said: "I thought we might just manage the top 10 or even six, but this is unexpected. The team have worked fantastically and Bridgestone have got the mix absolutely right first time here. I've always said that the car's got quite a good balance. It's not state-of-the-▶



Main: Damon Hill and Arrows were faultless all weekend. **Above:** Jacques' fifth win of '97, the ninth of his career

MARTIN EL FORD/LAT. DARREN HEATH/EMPIRS



art and there's a lot of more efficient machines around, but it cannot be that bad. I'm pleased for Yamaha too. There's been an improvement in the D-spec engine and in reliability too." Still, nobody took it that seriously.

"Can you win?" someone asked Damon. "Oh I should think so," he said.

"The whole package has to be working, though," Walkinshaw stressed.

From the start, the team got everything right.

"We put new tyres on him at the beginning so that he could get a really good start and maybe gain a place off the grid, which he did," Walkinshaw said. "The new rubber meant that he could put maximum pressure on Schumacher, who we suspected might have tyre trouble."

They were right. The Ferrari sprinted away from pole but, as at Barcelona, Michael went too quick too soon and before long his tyres were shot. Hill overtook him into the first turn, and the Ferrari became a mobile chicane.

This time, the Bridgestones held up really well, and Hill drove superbly, but it was not to be. Two laps

from the end, the car developed a hydraulic problem and it was in doubt whether he would finish, let alone win. Still, to see the delirium surrounding the podium you'd have thought that Arrows, Yamaha and Bridgestone had won the lottery. It was almost as though Villeneuve, smiling on the top step, didn't exist. But Walkinshaw didn't share the sentiments:

"As far as I'm concerned, we should have won today, and we didn't. I shouldn't be too happy."

The man's credo is winning. You only have to look at his record and you know how much this season will have hurt him.

Though he put a rocket up Damon at Silverstone, he had nothing but praise in Hungary: "He did a superb job all weekend. The guys put a good car under him and he made the most of it. You can't ask for any more. I think we had a good package here but, having said that, there were a lot of other people on Bridgestones and they were nowhere."

Hill has learned to cope with disappointment as well as success, and once again he was dignity personified.

"Today we should be celebrating," he said. "We came second in a grand prix with a car that was written off, completely. It's a bit bitter to be so close to a win but we were running ahead of a Williams and got a bloody

"It's a bit bitter to be so close to a win, but we were running ahead of a Williams and got a bloody good result"

DAMON HILL

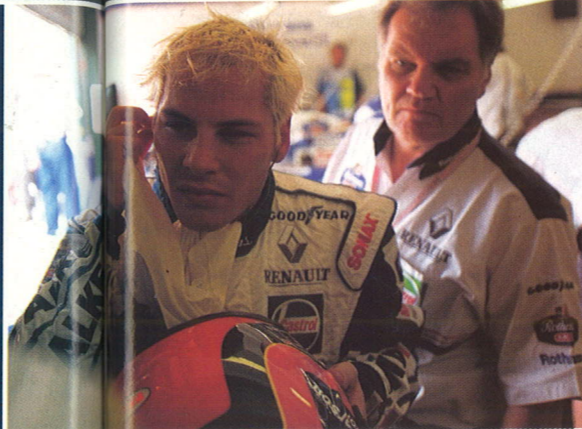
good result. I will go away, look back on this weekend and be satisfied."

Villeneuve, for one, hadn't expected the Arrows to finish. But by the time 70 laps were down, even Damon himself began to believe he was going to make it. Then he felt a sticking throttle.

"My heart sank when it started because usually those things are terminal, but I was just praying it would pick up. I was coming out of the chicane, I lifted for one of the corners and the throttle stayed open. I thought maybe my foot had gone a bit numb. Then the gears started going as well."

In the pits, Walkinshaw was rushing to figure the problem: "He radioed in that the throttle was sticking, and that delayed us a bit. We told him to take it steady, but it didn't immediately show up on the data. The minute he mentioned the gears, we knew it was hydraulic and told him to get into fifth as quick as possible. But it wasn't quick enough and he was stuck in a low gear, on the limiter, going slowly. If he'd been in fifth he could have cruised around the last lap and still maintained a good speed."

Villeneuve took to the grass on the



Top: Damon sticks it inside Schumacher. Above: Villeneuve was sweating for a while. Below: Damon sneaks up to second place in the run down to the first corner



last lap to pass the Arrows and clinch a vital 10 points, somewhat fortuitous after blistering his second set of rubber. In truth, Frenzen, who had qualified on harder tyres and seemed to be in good shape until a fuel connector broke, was stronger.

Damon explained his weaving as an attempt to keep the car going, not to block. "But I knew Jacques was around there somewhere," he added.

Villeneuve, like everyone else, only had good words for Hill's drive. "It's amazing to see him up here and he was worth a win today."

As the bedlam around the podium gathered pace and Patrick Head made his way back to the Williams garage, he turned on his heel and ran back up the pitlane to exchange a few words with Stan Hall, senior race engineer at John Judd's Engine Developments (who fettle the Yamaha engine). It was a nice touch, which Hill appreciated. After all, this was Yamaha's best ever result.

"Patrick just said, 'Damned good job' – and that meant a lot," Hill admitted. "We've worked damned hard, taken a lot of flak and a few brickbats, but we've made genuine progress and it was a sweet moment."

Damon concluded, "You can't take away the fact that Bridgestone brought us a tyre that was right for the circuit, but we've made small improvements to the car, the balance was good and sometimes experience is worth more than a technical advantage."

He arrived back at the Arrows team's awning just as Walkinshaw had finished explaining the hydraulic woes. "Thanks a lot, Tom," he smiled.

"Sorry about that," came a slightly sheepish response. ❶

Predictably, all Murray wants to do is heap praise upon Damon...

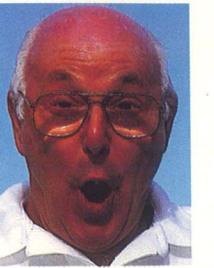
Just two words: Damon Hill. Heaven knows how many grands prix I've seen, but I can say I've never seen one which had me at fever pitch for so

long, and for such good reason. Formula 1 had settled into a predictable pattern of Williams and Ferrari, and surely nobody wants to see the same thing race after race. That's why Gerhard's victory at Hockenheim was such a shot in the arm. But, in my wildest dreams I'd never visualised Hill and

Arrows-Yamaha-Bridgestone qualifying third, then leading and pulling away. Life, for Damon, has been tough in 1997. As reigning champion he would normally have been fêted wherever he went as he fought to repeat his success. But first he was fired by the team he served so well, then he found himself in a car which couldn't even get to the line for his first race. Things deteriorated to the point where his boss called his commitment into doubt. In Hungary it all came right with two days of brilliance which reminded us how good he is.

He'll never drive a better race. He may drive some as well, but at the Hungaroring he gave Formula 1 a lift which heartened the nation. Well done Damon!

And well done everyone else who made it possible. Especially Tom Walkinshaw for masterminding the Arrows revival, Tony Dowe, for his team management, Yamaha for getting the job done and Bridgestone for nearly winning their first grand prix. What a great weekend! I can hardly wait for Belgium. ❶



MURRAY'S VIEW



KEY

→ SPEED (MPH)

⊙ GEAR

GOODYEAR TRACK FACTS

Tyres
Goodyear took 2300 Eagle Racing tyres to Hungaroring: 1000 Prime or Optional slicks and 1300 wets. Bridgestone took 1348: 584 Prime or Optional slicks and 764 wets

Weather
Qualifying: hot and dry
Race: hot and dry

Race set-up
The Hungaroring is an extremely tight and twisting track with only one straight to speak of. An extremely high level of downforce is required, as is the ability to ride bumps well. A good handling set-up takes precedence over out-and-out power. Almost impossible to overtake because of the narrowness and the amount of dust which accumulates off the racing line, due to the circuit's location in a natural dust-bowl

Grid at a glance



Damon dominant, but Jacques lucks in again

Early laps, early casualties
Another bad day for Stewart as Magnussen falls victim to a first-corner collision with Verstappen. "It damaged the bodywork and I couldn't hold the wheel in the fast corners," explained the Dane, who called it a day after five laps. Diniz also lost time after an argument with the Minardis of Katayama and Marques: "I made a good start but they did a kamikaze manoeuvre trying to overtake me. It put all of us off."

Schuey suffers a blistered rear end
Michael Schumacher led by 1.7 seconds at the end lap 1, but the Ferrari soon blistered its tyres. "We had not seen the problem during preactice," he said. "The front tyres should have been the ones to give trouble, so I was surprised to blister the rears. The second set worked properly but the next two had the same problems as the first."

Irvine gets the elbow from Nakano
Having qualified fifth, Irvine went for a two-stop strategy. The heavier fuel load meant his tyres went away even quicker than his team-mate's, and he was in after seven laps. He also suffered an intermittent misfire but fought his way back onto the tail of the Schumacher brothers before being punted off by Nakano on the last lap.

Hill on a high; Nakano gets the knack
Damon Hill had nothing but praise for Bridgestone, reporting total consistency across his three sets. But Trulli finished a



DATE 10 August 1997
VENUE Budapest, Hungary
CIRCUIT LENGTH 2.485 miles

disappointing seventh, half a minute behind team-mate Nakano, who put in his third good performance and scored his second point of the season.

Hockenheimring and Hungaroring; chalk and cheese
It was a bad race for Hockenheim stars Berger and Fisichella. Berger blistered his first set of tyres and at one stage was battling the Minardis, while Fisichella came to grief attacking Schumacher's Ferrari. "Michael closed the door and there was no grip at all off the line," Fisichella said. "He wasn't in the wrong; it was racing."

LAT. SCIENCE PHOTO LIBRARY. GRAPHICS BY PSYGNOSIS. RUSSELL LEWIS. NEIL RANDON



Johnny Herbert ran a pretty lonely 77 laps, but he made it onto the podium

HUNGARY RESULTS FINISHING ORDER

- 1 Jacques Villeneuve Williams-Renault FW19; 1-45:47.149 (77 laps, 107.703mph)
- 2 Damon Hill Arrows-Yamaha A18; 1-45:56.228 (77 laps, 107.549mph)
- 3 Johnny Herbert Sauber-Petronas 16; 1-46:07.594 (77 laps, 107.357mph)
- 4 Michael Schumacher Ferrari F310B; 1-46:17.650 (77 laps, 107.188mph)
- 5 Ralf Schumacher Jordan-Peugeot 197; 1-46:17.864 (77 laps, 107.184mph)
- 6 Shinji Nakano Prost-Mugen Honda JS45; 1-46:28.661 (77 laps, 107.003mph)
- 7 Jarno Trulli Prost-Mugen Honda JS45; 1-47:02.701 (77 laps, 106.436mph)
- 8 Gerhard Berger Benetton-Renault B197; 1-47:03.558 (77 laps, 106.422mph)
- 9 Eddie Irvine Ferrari F310B; 76 laps, DNF
- 10 Ukyo Katayama Minardi-Hart; 76 laps
- 11 Jean Alesi Benetton-Renault B197; 76 laps
- 12 Tarso Marques Minardi-Hart; 75 laps
- 13 Mika Salo Tyrrell-Ford 025; 75 laps

RETIREMENTS

- David Coulthard** McLaren-Mercedes MP4-12; 65 laps, engine
Jos Verstappen Tyrrell-Ford 025; 61 laps, gearbox
Pedro Diniz Arrows-Yamaha A18; 53 laps, electrics
Giancarlo Fisichella Jordan-Peugeot 197; 42 laps, spin
Heinz-Harald Frentzen Williams-Renault FW19; 29 laps, fuel connector
Rubens Barrichello Stewart-Ford SF1; 29 laps, engine
Mika Hakkinen McLaren-Mercedes MP4-12; 12 laps, engine
Gianni Morbidelli Sauber-Petronas 16; 7 laps, engine
Jan Magnussen Stewart-Ford SF1; 5 laps, steering damage

FASTEST LAPS

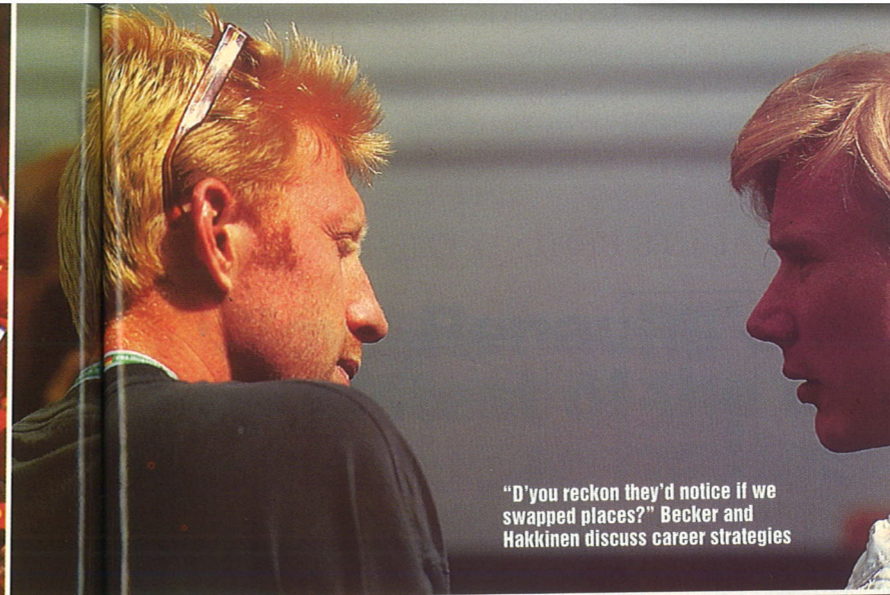
- Heinz-Harald Frentzen** 1min 18.372
Jacques Villeneuve 1min 19.066
Giancarlo Fisichella 1min 19.366
Eddie Irvine 1min 19.527
Damon Hill 1min 19.648
Ralf Schumacher 1min 19.651
Michael Schumacher 1min 19.684
Gerhard Berger 1min 19.923
Shinji Nakano 1min 20.003
Mika Hakkinen 1min 20.161
Pedro Diniz 1min 20.317
David Coulthard 1min 20.329
Jean Alesi 1min 20.573
Johnny Herbert 1min 20.606
Ukyo Katayama 1min 20.672
Jarno Trulli 1min 21.074
Gianni Morbidelli 1min 21.167
Rubens Barrichello 1min 21.409
Mika Salo 1min 21.578
Jan Magnussen 1min 21.628
Jos Verstappen 1min 21.676
Tarso Marques 1min 21.874

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On the spot



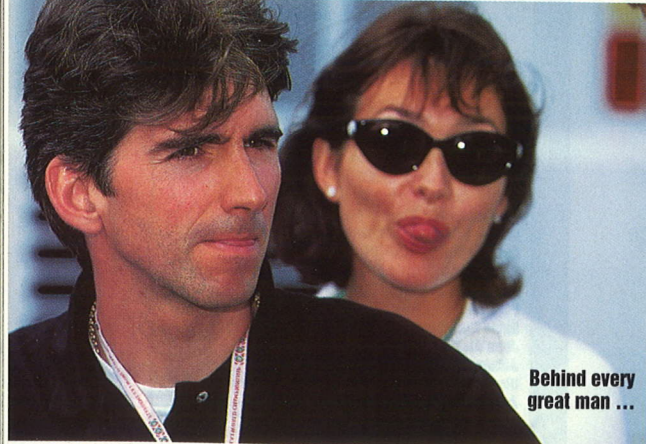
Now Schuey is a Ferrari driver, the Hockenheim crowd are the new tifosi



"D'you reckon they'd notice if we swapped places?" Becker and Hakkinen discuss career strategies



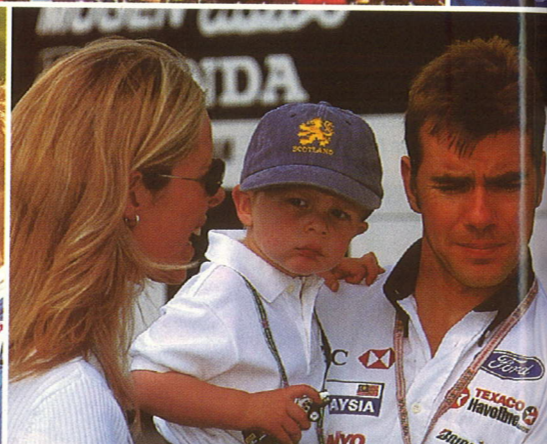
Gerhard's seeing red, but he's stuck with Flav for the rest of the year



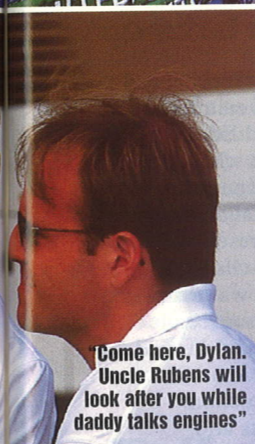
Behind every great man ...



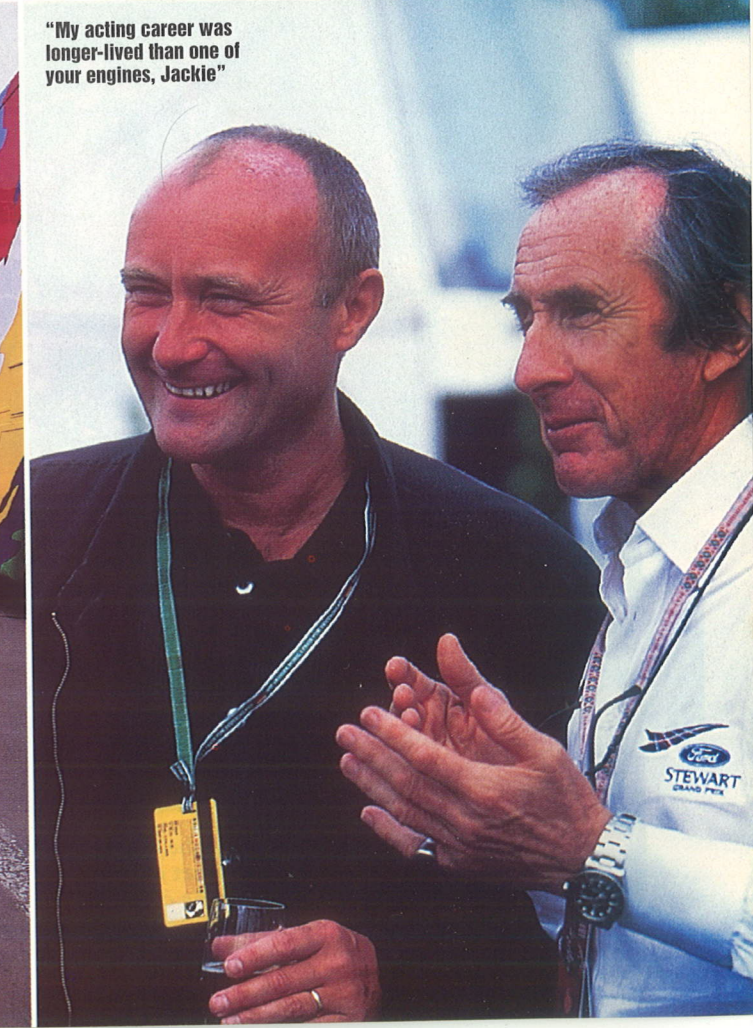
... is a driver trying to get a mention on ITV



Come here, Dylan. Uncle Rubens will look after you while daddy talks engines"



Winning can be a pain in the butt too, says Benetton's Nick Wirth



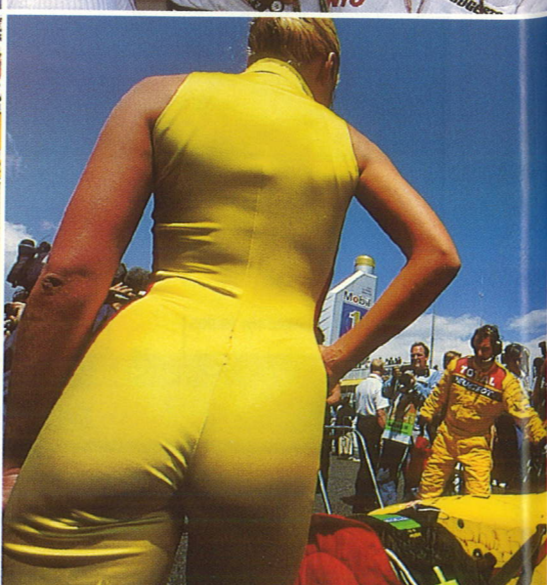
"My acting career was longer-lived than one of your engines, Jackie"



Keeping abreast of developments on the F1 front...



Jorg Müller will do anything to get his picture taken



The Jordan bodywork is extremely curvaceous



THE SECRETS BEHIND THE SPEED; THE FAULTS BEHIND THE FAILURES

The secrets behind F1 'traction control'

Since Silverstone, there has been talk about how 'three-dimensional engine mapping' helps some teams achieve a form of traction control – which is specifically banned under FIA law.

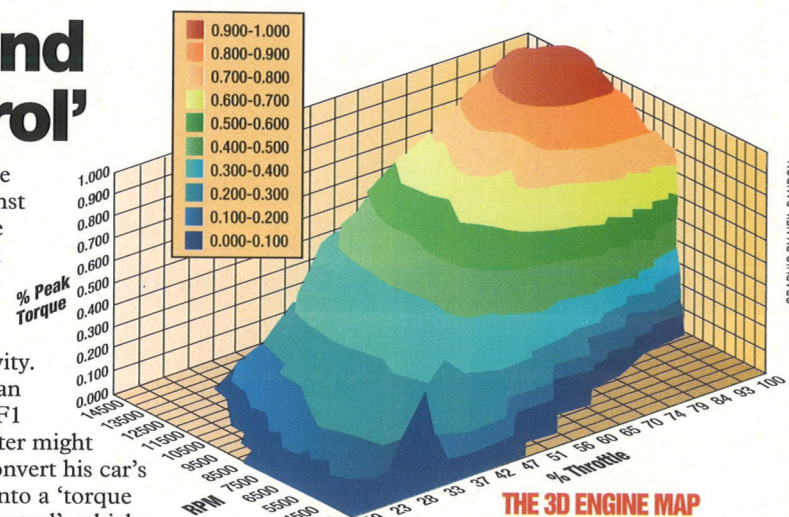
Fair enough, but exactly what is three-dimensional engine-mapping?

The cars' pitlane speed limiters may hold the key. Instead of using a simple ignition-interrupter system, Ferrari, for one, seem to have a kind of 'cruise control' which maintains a smooth engine note. This could imply that they have a more sophisticated form of engine speed control than some others – which, as one team boss put it, "may have other important uses".

Three-dimensional engine mapping is neither new nor sinister. The devil may be in the way it can be used. A typical 3D engine map (see diagram) allows an engine's power or torque

outputs to be plotted against both throttle position and revs at the same time, an innocent enough activity. By using it, an ultra-smart F1 software writer might be able to convert his car's accelerator into a 'torque command control', which requests a total performance level rather than just shovelling more or less fuel into the engine. Such a pedal, with powerful engine management, could vary engine parameters to produce the result requested.

Even this is not illegal. It becomes so if the software designer takes the



comparatively easy step of giving his 'control' the ability to impose limits over which the driver has no control. Example: the driver requests 480lb ft of torque; if the engine management knows that more than 470lb ft will cause wheelspin, and limits the power accordingly, the system is then illegal.

GRAPHIC BY NEIL RANDON



A wheel bearing failure forces Schuey out at Silverstone

Ferrari's British balls-up

Ferrari suffered their first mechanical failures of the year at Silverstone, when Michael Schumacher and Eddie Irvine retired six laps apart with wheel bearing and driveshaft failures respectively.

One theory – that the failures were connected and were the results of something as simple as a change in the team's grease thickness – was dismissed as nonsense by a Ferrari source.

"That's absolute rubbish," he said. "We understand the problem and have taken the necessary action. We're happy with progress and we've just got to keep on finishing."

Heinz's mind is in neutral; Jacques has a screw loose

Confusion over how to select neutral caused Heinz-Harald Frenzen to stall on the grid for the British GP.

This year's Williams has two methods of selecting neutral – one via the gearshift paddle and the other via a steering wheel-mounted button. Press both together, however, and they override each other. Frenzen inadvertently did this and found himself still in gear, hence the stall.

Race winner Jacques Villeneuve, meanwhile, suffered a loose wheel, causing him to lose 30 seconds at his first pitstop. Williams technical boss Patrick Head explained the reason for his problems thus:

"It looks as if one of the screws holding the disc bell in place was missing; when we put on a new set of tyres on the grid, it held the wheel off from fitting correctly."



Frenzen in Britain: the worst possible start

RALPH HARNOCK/LAT. SUTTON IMAGES; ACTION IMAGES; DARRIN HEATH

'Slow' Renaults end up fastest of the lot

Jacques Villeneuve was very unhappy about his lack of straightline speed at Hockenheim during Friday practice.

Renault changed his car's engine overnight, but in qualifying Jacques was only 16th quickest through the sector one speed trap, at 211mph (as against team-mate Heinz-Harald Frenzen's 214mph on what Villeneuve claimed were the same settings).

Renault Sport's Bernard Dudot said that as the gap was consistent, Friday to Saturday, the engine wasn't to blame.

Ironically, in the race, Villeneuve's Williams recorded the fastest speed – 218mph – as one of only two cars to break 350km/h (Jan Magnussen's Stewart being the other). The cars run less wing in race trim and also have the benefit of tows.

But spare a thought for the Tyrrell drivers. Top mark in qualifying went to Giancarlo Fisichella's Jordan-Peugeot at 217mph, while poor Jos Verstappen was struggling along at 202mph, almost 4mph down on even team-mate Mika Salo.

Salo explained the problem like this: "On one lap I came onto the pitstraight, checked my mirror and

saw David Coulthard 100 metres behind. I went through the first corner and he passed me halfway down the following straight. I couldn't believe it!"

Tyrrell, remember, tried running smaller front wheels at the back in 1996 to reduce drag, but the move was outlawed by the FIA on safety grounds this time around.



'Snot fair. I want an even bigger advantage, Jock'

RACE FASTEST SPEEDS

	SECTOR 1 (mph)	SECTOR 2 (mph)	FINISH LINE (mph)
Berger	214	199	164
M Schumacher	212	200	160
Hakkinen	214	201	165
Trulli	215	201	162
R Schumacher	216	203	163
Alesi	217	202	164
Nakano	213	199	163
Hill	212	203	163
Fontana	214	205	163
Verstappen	205	193	158
Fisichella	216	203	165
Villeneuve	218	204	163
Barrichello	215	199	162
Salo	207	194	159
Magnussen	217	201	162
Katayama	205	192	159
Herbert	212	200	160
Diniz	214	203	162

Ralf on the fiddle at 200mph-plus

TV viewers of the German GP were surprised to see Ralf Schumacher fiddling with something on the right-hand side of his Jordan's cockpit at 200mph-plus. Was it electronic brake balance? A programmable diff? Fuel? Or 3D throttle mapping?

"Wrong," smiled Jordan tech boss Gary Anderson. "He was adjusting his headrest. It clips in at the back, and there are two fasteners so that the marshals can undo it without tools. The headrest was bouncing around and he was trying to sort it out."

Using his left hand because his right was occupied with the gearshift



paddle? "No, because the fastener goes in at 90 degrees to his body," explained Anderson.

Jordan's nose job

The two Jordans sported all-new 'low maintenance' bodywork at Hockenheim.

It is a three-piece kit which allows mechanics to remove the centre section via eight fixings, instead of 22, so that set-up changes can be done more quickly.

You might also have noticed a change in the appearance of Giancarlo Fisichella's car during qualifying. The team have developed a new 'low downforce' wing package for the high-speed tracks, but midway through the session Fisichella binned this new front wing in favour of extra front-end grip. He was right too, his front row grid position being Jordan's best since Rubens Barrichello's wet-weather pole at Spa in 1994.

DEBRIEF BRIEFS

A forest of Ford failures

Stewart tech boss Alan Jenkins was very diplomatic about Ford's engine problems in qualifying at Silverstone: "I reckon I speak for the whole team when I say we accept the risks inherent in the aggressive engine development."

But by the end of the meeting, even he sounded a little weary: "Hopefully our Hockenheim planning will not involve chaining scooters to trees at strategic points throughout the forest..." Mika Salo would sympathise, not just because Tyrrell's Fords have also been going bang, but because on Saturday he spent an hour lost in the forest trying to walk back to the pits after a blow-up!

Hill faster than Schuey

Damon Hill set an impressive pace in the German GP. His fastest race lap was quicker than the best laps of second- and third-placed men Michael Schumacher and Mika Hakkinen. (Schuey had a splash 'n dash on lap 40 at Hockenheim because he was sent off 10 litres short during his first stop.)





Rubber checks:

The tyre war has slashed lap times, but has it brought another set of problems?

Now that we're half a season into the Bridgestone-Goodyear tyre war, it's possible to see the extent of changes it is bringing to the racing scene – and as predicted, they are extremely large indeed.

The most obvious result has been a big drop in lap times. Four, five and even six seconds are being slashed from laps on some circuits, and I'd estimate that just over a second of that comes from improvements in cars' chassis, engine and aerodynamic packages.

To put the performance gain into context, we've just been to Monza for a test, and Mika Salo's first flying lap was under 1 minute 26 seconds. In my Ferrari days, in the early '80s, I can remember the whole stand erupting when we first went under 1:30 – and that was in a ground-effect car with big wings and a turbo!

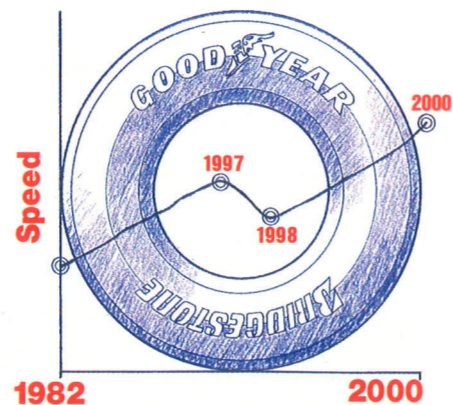
The tyre improvement seems to be coming mainly from the use of softer and softer compounds, rather than from big changes in the way tyres are constructed. It's a simple enough theory: the softer the compound, the greater the grip. In fact, Goodyear received flak in Spain, a couple of races ago, because some of their runners felt they were getting too near the limit on soft compounds, and some drivers were having trouble with blistering. Spain is hot, and has more long, fast corners than other circuits, which brought the problem to a head.

To my mind, Goodyear weren't at fault. Blistering is caused when points of excessive heat in the tread bubble up, almost as if the rubber is boiling. To me, that indicated Goodyear were pushing right to the limit of making tyres with the most grip, hence the softest compound for the conditions, which is what I believe they should always do. It's up to a team to contain the blistering by balancing their cars as well as possible, and by getting their

drivers to look after their tyres during a race. After all, when cars used to run full races without stopping, some drivers turned tyre care almost into an art form – and won races as a result.

Blistering is a fact of life in modern racing. One method of relieving it is 'shaving', or reducing the thickness of a soft-compound tyre's tread from the 3mm or so it starts its life with. Reducing the thickness – commonly by a couple of tenths of a millimetre – makes a big difference to its tendency to retain heat, and to blister. It's a little-known fact that well-worn tyres, say in the last half-dozen laps of a one-stop race, get so thin in the tread (down to 1mm or so) that they won't retain much heat at all, and the driver actually goes back to racing on cold tyres. Shaving a tyre's tread across its entire width is now regarded as illegal by the FIA, though you're still allowed to modify an edge if you want to. But that's not likely to be desirable because you're probably changing the contact patch, the way the tyre sits on the road.

The scale of the Goodyear-Bridgestone tyre battle is turning out to be huge. Bridgestone have demonstrated that they are very



What goes around comes around

Speeds will fall next year, but what will happen once the tyre firms get to grips with the problem?

compound interest

It's up to teams to contain the blistering by balancing the cars and getting drivers to look after their tyres

rumoured to be considering an F1 campaign) could make things any more torrid. The pressure is enormous already. I don't believe either Bridgestone or Goodyear are keeping anything in reserve.

In the remainder of this season, I believe we'll see more evidence that the abrupt fall in lap times is causing serious knock-on problems for an F1 car. Designers don't much enjoy airing their problems in public, but it's no secret that there have been some pretty significant failures of items like wheels, brakes and suspension. Teams are now shortening a lot of their components' life cycles to compensate.

Drivers, too, are having more trouble than ever with their neck muscles because of the side-forces in corners. The British GP was very, very tough on drivers – the toughest for a long time – and I think that's also the reason why we had so many of them falling off the track in the later stages.

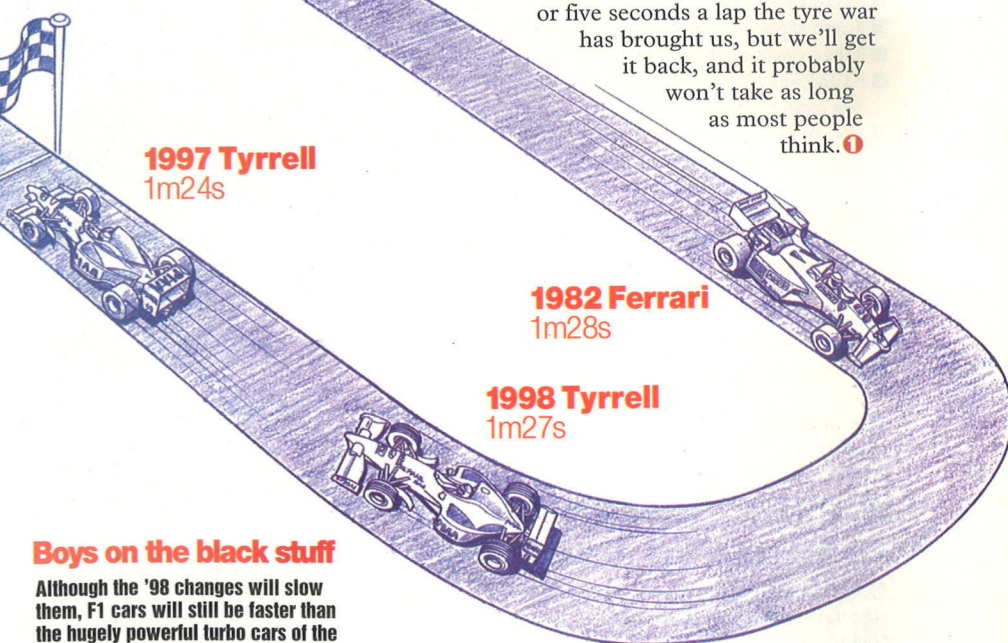
Of course, when every F1 car's track gets eight inches narrower next year, and they all have to wear grooved tyres, the cornering loads are going to fall. We're testing a '98-spec car, and finding that braking distances have grown a lot, and cornering forces have dropped. It's physics: you're putting less rubber on the road, and much harder compound rubber at that. The drivers hate it, of course, but I've never known one that doesn't smile when soft rubber goes on the car.

Talking compounds, there's a bit of a misunderstanding about the so-called hard and soft tyres F1 cars have been using this season. The truth is they're not nearly as far apart as people think. In fact, by touch and sight you'd be hard pressed to tell which is which. But the '98 compounds are much harder, similar to those used for sports car racing, where race distances are greater and the cars are sometimes twice as heavy.

It's always a shock when the rules make your racing car go a lot slower. But I'm convinced this is a better solution than just cutting great swathes of straightline performance out of the cars. One thing is certain: we may be about to lose those four or five seconds a lap the tyre war has brought us, but we'll get it back, and it probably won't take as long as most people think. **1**

serious players indeed, and can be extremely competitive. On a number of occasions they've had the better tyres, but not the team with which to capitalise. The fastest cars continue to use Goodyear – who are responding very seriously to the Japanese threat – which must be an important reason why they continue to win all of the races. I'd say the best Goodyear runner is pretty consistently 1.5 seconds a lap faster than the best Bridgestone team, which amounts to nearly a full lap in a Silverstone race. So under the circumstances, Bridgestone have done well to have scored several podiums this year.

In fact, the tyre companies are competing at such a high level that I'd be surprised if the entry of a third company (such as Pirelli, who are



Boys on the black stuff

Although the '98 changes will slow them, F1 cars will still be faster than the hugely powerful turbo cars of the '80s. Our graphic shows a lap of Monza

ILLUSTRATION: IAN HOWATSON

HARVEY POSTLETHWAITE IS MANAGING DIRECTOR OF ENGINEERING AT TYRRELL

Taste the high life in Monaco 1998

The chance of experiencing a VIP trip for two to the Monaco GP next year should be more than enough to get you started on *F1 Racing* Dream Team. All you need is three drivers, a chassis and an engine. Your season's budget is £40 million and one of your drivers must come from the £1 million category. You can enter as many teams as you want, because the game for the top prize lasts all season, but teams only start scoring points from the time that they are registered. Each race is a separate game in itself, with superb individual prizes, and points scored at each race will also be put towards the top prize of the Monaco VIP trip.

If there is more than one winner for the individual race prizes, the team that registered first will be declared the winner. You can only be included in the scoring for a forthcoming grand prix if you have registered before noon on the Friday before a race.

HOW TO ENTER

- Choose three drivers, a chassis and an engine. One driver must be worth £1 million and your total is limited to £40 million
- Decide on a name for your Dream Team
- Register your team by calling 0891 891 810. You will be asked to predict how many points you think this year's world champion will notch up over the year, in case of a tie-break.

HOW TO SCORE

Points are awarded to the top six finishers of each race, based on the F1 world championship points scoring system (10,6,4,3,2,1) but with an extra 10 points for each of the top six finishers. All drivers are eligible to score for a top six finish but they also notch up extra points as follows:

- The fastest driver in race-day warm-up will collect six points, with five for the second and so on down to a point for the sixth quickest
- Drivers score a point for each place they make up over their grid position. Points are not deducted for losing places
- Five points are lost if your driver posts first retirement, four for second etc.
- If your driver makes the quickest pitstop (from the entry of the pitlane to the exit), you gain five points
- If your driver sets the fastest lap in the race you gain five points
- If your driver receives a stop/go penalty you lose five points
- If your driver starts on pole position you gain five points
- F1 Racing* will name a Driver of the Day after each race. This is worth five extra points
- Non-qualification for a GP loses you two points. If a driver is on the FIA's published starting grid but fails to take the start, no points are lost
- Drivers removed from the results, for any reason, lose all points gained that weekend
- Chassis score and lose points in the same way as drivers for a top six finish or an early retirement. However, only the first chassis home can score for the team. Likewise, only one can lose points if they are both among the first five to retire
- Engine rules are the same as chassis rules, without retirement penalties
- All queries should be addressed to Jacqui Weston

THE RULES

All telephone calls are charged at 50p per minute with a typical call to secure your entry lasting between five and seven minutes. The deadline to be included in a particular race is midday the Friday prior to that race. *F1 Racing's* decision is final. No correspondence will be entered into and the prize cannot be exchanged for cash. Employees of Haymarket Publishing and their agents are ineligible. Entrants must be 18 or over and residents of the UK. All scores are worked out according to the official FIA time sheets provided at the race meeting. Teams only start scoring from the moment they are registered. The values stated for drivers, engines and chassis bear no relation to real life.

Shopping list

DRIVERS

£24 million	35	Alain Prost
1 Michael Schumacher	36	Dario Franchitti
£22 million	37	Ralph Firman
2 Jacques Villeneuve	38	Alessandro Nannini
£20 million	39	Esteban Tuero

CHASSIS

£20 million	40	Williams
£18 million	41	Ferrari
5 David Coulthard	42	Benetton
6 Jean Alesi	43	McLaren
£17 million	44	Jordan
7 Gerhard Berger	45	Ligier
8 Damon Hill	46	Tyrrell
£15 million	47	Sauber
9 Eddie Irvine	48	Arrows
£10 million	49	Stewart
10 Giancarlo Fisichella	50	Minardi
11 Rubens Barrichello	51	Lola
12 Olivier Panis	52	Renault
13 Mika Salo	53	Ferrari
14 Jos Verstappen	54	Peugeot

£6 million	55	Mercedes
15 Ralf Schumacher	56	Mugen
16 Nicola Larini	57	Ford V10
17 Johnny Herbert	58	Ford V8

£4 million	59	Yamaha V10
18 Jan Magnussen	60	Hart
19 Shinji Nakano	61	Ford ED V8
20 Pedro Diniz		

£3 million		
21 Ukyo Katayama		
22 Ricardo Rosset		

£2 million		
23 Vincenzo Sospiri		
24 Jarno Trulli		

£1 million		
25 Martin Brundle		
26 Mark Blundell		
27 Jean-Christophe Boullion		

28 Jörg Müller		
29 Alex Wurz		
30 Toranosuke Takagi		
31 Kenny Brack		
32 Emmanuel Collard		
33 Kelvin Burt		
34 Roberto Fontana		

ENGINES

£22 million		
52 Renault		
£18 million		
53 Ferrari		

£15 million		
54 Peugeot		
55 Mercedes		

£12 million		
56 Mugen		
£10 million		
57 Ford V10		

£7 million		
58 Ford V8		
59 Yamaha V10		

£5 million		
60 Hart		
£2 million		
61 Ford ED V8		

Top prize

A luxury Page & Moy behind-the-scenes VIP trip to next year's Monaco GP is the superb prize for the Dream Team Manager, and their partner, with the most points after the final race of the season.



Top prize: a trip of a lifetime to the 1998 Monaco Grand Prix

Results

DRIVERS

	Britain	Germany	Total
M Schumacher	12	23	198
J Villeneuve	29	6	172
M Hakkinen	5	14	107
H-H Frenzen	-4	0	92
D Coulthard	15	-2	72
J Alesi	26	11	131
G Berger	0	37	100
D Hill	23	10	30
E Irvine	5	-4	90
G Fisichella	3	4	66
R Barrichello	-2	0	29
O Panis	0	0	105
M Salo	0	0	49
J Verstappen	0	10	51
R Schumacher	12	15	54
N Larini	0	0	31
J Herbert	2	0	66
J Magnussen	0	0	16
S Nakano	3	10	39
P Diniz	-3	-1	11
U Katayama	-5	0	20
R Rossett	0	0	-2
V Sospiri	0	0	-2
J Trulli	5	20	44
M Brundle	0	0	0
M Blundell	0	0	0
JC Boullion	0	0	0
J Müller	0	0	0
A Wurz	19	0	19
T Takagi	0	0	0
K Brack	0	0	0
E Collard	0	0	0
K Burt	0	0	0
N Fontana	13	9	22
A Prost	0	0	0
D Franchitti	0	0	0
R Firman	0	0	0
A Nannini	0	0	0
E Tuero	0	0	0

CHASSIS

Williams	16	-3	125
Ferrari	-1	12	135
Benetton	16	20	142
McLaren	14	12	91
Jordan	13	12	87
Prost	11	13	82
Tyrrell	0	0	8
Sauber	0	0	76
Arrows	9	10	-2
Stewart	-2	0	-2
Minardi	-5	-5	-29
Lola	0	0	0

ENGINES

Renault	20	20	167
Ferrari	0	16	151
Peugeot	14	12	116
Mercedes	16	14	125
Mugen Honda	12	13	118
Ford V10	0	0	16
Ford V8	0	0	0
Yamaha	13	11	24
Hart	0	0	11
Ford ED V8	0	0	24

Why wait until next month for results from Hungary and Belgium? Call 0891 891 811 NOW!

Belgian GP

The Dream Team Manager who has the most points after the Belgian Grand Prix in August wins an F1 Super Team Scalextric set.



Italian GP

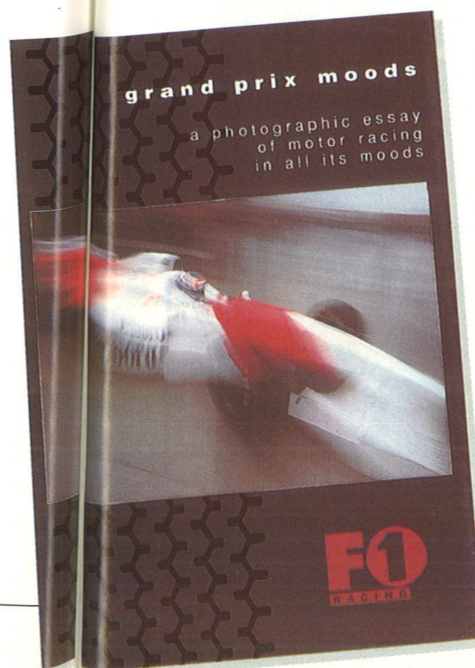
The player with the most points after the Italian Grand Prix in September wins an *F1 Racing* subscription and a copy of the *Grand Prix Moods* photo book.

Winner after Britain:

Name: Robert Turner
Team: Alesi, R. Schumacher, Wurz, Jordan, Ford ED V8
Prize: Trip for two to Belgian GP

Winner after Germany:

Name: Gary Gait
Team: Berger, Trulli, Boullion, Benetton, Ford ED V8
Prize: Testing with Tyrrell at Silverstone for two people



Dream Team registration hotline:

0891 891 810

Find out your team position:

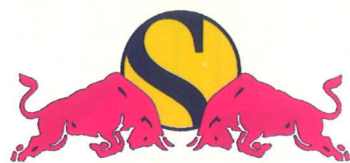
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Red Bull
SAUBER PETRONAS

Team News

Your hotline to the heart of Red Bull-Sauber-Petronas



Norberto and Johnny get to it at Red Bull karting party in Germany

Morbidelli back in action after two month lay-off



Gianni Morbidelli, glad to be back in action after two-month lay-off

JUST TWO months after the testing accident at Magny Cours in which he badly broke his left arm, Gianni Morbidelli returned to active service as Johnny Herbert's partner in the Red Bull-Sauber-Petronas team at the Hungarian Grand Prix. 'Morbido' limbered up with

a successful test at Fiorano in the week following the German Grand Prix, taking over from Johnny after the first two days.

"Gianni is an accomplished test driver," said race director Max Welty, "and his feedback is very good. He completed his test with flying colours and

when his injured arm stood up very well and gave him no problems we were satisfied that he was ready to come back to racing in accord with the agreement that we had with him." Morbidelli concentrated on testing in low downforce mode, in an effort to enhance the Red Bull-Sauber-Petronas C16's mechanical grip. His best lap was 1m 0.22s compared to Herbert's 1m 0.14s, set with higher downforce.

Morbidelli's return ended weeks of speculation about the identity of Herbert's partner for the rest of the season. "The driver situation has certainly been very complicated since Gianni's accident," Welty admits. "But we are pleased to welcome him back into the fold. We are grateful to Norberto Fontana for the job he did as Gianni's stand-in for three races. He did very well considering what little F1 experience he actually had."



C

is for...

DID YOU know that the C in Sauber's type number (C16 this year) stands for Christiana, Peter Sauber's wife? "As a Swiss who likes things to be orderly," he explained, "I would have loved to call my first car A1, but Alpine-Renault already did that! So then I looked for a letter, but it had to have a reason. Then I thought of the initial C because of Christiana. It seemed the perfect solution to the problem, and now she's always with me in spirit!"

Mass appeal at Red Bull karting party in Mannheim

FORMER F1 and sportscar racing star Jochen Mass presided over an evening of indoor kart racing at the Eagle Motorsport track in Mannheim on the eve of the German Grand Prix. The event was the latest in Red Bull's adventurous, customer-friendly marketing campaign, and saw 700 guests (including pop artist Frank Stella) party the night away with an assortment of karting demos and

him from undertaking the serious business the following day! Just before the British GP, 400 Red Bull guests from the UK network enjoyed the chance to join the team at Silverstone and be close to the action as Johnny Herbert carried out pre-race testing.



Johnny Herbert presents a signed nose to Jochen Mass

Two o'clock on Sunday morning, and for many the highlight was Red Bull-Sauber-Petronas team leader Johnny Herbert's blindingly quick demonstration laps. The British driver was not allowed to race, however, under the terms of his contract, just in case he sustained an injury that prevented

him from undertaking the serious business the following day! Just before the British GP, 400 Red Bull guests from the UK network enjoyed the chance to join the team at Silverstone and be close to the action as Johnny Herbert carried out pre-race testing.



Cruel luck hampers Johnny's races

AN ELECTRONIC problem cost Johnny Herbert the chance of a podium finish in the British GP at Silverstone on July 13, when his Red Bull-Sauber-Petronas challenged the McLarens strongly for third place.

Johnny qualified ninth and made a great start to run fifth behind Villeneuve, Schumacher, Coulthard and Hakkinen. "David was actually holding Mika and I up," Johnny said. "The car was going really well and I was feeling very confident of a strong result. Unfortunately, I then picked up a cut in my right front tyre, after my first stop, and then my gearbox electronics began to malfunction. I stopped five times, but eventually had to retire. A great shame, because the car was going really well."

In Germany he was less fortunate, being taken out on the ninth lap when Pedro Diniz ran into him at the Ost Kurve chicane. Norberto Fontana finished in ninth place in both races.



Despite the frantic efforts of the Sauber pit crew at Silverstone, Johnny's gearbox electronics sadly let him down

Peter Sauber COMPANY CHAIRMAN

PURE CHANCE led Peter Sauber into motor racing. His father produced electronic goods, but the young Peter quickly decided his interests lay elsewhere and, although he embarked on engineering studies, he cut his further education after just one year to concentrate his energies on tuning his Volkswagen Beetle.

Thirty years ago he and a friend set up their own tuning company, and he



continued modifying his own car until it was too powerful for road use. Later, another friend took him to a race and he became hooked on building his own competition cars.

Today Sauber says his greatest satisfactions came from winning Le Mans – particularly when his three cars were first, second and fifth in 1989 – and the World Sportscar Championships in 1989 and 1990.

Outside the sport he says there is almost no time for relaxation. "If I had the time I would like to do more rambling, more skiing, which is always fun in the winter, and I have a nice big motorbike but I never get time to ride more than 2000 kilometres a year. There's just too much motor racing!"

Sauber Snippets

SUSPENSION REVISIONS

The Sauber C16s ran with revised suspension geometry in Hockenheim, after successful testing at Monza. The changes were aimed at improving traction out of slow corners.

JUST DROPPING IN

Tan Sri Dato' Mohd Hassan Marican, President and CEO of team sponsor Petronas, put in a rare appearance at Hockenheim to catch up with the team's progress.

WHAT A BALL!

As part of their social diary at the British GP, Johnny Herbert and Norberto Fontana attended the special British GP Ball, which was held on the Friday evening at Stowe School, just a few miles down the road from Silverstone.

"It was a great evening, and added the touch of glamour that we have become used to at the Australian GP, which has a Ball every year," said Herbert.

PRACTICE MAKES PERFECT

Immediately after the German GP, the Red Bull-Sauber-Petronas team went into action at Fiorano, the Ferrari test track in Italy, for a two and a half day trial in which it tried new developments and prepared for the Hungarian GP. Morbidelli drove for the first time since the arm injury he sustained prior to the French GP.



Don't forget the Red Bull-Sauber-Petronas internet website, on <http://www.redbull-sauber.ch>

backstraight

F1 at your fingertips

BY JEREMY SCOONES AND CARL KNIBBS

THE F1 GUIDE TO...

Spa

24 AUGUST

The Belgian Grand Prix has plenty to offer. Close proximity to Britain, combined with the circuit's reputation, means this is one trip all British fans should try to make.

Spa is a truly spectacular racetrack, and is home to Eau Rouge, one of the most exhilarating corners anywhere.

This is one of motor racing's watershed corners, and is designed to test skill and testosterone levels to the max. It looks horrifyingly quick from the outside. It is

ironic, too, that it is preceded by the equally famous La Source hairpin where you almost want to give a push.

Of course, the track has had its fair share of controversy in the past, and has been considerably modified

over the years. The Bus Stop chicane is an annoyance but, overall, Spa has retained

the flavour of an old world public roads circuit which

somehow fits the modern idiom.

Another thing about this great track is that it hosted Schumacher's first ever F1 victory, in a

As Spa is deep in the Ardennes Forest, the resulting weather is incredibly unpredictable. While it has been known to be stiflingly hot, Spa is better known for its storms. The circuit's natural undulations boast the contours which seem to empty the hills of water and funnel it directly on to the circuit. So you'll need plenty of waterproofs as well as summer gear.



Schuey restyles his Ferrari - the circuit bites at even the best

At the circuit

The lap record still belongs to Alain Prost at 140.424mph - so Spa is quick. It's also blessed with some excellent standing areas, so you're not forced into the extravagance of a grandstand seat. However, you'll need to arrive early to stake out your piece of grass. Bronze Sunday-only admission from £123 gives good access to most areas, with even a view of Eau Rouge. A weekend bronze comes in at around £160. 'Silver 1' tickets are on offer from £196 for the weekend. The chicane at Les Combes at the end of the long straight beyond Eau Rouge is a good overtaking spot.

Benetton-Ford, back in 1992.

Tours

If you have the money, F1 racing is becoming increasingly easy to follow. The motorsport tour operator MRI offers a number of options, but remember some of these tours do not include race tickets. Prices range from a £54 three-day coach service to a £319 four-day flight service. Also on offer are trips to the grand prix via the Eurostar service. Tours by Eurostar begin at £249. All trips designed for viewing more than one day's racing provide accommodation, though there is a single room supplement. Details available on 01304 612424.

Page and Moy also provide a number of options for travel. Coach trips start at £59 for a fast and cheap one-night option and go up to £189 for a three-day trip. These prices do not include tickets. Page and Moy sell practice and race day

The Bus Stop is like a real one - no cars appear for ages, then three turn up at once...



What to take

Where to eat

Truly local cuisine remains a mystery and has failed to acquire the status millions associate with, say, France or Italy. The cynic's list of must-try items runs out after chocolate, chips with mayonnaise and, of course, Stella Artois. However, the cosmopolitan nature of the country means anything is on offer, foodwise at least. Liege is probably the best place to explore this as it also offers plenty of nightlife.

Where to stay

Unless you're on a package, Brussels is too far away. If you're travelling independently, then it makes sense to aim for Liege if not Spa itself. Obviously, the closer you get, the more difficult accommodation is to come by, so it pays to book in advance. Vervier, Malmédy and the surrounding area are well worth a try.

LAT, DARREN HEATH, WHITE BACKGROUNDS, AUTO CAR



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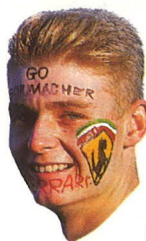
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THE F1 GUIDE TO...

7 SEPTEMBER Monza



The crowd at Monza is quite simply the noisiest and most passionate of any in the world. This year the atmosphere will be simply electric, because Michael Schumacher will be gunning for a second win on Ferrari's home turf.

As one of the oldest motor racing circuits, it is surprising that the basic shape of Monza has not changed much from the one used at the outset. The only big change was the insertion

of chicanes in 1972 to keep speeds in check. They don't really interrupt the thrilling racing though, as the cars still manage to blast round the Curva Grande at 175mph, and the two Lesmo bends are still as exciting as ever.

The final corner is the Curva Parabolica, which fires the cars on to the main straight. Monza also becomes a haven of chic style and fashion for the weekend, "with more gorgeous ladies walking around the paddock than at most other venues," according to John Watson, pictured below left (now commentating on F1 for the North American sports channel ESPN2). The area is blessed with good, cheap restaurants, and sits just south of Lake Como. Watson says: "Monza has a unique blend of emotion, history, vitality and smell."

How to get there

If you plan to fly, the airport at Milan Linate is only 15 miles from the circuit, and flights with Alitalia are available from £188. Call Trailfinders on 0171 937 5400.

By train, the fastest way to travel is to take the early Eurostar to Paris before taking the TGV to Milan on the same day. A return ticket will cost about £190 and a cheap ticket of around £5 will buy a ride on the train to Monza. For extra information, call international rail on 0990 848 848.

Totty galore over the race weekend

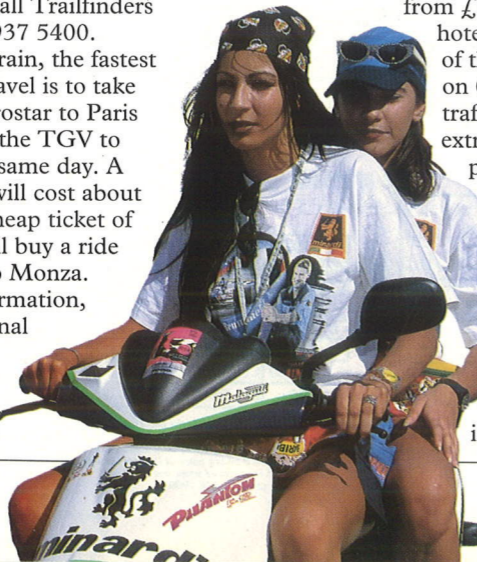


Take a couple of quid extra and pick up a new motor at the Ferrari factory!

Tours

A cheap car-and-ferry package (not including track-entry tickets) is offered by Just Motoring for £82 and includes one night in a two-star hotel or campsite in Milan (tel: 01304 228 866). Page & Moy offer a good range of coach tours, from £195 per person for two nights in a hotel on Lake Como, to their six-day holiday priced at £389 per person (0116 250 7007).

Airtrack offer fly-coach packages from £315 for one night at a hotel on the Sunday night of the race. Contact them on 01895 810 810. The traffic on race day can be extremely bad as the tifosi pour into the circuit, so Airtrack's helicopter transfers from £195 could be a sensible option. Without doubt, the ultimate tour has to be Page & Moy's six-day trip, which includes flight costs,



Totty galore over the race weekend



What to take

- ★ The biggest Ferrari flag you can lay your hands on and any red clothing you have (the flag on the left is probably the biggest one anywhere in the world).
- ★ Ear plugs - not for the cars but in case Ferrari win, because the screams could end up causing permanent ear damage.
- ★ For you men: your most swanky clothes, as Monza becomes a babe magnet for the weekend.

"The best place to see the race is from the first chicane," says Gerhard Berger. Ken Tyrrell agrees as "that's where most of the cars go off, isn't it?" Indeed, the Rettifilto Varlante is famous for first-lap shunts as the field is forced to brake heavily after the long straight and is funnelled into a narrow series of corners. Watson says: "The Parabolica is a good place to see spectacular manoeuvres. But the start-finish straight with its old grandstand would be my choice on race day, because it provides a rare opportunity to see a Formula 1 car flat out." Fisichella disagrees: "I would sit at the Ascari corner." Tickets will go quickly, so bookings should be made as soon as possible.

At the circuit



"The start-finish straight would be my choice for a seat on race day - a rare opportunity to see a F1 car going flat out"

JOHN WATSON

accommodation at Como and a meeting with Phil Hill, former champion and double winner at Monza, who will take you for a tour around the Ferrari road car factory. You can also visit the Maserati factory, all for £985 per person.

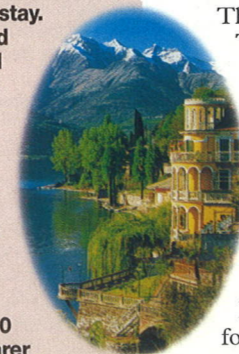
For those making their own way to Italy, Just Tickets will offer you a good deal for viewing practice on Friday and Saturday and the race on Sunday.

They offer a package price of £70. This is good value when you consider the individual prices are £29 for Friday, £42 for Saturday and £42 for Sunday. Parking is £16 a day. Contact Just Tickets on 01304 228866.

Where to stay

If you fancy some star-spotting, a good place to stay is the Facarti Hotel near the circuit, where a lot of drivers and pitlane personalities stay. The restaurant has a good reputation, too. The Hotel della Regione lies just 45 minutes' walk from the track. This moderately priced hotel will be home to Fisichella and the Jordan team.

In Milan, the hotels are more expensive than out of town and are heavily booked. The Hotel Due Giardini (+0039 2 29 52 10 93) is recommended. Nearer the city centre is Hotel Tris (+0039 2 29 40 06 74). At Bergamo, good hotels are the Agnello d'oro (+0039 2 24 98 83) and the Albergo Sole (+0039 2 21 82 38). If you plan to have a more relaxed break in the evenings, there are resorts around Lake Como. In Como, basic rooms are offered at the Albergo Sant' Abbondio (+0039 2 26 40 09) and dearer ones at the Hotel Metropole Suisse (+0039 2 26 94 44).



DPPI, LAT ARCHIVES, WHITE BACKGROUNDS, SUTTON, TONY O'BRIEN

Places to eat

Welcome to the land of pasta, risotto and torta di tagliatelle. Italy is one place where the foreign visitor will not struggle to find a meal. Take-aways and fast-food outlets are part of the architecture.

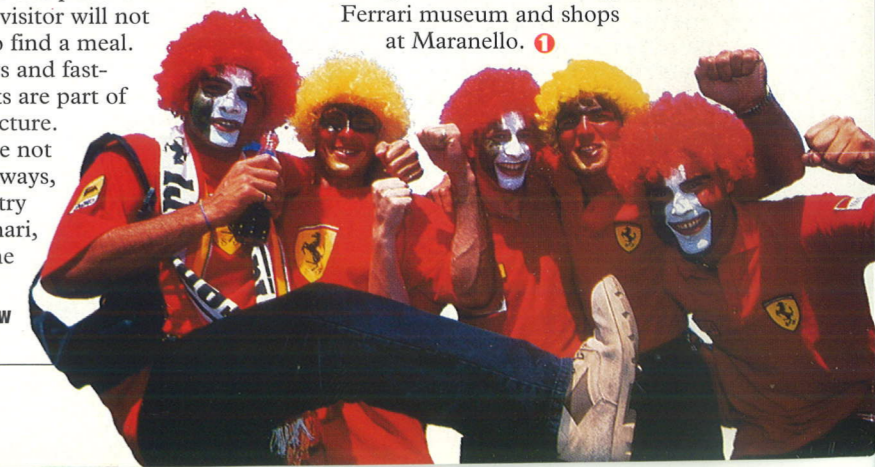
If you are not into take-aways, you could try Via Sponari, where a fine array of The tifosi know how to party

Italian bread, salami, cheese and wine can be found. A similar selection of fresh food can be found at the weekend market at Via Benedetto Marcello. Alternatively, there are some fine bar snacks on offer.

Looking for a little more class? Head west of Stazione Centrale towards Stazione Porta Garibaldi and Corso Como where you can find nice places. Be warned, though: drink prices in this area are high.

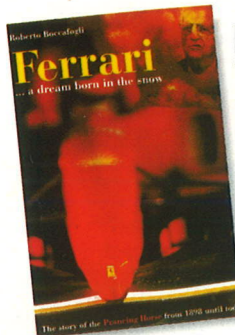
Things to do and see

Monza is close to Lake Como, where the late Gianni Versace was buried in July. Another famous son of Como is Alessandro Volta, born in 1745, who came up with the idea for the battery! Bergamo and Como also offer such activities as riding, tennis, swimming and golf. Milan is close by, as is the Ferrari museum and shops at Maranello. 1



Glitz, glam and gear

Books, cars and cigars for the F1 fanatic



Blast from the past

There has been a flood of material about Ferrari this year, but this beautifully-illustrated book by Roberto Boccafoli is a cut above the rest. It covers everything about Enzo's life, the establishment of the company, all the successes and failures, and how everyone is now looking to the future with optimism. It is available from all good book stores or Vine House Book Promotion on 01825 723398. Priced £17.95.



Emmo's smokin'!

Some former world champions start businesses, but Emerson Fittipaldi has gone further, by launching his own range of cigars. Prices start at \$73.75 per box. They will be available from all good tobacconists through the Fittipaldi Cigar Company, 950 South Miami Avenue, Miami, Florida 33130. tel: (305) 379 4710 or in good cigar stores.



Mini magic

There is a time in every motor enthusiast's life when a racing car is affordable. That time can now arrive earlier with these fantastic mini-replicas in Ferrari, Williams and Benetton colours. Prices start at £125. Parents should contact Geoff Weiner at C.A.R.S. on 01273 601 960 for a catalogue.



Netscape; Online by Andy Stout

Time for a half-term report and a look round the official team sites to see if they've got any better at grappling with the Internet. Well, if Martin Brundle can do it...

Minardi's (<http://www.minardi.it/>) starts well by having a car screaming across your speakers, but spoils it by demanding money for the magazine (cunningly titled Minardi Magazine). The design is basic, but the press release archive is entertaining. C+, could be a lot worse.

Williams' site (<http://www.connect.ca/formula1/>) gets better as the cars get worse, with driver diaries, previews and race reports. Pity the contests are only open to Canadian residents. B+, a great improvement (webwise).

Over in Switzerland, Sauber (<http://www.redbull-sauber.ch>) are actually not treating their pages like a glorified magazine. Featuring extensive info, a prize quiz and a shockwave game, the whole thing is navigated through a virtual pit imagemap and is rather gorgeous. A-, a fine effort. In Woking, McLaren (<http://www.mclaren.co.uk/>) have also got their act together and have produced a beautiful site. The design is excellent, the interactive fun stuff superb, the features eminently readable, and the updates plentiful. A+, stupendous.

The Prancing Horse's (<http://www.ferrari.it/>) looks as sumptuous as it did when they first plunged into cyberspace. Unfortunately, one of the main reasons for this is that it is hardly changed. Once indisputably the best team site on the Net, it's now starting to look a bit dated. B, need to pull their socks up.

Jordan (<http://www.jordangp.com/>) score kudos for calling a magazine Snakebite - which also costs - and having a downloadable screensaver. B+ for them then. Tyrrell's site (<http://www.TyrrellF1.com/>) goes more for the pop-up menu style. B-, could do better. Arrows (<http://www.arrows.com/>) boast a minimalist design if not an over-abundance of content. B, need to stretch themselves a bit. Lastly, Stewart GP (<http://www.stewartgp.com>) get a B. Nothing yet, but the 'under construction' sign is stylish. andy@stout.demon.co.uk

Ahead of the pack

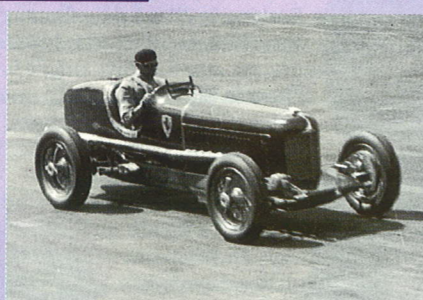
Want to be like Michael Schumacher, but haven't the talent? Well, you can at least look like him in this replica skid lid. One hundred signed replicas are available, and Grand Prix Legends have one for just £3500. Grand Prix Legends can be reached on 0171 616 1900.

EOIN YOUNG

Memorable moments

One of the first racing cars to carry the Ferrari prancing horse 'cavallino' shield was the American Indianapolis Duesenberg, seen here being tested at Monza before the 1933 grand prix by Count Carlo Felice Trossi, then President of the Scuderia Ferrari.

Enzo Ferrari had campaigned factory Alfa Romeos, but at the end of the 1932 season, Alfa locked their grand prix P3 models away, refusing Ferrari the use of them. It must have seemed sense to commission an Indianapolis car from the Duesenberg company, but what arrived months late (and after Alfa had released the P3s) was a 1927 Duesenberg chassis, fitted with a 4.25-litre straight-eight copy of a Miller engine, that F.E. 'skinny' Clemons had built for the 1933 Indianapolis 500. It was painted Ferrari red and raced once by Trossi, retiring from second place after seven laps with engine failure. Oil from the blow-up was blamed for the deaths of Giuseppe



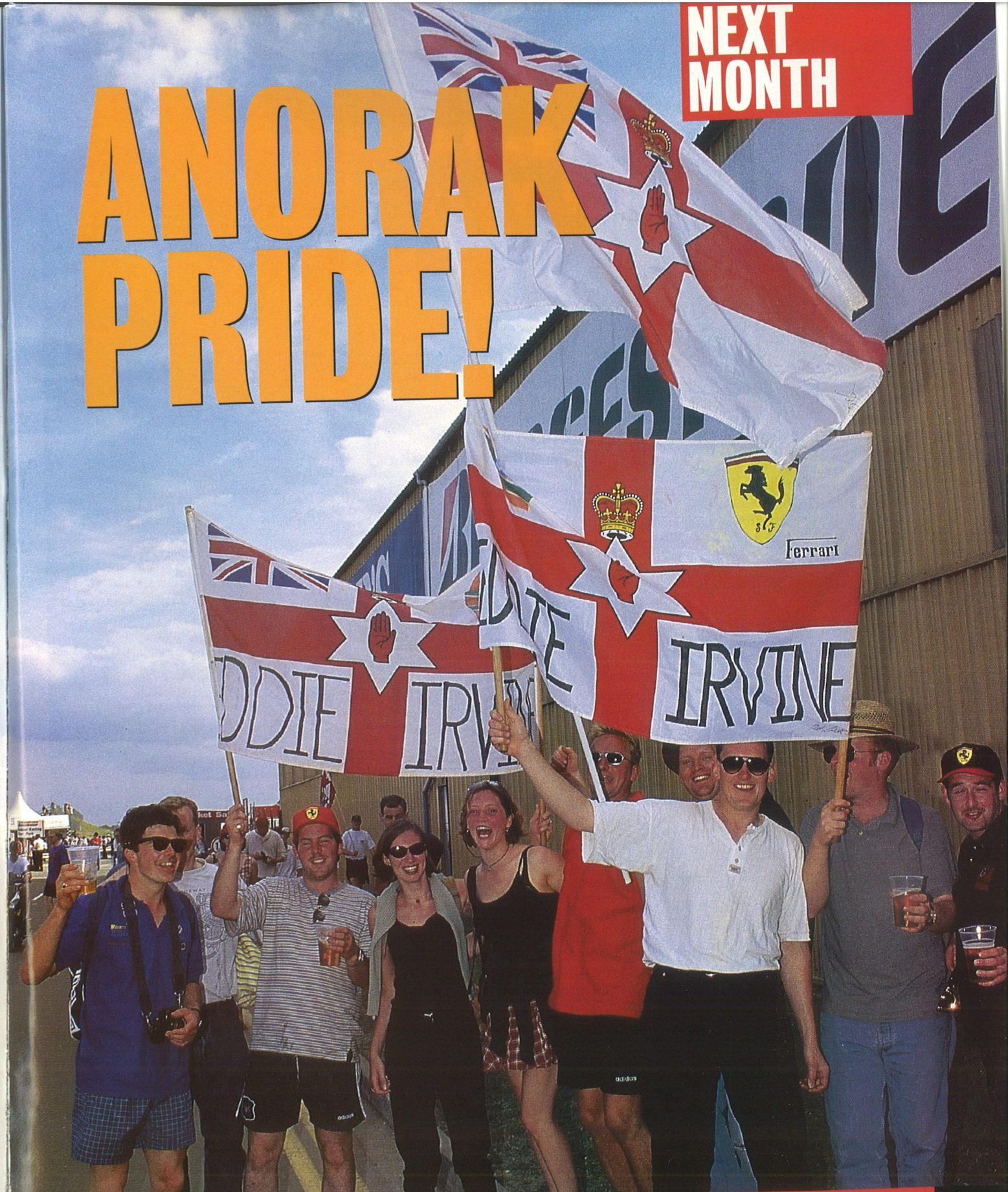
Campari, Baconin Borzacchini and Stanislav Czaykowski, but Denis Jenkinson, who later bought the car, disputed this. The engine was repaired and the Duesenberg lay unused in Modena for a year before Whitney Straight arranged to borrow it to attack the Brooklands outer circuit record. His best lap was 138.34mph, just short. Straight also tried for the World's Hour record, held by Auto Union at 134.9mph, but after tests he abandoned the plan. When

Straight got married the next year he sold all his cars and the Duesenberg was bought by Jack Duller to race at Brooklands. Paul Emery bought the car after the war and stripped the engine to power one of his Emeryson specials, and Jenks acquired the old Duesenberg chassis, years later buying the engine and putting it together. The car has been a centrepiece at the Brooklands Museum for years and was recently formally presented to the museum by the Denis Jenkinson estate.

EOIN YOUNG ARCHIVE; CHRIS DIXON/LAT

NEXT MONTH

ANORAK PRIDE!



Go on, admit it: you're a bit of an F1 trainspotter. So are we, and we're proud of it. Sort of. But just how sad are you? Discover your FREAKS (F1 Racing Expert And Kinda Sad) rating in next month's highly scientific survey...

PLUS: EXCLUSIVE INTERVIEW Giancarlo Fisichella: the next Senna?

NEXT ISSUE ON SALE
12 SEPTEMBER

Dear Martin

You were a top driver for sure, but now I fear that part of your racing career is over, not just because of all those young whelps out there nowadays, but because you have shown you can actually drive a microphone equally well...

What a wizard wheeze of a trip down memory lane you had shaking down those Benetton's at Silverstone before the Hungarian Grand Prix. I say that simply because I must have been one of the handful of fans watching at the 1992 British Grand Prix who were not Millwall hooligans rooting for Nigel Mansell. Your third place that day really brought a smile to my face.

What particularly amused me was the fact that you rather took the gloss off our Nige's glory day. I think he was distinctly unamused at having another Brit on the podium. You also tucked up the other Benetton driver that afternoon. I think his name was Michael Schumacher.

Despite this success – and sixth place in the championship – the Benetton management replaced you with Riccardo Patrese. At the time I was told by one of their directors – a Scottish chap, as I recall – “you must realise that when an established top-line driver becomes available, a team has to snap him up.”

He clearly regarded me as having been released from one of our more progressive-thinking mental institutions. What hogwash that turned out to be. They'd apparently thought Riccardo was beating Senna in 1992 most of the time and had taken it at face value.

For some reason they had got it into their minds that this string of second places had something to do with Riccardo rather than his Williams FW14B, F1's equivalent of going into the Battle of Britain in a Tornado. Nice bloke, and all that, but not an absolute front runner. I bet that decision stuck in your craw.

Of course, the real reason you got the boot and Patrese got the job had nothing to do with any comparative performances. It was all down to the fact that he was an Italian, and you weren't. All of which highlights one of the problems of being a young British driver – which you were once – trying to make it to F1. Italian sponsors seem to ladle out financial support by the bucketload, whereas it's always been an uphill struggle for the Brits. As I'm sure you know only too well.

Even so, I must say that I was a touch surprised you didn't feature rather more strongly on the reserve bench of potential Prost and Sauber stand-ins for Panis and Morbidelli respectively. Perhaps they thought you were an Arrows spy, although I have to wonder who would

want their technology anyway. But for God's sake don't tell them that...

Ultimately, I suppose the passing of the years has an effect on us all, although I suppose the counter-argument to all that is that Mansell won the world championship at 39. But I don't suppose you like to dwell on all that.

You have another real problem which may hamper your return to a full-time F1 drive. For a newcomer, your commentary performances are impeccable – seamless and assured. In driving that Benetton, you have also probably brought the final curtain down on the era of journalist/track-testers who, from time to time

over the years, have hopped into the cockpit of an F1 car and frightened themselves stupid. Before you ask, no, I am not thinking about the experiences of our Grand Prix Editor Dodgins in the Tyrrell-Yamaha last year...

Yet it must have been quite a feather in your cap to have effectively track-tested the car which had won the previous grand prix at Hockenheim. I didn't hear the ITV transmission from the Hungarian Grand Prix, but I'll bet you milked that one for all it was worth. My

My pals find it hard to believe that you've got that much of a future with the Arrows team...

spies tell me that you were respectably quick, particularly in the wet. Just a pity that the Renault engine had a 'technical malfunction' – PR speak for 'blow-up' – just as you were setting off on a quick run with fresh tyres. On another topic, several of my pals find it difficult to believe that you've got much of a future now with the Arrows team. Non-executive director, I believe is the term to describe your position, aka well paid dogsbody in possession of an FIA competition licence. I fully understand why you want to get back into F1, but why you feel international club racing at

places like Le Mans holds any attraction is beyond me. Different strokes for different folks, I suppose.

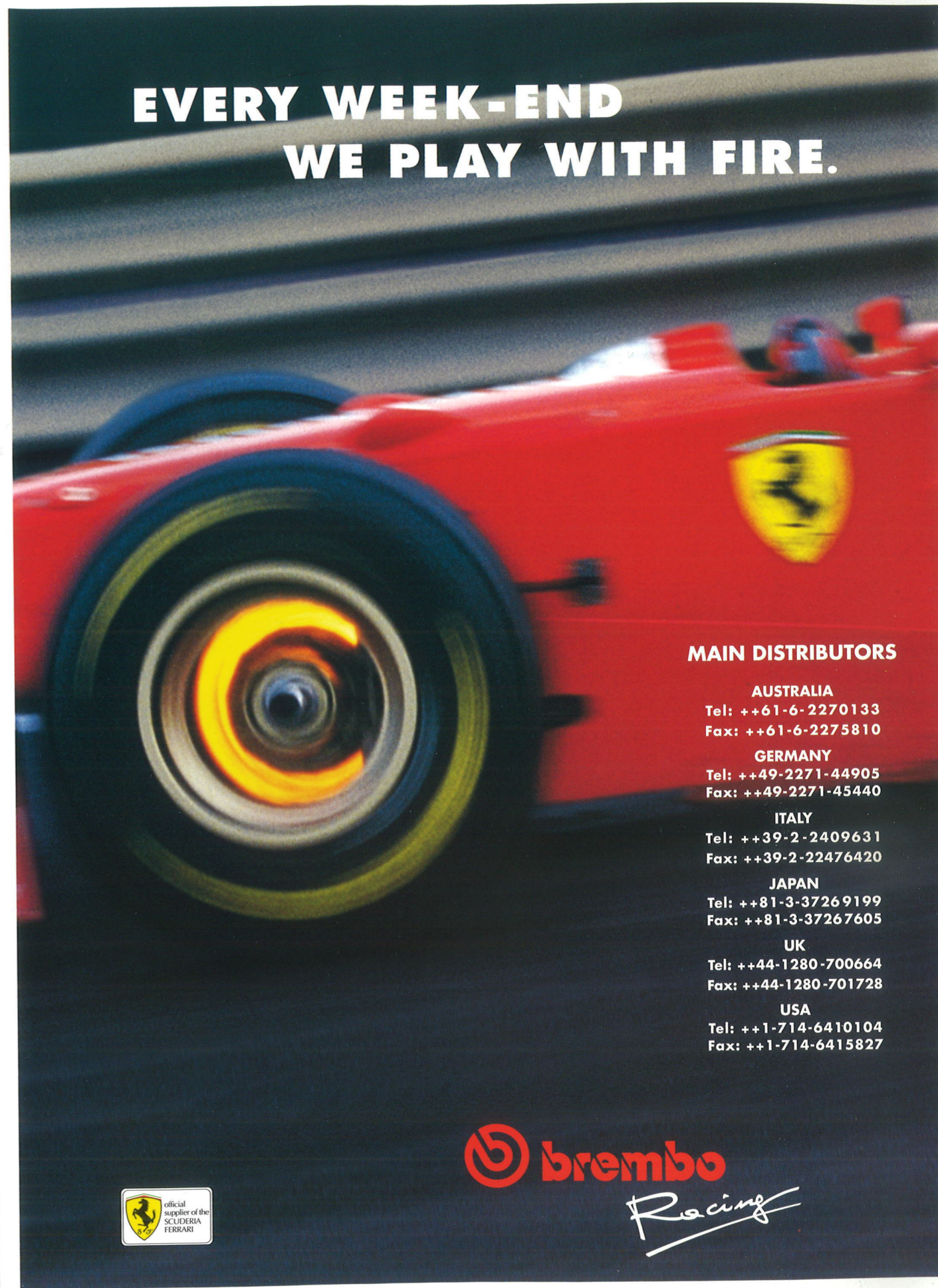
I fear the truth of the matter, Martin, is that you're not going to get the big F1 curtain call you seek. Not that this is any reflection on your ability, either way. You can always console yourself with the fact that most so-called F1 talent-spotters would be better employed designing frocks or composing violin concertos. Talent spotters? Do me a favour. If they could *really* recognise talent, I would be on the shortlist for a Pulitzer Prize.

Yours watchfully,

the SCRUTINEER



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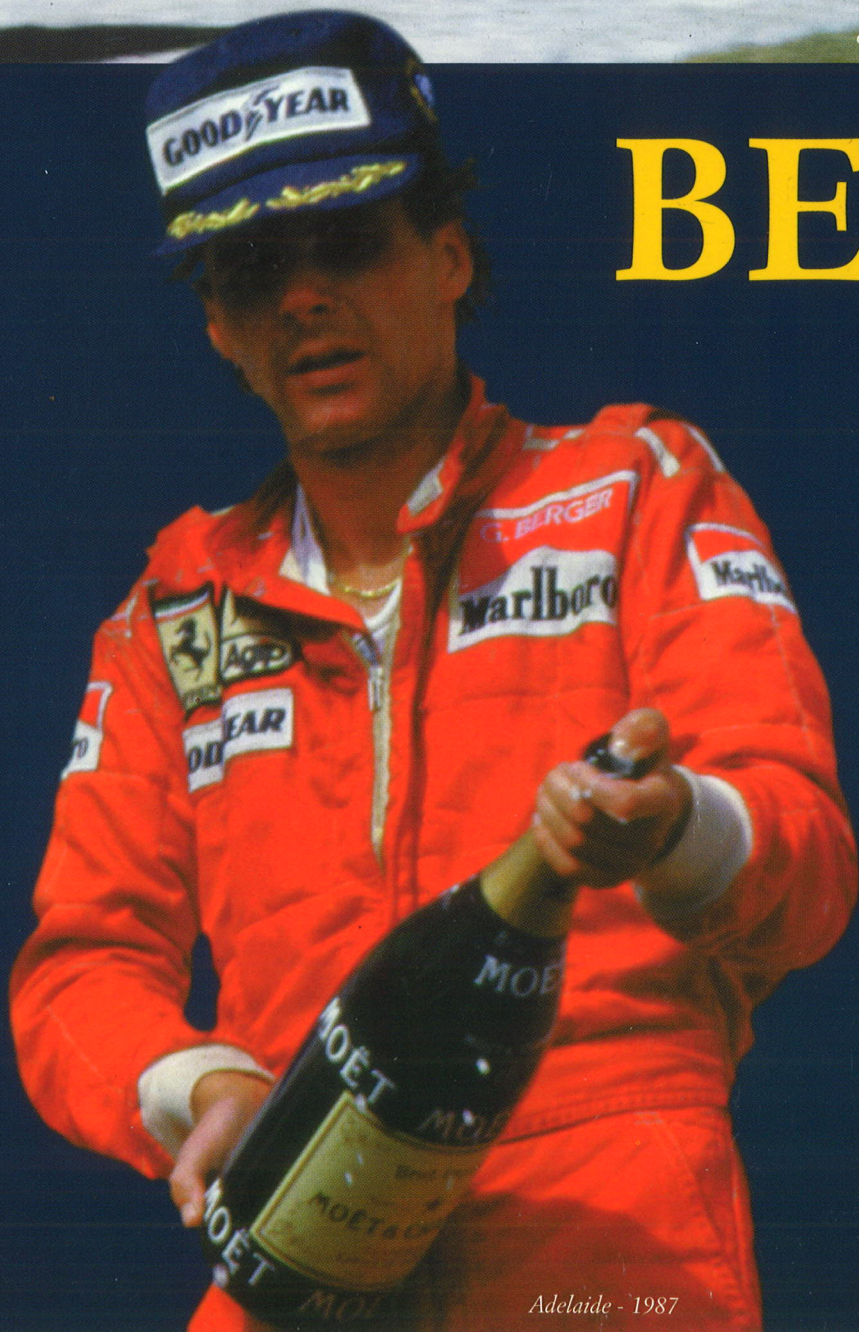




Gerhard acknowledges the crowd's enthusiastic response during his victory lap - Hockenheim 1997

BERGER KING

At Hockenheim Gerhard Berger achieved the tenth Grand Prix victory of his long career. Benetton-Renault's success in Germany takes Goodyear's overall victory tally to 354, more than all other tyre manufacturers combined. This popular result evokes memories of Berger's milestone achievement in the 1987 Australian race when he notched up Goodyear's 200th win in his Ferrari F187.



Adelaide - 1987



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