

F1



INTERVIEW **JENSON BUTTON**

Why he signed for BAR – and why he avoided Jaguar

PROFILE **NIGEL MANSELL**

Ten years on, we tell the real story of his 1992 world title

WAAA-HAAAY! **JUAN PABLO MONTAYA**

Flat-out around Silverstone in a 30-year-old jalopy!

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UPPER-SCHUMI!



WORLD EXCLUSIVE CHAMPION INTERVIEW

'I won't do a single race too many...'

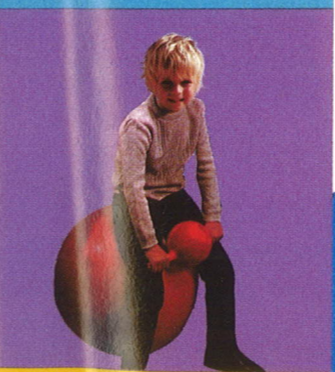
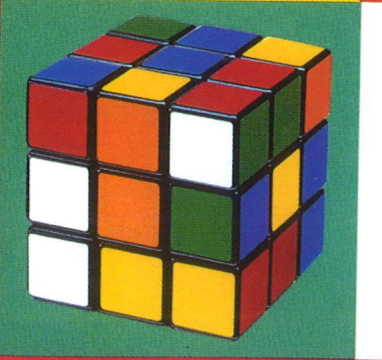
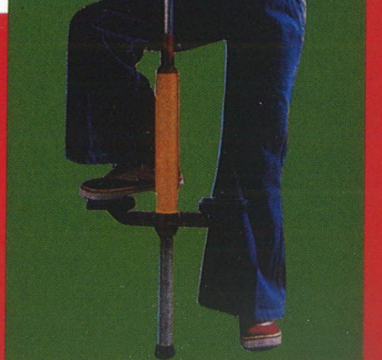
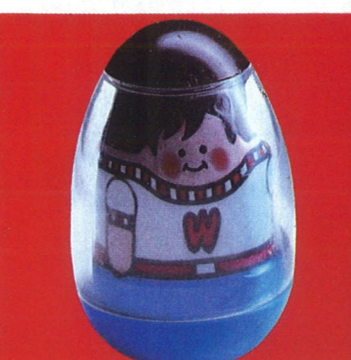
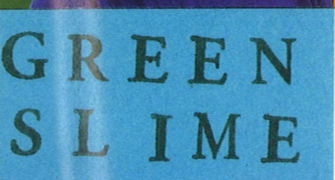
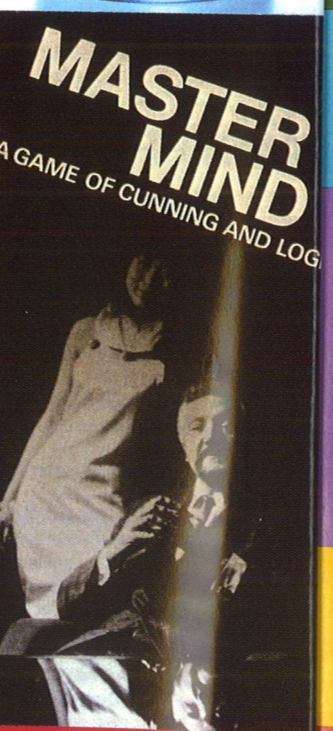
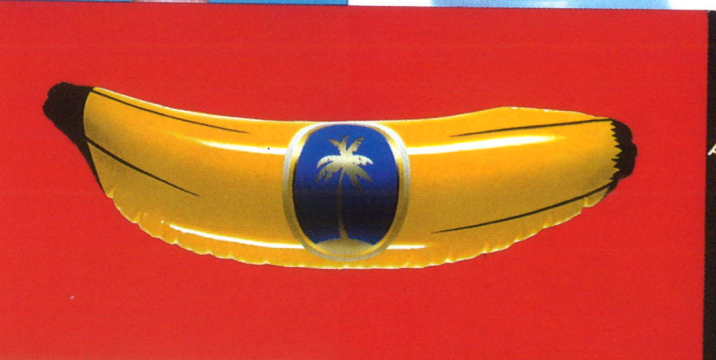
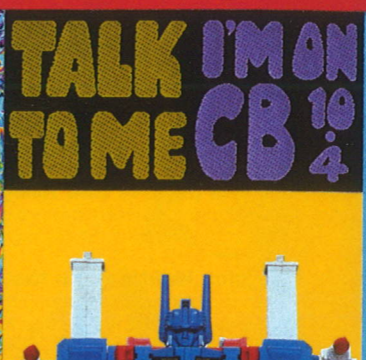
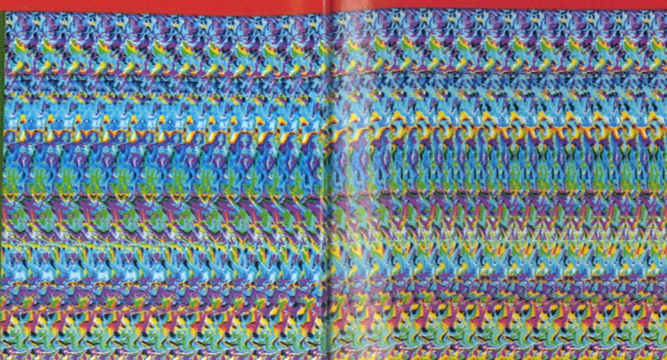
DAVID COULTHARD

IN THE SPOTLIGHT

THE TRUTH ABOUT KIMI RAIKKONEN • MIKA HAKKINEN'S BEST 'PORKIES'
WHAT MAKES ADRIAN NEWAY SO MEGA • AND MUCH, MUCH MORE...



Model shown is the 180th Anniversary edition. Official fuel consumption in mpg (l/100km): urban 23.2 (11.8); extra urban 42.8 (6.6); combined 33.2 (8.5). CO2 emissions 204g/km. Weasles and Rubik's Cube are used by permission of Seven Towns Ltd. Fisher Tiger Electronics, a division of Hasbro, Inc. All rights reserved. Licensing by Hasbro Consumer Products, Transformers and Master Mind © 2002 Hasbro International Inc. All rights reserved. Licensing by Hasbro Consumer Products. © 1985 Fido Dido, Inc. Licensed by ESI, © 2002 M&S. © 1985 Tiger Electronics.



Golf GTI. The twenty-five year fad.



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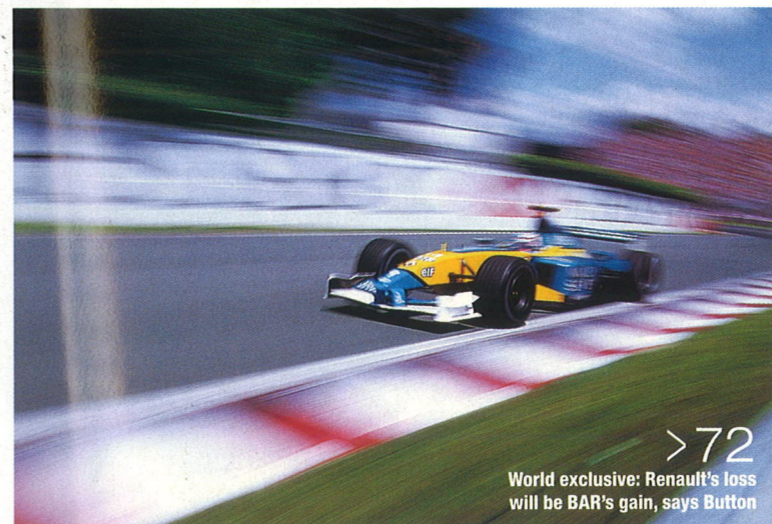


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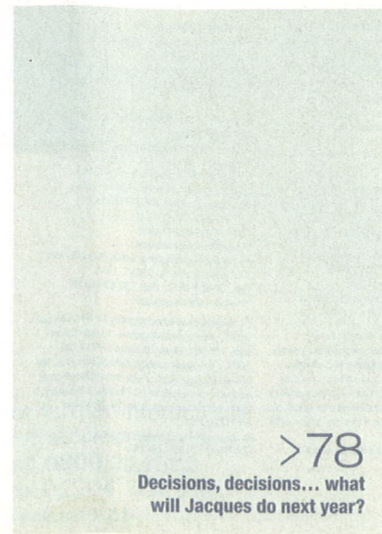
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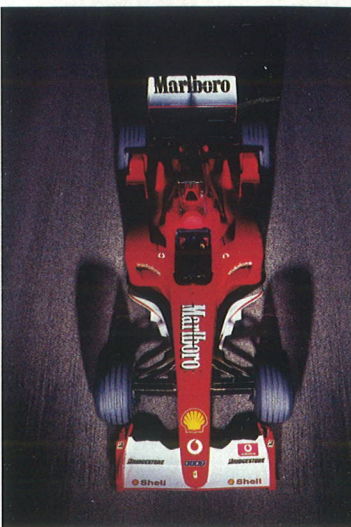


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Ten years ago, this man was as dominant as Schumi is now

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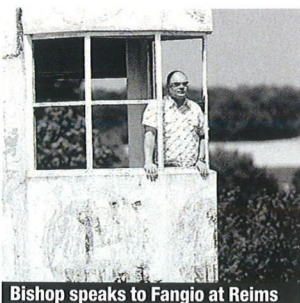
Out of the shadows: F2002 as you've never seen it before



WIN A RADIO CONTROLLED FERRARI SEE PAGE 131

Their brilliant careers

Schumacher has now joined Fangio in the 'five world championships' club. Bravo!



Bishop speaks to Fangio at Reims

'REIMS, DRIPPING THE TATTERED REMNANTS OF A GREAT GRANDEUR, IS, AS WE SAY IN 21ST CENTURY F1, TOTALLY MEGA'

So farewell then, Juan Manuel Fangio. You, who for 45 years have been defined by your quintet of world championships, have at last had your uniqueness obliterated in five fell swoops by Michael Schumacher. And, worse, Michael is still going strong. Despite what Frank Williams, Damon Hill and Mika Hakkinen whispered in my shell-like earlier in the year – that they thought Schumi might call it a day at the end of this season – it would now appear that he is planning to continue to race, and doubtless win further titles, until at least 2004... by which time he might well have notched up no fewer than seven of the things.

But, Señor Fangio, things were different in your day. Very different. And the extent of the gulf that separates Michael's world from your own has, I believe, never been more beautifully illustrated than by two features in this month's *F1 Racing*. They are both Darren Heath photo-spectaculars, to which I have added a few words by way

of humble embellishment. But don't worry too much about my bit(s); you should concern yourself merely with Heath's very fine art.

The first feature (page 60) depicts the West McLaren Mercedes Communications Centre – and no physical entity better illustrates how wealthy, how glitzy, how *big* Formula 1 has now become than Ron Dennis's new 'home'. The second (page 66) harks back to a very different F1 – your F1, Señor Fangio. Reims, now but a derelict shell, dripping the tattered remnants of a great grandeur, was once – as you know better than anyone – a fabulous racetrack. And, although it is now used chiefly by young courting couples in search of sanctuary in which to practise their first fumbings, you can still feel the presence of the men you raced, and so often beat, in your glorious career. It is, as we say in 21st century F1, totally mega.

Matt Bishop editor in chief

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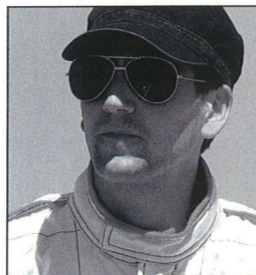
> Stéphane Samson

Not many journos are genuinely pally with Michael Schumacher – but *F1 Racing*'s associate editor is one of the few. As a result, when Michael 'clinched' his fifth world title at Magny-Cours, he decided to give a championship interview to one man and one man only: our Stéph. It makes a truly fascinating read. Page 36.



> Tom Clarkson

He's a cool dude, in a retro kinda way, our GP editor – but in truth he's better at chasing stories than chasing fashions. His Nick Heidfeld interview (page 98) is a gem, and his 'race shorts' (pages 134 and 144) are both expert and entertaining. But someone should tell him that *real* Formula 1 stars wear Oakleys, not Ray-Bans...



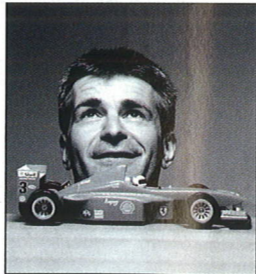
> Alison Lane

If you like the way *F1 Racing* looks, then Alison is one of the people you should thank. A very talented graphic designer, she is particularly good at art-directing photoshoots – Alison it is, for example, who superintends our superb 'old car in a studio' spot (page 116). But she still finds time to down a few pints in the evenings!



> Alister Thorpe

No-one has ever done a night 'shoot' at Fiorano before – and *F1 Racing* was always going to be the first. As soon as we got the gig, we knew we needed a top bloke to man the cameras, and Thorpe fitted the bill perfectly. Turn to page 42 and feast your eyes on the Ferrari F2002 as you've never seen it before. *Bellissima!*



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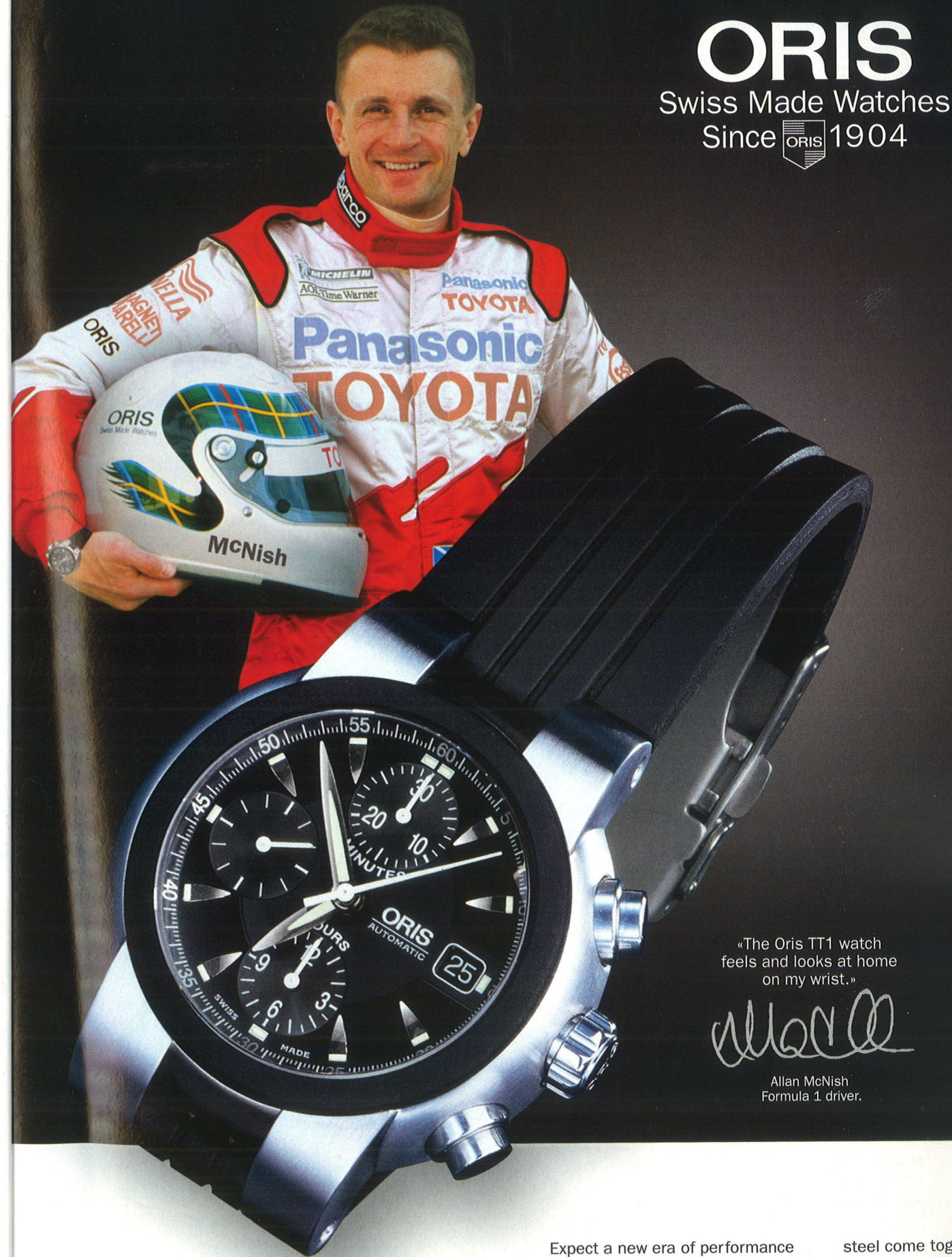
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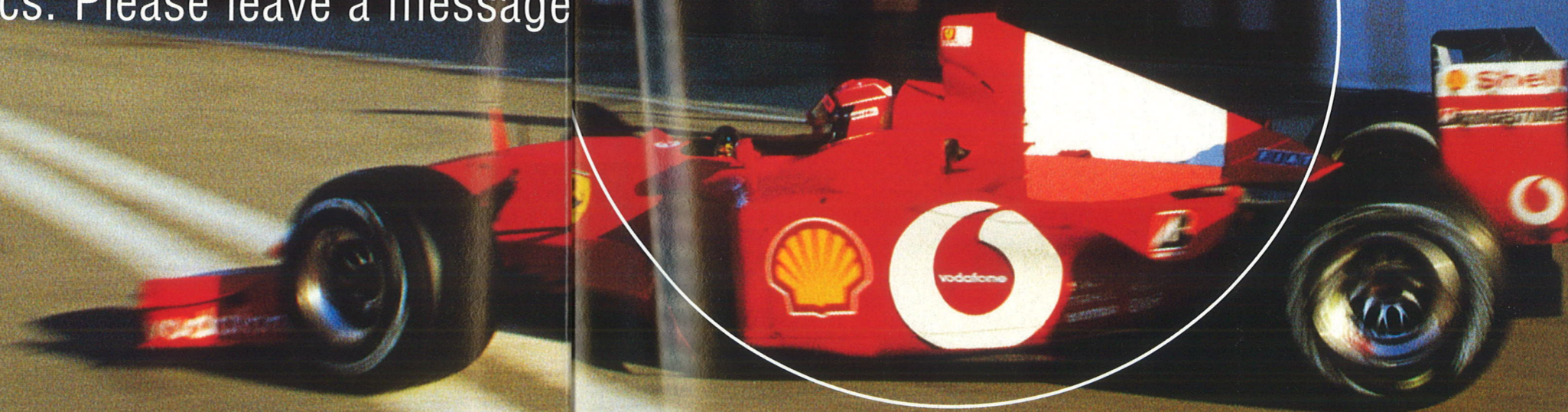
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No sunny delight

The Jaguar garage. Serene, yes? Oh no. Qualifying was bad: P16, P20. Not dazzling. And, despite the boys' efforts, improvement doesn't come overnight
Circuit: Hockenheim, Germany
Time/date: 7.45pm, Saturday July 27
Photographer: Darren Heath, Canon EOS 1V, 14mm lens, Fuji Velvia film, 1/125 at F11

Wide of the mark

Qualifying. DC is pushing it. He's going well. But then... oversteer. He runs wide. Leaves him ninth on the grid. Kimi is fifth. Oops...

Circuit: Hockenheim, Germany

Time/date: 1.46pm, Saturday July 27

Photographer: Daren Heath, Canon EOS 1V, 600mm lens with 1.4 converter, Fuji Velvia film, 1/500 at F7.1



Better to be beautiful than good

So said Oscar Wilde. Jaguar might disagree. But you've gotta love those curves. Engine covers have never looked so sexy. Purr-fect

Circuit: Hockenheim, Germany

Time/date: 8.30pm, Saturday July 27

Photographer: James Bareham, Contax RTS III, Carl Zeiss Mirotar 8/500mm lens, Fuji Velvia film, 1/125 at F8



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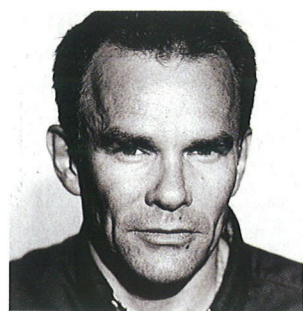
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Peter Windsor

Teams are moving the wrong drivers around. They need to sort the car first. Otherwise things will never come right

Motor racing has always been very simple and Formula 1 the more so: good engineers produce good cars – and they, in turn, demand good drivers. Note the order of events. It follows the sequence created by those who run Formula 1 – a 20-year-old requirement that every team be manufacturers in their own right rather than race teams wringing the best from off-the-shelf chassis (as we see in every other branch of the sport). Formula 1, then, is by definition an engineering exercise. There is no escape from this – regardless of what the Sunday papers would like to tell us or what the crowds may think as they stand in front of the Austrian podium.

Why, then, do so many F1 teams apparently confuse the logic – put drivers before cars or cars before engineers?

Take BAR-Honda, for example. I said at the time of the team's formation that the drivers (Jacques Villeneuve in particular) were being asked to assume – make that *being paid* to assume – a disproportionate role in the performance of the team. It was taken for granted that the BAR would be to F1 what the Reynard was to IndyCar racing. The key to the team, we were told, was Jacques Villeneuve, the world championship- and Indy-winning son of Gilles.

Wrong. Reynard proved about as effective as an obsolete F1 credential as they struggled to match light weight with strength, downforce with low drag. By race one – by the time it was obvious that BAR would never win

'The lesson from BAR was simple: never, ever pay a star driver a fortune unless you are sure that he has the car to justify that money. If the car is a pig, his performances will be worse'

a race in their current form – the presence of Villeneuve in the team was superfluous. BAR might just as well have been running two Formula Ford drivers, so abysmal was their orchestration (orchestration being the word that best sums up the business of putting it all together – the business of matching good engineering with the right drivers). The lesson from BAR was simple: you never, ever pay a star driver a fortune unless you are sure that he has the car to justify that money. If the car is a pig, then his performances will be exponentially worse: that is what money, and great expectations, do for your motivation (see Jaguar).

A few years on, David Richards appears to be sweeping clean some of the dross, even though his two biggest problems remain – engineering and a very highly paid Jacques Villeneuve. In this context, signing Jenson Button as one of his drivers for 2003 (and beyond) either has been a master stroke or will be a complete waste of money. If ultimately it enables him (Richards) to run Villeneuve at a greatly reduced retainer or to run Button alongside Olivier Panis then Richards should be applauded for his fleet-footedness. If, however, BAR are left with Villeneuve as we know him (massively highly paid) and Button alongside him, you would have to ask why Richards has bothered to make the change. BAR's problems at present are not driver-related: there is nothing wrong with Villeneuve or Panis that a quick car wouldn't put right – and that, of course, takes us to the question of engineering. In the meantime, why swap two grand prix-winning drivers when your problem is something else (remember the sequence!)?

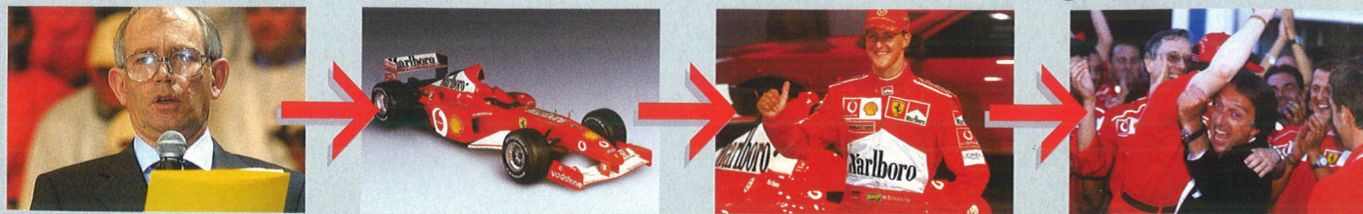
You play with drivers – the differences between, say, a Button and a Panis – when you are winning grands prix and are thus in a position to win a championship. In the meantime, your priorities are elsewhere.

As I say, though, it could just be that Mr Richards has a masterplan. We'll wait and see.

A similar situation is said to be arising at Toyota, where Mika Salo and Allan McNish have been doing an outstanding job with the brand new team. The one thing Toyota need at this point is steadily improving engineering; the one thing they don't need (because engineering and stability are crucial) is a change of drivers. Even to *suggest* that Allan McNish should be replaced next year is to confirm that you have no understanding at all of what it takes to succeed in F1. The guy is talented, motivated, very bright, very fit and very well-rounded – not to mention, I suspect, very good value for money. I can think of no-one on the grid who could do a better job than McNish alongside Mika Salo at Toyota. Michael is Michael, of course – but even he is only as good as the engineering around him (which in his case he was allowed to orchestrate at Ferrari). Toyota don't need a massive engineering shake-up at this stage of their steadily-improving life.

And, therefore, they don't need a driver change.

>Chicken or egg? There's no subverting the natural order of things



Steps to Ferrari's success: (1) get brilliant engineer, eg Rory Byrne, to (2) design brilliant car. Then (3) get brilliant driver, eg Michael Schumacher, and (4) hit jackpot

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F1 STRATEGY ROW ROCKS FORD

Jordan-Fords are go for 2003

Yellow car, blue oval: Jordan Grand Prix could provide the vehicle for an extra string to Ford's F1 bow

As F1 Racing went to press, senior executives from Ford US, Ford of Europe, Jaguar Racing and Jaguar Cars were locked in a hectic series of secret meetings and conference calls in an effort to rationalise the Ford Motor Company's global F1 strategy.

In a putative deal brokered by Martin Leach (chairman, Ford of Europe) Jordan Grand Prix will use Cosworth CR4 engines in 2003 (as exclusively predicted in *F1 Racing*, August) and Ford

logos could even sit on the cars' engine covers (in an apparent breach of Ford policy not to be associated with tobacco firms, like Jordan's major sponsor Benson & Hedges). Jaguar's R4, meanwhile, will use the all-new Cosworth CR5 engine.

Under this arrangement Jordan will avoid having to pay the full \$15 million customer engine fee – at the same time resolving the issue of Jordan's '03 engine supply. Their Honda engines are currently shared with

British American Racing, and Jordan maintain that they have a contract for Honda motors for the '03 season. But Honda are known already to have decided to supply only BAR next year.

The question of Jordan's long-term engine supply remains less certain, however. Team insiders insist that a Jordan-Toyota might well take to the grids in '04 – but, although Toyota president Ove Andersson confirmed to *F1 Racing* at Hockenheim that Jordan's management did

indeed attempt to strike such a deal, he is adamant that their efforts will not be successful. More likely, EJ and his merry men were happy to allow the Toyota rumour to spread in the hope that it might give them a bit of extra leverage in their negotiations with Ford.

If the Jordan-Ford deal goes ahead, both Jordan's current drivers, Giancarlo Fisichella and Takuma Sato, will come under threat from Eddie Irvine and Heinz-Harald Frentzen. Irvine's

This is what a Ford-engined Jordan could look like next year. The famous blue oval has not been seen on a Formula 1 car since 1999, with Stewart-Ford. Takuma Sato (pictured) is unlikely to be driving, however

presence would satisfy the desire of Benson & Hedges to have a British driver in the team again (the last being Damon Hill in '98 and '99), while Ford – who have long struggled to compete with Volkswagen and GM in Germany – have always been keen to have a German F1 driver associated with their brand. Even more crucially, key Jordan sponsor Deutsche Post will not be satisfied until their logos adorn a car driven by a German driver.

Deutsche Post are, in fact, in an unusually strong position. One element of the Jordan-Ford deal is rumoured to involve the supply of 100,000-plus Ford vehicles to Deutsche Post and fellow Jordan sponsor DHL, to replace their

existing Mercedes and GM fleets. DP must therefore be kept sweet; after all, the deal is of enormous importance to Ford and will be worth tens of millions of dollars.

So, if the Jordan-Ford deal goes ahead, will it herald the first phase of an 'exit strategy' for Jaguar Racing (see panel below)? Not just yet. Granted, the team's dismal performances since their F1 entry in '00 have caused great concern on the Ford US board, a sizeable anti-F1 faction within which now feels the image of Jaguar Cars is being devalued by the use of the Jaguar name to front such a consistently poorly performing F1 team.

As Volkswagen CEO Bernd Pischetsrieder said recently, when

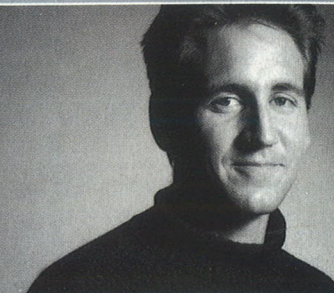
quizzed about VW's rumoured plans to enter F1, "The seven manufacturers now involved each spend about \$250 million a year. This pays off only when you're winning. The image loss for sustained failure is serious."

No-one at Jaguar Racing is predicting grand prix wins next year, though their Cosworth engines are clearly good enough. But Cosworth are in F1 to make profits – and have encouraged Ford to allow them to supply three or even four teams in '03.

However, cut-price deals like the Jordan one are not in the best interests of Cosworth's bottom line. And money, in these difficult times, is the only thing Ford US really cares about...

On the inside

Why being among the best can't guarantee a ride in F1



"Giancarlo Fisichella is one of the top three drivers in the world," said Eddie Jordan at the launch of this year's EJ12. His sentiments have since been backed up by Gary Anderson, the team's director of race and test engineering, who said: "In terms of out-and-out pace, I think Fisi is second to none, even Michael."

So it's galling to learn that Fisi and team-mate Takuma Sato could be replaced next year by Eddie Irvine and Heinz-Harald Frentzen, entirely at the behest of Ford and sponsors Benson & Hedges and Deutsche Post. That's the same Frentzen who remains in dispute with Jordan over his sacking last year and who has just quit Arrows. Expediency rules, it would seem, and the fall-out for the F1 driver market could be far-reaching.

Whither Fisi? Most likely to (Ferrari-engined) Sauber; Luca Montezemolo might pull a string on behalf of a fellow Roman. But he should be at Toyota. Ove Andersson has his heart set on protégé Cristiano da Matta, however, who graduated to ChampCar with Toyota in '99. Need we point out that Fisico is a far wiser choice?

Sadly for Taku, just as he is finding his F1 feet, he looks likely to take a step back to a role as Jordan tester – unless Honda place him at Minardi.

Meanwhile, Eddie Irvine has said he will jump ship if Jaguar Racing remain uncompetitive. As the team's woes deepen (see panel, left), this looks increasingly likely. Indeed, so unattractive has the prospect of driving for Jaguar now become that the team have received very few overtures from drivers eager to don British Racing Green overalls next year. Mark Webber is the likely favourite – he would be an excellent choice – and, should the team decide to pay off Pedro de la Rosa (as is currently being discussed), Olivier Panis would become their main target.

TOM CLARKSON



... and could it be curtains for Jaguar?

The Ford Motor Company's new chief operating officer and president Nick Scheele last month issued an ultimatum to Jaguar bigwigs, among them Richard Parry-Jones (Niki Lauda's boss), to identify the cause of the team's ills within 12 weeks. He said, "It's fair to say that F1 is not doing what we'd hoped for Jaguar's image. But if anyone can get hold of the situation, he can."

Last week, however, Ford's chief financial officer, Allan Gilmour, who reports only to Ford chairman Bill Ford Jr, renewed speculation the team could fold: "If you want to raise blood

pressure around here, discuss F1. The 'pro' view is: this is a high-visibility sport related to automotive products. The other view is: no, we don't need to be doing this. Interesting and exciting it may be, but it's terribly expensive."

Gilmour was lured out of retirement earlier this year to help stabilise the company's financial position in the wake of a cost-cutting programme totalling around \$3 billion worldwide. These measures were taken after Ford posted losses of \$5.5 billion to the end of 2001.

In the context of this

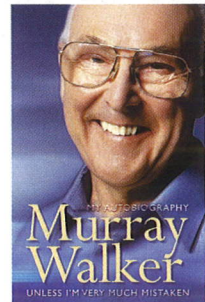
unsettled financial position, factions within Ford are known to regard the F1 programme as an expensive folly.

Pulling Jaguar out of F1 *tout de suite* would also be very expensive, however, since the team's partners (HSBC, Beck's, Castrol *et al*) all have ongoing contracts which would be very difficult to back out of overnight. Similarly, F1 remains a vital part of Jaguar's marketing strategy – indeed, the BMW M5-rivalling S-Type R's branding is underpinned by F1. But, long term, only on-track success can save Jaguar Racing.

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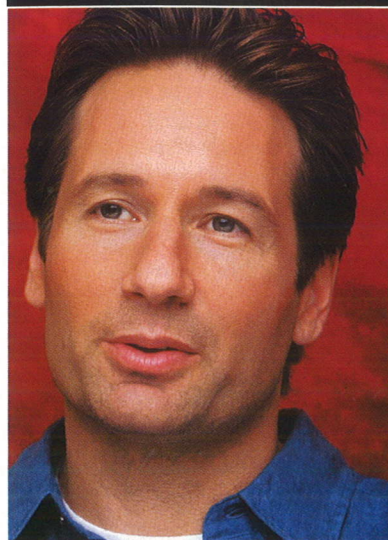
TERMS AND CONDITIONS
The winning entry will be the first drawn after the closing date which is September 13 2002. Calls cost 75p/minute. See page 4 for further details



What goes up...

Poor ol' Jenson. He spends 2002 proving his talent and all uncle Flav can do is drop him! Seems Mr Briatore, manager of Renault's '03 drivers, Jarno Trulli and Fernando Alonso – managing director also of RenaultF1 – just had too many drivers to juggle...

LOOKY-LIKEY No 29



Heinz-Harald Frentzen
X-Sauber; X-Williams; X-Jordan; X-Arrows



David Duchovny
X-files

The boy's a bit special...

Your guide to F1's next hot property: Gary Paffett

Who he?

Gary Paffett. He won the 1999 McLaren Autosport BRDC Young Driver award, previous recipients of which include Jenson Button and David Coulthard. Before that, he was a multiple karting champ. In '00 he won the National class of the British Formula 3 championship. **How come I haven't heard of him?** You obviously don't pay much attention to motorsport matters outside Formula 1, do you? In '01



Gary missed out on a top-line drive in British F3 (most team managers were after someone with more open-wheel driving experience than he had at the time, it seems) and had to look abroad. He has taken German F3 by storm and is leading the championship by a huge margin. **Yes, but it's hardly the most mega F3 championship in the world, is it?** It's certainly as tough as the British. **Particularly now that Gary's got them on the run?**

Exactly. If there's any justice he'll return to Blightly as a conquering hero and bag a decent ride. But another season wouldn't harm – he can learn a lot from his team boss. **Who's that?**

None other than '82 world champ Keke Rosberg. **So where's he likely to end up?** Far be it from me to speculate, but Gary has already tested a McLaren-Mercedes F1 car as part of the prize for getting the McLaren-Autosport-BRDC gong. Prior to that, he figured well in the McLaren-backed 'Champions of the Future' karting championship. So he's not unknown to Ron Dennis.

Soon to be in silver service, then? You read it here first...

LORENZO BELLANCA/LAT; ANDRE RUMERGAAT; PAUL GWILLIAMS; REX FEATURES; ILLUSTRATION BY GRAHAM HUMPHREYS



YOU ASK THE QUESTIONS

The Grill Room: David Coulthard

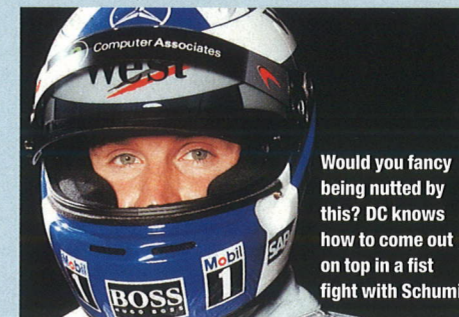
First in a new series where we give you, the reader, the chance to ask your heroes the questions you've always wanted answered. Don't be shy, we promise to pass on your wackiest queries

Oops, I've done it again

Q. What's the most embarrassing thing that has happened to you as an F1 driver?

SUSAN SHALLCROSS

A. It's a toss-up between Monza '95 [when DC spun off on the warm-up lap] and Adelaide '95, [when he crashed into the wall entering the pits]. Thinking about it, Adelaide was probably worse, and you can see why people wondered what was going on – because driving into the pitwall just isn't the sort of thing that normally happens. I should say, though, that there was a problem with the idle speed of the Renault engine running too high. If you ask the engineers they'll tell you that's true – honestly! It wasn't like the wall just suddenly came up and grabbed me.



Would you fancy being nussed by this? DC knows how to come out on top in a fist fight with Schumi

DC to Ferrari shock!

Q. I saw you leave the British GP with Ross Brawn of Ferrari. What should we read into this?

FIONA HERRING

A. It's just coincidence. We were both leaving the circuit at the same time through the same exit and we just chatted, as you do. There's nothing more to it than that. So, yes, I am going to drive for Ferrari.

Faulty towels

Q. I hope your hotel [the Columbus, in Monaco] is going well. I gather that some McLaren team members stayed there during the Monaco GP. How many towels or bathrobes did you have to replace afterwards?

STEPHEN LATHAM

A. I'm not personally aware of too many items going missing but if things do go missing the hotel has the contact numbers and credit card details of guests, so they can call them and ask if they were intending to pay. They're normally so embarrassed it does the trick, but you're not allowed to just put the cost of an item onto someone's credit card bill without getting their permission first.

Scots waaa-haaa!

Q. Do you ever go for a beer with Colin McRae in Monte Carlo?

FIONA LATHAM

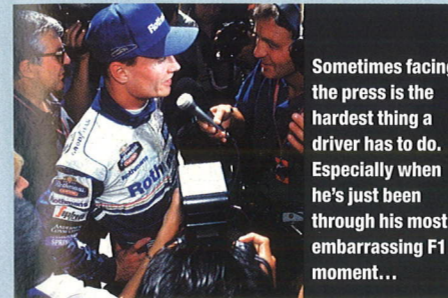
A. Yes we do. At this year's Monte Carlo Rally, in fact, Colin came by with Richard Burns and we had a drink together. We all ended up back at the Columbus trying to convince the night shift to make us some breakfast. You'd be surprised how hard that can be even when you're one of the owners!

Trophy strife

Q. Over the British Grand Prix weekend, at the David Coulthard Supporters' Club party, I presented you with a trophy on behalf of your supporters. Have you put it on display yet – and, if so, where?

JOANNE DAY

A. It's not on display yet, but it's heading up to the museum in Twynholm to be put in the trophy cabinet.



Sometimes facing the press is the hardest thing a driver has to do. Especially when he's just been through his most embarrassing F1 moment...

Life-changing experience

Q. Do you feel the air crash you were involved in had only a temporary effect upon how you approached your driving and other aspects of your life?

AMY CAMERON

A. No. It's not something you can forget easily. I would say, actually, that it has affected every aspect of my life and in fact it has had a lasting impact on the way I live my life. There's not a week goes by when I'm not on an aircraft and there may be day-to-day things you forget like people's birthdays or anniversaries you really should have thought about, but you don't forget aircraft crashes, especially when there was loss of life involved, as there was that day.

Queensberry rules. Not

Q. If you'd had a fight with Michael Schumacher after Belgium '98 [when Michael drove into the back of DC at the chicane and subsequently accused DC of 'lifting off' early] who would have won? And why didn't you smack him one? Go DC!

CHRISTOPHER HARSLEY

A. I think I would have won on the basis that I still had my crash helmet on. His first punch would have broken his hand and then I would have "used the heed [sic]" and given him a Glasgow Kiss. Easy.

DC ON FIGHTING SCHUMI!

'I THINK I'D HAVE WON BECAUSE I STILL HAD MY CRASH HELMET ON. HE WOULD HAVE BROKEN HIS HAND AND THEN I'D HAVE "USED THE HEED"'

Keep your distance

Q. It seems there are certain drivers who don't 'get on'. Are there any who would rather not be in the same room together?

FIONA HERRING

A. We're all regularly in the same room together at drivers' briefings etc. It's natural, as in any business, that you won't always see eye to eye with everyone. But I quite like the mix of personalities, although of course there are certain individuals you don't want to spend more than a couple of seconds with, and others who you'd enjoy seeing socially.

That question...

Q. This is your seventh season with McLaren, in a car/team combination that has proved capable of winning championships during that period – yet you haven't won it. If you'd had to decide McLaren's driver line-up for 2003, would you have hired David Coulthard for another year (rather than Olivier Panis, Alex Wurz, Giancarlo Fisichella etc) and if so, why?

ALISON MCGEE

A. Absolutely! Of course! David Coulthard is a proven race winner and when you hire him, you know what you're getting for your money. With the greatest of respect to the three drivers you've mentioned, who are all very talented, none of them is a proven regular race winner – although Olivier won at Monaco in '96, I know. They don't have the same winning record or years of experience at the team which will inevitably pay dividends somewhere down the line.

Pillow talk

Q. Are you a member of the Mile-High Club?

EMMA COSTELLO

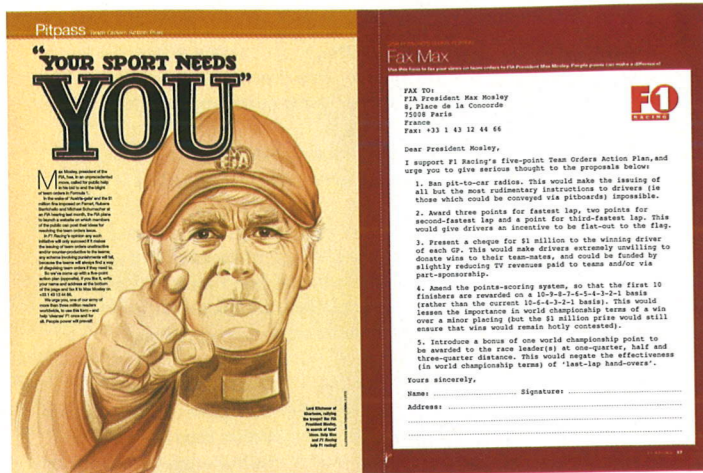


David is forgetting that mere mortals have to lock themselves in the loo to join the Mile-High Club

A. No! I've never had sex on a plane. Even when I'm flying in a private jet there's always other people on board anyway, so it's not really an appropriate thing to be doing!

NEXT MONTH...

Ever wondered what colour underpants **JUAN PABLO MONTOYA** wears? Well... now's your chance to find out. Send us the questions you've always wanted to ask JPM, and we'll pitch him for you. Email us at letters.f1racing@haynet.com or send us a fax on 020 8267 5022. Letters can be sent to *F1 Racing*, 60 Waldegrave Road, Teddington, Middlesex, TW11 8LG. Get askin'!



Our 'Fax Max' campaign (above) delighted reader Chris Hatton; but is our man Peter Windsor right about France (above right)? And pedantry rules: you're putting us right on Fisi and also on Schumi vs Senna (below right). The author of our star letter wins a superb Castrol racing jacket (below)

star letter

Max fax-tor

I was delighted to see that you have decided to assist the FIA with their crusade to rid F1 of the cankerous blight that is team orders (Pitpass, *F1 Racing*, August 2002). Could you please tell us what Max Mosley plans to do now that he is in receipt of what must, presumably, be hundreds of 'Fax Max' forms from *F1 Racing* readers? Chris Hatton
Kidderminster, Worcs
The full thoughts of FIA President Max Mosley, on team orders and more, will be revealed in a future F1 Racing 'long interview'. The 400-plus 'Fax Max' forms so far received have, we understand, provided plenty of food for thought. Keep 'em coming! - Ed

Vive La France!

I wanted to write to you to express my disappointment with Peter Windsor's article on Magny-Cours in the August edition of *F1 Racing*. Mr Windsor begins by reminiscing about the great atmosphere and racing at Paul Ricard when he was camping there with his friend. I never attended a race at Paul Ricard, but I felt it was a bit harsh to put Magny-Cours down as a damp squib. In my humble opinion, Magny-Cours positively

exudes atmosphere. The feeling of excitement and anticipation is tangible from Thursday afternoon as people begin to set up camp and becomes increasingly intense as more people arrive and the weekend's activities develop. The weather is hot, the beer flows and the music thumps out all weekend as people make merry and soak up the atmosphere. Not only that - even if you combine the cost of a good grandstand for three days and the cost of the Eurostar, it is still cheaper than Silverstone!

On top of all this, we watched a superb race on this so-called dull track and witnessed Michael Schumacher winning his fifth world championship!

So if Mr Windsor wants to come and join us for a barbeque one night next year he is more than welcome - I'm sure we can help change his mind!
Richard Sunderland
Via email

The show must go on

It's great to see that ITV is now giving most races a good portion of pre-race coverage, with items on qualifying, the track design, pitlane tactics, the teams' media coups and the famous Brundle gridwalk. The viewers get an excellent run up to the race.

But, the same cannot be said for the post-race coverage, which is very pale after what is covered before all of the action. We don't often see the final classification and full championship tables. And we never seem to see the complete press conference. I'm sure that many DC fans were pretty unimpressed to see him cut off to make way for more ads



post-French GP. I live in hope that Bernie will give us his digital F1 channel for free one day...
Ivan Hollins
Via email

Pedant's corner

For the record, Giancarlo Fisichella did not win the Macau GP in 1994 (*Spaghetti Shoot-out*, August). Fisichella took pole and won the first leg. Jan Magnussen won leg two, but the overall winner (on aggregate time) was Germany's Sascha Maassen.
Jeff Heselwood
Hong Kong

Schumi shome mistake

Oi! You're perpetuating a myth (*How to beat Schumi*, August issue). Yes Michael did make a dog's dinner at Donington in '93, and yes he did have a similarly powered Benetton (mildly better, actually, though with a less suitable torque curve for the wet) to that of Senna, but Ayrton's McLaren had traction control, and Michael didn't. And it made a huge difference. I stood down at the old hairpin and watched Michael Andretti's McLaren, on that first lap, dive inside Schuey's Benetton, and accelerate away from him as if it were a Minardi. I'm an Andretti fan, but he ain't in Schumi's league. The McLaren MP4/8 was hugely superior to the Benetton B193 in the wet. Benetton didn't get their traction control system until later during that season.

Excellent piece though: particularly liked the bits by H-HF and Gerhard Berger.
Mike Campbell
Via email



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The story of the man behind the wheel

Peter was born in Portsmouth in 1962 and was educated at Pangbourne Nautical College. After playing rugby and rowing at school, he became an offshore sailor but changed his allegiance to powerboats and powerboat racing when he joined the staff of Cougar Marine, where he worked on the marketing and sales promotion of some of the world's fastest production power cruising boats and racing boats.

He got his first experience of offshore powerboat racing in the 1980's, co-driving various Class III boats for Cougar clients and quickly parlayed his seamanship skills into this new discipline, becoming a much sought after navigator and latterly, driver. Having met his wife-to-be, Fiona, at Cougar, he left the raceboat builders in 1988 to take on the role of Powerboat Racing Manager at the Royal Yachting Association, which he occupied and developed until May 2002.

Elevating his racing experience to offshore Class II by 1989 and Class I by 1993, he became part of the Vulture Ventures race team in 1994 and sharing the driving of a 32 foot RIB with team owner, Charles Burnett

III, became Class II World Offshore champion in 1995 and the same year, took the class world speed record.

By now, his portfolio at the RYA had been expanded to include motor cruising and he developed the brief, becoming one of the best and most experienced advocates of all forms of motor boating, from offshore racing to RIB cruising.

In 2001, he helped Sunseeker XS Racing's Ian Sanderson in developing the 38 foot Fabio Buzzi designed XS2000 production boat, first with their unique attempt at establishing a

24-hour endurance record, which they achieved in Dubai, and latterly, shared the driving of the Yanmar turbo-diesel powered boat in establishing a further seven world endurance speed records

including Round Britain.

In May 2002, Peter left the RYA to become Technical Director of the Sunseeker XS Racing project and has been spearheading the Team's racing programme this year, competing in the Union Internationale Motonautique European Endurance Championship. With a first in Gaeta and a second in Naples (See picture), he shares the lead in Sport class with the KSI boat and will race next in



Rome, before coming to England to contest the World Endurance Championship over three races in the Honda Cowes Classic powerboat racing festival in late August. Alpine will be supporting him all the way, and wish him the best of luck.

Peter now lives in Warsash, Hampshire with Fiona, Laura Jo (9) and Simon (5) and enjoys life on and off the water, not least at the wheel of one of the Team's Porsche Boxsters. He will be responsible for planning all the race sites visited by Sunseeker XS Racing next year as their corporate racing programme comes into play and few people are better equipped to do this than Peter, a consummate professional in race organisation and racing boats. A great Alpine Partner.



Some like winning in the rough!

This weekend Sunseeker XS Racing are attending the second round of the European Endurance Championship; the great news is that in dreadful sea conditions Sunseeker Racing's XSR 2000 won its class in the first round in Gaeta in Italy, (See picture) despite being significantly smaller and less powerful than some of the competition and the shock of an urgent crew change immediately before the race when Falcon Hawkins was called in to throttle the boat after Ian Sanderson suffered a serious knee dislocation. Showing true guts and grit the team beat the opposition and the elements to score a fantastic win for British racing. They are immensely proud of racing for their country and representing Sunseeker, a world leading brand with a great British heritage. We at Alpine are very proud to be associated with such a company.



Blazing a trail this summer...

July has once again proved to be a nationwide tour for the aerobatic team, from Worthing on the south coast to Edinburgh and the Isle of Man. Blazing a trail of white smoke and unleashing all 400 horsepower of the mighty Sukhoi at every available opportunity.

July 13th and 14th saw the team head for Birmingham with their sights on the National Exhibition Centre for Max Power Live. The speed mad audience out on the cruise strip were treated to a different display of speed when the Russian built Sukhoi stunned with its sequence of rolls and tumbles and even hovered like a helicopter! The organization that went into ensuring the display went ahead was astounding and we really couldn't have done it without the co-operation of the aircraft fuelers and air traffic control at East Midlands Airport

As this goes to Press we are gearing ourselves up for a very busy August. The planes will be at a whole host of major air, land and sea events including Sunderland Air Show, World Superbikes at Brands Hatch and the Cowes Yachting Week.

Don't miss next month's edition of F1 Racing where you'll find a full length feature on the aerobatics team including a report on the day we took British Superbike Champion, Neil Hodgson for a ride in the Pitts Special!

In the meantime, keep logging on to www.winwithalpine.com for all the latest news from Team Alpine.



During the last couple of races for both the FIA GT World and British Champions, the weather conditions have proved troublesome. At Anderstop the team were drenched before the race had even started! Jamie led from pole but followed the pace car for 54 minutes. Due to the brake bias problem he had

Oschersleben where Jamie secured pole position with his qualifying lap of 1.24.2. He led from pole for the first 1 hour and 10 mins before then handing over to Nicolaus. With only 2 tyres changed on his stop, Jamie took the car back in third position and as he passed Babini in second place, he hit the back of the Lister.

ALPINE EVENTS



Here's where you can see the Alpine Team in action over the coming months, on land, sea and in the air

Sept	Powerboat Grand Prix	AVE/AD/XS	1st	Plymouth
	Southport Air Show	AVE/AD	1st	Southport
	British Superbikes	AD	1st	Oulton Park
	Duxford Flying Legends	AVE/AD	7th/8th	Duxford
	Rockingham 500	AVE/AD	12th/15th	Rockingham Speedway
	Yeovilton Air Show	AVE/AD	14th	RN Yeovilton
	British Superbikes	AD	14th/15th	Mallory Park
	Avon Park Sound Off	AVE/AD	21st/22nd	Avon Park
	British Superbike Finals	AVE/AD	28th/29th	Donington Park
Oct/Nov	British Int'l Motorshow	TBC	22/10/02 -03/11/02	NEC, Birmingham

Key: AVE=Alpine AV Experience; AD=Aerobatic Display; LS=Lister Storm; XS=Sunseeker XS Racing

Win with Alpine

Don't forget to log on to www.winwithalpine.com for your chance to win instant prizes online. The site has

already generated lots of winners since its launch last month, and you too could be an instant winner. There are many prizes up for grabs including G-Shock watches and items from the Alpine merchandise range. Even if you are not an instant winner you will still be entered into the main draw to win either Alpine audio, navigation or multi media equipment or the thrilling star prize of a flight in the Alpine Pitts Special. Log on now to www.winwithalpine.com and you too could become an instant winner.



Star Prize A weekend with Team Alpine at the Southport Air Show on 31 August – 1 September • Flown to the event courtesy of Gold Air International • Full hospitality on both days of the show • Visit to the commentary tower • Kitted out in full flight gear for a 10 minute flight in the Pitts Special • Hotel accommodation (dinner, B&B)
1st Prize INA-N033R, 1-DIN size Mobile Media Navigation System
2nd Prize CVA-1003R Receiver/Mobile Media Station
3rd Prize 4 x CDE-7860R CD Receiver

been experiencing all weekend, after about 10 laps Jamie locked up the brakes on the final corner and spun off the track into deep mud. Due to the muddy conditions, Jamie just became more trapped as he tried to remove the car with the marshals themselves being knee deep in mud!

On from there was

Jamie valiantly drove on though and finished in second place just one second behind the Ferrari that held first place.

So after 6 races Jamie and Nicolaus are second in the championship and Lister are once again leading the Team championship.

In the British GT Championships, Rockingham was the circuit, with the weather requiring the winter jackets to come back out! David began the race on the second row but after being engulfed by the cars behind him, dropped to third and then re-gained his second position. Unfortunately a couple of laps later the clutch 'exploded' and after going back to the pits, David reported that he had had trouble with the clutch from the start.

With four more races to go, anything can still happen with the next round moving to Oulton Park.

SCHUMI'S ARMY

They came, they saw, he conquered. Michael Schumacher's barmy army, all 120,000 of them, went to Hockenheim to see their champion win. Anthony Rowlinson joined them

Photographs by James Bareham

You hear it before you see it. The ululating rush of excitement. Heat, frenzy, anticipation. Buzz. Massed air horns hailing the imminent arrival of their man. The Man. Michael Schumacher.

A Mexican wave ripples from left to right. The sound of Rubens Barrichello's F2002 being fired up slashes the humidity.

Sweating. They are sweating with fever. Still they can't see him. A young Schumi fan strains on dad's shoulders in the *Sud Tribune* (south stand) of Hockenheim's

concrete amphitheatre. And then comes the crystal scream of a Ferrari V10 051, echoing around the edifice that holds the masses. This, surely, is what Hockenheim's original circuit builders had in mind when they built an infield unlike any other, with the sole purpose of allowing petrolheads a lingering look at their heroes. One day, they knew, a German world champion would enter here and be welcomed like no other before or since. Today is that day.

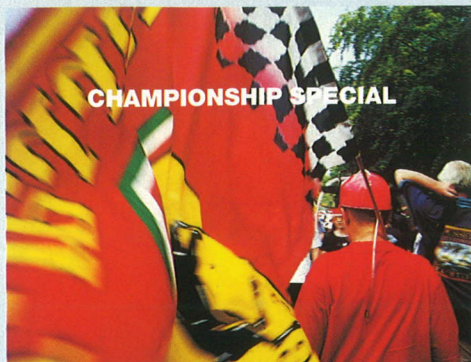
Could those architects ever have imagined this? An ocean of red. Every cap a Ferrari

cap; every flag a Schumi flag. Ninety per cent male, 95 per cent German, 100 per cent *Schumosi*. These are Schumi's great unwashed (a lot of them *are* unwashed, too, after a night in the campsites).

It is breathtaking-heartwarming-intimidating-electrifying all at once, and for some it's too much. One *Schumoso* has already passed out in this German hothouse and has been whisked away, drip in arm, oxygen mask on face, to a waiting ambulance. His girlfriend is torn between losing her place in the grandstand ▶

(Main) This is what we mean by 'mega-stardom': 120,000 fans, one common aim; (opposite) no smutty gags about Schumi fans getting the horn whenever they see him. Not in this mag. No. Never

THESE ARE SCHUMI'S GREAT UNWASHED (A LOT OF THEM ARE, TOO, AFTER A NIGHT IN THE CAMPSITES)



CHAMPIONSHIP SPECIAL

'A SINGLE PINK FIREWORK GREET'S RUBENS, A PYROTECHNIC PREMATURE EJACULATION'



and holding her lover's hand; her face a study in distracted indecision.

A flash of red. *Michael! Michael?* No – it's Barrichello, first out of the Ferrari pits for qualifying, so first round to the grandstands.

A single pink firework greets Rubens, a pyrotechnic premature ejaculation which only heightens the frustration of those still hanging on for their hero. The first Ferrari has distracted them. They are confused, eager but unfocused.

Pause. A fly alights on a fan's *würst*. He doesn't notice.

And there he is! Michael Schumacher is in the Stadium!

What happens next has to be seen and heard to be believed. Fifty thousand red-faced, red-dressed, red-obsessed Germans rise in unison. Each has an air horn. Every one of them is unleashed. The distorting effect is such that the air around them shimmers like a heat haze. They are on their feet, on their chairs. A thousand fireworks.

Beneath it all, like some rough-cut backing track, "SchumiSchumiSchumiSchumi" rustles from every mouth. Then he's gone. Through in 15 seconds, ready to set a time, to 'do the job' as none has done before.

This doesn't feel like sport. We're talking the Beatles at Shea Stadium here. The Germans know it; they have a term for it: *Schumania*. It is phenomenal, in every sense of the word.

Let's imagine that in 1992 Nigel Mansell had come to Silverstone as an all-conquering five-times world champion, this year's title already pocketed, in a dominant car, with the sole intent of giving his fans (and they are *his* fans, because no-one else matters) a memory to last a lifetime. The weather is too hot, deliriously so; alcohol is fuelling the rapturous abandon.

You're halfway to Hockenheim '02.

Later, Schumi's pole position duly delivered (brother Ralf alongside to

perfect the symmetry), the celebrations can commence in earnest.

Deep in the forest which surrounds the track, distant music heralds a beginning. In gathering darkness there is something tribal in there, something ritualistic. Way down in the subconscious, a sign flashes up: *enter at your peril*. We enter. And explore.

Smells and noise. Girls and boys.

Drinking and...

A man without enough teeth asks why we are taking pictures of his tent. I think that's what he said: he's Dutch, I'm a Brit and there's no common pidgin to bridge the language gulf. It's a vaguely tense moment. But his face suddenly cracks into a gappy smile, and he points to the postcard-sized picture of Ralf Schumacher he has nailed to a tree. He urges me to look closer, to enjoy the Hitler-style 'tache he has inked in above Ralf's top lip. He's in hysterics now, and we get the guided tour. "Heineken," he urges, ►

(Main) Don't ask us – blame Michael; (clockwise from top left) what is it with Schumi fans and hard hats... or even car hats?; they only have eyes for you, Michael; football meets F1, Germany meets Italy, so you get a Mexican wave, natch



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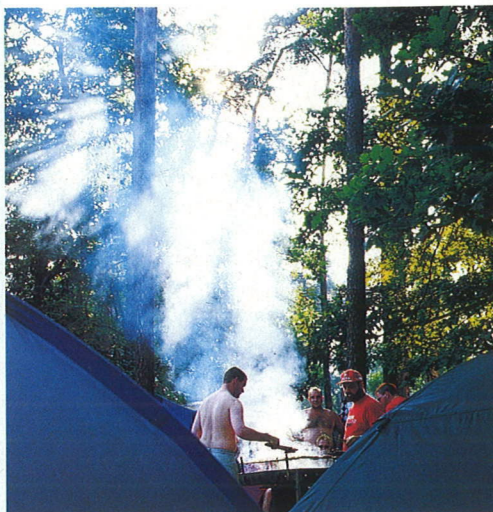


$(172\text{bhp} + \text{Clio}) - 89\text{kg} = \text{Va Va Voom}^2$



CHAMPIONSHIP SPECIAL

'THE SOUNDTRACK IS MICHAEL SCHUMACHER TO THE STRAINS OF WHERE'S YOUR DADDY GONE?'



"Heineken". And it's undeniable. There is a lot of Heineken around his tent. He and his partner have drunk their way through a couple of hundred cans and they are all strung up like fairy lights between the trees. Explanation seems superfluous.

As it does for the 'magnificent seven' camped alongside, who are each wearing scarlet oil cans on their head. Their inspiration, if that's the word, has obviously come from the Tin Man in *The Wizard of Oz*. And they have another trick which they are keen to show. They line up, shoulder to shoulder, backs towards us and, on cue, perform an about-face in unison. The fronts of their yellow T-shirts read: F-e-r-r-a-r-i.

H-o-w-e-r-y-c-l-e-v-e-r.

Why are they doing this, I enquire.

"Why? It's a joke." Oh.

The ghastliness continues further into the forest. There's some kind of disco going on - y' know, Euro-pop (Euro-pap?) thudding through the trees. Seems rude not to join them. Except that tonight's soundtrack is *Ein Michael Schumi, es gibt nur ein Michael Schumi...* to the tune of *Quantalamera*.

Then there's *Miiichael Schuuuumacher, Michael Schumacher* to the strains of *Where's your daddy gone?*

Imaginative it ain't, but no-one has come here to be challenged (least of all M Schumacher esq). The expectation - the demand - is that Michael will deliver victory, pure and simple.

That he does so on Sunday is no surprise. It is, after all, the 62nd win of his career, a record-equalling ninth this season, with no sign of diminishing powers yet apparent.

It is, though, only his second at Hockenheim (his first was in '95 with Benetton) and for that reason there is a palpable sense of relief when he lifts that arm aloft way before the chequered flag, showboating for all he is worth, in one of the biggest, gushiest, communal love-ins seen since JFK inadvertently told the world he was a doughnut.

The track invasion was a given. Some kissed the very Tarmac over which their idol had passed. Others just kissed each other. The rest, with no-one or nothing to kiss, drank beer instead.

They had come to honour their leader; he had come to honour them.

Job done, this working-class hero, this quotidian conqueror, left the building. And so, too, triumphantly, did his army. 🇩🇪

(Main) Germans, world-renowned for their, er, crazee sense of fun; (clockwise from top left) they can spell, too; a Schumi special edition Portaloo; check out Ralf's hand-drawn moustache; Schumi fans, everywhere; it's a BBQ, not a ritual sacrifice, honest



ENGINEER OFFICER TECHNICIAN OBSERVER OPERATOR MECHANIC FAST JET PILOT SUPPLY OFFICER HELICOPTER PILOT

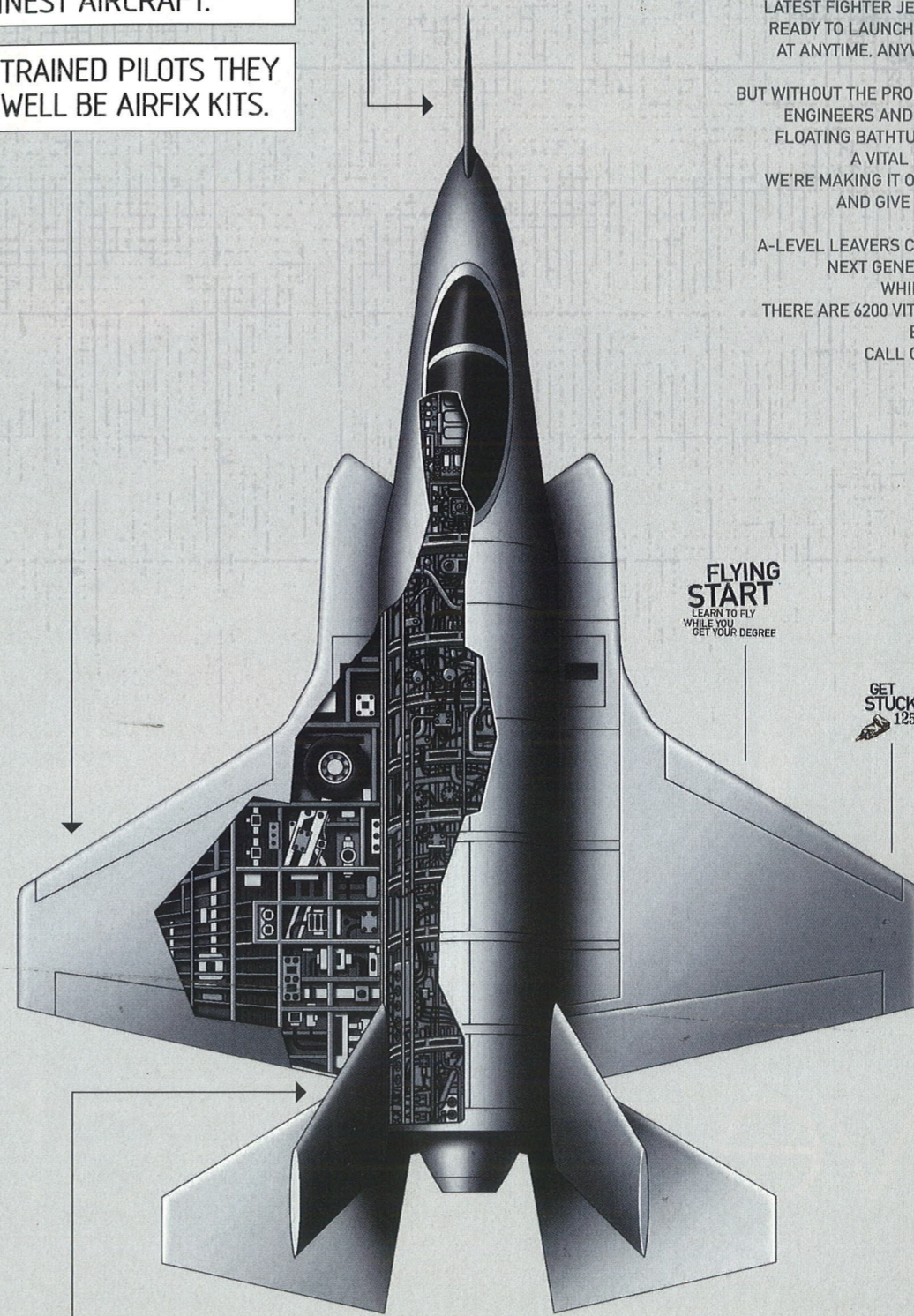
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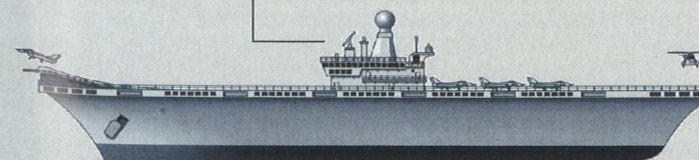
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The record-breaking continues. It has been an astounding career so far, and Schumacher says he has no intention of stopping just yet

50th win with 'the reds'. Schumacher is unable to hide his emotions. His cheeks bear witness to an uninterrupted flood of tears. He looks good, this champion of ours, when he forgets the cameras are on him.

"I was overcome by my emotions," he says today, as if in apology. The title win is still fresh, secured just three days ago. Michael is relaxed. I try to detect something new in him, something that only a five-time champion might display. But I can't. He is calm, relaxed and completely committed to the interview, as always.

"I'd got used to the idea that this wasn't

going to be my race: Rubens' problems at the start, my penalty... When I saw Kimi [Raikkonen] go wide four laps from the finish, I couldn't believe my eyes," he says. "Those last miles were some of the hardest of my career. I was just somewhere else. I thought I was in for a stress-free weekend but then the pressure arrived at full speed at that exact moment. My mind was all muddled up."

Once he had taken the chequered flag, Schumacher cracked. "There was nothing I could do about it," he says with a smile. "It just happened." It is rare to get a truly

authentic moment with Schumacher, but Magny-Cours was one of them. "I try to keep that type of display to a minimum," he says. "I always feel a bit stupid afterwards when I see that type of footage of myself."

If there is one thing Schumacher finds difficult, it is being relaxed in front of the cameras, letting himself go, laughing out a little one-liner. Schumacher is cautious. He analyses questions, looks out for traps, keeps an eye on his behaviour, his mental software always on alert. And he normally ends up sounding just a little bit awkward. Interstellar behind the wheel, magical ▶



WORLD EXCLUSIVE CHAMPION INTERVIEW

Give me five!

Forty-five years after Juan Manuel Fangio posted the record that not even Stewart nor Prost nor Senna could match, Michael Schumacher has won his fifth world drivers' title

Interview by Stéphane Samson; portraits by Ollivier Hersart

He raises a fist, crosses the finishing line and swings his Ferrari from right to left as the crowd pay him homage. He can hardly believe what he has done. Shouting with joy into his microphone, he stamps his feet and knocks on his helmet as if trying to wake himself from this dream. Then he drives the longest slowing-down lap of his career, in tears throughout. Sobbing into his radio. "You're all fantastic... I love you... Thank you..."

Thank you..." he somehow manages to say. Meanwhile, Ferrari and their fans are embroiled in some serious backslapping, winning cries and flag-unfurling.

When the new 2002 world champion brings his Ferrari to a standstill in parc fermé, his eyes are red. He gets out of his seat, climbs onto his car and seems to want to hug the whole world. Team boss Jean Todt has already clambered over the metal barrier. The two men collapse into each

other's arms, and only then realise what has just happened to them. Their hug lasts for 30 seconds, a minute, a whole century... Michael Schumacher has just equalled Juan Manuel Fangio's record. He's a five-time world champion. *Five-time world champion!* Seven seasons with Ferrari flash by on fast-forward. What makes it even more special, this most beautiful of victories is secured on the ninth anniversary of Todt's arrival at Ferrari's helm. It also happens to be Todt's



MAIN: MARK THOMPSON/ALLSPORT; INSETS: BRYN LINDEN/ALLSPORT; CLIVE MASON/ALLSPORT

'I MAY NOT SHOW MY EMOTIONS, BUT THAT DOESN'T MEAN I DON'T HAVE ANY. IT'S HARD TO LET MYSELF GO'

tamer of 875 untamable horsepower on the track, master of drift on a huge bend... Schumacher is without equal when it comes to taking a Formula 1 car to the limit. But he clams up when he sees a camera lens or a Dictaphone. Torn between the desire to savour this world championship exuberantly and to flee the – for him –

stultifying crowd, he doesn't always manage to express what he is feeling.

"That's just the way I am," he says. "I may not show my emotions, but that doesn't mean I don't have any."

Sometimes his vocabulary cuts him short. "I speak English quite fluently, but it's really hard for me to describe how I feel in this language. But, then, it's also hard in my mother tongue," he says.

The real Schumacher is buried deep under mile upon mile of assumed arrogance and the ever-present self-confidence displayed in the paddock. That is what people close to him will tell you. "It really takes a lot for me to let myself go, that's all," Michael says.

Won't his list of honours allow him some real self-assurance? Won't this fifth title change things? "I don't think so," he says, almost embarrassed. His world begins behind a visor, on four wheels. "That's where I'm really me, where I'm really at home. There's total osmosis between the car and me. To me it's just natural. I really flourish in that environment." The visor doubles as a convenient shield from observation and, of course, photography.

Jean Todt, Ferrari's director and friend to Michael, bears witness to Schumacher's sensitivity. "From outside, he seems a very cold, even arrogant, driver," he says. "But in fact he's just the opposite. He wants to know everything, understand everything, ▶

Michael finds the crowds of adoring fans (above) quite daunting, but when the moment calls for it he can crack a smile (below). His face, in repose, rarely looks joyful (opposite)... but celebrating victory with Jean Todt (above left) is always special



> Schumi v Fangio: a bunch of fives

How does Michael compare with the previous record-holder? Eugène Martin (inset), who raced against Fangio, knows better than most...



He is 87. He was in the very first F1 World Championship race at Silverstone in 1950. He rubbed shoulders with Juan Manuel Fangio on the track and still never misses a grand prix on the TV. Eugène Martin, a former driver, is perhaps the person in the best position to compare the Argentine champion with Michael Schumacher.

"Juan Manuel was always correct, was never one to strut around the place. I remember him as a fairly reserved, not very talkative driver. He

was never one for big speeches or ostentatious gestures," he says. "And he was just the same on the track. Fangio was well brought up. He never pulled any nasty tricks. I can't say the same for Mr Schumacher, who sometimes

goes beyond the limit when he's at the wheel. And then, in my day, we didn't earn much money. We weren't in motorsport to earn a good living!"

Martin, driving for Talbot-Lago, didn't manage to notch up a single world championship point. "The recipe for success then was just the same as it is now. If you weren't in the right car, there was no way you'd win. I'm not calling Fangio's worth into dispute here, but when he wasn't in the best car... he wasn't out in front," he says. "Michael Schumacher has got his hands on a great car, and that car plays no small part in his leading the way. In the '50s, the Ferrari-Maserati head-to-head was more interesting."

But, as far as Eugène Martin is concerned, the F1 of the '50s and the F1 of today are still the same sport. "It's just that technology and money have made the competition different. Still, I find modern grands prix less authentic than they were in the past. There's just too much politics involved now..."

Eugène Martin was talking to Stéphane Samson



'BECAUSE I KNOW THAT HAPPINESS IS FAIRLY FRAGILE, I'M AFRAID THAT THINGS WILL CHANGE. I HAVE A PERFECT LIFE'

regarding both the car and everyday life. I think this curiosity stems from an innate cautiousness. Michael wants to understand so as better to control what's around him. He's always reserved and it takes time to win his trust. What the paddock mistakenly thinks of as arrogance is in fact just shyness and self-defence."

So Schumacher is a sentimental old thing, then. Many of his arch-adversaries would laugh their socks off on reading that. Indeed, this out-of-car character hangs together so badly with his behaviour on the track that it could sometimes be perceived as straightforward acting. Didn't some people think the Monza 2000 tearfulness, reputedly due to matching Ayrton Senna's record number of wins, was just a pre-meditated marketing campaign?

"There's no way I can stop people believing what they wrote about that occasion. But I deeply regret that," Schumacher says. "Maybe being yourself is a weakness as far as F1 is concerned."

Which is why he shields himself by hiding his personality. "Sometimes I cry, just like everyone else. But I normally share my pain with my wife, behind closed doors." Even

after 12 years in the sport, it's as though Schumacher still hasn't quite understood what has happened to him or hasn't quite got to grips with (read: accepted) the F1 philosophy. Unfathomable character. He's from another planet when he's on the track, and he's the same off it. While some of his team-mates have enjoyed collecting top models – one-night adventures – he swears by the virtue of family values. Corinna, his wife. The children, Gina Maria and Mick.

"Michael sets very great store by them, because he can cope with the pressure but needs to feel that he's supported," Todt explains. And as for the St Tropez weekends, the Prada trainers and the latest Rolex... well, they're not really up Schumi's alley. His ideal holiday tends to be in wide-open spaces, usually in the US, far from the world's social whirls. And Christmas he spends in Norway. "I like nothing more than nature and beautiful landscapes," he says. "Switzerland is one of the few places where I feel at ease."

So just who is this Schumacher bloke? "A fairly straightforward guy who can't get used to the excesses of F1," Michael says with a smile. "I'm always surprised by the



enthusiasm – or sometimes, even, the hysteria – that my presence can cause." The poor guy is simply frightened by his star status. He carries his fame like a millstone around his neck. Can't bear the crowds... the ever-avid autograph-hunters. Does he sometimes feel vulnerable?

"Yes. Because I know that happiness is fairly fragile, I'm afraid that things will change. But, at the same time, I feel more confident in difficult situations. When there's a problem, I get a grip of myself and get things moving in the right direction. Having said that, if I weigh it all up, the difficulties I've had along the way are nothing in comparison with the joys I've experienced. I have an almost perfect life."

Much the same can be said of Jean Todt, and that goes some way to explaining Ferrari's attitude in Austria. While onlookers assumed that they were quietly heading towards the title, 'the reds' themselves still had doubts and wanted to be sheltered from any potential shocks. "It would be stupid to pretend that I wasn't hurt by the post-race reactions," Schumacher says. "I really wasn't expecting them, and that made me think. It really taught us a lesson."

(Main and right inset) Concentration is one of Michael Schumacher's greatest skills. When in the car, he shuts out all distractions; (left inset) with his wife Corinna, a strong and comforting presence in his life



DARREN HEATH; CLIVE ROSE/AT; LAT. ARCHIVE; CLIVE MASON/ALLSPORT; MARK THOMPSON/ALLSPORT



Michael drove superbly all season, right from the first win in Australia (above left) to the title-clincher in France (left), winning eight races, including San Marino (above right); unlike most F1 stars, Schumi is genuinely pally with 'the lads' (right)



SCHUMI v FANGIO: THE STATS

Juan Manuel Fangio is the only other man ever to have won five drivers' titles. These figures show just how his achievement compares with Michael Schumacher's



FANGIO (in F1: 1950-58)	SCHUMACHER (in F1: 1991-)
Drivers' titles	
1951, '54, '55, '56, '57	'94, '95, '00, '01, '02
Career starts to secure fifth title	
47	172
Races in season of fifth title	
8	17
Races left in season of fifth title	
2	6
Percentage of season left	
25%	35.3%
Date of fifth title	
August 4	July 21

The Formula 1 season was much shorter in Fangio's day, which must be borne in mind when comparing the number of starts taken to achieve the same result. He won his fifth world championship in a season of only eight races; the 2002 season has more than twice that number. So although Fangio won his fifth title in just six races, Schumacher has won it with more of the season left to run. Fangio still has the upper hand in one area though: Schumacher has 'only' three back-to-back titles (so far...); Fangio scored four.

Schumacher has entered into F1 legend. And he's not quite up to coping with his megastar status. "I'm always in the spotlight," he says. "There's rarely a moment's peace. Everyone seems to want a bit of me, and it's not unusual for passion to get to fans and make them take things a bit too far. So I need to look out for myself." Winning the title in '00 and giving Ferrari the prize they had been waiting 20 years for seems to have lightened him up a bit: "I remember standing on the podium at Suzuka. I was alone with Jean Todt and he told me to savour the moment. Then he said, 'Our lives will never be the same again.' He was right."

And although Schumacher might find that this legend outfit takes quite a lot of getting into, he has taken on the challenge without a second thought – even if it isn't a perfect fit. The whole world, almost, hails him as the best driver of all time – yet they don't necessarily like him. Schumacher is happy to accept the compliment but he still asks himself, when he looks in the mirror, if all this fuss is justified. "The legend is Ferrari. Not me," he warns.

Caution: this man is fragile. But also very clear-headed: "I know that one day a new boy will turn up and be quicker than me. That's life. I'm prepared for that and I won't do a single race too many."

Has he already spotted the new boy? "Not to my knowledge," he answers, smiling. "So retirement isn't on the cards just yet..."

Schumacher is 33. He's spent almost his whole life behind a steering wheel. "I don't really think of myself as an old driver," he

says. "I still think I'm 25. To me, 33 is young. But when I think that I've been involved in motorsport for 29 years... I can't believe it! Cars have been my life since I was four."

But it hasn't always been friendly on the track. "I hate conflict," he says. "And I've never raised my hand to anyone, ever. I know how to keep what goes on on-track separate from what happens in everyday life." Rarely can a champion have caused so much controversy. But then regrets aren't really 'house style' either. If there is one moment in his career that he could change, Michael won't have to scratch his head in thought for a single second before telling you what it is. "I'd like to re-run the '97 Jerez grand prix..." he says, referring to the time he tried to punt Jacques Villeneuve off the track to secure the championship.

Five world championships. To claim that Schumacher's pulling-off of this feat is any great surprise would be to exaggerate. He has secured more wins, having already passed the 60-mark, than any other driver. His Ferrari contract lasts until the end of '04. By that time, he could well have won six (or seven?) titles. But he's quick to refute any comparison with Juan Manuel Fangio, the driver whose record he has just equalled.

And he seems sincere. "There's no way you can compare me with him. What he achieved, at the wheel of fairly basic cars in just shirt sleeves and with no helmet, hardly bears thinking about. It wasn't even the same sport," he says. Indeed, Schumacher sets great store by safety and won't sit in a car he considers dangerous. "No, I could never do what he did. That man was a hero." 1

Midnight express

You've never seen this before. Michael Schumacher's record-breaking, world championship-winning Ferrari F2002, pictured at night, at Ferrari's Fiorano test track. It is, we're sure you'll agree, a beauty beyond compare

Words by Michael Schumacher and Rory Byrne; photographs by Alister Thorpe



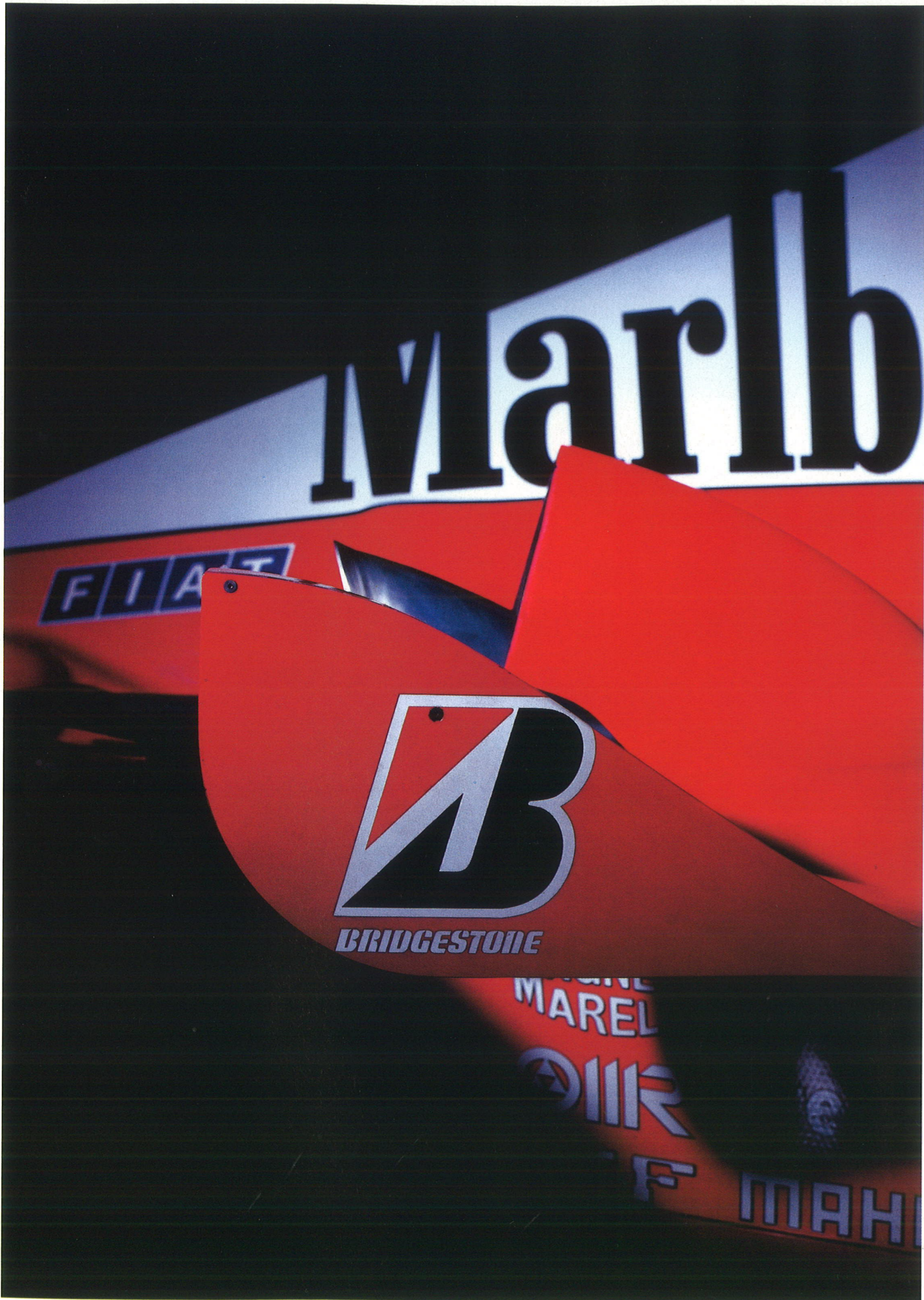
> Rory Byrne

"I don't consider beauty because only efficiency matters. A winning car is always beautiful! The whole shape comes from research and wind tunnel studies. But when I look at this car, I don't only see its external form. I see how well integrated it is – I consider the amount of work and resources allocated to its design. Every single element of the F2002 has been carefully studied. This, also, is beautiful."



> Michael Schumacher

"When I saw the new car for the first time, I just thought: 'Wow!' It's a beauty and really so innovative. I think it's one of the most beautiful Ferraris of all time and I never thought it possible to build an F1 car so small and tight, with such a low centre of gravity. What I also like is that our aerodynamic guys have been radical. The rear end is totally new and advanced and, to me, that makes sense."



>Rory Byrne

"The rear end is a new concept [left]. It was born from the fact that the sidepods are much lower, but the engine has to keep its exhaust quite high. It would have been difficult to adapt the system we've been using since 1998 to work with the '02 car. I'm proud of the whole thing, really. If I had to point out a few elements, I'd say the new transmission and the cooling system are really competent."

>Michael Schumacher

"We're particularly proud of the gearbox - it's maybe the most extreme innovation on the car. It shifts faster than the old one but at the same time it is even smaller and lighter. The exhaust pipes are higher [left]. The concept of exhausts coming out of the engine cover is a trend started by Ferrari. This year they are new again and I think they look like shark fins - a wonderful innovation by our engineers."



>Rory Byrne

"We didn't make a lot of mistakes when we designed F2002, but there is one particular area where we could have done better. It's not a big problem, but it can be quite significant from time to time. I can't tell you a lot about it, but it will be fixed for the '03 car! I'm not giving anything away if I say that the '03 Ferrari is going to be an evolution of this year's one. The regulations won't change and we already have a competitive package."

>Michael Schumacher

"Every car has its limits and, when you're driving close to the limit, any car is difficult to drive. There are always some problems, such as understeer and oversteer, however fast you drive. You always get these problems in motor racing. The only thing that changes is that the limits are pushed further. From the very beginning you could see that we had made a big step forward with this car."

>Rory Byrne

"Our use of tyres has taken a big step forward this year. In '00, our car was good, but we used the rear tyres too hard sometimes, when the temperature was high. We improved in '01, and we went even further this year. Tyres are a major part of our planning when we're working out race strategies: choosing a compound can be tricky but our relationship with Bridgestone helps a lot."

>Michael Schumacher

"I lie lower in F2002, but I have more space. I've had to get used to it. Generally, you don't sit in an F1 car, you lie in it, but in F2002 I feel like I'm lying more than ever before. It's a bit like being in a road car with the driver's seat wound down as far as it can go. It feels totally different but I like it because the contact with the track is even more direct."





> **Fiorano: where it all comes together**

The location for this exclusive picture shoot could only have been Fiorano: Ferrari's own dedicated test track, located just a few hundred metres from the enviable (and widely-envied) F1 facilities that have spawned each of the Ferraris you see on this page (and their predecessors, too, of course). *F1 Racing* gained special permission to take these remarkable pictures in the dead of night (3.00am, to be precise) so, for once, the hordes of Ferrari-obsessed tifosi, who throng around the track's walls craving a sneak glimpse of the latest machine to carry their hopes, were absent. Fortunately for all involved in the shoot, there was no need to fire up the F2002's mighty 051 powerplant. For doubtless, had we needed to coax it into life, the ensuing thunder would have aroused a few dozen slumbering tifosi and rendered proceedings a little less... discreet, shall we say. Don't suppose anyone would have complained, though...



THE BRAWN-BYRNE-MARTINELLI FERRARIS



Narrower track and grooved tyres are part of the FIA's new rules package. Ferrari concentrate on aerodynamics; the F300 is noticeably less cluttered along the flanks than its understeer-addled predecessor, and is the first car to feature exhausts that exit through the top of the engine cover. The front wing also has a distinctive 'arrow' shape. In June '98, *F1 Racing* publishes a Darren Heath picture of Michael Schumacher's F300 in action with just one brake disc (the right rear) aglow - at Imola, after 'brake-steer' had been banned.



Evolution of the F300 with narrower monocoque, smaller gearbox, FIA-mandated wheel tethers - and, for the first time, Bridgestone tyres (Schumacher having claimed publicly that the majority of Ferrari's performance deficit in '98 was down to Goodyear). Wins first time out in Melbourne, albeit after both McLarens retire; it is not quite the equal of the McLarens on pace during the year, but generally more reliable.



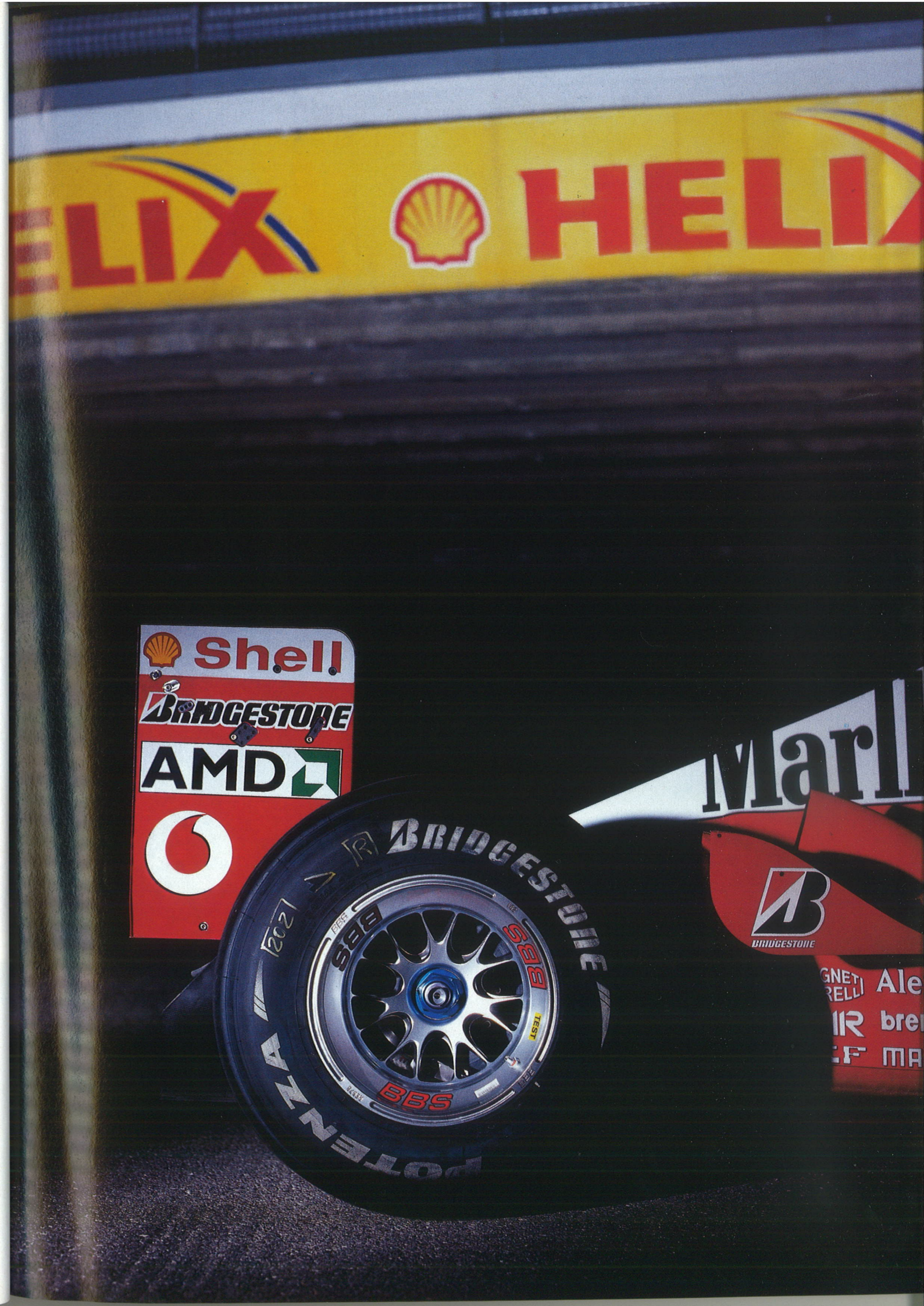
Major advance in terms of both handling and aerodynamics. Diminutive 049 engine has lower centre of gravity and the cooling system is optimised so that the sidepods can be narrower, with slimmer air intakes. Re-sited fuel filler makes for quicker, easier pitstops. Just edged by McLaren-Mercedes package for outright speed, but more reliable and consistent. Wins title 'double' and Ferrari's first drivers' crown since '79.



A thorough finessing of the F2000 concept. New aerodynamic regulations account for lower nose and three-element rear wing; taller sidepods improve cooling; new suspension geometry makes the car easier on its tyres. The 050 engine is eight per cent lighter than its predecessor and just as reliable. Good for another title 'double'.



Revolution not evolution: F2002 is entirely new, and does not make its debut until the third race of the season. Bodywork is sensuously curved, almost shrink-wrapping the tightly packaged innards. Exhausts exit through 'chimneys' in the rear deck. Fantastic mechanical and aerodynamic grip enable F2002 to be fantastically quick out of corners; exclusive development partnership with Bridgestone a bonus.



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ARE YOU SITTING COMFORTABLY? THEN WE'LL BEGIN...

The 'we' being *F1 Racing's* fearless über-'grillers' Matt Bishop, Tom Clarkson and Stéphane Samson. David Coulthard is one of the cleverest and most articulate Formula 1 drivers – and, in a world-exclusive interview, he proved it

Portrait by Andy Earl; other photographs by Darren Heath

Calm, composed, unbending under scrutiny – DC says (among other things – just read on!) that he feels different about the press now than he has in recent years

Matt Bishop: Since we're at Magny-Cours, let's start with a question about this circuit. Do you like it?

David Coulthard: Technically, yes, it's very interesting. You have a very high-speed start to the lap, followed by some Mickey Mouse stuff at the end which isn't very challenging because you're at the mercy of your car through there. But the Magny-Cours area is in fact what inspired me to get a motorhome [Coulthard takes his own personal 'home to all European grands prix]. We used to do a lot of testing here and I remember finishing early one day, going back to the hotel and asking the guy at reception whether there was anywhere around to have a bit of fun. He went, "Er, no – but there is a bowling alley!" So I realised then that I'd need to create my own entertainment here!

MB: You say the end of the lap is "Mickey

Mouse". Do some drivers focus on the 'ballys' sections of a circuit because they're a bit more fun, a bit more challenging?

DC: In the less experienced teams, probably, yes. But I don't think that's the case with the top three or four teams because we realise that the really significant gains come in the braking areas and in the low-speed corners. I'll give you an example: I was testing at Paul Ricard recently – and the ultra-quick right-hander, Signes, is flat. It's not comfortably flat, but you get there within a few laps. You enter the corner at over 180mph and you scrub off 3-4mph through it. You come out the other side saying to yourself, "Done that for another lap and nothing broke." After a while, though, I tried lifting slightly on the entry to see if I could carry more speed at the exit, because you scrub less speed off – and I could. So not taking the corner flat made no difference to the lap time at all.

MB: Is there a bit of bravado among drivers about being flat through 'big balls' corners?

DC: Yes, but I think that's more important to the younger guys. They're a bit insecure about their careers, so they might tell little white lies – although, of course, you can't hide anything from the engineers, who can see everything on the telemetry. Ultimately, as long as you're doing the lap time, it doesn't matter how you're achieving it.

I remember sitting in a press conference ▶

'SUDDENLY THE PENNY DROPPED THAT IT HAD BEEN A MISTAKE TO GO FOR THE MONEY WHEN I SHOULD HAVE GONE FOR PERFORMANCE'



with Mika [Hakkinen] at Spa one year and he was asked whether he was flat through Eau Rouge. He said he was, but I could show you the [telemetry] trace that proves that I was closer to 100 per cent than he was! It's all about wanting to be seen as a charger.

Stéphane Samson: Are there any overtaking manoeuvres from this year that you're particularly proud of?

DC: I'm not good at remembering specific racing incidents. But I've certainly pulled off a couple of overtaking manoeuvres that I had to work hard to create. One that stands out was at Barcelona, when I was struggling behind Jenson [Button]. I really had to work



MP4-17 went well at Magny-Cours (main), though David was beaten by his team-mate Kimi Raikkonen. *F1 Racing* journos Stéphane Samson, Matt Bishop and Tom Clarkson ask the tricky questions (opposite, from left to right)

for it. Apart from that, keeping it away from the walls at Monaco was satisfying because it's so easy to make a mistake there.

MB: Mika once told me that he sometimes shouted at himself in the cockpit as a way of encouraging himself. Do you do the same?

DC: I have conversations with myself, yes. If, in qualifying, I have a car good enough for pole and someone has pipped me, I might give myself a little talking-to as I go down the pitlane to get my mind where it needs to be.

Tom Clarkson: You've got Adrian [Newey, McLaren technical director] working on your side of the garage this year. Has that had the desired effect?

DC: It's taken away an element of distraction that was always there in the past, yes. The car is his concept, so he must know it more intimately than any other engineer could. He might not know every spring that's available, but he can see the bigger picture. He'll think, "In the wind tunnel we did that, so that's the biggest influence on the car, so we shouldn't be altering the front bar, it should be the rear spring." Or something like that. As a result, I believe that having him is beneficial, because he works well with Phil Prew, my race engineer, and Dave Redding, my data analyst.

TC: Is Adrian as good a race engineer as he is a designer?

DC: One of his strengths is that he asks me what is costing me the most time and what I need to go quicker. They seem obvious questions, but in the heat of a one-hour qualifying session, which typically lasts only 40 minutes in reality, you sometimes need to be reminded what you're trying to achieve.

TC: Does Kimi [Raikkonen] have the same doubts that you had previously, working without Adrian?

DC: No, and I don't blame him because I never had any doubts when I was in my second year of Formula 1 in 1995. Back then, some weekends I'd be okay, other weekends I'd be very good and others I'd

be average. I never really analysed it too much; I was just doing what I'd always done. I had tonsillitis at the beginning of '95, but after I'd had my tonsils taken out mid-season I had three or four poles in a row. Damon [Hill] and Michael [Schumacher] couldn't match it – and I remember people telling me, "That's really good!" But I didn't really think about it. Now, when I'm testing the car in January, I'll be constantly thinking about what it'll be like in the middle of the season, to try to imagine the bigger picture after a few months' racing.

Can you remember back to the carefree days when life was straightforward and everything you had was probably everything you had in your back pocket? You didn't care, did you? Well, I think that's where Kimi is now.

SS: You've talked about fluctuations in your form in '95. Do you still come back from a race thinking you could have done better?

DC: I don't think I drove very well at Silverstone this year. Yes, there were problems, but I didn't deal with them as well as I might have done. That was disappointing, but you analyse it and you try to learn from it. Just because you made a particular mistake in the past, it doesn't necessarily mean that when the pressure is on you're not going to make the same mistake again. You guys are the same in that you might be inspirational one day, when your typing fingers are on fire, yet on another day you might be thinking, "Will someone please give me an idea?!"

MB: Absolutely. So do you believe in the vagaries of form? Cricketers, and batsmen in particular, certainly do. But F1 drivers in general don't. Do you accept that drivers can have 'off' days?

DC: Of course I do, but it isn't always based in how you feel. I remember winning at Spa in '99. I felt terrible and hadn't slept all weekend, but I somehow won the race with a very strong performance. I managed to break Mika in the early laps and he gave up.

TC: Nick Heidfeld told me in an interview [see ▶





separate story, page 98] that he didn't believe in form. What do you make of his attitude?

DC: I find that difficult to accept. Almost everyone I've come into contact with, whether it be Ayrton [Senna] or Alain [Prost], agrees with me on this subject. Well, everyone bar Nigel [Mansell]; I guess he might not accept that he wasn't always on form!

MB: With drivers now coming to F1 so fast, some without even F3 experience, do you think they need more time in F1 to get themselves to an optimum-form level?

DC: F1 is still difficult, but it's easier than it used to be – because every car has now got power steering, which makes a huge difference. That's not to say that the good guys don't shine today, because they still do, but it's easier – physically – for the young guys.

I remember Turn Two at Estoril in the mid-'90s. If you didn't get enough lock on initially, that was *it*. You'd had your quota and the steering was so heavy that you'd miss your apex and you'd lose two-tenths. Lap times today are faster, so you're still pulling the g-forces, but talent can adapt to speed. You needed more strength back in those days.

SS: Can we talk about the car now? How would you describe MP4-17?

DC: Whereas last year's car tended to suffer more from understeer on the Bridgestones, which gave it good stability, this year's car has an abundance of front end, which is a characteristic of the Michelin tyre. So one of the difficulties is to control the rear. That makes MP4-17 more difficult to drive but, thankfully, it's not consistently like that at all circuits. The softer-compound tyres suit me and the car better because, for whatever reason, there's less front end with them, so it's more balanced. Sometimes, however, as Michelin and Williams have wanted to go

Is the glass half full or half empty? David is optimistic that McLaren, provided they fix an unnamed problem with their car (its engine, though he won't say that), will be able to challenge for race wins next season

'AS A DRIVER IT'S A FINE LINE BETWEEN KNOWING WHEN YOU'RE WORKING FOR YOURSELF AND WORKING FOR THE TEAM'

to harder compounds, our performance has consequently been adversely affected.

MB: After Silverstone I found myself wondering how Michelin could possibly have made such a bad intermediate...

DC: In terms of work ethic and the ability to admit to the areas in which they're lacking, Michelin have been impressive. But their rate of development so far has been insufficient.

SS: Jarno [Trulli] says he's had to change his driving style to suit the Michelins.

DC: Well, I don't consciously say to myself, "I'm going to change my driving style." It's subconscious because, during a race, you have to adapt and you don't have time to think about it. I'm always reluctant to hear too much about driving style, particularly in testing. If the test driver tells me, "I changed my driving style," my attitude is that he's not giving us a full result of what a test item did to the car. He's coming back with an initial feeling of what it did, but then he's adapting himself – and we're losing part of the rigour of the test.

MB: What you're saying is that to drive around a car's problems in a race is appropriate and sensible, but in a test it's not.

DC: Exactly. At Monaco, if I hadn't adapted to the graining tyres, I would have crashed.

SS: At a test, where one driver is quick and the other one is slow, the slower one

choosing not to change his driving style, surely the engineers would heed the input of the faster driver?

DC: That's when you need a senior engineer who can apply logic. As a driver it's a fine line between knowing when you're working for yourself and when you're testing new parts and when you're looking for lap time.

MB: In last month's *F1 Racing* I wrote a 'Newey on Raikkonen' story in which Adrian said he thinks this year's tyre/chassis combo better suits Kimi's driving style than yours. What is your reaction to that?

DC: It's not a conversation I've had with Adrian, so I'm not aware that that's his opinion. But a pointy front end with oversteer is, in my experience, not the quickest way to have a racing car. When I think back to the various cars I've driven that have been very good, they've never been really pointy, positive cars. Compared with Kimi I tend to talk more about getting rear stability, development, testing, working with Michelin – everything I believe will help me and the entire team move forward.

Nothing in my experience of F1 tells me that stabilising the rear is the wrong way to develop a car. I always tell the Michelin engineers, "You *never* spin with understeer." **MB:** When Olivier [Panis] was the third driver at McLaren, he said that he found Mika's set-up much easier to drive than yours. Is that fair? **DC:** Mika and I were probably closer together in terms of set-up than Kimi and I have been, purely because this year we're still searching. You take more risks when you're searching.

In actual fact, there was so little difference between Mika's and my set-ups that Olivier's comments don't make sense. It must have been something to do with him not having a race seat at the time: he'd rather have been regarded as a Mika Hakkinen than a David Coulthard! Apart from that, the point is that we only see life through our own eyes, and that's relevant when you consider Olivier's comments about Mika's and my set-ups.

MB: How vital is it to have an experienced test driver, à la Panis or [Alex] Wurz?

DC: If I were running a team, I wouldn't necessarily take an experienced guy over a young guy. So long as the young guy is

good, what you might lose in experience you would gain in enthusiasm.

TC: With Mika gone, how has your position within McLaren changed?

DC: I have more responsibility because I'm the driver who has experience with the team. But, in terms of listening to what each of us has to say, I think the team are very fair. Mind you, I probably have more to say than Kimi does.

TC: Are you closer to Ron [Dennis] with Mika not there?

DC: Our relationship has strengthened each year and I'm not aware of this year being different from any other. We all tend to lean on those with whom we've had a relationship for longer, but that's not unique to F1.

TC: Now that you've been at McLaren for seven years, does it feel like a family?

DC: We don't fight as much as families do!

TC: Is it a fair criticism of Martin Brundle [Coulthard's manager] to say that he can't see beyond McLaren?

DC: That's not a conversation I've had with him as such. But this is *my* career, so it's up to me to decide what's the best opportunity of those that are available. Ultimately, McLaren is the best opportunity for me to win races, both in the short and the long term.

MB: You're an experienced, articulate and clever bloke...

DC: [Laughs] And you're a very attractive man, and I'm not doing anything later!

MB: [Laughs] Well, thank you, David! Now, Gerhard Berger didn't have a manager, but most drivers do. What do you really need a manager for? Surely you're aware of all the opportunities that are going around?

DC: At the beginning of my F1 career I was managed by IMG, but I quickly decided that they weren't personal enough, plus I was paying a percentage of my salary. I believe that I was encouraged to move from Williams to McLaren earlier than would otherwise have been the case because of money. At that time I was very happy with the salary I had with Williams. It wasn't a lot, but I was very happy to be there. If you look at my performances in the second half of '95, I scored more points than Damon, so it was logical that I might be kept beyond the end of that year. Because of a big-money offer from McLaren, I went from ▶

McLaren's new, superbly polished Communications Centre – see page 60 – provided the venue (main). You always get an up-front answer from DC, albeit hand on bicep rather than hand on heart (inset)





'YOU NEED YOUR FRIENDS BECAUSE THERE'S NO POINT BEING KING OF THE CASTLE AND HAVING NO-ONE TO SHARE IT WITH'

sitting on the front row of the grid in Adelaide in '95 to sitting 13th on the grid in Melbourne the following March. Suddenly the penny dropped that it had been a mistake to go for the money when I should have gone for performance. That's why I'll never make a move for money over performance again.

As a driver you can't spend your time at races going in and out of motorhomes. You need someone to do it for you. When I got out of IMG I decided that never again did I want to pay someone a percentage of my salary. That's why I pay Martin handsomely, on a salary basis, to manage my career.

I'm paid to drive the car, therefore I firmly believe that the money I earn should be mine. It's then up to me to decide whom to place in certain positions to do the job thereafter.

MB: So, if the manager isn't on a percentage, it doesn't induce him to chase money over performance, right?

DC: Exactly.

TC: What sort of influence does your girlfriend Simone have on your performance?

DC: She's a great woman and she has a very calming influence on me. Without wanting to get all soppy, I feel I've found in her someone who's right for me. She's very understanding of the commitment it takes to do this job, and I don't feel any time pressure. If I want to spend more time with the boys, I do. But I enjoy Simone being around, even if I don't spend a great deal of time with her over a race weekend. It makes a big difference.

TC: What do you feel about the relationship

between drivers and the press?

DC: [Laughs] I've got a lot to say about this!
TC: Do you feel that it's artificial in any way – some journalists not wanting to upset you by asking tricky questions, you not wanting to say the wrong thing?

DC: I feel very different about the press this year from how I have done in the past. I'm quite comfortable and I've been around for enough years that my performance is still going up. It doesn't show in terms of results this year, but I do feel that in terms of being a complete racing driver I am improving. When we have a car that is fully competitive again, hopefully it will be borne out in the results.

I've been sensitive about the media in the past because, if you're not getting results and people ask you questions, you naturally want to defend yourself. Public criticism isn't what you expect early on; you're all about racing.

MB: Is winning the world championship the be-all-and-end-all for you?
DC: That's why we're all here. That's why the sponsors spend the pennies; that's why the designers design the cars – it's about being the best. But if I never win a championship – which is possible – then will that mean I'll feel unfulfilled? Sure, I'll be disappointed, but I don't think it'll mean I've had a bad life. I've had a great life so far, and I love racing.

SS: How do you rate your chances of winning the title in '03?

DC: A lot of it lies in one area – and, if that area improves, then I believe McLaren can be potential race winners on a consistent basis. There won't be sufficient improvement this year to put us where we need to be, but I'm hopeful for next year.

TC: Do you think F1 is too serious?

DC: I think some people are too competitive all the time. Because, occasionally, you've got to ask yourself what life is really all about.

MB: Okay, what is life really all about?!
DC: Within the confines of the F1 paddock it's about winning, and that's it. You have to want

the edge and you have to get pissed off if you don't have the best-looking stickers and the cleanest glass and the smartest race suits.

Outside the paddock it isn't about that. It's about being healthy and having a few friends – and, if you've got that, then it's brilliant, isn't it?
MB: Ron once told me there are three things you need in life: happiness, self-esteem and a shed-load of money [laughs]. I think he was joking, but do you agree with his maxim?

DC: There's no question that money makes things easier.


MB: But when you've argued about a multi-million-dollar deal on the grounds that it's not enough money, do you ever find yourself having to take a reality check? Because in normal terms, of course, it's a fabulous offer.

DC: We're doing a job that involves taking a risk and lots of pressure, so I think the money is absolutely deserved. But, if you took it away, we'd all still be out there doing it. I've certainly enjoyed having the pennies and spending them on things that allow me to enjoy my life more. But you need your friends because there's no point being king of the castle and having no-one to share it with, is there?

MB: Have you got real friends within McLaren?

DC: I wouldn't say many, but yes. I don't want to specify whom, but there are guys I've been through a lot with whom I would consider real friends. But I'm pretty easy-going: I'm not a fussy friend. I like meeting people and having fun and then deciding afterwards whether I like them or not.

TC: Are you mates with many of the drivers?

DC: I used to be pretty close to Jacques [Villeneuve] – we saw each other a lot in Monaco. We meet up less now, just because our careers have gone in different directions and he spends more time in Switzerland. But he's still a mate. Allan [McNish] too, because of our racing past together. I also see a lot of Jenson socially these days because he uses the Columbus Hotel regularly for training and he brings his folks to the restaurant. 

Glowing testimony? David believes that the advent of power steering has made brute strength a less important driver asset than it used to be back when the likes of Nigel Mansell ruled the F1 roost

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Presentation's what you need

For McLaren, and chairman Ron Dennis in particular, looks are all-important. As a result, the team's new 'motorhome' is an architectural work of art. *F1 Racing* went behind the scenes

Words by Matt Bishop; photographs by Darren Heath

Since force of habit is the most potent of all humanly derived energies, and inertia by definition carries its own momentum, most Formula 1 people tend to refer to the West McLaren Mercedes Communications Centre as a motorhome. The men and women who work there know better, of course, for 'naming of parts' (as devotees of the British war poet Henry Reed will not need reminding) is a matter of great importance in all military operations. And the operation of the West McLaren Mercedes Communications Centre is nothing if not one of those.

Like everyone and everything at McLaren, the Comm Centre (an allowable abbreviation) was developed under the vigilant eye of team principal Ron Dennis. "I wanted to remove the divisions that unavoidably arise when you

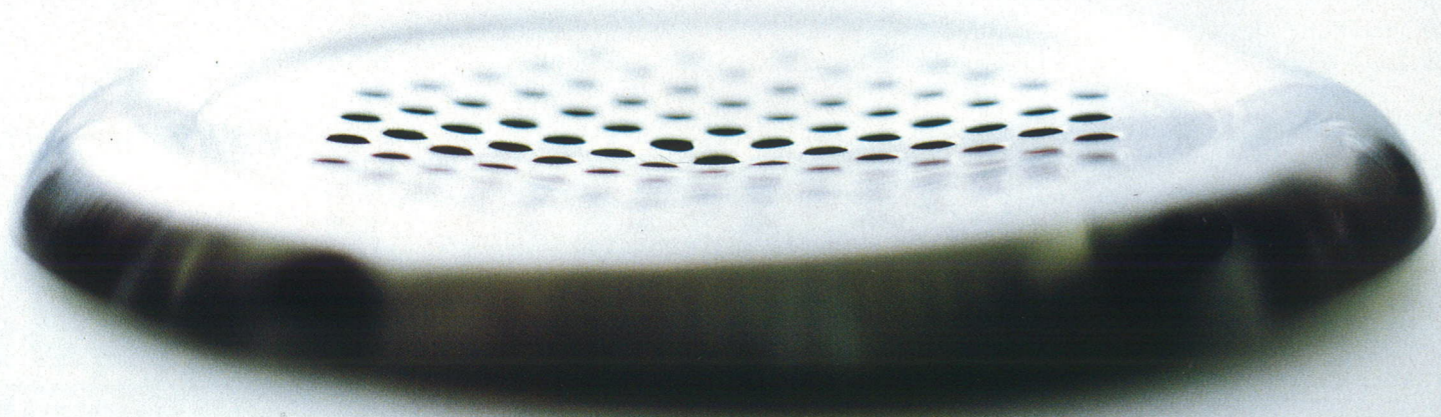


use separate motorhomes [as McLaren did until this year: one for West, one for McLaren and one for Mercedes]. And I think we've created a great atmosphere. It's modern, attractive, functional and trendy – and the people who run it are clearly proud of it, which I regard as an eloquent testimony to its success. They keep it beautifully clean, too."

And cleanliness, in the spick-'n'-span world of McLaren, is more than next to

Ron Dennis thinks his new 'home' looks most spectacular at night (left) – and who are we to argue with him? He won't reveal who designed it: "I don't want anyone to poach him, so I'll just give you his Christian name, which is Roger," he stage-whispers...

Godliness. Get this: the Comm Centre is transported to each European grand prix in six specially adapted Mercedes trucks. It arrives on the preceding Sunday, and is erected by a crack corps of eight (some of them ex-servicemen) by Monday evening. In order to ensure that it is positioned *exactly* parallel with the parking lines pre-painted by Formula One Management's officials, the Comm Centre crew use laser-triangulation equipment (taking Tarmac undulations into account, natch). Tuesday and Wednesday are cleaning-only days, and on Thursday the team personnel, sponsors (partners, in McLaren-speak), journalists, photographers *et al* begin trooping in and out, leaving muddy footprints (if we're at Silverstone) or sweaty fingerprints (Magny-Cours) all over its pristine polished-metal surfaces. Sorry, Ron...



>ABOVE Okay, so it's an ash tray. But it's an ash tray with a difference. Each one is plumbed into the table on which it sits, and is connected to an extractor system which sucks in any ash placed on its meshed surface. That way, the West men can puff away without offending non-smokers. Very, very Formula 1

>RIGHT David Coulthard and Kimi Raikkonen each have a private cabin, but share this sumptuous shower room. And here is a detail to delight all you 'spotters: the shower itself is the same make and model as used in Monaco's Columbus Hotel... which, as you won't need us to remind you, is owned by DC ▶

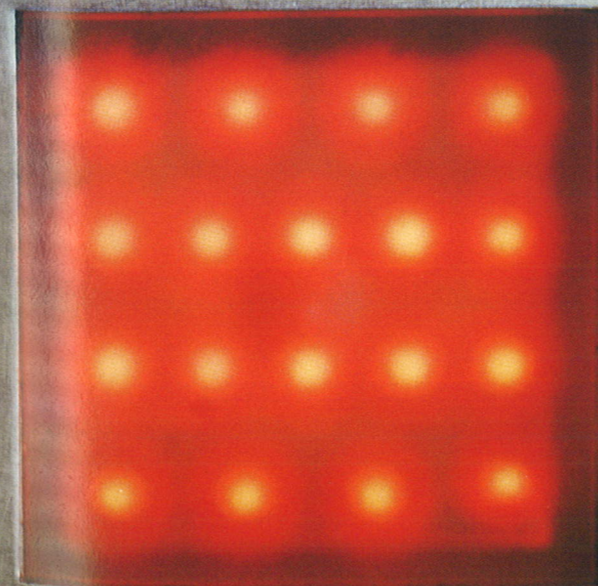


'I THINK WE'VE
CREATED A GREAT
ATMOSPHERE.
THE PEOPLE WHO
RUN IT ARE CLEARLY
PROUD OF IT. THEY
KEEP IT BEAUTIFULLY
CLEAN, TOO'
RON DENNIS

> THIS PAGE Since the doors are clear glass, floor lights are positioned in front of the entrance to each 'pod' (room). Some are 'downlighters', which spill a pool of red light onto the high-sheen flooring; others (below right) are floor-flush 'uplighters', which aim 18 LED beams onto the soles of your Guccis

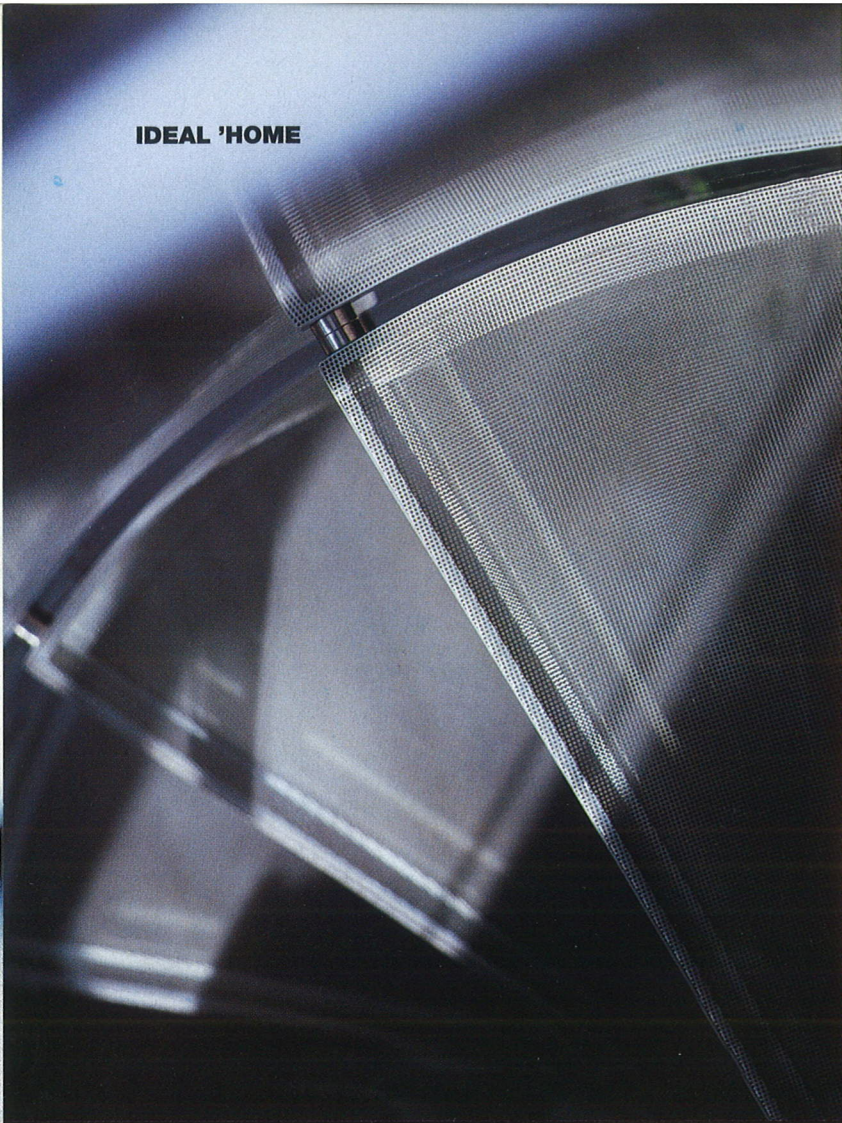
> ABOVE LEFT For a slightly more conventional view of Ron Dennis's private first-floor balcony, turn to pages 55 or 57 (we used this 'holy of holies' to interview David Coulthard for this month's cover story). Darren Heath's ultra-artistic shot shows the shadows of exotic plants on the super-smooth table tops

> ABOVE RIGHT & BELOW RIGHT Either side of the Comm Centre's automatic doors stands a 'water feature' (fountain, to you and us). Each jet is back-lit in red, and strategically placed mirrors 'multiply' the effect. First-class catering is of paramount importance, and the tableware is elegant... and expensive ▶




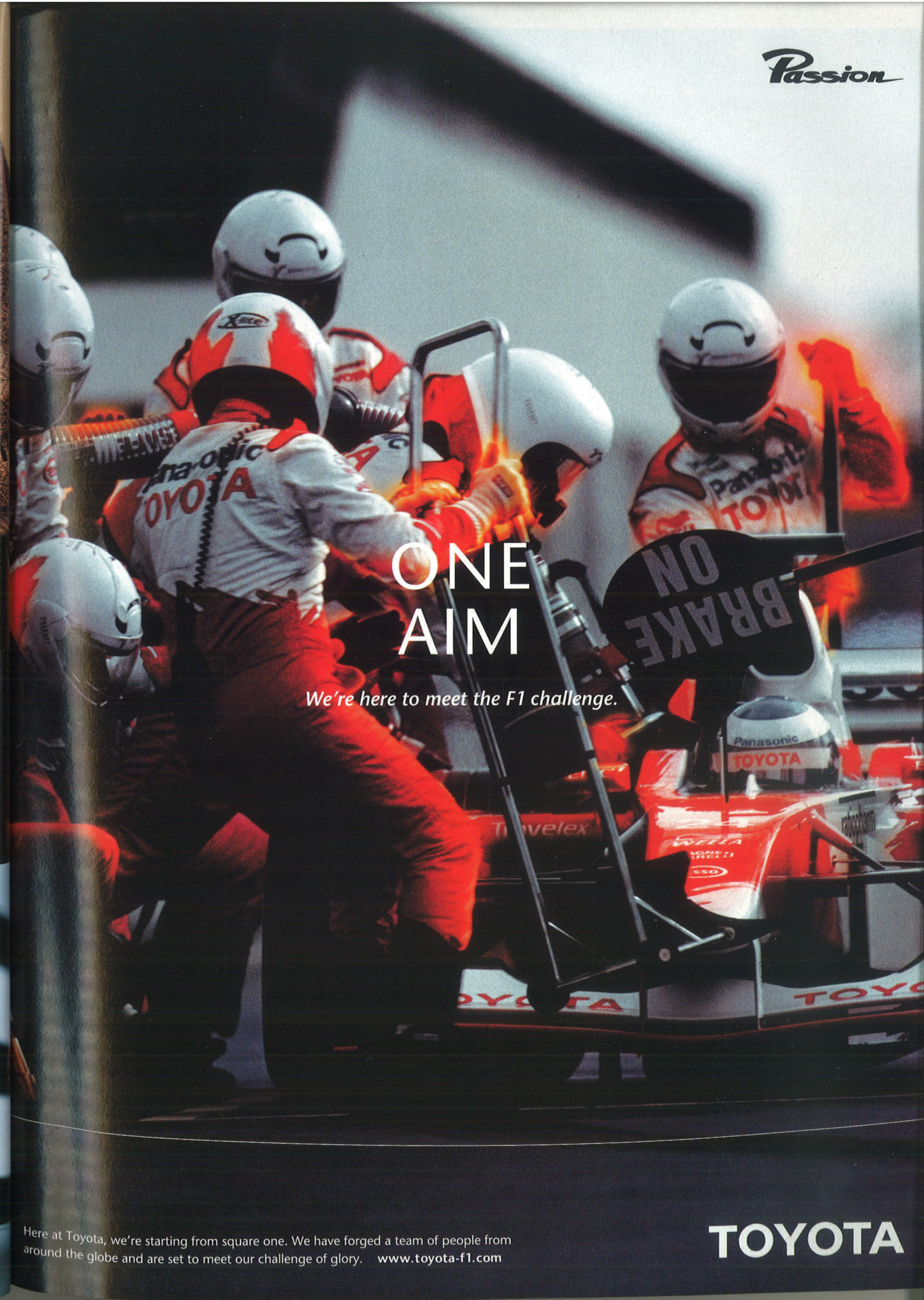
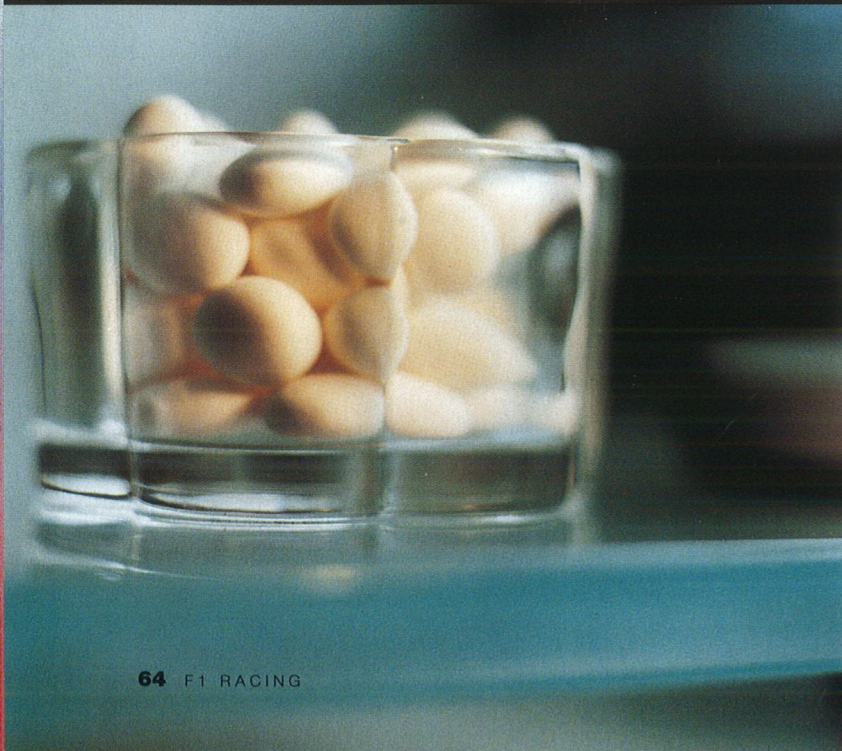
ZUMTOBEL STAFF





>ABOVE The Centre contains two spiral staircases, which lead from the main atrium to the executive first-floor offices and balconies. In keeping with the surrounding architecture, its steps are translucent. The drivers' towels are personalised, and of identical spec. No team orders here, remember...

>BELOW No magazine has ever taken pictures from inside Ron Dennis's private office before. The door is of opaque glass (privacy is everything), and the great man's name has been etched in a jauntily modern hi-tech typeface. As you would expect, his desk is neat and uncluttered, his mints rarely touched... 



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SUCH STUFF AS REIMS IS MADE ON



Nestling among golden cornfields, deep in champagne country, lie the remains of what was once one of the most terrifying racetracks in the world. Now deserted, it is a neglected monument to a bygone age... when cars were crude, men were men and mistakes almost always cost lives. En route to Magny-Cours, Matt Bishop paid homage

Photographs by Darren Heath



Reims is what your grandad would call a *proper* circuit. No chicanes, no kerbs, no Armco, no gravel traps, no run-off areas... and, now, no nothing. Reims has not hosted a grand prix for nearly 40 years. So it has now been converted into a Formula 1 theme park, right? You can probably buy a stick of Reims rock in the gift shop, yeah? Or a DVD called *F1 Gold*? Or, at the very least,

a poster depicting the late great Raymond Sommer (who he?) *à toute vitesse*? Well, actually, no, you can't. This is *la République Française*, remember, not Cool Britannia plc. And although the French love the *idea* of their history, in reality they pay scant attention to all but the most prestigious of their historic monuments – especially if it is historic motorsport monuments you are talking about. Put it this way: the Goodwood ▶

(Opposite, main) All that remains of the huge leader-board is a rickety frame and a rusty Total sign, while the sign-writing and ornate mosaic floors (opposite insets), bespoke to each hospitality suite, are now but tattered shadows of their former grandeur – as are the once-proud grandstands (main; above); the way they were... in 1956 (opposite inset middle), Ferrari to the fore



(Left) Wolfgang von Trips' 'shark-nose' Ferrari with Bruce McLaren's Cooper, shortly before the start of the 1961 race; (below) the stands, overgrown, are now used only by courting couples at night. Ah, l'amour...

> They don't make 'em like this any more...

Track in use: 1950-51; '53-66
 World championship grands prix: 11
 Circuit length: '50-51: 4.857 miles; '53: 5.187 miles; '54-66: 5.159 miles
 Pole record: 2m7.800s (145.313mph), Lorenzo Bandini (Ferrari), '66
 Race lap record: 2m11.300s (141.440mph), Bandini, '66

The Reims circuit dated back to 1925 and was the first track to host a world championship French Grand Prix, in '50. Juan Manuel Fangio won that first race. At that point the circuit rivalled Spa as one of F1's fastest. It was altered a couple of times but stayed much the same length and was last used by the Formula 1 world championship in '66, when Jack Brabham won driving a Brabham BT19. Reims fell out of use entirely in '70.



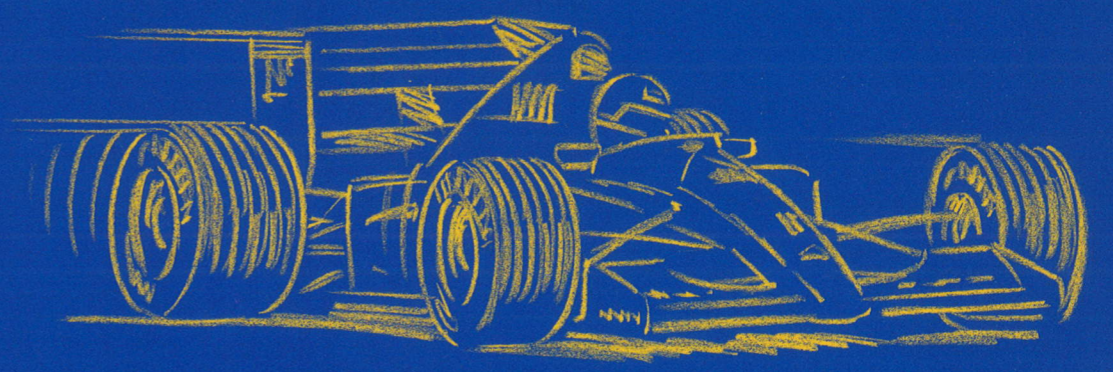
Festival of Speed is now every bit as much a gravy train as it is a celebration of the golden age of motorsport – whatever the Earl of March would have you believe.

Reims is different. Reims is... untouched. So when *F1 Racing's* photographer Darren Heath and I lead-footed our Audi S3 along arrow-straight *autoroutes* on our way to this year's French Grand Prix, and found ourselves within easy detouring distance of the famous old track, we decided to peel off onto *routes nationales* and go looking for a little bit of history.

Reims-Gueux, as the circuit was officially named, was nothing more than a crude triangle made up of public roads linked by one fast corner and two slow ones. And that was it. As a result, it was ▶

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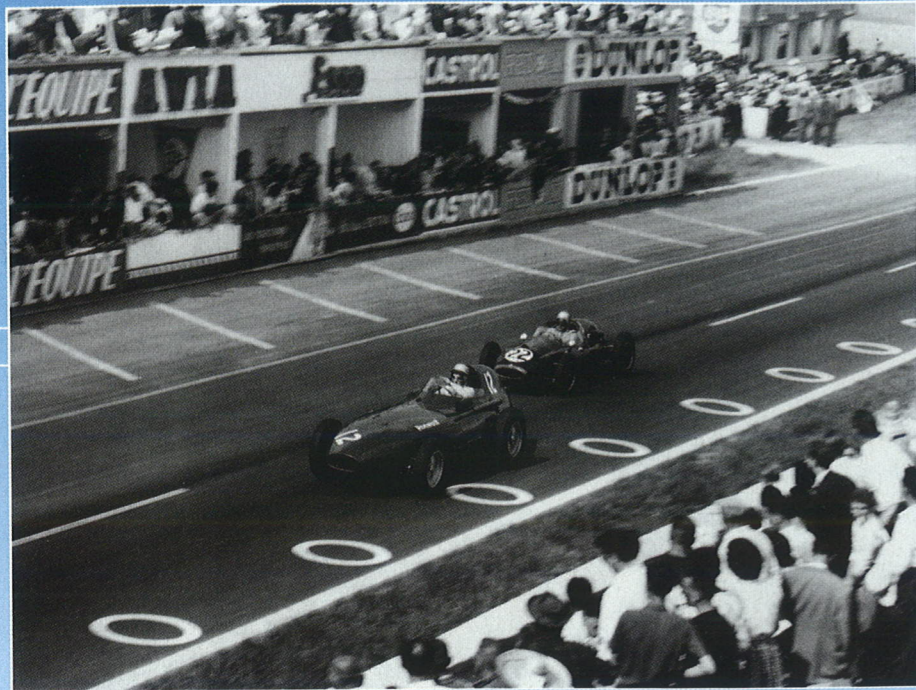
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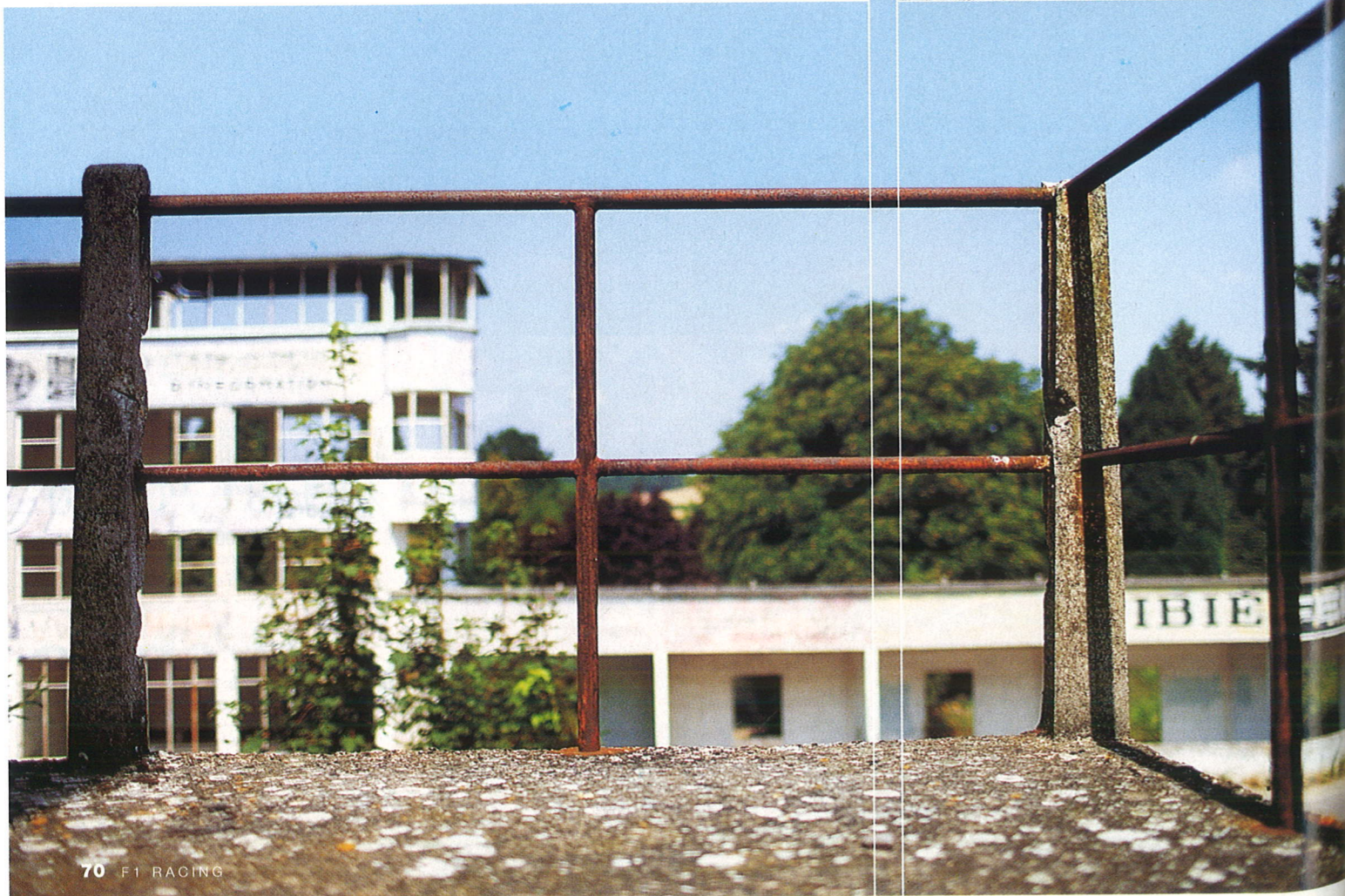
(Left) In the 1958 race Jack Brabham (no 22) came sixth, while Stuart Lewis-Evans (no 12) retired. Managed by none other than Bernard Ecclestone, Lewis-Evans crashed fatally just weeks later, in Morocco



awesomely quick. It last hosted a grand prix in '66, in which year Lorenzo Bandini's Ferrari bagged pole position at an average speed of 145.313mph – on skinny cross-plies, with no wings and damn-all braking. And though Reims was never a difficult circuit from a technical point of view – it was too flat-out, too basic, for that – it forgave you nothing. In the '58 race, for example, Luigi Musso let his Ferrari run a tad wide on the long Gueux curve, dropped

a wheel onto the dirt... and flipped over. He died instantly.

And as Darren and I walked around, entirely alone, climbing over the crumbling grandstands and garages, surrounded by hectare after hectare of Monet farmscape, we thought of Musso and Bandini... and of Ascari and Fangio and Moss and Clark and all the others who came to champagne country to race wheel to wheel for the glory of the chase. You should go there, too. 



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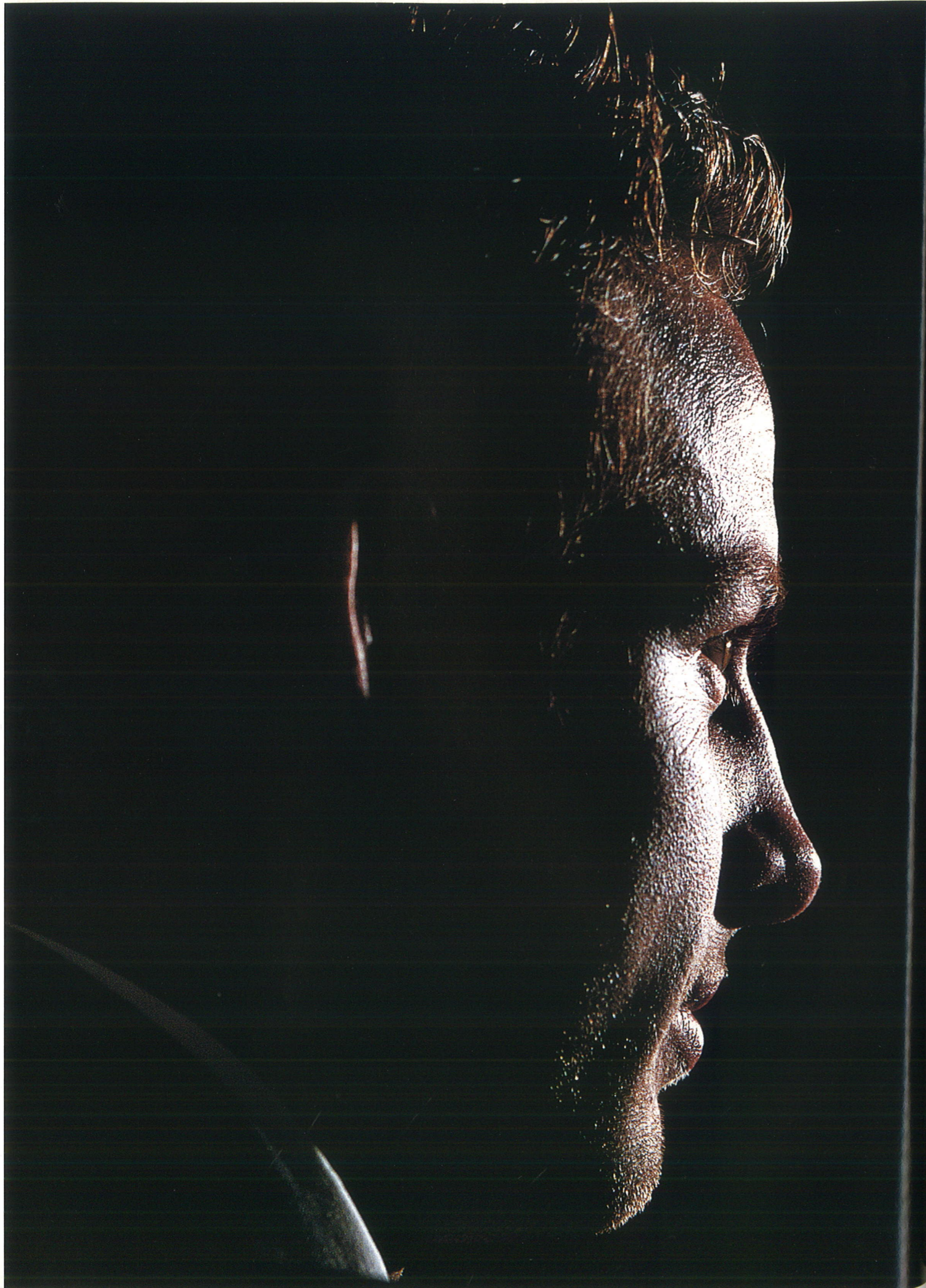
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Having been cynically cast aside by Renault, for no reason that was good, 'our Jense' has washed up at British American Racing. Matt Bishop finds out why

Portraits by Steven Tee/LAT

F1 Racing's world-exclusive interview with Jenson Button and BAR boss David Richards took place at London's opulent yet understated Hempel Hotel

So... why British American Racing? Throughout the Magny-Cours weekend, while Michael Schumacher was quietly sewing up this year's meaninglessly easy world championship, all anyone wanted to talk about was whom Jenson Button was about to sign for. Received wisdom had

it boiled down to a short-list of four: Toyota, Sauber, Jaguar... and BAR.

The men in Jenson's 'corner' – the two Johns (Byfield, Jenson's manager, and Button, his father) – were charmingly evasive whenever anyone attempted to grill them on the subject, which was often, and refused to say anything of substance either

on or off the record. Eventually, however, the enormous pressure exerted upon them, by Fleet Street journalists in particular, caused them infinitesimally to relent – and by Saturday afternoon the semi-official version was that Jenson was considering offers from three teams, and would make his choice known within 48 hours. ▶



Clearly, one of these three was BAR. So who were the other two? Going by the ease with which details of Jenson's recent trip to Hinwil were being allowed to spread, somebody somewhere was sanguine about linking the young man with Sauber. Was it the Swiss themselves, keen to leverage Nick Heidfeld into re-signing quickly and inexpensively? Or was it one or both of the Johns, eager to depict their charge as a man in demand? Possibly neither; possibly both.

Toyota? Malcolm Folley, the *Mail on Sunday's* veteran reporter, was adamant that the Japanese had all but done the deal, and housewives in Melton Mowbray duly read as much over their Special K on race day morning. When asked to confirm or deny the story, Button would say only that the car he would be driving in 2003 would indeed sport red and white paintwork – which meant that we could discount only

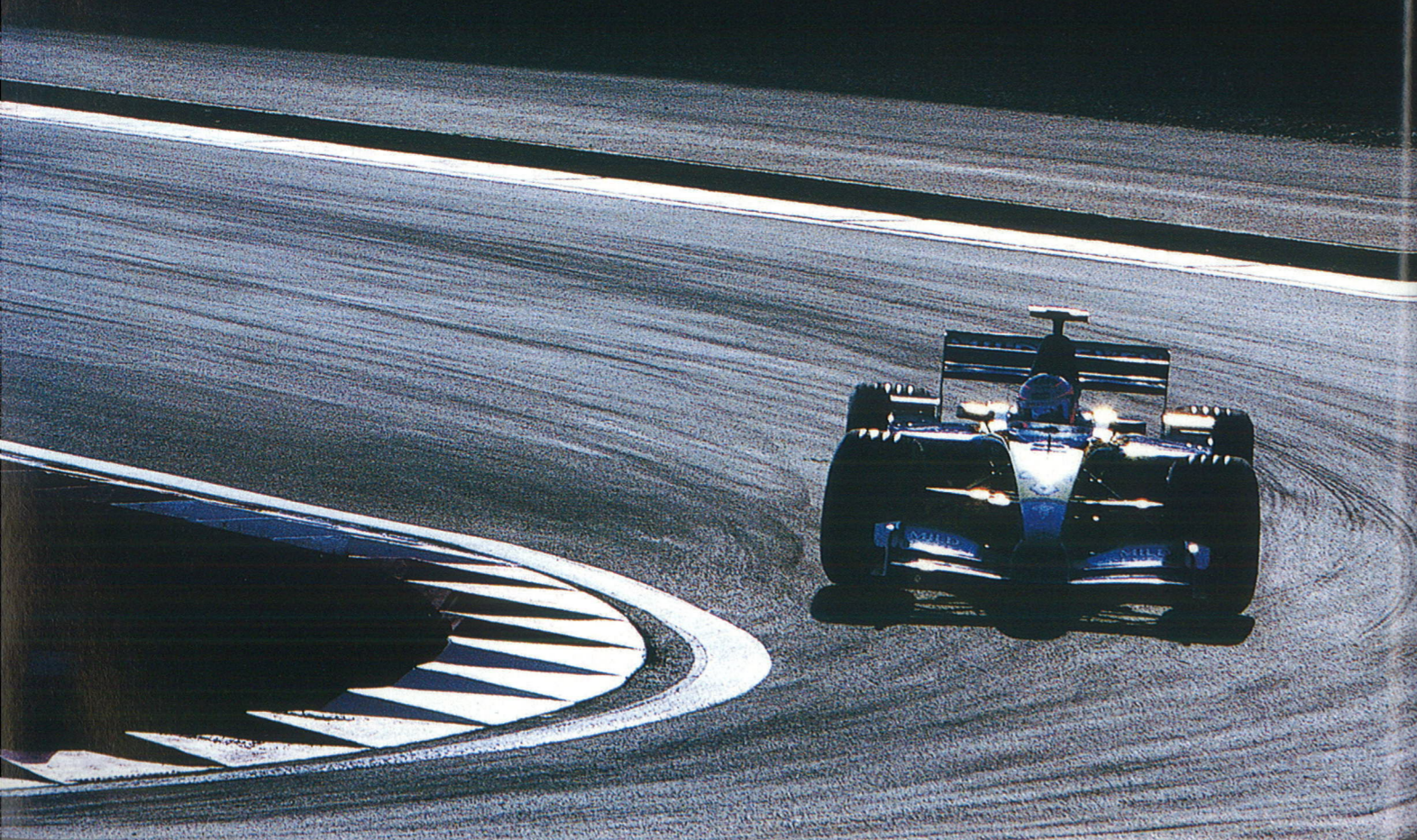
Sauber (because, although Jenson's reply was clearly an ironic reference to Folley's folly, the Jaguar R3 and the BAR 004 both carry splashes of those colours).

Very soon, to the *MOS's* dismay, we could discount Toyota, too – for team principal Ove Andersson was happily confiding to anyone who asked him that he was not about to announce his '03 driver line-up at all imminently, and most certainly not within 48 hours. Jaguar's Niki Lauda was soon speaking in much the same vein: although he would not deny that he had "had talks" with Byfield, he pooh-poohed any notion that a deal had been done: "I really haven't begun to think about drivers," he told me when I tried to question him on the subject, and the look he shot me gave me to believe that his team's other problems were still too unresolved – and too grave – to allow him time to attend to such trifles.

So, despite an 11th-hour spanner thrown in the works by the contumacious Joe Seward – whose ever-intrepid website (www.grandprix.com) sought to persuade its visitors that Button just might be about to sign for McLaren! – by Sunday lunchtime almost everyone was of the opinion that Jenson Button would be a British American Racing driver in '03.

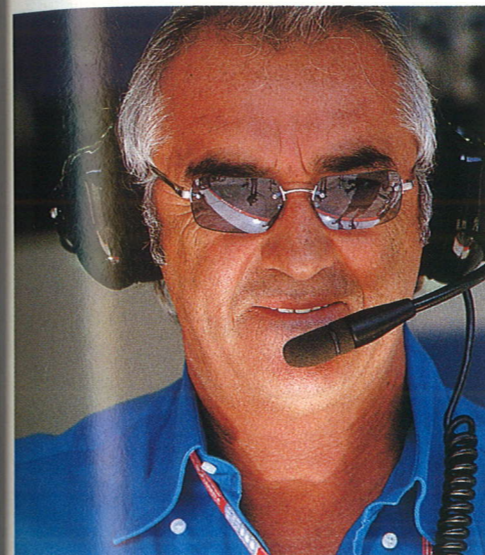
By Sunday evening, back in London (having been driven home from Magny-Cours at unpublishable speed by *F1 Racing's* lead-footed photographer Darren Heath), I was sure of it. Why? Because I received a telephone call from BAR's David Richards, inviting me to lunch the next day at the Hempel Hotel in Bayswater.

When I arrived at the Hempel, I was ushered to a table for four. Already seated were Richards, the *Times's* Kevin Eason and, smiling the oh-so-relieved smile of a man



'A YOUNG BRITISH DRIVER IS A VERY MOTIVATIONAL THING FOR A YOUNG BRITISH-BASED TEAM'

DAVID RICHARDS



(Top right) From the horses' mouths: *F1 Racing's* editor in chief Matt Bishop gets the gen from the BAR men

(Above right) John Byfield, Button's new(ish) manager, with whom Richards sees "eye to eye"

(Above middle) Jarno Trulli, at speed. But Jenson has often been the speedier Renault man this year...

(Above left) Renault's Flavio Briatore: taking care of business will always be his number-one priority

(Opposite) Button, on his way to a fine fifth at the Nürburgring; Trulli trailed in eighth

from whose shoulders a great burden had at last been lifted, Jenson Button.

Almost all of what followed is now in the public domain, since Eason reported it in the next day's *Times* and I did likewise in *F1 Racing's* weekly counterpart *Autosport* two days later. It was a pleasant repast, and the food and wine were as excellent as the conversation was entertaining, but in my view it should never have happened... for the simple reason that Jenson should never have been available to BAR, because Renault should never have sacked him in the first place.

"Oh, I agree, Matt," Richards mused over the caviar blinis. "To me it was staggering that Renault could be willing to let Jenson go. In fact it begs the question: do they really want to win in Formula 1?"

Well, he would say that, wouldn't he? But Richards' underlying message was clear: Renault's team principal Flavio Briatore had manoeuvred the team's *président sportif* Patrick Faure into rubber-stamping the hiring of two Flav-managed drivers (Jarno Trulli and Fernando Alonso) to the detriment of the team's best interests.

"Why do you think Faure agreed to it?" I asked Richards.

"You'd better ask Faure," he replied.

On Magny-Cours Saturday, at an extraordinary (in both senses of the word) press conference, Faure had defended his

decision thus: "The choice between Jenson and Fernando has been a very difficult one. However, Renault's long-term strategy is based on investing in drivers who can guarantee stability and continuity to the team as it grows in competitiveness. While Jenson is contracted to another team [Williams, allegedly], Fernando is part of the RDD [Renault Driver Development] programme. We feel that his performance this year as our test driver has been so promising that his great potential needs to be exploited straight away."

Which statement, apart from attesting to the fine writing skills of Renault's Oxbridge-educated press officer Bradley Lord, told us more or less nothing – because, if Alonso is as good as Faure insists he is, then of course he should have been promoted to the race team. No-one is denying that. The mystery – and the issue that neither Faure nor Briatore was prepared to address – is why it was Button and not Trulli (whom Jenson has comfortably outperformed this year) who was to be given his marching orders.

Moreover, Faure's speech contained something else that Richards assured me was inaccurate: "I'd heard all sorts of things about Williams having some kind of contractual hold over Jenson," David explained, "but it turns out that that's not true. Besides, someone like Frank would never want to hold up the

career development of a promising young British F1 driver. It's just not his style."

"Really?" I probed.

"Honestly, it's just not an issue at all," Richards continued. "In fact it's absolutely farcical that any other teams should have been reluctant to hire [or, axiomatically, rehire] Jenson because of any relationship between Jenson and Williams. And I've been a bit surprised that no-one has really said that – so I'm happy to stand up and be counted as saying it. It's a nonsense. It has absolutely no effect whatever."

"You mean, in effect, that there never was a scenario in which Frank could drag Jenson back to Williams at some future appointed hour?" I persevered.

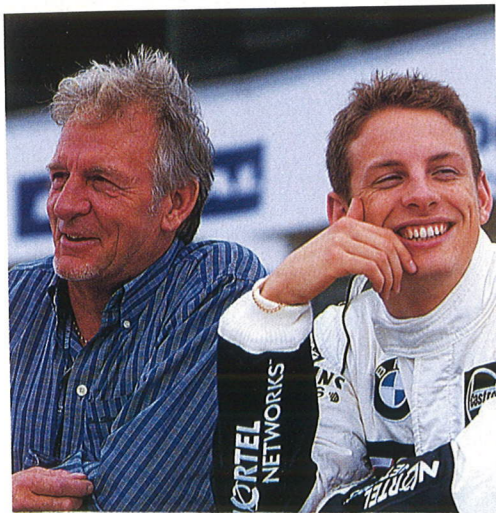
"That's right," Richards replied. "There's no reason for anyone or any team to claim that the Williams thing is or was a reason for not taking Jenson on."

At Magny-Cours I had asked Frank about this direct. "I don't want to get into that," he had replied, "but you can rest assured that Jenson and I will remain very good friends."

Which, apart from being indubitably true (because Jenson has always been, remains, and always will be a passionately loyal admirer of Sir Frank, the man who brought him into F1 in the first place), was, in my book, as-near-as-damn-it an admission that any contractual relationship between BMW-WilliamsF1 and Jenson Button has ▶

JB & DR

'I WANT TO WIN. I WANT TO BECOME WORLD CHAMPION. SO I WAS LOOKING FOR SOMEWHERE TO ACHIEVE THAT'
JENSON BUTTON



now been mutually and formally dissolved. (Parenthetically, you might be interested in the following Richards sound-bite, delivered over dessert: "I always think my wife is a very, very good judge of character and people and, er, atmospheres. And when I started work at Benetton [in '97], she put one foot in the place and said she didn't like the secretive atmosphere. And she was right. There was a secretive atmosphere. Every issue that was discussed had to be secret, and every door was always closed. I used to joke that the guy who ran the canteen would lock up the recipes at night. And everyone behaved that way. At BAR things are different – and I'm not just saying that. Of course, we recognise that you have to have commercial secrets and technical secrets, but the environment is one of proper communication and proper openness around all our people. And you can sense it, and it positively affects the way people behave with one another. And that's how proper teams are organised. And I guess you must perceive that, Matt, when you walk into each motorhome. You perceive the culture, and some motorhomes are simply more welcoming than others. True?" It is true, I have to confess, and undoubtedly the BAR motorhome is a friendlier place than its Renault counterpart.)
Enough already. Whatever other options he may (or, quite possibly, may not) have had, Button is now contracted to BAR for

the next two years, with two option years (in the team's favour, as is the usual way of it these days) thereafter. Ask him why he chose BAR, as I did at the Hempel, and his answer is predictably PR-perfect: "I want to win. I want to become world champion. So I was looking for somewhere to achieve that. There's obviously plus and minus points to every team – but I thought that British American Racing-Honda, with David in charge, was the way to go."
That, officially (if banal-ly), is why Jenson chose BAR. So why did BAR choose Jenson? Predictably, Richards has rather more to say on the matter: "People need goals. They need to be motivated. And when I informed the team, by video link from here, that Jenson had been signed, there was a huge cheer. A young British driver is a motivational thing for a young British-based team. A fresh start. And you need people to act as beacons, if you like, in that process. And in an F1 team there are two beacons – the drivers – and all the efforts of everyone else depend on those two beacons. So I needed someone else [alongside Jacques Villeneuve, unless he decides to race in the States next year: see separate story on page 78] who embodies the culture that I want for the team, and Jenson is perfect. And, besides all that, he's a future world champion."
So what should we expect Button to

achieve at BAR? A world championship is his declared ambition, as you would expect it to be, but a lot would have to change in the accepted orthodoxies and hierarchies of F1 – and a huge amount would have to go pear-shaped at Maranello, Woking and Grove – before that could happen. And then there is Villeneuve – who, whatever he does next year, will definitely be a BAR man in '04.
"Although next year there are options involving Olivier [Panis]," Richards revealed, "long term, Jacques and Jenson will be brilliant together. And Jenson will get a fair crack. Jacques doesn't need to be molly-coddled like he has been in the past. He's quite happy to stand up for himself."
"I'm really looking forward to racing with Jacques," added Jenson. "I've got to know him reasonably well over the past couple of years. He's very quick and very experienced, and obviously he's a world champion. It's a big thing. So I'm really looking forward to working with him. It's going to be a very exciting few years."
And if, at some point between now and the end of the '06 season, Jenson beats Alonso – or, perhaps even more satisfying, Trulli – in a wheel-to-wheel fight, and gets to spray Mumm from the central podium plinth as a result... then David will whoop and cheer and shout and holler and raise many a celebratory glass with the two Johns.
And all will be right with the world. 1

(Top) Button's debut year – 2000, with Williams – was a great one, and he remains extremely pally with Frank
(Above left) Happy days, with father John. Button Sr attends every GP, and helped his son enormously on his way to F1
(Above right) Jenson's team-mate in '00 was Schumi Jr, and by year's end JB was the quicker man. At Spa and Suzuka he was mega

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Standing apart

Jacques Villeneuve isn't known for toeing the company line. And now he has two options for 2003: stay on at BAR, or return to the States for an 'interim' year...

Interview by Stéphane Samson; photographs by Hannes Schmid

A driver's career is marked out in key dates. Some of these dates only turn out to be key later on, showing up as peaks and troughs, as opportunities taken or missed, from championship to championship. But others announce themselves proudly before they've even arrived, showing themselves off in great bold letters. *Watch out. Turning point.* For Jacques Villeneuve, the 2002 season slots nicely into this second category. Jacques, who's been at BAR since '99, has to make a choice, alone, that will have ramifications for the rest of his career: to race on in Formula 1 in '03 or to take a 'sabbatical' – from F1, not from racing – and come back in great shape for BAR in '04. Only he can make that call.

"In a contract, the only objective points are the ones based on figures and matters of law," he says. "The only things that you can think over are the obligations and freedoms that the contract allows you. As for everything else, they're choices of the heart. It's easy to make mistakes, but it's better to make the wrong decision than to choose nothing at all."

Now Jacques is at leisure to put this principle into practice. He can maintain his links with BAR by racing in the States for a year – but only a year, no more – in a car paid for by British American Tobacco. All the while Jenson Button and the redoubtable Olivier Panis (whom BAR respect as a racer and *revere* as a tester, to the extent that they wish to retain his

services for '03) will assume the burden of dragging BAR into competitiveness.

Since Villeneuve dominated the premier US single-seater category before moving to F1, this represents for his employers a more rigorous and value-for-money deployment of his talents – because it's no secret that in Formula 1 there's no way you're getting from the back of the grid to the front in the twinkling of an eye. Even if BAR can make giant strides forward this winter, their aims for '03 still won't be anything like what a world champion would want to set himself.

Villeneuve himself hasn't changed much. From '99 onwards, he's seen no end to the hell – and willingly acknowledges it when he talks of the '02 season. "It's by far the team's worst," he says, not batting an ▶

Villeneuve's style is often considered scruffy. Today *F1 Racing* sees his smarter side... in both senses. He has a tough choice and he is considering it very carefully





IT'S EASY TO MAKE MISTAKES, BUT IT'S BETTER TO MAKE THE WRONG DECISION THAN TO CHOOSE NOTHING'

INSETS: STEVEN TEE/LAR; PICHÉ/LAT



(Opposite) He'll be wearing the logos of a BAT brand next year, but where will he be racing? **(top)** BAR has not proved to be a fruitful berth; **(insets)** the hand and head around which BAR revolve – but boss David Richards wants to run a less JV-centric team from now on

eyelid. "We may have worked better than in the past, but the car just isn't competitive." But contract and salary demand (\$18 million – £11 million – a year) and Villeneuve will stay on. "The team will make progress thanks to [technical director] Geoff Willis's input. That I'm sure of," he says. "The only real question still is Honda. Will they live up to expectations? There's big money on the table, but will it be enough?" BAR's '03 state of affairs is now well known. The package includes Jenson Button, a Honda V10, another three seasons with Bridgestone, a technical team with Willis at the helm and new management. "There are very few people left from the old hierarchy," new team boss David Richards explains. "In modern F1, a team's performances are largely down to the management. You need to have clear roles and the right people to carry them out." Whether he takes '03 out in the States or not, Jacques will find himself in a new-look team, with a change of name thrown into the bargain. New colours. A new flag. But his current position is far from comfortable. The champion who came out of nowhere in '97 was soon languishing at the bottom of the drivers' championship, with an uncompetitive Williams in '98 and then the BAR adventure. He's still one of the best drivers, but he has missed his chance elsewhere. "All the best places are already taken," he says. "There's no point hoping for anything from Ferrari, McLaren, Williams or Renault. But then there's plenty to be said

for staying at an outfit I know and where I've already created a good working atmosphere and gained respect." That's a shame, for one of the top teams would happily have flung open the door for Villeneuve if only he'd toned things down a bit, worked on his image, played the F1 game. "I'm becoming one of the old boys," he proffers as an explanation. "My salary's got nothing to do with it, but they must be asking themselves if I'm still hungry for success. As long as a driver is winning, everything's viewed in a very positive light. But when things aren't going so well, it's all looked upon very negatively." Villeneuve is only stating the obvious. "I can laugh about it to some extent because I know that I drive better now than I did in '97. But all that counts, unfortunately, is what people think of me. Physically, I'm sharper than ever. I can cope with the heat better. And my technical knowledge is better now, too." By limiting the number of promotional days and appearances he has to make, refusing to test a poor car and preferring the quiet atmosphere of his personal motorhome to all the intrigues of the paddock, Jacques has become a driver unlike the others. And one with no regrets. "Pay attention to my image?" he says. "I could have done, but if I'd had to spend time on that, I would have preferred to give up racing. And I'm not joking." And then Villeneuve has one last argument to back up his difficult situation. "The fact that Craig

[Pollock, Villeneuve's manager and close friend] was in charge of the team put certain people off making me any offers." But what Jacques is really in the business of, what he really cares about, is driving. In a race, preferably. "When I'm in a car, I really go wild. But it's still hard to accept that a fourth place is enough to make us happy these days," he says, gesturing with his hands on an imaginary steering wheel. David Richards agrees. "Jacques is a very special driver," he says. "He needs time before he'll let a stranger into his world. I've got the patience it takes. Once he's on the track, he's a born racer. Sometimes he's a bit all over the place in free tests, then he gets better in qualifying and lives up to his full potential in the race itself." Villeneuve has proved that with some fine driving this year, in Austria and at Silverstone, for example. Listening to Villeneuve, you feel that BAR's less than encouraging performances have not extinguished his fire. "I've always been a fighter. I've never let my head drop. I really go for it once I'm in the driving seat. The important thing is always to go flat out, just in case a chance comes your way." This attitude sometimes pays off. But surely there's no need to employ a champion (and the salary he commands) as a stopgap. Richards has already said as such to the press, but Villeneuve thinks that this was just a passing opinion – and that Richards has since revised it. "When the car wasn't winning, David and the sponsors did ask what I was doing here," ▶



(Left) Villeneuve shares a joke with F1 Racing's associate editor Stéphane Samson; (main) Look into my eyes... JV doesn't shy away from tough truths. If he commits to a job, he'll see it through

he says. "They wondered if a driver who was paying his own way wouldn't be better, which is a shame: that can't bring anything positive. It's not very forward-looking. Mind you, Silverstone [where Villeneuve finished fourth, the team's best '02 result theretofore] helped to change key opinions. The team needed a splash of cold water in the face."

Does he think that his salary is a major handicap for a mid-grid team? "Not really. Your salary is a way of measuring what you're worth in comparison with other drivers. And, as with all things in life, it's difficult to take backward steps."

Obviously, Jacques loves racing more than anything else – but he can't hide his frustration after four years of effort with very limited results. But one should not equate frustration with ennui. He is more than capable of beating the best the States can throw at him: missing a hard season of F1 and coming back, confidence restored, to a warm and hopefully competitive seat for at least two years (with a rather nice salary as part of the package) doesn't sound too bad.

"If I just let it all go," he says, "I just couldn't look myself in the face. I don't want to have to live with feeling bad about myself. It's not my style."

The Villeneuve style. A style apart. 1



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Takuma Sato

It's all about Giancarlo Fisichella, Honda, Japan, pride, emotion, history...

You started the year badly, but you've improved a lot. How did you do that?

At first, I had problems due to inexperience. Also, at the start of the year the car was a little unstable, so it was difficult to drive. Now the car handles well, so I can attack. So what you're seeing is me *pushing*.

In the dry it's difficult to judge how much to push. I always aim for 100 per cent – but you get the same lap time at 101 per cent as you would at 99 per cent. But we're in very good shape – and, compared with last year's car, the EJ12 is now very easy to drive. We're constantly developing it, and now it's really, really steady. Things are coming together little by little. I can feel it.

Grooved-tyre F1 cars tend to suffer from turn-in oversteer. How have you coped with this?

Obviously, it's quite difficult under braking. You feel the car moving all the time on turn-in, especially on new tyres. But you cope.

The engineers tell me you're very into data and telemetry. Is that true?

I think it's necessary. It's my job to make the car go quicker. I have to understand what the car is like from an engineering point of view, otherwise I won't be able to speak to the guys – and it's especially important in testing to talk to each other. When I look at data, I understand nearly everything now. And if I understand, I can help the engineers make the car go to the limit. Also, it gives me half the information I need before I even get in the car – it would take me a few laps to get to know all that stuff just from driving.

So you do as much preparation as possible to maximise your chances?

Exactly. And if you're technically minded, you lose less time asking questions. You only have 45 minutes in which to practise, so if you have a problem it's better to be able to suggest things to try.

Are you learning from Fisichella?

Yes, being his team-mate is a fantastic learning opportunity for me. He's so quick! But we're rivals, in a way, so he doesn't help me too much. But the good thing is that I can look at his data. That really helps. We set the car up quite similarly, as a matter of

fact, so we tend to start from a similar base. We work together after that, and sometimes that can help him as well as me. There's not much difference between us.

You mean in terms of driving style?

It's only a tiny bit different. But Giancarlo brakes *very* late, and if I tried to copy that I'd find it hard to get the apex. On the other hand, I love high-speed corners, because I'm sometimes slightly better than him!

Really?

Yes. He's very quick, but I'm often quicker than him in fast corners, and that's great. But if you compare our exit speeds in slow corners, he's better. I'm trying to improve my speed in slow corners, because even with traction control you still have to control your throttle input. It's like what I was saying about giving 99 per cent instead of 101 per cent: traction control reduces mistakes, but you still won't be *really* quick if you rely on it by nailing the throttle at the apex of every corner. Traction control is partial, so you still have to feed in the power to be *really* quick.

You're Japanese and so are your engine suppliers, Honda. Does that put you under extra pressure?

Pressure makes you stronger. Some people talk about "connections", but who really cares? I want to do this for myself and the people who have supported me: my manager, my team, people like that. They know the truth, and I don't really care what the media say or think about me and Honda.

Honda have been criticised for producing an engine that is too heavy and too underpowered. Is that fair?

I think everyone expected Honda to be the best once again – because of their domination 12 or 13 years ago with McLaren and [Ayrton] Senna. I think they've done a really good job – obviously not enough to be the best, but we knew this year was going to be very tough. But they've improved a lot. We've had regular new developments to the engine spec, and every session it gets better. And these days it's very hard to score points just by having a fast engine – you rely on the whole package.

I'm very pleased to be working with Honda in F1, because they gave me the chance to drive five years ago. If Honda hadn't had a driving school in 1997, I would never have driven a racing car or even been karting. My parents had no interest in racing at all so there was no chance of me karting at a young age, but Honda gave me that chance when I was 20. Then I came to England, and did F3 and so on. And, you know, to be a Japanese driver working with a Japanese manufacturer makes me very proud indeed. I'm not being political or nationalistic; it's more of an emotional thing.

Pride, emotion, history...

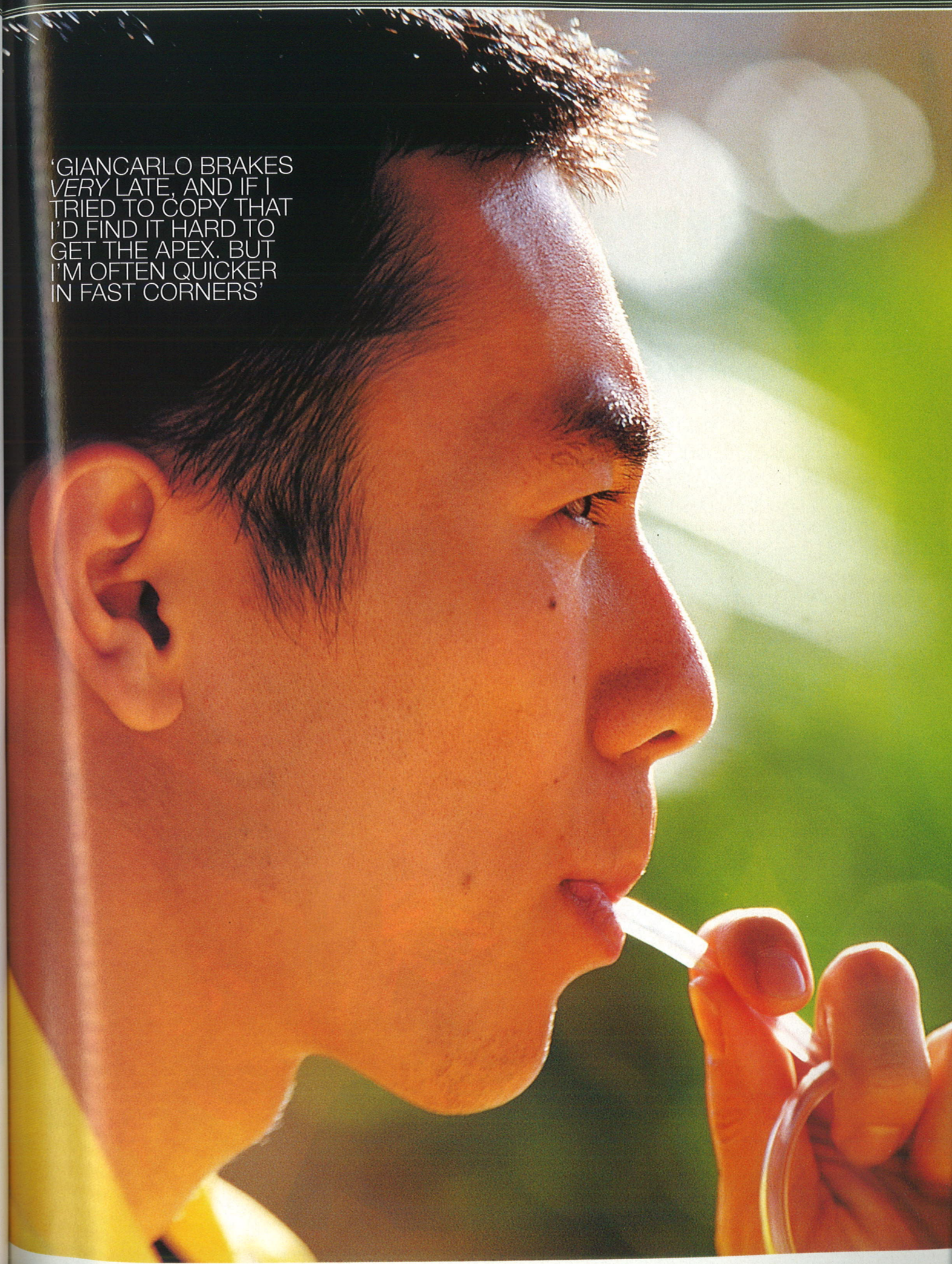
Yes. All those things. When I was a little boy, about 10, the F1 cars on TV had Honda engines – and now I have the opportunity to drive a Honda in F1, too. It's fantastic. **1**



As a matter of national pride, Takuma Sato (centre) relishes the chance to drive for Honda – and he ignores those who say he owes his F1 break to them

OPPOSITE: DARREN HEATH; INSET: STEVE ETHERINGTON/LA

'GIANCARLO BRAKES VERY LATE, AND IF I TRIED TO COPY THAT I'D FIND IT HARD TO GET THE APEX. BUT I'M OFTEN QUICKER IN FAST CORNERS'



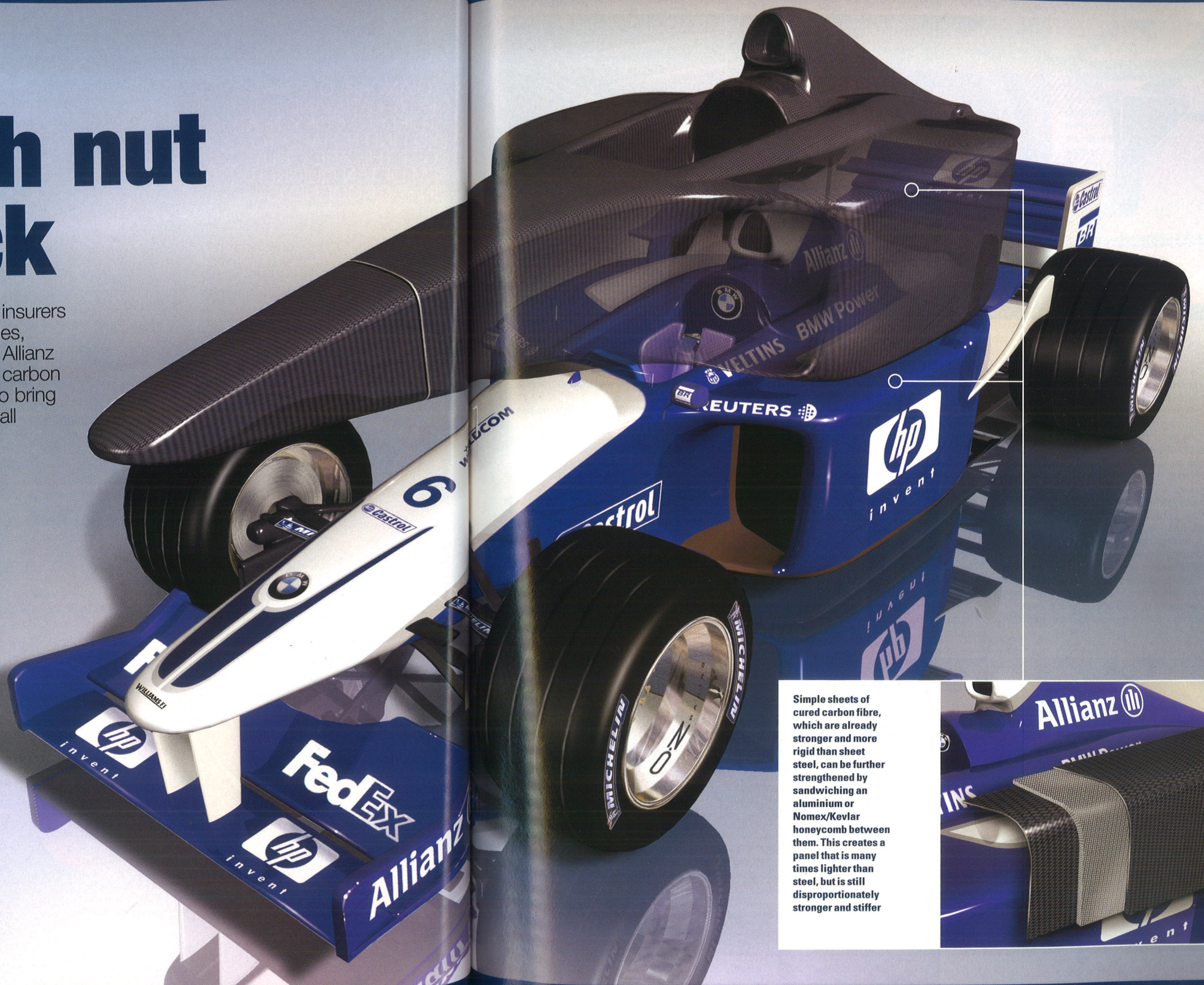
A tough nut to crack

Allianz, one of the world's largest insurers and asset management companies, explains with the expertise of the Allianz Centre for Technology (AZT) why carbon fibre may soon migrate from F1 to bring its safety benefits to the cars we all drive every day

Everyday life for a Formula One car cockpit means travelling at up to 200mph and experiencing up to 5g loads in cornering, but it's still one of the safest places for any driver to find himself. Surrounded by a tough safety cell mandated by the FIA, he is far better protected from accident and injury in his safety cocoon than most roadcar passengers.

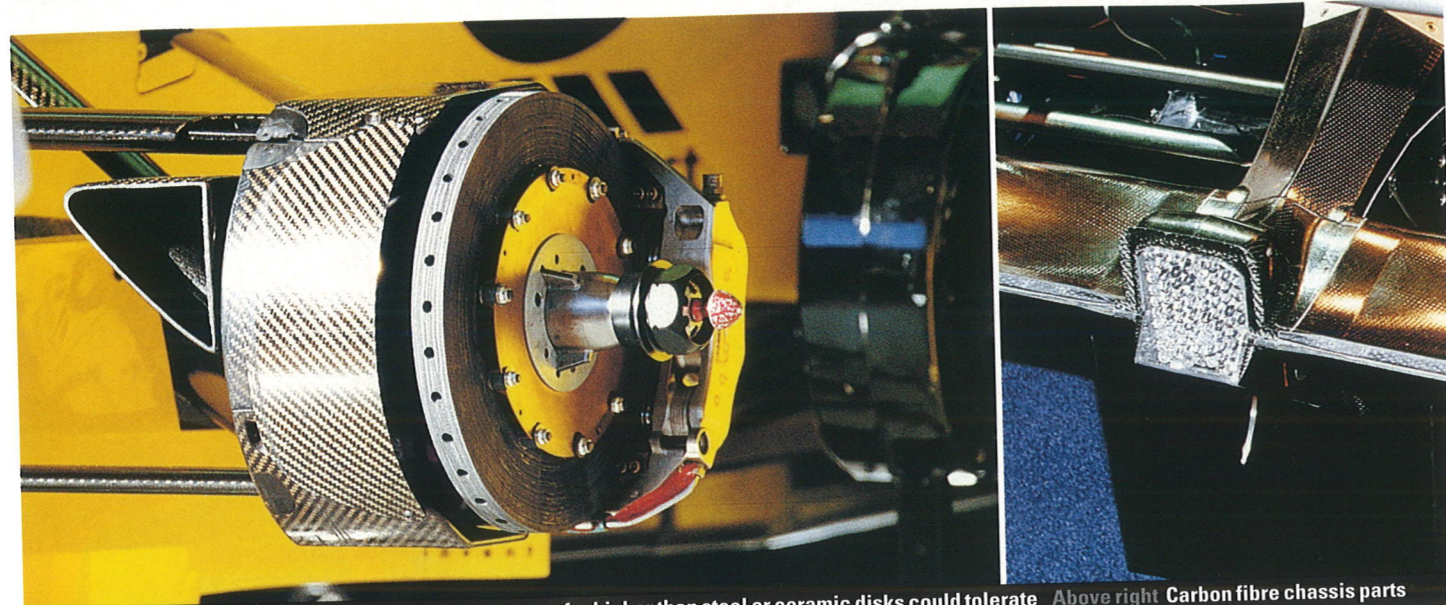
The reason is simple: carbon fibre. Although four times less dense than steel, the famous F1 composite is more than twice as strong and stiff, making it a fabulous material to use in safety-critical components like cockpit walls. Its low weight is also powerfully attractive to weight-obsessed F1 car designers.

Why is carbon fibre so strong? Well, look at it under an electron microscope and you see hundreds of densely-packed filaments stacked together in long, neat bundles. It's an astonishingly rigid construction that endows carbon fibre with some remarkable properties. "It's very stable, non-reactive and almost entirely unaffected by changes in temperature and pressure," explains Dr Christoph Lauterwasser, from Allianz's Center for Technology near Munich. "It's better than steel in this respect, as in many others, and indeed it actually gets stronger as it gets hotter – steel softens at 635C and melts at 1400C, but carbon fibre's strength



Simple sheets of cured carbon fibre, which are already stronger and more rigid than sheet steel, can be further strengthened by sandwiching an aluminium or Nomex/Kevlar honeycomb between them. This creates a panel that is many times lighter than steel, but is still disproportionately stronger and stiffer





Above left Carbon fibre brake disks work at temperatures far higher than steel or ceramic disks could tolerate Above right Carbon fibre chassis parts

and stiffness increase from 20C to 2000C."

So carbon fibre offers benefits other than increased safety. Hitherto, these have been available for relatively few applications – the aircraft industry, for example, and sports equipment manufacturers (golf clubs and fishing rods often incorporate carbon fibre). Now, however, thanks to their proven performance in F1, carbon composites are coming to the roadcar market – helping make our motoring safer and, ultimately, cheaper. Already BMW's M3 CSL sports car features carbon fibre-reinforced plastic in its passenger seats, as well as a carbon fibre roof, interior door panels, instrument panel and centre console.

"The carbon fibre helps reduce the weight by 10%, and it's looking likely to expand into roadcars eventually," says Dr Lauterwasser. "From more than \$100 per pound a few years ago, the cost of carbon fibre has fallen

to just 5\$ per pound, or \$11 per kilo, and it is becoming more competitive with steel."

There would be other benefits, too. Lighter cars are more fuel-efficient cars – Volkswagen has produced an all carbon fibre one-seater car that weighs only 290kg and can travel 100km on just one litre of fuel. A lighter body also enables designers to use smaller engines and smaller, lighter components everywhere else – yielding potential cost savings in car construction. Moreover, carbon fibre is long-lasting and all but impervious to corrosion – thus obviating the need for polluting automotive paints.

There are hurdles to be overcome, of course. Making carbon fibre is currently labour intensive – in Formula One all the laying-up, moulding and finishing have to be done by hand – and cheaper mass-production techniques would have to be developed. Auto mechanics would also have to retrain to

learn how to repair carbon fibre parts. But as the cost of fuel increases, carbon fibre is likely to become more and more attractive as a construction material.

"It's just a matter of time before we see more carbon fibre in our cars," says Dr Lauterwasser. "Car manufacturers say they want to introduce cars with carbon fibre chassis in about five years' time. For the moment, however, the use of carbon fibre is restricted to top of the line cars."

Zoltek, a carbon fibre company based in St Louis, USA, has announced a strategic partnership with one of the leading car companies in Germany. It can't be too long before other manufacturers, too, wake up to the safety/cost benefits of carbon fibre... and you, too, will be driving Formula One technology on your way to work.

■ To find out more about Allianz, visit their website at <http://f1.allianz.com>



Above left Tight-packed carbon fibres seen under an electron microscope Above right Sheets of resin-impregnated carbon being moulded prior to curing

"It's just a matter of time before we see more carbon fibre in standard roadcars"



Carbon fibre is used in the roof, wing mirrors and body panels of the new BMW M3 CSL, contributing to a very significant overall weight saving on the standard M3. It may be used in middle-of-the-range roadcars one day



Giant autoclaves at WilliamsF1 in Oxfordshire, UK. Moulded raw carbon fibre is baked in the autoclave under pressure to 'cure' the resins that turn it into super-strong, super-stiff material

What'll she do, Mister?

Juan Pablo Montoya is a true petrolhead. So when he spotted *F1 Racing* editor in chief Matt Bishop's 1972 BMW 3.0CSL at a recent Silverstone test, he asked if he could have a go...

Words by Matt Bishop; photographs by Ben Wright and Patrick Gosling

As a tester, Juan Pablo Montoya is the James Hunt type. In other words, he relishes the chance to essay a white-knuckle lap at the close of the day – something to grab the headlines in *Autosport* – but struggles to enjoy the nine-to-five grind that precedes it: out, three laps, in; confab; out, three laps, in; confab; out, three laps, zzzzzz...

When the testing isn't really testing – when, rather, it is a private rebranding photographic day – he gets tetchier still. Two giant computer companies – Compaq and Hewlett Packard – have merged, and it

has been decided that Hewlett Packard will henceforth be the brand which the efforts of BMW.WilliamsF1 will be used to promote. The new livery was first seen at the British Grand Prix – but before that, in order that Williams' marketing bods can issue promotional material replete with photographs depicting HP in all its newfound glory, both drivers and both cars must spend a day being photographed from every imaginable angle. HP decals to the fore. And that, ladies and gentlemen, is what we are engaged in here, now, at chilly Silverstone, on June 4. Such are the

presentational strictures that govern the logistics of 21st century Formula 1.

Is Juan Pablo having a ball? Er, no. Newer to the dark side of motorsport than his team-mate Ralf Schumacher, a seasoned if truculent 'marketeer', Juan finds the series of hoops through which he is required to jump banal in the extreme. First, a series of ludicrously slow laps, following a BMW 5-series which has been grotesquely disfigured by the addition of a 'tracking rig' (a large scaffold onto which a cantilevered boom, bristling with cameras, has been attached). I watch at the end of

(Below) Montoya blasts Bishop's 30-year-old BMW down Silverstone's main straight, nudging 110mph before Copse



'WOW! YOU'VE GOT A BEAUTIFUL CAR, MATT, I HAVE TO ADMIT. IT LOOKS LIKE IT'S IN REALLY MEGA CONDITION'



the Hangar Straight – where, in anger, JPM would be nudging 195mph. Here, merely angry, he toddles past in the Bee-Em's wheeltracks at, I guess, more like 40.

I'm here to interview Ralf (the results of which endeavour you will have read in the August issue of *F1 Racing*). But I have another, more secret, agenda. I have always been a BMW fan, and am the proud owner of a 1972 3.0CSL – which, following a £24,000 restoration carried out in '92 and a programme of meticulous fettling ever since, is now close to concours. BMW made only 500 of these homologation

Bishop explains his car's foibles to his lead-footed chauffeur. No need: throughout, JPM stayed a few tenths short of banzal

specials in right-hand drive (see panel, page 87), and I am told mine may well be among the very best still extant. My secret agenda? I want Juan Pablo to give it a blast around Silverstone today.

"Do you want to see a proper car, Juan?" I venture.

"Eh? What?"

He is not really in the mood, but I guide him through the garage and out into the paddock all the same. When he sees GKO 500L, I cannot suppress a smirk of pride – because he is clearly smitten. "Wow! You've got a beautiful car, Matt, I have

to admit. It looks really good. Er [a pause, during which he peers at it from various angles, and does a bit of tyre-kicking]... it looks like it's in really mega condition."

Beside me Branko Viric – owner of Prestige Motor Works (020 7372 8811), the company who keep my car in the condition to which Juan Pablo refers – looks pretty self-satisfied, too.

Branko is here... just in case. Just in case Juan gets a bit too carried away and destroys the brakes, shags the tyres, grenades the engine or anything else. I check with WilliamsF1's head of marketing Jim ▶





Windows down, the roadgoing CSL (above) looks a lot more elegant than its competition derivatives (below)

>How BMW finally humbled the Ford Capri

Time was when a crude Essex-built fastback was beating all comers. Enter the CSL and a host of grand prix drivers. Stuart Codling has the low-down

The colour schemes were apposite for the decade that taste forgot; but the racing CSL's size and thirst made it less relevant as the world convulsed during the 1970s fuel crisis. Nevertheless the CSL couldn't be killed off so easily, and its racing career lasted long after the last road car left the production line at the end of '75.

BMW worked through a number of stratagems in the late '60s - including some outrageous extremes of turbocharging - to beat Ford in the European Touring Car Championship. They actually withdrew from motorsport in '70, although private teams such as Alpina and Schnitzer continued racing. In '72 (the year in which Fords won all but one championship race), BMW poached Jochen Neerpasch and Martin Braungart from Ford - and work began on a lightweight version of the 3.0-litre CS. Rather than boosting power, BMW worked on improving the power-to-weight ratio.

Early versions of the Coupé Sport Leichtbau ('lightweight') weighed 100kg less than the CS.



(Above) Niki Lauda, having a lot more fun with BMW than he does with Jaguar; (below) Hans Joachim Stuck gets serious air



They had thinner glass - plexiglass in some specifications - and aluminium panels for the doors, bonnet and boot. Paul Rosche, who went on to lead the design of BMW's awesome turbo Formula 1 engines, tweaked the straight-six engine to produce over 200bhp.

In order to qualify for competition, the CSL had to be homologated - that is, a quantity of roadgoing equivalents had to be built. BMW made almost 1100,

of which 500 were right-hand-drive.

Ford were rattled enough by the CSL to second Jackie Stewart to their touring car effort at selected races. Not to be outdone, BMW also drew on F1 talent; in the following years Niki Lauda, Chris Amon, Jacky Ickx, Ronnie Peterson, Hans Joachim Stuck, James Hunt, Derek Bell, Henri Pescarolo, Rolf Stommelen, Vittorio Brambilla, Brian Redman, Hans Heyer and Dieter Quester all drove CSLs in competition. Stuck became the most famous of the F1 CSL pilots, or at least his exploits have lodged in the memory by dint of the extraordinary degrees of oversteer he achieved in them (this in part because the rear generated lift rather than downforce - a trait that BMW cured with the 'Batmobile' aero kit). Arrows boss Tom Walkinshaw also raced - and won - in a CSL.

The CSL raced on until '79 and became an accomplished endurance sportscar; it showed well at Le Mans, and a number were converted into IMSA spec to race in America.



>Return of the 'Batmobile'

Next summer BMW will resurrect the CSL suffix after an interval of 28 years. But it is *not* just a marketing-led badging exercise. Julie Walker explains

Let's dispense with the cynical (but pretty obvious) first question straight away: the M3 CSL is emphatically <i>not</i> just a rebadged M3. From the outside you will know it from the carbonfibre aero	addenda, the purposeful single 'nostril' air intake, the 19-inch alloys. Even the 'spotters' won't notice the thinner glass or the aluminium suspension components and boot floor - but you'll be	able to hear the difference, since air is inducted via a straight-through carbonfibre intake. BMW have pared down the interior, too (the CSL will be 95kg lighter than the 'ordinary' M3). There	is no hi-fi and only basic ventilation controls, although you will not have to wind the windows yourself. Less is more? It will certainly cost more; reckon on £50,000 when it reaches these shores.
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'IF I HAD A BEAUTIFUL CAR LIKE THIS, MATT, I WOULDN'T LET ME DRIVE IT ON A RACETRACK!'

Wright, WilliamsF1's HP account handler Chris Styring and Silverstone's Brian Pallett (propriety is everything on days such as these)... and permission is granted. As Juan and I climb into my pride and joy, I can hear people laughing all around: "You must be mad, Matt. He'll trash it!"

Juan turns to me, and smiles: "I'm a nice

guy," he says. "I won't trash it." Then, more ominously, "What's the rev limit?"

In the event he drives three laps, quite beautifully. He brakes early but gently - no point in ruining the discs - carrying great speed into the bends, the CSL leaning heftily as he turns in. He avoids the kerbs, aware that a 30-year-old pillarless coupé is

(Above left) Bishop issues last-minute instructions; (above) Montoya was immediately at ease with CSL's dog-leg gearbox

unlikely to be *quite* as stiff as a carbonfibre FW24. He is immediately at home with my car's retro-fit Getrag dog-leg five-speeder: "I've got an '88 E30 M3," he confides, "but I've put a Dinam chip in it - so it revs like fuck!" A petrolhead, you see.

Through the sinuous Luffield complex, particularly, he enjoys himself - balancing the CSL on the throttle, enjoying its poise. As he does so, he talks. It is stream-of-consciousness stuff, and it comes off my Dictaphone like this: "Really, it goes real well. Brake pedal real positive. Stiff. Not great braking by modern standards, but right *there*. And, again by today's standards - say, compared with a new M3 - it feels like an old boat [laughs]. Body roll. But it steers really well, and handles really nicely."

A pause, punctuated on my tape by a gentle if prolonged chirrup as the fat Toyo tyres grapple with the rapid direction changes of Luffield... then: "I have to be honest: if I had a beautiful old car like this, I wouldn't let me drive it on a racetrack!"

Out of Woodcote he guns it. I lean over to check the speedo as he brakes for Copse: 110mph. Juan catches me, and asks, "Is that miles or kilometres?"

"Miles," I answer, a trifle defensively. "Bloody hell! It's pretty quick, isn't it?" he replies, restoring my smug equilibrium at a stroke. "It sounds really good, too."

Too soon, we pull into the pits. Branko looks relieved: no emergency spanner-work has been required today.

"Hey, Branko! You keep this car real well, man," says Juan, as he hops out. "I hope you pay him properly, Matt."

Thanks, mate.



TEAM PRINCIPAL: WILLIAMS F1

Frank Williams

On firings, hirings, and building for the future (to beat "the red cars")

What do you think about Jenson Button being sacked by Renault?

It's sad for him because I know he has enjoyed his time there. He has fond memories and I think he's done a very good job for them. It's a tough decision for him, but the rest is none of my business.

How much advice did you give him?

He has a good manager in John Byfield, who is a sound person. To be honest, Jenson hasn't really asked me for advice.

Is BAR the right team for him?

I think they're very good – and, if Jacques is his team-mate, Jenson will be able to learn a lot from him. Jacques is very quick.

Does Montoya keep surprising you?

He keeps pleasing us! He's a tremendous qualifier and he's pulled it out of the bag at some races where I haven't expected us to be quite so competitive. But don't forget what's sitting behind the driver – we have a very good engine.

Is Juan Pablo the fastest driver in the world over a single lap?

That's impossible to quantify because it so often depends which tyre is better and whether other drivers have got their cars set up for qualifying or the race. I was pleased that, after Juan's pole at Magny-Cours, he and Michael shook hands and had a bit of a joke. That's how it should be.

When do you expect to announce that Juan Pablo is staying with Williams?

Within the next few months, but the deal is pretty much done.

What is delaying the deal?

As I said, it's pretty much done.

Do you have any concerns about Ralf?

We'd like him to be quicker, but I wouldn't say I'm concerned. Some days he's brilliant, but other days he doesn't seem quite able to put his finger on the button that makes the car work. Juan is very good at getting the car nicely balanced.

At the launch of FW24 you said you expected Ralf to assert himself in what was a crucial year for him...

He's currently in a bit of a dip. His year has been coloured a little bit by his equipment in so far as Ferrari managed to pull away from

us and all the others. And Ralf is under some pressure from Juan – that's quite obvious. But I have no doubt that, rather than being a negative, it will spur him on. He's very, very determined.

Do you suspect that Juan Pablo is simply too quick for Ralf?

We need Ralf to go quicker. I don't care who wins races for us – Ralf or Juan. I'm just desperate to win another one.

Why have you been better in qualifying than in the races?

The difference between our qualifying and race engines isn't as big as with some other teams, so it's not due to that. When you look at the tyres, it's true to say that what has worked for us in qualifying hasn't always worked for us in the race. What we want is a very well balanced car that is competitive with the red cars all the time.

What goals do you have for the remainder of this year?

We're not changing our programme as a result of Michael winning the championship. We have two programmes under way: one is to improve this year's package and the other is to work on next year's. Mario [Theissen, BMW's motorsport director] tells me that next year's engine will be on the dyno in September. And the goal is, of course, for us to have the strongest package next season.

Is second place in the constructors' title chase important to you this year?

Whether you're an engine manufacturer or a

constructor, it's the same goal – and that is to beat Ferrari. We've got a position to maintain in the championship [second], so we can't ignore this car for the remainder of the year. If we finish second, then it will signify progress over last year.

Are you cracking the whip harder than you have done hitherto?

No, that's not necessary. It's not a question of cracking the whip; it's a question of being more creative and more clever, every year.

Do you lament the passing of the old Hockenheim?

It was a very special and unique challenge and it was lovely when you had a quick engine! I don't want to get onto the subject of old, great tracks that are disappearing, so I'll shut up now!

Arrows deliberately failed to qualify at Magny-Cours. What's your view?

I really don't think Tom [Walkinshaw] will be allowed to get away with it too often. I'm not disapproving, though, because we all need to survive and you guys should support him.

A thought on Michael Schumacher winning his fifth world championship?

He's obviously very, very good and I enjoy watching him drive. His results speak for themselves, but it is our job to stop him!

Do you worry that F1 is becoming a turn-off for spectators?

The only thing that matters is what happens to the TV figures over the balance of the season. But there is cause to worry, yes. ❶



Frank Williams (left of picture) is, above all, a racer – which is why he has great respect for Michael Schumacher. The feeling is mutual

OPPOSITE: DARREN HEATH; INSET: CLIVE MASON/WALLSPORT



'SOME DAYS RALF IS BRILLIANT, BUT OTHER DAYS HE DOESN'T SEEM ABLE TO PUT HIS FINGER ON THE BUTTON THAT MAKES THE CAR WORK'

The myth of Eau Rouge

Do you *really* have to be pedal-to-the-metal through Formula 1's most daunting corner?

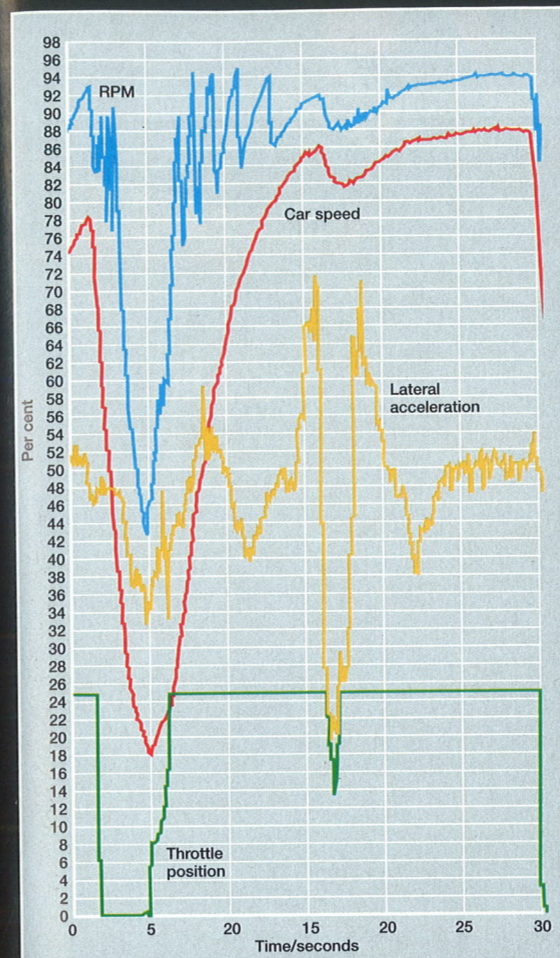
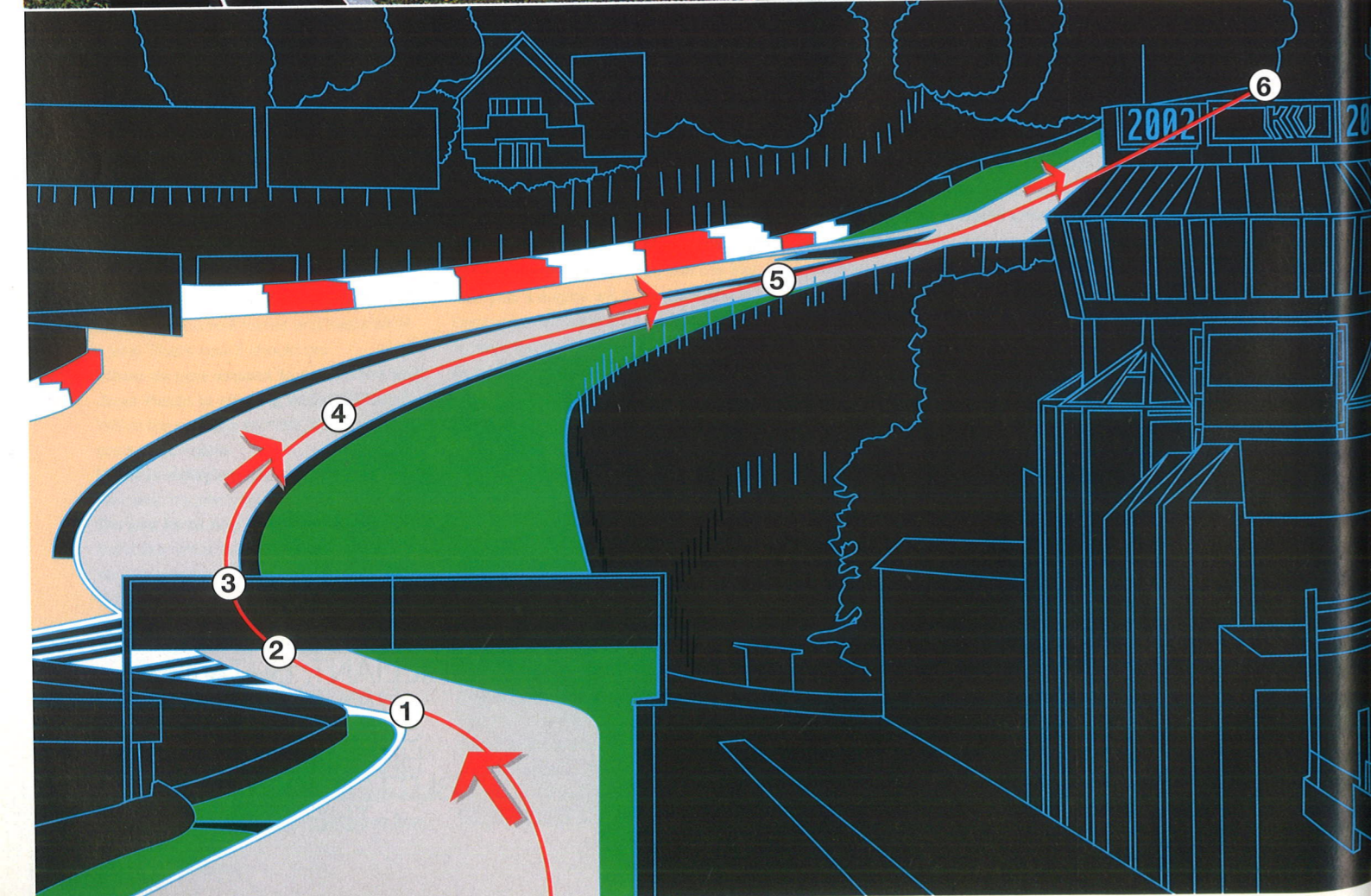
Words by Anthony Rowlinson; photograph by Darren Heath/LAT

Eau Rouge. A heartbeat's rhythm. Over in a moment. Gone before it has arrived. Formula 1's greatest corner, some will tell you; the most daunting challenge a driver can face. Witness its being conquered and

it provides lasting proof that the sport's top pilots deserve their place with the immortals. See them err and the results can be terrifying.

At its heart lies a conundrum. Taking Eau Rouge 'flat' in top is the macho

driver's mantra – the one they want to crack. But speak to any designer or engineer and he will tell you that a 'flat' Eau Rouge has never been the key to a quick Spa lap. Can both views hold true? *F1 Racing* investigates.



1. Arrive at the bottom of the hill at 190mph, pulling 5.95g vertically and 3.1g laterally. You can use the kerb

2. If you're going to lift off (although it's more of a gentle 'feathering' than a full lift) to preserve exit speed, this is where to do it

3. Here, at the apex of the right-hander, the uphill gradient prevents you from seeing the entry to the next corner

4. Stay away from the kerb on the right here – it is of the 'rumble strip' variety, and will destabilise the car. Even if you 'lifted' earlier, you should be flat out here

5. Aim for the kerb on the left. The car will feel twitchy as the compression forces ease their grip on it. Stay flat!

6. Depart Eau Rouge at around 180mph. If you got it right, allow yourself a sigh of satisfaction before Les Combes

TELEMETRY COURTESY OF RENAULT; INSETS: MARK THOMPSON/SPIRIT

UNRAVELLING THE MYSTERY

> Technical director's view: MIKE GASCOYNE (RENAULT)



"There's no need to be flat through Eau Rouge unless you absolutely have to. It's a corner that the drivers want to take flat, but it doesn't actually have to be so. Because of the long drag up the hill and the chicane at the end of the straight that follows, setting the car up with enough downforce to go flat through Eau Rouge will lose you more time than you gain. Ideally, Spa is a medium-downforce track. "Think about it: going downhill on the approach with a load of wing means you will get there far slower. The sector-one time is crucial; you want to take downforce off so that you're not slow on the run down the hill after La Source. If you want to be quick through the first sector you have to take wing off; but if you take too much off, your exit speed (which is also important) from Eau Rouge is ruined. Too much on and you'll lose time up the hill. Revs up the hill are important. The drivers are through in fifth or sixth at 155 or 160mph, depending on the ratios, and they want to be able to hang onto that. If the ratios are wrong the car will 'bog' badly.

"You also need balance. A badly balanced car, even with a lot of downforce, will make the driver feel that he wants to lift off. And if it's a pitch-sensitive car, it'll be awful when he lifts off. It would make the car a real handful, and you'd probably have to lift off even more to get a hold on it.

"A little lift is what you need, allowing you to carry the straightline speed through – although sometimes it's hard to convince drivers that's the case.

"It's quite an engineering challenge. If you build a car that's aerodynamically efficient and properly balanced, and not pitch-sensitive, then it'll be easy to set it up well for Eau Rouge. You win races in the wind tunnel; you can only lose them at the racetrack. You can't polish a turd."

> Driver's view: JARNO TRULLI (RENAULT)



"Physically, you have to treat it as just another corner. The big thing is that as you go through it you feel a lot of compression, and after you've passed through the car goes really light.

"Going flat only gains you about a tenth so it's something you do mainly for the challenge. I've always gone through flat in qualifying, because I want to. A lot of it is up to the car: when you have a really good

Giancarlo Fisichella's telemetry: colourful peaks and troughs tell Eau Rouge story

The graphic (left) shows the first 30 seconds of a lap of Spa, as driven by Giancarlo Fisichella in the Benetton last year (he finished third).

You can see the sprint from the startline to the La Source hairpin. The throttle trace (green line) dips to zero as Fisi gets on the brakes. Then, once past the apex, you can see him give the throttle an exploratory tickle (a tiny blip just before the five-second mark), before quickly feeding in full power over the next second and a half until the throttle is flat. It remains hard to the floor all the way into Eau Rouge but, since the track is slightly damp, you

can see Fisi have a small 'lift' at around 17 seconds before getting hard on the gas again for the blast up the hill and along the top straight into Les Combes.

Looking at the yellow line, which shows lateral acceleration, you'll see why Fisi has to lift off. The high-speed direction change in mid-corner loads the car massively in terms of lateral g – left-right-left – which shows as wild troughs and peaks on the graph. If he had gone any harder through the corner, the car would not have had sufficient grip to contain the lateral forces and could have lost speed – or even spun.

'A LITTLE LIFT IS WHAT YOU NEED, BUT IT CAN BE HARD TO CONVINCE THE DRIVERS'
MIKE GASCOYNE

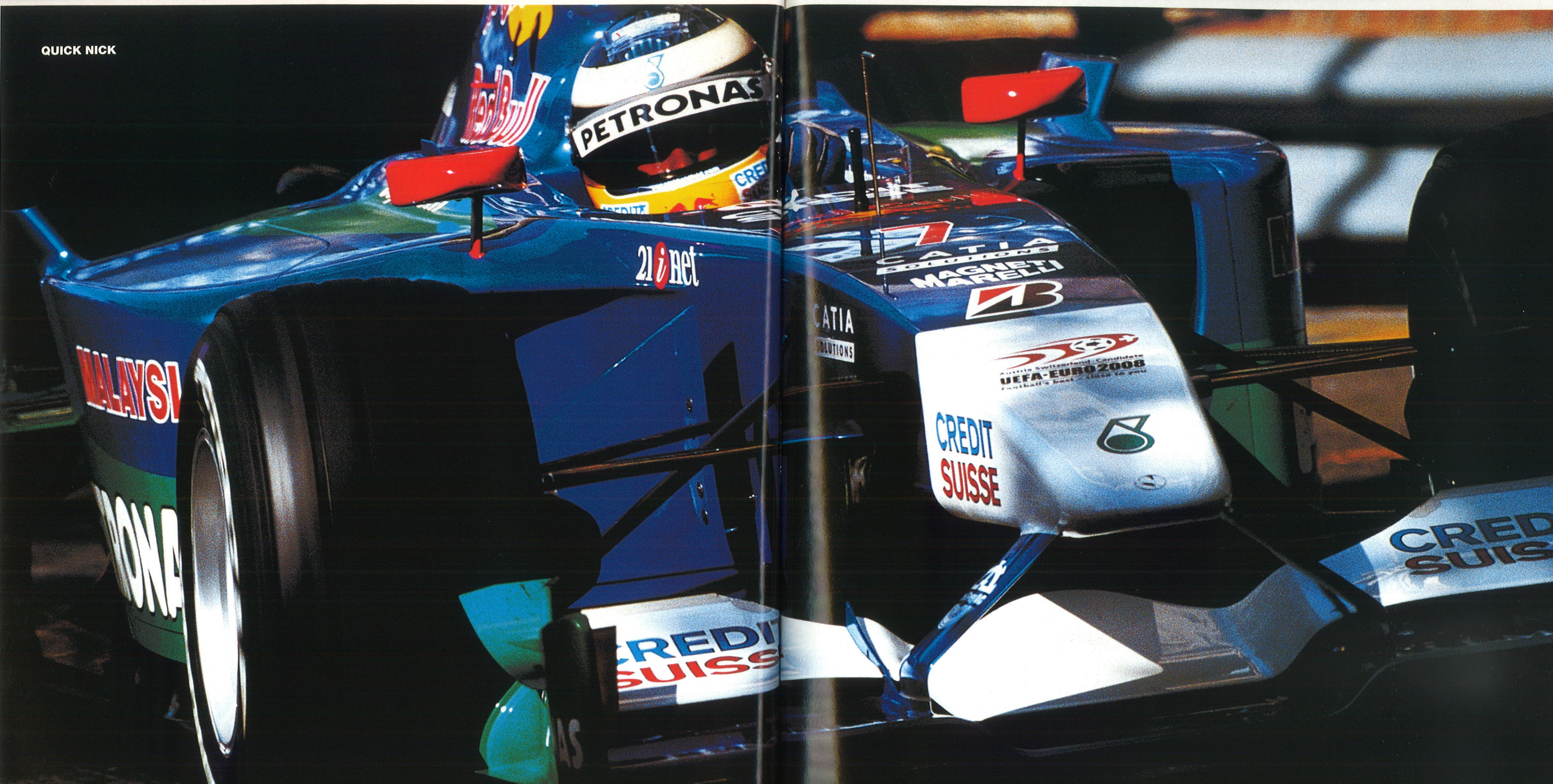
car it's very easy to go through flat, not difficult at all; but if your car is nervous...

"When you do Eau Rouge well, it's very, very satisfying. Last year at Jordan, I was able to take it flat for almost the whole race, and that felt good.

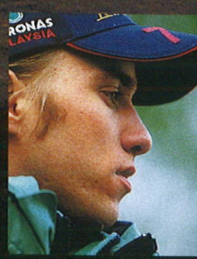
"One of the things that makes it difficult is that it's blind from mid-corner right the way through. You can see the apex on the right-hand side and you can see the exit, but you have to know where to get your wheel on the inside of the entry – and then the corner just sort of leads you out.

"If you're not completely accurate, you have to really fight the car – and that's hard, because it's so compressed and everything becomes so heavy. Last year's Jordan was very good through there, but not brilliant over a lap. Two years ago, the car was performing very, very well over the lap, but wasn't so good through Eau Rouge.

"It's really important for the car to be stable, and you really don't want a car that's bottoming too much. You want to be able to place the car where you want; if it moves around too much, it's a disaster."



GERMANY CALLING



Nick Heidfeld is but a few career steps away from inheriting Michael Schumacher's mantle. Tom Clarkson explains why

In a few years, Nick Heidfeld will likely be Germany's only F1 driver. And, at Sauber, he's fast learning all he needs to carry his country's hopes

A third season with Sauber is exactly the right decision for Nick Heidfeld. He has toyed with other offers for 2003, but he has decided to stay put. It's a case of sticking with what he knows.

First there was interest from Toyota – "a small conversation between Werner [Heinz, Nick's manager] and Ove Andersson was blown out of proportion by the press," according to Nick. Then Jaguar came on the prowl, before a fly was cast by Eddie Jordan. But Nick was right to think that none of these offers was a sensible option while he could stay at Sauber, whose '03 car will have a (Petronas-badged) Ferrari engine for the seventh successive season.

Toyota, though impressive in year one, still have the capacity to stumble. Call it

growing pains. Jaguar... why on earth? And Jordan? They're expected to go through the potential upset of a switch to Ford-Cosworth engines.

So a C22 it will be in '03, powered by the Ferrari 051 V10 that has powered Michael Schumacher to his fifth world championship. It's a combination that should prove good enough at least to keep Nick treading water until a seat with one of the top three teams becomes available.

But there's no hurry for Nick. This is only his third season in the top echelon, and at 25, he is still serving his apprenticeship. Other drivers will tell you that he's still fairly quiet in the drivers' briefing at each race – but that this season he has begun to speak his mind more often.

Given his relative lack of experience, ►



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(Above) Peter Sauber, boss of his eponymous F1 team, is carving out a reputation as a talent spotter – predictably, he wants to keep hold of Nick Heidfeld. (Above right) Things didn't quite go to plan for Nick during the San Marino GP – but, despite visiting the pits four times, he finished 10th. (Right) Nick reflects on the sidelines at the A1-Ring after a suspension failure pitched him into a huge shunt




> Heidfeld v his team-mates

As a rookie, Nick outqualified the greatly experienced Jean Alesi eight times. It was a sign of intent. 'Dominant' is too mild a word for his 2002 stats


2000 PROST

	Nick HEIDFELD	8
	Jean ALESI	9
	Alesi's average superiority:	0.217s per lap

2001 SAUBER

	Nick HEIDFELD	10
	Kimi RAIKKONEN	7
	Heidfeld's average superiority:	0.104s per lap

2002 SAUBER

	Nick HEIDFELD	8
	Felipe MASSA	2
	Heidfeld's average superiority:	0.292s per lap

Correct up to and including Silverstone '02

ABOVE: DARREN HEATH; LEFT: CHARLES COATES/LAT; TOP: LEFT: MARK THOMPSON/ALLSPORT

he stands to learn more at Sauber than at almost any other team on the grid. In all but name he is their number-one driver, which gives him influence away from the cockpit. It is understood, for instance, that he played a key part in persuading Sauber's technical director Willi Rampf to stay with the team and ignore grand overtures from Toyota. When you come to judge Nick Heidfeld, therefore, think of these points. Do not hark back to the gentle snub he received from McLaren last year, when they chose Nick's then team-mate Kimi Raikkonen to replace Mika Hakkinen. Kimi has probably learned less about team dynamics than Nick because, at McLaren, drivers are exactly that, and nothing more. But on these precise terms, as a driver pure, Heidfeld has been very impressive this year. He hasn't scored as many points

in the first half of the season as he did in '01, but the competition is tougher this year. He has nevertheless been majestically fast in qualifying (up to and including Silverstone he had outqualified his highly rated team-mate Felipe Massa 8:2) and in the races he has proved able to overtake. Evidence? Think qualifying at this year's British Grand Prix, where, on Saturday, Nick reckons he had achieved his best three-quarters of a lap in Formula 1 – and then came upon Juan Pablo Montoya on a slowing-down lap. "It was a great lap," says Nick. "The car was brilliant and I'd been almost in-perfect until I came flat through Bridge to find Montoya on the racing line. I was forced to lift. Until then I was 0.4 seconds up on the lap that eventually became my qualifying lap." F1 is littered with 'if only's' and this lap

was another for Nick to add to his list. See also his disqualification from the European Grand Prix in '00, after his Prost AP03 was found to be two kilos under the 600kg minimum weight. Nick could only shrug, raise an eyebrow and be done with it – despite being half a second quicker than team-mate Jean Alesi. Now think racing. At this year's British GP Nick went some way towards silencing critics who have said he can't overtake. In the middle section of the wet-dry race he scythed through the field on intermediates, overtaking the likes of Olivier Panis and Giancarlo Fisichella – both of whom were also Bridgestone runners. "I'm learning all the time," says Nick. "Even in terms of pure lap time I have improved, just as a result of studying the telemetry and learning how far you can push the car and how best to set it up." ▶

QUICK NICK

In eulogising Nick, I don't want to imply that he has only recently come good. Absolutely not: we're talking about a multiple champion here, with a haul including the German Formula 3 title and the International Formula 3000 title. As McLaren boss Ron Dennis says, "Nick is the only driver to have fully used the opportunity I gave him in my F3000 team."

The image I am trying to paint is this: Nick Heidfeld is the German most likely to take over Michael Schumacher's mantle.

"Eh?" I hear you say. Look at it this way: Nick's career will more than likely outlast that of every other German F1 driver. So, when the day comes that he is Germany's only F1 driver, he will be filling Schumi's shoes as his country's best hope. Once Michael has won a Fangio-beating record sixth world title in the summer of '03, he is

'HE REMAINS FLUID, ABLE TO IMPROVE HIMSELF YEAR IN, YEAR OUT, LIKE A RIVER FINDING THE FASTEST ROUTE TO THE SEA'

almost certain to retire, with nothing left to achieve. His brother Ralf has already said he doesn't envisage a long F1 career and, should he win the world title in '04, Ralf could well retire soon after. And the long-term future of Heinz-Harald Frentzen – indeed, his race-by-race future – remains hazy. All of which will leave Herr Heidfeld as *the man*, with longevity assured by his balanced approach. And, in the same way that some race horses are stayers and others not, Nick is a stayer. The worse the going, the more he shines.

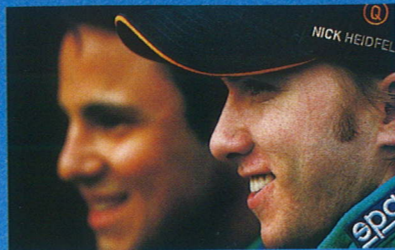
He survived a torrid first season of F1, with Prost in '00, with more credibility and dignity than Jenson Button managed after a similarly difficult year with Benetton in '01. Then, in a good car in '01, Nick shone. In only the third grand prix of the year, at Interlagos, he finished on the podium.

For all this stoicism, he remains fluid, able to improve himself year in, year out, like a river finding the fastest route to the sea. This year he is more relaxed than ever before, happy to hang out in the F1 paddock as if he belongs there, rather than hiding in the motorhome.

Yes, the greasy hair still makes the occasional appearance at the races where his longtime girlfriend Patricia is not on hand to pass him the shampoo bottle. But there is no doubting that he is an altogether more confident driver than he was just 12 months ago.

"For sure he's very quick," says Felipe Massa. "He's a great team-mate and I'm learning a lot from him." This is nothing unexpected from Felipe, but it is straightforward praise from a team-mate that team bosses will like to read.

"The motivation for me when I go racing is simply the joy of driving," Nick says.



(Above) Nick, on the right of the frame, has been quicker than his new team-mate Felipe Massa, but his less flamboyant style has attracted

less attention (Main) Sauber's C21 is a quick, reliable car; that's mainly due to the neat aerodynamic package and the Ferrari engine

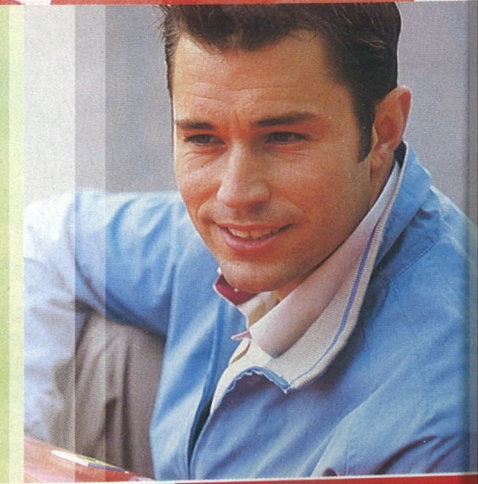
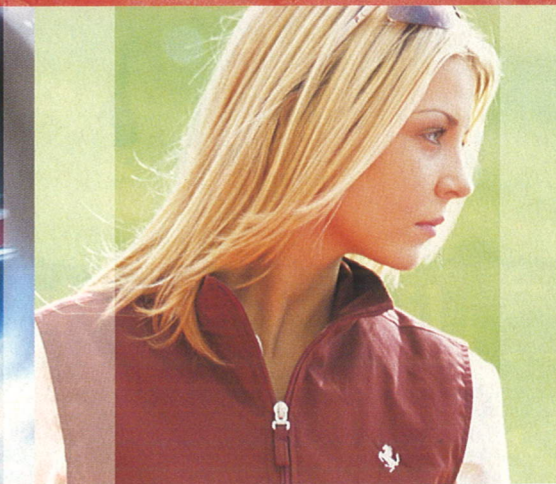
"There is nothing I like more than to drive an F1 car on the limit, and the moment that I stop enjoying it, I will stop.

"For as long as I'm enjoying it, there are no fluctuations in my form – I just keep getting better and better. I'm not like a soccer player or a tennis player. I don't have fluctuations in form. If there are any, it's because I have found a better or worse set-up. And, so long as Sauber make another good, easy-to-set-up car in '03, then I should continue to improve."

Come '04, Heidfeld will be ready for a top slot. My money is on a reunion with Kimi Raikkonen at McLaren. Nick would become Mercedes' first German driver in the modern F1 era, at a time when they could be surfacing from their trough in form. The last time he was Kimi's team-mate, he outqualified him 10:7 – a nice thing for Nick to know. 1

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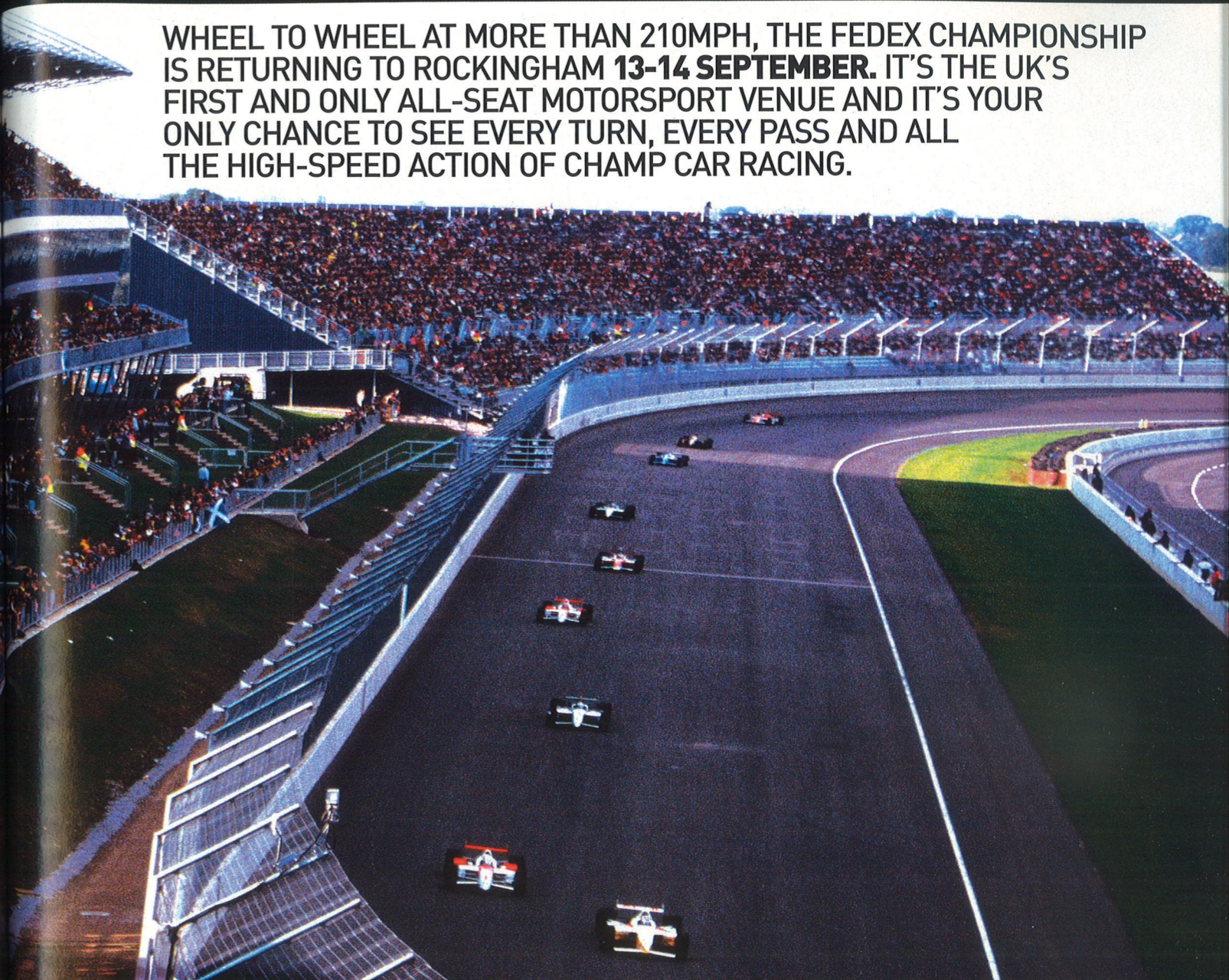


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Nigel Mansell was christened 'Il Leone' – the lion – while a Ferrari driver in 1989 and '90. He came back to roar with Williams in '91 and his world title year, '92

MANSSELL

The lion king

Ten years ago Nigel Mansell became world champion after a season of domination so consummate, none would challenge it for a decade. *F1 Racing's* Peter Windsor was Williams' team manager that year. Here, for the first time, he tells the inside story of Mansell's crowning glory

This story begins in late 1990, at Ricard, in the South of France, where Nigel Mansell is driving a Williams for the first time in two years. It is the much maligned and passively suspended FW13-Renault. Thierry Boutsen and Riccardo Patrese have won a couple of races (Imola and Hungary) but **the year has belonged to Ferrari** (Mansell and Alain Prost) **and to McLaren-Honda** (Ayrton Senna and Gerhard Berger). No-one at Williams thinks fondly of the curvaceous FW13. For the most part, the development graph has been horizontal. **Of course things should be better.**

Mansell completes only a few laps before pulling into the garage and turning upside-down the world as it was at that point known.

"I'm not sure what anyone else has been saying but, like this, the car is virtually undriveable," he begins, pulling off his face mask. **"I mean, why is it set up so stiff? I can't feel a thing. There's zero turn-in and terrible traction."**

Nigel reduced Boutsen's customary 1,500lb front springs by 50 per cent, did the same at the rear and disconnected the rear bar. He was instantly quicker.

"We're going in the right direction. At least I can drive the thing..."

By the end of the test, with Mansell going ever softer in set-up and the car at last featuring some suspension travel, the **FW13 had lapped nearly four seconds faster** than Boutsen's best at the French Grand Prix... ►

It was all change at Williams that winter, with Adrian Newey joining the team after a name-making show of promise at Leyton House March. Adrian brought new attention to detail to the business of aerodynamics; his layout for the FW14, a flat-bottomed car that would develop prodigious downforce from the chassis underside, not to mention its front and rear wings, defined the car itself. The bodywork was intricate to make and to fit, and frequently had the boys up all night, trimming and filing and makeshifting into oblivion. One of the mechanics was found asleep on the Sunday night, still in his bathroom. When it was all bolted together, though, and all the gaps were sealed, FW14 was a very fast racing car.

Concurrently, Williams continued to test (with Mark Blundell) an active-ride version of the FW13. The Williams Reactive suspension system had looked reasonably promising on the '87 FW11B-Honda but had been discarded on the Judd-powered FW12 midway through '88. Literally. The car was converted to passive spec on the eve of the British Grand Prix. Mansell rewarded the decision with a brilliant wet-weather drive to second place.

Despite that set-back (to the life of the active-ride car), Patrick Head remained convinced about its future. An FW14 version of the car was built in the late summer of '91 and was taken to Adelaide for the last round of the championship. Mansell raced the passive car but was slightly quicker, taking into account the additional weight of the experimental

chassis, in the active car. With deadlines looming, Williams took the decision to race the FW14 in active form in the '92 season. It was a brave move, given the speed of the FW14, and the reliability level that had finally been achieved, but Head, Newey and Frank Williams knew that they needed to throw everything they had at the Senna-McLaren-Honda combination. Even though the FW14 was not designed as an active car, an active car it would be: the first, true active Williams would be the '93 FW15.

Aside from the active FW14B (Head traditionally only adopts 'B' or 'C' designations when development changes require a new monocoque; the active car did so), Williams also had a brilliant personnel line-up for '92. There was Mansell, of course, now at the peak of his career and at last luxuriating in a team-mate (Riccardo Patrese) who wasn't giving him any trouble. Mansell had won races against the best (Senna, Prost, Piquet) and was now even more hungry for a championship. There was Head and Newey, probably the most potent design combination in modern Formula 1. There was Renault, whose engine was getting better by the race and who were now working very efficiently under the control of Patrick Faure and Christian Contzen. There was Elf, too, making very special fuel. Mansell had returned from Ferrari with lurid stories about Agip's contribution to engine power; and now, 12 months on, Elf had a fuel blend to match. It may have smelled like a pair of old football socks, but that was another thing.

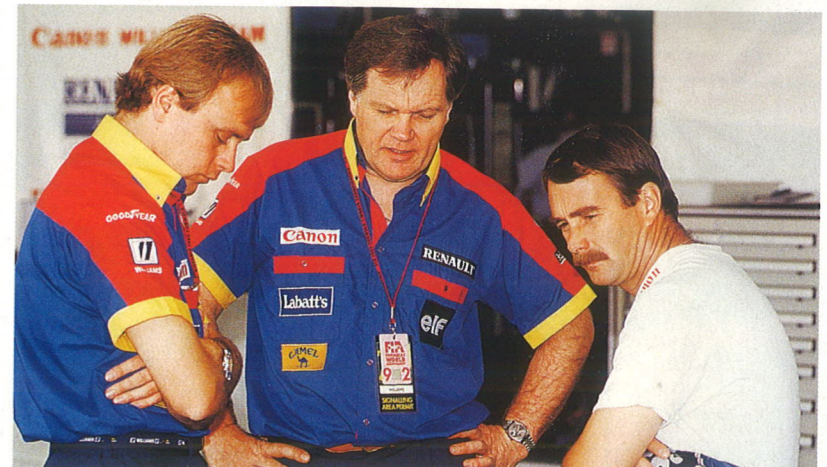
'THE FW14B WAS EXTRAORDINARILY SOPHISTICATED. THE PARALLELS WITH TODAY'S CARS ARE IMPRESSIVE'

And there was the Williams race team – David Brown and John Russell (race and test engineers), Dickie Stanford (chief mechanic), Carl Gaden (number-one mechanic), Gary Woodward and Stuart Prattley (number-two mechanics), Steve Coates (tyres) and Jim Walter (fuel). In the active-ride department, Steve Wise, Paddy Lowe, Simon Wells and David Lang worked 24-seven. The quality of personnel was extraordinary.

From race one, at Kyalami, the combination proved to be in another world – out there in a position occupied today by Michael Schumacher and Ferrari. The FW14B not only proved to be reliable but also to be exactly what an active-ride car should be: quicker in every dimension than a passive car, and able to give Mansell the sort of soft set-up/suspension movement feel that he craved. F1 designers had been attracted by active-ride for the past 10 years but it was only the FW14B, with all the benefits of current computer technology, that finally turned those dreams into reality. When you were operating the car from the pitlane the methodology was familiar, give or take a few new words. The car could feel 'lopsided' or could have a 'choppy rear'. For

THIS PAGE: Mansell gives an interview on the grid at South Africa's Kyalami, the first GP of 1992

OPPOSITE PAGE, CLOCKWISE FROM TOP: Luxuriating in the amazing FW14B at San Marino; on the Mexico podium with Michael Schumacher (third) and team-mate Riccardo Patrese (second); with race engineer David Brown and Williams technical director Patrick Head; he won by nearly half a minute in Spain; Mansell with Adrian Newey (centre), and Patrick Head, F1's strongest design combination; following Ayrton Senna at Monaco; Elf took pride of place on the nose – and deserved it for supplying better and better fuels



the most part, though, the concerns were about hydraulic pressure and potential pump failures. Understeer? Just change the cambers... in dynamic state.

The FW14B was extraordinarily sophisticated, given its era. It had a paddle gearchange on the steering wheel (new drivers would inadvertently change gear whenever they bumped a kerb!), traction

control, full active ride and a 67-degree V10 engine that revved to around 14,200rpm in sixth and produced from 760 to 780bhp, depending on the engine spec. The parallels with today's cars are impressive. It was, though, a three-pedal car – clutch, brake, accelerator – and it did not have power steering. Nigel began to left-foot brake in '92, but for the most part braked with his right foot.

The difference between Mansell and Patrese was evident even at the first race in South Africa, where a long, sweeping right-hander behind the pits was shown on computer predictions to be flat. Mansell was quickly into that zone, remarking on how balanced the car felt, but Riccardo could never get away from a very unstable feeling at the rear. In reality, the active car ▶

SCHLEGMILCH PHOTOGRAPHY

LAT ARCHIVE, SCHLEGMILCH PHOTOGRAPHY, PASCAL RONDEAU/ALLSPORT



CLASS OF '92

felt very different from a standard chassis, particularly at turn-in. With the latter you could move the steering and feel an instant response. With active ride there was a delayed, slight floppy feel to the turn-in. Once you had become used to this, however, you entered another world... providing you minimised pitch. Being flat-bottomed, FW14B developed downforce exponentially as a result of speed. In other words, the slightest hint of a quivering right foot brought enormous decreases in downforce and grip. The faster you went, the more grip you found.

Mansell won in South Africa and then in Mexico, Brazil, Spain and Imola. Five out of five with the season still young! Of course the car was superior – but then Mansell was extracting 100 per cent from it, every time. In the rain in Spain he was particularly devastating, beating a young German named Michael Schumacher by nearly half a minute.

Perversely, though, the pressure within the team became immense as everyone at both Williams and Renault realised that they now had a championship-winning combination: tiny errors, human or otherwise, could now be measured in lost wins; the downside of even trivial mistakes was catastrophic. For example, a tyre imbalance cost Nigel the Monaco Grand Prix

'THE POLE LAP WAS AMONGST THE BEST EVER DRIVEN AT SILVERSTONE. HE FOUND THE ABSOLUTE LIMIT'

(although he did everything else you can do at Monaco – won the pole, led the race, set fastest lap and finished under the rear wing of the leader on the road, Ayrton Senna); and he was again running closely behind arch-rival Senna in Canada, looking for a way past, when Senna braked early for the chicane and induced Nigel into the barriers. Mansell made a point of jumping the pitwall right by the McLaren pit, finger-waving at Ron Dennis as he did so.

Then came the golden month of '92 – the two races in July critical to both Renault and Williams. At Magny-Cours, Nigel was held up by team-mate Patrese in the opening laps and raised the point for discussion when the race was stopped after 19 laps. At the restart, with Nigel again filling his mirrors, Riccardo politely waved Nigel past. Not a single member of the press, nor the F1 industry in general, expressed their disapproval...

And so to Silverstone, a race that Nigel again wanted to win more than any other. There was *nothing* he wasn't going to dominate at Silverstone that July – whether it be the crowd (full to overflowing – all there to see a Mansell win), the circuit (as it is today, minus the Abbey chicane) or the FW14B (now developed into one of the great grand prix cars of all time). By now Renault had developed the RS3C into a great and reliable race engine while the RS4, which produced more power, was typically installed for qualifying. Fuels, too, had become very Renault in their nomenclature: the RS77 qualifying fuel used in Brazil was by Barcelona the race fuel. For Silverstone, Elf raced blend RS89. Silverstone was also a big weekend for the new Williams test driver,

Damon Hill. He outqualified six other drivers to start his first grand prix (at the wheel of the Middlebridge Brabham).

Nigel lapped in 1m19.3s in qualifying, well over a second quicker than Patrese, and was listening to Patrick and David Brown, talking about how this should be enough, that he was already two seconds quicker than Senna, when suddenly he closed his eyes and pressed his radio button.

"No. Give me one more set of tyres. There's more in the car."

The lap that followed was amongst the best ever driven at Silverstone – as good, certainly, as Mansell's pole lap in '90. No-one at Williams or Renault (specifically Patrick Head and Denis Chevrier, Mansell's Renault engineer) doubts that Mansell found the absolute limit of the FW14B that day on a circuit that stretched the car in every dimension. On the 1m18.965s lap that became the pole, Mansell was 18mph faster than Patrese into Copse – or about 25mph faster than Senna. His performance – and that of the car – was astonishing.

Take a close look at the print-out of that lap. The numbers are bland in themselves, but begin to paint a picture if you follow the trace at a 1m18.965s pace. Look at the *g*-loading at Copse and at Becketts, where the switch from left to right takes place in under half a second. And look at Bridge – at the throttle (flat) – and, again, at the *g*-forces.

The instructions were simple as Nigel pulled up onto the grid in front of his 100,000 spectators:

"Steve, let's go up half a pound on the front tyres [usually set in the 19-21 region]. Otherwise it feels okay." ▶

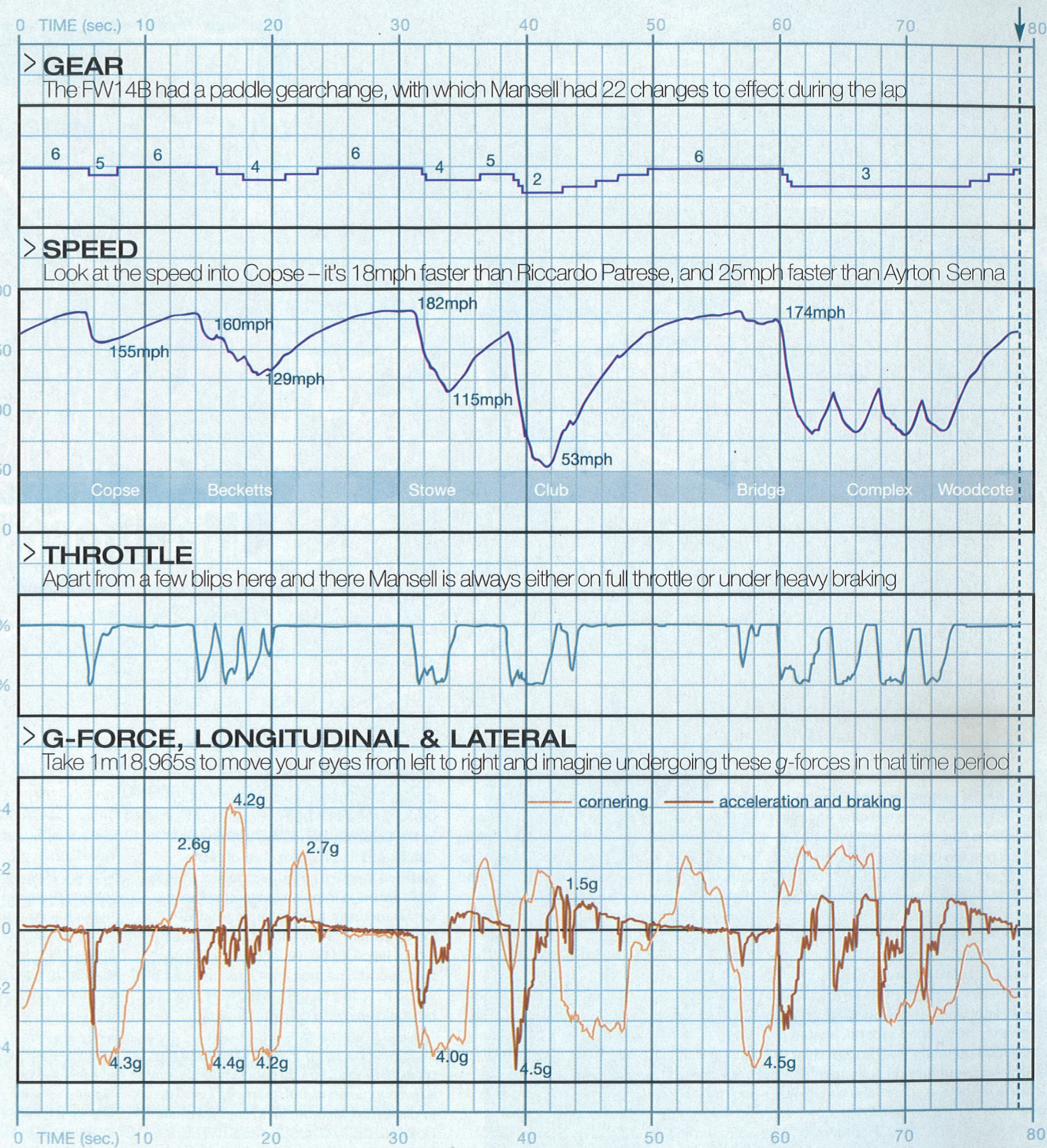
THIS PAGE: By the 1992 British GP, Mansell was riding on a wave of confidence. He set one of the greatest pole laps ever (see telemetry opposite) and was victorious for the seventh time that season



THE ULTIMATE LAP

1 minute **18.965** seconds

Nigel Mansell (left, with Renault engineer Denis Chevrier) always drove well at his home race. In 1992 – his greatest season in Formula 1 – he drove one of the most amazing Silverstone pole laps ever. Here, exclusive to *F1 Racing*, is the official WilliamsF1 telemetry read-out of that lap



DRIVER: Nigel Mansell

ENGINE: Renault RS04

CIRCUIT: Silverstone

CAR: Williams FW14B

EVENT: British Grand Prix 1992

DATE: Friday July 10 1992

TELEMETRY DATA COURTESY OF WILLIAMS F1 ©



LAT ARCHIVE: PAUL-HENRI CAHIER



Nigel drove a perfect race, of course. The biggest mishap occurred after he took the chequered flag: the crowd invaded the circuit and one fan broke his leg (and the car's sidepod) as he tried to jump aboard the FW14B. He was memorably quoted the following day, saying that it was "an honour" to have his leg broken by Nigel Mansell!

Hockenheim was another walkover, which meant that Nigel could clinch the drivers' championship at the next round, in Hungary. Nigel was keen to do so with a win but ultimately he finished second, beaten by a late-race puncture that dropped him to sixth. Driving beautifully back through the field, he nevertheless scored the six points necessary to secure the title. His record at that point read: 11 starts, eight wins,

'WHEN MANSELL SECURED THE TITLE, HIS RECORD READ: 11 STARTS, EIGHT WINS, SIX FASTEST LAPS, NINE POLES'

six fastest laps, nine poles.

There would be another win and more poles that season. At Spa, running on slicks in the semi-wet, Nigel passed Senna on the outside of Blanchimont. He finished second that day, slowed by a delayed pitstop for wet tyres (Riccardo requested his stop only seconds before Nigel; Patrick, fair to the last, allowed Riccardo in first) and a slightly duff engine. Even so, Nigel had been on the pole at Spa by over two seconds from Senna. Photographs taken that day at Eau Rouge clearly show the FW14B absolutely on the limit yet leaning *inwards* into the corner. The active ride system had never looked so good.

Away from the track, however, things were turning sour. Nigel was extremely hyper at this point of the season, with a million people around him wanting to own a part of him, so to my mind his thinking became very confused. From believing that he would continue to drive for Williams in '93 with the same team-mate (or equivalent thereof) he had been increasingly unsettled by rumours that Williams had signed Alain Prost and were continuing to talk to Ayrton

Senna. Nigel could have handled either of those drivers if he had remained at Williams in '93, calm and confident, but his ego demanded that he take control of the situation before a new driver announcement took the edge from his championship. Simultaneously, he received attractive-looking offers to drive IndyCar in America, where he could be a very big fish in a very small pond. The money was reasonable, he would have few obligations to the sponsors, he could enjoy his own motorhome...

Nigel asked me to read through a statement he was prepared to issue to the press at Monza. I made a few changes, gave a few suggestions, but, primarily, I tried hard to dissuade him from doing anything rash. He could easily win a second title, I said. Williams-Renault had never been so strong. "Peter," replied Nigel, suddenly very tired. "I just don't want it any more. I'm sick of it all. I need a change."

There was little that one could say. Frank Williams tried hard. Bernard Ecclestone tried hard. Ron Dennis even offered Mansell a drive. Nigel blamed Williams in his press statement, though, saying that negotiations ▶

CLOCKWISE FROM TOP LEFT: FW14B's active suspension rides Eau Rouge; the crowd invade the track during the slowing-down lap at Silverstone. Mansell's car is almost lost among the throng; Mansell and race engineer David Brown talk over technicalities; finishing second in Hungary, thus clinching the title; the Hungarian grid. F1 Racing's Peter Windsor, then Williams team manager, is in the centre of the shot (wearing 'cans')

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Member Bonded



had been changed or made with other drivers behind his back. The reality was what he had told me: he had run out of motivation. And motivation, for Nigel, had always been everything.

The next day, race day at Monza, Nigel tried to give victory to his friend and supporter, Riccardo Patrese, but both drivers slowed with the same problem – broken hydraulic pump belts.

He won at Estoril, though, leading from the pole from start to finish, but I will always remember that day because of Patrese's accident. He was chasing Berger's McLaren-Honda hard, fighting for second place, when they dived into the long, fast right-hander before the pits. Berger turned in absolutely as normal, hit the normal apex, began to drift outwards and then suddenly, without warning, swung back to the inside, braking hard into the pitlane entry. Riccardo's Williams was launched skywards over the McLaren's left rear wheel.

I was on the pitwall at the time, and looked left to see Rick's car in mid-air, apparently frozen in time. I remember

thinking that the entire pitlane was about to be obliterated. I ducked to the ground, flush against the Armco.

The car did destroy itself, but did so against the barrier just before the pitlane. It was a miracle.

Later, with the race still under way, I was called to the steward's office to establish Riccardo's version of the incident. Berger was still running in second place but I presumed that he would be black-flagged or worse. Astonishingly, though, Peter Warr, the ex-Lotus team manager and FIA steward, declared the accident a 'racing incident'. Berger duly took his place on the podium, lucky to have escaped not only injury and the injury of others but also punishment for what was at best an extremely dangerous piece of driving. Saying much for the strength of Brian O'Rourke's FW14B monocoque design, incidentally, Riccardo emerged from the wreck uninjured.

As if in consolation for his troubles, Riccardo finally won in Japan. Nigel again led from the pole but, as at Monza, slowed down Rubens-style to let his number-two take the glory (again there was no public outcry!). As it happened, he needn't have bothered: Nigel suffered his only Renault race engine failure of the year and cruised into retirement.

Which left Adelaide, Australia, as the last race for both Nigel Mansell and the FW14B. Nigel was again on the pole (by half a second from Senna, whose McLaren was

running a Honda engine for the last time) and the two raced away from the field in the early laps, Nigel looking typically calm and neat ahead of Senna. Nigel turned in earlier than Senna, and very quickly fell into race-winning rhythms, his helmet leaning slightly forward and slightly towards his customary early apex. Senna braked in a straight line, had phenomenal throttle control but favoured a conventional apex.

From about four lengths behind, and travelling perhaps 40mph too fast, Senna rammed Nigel out of the Australian Grand Prix. Again, to my eye, there was no question that Senna was to blame: in today's heavily policed racing, he would have had a stop-go at best. In Australia, '92, though, no action was taken – and Frank Williams, a close friend of Ayrton's, was not about to issue a protest, particularly as Senna was also eliminated by the shunt. Nigel was incensed.

Thus the '92 season ended – with irritation and frustration – and with records that may never be beaten. Nigel Mansell lived like a boxer but drove with the finesse and feel of an artist. He liked softness and suspension travel, and he drove with the front end of the car, with the rear only a few degrees out of line. And, from 16 starts, he won nine races, set eight fastest laps and started from the pole 14 times.

Oh, yes: and the following year he finished third in the Indy 500, won the PPG IndyCar World Series and enjoyed his very own motorhome, right in the heart of the IndyCar paddock. **1**

LEFT: Mansell was hugely popular with the fans, who were sad to see him switch to IndyCar for the 1993 season

BELOW: Mansell hugs team-mate Riccardo Patrese after the Japanese GP. Having won nine races that year, Mansell had moved over so that Patrese could take the win



Michael Schumacher's 2002 Championship winning Ferrari F2002

In Magny Cours, Michael Schumacher took one step closer to motor-racing immortality.

It was just another race victory, his 61st, but as he crossed the line he brought Ferrari their first ever F1 hat trick.

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Fit for a king

Nigel Mansell ruled 1992 with almost regal disdain – scoring nine wins, 14 poles and eight fastest laps. No-one else got a look-in. This is the car that made it possible

Words by John Leach; photographs by Alex Puczyniec

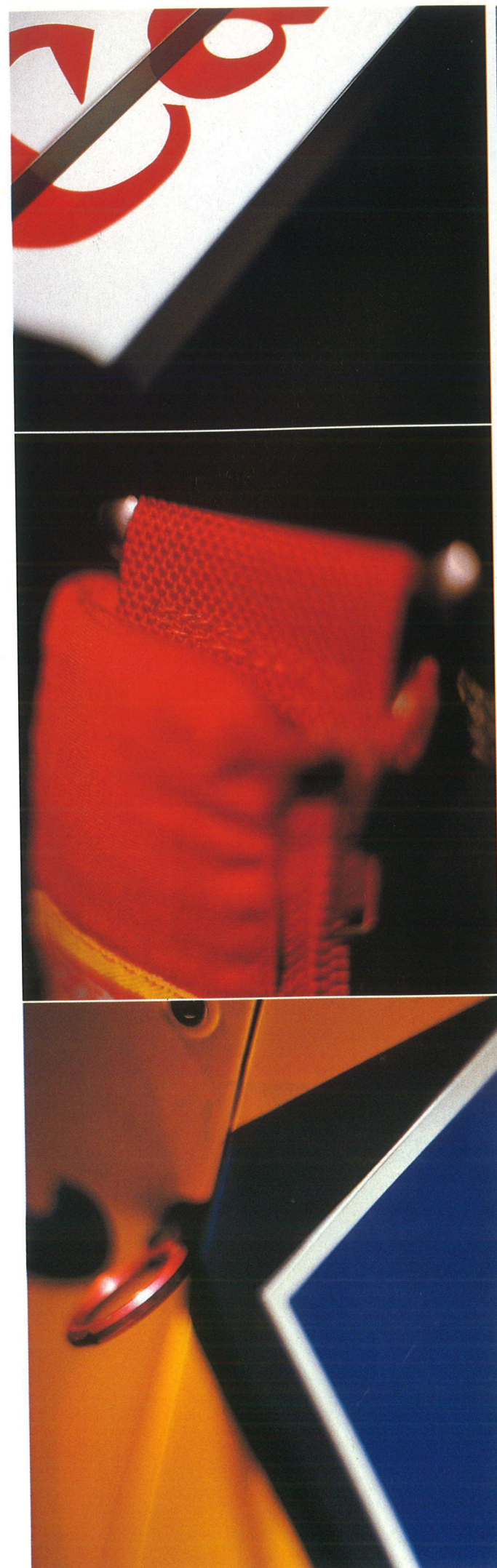


>Williams FW14B – technical specification

ENGINE	SUPPLIERS	DIMENSIONS
Layout: 67° V10	Fuel and oil: Elf	Wheelbase length: 2,921mm
Cubic capacity: 3,500cc	Tyres: Goodyear	Front track: 1,803mm
Maximum power: 760bhp	CHASSIS	Rear track: 1,676mm
Maximum revs: 14,400rpm	Brakes: AP	Front wheel width: 292mm
Fuel injectors: Magneti Marelli	Brake pads: Carbone Industrie	Rear wheel width: 414mm
Fuel injection system: Magneti Marelli	Radiators: Williams/Behr	Fuel tank capacity: 230 litres
Spark plugs: Champion	Battery: Yuasa	Total weight: 505kg (Formula weight)
	Instruments: Magneti Marelli	
	Tub weight: 50kg	
	SUSPENSION	
TRANSMISSION	Front suspension: twin-link, pushrod-operated, hydropneumatic	
Gearbox: Williams transverse semi-automatic	Rear suspension: twin-link, pushrod-operated, hydropneumatic	
Forward speeds: 6	Dampers: Williams	
Clutch: AP		
Driveshafts: Williams		
Gearbox weight: 50kg		

> Williams FW14B/08 – history

Chassis number eight carried Nigel Mansell to five consecutive poles/wins at the start of 1992. Team-mate Riccardo Patrese took it over from the British Grand Prix. In Portugal he crashed, severely damaging the car. It was never raced again.	SPAIN Barcelona, May 3 Grid: 1/32 Race: 1st	GERMANY Hockenheim, July 26 Race: 2/32 Race: retired, spin
	SAN MARINO Imola, May 17 Grid: 1/31 Race: 1st	HUNGARY Hungaroring, August 16 Grid: 1/31 Race: retired, engine
	MONACO Monte Carlo, May 31 Grid: 1/32 Race: 2nd	BELGIUM Spa-Francorchamps, August 30 Grid: 4/30 Race: 3rd
	CANADA Montreal, June 14 Grid: 3/32 Race: retired, accident	ITALY Monza, September 13 Grid: 4/28 Race: 5th
NIGEL MANSELL	FRANCE Magny-Cours, July 5 Grid: 1/30 Race: 1st	PORTUGAL Estoril, September 27 Grid: 2/26 Race: retired, accident
SOUTH AFRICA Kyalami, March 1 Grid: 1/30 Race: 1st	MEXICO Mexico City, March 22 Grid: 1/30 Race: 1st	
BRAZIL Interlagos, April 5 Grid: 1/31 Race: 1st	RICCARDO PATRESE	
	BRITAIN Silverstone, July 12 Grid: 2/32 Race: 2nd	



(Left top)
The FW14B was designed by Adrian Newey, who must take credit for its very effective, but a tad complicated, aerodynamics

(Left centre)
Never have seatbelts been more necessary than during Riccardo Patrese's impromptu 'flying lesson' in the Portuguese GP, when he was launched over Gerhard

Berger's McLaren, damaging FW14B/08

(Left)
Nigel Mansell arrived from his sojourn at Ferrari full of tales of Agip 'rocket' fuel. Elf responded with some pretty potent brews of their own to power Renault's V10s

(Above top)
'Reactive' (pioneer Lotus laid claim to the term 'active') suspension had first

appeared on a Williams in 1987

(Above)
'Red Five' became synonymous with Mansell. That other British racing legend, Murray Walker, claims responsibility for the phenomenon. He kept getting the Williams mixed up (surprise, surprise) and asked if the Brit's machine could be made easier for him to recognise





> Technical director: Patrick Head

"The FW14 of 1991 was the first car drawn for us by Adrian Newey and his team after we brought him over from Leyton House [formerly the March team]. It was visually very similar to the last car he had done for them, but better engineered and with the semi-automatic gearbox that we had just brought in.

"The following year's FW14B was outwardly the same, but we added active ride suspension and a simple form of traction control – though when I say simple, it was as effective as anything that we're doing now.

"The active ride was a key factor. It was not the first time that we'd used it. We'd tried it in '87. Nelson Piquet gave us our first win with it at

Monza that year, but the software was very complex and unreliable.

"We ran an updated system on the FW14 in the final race of '91 at Adelaide. It was enough to convince us that it would be an advantage.

"The main concern we had was reliability – had we overcomplicated things? But it stood up to it well.

"After Nigel [Mansell] had taken the title, some people said that a monkey could have won that year driving the FW14B, but that isn't true. Nigel was much stronger than Riccardo Patrese [who qualified in front of his team-mate only twice in the 16 races]. Nigel could handle the idiosyncracies of the car better than Riccardo, and worked to get the maximum from it."

> Driver: Nigel Mansell

"Colin Chapman [the Lotus team boss] saw something in me that others couldn't and he gave me my first big break in Formula 1 in 1980.

"I joined Williams in '85 and was runner-up in the championship with them in '86, '87 and '91.

"Then came '92. We did our homework thoroughly for that season and I have to say the team did a fantastic job. We went testing throughout the winter at three or four circuits. We kept saying, 'Where's the opposition?', because they weren't there testing alongside us. Everybody took a lot of time off, whereas we worked hard and got the reliability of the car together.

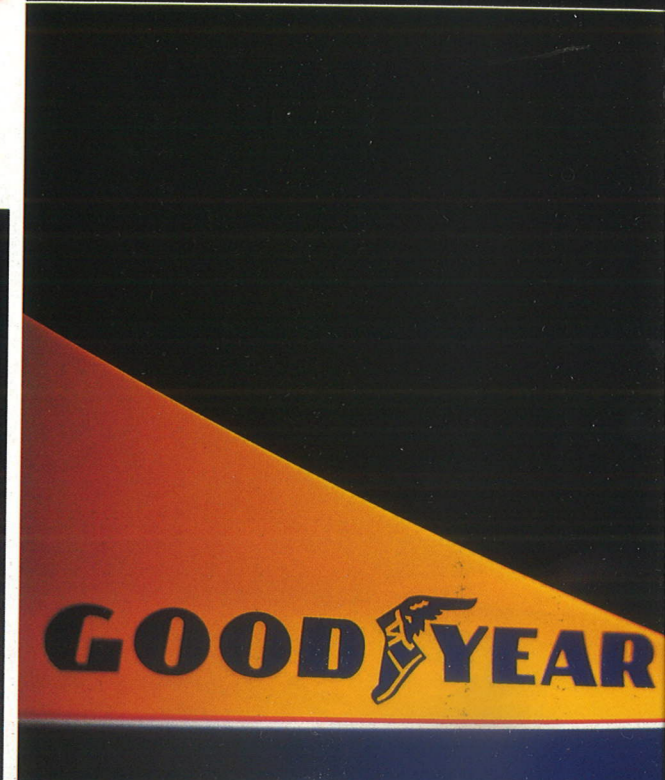
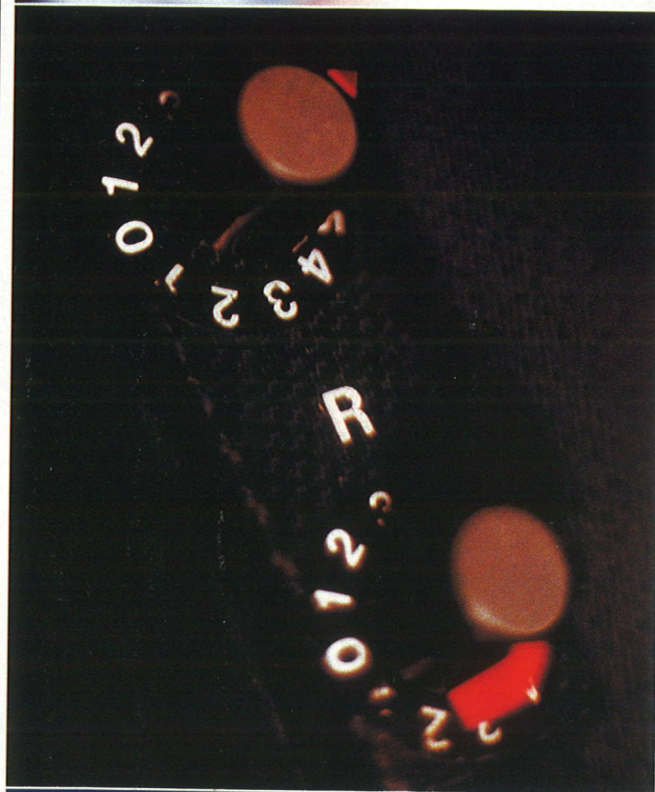
"I slimmed down and got really fit, too. I lost close on 18 pounds

and weighed in at the lightest I had ever been in my grand prix career – lighter even than Riccardo [Patrese], my team-mate, which blew his mind. After that, I just kept focused.

"I'd broken my left foot in an accident some years before, and when I hit the wall in Australia in '91 it fractured again. I needed surgery, but I didn't tell anyone because you don't want your licence pulled in a season like '92. People saw me limping, but they didn't know I had a bone sticking out of my foot!

"I would like to be remembered as a fighter; as someone people could relate to; and, of course, as the '92 F1 world champion."

• Car supplied by WilliamsF1.
Tel: 01235 777700 (www.williamsf1.com)



(Above top) Nigel Mansell's record – 14 poles and nine victories in a 16-race year – was until this season the most dominant display by a driver. Michael Schumacher, who also won nine races in 1995, '00 and '01, is well on course to be the first man to win 10 races in a single season, though he cannot beat the 14 poles

(Above) These dials (one for the front, one for the rear) adjusted roll stiffness – essential in an active-ride car

(Right top) Suspension arms, like everything else, were fabricated to the highest standard, which no doubt contributed to the car's tremendous reliability in '92. Out of 32 starts, there were only

10 retirements, five due to accidents

(Right centre) Mansell won the first five races of the year. Monaco would have been six, but for an imbalance on his Goodyear tyres

(Right) Channelling air under as well as over the car further increased downforce and improved traction

THE DAY WHEN...

Tambay turned tragedy to joy

Twenty years ago a young man raised Ferrari's shattered morale with a brave win in Germany
Words by John Leach; photographs by LAT Archive

Grain, alabaster faces greet Patrick Tambay in the Ferrari garage. Outside, red flags are waving. Saturday morning's rain-soaked qualifying period for the 1982 German Grand Prix has just come to an abrupt halt. The cause of the interruption is an accident involving Tambay's team-mate, Didier Pironi, and Alain Prost. Blinded by spray, Pironi had run his 126C2 into the back of the slower-moving Renault RE30B of Prost and been launched into a series of cartwheels ended only by violent contact with the trackside barriers. Under the dripping canopy of Hockenheim's towering trees, rescuers now labour to separate man from mangled

machine. Pironi's injuries are horrific. He will survive, but his racing days are over. Ferrari are rocked to the core. It is only months since they lost Gilles Villeneuve – in very similar circumstances – during practice for the Belgian GP at Zolder. And now this. Tambay and Villeneuve had been close. Their careers seemed interlinked. They both made their first GP starts at Silverstone in '77 (Villeneuve for McLaren, Tambay for Theodore) and when McLaren decided not to continue with the young Canadian, they turned to Tambay instead. There the drivers' fortunes – but not their friendship – parted company. McLaren were entering the doldrums, while Ferrari were still very much at the sharp end. A return to

the struggling Theodore and a dalliance with a below-par Ligier convinced Tambay to call time on Formula 1 at the end of '81. Then Villeneuve's death brought him out of retirement to drive the number-27 Ferrari made famous by his friend. Now, suddenly, the fate of the whole team was on his shoulders. His response was swift and sure.

Tambay took over car number 27 from the late Gilles Villeneuve in 1982. In Germany, he proved that he was worthy of the great man's mantle

'FERRARI ARE ROCKED TO THE CORE. IT IS ONLY MONTHS SINCE THEY LOST GILLES. AND NOW THIS'



Sentiment plays no part in F1. Despite his heroics at Hockenheim in 1982, Tambay was sacked by Ferrari at the end of the following year

He was second only to Nelson Piquet in the Brabham BT50 during the final, wet qualifying session at Hockenheim for fourth place on the grid – behind Prost, René Arnoux (Renault) and Piquet. The Ferrari driver underlined his intentions in Sunday's warm-up, setting second fastest time.

When the race started, Piquet beetled off into the distance. The Brabham team were pioneering a new strategy – the pitstop – and the Brazilian was only fuelled to half distance. He had to build enough of an advantage in his lighter car to be able to stop without relinquishing his lead.

Tambay knew there was nothing he

'TAMBAY LED A GRAND PRIX FOR THE FIRST TIME AND CALMLY STROKED OFF THE LAPS FOR HIS MAIDEN F1 WIN'

could do about the Brabham and focused on the Renaults and second place. Prost fell on lap four and Arnoux six later.

By lap 19 of the 45 Piquet had extended his lead to 26 seconds, but at the Ostkurve chicane he came upon backmarker Eliseo

Salazar in the ATS D5. Piquet made to go by, but the Chilean held his line. They touched – and crashed out of the race!

As Tambay passed, he was treated to the sight of Piquet laying into his nemesis with fists and feet. But for the circumstances, he would no doubt have laughed out loud.

Tambay now led a GP for the first time, but he held his resolve and calmly stroked off the remaining laps for his maiden F1 win.

There were emotional scenes on the podium. Tears of despair were now replaced by tears of joy. Tambay could never replace the tifosi's beloved Gilles, but that day at least he was all Italy's hero. **1**


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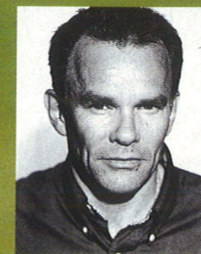


Race report

Michael's fifth title was a formality. But when it came, it was received with dignity. By Peter Windsor

Contents: French GP report: page 128 • German GP report: page 138

Hungarian GP preview: page 150 • Belgian GP preview: page 152



> A perfect reaction to a perfect moment

The two back-to-backers fell Michael's way but in very different forms. At Magny-Cours, where the low kerbs and velvet-smooth track surface brought out the best from the big, square-shouldered Michelin tyres, McLaren raced the soft compound and were almost a

Ferrari match. In the end, Kimi Raikkonen lost his first grand prix win because he *didn't* incur a penalty for running over the white pitlane exit line (which happened on this occasion to be on a corner rather than the usual straight). First on the scene of some oil late in the race, with Michael right behind him, Kimi ran wide and thus finished second. Positions reversed, it might have been different.

In Germany, persuaded by Michelin (but against the inclinations of David Coulthard), McLaren-Mercedes opted for the harder tyre and were conclusively blown away not only by Ferrari but also by Williams-BMW, who had found the prime Michelin much too hard for Magny-Cours. In the extreme heat of Hockenheim, though, the Michelin prime on the Williams was about as effective as the options

had been on the McLarens in France.

Even so, the excellence of the Ferrari-Bridgestone combination continues to dominate Formula 1. Michael swallowed a drive-thru penalty at Magny yet still he won the race. His (prime) Bridgestones blistered early in the German Grand Prix yet his lead was never in doubt. Struggling to keep up, it is no wonder that the key Michelin runners only sporadically find near-perfect combinations between tyres and chassis.

And still Michael's brilliance continues to confound them. His critics loved the yellow flag Raikkonen incident at Magny, for here was a further chance to detract, yet again, from the enormity of his achievement. They said it was typical, they said it was wrong.

While they bleated, though, Michael gave thanks: he clinched his fifth world championship at Magny with dignity and feel, refusing to compare himself with Fangio because it was much more dangerous back then and because in modern times he has had many more chances to win.

His was a perfect reaction to a perfect moment.



#11: Ferrari's Cours célèbre

The championship was not foremost in Michael's mind: what he really wanted was pole. Peter Windsor reports

Michael Schumacher wasn't thinking too much about the championship before Magny-Cours, partly because that is his way and partly because he knew that the French Grand Prix would be some kind of motor race. The circuit is curvaceous and smooth, an attractive young thing that both flatters and deceives. In 1996,

in Michael's first Magny-Cours race for Ferrari, his engine had blown on the formation lap. Subsequently, he'd always had to drive perfectly at Magny-Cours, nursing the variables, to win the day.

This year, benefiting as he has been from the Ferrari-Bridgestone marriage he engineered eight months ago, Michael knew that Michelin nonetheless would be

strong. "The circuit favours them," he would say in very general terms. Had Michael wanted to be more specific (which he did not), he would have pointed to the larger footprint of the square-shouldered, stiffer-carcased Michelin tyre. On the pancake-smooth Magny braking areas, and on a couple of the fast and medium-speed corners, particularly where everyone (as

(Main) Looking for an exit strategy? Michael's minor infraction at the pit exit almost cost him dearly

> Drivers' championship: Round 11 France

1 Michael Schumacher	96	12 Jacques Villeneuve	3
2 Juan Pablo Montoya	34	13 Eddie Irvine	3
3 Rubens Barrichello	32	14 Olivier Panis	2
4 Ralf Schumacher	32	15 Mark Webber	2
5 David Coulthard	30	16 Mika Salo	2
6 Kimi Raikkonen	17	17 Heinz-Harald Frentzen	2
7 Jenson Button	11		
8 Nick Heidfeld	6		
9 Giancarlo Fisichella	6		
10 Jarno Trulli	4		
11 Felipe Massa	4		

> Constructors' championship

1 Ferrari	128
2 BMW-Williams	66
3 McLaren-Mercedes	47
4 Renault	15
5 Sauber-Petronas	10
6 Jordan-Honda	6
7 BAR-Honda	5
8 Jaguar Racing	3
9 Minardi Asiatech	2
10 Toyota Racing	2
11 Arrows Cosworth	2

TECHNO FILE

Softly, softly catchee traction

Technical editor Steve Matchett on the holy grail of Magny-Cours



This weekend always provides engineers with a challenge. The fast, sweeping sections at Grande Courbe and Golf (both

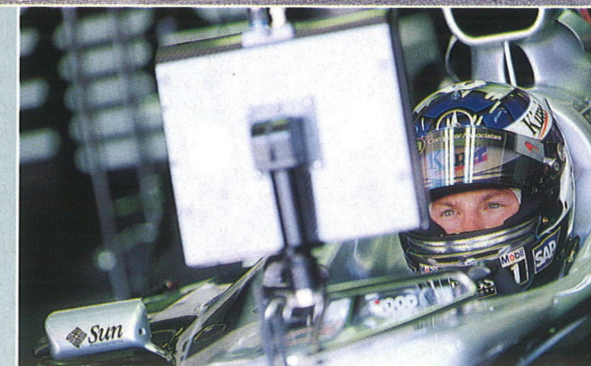
sixth gear, 165mph corners) give everyone problems with understeer and tyre degradation. The left-hand side of the car suffers most, the result of weight transfer across the chassis and the inevitable scrub as the loaded tyre lost adhesion.

One means of reducing understeer is to stiffen the rear suspension; this will induce a degree of oversteer, counteracting the tendency for the front-end to give up quite so easily. All well and good, but then comes the next problem: the low-speed sections of the track (the Adelaide hairpin, the chicane and the final turn) require exceptional traction on corner-exit, allowing the power to be applied as soon as possible. This is not the domain of traction control systems – the cars' electronics can only optimise the level of traction built into the set-up – but rather the car's mechanical grip, achieved through a rear suspension equipped with relatively soft torsion and roll bars.

Frustratingly, softening the rear and moving the roll stiffness towards the front compounds the understeer. It becomes a compromise that some perfect more quickly than others: come Sunday, the McLaren seemed to be working particularly well.



(Above) An electrical problem kept Rubens' mechanics busy right up until the grid was cleared – so they didn't even have time to take his car off the jack; (right) a couple of small errors in qualifying masked Kimi's potential



OPPOSITE: DARREN HEATH; THIS PAGE: PATRICK GUSLING; CLIVE MASON/ALSPORT

distinct from the normal minority!) is forced to both brake and turn, Michelin would undoubtedly start with an advantage.

Against that would be two things – (a) Bridgestone's general excellence, which favoured things like bumps, kerbs and changing weather conditions, and (b) the ongoing and very predictable difference in tyre philosophy between the two top Michelin teams.

This difference was always going to be there – just as McLaren always seemed to differ with Ferrari back in the Bridgestone days. Recently, though, it had become more marked. McLaren were speaking openly about wanting softer tyres; Williams, conversely, wanted harder tyres, particularly at the rear. Michelin, in the middle, have no option but to attempt to please both parties and, in so doing, to fall into compromise. The question was, would the Michelin-friendly qualities of

'ANOTHER SET, ANOTHER SMALL MISTAKE: IT WAS BEGINNING TO LOOK LIKE SILVERSTONE'

Magny-Cours make up for that compromise? Would one or two of the top four Michelin cars achieve the right balance (over the full, 72-lap distance)?

From early on Friday afternoon it was obvious that a new set of Michelins indeed afforded extremely high grip levels. On the latest-spec, new aero package Ferrari F2002, Michael and Rubens Barrichello found three to four tenths on a new set of prime-compound Bridgestones. (Again Ferrari and Sauber would opt for the harder of the two Bridgestones: conservatism was an obvious goal, ►





'HE WAS SLIGHTLY QUICKER, BECAUSE HE COULD ALWAYS PULL UP BEHIND KIMI, BUT MICHAEL COULD NOT PASS'

given their championship advantage; and, equally, the prime Bridgestone was only a few tenths faster.)

Suddenly, though, in the 37 degrees C heat of Friday afternoon, with Bridgestone grip beginning to fade, the Michelin runners were picking up whole chunks of time. McLaren-Mercedes were very fast – and Renault, Toyota and Jaguar were top-10, looking better than Sauber and Jordan. Only Williams-BMW were in their customary midfield (do-your-homework, heavy-tank) Friday location.

Temperatures soared again for qualifying, bringing a greasy film out of the track surface. Minus fuel, their balance and their tyres somewhere near perfect, Williams-BMW were quick throughout the lap – sectors one, two and three. Michael was up on Montoya through one and two, quick through the fast, sector three chicane... but then bumped the kerb with

a rear tyre as he began the last, downhill plunge. He had spun the Ferrari to a standstill that morning; on this occasion he completed the lap by charging across the infield section. His time was disallowed, of course, but it was significant nonetheless: he was only a fraction slower than Montoya's temporary pole.

Another set, another small mistake: it was beginning to look like Silverstone. They could set up the Ferrari to be perfect through sector three, that is to say with its new rear tyres still holding their edge right through to the drag out of the last corner, but that made the car pointy through sector one. Adapt the car to sector one and he had lost grip by the end of the lap...

By the end – by the start of the last of his four qualifying runs (Michael on this occasion had no option but to use all four sets of Bridgestones) – Michael had decided that they would sacrifice a little bit of T1 in order to gain through T2 and T3. He perfectly executed the lap but he was a millisecond away, by the end, from Montoya. He was angry, for this had been a battle he had wanted to win; this was the way to diffuse all the talk about the championship. Instead, they were talking now of how it didn't really matter, of the championship being the thing and of how he could still win it from the wrong side of

town. The words, though, meant nothing. Michael had wanted this pole.

He had been beaten, he learned later, by a Williams-BMW fitted with the harder (prime) Michelin, as expected. If there was one thing that Patrick Head didn't want to see on Sunday it was race tyres going off after only half a dozen laps. McLaren, meanwhile, had chosen the softer tyre, as expected. Kimi Raikkonen had clipped the Estoril corner apex a little tight on his quickest lap (the steering is very heavy at this point, effectively leaving you with one shot at the perfect trajectory) and had been a little too fast into the last corner. So he, too, was obviously a threat – but which would be the better Michelin? It was left to the weather to decide.

In the cool of Sunday morning the Michelins were nowhere. Michael and Rubens were quicker by over a second, although they were running light. The Bridgestone race simulation showed that a three-stop strategy would be 10 seconds faster than a two-stop. Ferrari were tempted... but ultimately chose a two-stop for caution.

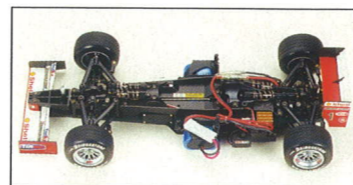
Cloud cover, and ambients in the mid-20s, threw the race in McLaren's favour. Their softer tyres were perfect for the conditions; Williams' would be too hard and would quickly begin to slide. ▶

Juan Pablo led from pole, but the conditions didn't suit his team's choice of tyre compounds – so he could not make a decisive break from Schumacher

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'THE YELLOWS WERE NOT AN ISSUE. KIMI HAD LEFT THE ROAD. WHAT WAS MICHAEL SUPPOSED TO DO? STOP TO SEE?'

LORENZO BELLANCA/LAT; STEVEN TEE/LAT

FACT ATTACK: Heinz-Harald Frentzen's aborted qualifying lap (1:18.497) was quicker than Alex Yoong's fastest race lap (1:18.998)



(Above) Michael purports not to enjoy drinking champagne, but the situation demanded that he 'open wide'...

(Left) Coulthard set the fastest lap of the race, but crossing the white line at the pitlane exit had put him out of contention

Rubens again found trouble at the start – that poor guy! – so Montoya held up Michael and Kimi until they brought Montoya in early, trying a heavier fuel load in an attempt to find more bite. Nothing made a difference, though, so Juan Pablo dropped back to finish fourth. Michael and Kimi raced closely – beautifully – but the issue seemed to be decided in Kimi's favour when Michael made a classic mistake. Adrenaline surging after his first pitstop, and desperate to see if his ultra-fast in-laps had given him the lead (they had!) Michael dropped a right front wheel over the white, pitlane exit line. The McLaren and Williams crews punched the air in delight as Michael was duly

penalised with a drive-through. (Strangely, both Ralf Schumacher and David Coulthard would make the same mistake.) With Montoya fading, Kimi retained his lead at the second stop – and now, because of the luxury of those four qualifying runs, Michael was on a used set of tyres. He tried once at the hairpin, and nearly made it, but then he dropped back for a while, awaiting a final charge. He was slightly quicker than Kimi, for he could always pull right up behind him, but he could not pass Kimi Raikkonen. There were yellow flags but no oil flags as Kimi approached the hairpin with four laps to run, but he slid straight on anyway, for the track was covered in grease.

Michael, typically, saw two things – the oil (thanks to Kimi's slide!)... and a chance to overtake. The yellows were not an issue. Kimi had left the road. For all he knew, Kimi could have been pulling off with a blown engine. What was Michael supposed to do? Stop to see? Things looked too good for Michael Schumacher in the closing minutes of the French Grand Prix so suddenly he felt nervous because... yes... even he knew that the championship was now in sight. He breathed deeply and tried to wipe his mind of anything but the road ahead. And a few minutes later, with the pitwall a sea of red, he became the first man since Fangio to win five world championships. ①

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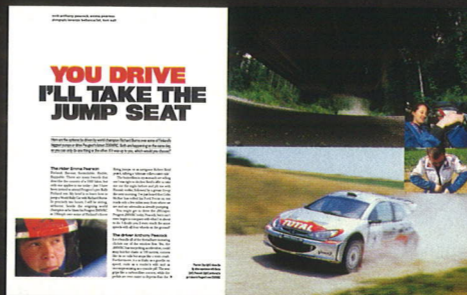
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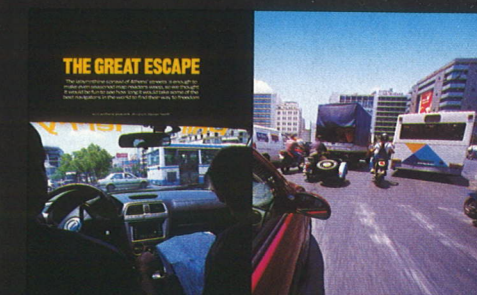
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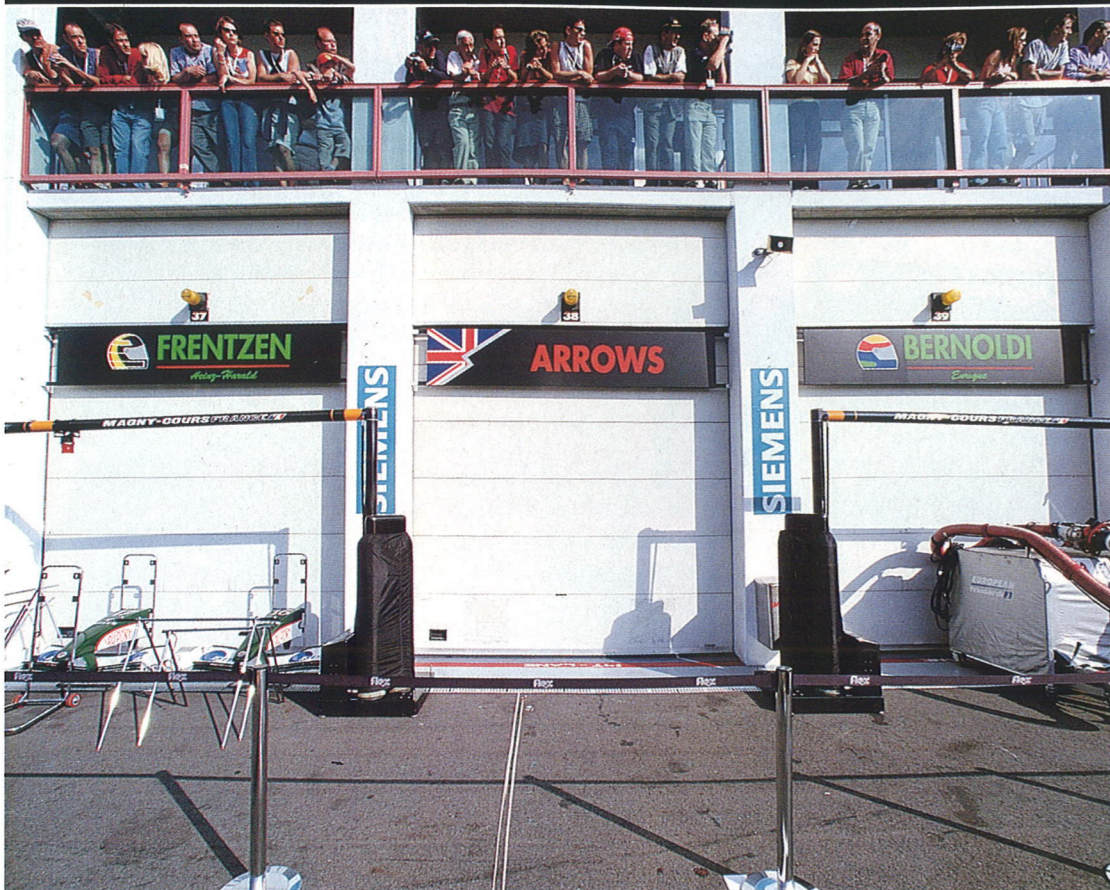
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#11: Race shorts

Arrows stay in the quiver, Rubens' car fails him and some drivers fall foul of the white line. Tom Clarkson reports



(Top) Wing failure deposited Irvine in the dirt; (above) Fisi was lucky to get out of this one fairly unscathed; (main) Arrows kept their doors shut for most of the weekend

DARREN HEATH/STEVE ETHERINGTON/LAT

Rubens can't get away

For the second race in succession Rubens Barrichello failed to get away on the warm-up lap. But, unlike at Silverstone a fortnight earlier, his mechanics could not get him going and his race was over.

Rubens' F2002 was pushed into the pitlane, but an electronic glitch prevented the car from starting. He left the track immediately and was sitting on the runway at Nevers when the team called him to say that Michael had won the title.

"I felt I had to return to the track," he said, "because we are a family and we stick together."

Fortune's slings & Arrows

The financial crisis at Arrows forced the team to keep their involvement in the French Grand Prix to a minimum. The cars didn't run on Friday and, on Saturday, completed just one flying lap each in qualifying. Both drivers were easily on the pace in the first two sectors, but lost about four seconds in the final sector - which would imply that they deliberately failed to qualify

by falling outside the minimum 107 per cent of the pole time.

A statement from team boss Tom Walkinshaw read: "Unfortunately we were unable to qualify either car today. Our priority has to be to get this team back on its feet and in a position where we can build a positive future. It's sad, but we'll go home and prepare for Hockenheim."

Busy Fisi winds up dizzy

Giancarlo Fisichella had a head-on impact with the tyre wall at Estoril bend at over 130mph during Saturday morning's second 45-minute free practice session. The front wing of his Jordan EJ12 had broken off and become wedged under the front wheels, giving Giancarlo no steering whatsoever.

"I don't remember what happened," he said. "I know I lost the front wing, but I don't know why. I have a headache and some neck pain." Fisi was airlifted to hospital in Nevers, where he was given a brain scan. Formula 1's doctor, Professor Sid Watkins, ordered him to sit out the rest of the weekend.

Honda rev up

Honda introduced a development spec of the RA002E engine at Magny-Cours. The drivers believed it to deliver an improvement of about 0.3s per lap. But there was only one unit available per driver and, with Giancarlo Fisichella KO'd on Saturday morning, BAR's Jacques Villeneuve was the only one of Honda's three remaining drivers not to use the new unit in qualifying. He saved it for the race, but it expired on lap 36.

Jenson beats Jarno

Jenson Button put in one of his best performances of the year - on the weekend that Renault sacked him. He outqualified team-mate Jarno Trulli by 0.3s for seventh on the grid and then drove a tenacious race to finish sixth.

"I'm pleased to have scored points," he said. "But there's still a gap to the top three teams."

Jaguar's wing sting

It had been an encouraging weekend for Jaguar until Eddie

Irvine lost his rear wing at 190mph on the run to the Adelaide Hairpin on lap 53. The soft compound rubber on offer at Magny-Cours, combined with improved set-up, had given the R3B a much better balance than it had at Silverstone.

"There are still some issues," said Irvine, "but the car has come on a lot since the start of the season. The wing failure happened to me at the best possible place. It probably looked a lot more spectacular from outside the car than it did in it."

White lines (don't do it)

Four drivers succumbed to the perils of the white line dividing the pitlane exit from the track: Felipe Massa on lap seven, Michael Schumacher on lap 26, Ralf Schumacher on lap 44 and David Coulthard on lap 54. All were given drive-through penalties for committing the infraction.

"It's been there all weekend," said David Coulthard. "You're eager to get back on the racing line and I think it might be more difficult to spot here than at other tracks."

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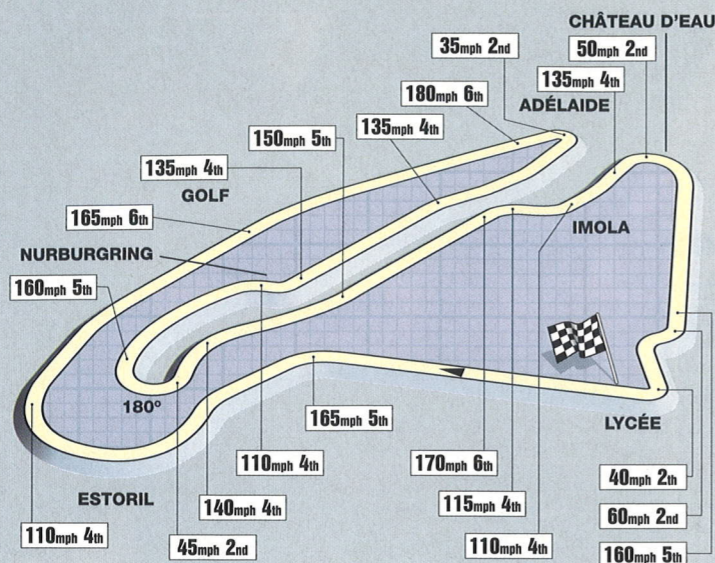


All the facts Magny-Cours

Date July 21 2002; Weather Hot and sunny, 28°; Track temperature 38°; Laps 72; Race distance 190.077 miles; Attendance 120,000

Qualifying times

Position	Driver	Time
1	Juan Pablo Montoya	1:11.985
2	Michael Schumacher	+0.023
3	Rubens Barrichello	+0.212
4	Kimi Raikkonen	+0.259
5	Ralf Schumacher	+0.439
6	David Coulthard	+0.513
7	Jenson Button	+0.776
8	Jarno Trulli	+1.045
9	Eddie Irvine	+1.203
10	Nick Heidfeld	+1.385
11	Olivier Panis	+1.472
12	Felipe Massa	+1.516
13	Jacques Villeneuve	+1.521
14	Takuma Sato	+1.557
15	Pedro de la Rosa	+1.671
16	Mika Salo	+1.852
17	Allan McNish	+1.964
18	Mark Webber	+2.815
19	Alex Yoong	+4.813
NQ	Heinz-Harald Frentzen	+6.512
NQ	Enrique Bernoldi	+7.858
NS	Giancarlo Fisichella	no time



MAGNY-COURS
Circuit length 2.641 miles
© 2002 Federation Internationale de l'Automobile, 2 Chemin Blandonnet, 1215 Geneva, Switzerland

Did you know?

This was Michael Schumacher's 16th consecutive points finish, beating Carlos Reutemann's record from 1980-81. It was also Schumacher's 61st grand prix win. This was the first time that only 19 cars have started a race since Suzuka 1996

Lap by lap

PARADE LAP Barrichello stranded on grid
START Montoya leads from Michael, Raikkonen and Ralf
LAP 2 Michael tries to pass JPM at the hairpin but is pushed wide
LAP 24 JPM pits, rejoining fourth and handing Michael the lead
LAP 26 Michael pits, giving Raikkonen the lead. He crosses white line at pitlane exit, rejoining behind DC in third
LAP 35 Michael pits for drive-through penalty, dropping behind JPM and Raikkonen, who are nose-to-tail
LAP 43 JPM pits, Raikkonen now leads
LAP 48 Michael pits, rejoining behind DC
LAP 49 Raikkonen pits, giving DC the lead
LAP 54 DC pits, and Raikkonen leads again. DC crosses the white line on exit
LAP 59 DC pits for drive-through penalty
LAP 68 Raikkonen runs wide at the hairpin, giving the lead to Michael
LAP 72 Michael finishes 1.1s ahead

Speeds and stops

FASTEST LAP
David Coulthard
1:15.045s on lap 62 (126.719mph)
FASTEST THROUGH SPEED TRAP
Michael Schumacher 194.187mph
SLOWEST THROUGH SPEED TRAP
Alex Yoong 185.550mph
FASTEST PITSTOP
David Coulthard 14.159s
SLOWEST PITSTOP
Olivier Panis 1:39.131s

Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Michael Schumacher Ferrari F2002 (Bridgestone)	1:32:09.837	2
2	Kimi Raikkonen McLaren-Mercedes MP4-17 (Michelin)	+01.105	3
3	David Coulthard McLaren-Mercedes MP4-17 (Michelin)	+31.976	5
4	Juan Pablo Montoya Williams-BMW FW24 (Michelin)	+40.676	1
5	Ralf Schumacher Williams-BMW FW24 (Michelin)	+41.773	4
6	Jenson Button Renault R202 (Michelin)	1 lap behind	6
7	Nick Heidfeld Sauber-Petronas C21 (Bridgestone)	1 lap behind	10
8	Mark Webber Minardi-Asiatech PS02 (Michelin)	1 lap behind	14
9	Pedro de la Rosa Jaguar R3B (Michelin)	2 laps behind	16
10	Alex Yoong Minardi-Asiatech PS02 (Michelin)	4 laps behind	15
11	Allan McNish Toyota TF102 (Michelin)	DNF/engine - 6 laps behind	12
NOT CLASSIFIED			
	Eddie Irvine Jaguar R3B (Michelin)	wing failure - 52 laps	9
	Jarno Trulli Renault R202 (Michelin)	engine - 49 laps	8
	Felipe Massa Sauber-Petronas C21 (Bridgestone)	mechanical - 48 laps	7
	Mika Salo Toyota TF102 (Michelin)	engine - 48 laps	11
	Jacques Villeneuve BAR-Honda 004 (Bridgestone)	engine - 35 laps	13
	Olivier Panis BAR-Honda 004 (Bridgestone)	vibration - 29 laps	18
	Takuma Sato Jordan-Honda EJ12 (Bridgestone)	spin - 23 laps	17
	Rubens Barrichello Ferrari F2002 (Bridgestone)	electrics - 0 laps	-

Races to date

Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	Britain	France	Germany	Hungary	Belgium	Italy	USA	Japan
Michael Schumacher	1	3	1	1	1	2	1	2	1	1	-	-	-	-	-	-	-
Rubens Barrichello	R	R	R	2	R	2	7	3	1	2	R	-	-	-	-	-	-
David Coulthard	R	R	3	6	3	6	1	2	R	10	3	-	-	-	-	-	-
Kimi Raikkonen	3	R	12	R	R	R	R	4	3	R	2	-	-	-	-	-	-
Ralf Schumacher	R	1	2	3	11	4	3	7	4	8	5	-	-	-	-	-	-
Juan Pablo Montoya	2	2	5	4	2	3	R	R	R	3	4	-	-	-	-	-	-
Nick Heidfeld	R	5	R	10	4	R	8	12	7	6	7	-	-	-	-	-	-
Felipe Massa	R	6	R	8	5	R	R	9	6	9	R	-	-	-	-	-	-
Giancarlo Fisichella	R	13	R	R	R	5	5	5	R	7	NS	-	-	-	-	-	-
Takuma Sato	R	9	9	R	R	R	R	10	16	R	R	-	-	-	-	-	-
Jacques Villeneuve	R	8	10	7	7	10	R	R	12	4	R	-	-	-	-	-	-
Olivier Panis	R	R	R	R	R	R	R	8	9	5	R	-	-	-	-	-	-
Jarno Trulli	R	R	R	9	10	R	4	6	8	R	R	-	-	-	-	-	-
Jenson Button	R	4	4	5	12	7	R	15	5	12	6	-	-	-	-	-	-
Eddie Irvine	4	R	7	R	R	R	9	R	R	R	R	-	-	-	-	-	-
Pedro de la Rosa	8	10	8	R	R	R	10	R	11	11	9	-	-	-	-	-	-
Heinz-Harald Frentzen	DSQ	11	R	R	6	11	6	13	13	R	DNQ	-	-	-	-	-	-
Enrique Bernoldi	DSQ	R	R	R	R	12	R	10	R	DNQ	-	-	-	-	-	-	-
Alex Yoong	7	R	13	DNQ	NS	R	R	14	R	DNQ	10	-	-	-	-	-	-
Mark Webber	5	R	11	11	NS	12	11	11	15	R	8	-	-	-	-	-	-
Mika Salo	6	12	6	R	9	8	R	R	R	R	R	-	-	-	-	-	-
Allan McNish	R	7	R	R	8	9	R	R	14	R	11	-	-	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/DNQ Did not qualify



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#12: And the beat goes on...

A week earlier he was partying. But the world champion maintained his rhythm regardless. Peter Windsor explains

Championship over, life threw a new set of challenges at Michael Schumacher. How about a brand new circuit, intense heat and the pressure of local expectation? And let's mix in another new handicap. Give the Ferrari spare car to Rubens Barrichello for the weekend: that should even things up.

Yeah, right. Michael beat all those variables and more not only to win the German Grand Prix at Hockenheim but also to take the pole. If the championship was in the balance – if the points battle was close – Michael's performance in Germany would have been pretty typical. Minus all of that, however – minus the usual incentives – Michael was just as ruthless and just as dominant. It was, given the circumstances, an astonishingly great performance.

And it wasn't as if he'd had much time to prepare for this German Grand Prix. On the previous Sunday night he was partying with the team at Magny-Cours. Four days later he was at Hockenheim, wearing a new five-star cap, talking again of how incomparable his championships were in relation to those of Fangio. Then it was off to the office to study the new Hockenheim simulations, to look at the set-up charts and then the job lists – and then to take the quick heli-ride to the Holiday Inn at Walldorf. There was a country and western dinner party to

'CHAMPIONSHIP OVER, LIFE THREW A NEW SET OF CHALLENGES AT M SCHUMACHER'



> Drivers' championship: Round 12 Germany

1 Michael Schumacher	106	9 Giancarlo Fisichella	6	17 Heinz-Harald Frentzen	2
2 Juan Pablo Montoya	40	10 Jarno Trulli	4		
3 Ralf Schumacher	36	11 Felipe Massa	4		
4 Rubens Barrichello	35	12 Jacques Villeneuve	3		
5 David Coulthard	32	13 Eddie Irvine	3		
6 Kimi Raikkonen	17	14 Olivier Panis	2		
7 Jenson Button	11	15 Mark Webber	2		
8 Nick Heidfeld	7	16 Mika Salo	2		

> Constructors' championship

1 Ferrari	141
2 BMW-Williams	76
3 McLaren-Mercedes	49
4 Renault	15
5 Sauber-Petronas	11
6 Jordan-Honda	6
7 BAR-Honda	5
8 Jaguar Racing	3
9 Minardi Asiatech	2
10 Toyota Racing	2
11 Arrows Cosworth	2



(Above) The wall between circuit and dragster track was a cause of concern for some drivers

(Right) Rubens Barrichello had to swap into the spare car, only just doing so before the pitlane closed pre-race



MAIN: STEVEN TEE/LAT; THIS PAGE: LORENZO BELLA/CAJAT; CHARLES COO/ES/LAT

(Opposite) They've done this a million times before, but Ferrari never lose their love of winning and the celebrations that go therewith

attend. Boots and stetsons, checked shirts and bandanas.

They generally seemed to like this circuit from the start, but would lose enthusiasm as the weekend progressed. The more discerning drivers – the David Coulthards, the Pedro de la Rosas – found it bland and lacking corners that you could dominate, in the sense that you could make up time if you found perfection. You could choose two different lines, for example, along the fast, full-throttle back curve-straight (F1's equivalent of a metal wood!) – one tight, one wide – and they would produce different results. The tighter line was shorter but involved some speed-scrubbing. The wider was longer but cleaner.

Both lines, however, boringly produced the same basic sector time. Then there was the newly-named Agip corner – the fast right-hander that brings the Motodrom – the stadium section – into view. This

would be a sweet corner in the old days – a slippery old bump-trap that invariably brought out the best in them. The new Hockenheim, however, is defined by an 18 metre-wide drag strip, while the Agip corner itself is the standard (and old) 10-metre width. Imagine it – an eight-metre width reduction from corner entry to corner exit. Gone was the flow; instead, it was needle-threading time, which (in F1 terms) is an activity that has much more to do with raw tyre grip and balance than it has with finesse, rhythm and timing.

So this was a technical activity, this German Grand Prix – and the technicalities quickly became manifest. Michelin very quickly read the weather patterns – race day would be hot-hot-hot – and advised all of their teams to run the softer tyre, their option, at their peril. McLaren wavered, because they have of late been much ▶

TECHNO FILE

If only there'd been more air...

... Ralf would have been second. Tech ed Steve Matchett explains



The Schumacher brothers' desire to finish ahead of all others was thwarted by trouble with Ralf's FW24 (below).

The problems concerned the pneumatic valves inside the P82 BMW engine. For the past decade, engine manufacturers have used compressed air as the springing medium for closing inlet and exhaust valves. For road cars, the traditional coiled wire spring remains the norm, but the ever increasing revs of F1 engine design have required the engineers to research more efficient methods of controlling valve bounce.

Basically, the pneumatic spring is a small pocket of compressed air underneath each valve; the engine is supplied with air via a pressurised bottle attached to the chassis. In ideal circumstances the pneumatic valves are a sealed, no loss system, requiring no maintenance during the race. But any problems with internal seals will result in pressure leakage and subsequent loss of air. If the leakage becomes critical the valves will fail to close and the engine is destined to spectacular failure.

To get Ralf's car to the end of the race, the mechanics replenished the on-board air supply during his scheduled stop. But the leakage continued and in the closing laps the team were forced to pit the car once again to top up the reservoir.





'IF I MAY STATE THE OBVIOUS, JUAN, I WOULD SUGGEST YOU KEEP IT ON THE BLACK STUFF!'
PATRICK HEAD

kinder to their tyres than, say, Williams, but ultimately acquiesced and chose the hard tyre. Williams quickly gravitated towards the prime when the option began to blister on Friday morning but the rest of them, Renault included, went soft – literally and figuratively. Only Pedro de la Rosa and Mark Webber amongst the Michelin rabbits saw sense.

At Bridgestone, of course, there was much less panic. Ferrari chose the harder tyre, for their margin is so huge that they can afford to be conservative. The rest, concerned with grid positions, chose the softer tyre.

On one-lap, new tyre qualifying grip, and with their engines revving higher just for the occasion, the Williams-BMWs were again right up there with the Ferraris. It was Ralf, though, who led the fight, for Juan Pablo

Montoya's first run was ruined when he ran wide at the absurd Agip turn. There was no mid-corner flurry of arms and steering, no moment to catch: if you got it slightly wrong at Agip you ran straight out of road – eight metres – and bounced over the grass and gravel.

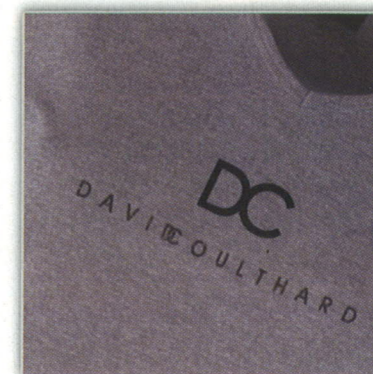
"If I may state the obvious, Juan," said Patrick Head in the Williams garage shortly afterwards, "I would suggest that you try to keep it on the black stuff!" Juan laughed inside his helmet and duly backed off for his next two runs. On his last, again on the limit, he again ran wide.

Ralf, though, was near-perfect. "I don't know what it is about this new circuit," he said afterwards, "but from the first lap I drove it really felt right. I had a great front end and we have done a lot of work on traction and grip. It's the best I've felt in a

while..." Rubens slightly damaged his race car on Saturday morning and then made a small mistake in qualifying – "braked too late!" – which meant that Michael was obliged to stretch himself to the limit in order to beat his reborn younger brother. Would it be so close on Sunday?

No – but it wasn't bad, either. Michael blistered his rears about a third of the way through his first stint, forcing him to drive well inside the limit of his F2002. In numerical terms, this left him with about a three-second lead over Ralf – and Ralf, driving beautifully, was in pretty good shape. It was only as the race progressed, and the BMW engineers (but not Ralf) noticed air loss from the engine's pneumatic valve system, that Michael found his cushion. With one additional pitstop for more air, Ralf dropped to third. ▶

Williams – and Ralf Schumacher in particular – were able to use their tyres better than McLaren. Ralf would have thus finished second but for a late-race technical pitstop



as in F1, it's all in the finish

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FACT ATTACK: In 1992 Nigel Mansell won a record nine GPs. Schumi has just won nine for the fourth time, the others being '95, '00, '01



(Above) Practice makes perfect: it's the 62nd time he's won a grand prix. No wonder the victory leap is so good!

(Above left) Kimi Raikkonen struggles back to the pits on three wheels after suffering a puncture

DARREN HEATH; PATRICK GOSLING; JAMES BAREHAM

For Michelin, meanwhile, there was consternation. Jarno Trulli zapped his Renault up from eighth on the grid to sixth but then quickly began to lose grip on the rear. The car began to slide as if on oil or ice – and at once they stacked up behind him – a string of Bridgestone cars, with David Coulthard's McLaren caught in there, too. By the time DC was clear of the bunch, with some free air ahead of him, he was a massive 40 seconds away from front.

Worse, it began to look as if McLaren could have run the softer tyre, after all. The hard Michelin seemed about right on the Williams-BMWs – Ralf second, Juan Pablo all over, and then past, Kimi Raikkonen – which is a sure sign that it was probably

too hard for the McLarens. Montoya could see Raikkonen sliding about in front of him, unable to find his usual grip levels and blistering his tyres as a result.

The solution, it seemed, was to run the harder Michelin for at least two stints – to wear it down almost to a slick. This Raikkonen attempted to do for 37 laps, or for more than half of the race. Then, without warning, and with spectacular ferocity, his left rear Michelin fell apart.

Under the circumstances, and given that they were on the same tyres, you would have thought that Williams at this point would have revised their strategy. They seemed to be making better use of their tyres, however, and thus they

remained strong: when Ralf stopped for his second fuel load (and more engine air) his Michelins remained in place.

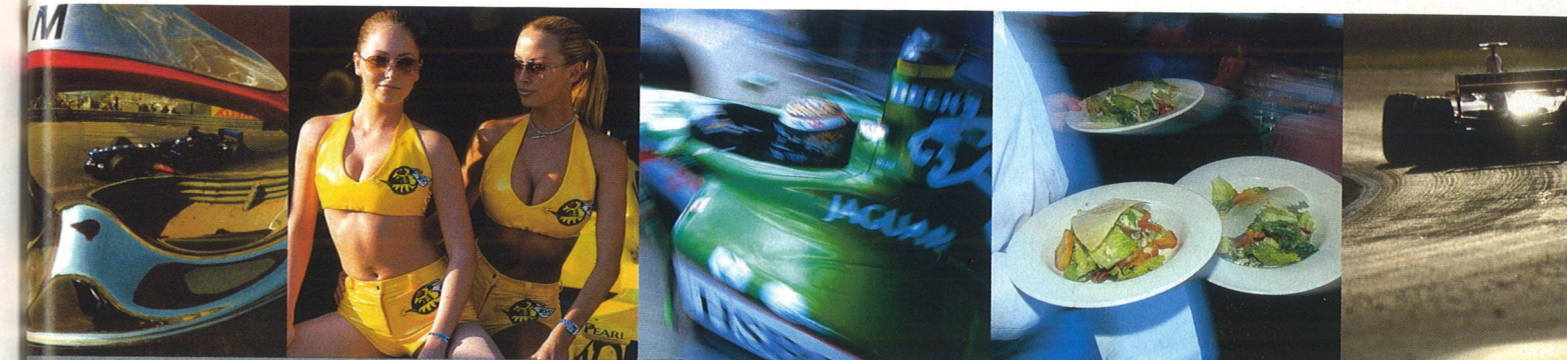
Rubens was disgruntled after this one. He had switched to his spare car on the grid (upchange dramas on the his race car) and had then had the fuel flap jam in his pitstop. The spare hadn't felt the same (Michael never has this problem!), so he finished, eventually, back in fourth.

Michael, though, finished this most technical of races an easy winner. The hottest moment of his afternoon came when he was standing outside his motorhome afterwards, chatting to the TV crews, five-star cap in place under a burning, afternoon sun. **1**

(Above left) Michael had been looking forward to celebrating his fifth title with the home fans and they didn't let him down. The grandstands were unusually packed for qualifying, let alone the race itself

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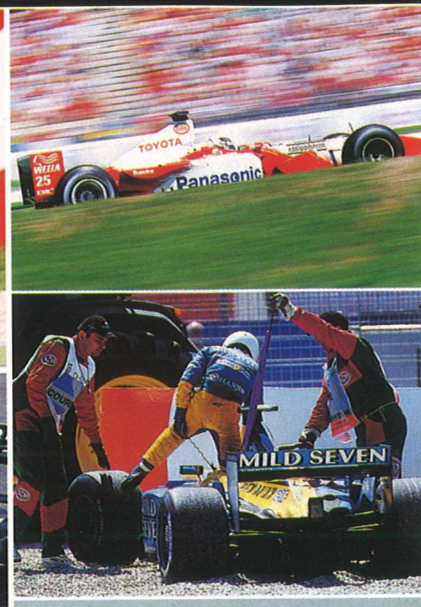
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#12: Race shorts

Arrows race, last year's rookies go wheel to wheel and Irvine's traction control doesn't. Tom Clarkson has the gen



(Main) Raikkonen and Montoya greatly enjoyed their battle; (top) McNish beat his team-mate in qualifying by 0.1s; (above) nothing went to plan for Renault

MAIN: CHARLES COATES/LAT; INSETS: DARREN HEATH

Honda seek reliability

All four Honda drivers – Jacques Villeneuve, Olivier Panis, Giancarlo Fisichella, Takuma Sato – praised the new-spec RA002E V10. The engine, which was introduced at Magny-Cours, is 25bhp up on Silverstone's, but Honda admitted that their mapping had been awry in France.

In Germany it was much more flexible, and the drivers made good use of it. Panis and Fisichella were both on course for the top six until mechanical problems intervened.

"The engine was working well here," said Villeneuve, "so let's hope that we can continue to improve during the rest of the season."

Shuhei Nakamoto, Honda's race and test team manager, agreed. "We lost two engines today, but we have three weeks [before Hungary] to balance the increase in power with greater reliability," he said.

Massa "can race well"

Following recent speculation about Felipe Massa's future in Formula 1 – will he re-sign with Sauber as Nick

Heidfeld's team-mate for 2003? – the 20-year-old Brazilian answered his critics by finishing seventh, just eight seconds behind Heidfeld.

"I had a fantastic opening stint," said Felipe, "in which I was able to overtake many cars while running ahead of Nick. I think I proved today that I can race well in F1."

Team boss Peter Sauber went on to say, "Both of the drivers and the team did a good job today."

No traction control for Irv

Eddie Irvine was forced to switch off the traction control on his Jaguar R3B after intermittent failings caused him to spin on laps six and 13.

"With traction control you literally bury the throttle," he said, "and you obviously can't do that if it's not working. So, to stop any further lapses, I decided to turn it off."

He eventually retired with brake failure on lap 57.

Kimi and JPM enjoy clash

Was it the overtaking manoeuvre of the year? Well, Kimi Raikkonen and Juan Pablo Montoya certainly

enjoyed their dice for fourth place that led to their running side by side between Turns Six and 12. In the end, Montoya won and then romped away at more than a second per lap.

"It was fun," said Juan. "Hard, but fair. However, in the end, Kimi tried to come around the outside of me at the Mobil Kurve and there was no way I was going to let him do that!" Raikkonen said: "We had a really great battle."

Renault hit a bad patch

A weekend to forget for Renault. Their cars qualified eighth (Jarno Trulli) and 13th (Jenson Button) and, in the race, both R202s quickly went off the boil due to running the soft-compound Michelins. To add insult to injury, Trulli was then given a drive-thru penalty by the stewards for failing to act upon waved blue flags when second-placed Ralf Schumacher tried to pass.

"I'm extremely disappointed," said Trulli, who eventually retired when he ran into the back of Jordan's Giancarlo Fisichella. Button retired with engine failure.

Arrows race – but not well

Arrows contested the whole of the grand prix weekend, after behind-the-scenes financial arrangements were expedited (see *Pitpass*, page 22). The weekend started well, with 10th (Heinz-Harald Frentzen) and 11th (Enrique Bernoldi) on Friday, but they slipped to 15th and 18th, respectively, in qualifying.

In the race itself, Frentzen stalled on the grid and only got going three laps down before retiring with a hydraulic leak, while Bernoldi's engine blew on lap 49.

"Overall, I'd say it was a very disappointing result for us," said chief race engineer Graham Taylor.

McNish outdoes Salo

Allan McNish outqualified team-mate Mika Salo for the first time – though he retired with hydraulic failure after 23 laps on Sunday. According to Toyota, Allan had the legs of his experienced team-mate all weekend.

"I'm very pleased," said Allan. "I've had Mika's pace in many of the races, but this is the first time I've got it together in qualifying."



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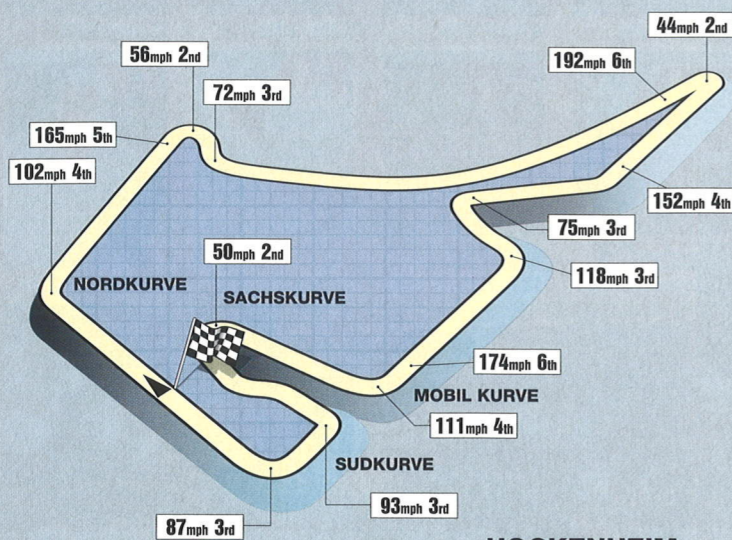


All the facts Hockenheim

Date July 28 2002; Weather Hot and sunny, 31°; Track temperature 36°; Laps 67; Race distance 190.433 miles; Attendance 120,000

Qualifying times

Position	Driver	Time
1	Michael Schumacher	1:14.389
2	Ralf Schumacher	+0.181
3	Rubens Barrichello	+0.304
4	Juan Pablo Montoya	+0.719
5	Kimi Raikkonen	+1.250
6	Giancarlo Fisichella	+1.301
7	Olivier Panis	+1.462
8	Jarno Trulli	+1.496
9	David Coulthard	+1.520
10	Nick Heidfeld	+1.601
11	Jacques Villeneuve	+1.681
12	Takuma Sato	+1.683
13	Jenson Button	+1.889
14	Felipe Massa	+1.962
15	Heinz-Harald Frentzen	+2.116
16	Eddie Irvine	+2.144
17	Allan McNish	+2.205
18	Enrique Bernoldi	+2.256
19	Mika Salo	+2.296
20	Pedro de la Rosa	+2.688
21	Mark Webber	+3.607
DNQ	Alex Yoong	+5.386



HOCKENHEIM
Circuit length 2.842 miles
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Lap by lap

START The grid gets away in formation, except that Juan Pablo Montoya is pipped by Kimi Raikkonen
LAP 4 The gap between the Schumacher brothers at the front is 3.4 seconds
LAP 11 JPM passes Raikkonen for fourth
LAP 12 DC passes Jarno Trulli for sixth
LAP 26 Rubens Barrichello pits from third, rejoining fourth. Raikkonen pits, dropping from fifth to seventh
LAP 27 Michael pits, rejoining third
LAP 29 Ralf pits but loses time behind Jacques Villeneuve. Rejoins behind MS
LAP 30 After a lap in the lead, JPM pits, rejoining fourth
LAP 37 Raikkonen has a puncture
LAP 46 Barrichello pits, but has a refuelling problem and rejoins fourth
LAP 47 Michael pits
LAP 48 Ralf pits
LAP 49 JPM pits
LAP 63 Ralf pits for technical modification, giving JPM second place
LAP 67 MS wins by 10.503s from JPM

Speeds and stops

FASTEST LAP
Michael Schumacher
1:16.462s on lap 44 (133.821mph)
FASTEST THROUGH SPEED TRAP
Giancarlo Fisichella 203.074mph
SLOWEST THROUGH SPEED TRAP
Pedro de la Rosa 137.889mph
FASTEST PITSTOP
Ralf Schumacher 27.917s
SLOWEST PITSTOP
Giancarlo Fisichella 52.911s

Did you know?

This was Michael Schumacher's second win at Hockenheim (the first was in 1995), his record-equalling ninth win of the season and the 62nd win of his career. The new circuit took just six months to build. This was Alex Yoong's third failure to qualify in '02

Final standings

Final position	Driver & car	Total race time	Pos after lap 1
1	Michael Schumacher Ferrari F2002 (Bridgestone)	1:27:52.078	1
2	Juan Pablo Montoya Williams-BMW FW24 (Michelin)	+10.503	5
3	Ralf Schumacher Williams-BMW FW24 (Michelin)	+14.466	2
4	Rubens Barrichello Ferrari F2002 (Bridgestone)	+23.195	3
5	David Coulthard McLaren-Mercedes MP4-17 (Michelin)	1 lap behind	7
6	Nick Heidfeld Sauber-Petronas C21 (Bridgestone)	1 lap behind	12
7	Felipe Massa Sauber-Petronas C21 (Bridgestone)	1 lap behind	11
8	Takuma Sato Jordan-Honda EJ12 (Bridgestone)	1 lap behind	13
9	Mika Salo Toyota TF102 (Michelin)	1 lap behind	18
NOT CLASSIFIED			
	Giancarlo Fisichella Jordan-Honda EJ12 (Bridgestone)	engine - 59 laps	8
	Kimi Raikkonen McLaren-Mercedes MP4-17 (Michelin)	accident - 59 laps	4
	Eddie Irvine Jaguar R3B (Michelin)	brakes - 57 laps	16
	Enrique Bernoldi Arrows-Cosworth A23 (Bridgestone)	engine - 48 laps	17
	Olivier Panis BAR-Honda 004 (Bridgestone)	engine - 39 laps	9
	Jarno Trulli Renault R202 (Michelin)	accident - 36 laps	6
	Jacques Villeneuve BAR-Honda 004 (Bridgestone)	gearbox - 27 laps	14
	Jenson Button Renault R202 (Michelin)	engine - 24 laps	10
	Allan McNish Toyota TF102 (Michelin)	hydraulics - 23 laps	15
	Mark Webber Minardi-Asiatech PS02 (Michelin)	hydraulics - 23 laps	19
	Heinz-Harald Frentzen Arrows-Cosworth A23 (Bridgestone)	hydraulics - 18 laps	20
	Pedro de la Rosa Jaguar R3B (Michelin)	gearbox - 0 laps	-

Races to date

Driver	Australia	Malaysia	Brazil	San Marino	Spain	Austria	Monaco	Canada	Europe	Britain	France	Germany	Hungary	Belgium	Italy	USA	Japan
Michael Schumacher	1	3	1	1	1	2	1	2	1	1	1	-	-	-	-	-	-
Rubens Barrichello	R	R	R	2	R	2	7	3	1	2	R	4	-	-	-	-	-
David Coulthard	R	R	3	6	3	6	1	2	R	10	3	5	-	-	-	-	-
Kimi Raikkonen	3	R	12	R	R	R	R	4	3	R	2	R	-	-	-	-	-
Ralf Schumacher	R	1	2	3	11	4	3	7	4	8	5	3	-	-	-	-	-
Juan Pablo Montoya	2	2	5	4	2	3	R	R	R	3	4	2	-	-	-	-	-
Nick Heidfeld	R	5	R	10	4	R	8	12	7	6	7	6	-	-	-	-	-
Felipe Massa	R	6	R	8	5	R	R	9	6	9	R	7	-	-	-	-	-
Giancarlo Fisichella	R	13	R	R	R	5	5	5	R	7	NS	R	-	-	-	-	-
Takuma Sato	R	9	9	R	R	R	R	10	16	R	R	8	-	-	-	-	-
Jacques Villeneuve	R	8	10	7	7	10	R	12	4	R	R	-	-	-	-	-	-
Olivier Panis	R	R	R	R	R	R	R	8	9	5	R	R	-	-	-	-	-
Jarno Trulli	R	R	R	9	10	R	4	6	8	R	R	R	-	-	-	-	-
Jenson Button	R	4	4	5	12	7	R	15	5	12	6	R	-	-	-	-	-
Eddie Irvine	4	R	7	R	R	R	9	R	R	R	R	R	-	-	-	-	-
Pedro de la Rosa	8	10	8	R	R	R	10	R	11	11	9	R	-	-	-	-	-
Heinz-Harald Frentzen	DSQ	11	R	R	6	11	6	13	13	R	DNQ	R	-	-	-	-	-
Enrique Bernoldi	DSQ	R	R	R	R	12	R	10	R	DNQ	R	-	-	-	-	-	-
Alex Yoong	7	R	13	DNQ	NS	R	R	14	R	DNQ	10	DNQ	-	-	-	-	-
Mark Webber	5	R	11	11	NS	12	11	11	15	R	8	R	-	-	-	-	-
Mika Salo	6	12	6	R	9	8	R	R	R	R	R	9	-	-	-	-	-
Allan McNish	R	7	R	R	8	9	R	R	14	R	11	R	-	-	-	-	-

KEY: DSQ Disqualified/R Retired/NS Non-starter/DNQ Did not qualify



EMOTIONAL ENGINEERING

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#13: Magyars' magic roundabout

The Hungaroring has a reputation as a bit of a roundy-roundy slow-speed bore. At least Budapest is always a joy

2001 results

Top six places

- 1 Michael Schumacher**
Ferrari F2001, 1h41m49.675s, 112.063mph
- 2 Rubens Barrichello**
Ferrari F2001, +3.363s
- 3 David Coulthard**
McLaren-Mercedes MP4-16, +3.940s
- 4 Ralf Schumacher**
Williams-BMW FW23, +49.687s
- 5 Mika Hakkinen**
McLaren-Mercedes MP4-16, +1m10.293s
- 6 Nick Heidfeld**
Sauber-Petronas C20, +1lap

Pole position

Michael Schumacher
Ferrari F2001, 1m14.059s, 120.066mph

Fastest lap

Mika Hakkinen
McLaren-Mercedes MP4-16, 1m16.723s, 116.029mph
NEW RECORD

When to watch ITV

Qualifying
11.30 Saturday August 17

Race
12.05 Sunday August 18

Highlights
23.45 Sunday August 18
Times subject to change

Driver's eye

Mark Webber

"I've never driven a Formula 1 car around the Hungaroring, but I've raced there in Formula 3000 and it's quite challenging from the point of view that you are always working. There are no straights to speak of. Outright power is not such a factor here so, like at Monaco, Minardi stand more of a chance than at other tracks."



A traditional folk musician plays to the crowds in Budapest. Go for a wander and enjoy the sights

TRAVEL BIT

The Hungaroring is just 15 miles from Budapest, a gorgeous and lively city which used to be two separate districts – Buda and Pest – on opposite sides of the Danube.

Making tracks Parking at the circuit should be easy enough. Or take a taxi.

Refuelling You'll get a fabulous meal at Articsoka, 1066 Budapest, Zichy J u 17. For reasonably priced traditional Hungarian cooking, try Bagolyvár, XIV, Állatkerti körút 20. Gundel next door is more grand (and more expensive). Dankó Vendéglo, V, Hercegprimás utca 18, also serves Hungarian cuisine and is busy but efficient. Corso, 1052 Budapest, Petöfi Sándor u 3, combines good food with live music while the riverside Admiral, 1056 Budapest, Belgrád rkp 30, offers a wide range of dishes in a superb setting. Or try Krónikás, XIII, Tátra utca 2, a lovely cellar restaurant with a varied menu. For something a bit livelier, head for Garage Café, V, Arany János utca 9. It's spacious, trendy, serves excellent food and, on some nights, is a great place to dance the evening away.

Late-night revs Looking for a decent wine bar? Head for Móri Borozó, I, corner of Hattyú utca and Fiáth János utca in the backstreets north of Castle

Getting there

Page & Moy (08700 106393): Stay in Budapest for three nights from £775 or four nights from £865. Or have a six-night break with time in Budapest and at Lake Balaton

Motor Racing International (01304 612424): Fly to Budapest for three nights from £629. Or take a longer holiday with three nights in Budapest and three in Vienna, from £729

Hill. Café Miro, I, Uri utca 30 is a trendy bar in the Castle district which often has live music, or try Darshan Udvar, VIII, Krudy Gyula utca 7. By contrast, Gusto's, II, Frankel Leo utca 12, near the Buda side of Margit Bridge, is quite small. Want something livelier? Head for Süss Fel Nap, V, Honvéd utca 40, which is always packed. Other popular venues are Vox, II, Marcibányi tér 5/a and Undergrass, Liszt Ferenc ter 10 District VI. Or relive the '70s at Nincs Pardon, VIII, Almássy tér 11.

Inside track If you have a free day, Budapest offers plenty of entertainment for the racegoer turned tourist. Admire the city's beautiful architecture and head for Castle Hill, where attractions include the Buda Palace and its museums. Or visit the famous Turkish Baths. Pest is busier than Buda – head for Váci utca if shopping is your thing. For stunning views over the city, climb to the top of St Stephen's Basilica. And if you're still around on August 20, watch out for St Stephen's Day events and celebrations.

Visibility Stand anywhere between Turns Five and 13. You can walk most of the way round this section of the circuit. The track runs downhill here so you have great views of most of the circuit.
Suzanne Arnold and Daniel Powell

LAT ARCHIVE; GETTY IMAGES; STEVEN TEELAT



HISTORY BIT

Mansell's titles lost and won

In 1992 Nigel Mansell clinched the championship in Hungary. He also lost it there five years earlier

On page 106 you can retrace the 1992 season – the year Nigel Mansell won the world championship.

He should have won it, of course, in '87, when he raced mirror-to-mirror with his Williams-Honda team-mate, Nelson Piquet. Nigel was the quicker driver but Nelson was the number-one driver, particularly in the eyes of Honda.

Nigel Mansell would have won Hungary '87 if only a wheel nut hadn't worked loose. If he had, he would have become world champ that season. As it was, he had to wait another five years

You could also say that Nigel's championship disappeared in Hungary that year – ironically because of how he had won the British Grand Prix. You will remember the '87 British Grand Prix. Mansell stopped just after half-distance due to a tyre vibration. Rejoining, and rising to the energy of the crowd, he sliced away the 28s deficit to Piquet. With a handful of laps to run, Mansell was shadowing Piquet around the Silverstone lap – a lap that featured the original, high-speed corners at Stowe and Club.

With four laps to run, Mansell dummied to the outside on the approach to Stowe. Nelson covered the move – and then, at the last possible moment, relying on his ability to brake even as he turned in, Mansell darted to the inside, passing Piquet in one of the most audacious moves ever seen in Formula 1. Nelson was beaten after that, his tyres and his motivation spent. If he had signed as number-one, he asked himself, why was it that Mansell had been allowed to take these risks?

Almost unnoticed in the tumult after the race, the rear wheel nuts on Piquet's car were also found to be slightly loose... In Hungary, nearly a month later, Mansell was in a class of his own. This was a long race – nearly two hours in the hot, dry conditions – and Williams were sure that they could run non-stop. It was in the closing stages of the race, with an easy

victory in sight, that Mansell suddenly slowed and pulled to a halt, his right rear wheel wobbling precariously and its wheel nut bounding down the track surface. Nine points were gone; Piquet inherited the win.

If (like Piquet) Mansell had not stopped for new tyres at Silverstone (and thus not had the wheel nuts retightened in the pitstop), the Williams engineers would have seen a pattern of wheel nut torque ratings being too low – a function of the Honda engine's massive 900bhp and, particularly at Hungary, of the numerous acceleration bursts away from slow corners. These torque ratings would have been changed and Mansell would have won a non-stop race like the '87 Hungarian Grand Prix. Both Williams drivers would then have finished the year with seven wins, with Mansell taking the title by seven points to Piquet's two.
Peter Windsor

#14: Eau Rouge flat out, anyone?

And so to the corner they all talk about. The one they consider a test of skill – and balls. Don't miss it

2001 results

Top six places

- 1 Michael Schumacher**
Ferrari F2001, 1h8m5.002s, 137.354mph
- 2 David Coulthard**
McLaren-Mercedes MP4-16, +10.098s
- 3 Giancarlo Fisichella**
Benetton-Renault B201, +27.742s
- 4 Mika Hakkinen**
McLaren-Mercedes MP4-16, +36.087s
- 5 Rubens Barrichello**
Ferrari F2001, +54.521s
- 6 Jean Alesi**
Jordan-Honda EJ11, +59.684s

Pole position

Juan Pablo Montoya
Williams-BMW FW23, 1m52.072s, 139.057mph

Fastest lap

Michael Schumacher
Ferrari F2001, 1m49.758s, 142.018mph
NEW RECORD

When to watch ITV

Qualifying
11.30 Saturday August 31

Race
12.05 Sunday September 1

Highlights
23.45 Sunday September 1
Times subject to change

Driver's eye

Juan Pablo Montoya

"I thoroughly enjoyed my first time at Spa in a Formula 1 car last year and can't wait to go back. It's a great track, with some challenging high-speed corners. Everyone talks about Eau Rouge, but there are several equally challenging corners on the lap. The weather usually plays a factor, so you've got to be on the ball in terms of strategy."



Good food, good drink and service with a smile. It makes for a very pleasant holiday

TRAVEL BIT

Spa-Francorchamps uses public roads winding through the beautiful Ardennes countryside. The views are great but nearby towns are small and sleepy.

Making tracks The roads are good but get pretty congested, so leave plenty of time if you're driving.

Refuelling In Spa, Restaurant L'Auberge, place du Monument 3-4, is a huge, fancy restaurant with a varied menu. You'll get reasonably priced food at Le Relais, place du Monument 22, or pop along to number 15 to taste the wonders served at La Belle Epoque. La Cortina on rue Royale has a good Italian menu. Or enjoy something slightly cheaper in the tavern Chalet du Parc at parc de Sept Heures 1 (which takes its name from the old tradition of taking an evening walk in the park). Or try Fontaine de Tonnelet, route du Tonnelet 82, a pretty tavern next to one of the springs. If you're in Stavelot, try the Restaurant de l'Abbaye on place St Remacle or La Vecchia Romagna opposite.

Late-night revs Apparently, more than 400 kinds of beer are made in Belgium, so get tasting! Spa and Stavelot have their share of bars and taverns, but you'll need to venture further afield if you're

Getting there

Page & Moy (08700 106393): Travel overnight by coach for £85, or take a one-night break by coach for £139. Several coach trips to Brussels are on offer, as is travel by air, Eurostar or Le Shuttle

Motor Racing International (01304 612424): Choose from several packages, including overnight coach travel from £85 or two nights in Heerlen from £199. Travel by air for three nights in Brussels from £379, or by Eurostar for two nights from £315

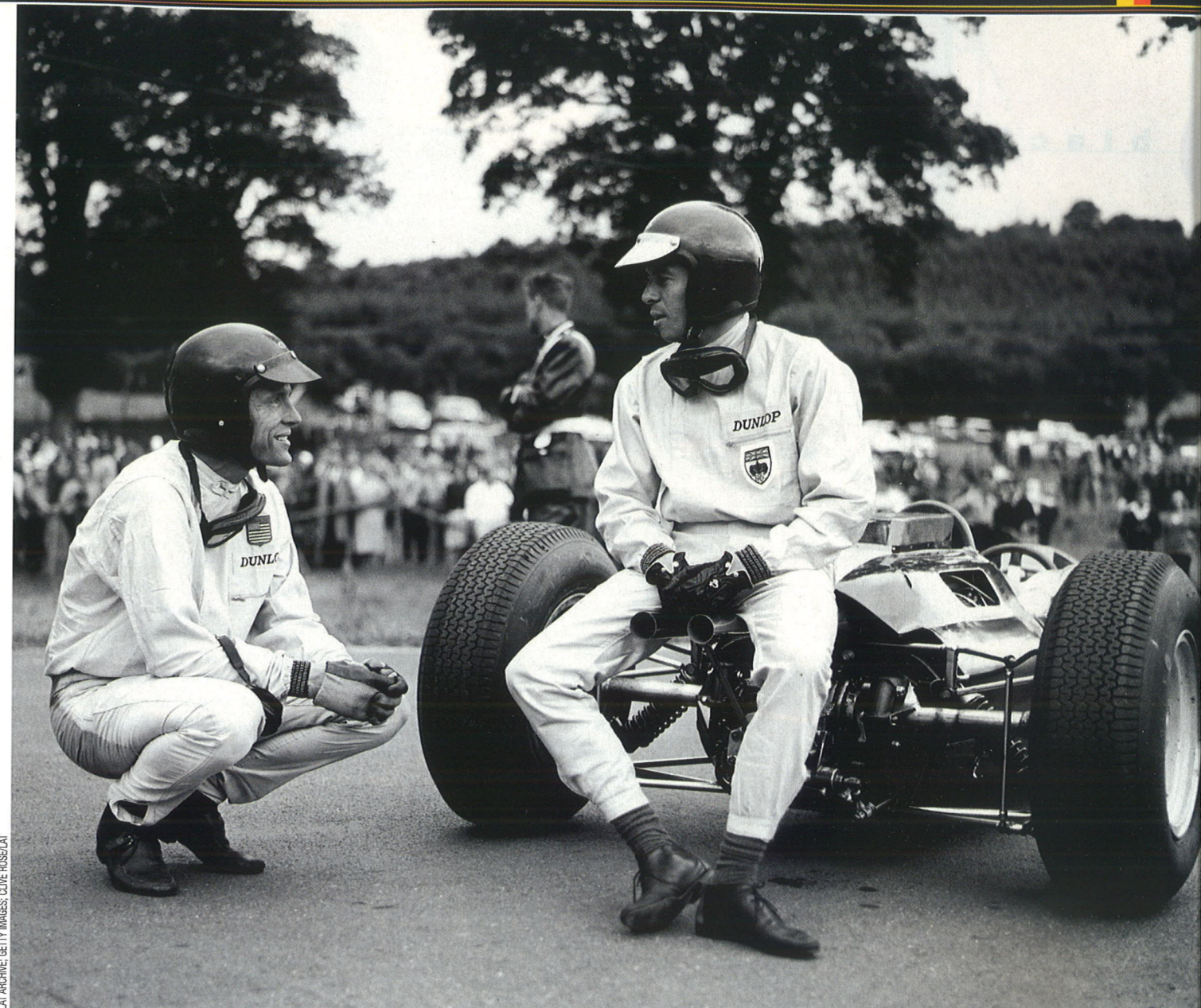
looking for a wild nightlife. In Spa, the Bidule near the casino on rue Royale is a popular bar, as is Le Sanglier on place Pierre Le Grand. In Stavelot, head for Aux Vieilles Caves d'Artois overlooking the abbey buildings at avenue Ferd Nicolay 7.

Inside track If you're still in the area a couple of days after the race, drive around the public roads which form part of the circuit. Spa is mainly known for its thermal baths at place Royale 41, and if you're interested in them you may also be curious to visit the Musée de la Ville d'Eau at avenue Reine Astrid 77b – a museum about the resort and its waters. Nearby Stavelot may be of more interest since its abbey houses several museums including the Musée du Circuit de Spa-Francorchamps which has a collection of racing cars. Or simply meander through Stavelot's pretty streets.

Visibility Stand on the outside of Blanchimont. You'll see some high speeds and you can get quite close to the track. If you fancy seeing Eau Rouge but haven't got a grandstand seat, you'll be able to see it from the merchandise area behind the grandstands – but the cars will disappear from sight as soon as they reach Raidillon.

Suzanne Arnold and Daniel Powell

LAT ARCHIVE; GETTY IMAGES; GUYE ROUSEL/AT



HISTORY BIT

Spa makes peace with Clark

Jim Clark disliked the Belgian circuit for personal reasons – he had lost some good friends there

At Spa in 1964, where top speeds were in the 175mph mark and the average speed was nearly 140mph, despite the presence of the La Source hairpin, Dan Gurney and the Brabham-Climax seemed to be in a race of their own. Dan took the pole by 1.8s from Graham Hill (BRM) and Jack Brabham himself. Peter Arundell (Lotus-Climax) and John Surtees (Ferrari) shared the second row, while Clark suffered numerous problems in practice and qualified sixth.

From the start, Gurney raced away from the field, although he was led initially by Arundell's Lotus. The green and yellow Lotus 25 was a familiar sight to regular F1 spectators; less familiar was Arundell's Jaffa-orange, peakless helmet. He was immensely quick, Peter Arundell, but his race at Spa ended with an engine problem. He was critically injured in an F2 accident at Reims a few weeks later and was replaced

In 1964, Dan Gurney (above, left) ran out of fuel on the last lap at Spa. On his slowing-down lap, Jim Clark (right) suffered the same fate and pulled over to chat. He didn't realise he'd won

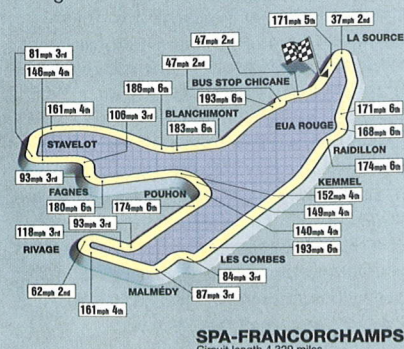
in the Lotus team thereafter by Mike Spence. This Belgian Grand Prix began its astonishing climax when Clark rushed into the pits with four laps to run, demanding water for his overheating Climax engine. Then Gurney stammered into the pits, short of fuel. Hill inherited the lead from McLaren, whose Climax engine had started an electrical misfire; Gurney was now third, but catching Hill fast; Clark was fourth.

The pits were after the La Source hairpin in those days: without TV screens, or data monitors, you listened to the engine notes as they climbed up from Blanchimont and then braked for the hairpin. As the last lap neared completion, Hill and Gurney were ominously overdue. It later transpired that Hill had run short of fuel on the run up from Stavelot; Gurney, meanwhile, had cruised to a halt at Stavelot – also out of fuel. McLaren misfired his way around the last lap, exited

La Source with a dead engine... and was pipped on the line by Clark.

On his slowing-down lap, unaware that he had won, Clark also ran out of fuel. He stopped right by Gurney's Brabham and began commiserating with his friend, telling him to look forward to the next race, at Rouen (which Gurney duly won!). It was while he was listening to the PA system in the background, trying to hear the results, that Clark learned of his third consecutive victory in the Belgian Grand Prix. He would win again in '65, in the wet, despite this being the circuit that he disliked most. Archie Scott-Brown had been killed at Spa in '58, when Clark first race there, and in '60, in his first Belgian Grand Prix, Clark was shocked by the deaths of both Chris Bristow and Alan Stacey. In '64, it seems, Spa tried to make peace with Jim Clark.

Peter Windsor



Dear Jenson,
I suppose the writing was on the wall. Briatore chappie was always on course to kick you into touch in favour of dance band leader Fernando Alonso. Twixt ourselves, it confirms what I've known for years: foreigners distinctly unreliable and EU nonsense has about as much prospect of long-term consensus as F1 Commission meeting of unanimity.

In making your decision to sign with BAR you've clearly invested a great deal of faith in that Richards fellow who was brought in to rescue the BAT-wallahs from the folly of their own over-investment in a team which seemed to be busy going nowhere.

In fairness to Craig Pollock, the guy who got them to divvy up that huge crock of gold in the first place, cutting a deal with Honda seemed like an absolutely spiffing, A1 strategy guaranteed to ring all the F1 bells. Three years in, there's precious little evidence of any worthwhile headway on the old V10 front with our friends from Tokyo still struggling to unlock so-called "potential" of their high-tech internal combustion engine. For those who remember Honda's F1 heyday under the charismatic Nobuhiko Kawamoto, it all seems a rather half-hearted state of affairs.

Still, Richards is a born optimist. I confess I thought he was getting a bit carried away by suggesting that a BAR-Honda would carry you to the championship within four seasons. On the face of it, this seems like a tall order, but my friends are always telling me never, ever, to say never.

In that connection, there was a celebrated occasion in the early 1980s when a senior member of the Lotus team offered the illuminating philosophical rumination that Nigel Mansell would never win a GP as long as he had a hole in his arse. In fairness to the hapless soul, this colourfully

(Below) Jenson Button announces he's going to BAR. Can they really deliver serious results?



'The marketing department at BAR very shrewdly concluded that their team name means absolutely three-fifths of sweet nothing'

anatomical figure of speech reflected a viewpoint shared with confidence by a large slice of the F1 community – but that didn't stop it from being as wrong as it's possible to be.

As for your good self, Jenson, let me be frank. Your supporters will tell you that you've all the natural flair of a born winner. Your detractors will say you've been overhyped by a slavering media corps desperate to discover a Mansell for the new millenium and, at the same time, shown yourself to be consistently inept at overtaking. In fairness, one can only conclude that – should the latter be the case – it doesn't say much for Jarno Trulli or, come to that, Ralfie Boy at Williams who you convincingly unnerved in the closing races of the '00 season. Crucially, Frank Williams and DR admire you as much as Briatore clearly does not.

One thing, however, I have to confess I don't understand. The other evening, while tuning the old crystal set into the BBC's *TivoWay Family Favourite*s, I heard that Villeneuve fellow droning away over the ether from RAF Gutesloh, or some such occupied airfield behind the German lines. Much static on the line, I'm afraid – or was it flak? – so I couldn't comprehend everything he was saying. But the drift seemed to be a general critique about team managers – most notably adverse comment on the good Flav's driver management strategy and an obscure sideswipe at McLaren, questioning the wisdom of employing Finnish weeny-boppers who drive off the road when poised to thrash Michael Schumacher into second place in France.

I felt like sending him a postcard wondering why he'd been paid \$13m a year to drive at his current pace, but since I knew the answer – that Craig Pollock is majority shareholder in BAR and is his manager – I decided to save myself the rummaging through my briefcase for a stamp.

Either way, Jacques has made it clear that he's not going to agree to some sort of a deal whereby he spends '03 sitting on the reserve bench, leaving yourself and that very pleasant Panis wallah to sort out the next generation BAR-Honda 005, or whatever it might be called.

And that, of course, could be the point. I have it on good authority that the marketing department at BAR have very shrewdly concluded that their team name means absolutely three-fifths of sweet nothing to the average racing enthusiast and the whole malarkey is to be rebranded.

It's unlikely to be Prodrive-Honda, because DR's other motor industry clients probably wouldn't like it. So will it be a corny acronym like March? Like DRAB-Honda? Or will it involve plucking a name from the solar system or the world's climatic conditions?

Gemini, perhaps, or Scirocco, Mistral or Astra? All of which have been used before. In fact, at the end of the day, why not just call it 'Honda'? Could be easiest way out.

Anything more sophisticated might be regarded as a load of old Pollocks.

Yours in cerebral repose,

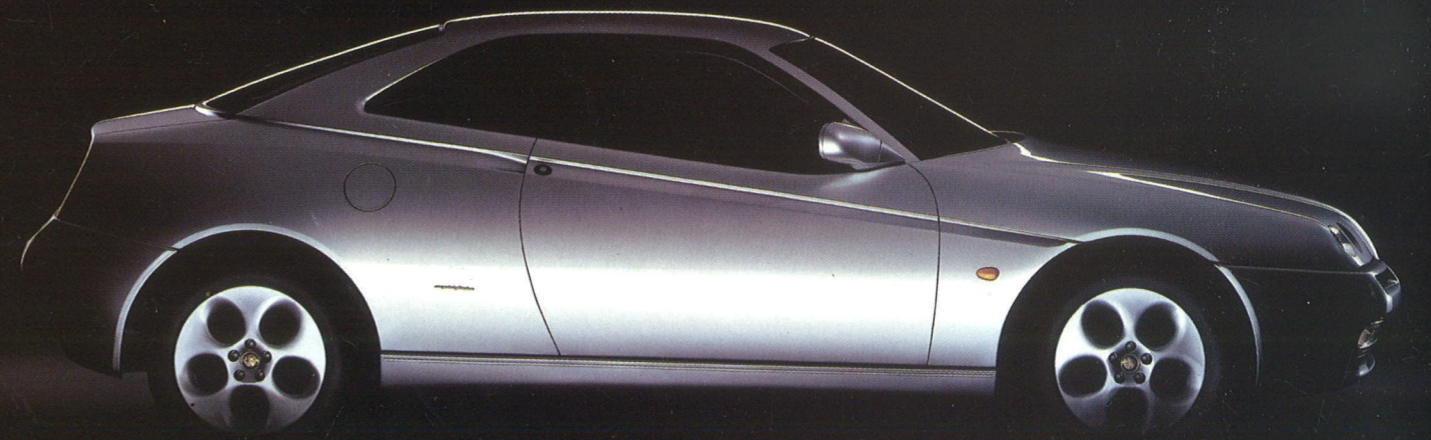
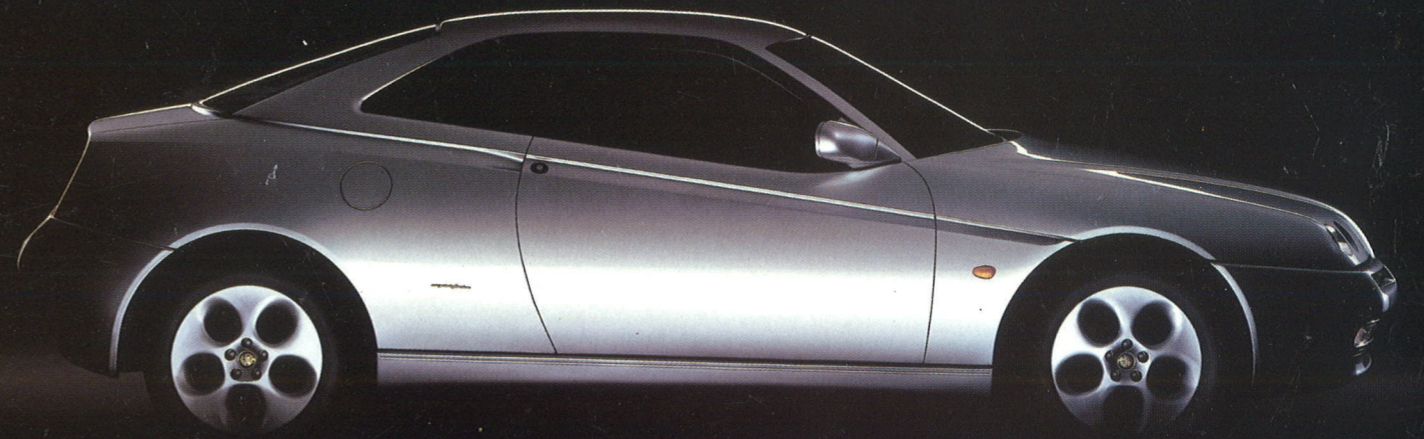
the SCRUTINEER



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