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Grand Prix

A C T I O N

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Jean Todt

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There's never been a Williams jacket like this before, so we're very excited to be able to introduce this garment. It's padded and lined and has detachable sleeves. Clearly this is going to be the thing to wear at those long, cold tyre testing days. M.L.XL. £169.99



CANADIAN T-SHIRT (GS329)
For contractual reasons, this design is known euphemistically as the Canadian T-Shirt. If that doesn't give you a clue, you shouldn't be reading this ad. 100% cotton. M.L.XL. £14.99



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This sweatshirt needs either to be seen or requires an explanation. You have never seen a sweatshirt like it. The garment itself is of the very highest quality heavyweight fabric. But the distinctiveness really comes from the embroidery which is breathtaking. We were absolutely bowled over when we saw it. Of course, it's not cheap, but you get what you pay for. Polyester/cotton fleece. M. L. XL. £89.99



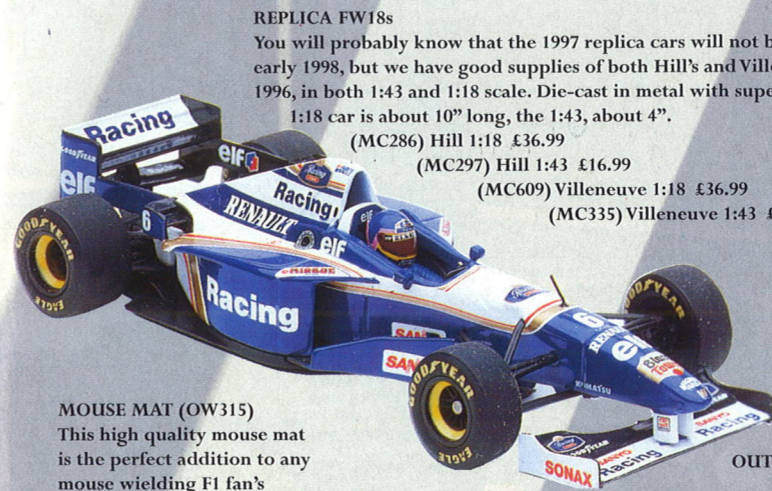
'97 PIT CREW SHIRT (GS319)
A familiar looking item, this shirt is just like those worn by the Williams pit crew at races. Updated with this season's sponsors. M.L.XL. £69.99



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There are two caps in the range this year; one for driver number 3 and one for driver number 4. Both feature the driver in the cockpit on one side with the relevant number on the other. One size. Cap No. 3 (GS773) Cap No. 4 (GS775). £14.99



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MOUSE MAT (OW315)
This high quality mouse mat is the perfect addition to any mouse wielding F1 fan's PC setup. £7.99



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This officially approved Williams print shows last year's champion emerging from the shadows of his German rival. It is limited to 1,000 examples and is signed by the artist.
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ROTHMANS MUG (GPM323)
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Wet & Wonderful!

Lovely weather for a motor race...

On Saturday Max Mosley confirmed that next year will see the introduction to grooved tyres, a move which is controversial to say the least! I often feel that the drivers are paid scant regard when it comes to writing the rules and after all its their ass's that are on the line. To put things right you can read what they have to say on the subject of regulations on page 20.

The other people who may well be worried what Mr Mosley has to say are all the Mrs Grand Prix drivers who have the unwell-

come task of waiting patiently to see if hubby comes back in one piece each race. On page 74 you can hear what they had to say to James Foxall.

Talking to the GPA chaps out in Monaco, we all agree that the best thing that the folks at FOCA and the Frenchies at the FIA can do to promote overtaking is to have each track hosed down prior to the start. The monsoon at Monaco certainly brought out some of the best entertainment we've had in years. I don't think Frank enjoyed it much though...

128 IL COMMENDATORE II JEAN TODT

In the paddock they call him 'Napoleon' - we call him Il Commendatore II! Jean Todt is the man who has brought Ferrari together and together they have attained glory once again...



COMMENDATORE II

66 STEWART GRAND PRIX THE PITS

Jackie Stewart may be a Scotsman, but when it comes to kitting out his pit team no expense has been spared...



...JACKIE'S CREW...



Are you Ready EDDIE?

72 ARE YOU READY EDDIE?

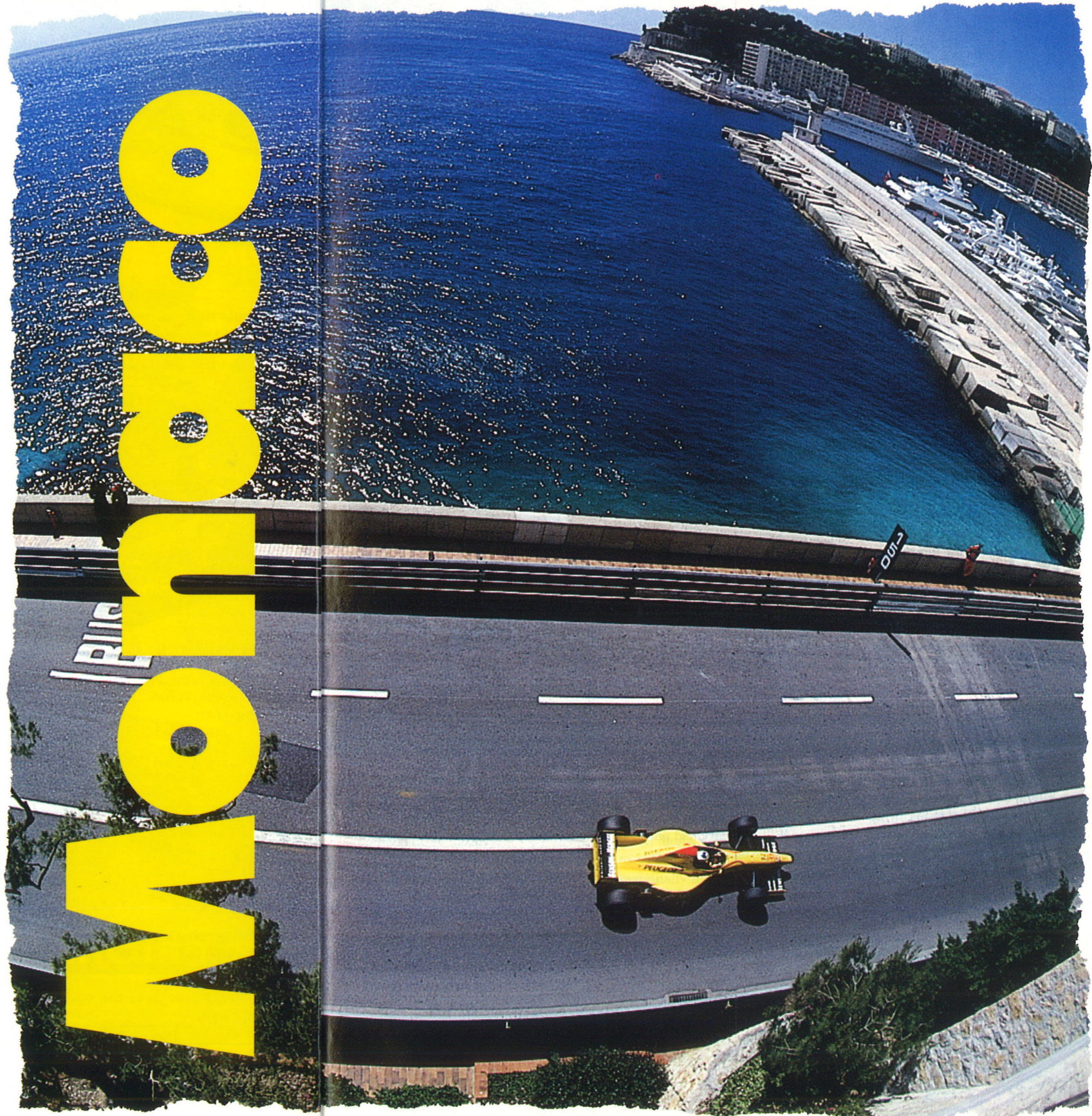
After another excellent podium at Monaco, Eddie Irvine is rapidly becoming one of the men of the moment. He talks to James Foxall

82 SPANISH GP PREVIEW

Last year a certain M Schumacher was also singing in the rain (on the plains in Spain!). Read GPA's long range forecast for this year's race...



Spanish GP Preview Olg España



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Senna vs Mansell Spain 91



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HOT GOSSIP

NEWS



News Edited by Byron Young

The Prost team has announced a high profile sponsorship with French telecom company Alcatel.

SCHUMACHER SHINES

Is Frank's nightmare coming true?

Michael Schumacher declared open season on the Formula 1 world championship with a stunning victory in the rain at Monaco.

For the first time this year, Frank Williams was forced to consider the possibility he may have to implement team orders if he is to prevent the title slipping from the grasp of duelling team-mates.

Despite taking pole in every race and winning three of the first five Grands Prix, his team leads neither the driver nor the constructor's championship.

In 1986, Alain Prost nipped home in the final race to take the title as Nigel Mansell and Nelson Piquet stole points from one another.

Although that prospect is some way off, Jacques Villeneuve and Heinz-Harald Frentzen know their title hopes may now lie in being the man in command at mid-season, when team orders are implemented, rather than at the close of the year.

The win at Monte Carlo means that, for the first time since he joined Ferrari at the start of last year, Schumacher leads the title chase.

He has 24 points, four more than Villeneuve.

Eddie Irvine added to his string of podium results with another 3rd place to move to 3rd in the driver's title race with 14 points.

Although they have just one win to Williams' three, Ferrari's reli-

ability has taken them into the lead of the constructors championship as well.

The race was won and lost before the start. Schumacher pulled a tactical masterstroke by switching to his spare car on wet setting minutes before the start.

Williams gambling on slicks in the light drizzle in the belief the weather would clear but it did not, and they were forced to pit for intermediate wets.

Whatever slim chance of victory remained was left in a buckled heap against one or other of the guard-rails.

"Our weather forecaster has been incredibly accurate until now and he told us it would dry after half an hour," said Frank Williams. "Our drivers relied on us for tyre choice and we let them down. No excuses."

Williams were relieved to hear that Schumacher was writing off his chances at the next race in Spain.

And it remains true that Williams remain the favourite to win the world championship.

Schumacher, though, has not given up hope: "There are still 12 races to go and we have a difficult one in front of us at Barcelona.

"We have been very lucky so far because Williams have had problems that have enabled us to get ahead of them.

"The season has a long way to go, and we have certain parts still to



come for the car. They will arrive after Barcelona, Canada at the latest. We should be able to improve performance from then on and fight Williams on equal terms."

Since the early stages of the various championships, Schumacher has said Ferrari - still

bouncing back from its split with car designer John Barnard - would take until mid-season to hit truly competitive form.

Schumacher performed a repeat of his stunning performance in Barcelona last year when he walked away from the entire field, some-

times at six seconds a lap, as Williams made a similarly disastrous miscalculation in the rain.

At Monaco he stretched his lead to 84 seconds but throttled back marginally to finish 53 seconds clear of the field. It is his third victory in four races.

Adrian Newey made his first visit to a Grand Prix since leaving Williams. He does not start work as McLaren technical director until August 1.



Heinz-Harald Frentzen picked up the first pole position of his career at Monaco - coincidentally the place he was first offered the Williams drive.

SCHUMACHER ENTERS RULES DEBATE

Michael Schumacher has entered the fray over the regulation changes due to come into effect next year.

The world championship leader says he believes the governing body has gone too far by implementing grooved tyres and reducing chassis width.

"They should have done one or the other, but perhaps not both. I think it may be too much," he said.

"Maybe it should be re-thought because we will be doing the same speed as Formula 3 cars."

Since it is a safety issue the Grand Prix Drivers Association was thought to be canvassing members' opinions at Monaco.

JORDAN TIES UP ENGINE DEAL

Jordan have signed a new engine deal that should boost them into the front ranks of the Grand Prix racing next year.

The deal is due to be announced in Canada or in France at the latest.

News of the agreement leaked out to Grand Prix Action from sources in France last week and is known to be a three-year deal.

But Jordan and Peugeot were playing their cards close to their chest in Monaco.

Their cheapest option - at £5million - is to continue with Peugeot but they are also in the running for the Mecachrome V10 or the Mugen-Honda deal although the Mecachrome deal looks prohibitively expensive at \$20 million (dollars).

Benetton had grid locked the engine market as it held out an option for Mecachromes (nee Renault) and investigated running with Mugen Hondas.

Benetton had held the whip hand in negotiations but their lack of results and Jordan's string of impressive performances have moved them to the front of the queue.

The Tears of Scotland

Embattled veteran Jackie Stewart and his son Paul made an emotional return to Monaco as Formula 1 team owners.

Father and son burst into tears as their lead driver Rubens Barrichello crossed the finish line behind Michael Schumacher.

Stewart senior has won the championship and the series' most prestigious race three times in his own driving days, but he said none of those meant as much to him as this.

"I have never been happier in my whole career, not from victory, not from a championship. Never," said Stewart.

"But then I've never been emotional about my racing either. Paul and I sat together throughout the race and when Rubens crossed the line, we both burst out crying.

"I am happy, I'm relieved, I am pleased, I'm thankful."

In his long and distinguished Grand Prix career, Stewart has never visited the podium

in second place. But this time he did.

"Prince Rainier sent someone to fetch Paul and me and take us back to the podium to see him. It was great."

It is 24 years since he was last on the podium. Then he beat Emerson Fittipaldi over the line by little over a second in 1973.

The Stewart team has had a baptism of fire in Formula One that has caused the perfectionist Jackie Stewart no little heartache.

And he was less than amused to discover one of the lesser know privileges as a newboy - a motorhome outside the Monaco paddock, half way up a mountain. Barrichello was bemused by his welcome when he climbed out of the car.

"It is a great moment for me because it is not that long ago that I used to get up early in Brazil to watch Senna racing at Monaco.

"But I think Jackie is happier than I am," he added.

CONTROVERSY HAS EDDIE FLAGGING

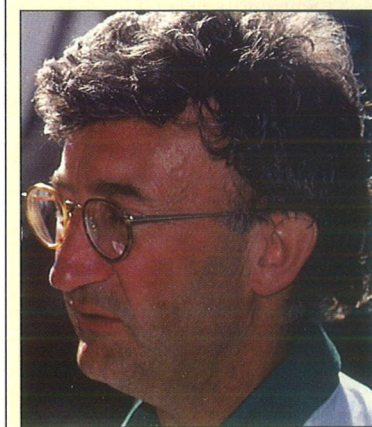
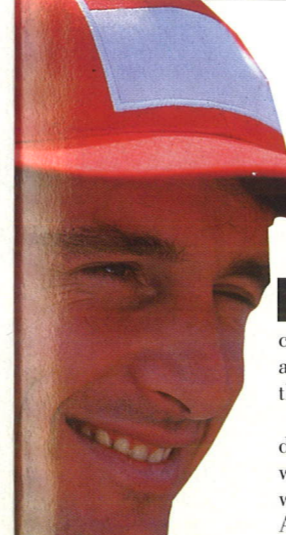
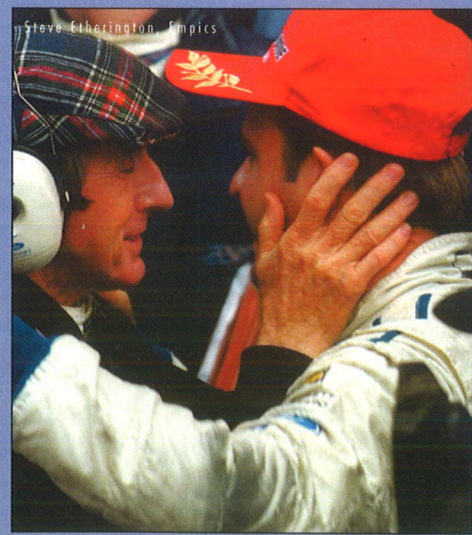
Eddie Irvine was bemused to discover that his flag controversy continued to haunt him in Monaco after he finished on the podium for the third race in succession.

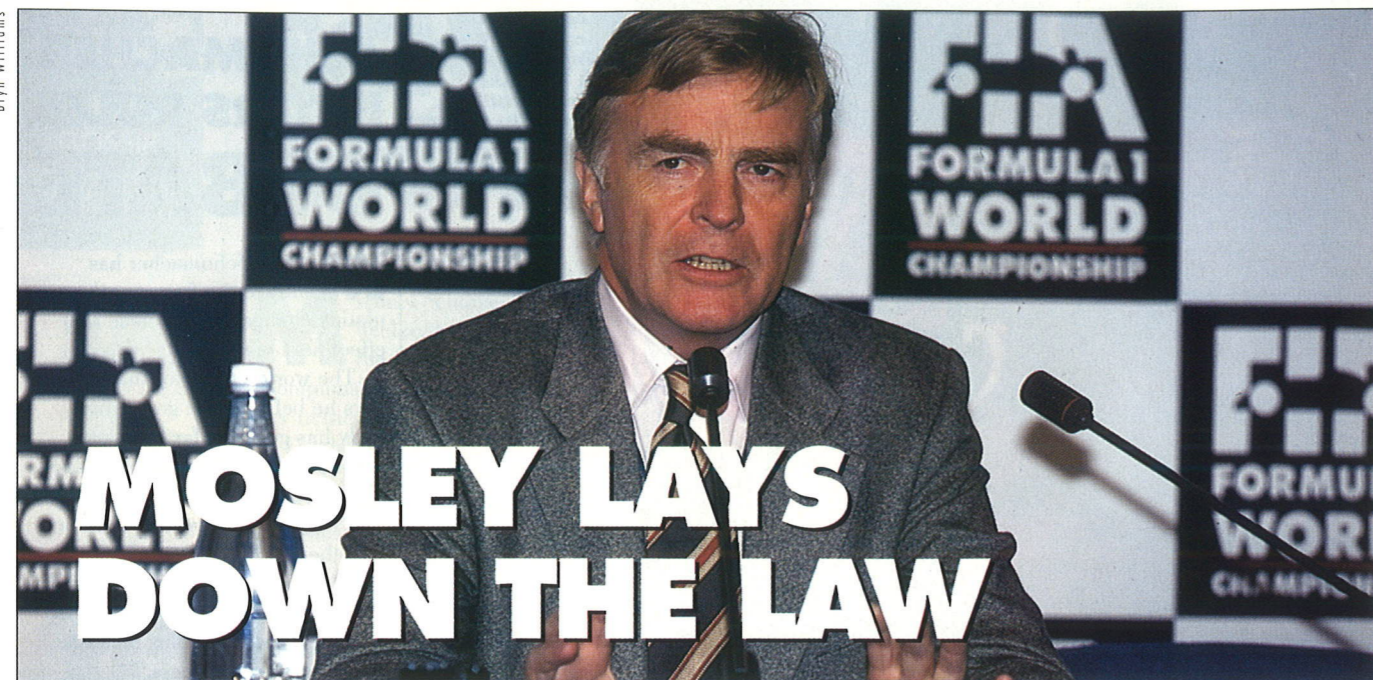
The Ulsterman's parents received death threats from terrorists after the wrong flag was accidentally hoisted when he finished second in Argentina.

He crosses a sectarian divide but the FIA has refused his request for use of a neutral flag.

After the Tricolour came the Union Jack and in Monaco it was back to the Tricolour that sparked the original threats.

"Who knows?" said Irvine. "People know what I am and that's the important thing."





MOSLEY LAYS DOWN THE LAW

FIA President Max Mosley has laid down the law to Grand Prix teams over radical technical regulations due to come into force at the start of next season.

After considerable public debate - and just as much criticism - he has told the teams they will not be able to put off rule changes bringing in grooved tyres and a reduced chassis width.

"Some teams are already building cars to the new regulations," said Mosley. "Any talk of changes to the rules as they stand can be ignored - it simply won't happen."

"The new chassis rules aren't going to change and the tyres are going to have grooves. The only point open to discussion is the number of grooves they will have."

There has been loud public criticism of the new rules from the top two championship contenders, Villeneuve and Schumacher.

McLaren boss Ron Dennis has even mooted the idea that if the three rebel teams win their Concorde Agreement row, they will have the majority needed to overturn the new regulations.

Not so, says Mosley. "The regulations have been through all the necessary procedures and there is now no possibility it will be changed for 1998."

"If one team says they are not in favour of the narrower cars it is interesting because the teams made the changes, they were not proposals from the FIA."

"For any one (team) to say they are against it is absurd. All the FIA did was agree."

"It is impossible to get a regula-

tion like that through unless the teams agree and at that time the teams did agree."

But he has said the FIA will reconsider its proposals if the tyre manufacturers produce evidence of a better solution.

The reduced chassis width should take two seconds off lap speeds and the tyre reduction slice another four seconds away. If some of the time is reclaimed by the designers, the result should be lap times four seconds longer.

Mosley cited Brands Hatch lap times where two litre touring cars are now lapping as fast as Grand Prix cars did with 50% more power (450bhp) and half the weight in 1968.

"The only possible factor is tyres. Development has been extraordinary," he said.

Teams had been promised chassis regulation stability until 2002 because the tyres will be used to control speeds.

Villeneuve insists the cars stop faster when sliding on bigger tyres. "That is demonstrably wrong," said Mosley.

"While it is a romantic ideal to be living on the limit and risking one's life, that is all very well until someone gets killed. A driver should not particularly be concerned about safety. That's my job."

Mosley was not slow in pointing out that despite the debate, no official protests had been made to the FIA.

Heinz-Harald Frentzen's hi-tech answer on how to prepare for the season's most gruelling race: "Don't drink too much."

TWO TYRED

Two new tyre companies may enter Grand Prix racing in the near future, according to FIA President Max Mosley.

But his comments at the Monaco Grand Prix left Formula One's two current tyre suppliers baffled.

While discussing the 1998 tyre regulations and the current tyre war Mosley said: "We also have the possibility of a third and maybe even a fourth tyre company entering Formula One. That would make the problem even more significant."

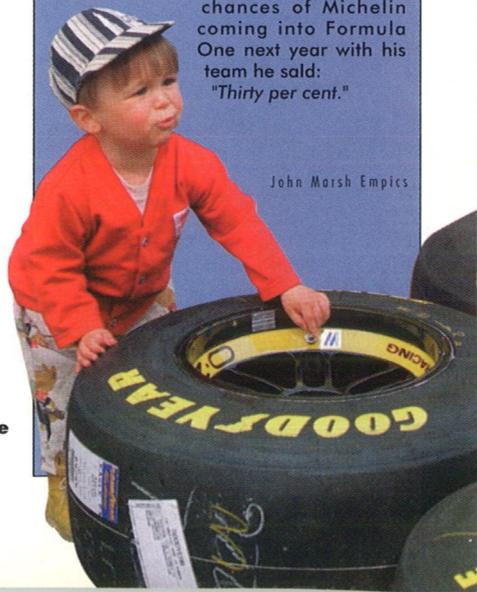
The comments left Bridgestone and Goodyear representatives baffled.

"I suppose he can only mean Pirelli and Michelin," said a spokesman for Goodyear. "But neither has any intention of entering at the moment as far as I know."

Alain Prost, busily building his French superteam, would automatically be the first port of call for Michelin.

Asked what were the chances of Michelin coming into Formula One next year with his team he said: "Thirty per cent."

Tom Walkinshaw has bought a £2 million share in the Gloucester rugby team. "I didn't think the thing would get this much publicity," said the rugby-loving Scotsman.



John Marsh Empics

THINGS CAN ONLY GET BETTER



Damon Hill's battle to turn Arrows lacklustre season around continues in testing at Magny Cours this week.

While the world champion has put in a string of impressive performances in the lower ranks of the field, there have been continuous problems with his A18 car and its under-powered Yamaha engine.

The latest blow was the discovery in testing before Monaco that the latest-spec Yamaha V10, already two races late, has no more power than its predecessor.

"We did a considerable number of laps at Barcelona and things are steadily improving," said Hill.

"But in performance terms, a huge amount needs to come if we are really going to be what I call competitive in the middle of the season."

"The engine ran pretty well but it doesn't, at the moment, show any improvement in horse power. It has the potential to rev higher, which will ultimately produce more power."

Arrows hope to use the new engine at the Spanish Grand Prix along with aerodynamic modifications from the pen of new technical director John Barnard.

"I hope Barnard will make a considerable difference," said Hill. "His Ferrari is more competitive than the Arrows which bodes well."

"Making changes is not just like flicking a switch. It takes a lot of investigation and build-work. We are stuck, pretty much, with the fundamental design," he added.

Arrows parted company with former design chief Frank Dernie two weeks ago.

"He has already got some bits which should significantly improve performance," said Walkinshaw at Monaco.

"I am really pleased we have signed him. We knew we had to strengthen the engineering side and it was the one area we were lacking in. Now we can also get on with working on a much better car for next year."

Dead Man Driving!

Max Mosley's drive for improved safety in Formula One has been given a massive boost by the latest research into last year's accidents.

It shows Tyrrell driver Jos Verstappen would have been killed in his accident at Spa but for recently introduced regulations demanding Indy-style cockpit padding.

At Monaco, the FIA President revealed Grand Prix racing is now 30 times safer than it was in the 1960s.

Just one accident in 300 is now fatal compared to one in ten 30 years ago. "And, touch wood, the figure is rising," said Mosley.

He cited the Dutchman's accident at the Belgian Grand Prix last August while driving for Arrows.

"We have studied both his helmet and the padding on the car. We now have conclu-

sive scientific evidence that, without the cockpit padding, his accident would have been fatal," said Mosley.

"Indeed, Verstappen walked away from a car in which he would actually have been killed had it conformed with regulations that existed only two years ago."

"That is a matter of enormous satisfaction not only to me but particularly to Professor Sid Watkins and his group of safety experts who have been responsible for all the very useful work that has been done on safety in recent years."

The padding had become a mandatory part of F1 cars only a few months before at the start of the season.

He revealed the FIA is still carrying out joint research with Daimler-Benz on cockpit airbags using a McLaren-Mercedes.

They have not been introduced because of fears they could go off accidentally and data showing they would not expand fast enough to be of any use in a high-speed collision.

In 1994 Blundell's life was saved by new rules on front suspension rushed through in the wake of Ayrton Senna's fatal accident.

HILL SLATES VILLENEUVE

Damon Hill has criticised Jacques Villeneuve controversial stance over next year's regulations changes due.

The world champion tested the new grooved tyres at Barcelona recently and was pleasantly surprised at how they performed.

"I don't want to get into Jacques particularly but some of the time has contradicted himself," said Hill.

"It is nonsense to say the cars will be impossible to drive. You actually have to drive the car now instead. You slide the car and play with the throttle."

"I was not as dismayed by the grooved tyres as I thought I would be but I enjoyed myself once I put the slicks back on."

Villeneuve was one of the first to test a Williams mock up with grooved tyres and reduced suspension widths.

He said the changes made the car uncontrollable under braking. Hills retort was: "If the car is uncontrollable you find a way to control it."

"The changes make it easier to go off the line and making braking distances longer."

The words must have been music to Max Mosley's ears.

Hill's own recipe for improvement have not been catered for in the new rules to come into effect next year.

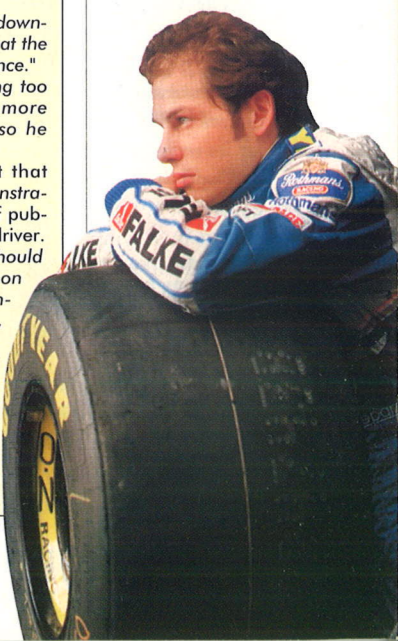
"I have always advocated taking down-force off the car because it is difficult at the moment to get close in all the turbulence."

"First he was saying it was getting too safe now Jacques wants it to be more dangerous and he says it will be so he shouldn't complain."

The FIA President pointed out that Villeneuve's comments were "demonstrably wrong" but he pulled up short of publicly criticising the Williams-Renault driver.

"Jacques is saying what drivers should say. In one sense I am completely on his side. A racing driver should constantly demand a faster racing car, more grip, more power, more everything."

"If you give a driver a slower car complaints are inevitable. You get an unhappy racing driver. Unhappy unless it is his time to retire and for Jacques that is clearly not the case."



Empics



NEWS

Drivers are 30 times safer in cars today than they were 30 years ago. In the 1960s one in ten accidents resulted in a fatality. Today only one in 300 has the same result.



HOT GOSSIP

NEWS

NAKANO - I'M IN FOR THE SEASON

Shinji Nakano has denied he is about to become the first casualty of the 1998 season. After a string of uncompetitive performances, he has been shadowed by rumours he is about to be discarded by the Prost team.

"They haven't said anything to me," said Nakano at Monaco, recently predicted as his last race for the team.

"I have a one-year contract. I don't care about such rumours."

"I am struggling to find a way to drive the car, but I am enjoying spending time with the Prost team."

The paddock is alive with rumour that team-boss Alain Prost wants him replaced by Frenchman Emanuele Collard by the

French GP at the latest.

Nakano's patron Mugen-Honda are resisting the move and Ken Tyrrell denies he had been approached to do a face-saving swap for Mika Salo which could ultimately lead to a second-string Mugen-Honda deal next year.



Celluloid Senna

Michele Alboreto was spotted having dinner in Monaco with Thelma and Louise' film star Geena Davis in Monaco.

The Italian, who won five Grands Prix at Tyrrell and Ferrari in the mid-1980s, is a special consultant to the film company who hold the rights to take the life story of triple-champion Ayrton Senna onto the big screen.

Davis has been tipped for a leading role as Senna's girlfriend Adriana Galisteau.

Keana Reeves and Tom Cruise are the names being touted to star in the story of the legendary Brazilian killed in a Williams-Renault at Tamburello in 1994.

The pair were dining at the exclusive Hotel de Paris after Davis helicoptered in from the nearby Cannes film festival.

george slack

Had I known that ITV's Jim and Tony were going to be bobbing around on a boat this Sunday, I would never have drunk so much the night before. I had an epic hangover, directed by Cecil B De Mille, with a cast of thousands, and I was feeling exceptionally queasy. Having to cope with the sight of blue-anorak pundits stuck in the middle of the screen while the whole of Monaco constantly pitched and tossed behind them was very harsh.

It certainly made me question the wisdom of marinating my second donna kebab with tequila. I did, however, draw huge comfort from the fact that ITV's Simon Taylor didn't pack his sea-legs, and had to abandon ship before coverage began. Between that and the camera falling over at the end of the programme, it began to look more like an amateur production of the 'Poseidon Adventure' than Grand Prix coverage.

The good news for me was a wet race. I just love them! The level of tension is incredible, as you know that any driver could fall off at any time, and indeed half of them did. Mind you, because my hangover had stuffed my ability to walk without bumping into things, I found myself with a unique sympathy for the drivers' predicament.

But not for Schumacher: he seemed to have sold his soul to a rain-god, giving him an astonishing command of wet weather driving that no one else can touch. This rain-god deal also renders him immune to the Curse of Murray: he valiantly shrugged off an early prediction of victory from the veteran commentator, a sure jinx for mere mortal drivers, to take the chequered flag.

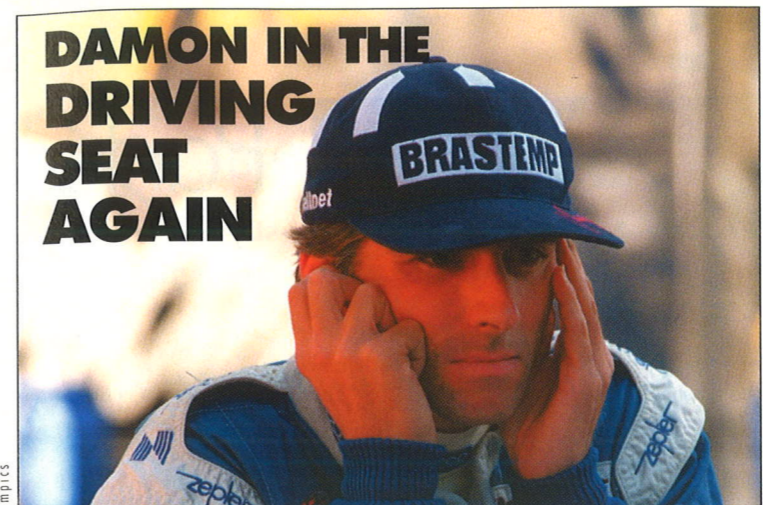
This was, in fact, another poor race for Murray-watchers. Only the moment announcing that 'James Irvine is in the pit-lane', when we could all see that he wasn't, provided light relief. Aside from the usual couple of driver name upsets, there was little else. The Murray Walker drinking game is going to need new rules if this carries on.

Villeneuve must be disappointed with the Monaco GP, frustrated in qualifying and publicly rebuked by Max Mosely for his negative comments on next year's safety changes to cars and tyres. The English papers all went with this story, or so they tell me. The only paper I had the physical strength to carry back from the newsagent on Sunday morning was The News of the World, which had an 'exclusive' about Prost trying to woo Damon to his team. Hmm, now where have a read that before...?

Cagey Damon was characteristically oblique when asked about it, refusing to be drawn. I've no idea what the truth is, but right now, he'd chop off his left testicle for the chance to finish a race, let alone win one. If he gets around in Spain, perhaps he could sell his amputated gonad in a Barcelona tapas bar.

DAMON IN THE DRIVING SEAT AGAIN

Empics



Damon Hill may not be leading on the track but he was certainly on pole position as the silly season kicked off in earnest at Monaco.

The reigning world champion has been tipped to drive for Jordan, McLaren, Prost and Sauber next year - depending which country's newspapers you are reading.

As recently revealed in Grand Prix Action, Hill has already had two approaches from former teammate Alain Prost. Now the Swiss press say he's had talks with Sauber.

At Monte Carlo, Hill's former boss, Patrick Head stated that Hill would look good in a McLaren.

"Now Adrian Newey is at McLaren, it wouldn't surprise me if he had an opportunity there," said Head.

"I would expect him to be in a competitive machine next year. He isn't one to spend time messing about in the middle or the back of the grid."

But the scenario given most currency at Monaco was that Hill

would wind up in a Jordan - bankrolled by McLaren-Mercedes - as part of a contra-deal for Ralf Schumacher.

Having missed out on his elder brother more than once, Mercedes are apparently more than enthusiastic to get their hands on young Ralf.

The contracts on both McLaren drivers are up at the end of the season and on current form it appears Mika Hakkinen would be the man to go.

"I am investigating all options," said a tight-lipped Hill at Monaco.

At Imola he said he had got it wrong last year by waiting on Frank Williams and now wants his future sorted by the British Grand Prix in July.

Jordan sponsors Benson and Hedges are extremely keen to have the reigning champion in their car next season after missing out this year.

Salo in a Ferrari (Road Car)

Tyrrell race ace Mika Salo has denied reports he has done a deal to drive for Ferrari in 1998.

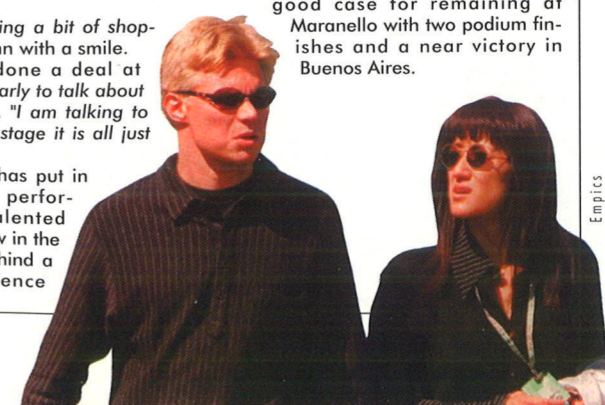
He says he has been at Maranello - but only to collect a £98,000 F355 Ferrari road car.

"I was just doing a bit of shopping," said the Finn with a smile. But has he done a deal at Ferrari? "It's too early to talk about all that," he said. "I am talking to everyone. At this stage it is all just rumours."

Although he has put in some blistering performances, the talented Tyrrell driver is low in the pecking order behind a fleet of experience

coming onto the market, including David Coulthard, Mika Hakkinen, Damon Hill, Jean Alesi and Gerhard Berger.

Ferrari have an option on Irvine's services for '98 and he has made a good case for remaining at Maranello with two podium finishes and a near victory in Buenos Aires.



Ever wondered why British jewellers Asprey are the only non-technical sponsor allowed on the Ferrari? Because it is owned by the Sultan of Brunei, the individual who spends most on Ferraris every year, said to be around £3 million

rogue's gallery



Jonathan Gill
Jonathan Gill, 39, has been covering Formula 1 'for longer than I care to remember.' Motorsport Writer of the year in 1995, he has worked as editor of the hugely successful BBC Grand Prix magazine, and motorsport correspondent for Auto Express.



Mark Fogarty
This irreverent and forthright Australian is presently Formula 1 correspondent for The Sunday Herald Sun in Melbourne, and Touring Car correspondent for the Times. 37-year-old Mark has previously worked as F1 correspondent for USA Today and regularly contributes to a variety of television and radio programmes.



Byron Young
Trained as a journalist, Byron worked at Camel Team Lotus for three years with Senna and Piquet. Since then this self-confessed 'international F1 tart' has been a permanent fixture of the pit-lane. He has written for most of Fleet Street at one point or another and contributes regularly to The Mail.



James Foxall
James is the assistant editor of Auto Express. He has been following the circuit since '93. Past features editor for Auto Sport, James has also contributed to F1 racing, The Daily Express and lays claim to being one of the world's first F1 cyber-hacks, working for the Microsoft on-line service.



Toby Gunton
If you ever meet Toby in a social situation (down the pub) do not, repeat do not, engage him in F1 conversation. He can talk the tread off a pair of Bridgestones about the sport - you have been warned!

Alterations to the entry to Piscine complex got the thumbs up from the drivers. "They may get fewer boats in the harbour but now you can see through it and do not have to go in blind," said Heinz-Harald Frentzen.

Lunch at Rascasse restaurant during the two-hour Monaco Grand Prix will set you back £400 per person. Earplugs are extra.

Michael Schumacher's victory was Ferrari's first glory at Monaco since 1981 when Gilles Villeneuve took them to victory.



news

GO WEST YOUNG MAN Part 2

Williams have suddenly parted company with the most prominent designer of the last six years. Will his move to McLaren signal the revival of the boys from Woking?

Speculation about the reasons for Adrian Newey's split with Williams-Renault have ranged far and wide - from claims that he had tired of working beneath technical director Patrick Head, to a desire for more recognition for his part in their success.

Others say he was disenchanted at Williams' heavy-handed disposal of Damon Hill, and in that respect, there may be some chickens now coming home to roost for Williams.

It was not that it was done, it was whispered, but the way it was done that has raised the hackles of such an affable man.

The truth probably lies somewhere between the two, but the topic remains a closed book for Newey: "I don't want to take about the past. I want to talk about the future. From my point of view, this comes at a time when I am really ready for a new challenge.

"I was not looking forward to it going to court. I don't think anybody would have gained from that."

Until their sudden announcement the week before Imola, Williams showed every intention of holding him to a contract which ran until the end of 1999.

McLaren boss Ron Dennis cited the 'total harmony' between the two teams as rebels in the fight over the

new Concorde agreement as part of the reason for Frank Williams' change of heart.

He ducked questions as to whether money had changed hands.

Having slid into an uncomfortable supporting role since John Barnard's acrimonious departure, which ultimately cost him the Marlboro sponsorship and, perhaps, the chance to sign Michael Schumacher, Dennis knows the value of a strong relationship with his technical director.

He is also aware he is not the only one to have beaten a path to Newey's door.

Asked if he was willing to stretch to a £500,000 salary for Newey, a rival team owner snorted: "Half a million pounds? He is already on a million!"

Newey shrugs off suggestions from Williams technical director Patrick Head that the freedom he believes he has found may prove elusive under the autocratic Dennis.

"I have been in conversation with McLaren for several years and in that time I have got to know Ron Dennis and Martin Whitmarsh rather well," said Newey.

"I do tend to take people on face-value but I have found Ron and Martin friendly and they have always been very straight-forward with me."

With Barnard's recent departure from Ferrari soon after Ross Brawn's arrival still fresh on people's minds, there is a question mark over the future of McLaren's current line-up.

"I want to start with the minimum of disruption," emphasises Newey. "I am not going to go in there and bang the table and turn everything upside down. Things are very much a team effort at McLaren and I am looking forward to enlarging on

their abilities."

The leading question is how Newey will dove-tail with chief designer Neil Oatley.

"I am very hopeful Neil and I can work together," he says. "I have got a lot of respect for him and what he has achieved, and I think our talents will compliment each other.

"I have not had a chance to talk to him yet - for contractual reasons, I cannot talk to him about technical details of the McLaren until August 1."

Dennis says Oatley will be continuing as chief designer.

Informed sources say Newey will even have a seat on the board of the Formula 1 division of TAG-McLaren - but he serves up another 'no comment'.

"McLaren are very keen to involve me in all the major policy decisions. I have been very impressed with their operating practices and they have shown a great deal of commitment to me which I have been very pleased by.

"I am looking forward to it because McLaren is an extremely well-organised team. I am excited at the prospect of getting my hands on the facilities they have. There will certainly be no lack of input, that's for sure."

The time scale of the transition is far from ideal and Newey acknowledges the deck is stacked against him.

"Look at Williams. They have already run a narrow-track grooved-tyre car around Barcelona. Their research is well advanced and that is a big advantage."

The five months Newey has spent at home on 'gardening leave' appear to have ironed out some of the kinks in his relationship with Frank Williams.

"I still get on very well with Frank and he and I talk every few weeks," he says.

Whether they continue to do so after the first Newey McLaren hits the tarmac around next February remains to be seen.



"I am looking forward to it because McLaren is an extremely well-organised team. I am excited at the prospect of getting my hands on the facilities they have. There will certainly be no lack of input, that's for sure."



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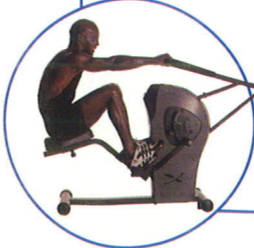
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FACE
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Empics

Each issue, Grand Prix Action brings together a pair of F1 celebrities or insiders for a lively discussion. In the latest of these revealing exchanges, Mark Fogarty listened in while scandalised Scot David Coulthard and sensational sibling Ralf Schumacher compared notes on the perils of having high profiles

Ralf Schumacher: I just heard this weekend that the British press are making a big casino about your private life. I don't understand this. You're not married, so you can do what you like.

David Coulthard: I think it's ridiculous. As you quite rightly say, I'm not married, so therefore if I want to do whatever I want to, then it shouldn't be an issue. And I don't understand why the media are making such an issue of it. They're trying to say that my ex-girlfriend is distraught, that she locked herself in the apartment and bullshit like this. You know, it's absolute bollocks. I spoke to her last week. I know where she is and she's fine. It was a mutual thing. It's just not the way they're portraying it. Anyway,



let's talk about racing. It must have been a special feeling for you when you scored your first podium position in only your third race?

RS: Not so special, actually. You know, there's nothing as old as an old result. Sure, it was a great feeling when I was actually up on the podium, but by the next race it doesn't mean so much. Your next result is always the most important one. But I am sure it will be different when I win my first race. What was your feeling when you won your first Grand Prix?

DC: Relief, because I was driving the Williams, and you know it was the best car, so if you're not winning in the best car, then you're an idiot. So I was not winning, and I

"Sure, it was a great feeling when I was up on the podium... Your next result is always the most important one. But I am sure it will be different when I win my first race. What was your feeling when you won your first grand prix?"

Ralf Schumacher

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FACE
TO
FACE

was thinking, 'If I don't win soon, I'm not going to be in a Williams'. So it was a big relief. Actually, I don't think it will be too long before you find out how it feels because I think you're going to win this year. The Jordan is very strong.

RS: I don't know...

DC: Well, you've been quicker than McLaren in the last few races and if I can win in Melbourne, then it's possible for you. Okay, if the Williams are staying on the circuit, it's very difficult. But if they don't, you have a chance.

RS: Nothing is impossible, with a bit of luck. You know, I think we are able to score points, but to win the race is not so easy. Although, actually, if you just calculate it, I could have won in Argentina without the bad start and without the incident with Giancarlo. So, with some luck, it would be possible, even for Giancarlo, because our car is obviously quite quick. What about you? Do you think you will win another race this year?

DC: Yes, I think the car is definitely capable of it. But we need to try and understand how to use the car a bit better in qualifying. Otherwise, we have the speed and we have a new F-spec engine coming from Mercedes, which will be better, so we'll be in even better shape when that is ready. Everybody's talking about next year's rule changes. Have you tried

the grooved tyres yet?

RS: No.

DC: Me neither. I don't know what your opinion is, but I don't like the idea. I like slicks.

RS: The only thing I have to say is that even in Formula Ford, they realised that you should drive on slick tyres.

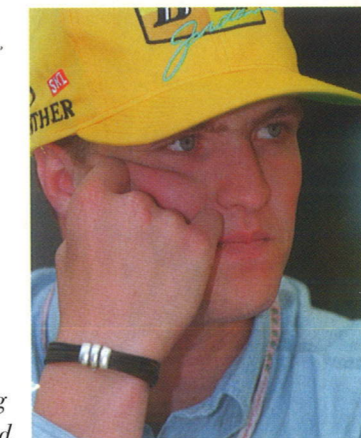
DC: Well, I just want to say that we should be on slicks. That's what the public relates to in terms of racing and for drivers, that's what we want. I want to drive the quickest cars in the world. I don't want to drive in a manufactured formula, otherwise it becomes like F3000. And F3000 is not enjoyable. F1 is enjoyable, especially this year because the cars are quicker and more demanding to drive.

RS: F1 cars on grooved tyres will be slower than F3000s. If that's the case, then we should go to Japanese F3000 because then we would have a nice car, with a floor without a step and lots of grip.

DC: People think you have an aggressive style of driving. Do you? I don't think that you have.

RS: No, I don't either. I don't understand that. Ask your team-mate (Mika Hakkinen). He would be the one to ask about this sort of driving!

DC: Yes, well, we'll leave that one alone! But ▶



"Because I was driving the Williams and you know it was the best car, so if you're not winning in the best car, then you're a wanker. I was thinking 'If I don't win soon, I'm not going to be in a Williams'. So it was a big relief."

David Coulthard



speaking of team-mates, are things really as tense between you and Giancarlo Fisichella as the media make out?

RS: Well, Giancarlo's English is not so good and what he said in Imola about the friendship being finished is not what he meant. And, anyway, we never were friends because when you have two young drivers in the same team, both trying to prove something, then I think there never could be a friendship. And it's the same in every team. Between two competitive drivers, there never will be a friendship.

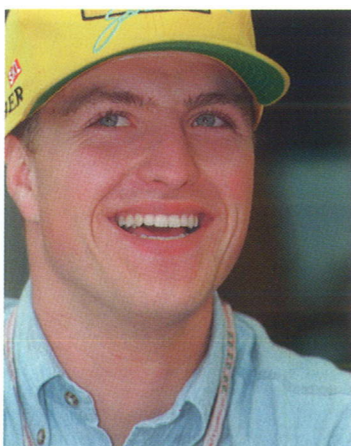
DC: You're always trying to beat the other guy because he's your main rival. If you're first and second, then maybe it's not so bad. But if you're in the mid-field and you're really struggling to try and move up to a better car, you have to be going quicker than your team-mate. My relationship with Mika is much the same as yours with Giancarlo. I don't see Mika socially: I never speak to him away from the circuit. I only have a working relationship and no more. And it will never be any more than that. What about your relationship with Michael in terms of racing? Do you talk to him about F1 a lot?

RS: It depends. Mostly we talk about private things. You know, what we're doing. We don't really talk about F1 too much. If I have a particular problem, I'll ask him or some-

times he calls me about something, which surprised me. So he sometimes asks me some questions, but nothing special.

DC: I guess you're closer to your brother because you travel to the same places and you go racing together. When I speak to my brother, it's just about normal life - you know, how's the wife, how's the baby etc. Getting back to racing, how was it in Japan last year? Was it a good move or do you think that F3000 in Europe would've been better? Or do you think it makes no difference as long as you get a good drive?

RS: Listen to him, he could be the journalist. No, it was a good step, I think. The only shame was that it was 12,000km too far from Europe, which meant a lot of travel - too much, I would say.



DC: As an observation, you're one of the new drivers in F1, but you would never know from the way you act and drive. It's just like you've been in F1 for years, so you obviously haven't had a problem adjusting. Do you feel like you belong in F1?

RS: In some ways, yes. I mean, I had a really good advantage because I knew F1 a little bit already because of Michael. The first time I came into the F1 paddock, I knew Flavio Briatore, Jean Todt, Eddie Jordan. I don't there was another driver who

came the first time to F1 and knew these people. And I tested with McLaren, so I know the McLaren people.

DC: It makes you feel more comfortable. I remember when I was a test driver for Williams, I was scared to go into their garage because I didn't know if I were allowed or what the other drivers would think. So that wasn't too easy. And when I started in F1, okay I was with a team that was right at the front, but I had some more difficulties because I just didn't have the experience to take advantage of that opportunity. With hindsight, if I were doing it now, I'd do it a different way. I wasn't fit enough, I wasn't prepared enough in lots of ways.


RS: What do you think about the world championship? Who is going to be the world champion?

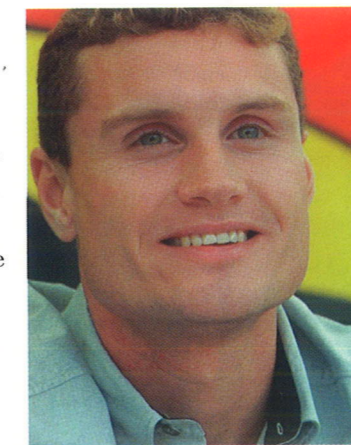
DC: I thought Heinz-Harald would out-qualify Jacques on this circuit (Monaco) because Jacques had some problems here last year, but I think on balance Jacques will win the championship.

RS: Yes, I'm sure he will come back. But he had quite a hard race in Imola. I think he had problems with the circuit in the changing conditions and he struggled a little bit.

DC: It's going to be interesting because, obviously, Heinz-Harald is getting more

confident now, but he's still not exceptional. Clearly, he's a good driver, but he's not one second quicker than Jacques and Jacques was similar to Damon, so it goes to show that if you drove the Williams, in some races you maybe be quicker than Jacques, some races you'd maybe be slower. I don't think there's such a thing as one driver being miles quicker than everyone else. It depends on your confidence in any given situation.

RS: I think there are three drivers who can win the championship at the moment: Jacques, Heinz-Harald and Michael. I think the title is still very open between the two Williams and one Ferrari. They are in the best cars, the ones that should win races, and for the rest it all depends on a bit of luck. For me, it is just McLaren which is able to do this. Benetton seems to struggle at the moment and nobody knows why. And unless something strange happens, we (Jordan) are just collecting some points. 



David Coulthard and Ralf Schumacher talked with Mark Fogarty on Saturday 10th May after qualifying for the Monaco Grand Prix

"Yes, well, we'll leave that one alone! But speaking of team-mates, are things really as tense between you and Giancarlo Fisichella as the media makes out?"

"We (Giancarlo and I) never were friends because when you have two young drivers in the same team, both trying to prove something, then I think there never could be a friendship."

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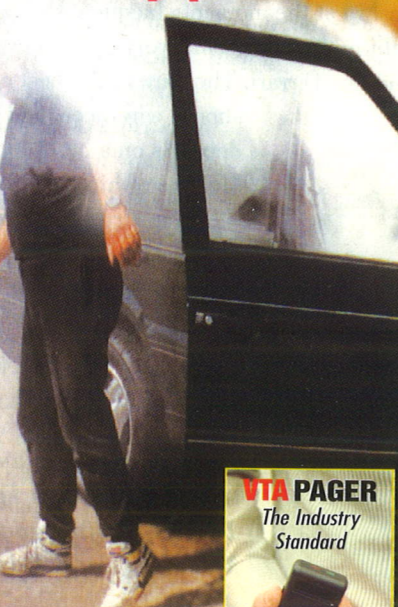
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Occupation: _____

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Build: slight medium large

Attractiveness:

Very attractive Attractive Average

6. Your interests

(Sections 6. and 7. Please tick for a liking, cross for a dislike or leave blank for no pref.)

Wining/Dining Jazz/Folk music
 Pubs Classical music
 Sports/Keep fit Theatre/Arts
 Entertaining Watching TV
 Reading Smoking
 Travelling Mixing with friends
 Walking Children
 Cinema D.I.Y. / Crafts
 Pets/Animals Gardening
 Pop music Sightseeing



7. Details of the partner you would like:

Minimum age: _____ Maximum age: _____

Height: min. _____ max. _____ Don't mind

Marital status: Single Divorced

Widowed Separated

Don't mind

Build: slight medium large

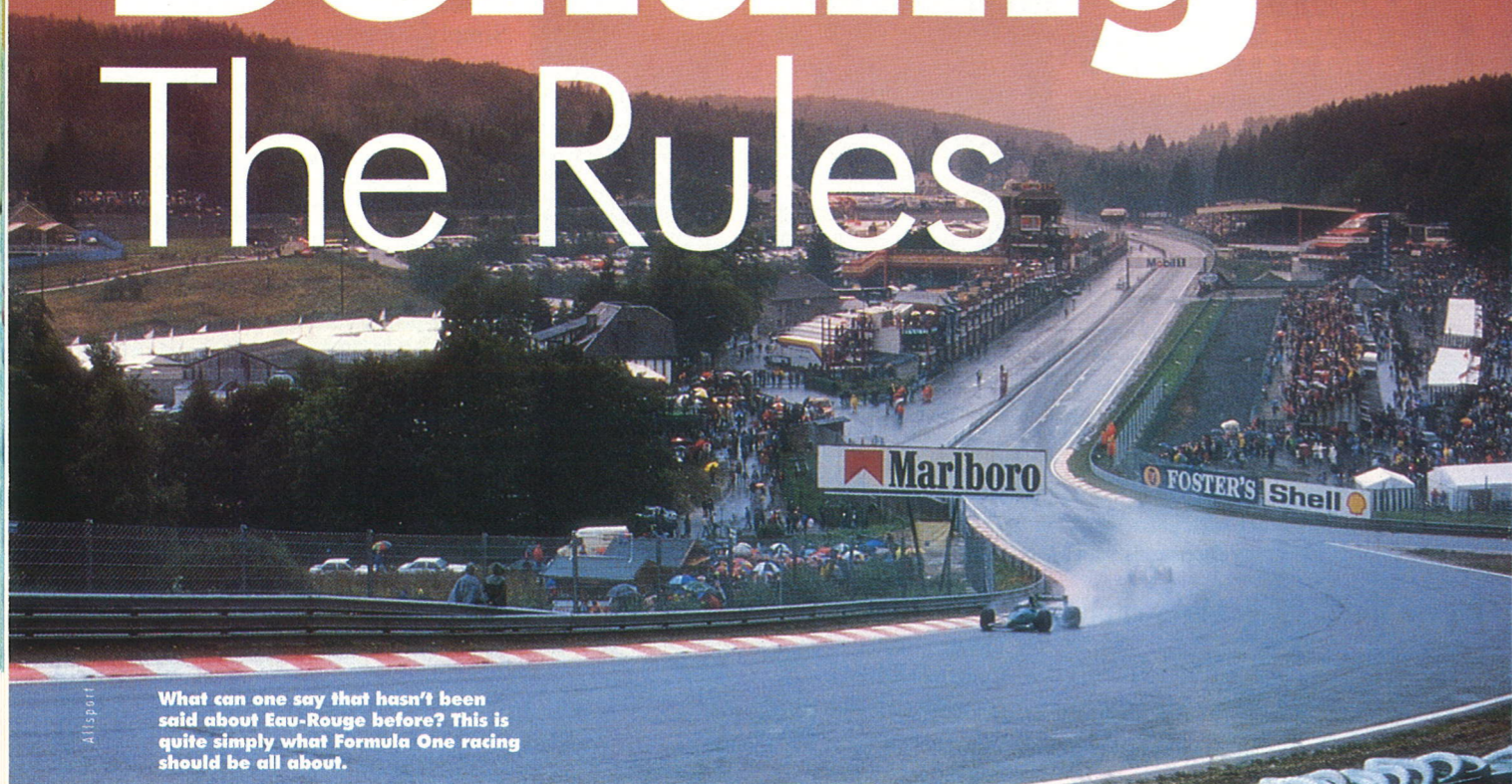
Attractiveness:

Very attractive Attractive Average

Dept GPA01

Please answer the questions above, cut out this page and send it to us at:
Dateline 23 Abingdon Road, London W8 6AL or call us now on 01 869 324 100

Bending The Rules



What can one say that hasn't been said about Eau-Rouge before? This is quite simply what Formula One racing should be all about.

Forget sex - there's something that comes far more naturally to humans. It's called evolving and we do it all the time, except that nowadays, rather than growing the frontal lobe, we're onto tweaking different areas of our life.

Report by James Foxall and Byron Young

It comes as no shock that with some of the world's best brains working on them, Formula 1 cars are evolving to be ever quicker. What might come as some surprise is that increasing speeds have come hand-in-hand with efforts to slow the cars down.

Take Monza in Italy. The 1987 pole position time was 1 minute 23.46 seconds, recorded by Nelson Piquet in a Honda turbo-engined Williams that was pumping out at least 1200bhp in qualifying

trim. Last year, Damon Hill's Williams-Renault was on pole position with a lap of 1m24.204s. That's 0.744 of a second slower, I hear you say. But then Damon's car had at maximum 800bhp and the circuit has been made a touch slower in an attempt to rein the cars in. This year, Piquet's time will be eclipsed — easily.

But from 1998, F1's rule-masters, the FIA, are proposing swinging changes to slow F1 cars once and for all. To complicate matters further, they want to increase overtaking opportunities too.

The governing body's proposal, agreed by all the teams last year, is to narrow the chassis by 20cm. This they hope will reduce the cars' downforce

and slow them through corners. The cars will also run in dry conditions with three grooves on the front tyres and four on the rears to reduce the contact patch between rubber and road, limiting grip.

History shows that if the FIA think this will be more than a temporary measure, they had better think again: man's need for speed will always get the better of the rules.

The rule-makers need only look back to 1994 to see the effect wholesale regulation reviews can have on the sport. At the end of 1993, the FIA persuaded the teams that banning electronic driver aids like traction control, ABS and active suspension would cut costs and keep competition keen.

The governing body also imposed mid-race refuelling on the largely reluctant F1 fraternity, in an attempt to spice up the show. But a tragic turn of events three races into the season caused an even more radical rethink.

Over the San Marino Grand Prix weekend, Austrian F1 rookie Roland Ratzenberger and triple champ Ayrton Senna were killed in separate accidents. They were the first race weekend deaths for 12 years and the rule makers responded rapidly. By the next race, they had imposed a pit-lane speed limit and precipitated a whole new package to slow the cars.

As 1994 progressed, the teams had to conform to rules which severely reduced the size of the rear underbody aerodynamic diffuser, increased the minimum weight, imposed the use of pump petrol and reduced the rear wing height.

The teams were also forced to fit stepped flat bottoms on the cars. This caused the main part of the floor to be raised, reduced the speed of airflow under the car and limited downforce. To slow the cars further, engine capacities were limited to 3 litres from the start of 1995.

They sound radical and they were with the teams having to be led kicking and screaming to make the changes. Even so, pole position for this year's San Marino race was just under 4 seconds quicker than the same event two years ago, prompting one top designer to say: "The trouble is you can't 'unlearn' things. We know so much about so many areas of the car now that we are constantly refining. It won't take long for teams and tyre makers to get to grips with a narrower chassis." ▶

REGULATIONS

WHAT THEY WANT...

We spoke to six of the world's best Grand Prix drivers and asked them how they would spice up the spectacle in Formula 1. Here's what they said.

JACQUES VILLENEUVE Williams Renault

"I've tested grooved tyres and it's a joke because it takes all the precision out of driving. It's like driving a Formula Ford but with downforce and more horsepower. I think it's ridiculous to have that at what's supposed to be the pinnacle of motor racing.

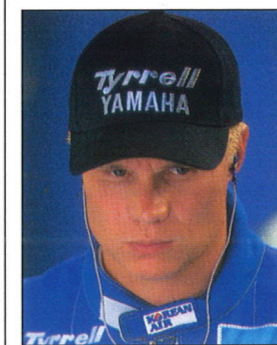
"I think what is being done to regulations is wrong. The speed around the corner does not decide the speed at which you crash. If you can slow down more when you spin off, then you're not going to crash as hard.

"I am positive that by keeping to the present regulations as long as possible it will make the different cars race more closely. If the rules are changed constant-

ly, then it is the top teams which will be able to react more quickly.

"If you have to change it, making the cars less efficient on the straight, would make the vacuum stronger and you would see following drivers getting better tow - leading to better racing.

"You could do the same with wider tyres. If you had more mechanical grip you can push the car harder, get sideways and lean on the tyres. The more grip you take away from the car - if it's mechanical - as soon as you try to get a little bit extra from it you will either go off the track or go straight on and find that you can't make the corner."

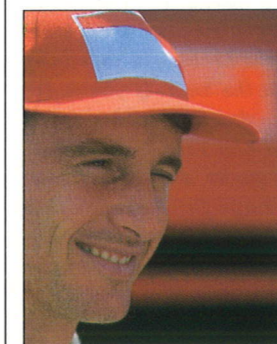


MIKA SALO Tyrrell Ford

"I think they should give me 100bhp more and not give it to anyone else. That would make it much more exciting!

"Seriously, I think they should leave it as it is. We've got the whole field covered by a couple of seconds, so what more could you want?

"Maybe they could make the tyres a little wider to increase the grip. As for making the cars narrower, I don't have a problem with that but I really don't think they should mess with the tyres. From what I understand from talking to Jacques, giving us grooved tyres will make the cars even less enjoyable to drive. It could make it more dangerous, too."



EDDIE IRVINE Scuderia Ferrari

"You need to get rid of the aerodynamics. This is Formula 1, it's supposed to be the best, most challenging type of racing there is. At the moment, it's certainly the most challenging physically but the quality of the racing could be better.

"It's the aerodynamics that ruin the racing. Look at the International Touring Cars last year. The racing in that was fantastic yet they had ABS, traction control, the lot. The racing was better because of the lack of aerodynamics.

"One thing I'm sure won't help are the grooved tyres. It's a naff idea. They look stupid. What other car drives around on tyres with three grooves in them?"



Artist's impression of how most of the drivers would like to see Grand Prix cars look. Basically, its big rear rubber and minuscule wings

REGULATIONS

WHAT THEY WANT...

JOHNNY HERBERT Sauber Petronas

"It's a very delicate balance to achieve. You've got to remember that this is Formula 1 and it's supposed to be the highest form of Motorsport. If the absolute limit is made lower for the sake of improving the spectacle, there could be knock-on effects. For example: if the performance of the car is diminished, then the good drivers won't stand out as much."

"Also, I don't think grooved tyres will make any difference. At the moment, there are only three or four seconds covering the entire field. Why should making the tyres less grippy make it any closer?"

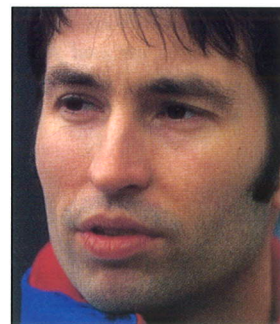
"Reducing downforce is one thing that would help improve the spectacle. They should really concentrate on getting drive-



ability back. I think using bigger rear tyres would help that because it would make the cars less nervous. You can't slide a car on narrow tyres. In the Seventies, you could slide the cars more.

Nowadays, they don't go sideways which doesn't make it as spectacular for the fans.

"The FIA seems to think that changing the cars is the way forward but they've got to be careful. Everyone always gives IndyCars as the example of where you see loads of overtaking but they reduced the downforce there and you don't really get any more overtaking than in F1. The only IndyCar races where there's loads of overtaking are on ovals which is a different ball game altogether."



H. H. FRENZEN Williams Renault

"I worry that the new regulations will make the cars less exciting to drive. I hope the changes achieve what the FIA want because it's important to make the show better for the fans. But I'm not convinced that overtaking is going to be any easier or the racing any more exciting."

"Maybe we should think about the circuits themselves. Look at Estoril: everyone complained about the new hairpin when they built it, but the design is such that it is now one of the few overtaking places."

"More fast corners like the 130R in Suzuka or Blanchimont in Spa could also be the answer. Even now, if you tuck in behind another car you can get enough of a tow, despite losing some downforce, to slingshot past by the braking area. It makes exciting racing for both drivers and spectators and the circuits and cars are safe enough to make the danger of corners like that acceptable."



OLIVIER PANIS Team Prost

"I've never tested with grooved tyres but I'm sure I won't like them. I think they'll take away all the fun of driving the cars. I also don't see how switching to grooved tyres will give us more overtaking. It will make the braking zone longer and that means it's easier to brake at the limit. If you have more grip, you can always try to brake that little bit later."

"The answer in my opinion is to ban refuelling stops. We should start the races on full tanks and go all the way on one tank of fuel with pit stops for tyres on the way. With a heavy fuel load to start with, drivers would

have to look after their tyres early on. It would sort out the drivers who can manage a race from those who can't."

"I know the FIA wants to increase the amount of overtaking but F1 is the show piece for Motorsport so you can't play with performance too much."

Changing the circuits is a different matter. Senna's accident at the 190mph Tamburello sweep at Imola caused wholesale revisions to tracks with limited run-off areas for fast corners.

And in the wake of the Brazilian's death, the Grand Prix Drivers' Association was re-formed, headed by Gerhard Berger and Michael Schumacher. Set up by Jackie Stewart in the Sixties, the GPDA gave drivers a voice in the battle to make the sport safer and one area it specified was corners with insufficient run-off.

Circuits which built larger run-off areas, like Spa Francorchamps in Belgium, were the exception to the rule. Most of F1's spectacular corners were emasculated with slower artificial additions. Tyrrell's designer Harvey Postlethwaite commented: "For 1996, we analysed the characteristics of all the circuits hosting Grand Prix and found the most common F1 corner is second-gear at 75mph."

But tracks weren't the only area under the microscope. To study car safety, the FIA set up an advisory expert group. Chaired by the governing body's chief medic, Professor Sid Watkins, it comprised a driver, the FIA safety delegate and a car designer.

The results saw a further increase in the cars' weight and raised cockpit sides to protect drivers' heads. There were also stringent side impact tests for the cockpit, more severe crash tests for both front and rear and an increase in height of the drivers' survival cell. They also investigated details like increasing seat-belt width from 5 to 7.5cm.

That kind of attention to detail wouldn't have been dreamed of in the sport's early days. Yet even at the dawn of motoring rule makers were limiting speed in the name of safety. The Grand Prix Formula was originally specified in 1908 according to piston size and a minimum weight limit. Nearly 90 years on, the guide lines are basically the same - it's just everything else that's changed.

Take aerodynamics. Designers were first given a sniff of the effect of air pressure on a car in 1968 with the advent of the aerofoil or wing. When the raised versions were banned, the boffins concentrated on other areas of the car. Within a decade, they were using skirts running along either side of the car to create a seal between the

Like many other classic tracks, Silverstone has also come under the regulators knife. In this case however the changes have been handled with a large degree of sensitivity.



"For 1996, we analysed the characteristics of all the circuits hosting Grand Prix and found the most common F1 corner is second-gear at 75mph."

Harvey Postlethwaite

bottom of the car and the track. The flow of air under the car created a low pressure area which stuck the car to the road. Sliding skirts were banned for 1983 but F1 was already in the grip of the turbocharger.

Rule-makers reduced power by restricting fuel tanks and limiting the pressure within the turbocharger but for 1989, they gave up the uneven struggle and banned turbos in favour of the 3.5-litre normally-aspirated engine. With engines and chassis dimensions limited, teams sought to eke out the extra fractions of a second with electronics.

Traction control made sure the engine's power was transmitted to the road with no wasteful wheel-spin. Launch controls in the cars' electronic brains meant drivers

could make repeatedly perfect starts. And active suspension controlled the gap between the bottom and the road to make the most of any aerodynamic effect generated by the flat floors and defined diffusers that channelled air out at the back end.

As expenditure escalated and speeds soared, the FIA clamped down, banning the lot. Only the semi-automatic gearshifts that can swap cogs in 40 milliseconds remained.

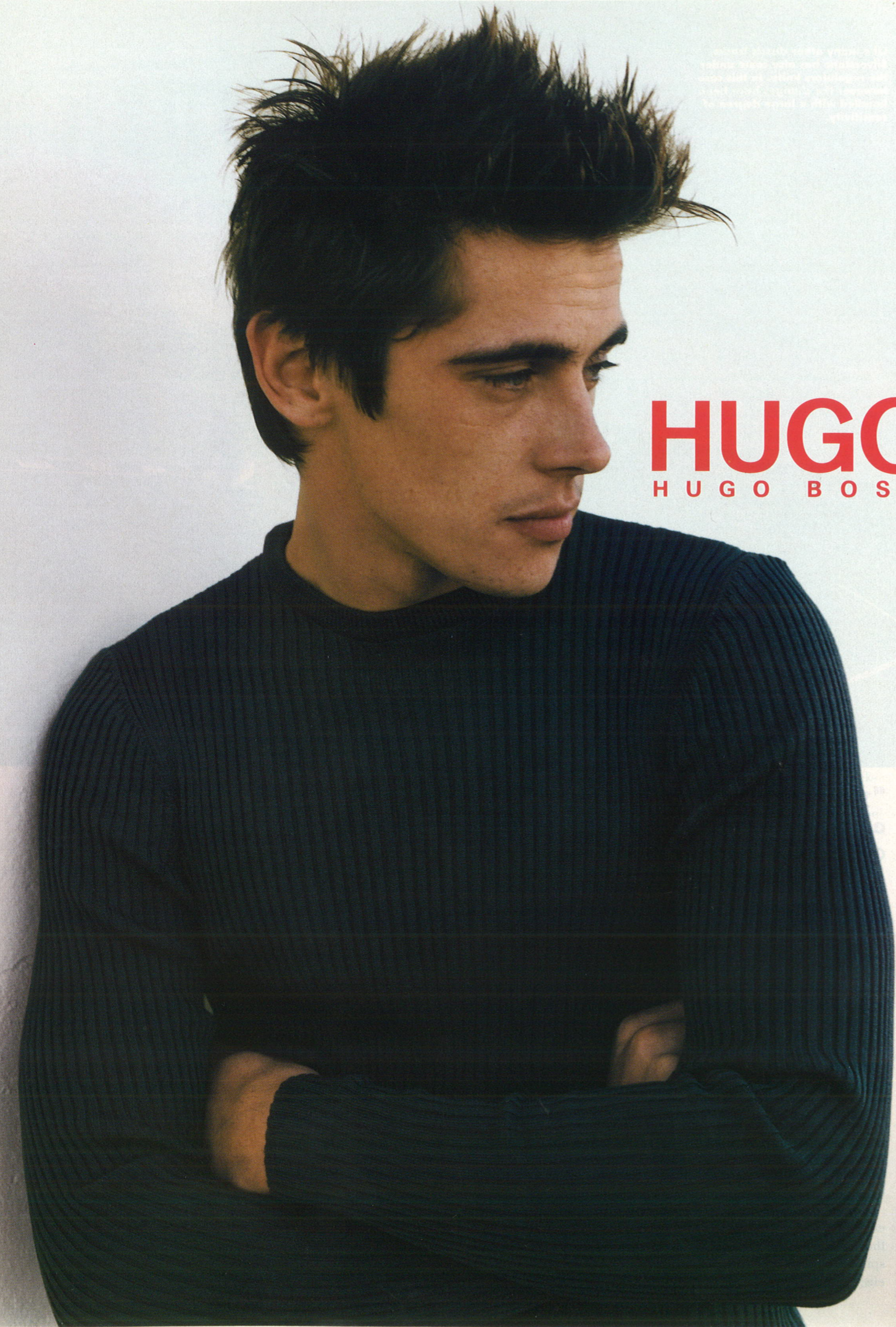
For veteran driver Gerhard Berger, that's relatively immaterial. The Austrian believes that banning the computer telemetry which offers technicians spy-in-the-cab information on making the cars faster is the way forward. "The sport gets more and more technical all the time but

that doesn't give the fans anything. What they want to see is a nice slide, power oversteer, overtaking," he said.

Whatever the governing body does to change the sport, you won't get very good odds on the cars going slower at the turn of the century than they do today. ▶

Mark Blundell looses it at Suzuka's challenging R130, another of the great Grand Prix corners





HUGO
HUGO BOSS

REGULATIONS

... AND WHAT THEY'RE GOING TO GET

Next year's regulations will make the cars boring to drive and even more dangerous than they already are, say the critics. Wrong! says FIA president Max Mosley in a passionate defence of the sport's future.

Report by Byron Young

Grand Prix racing is to go through some of the most radical changes in its history next season, as the governing body implements swingeing changes to the regulations that will cut to the very heart of the spectacle beamed around the world.

Formula 1 has not been short on safety changes in the three years since Ayrton Senna and Roland Ratzenberger died, but few, if any, will have had such an impact as the 20 or so changes due to come into effect on January 1st 1998.

They will not only improve safety but should bring back the type of wheel-to-wheel racing that has slowly been weeded out of the sport by the current aerodynamic configuration which prevents cars running nose-to-tail.

The changes include increasing the dimensions of the cockpit entry, legislating for a single fuel-bladder, pushing the point of impact for the crash test forward 20cm and increasing the speed from five metres per second to seven.

The FIA have also targeted the brakes by outlawing liquid cooling, insisting upon just two disc pads and banning exotic metals such as beryllium.

The increase in the side impact test means the monocoque should be able to withstand impacts twice as severe, but there are even more striking changes that will improve the spectacle as well as the safety.

Tyres - front and back - are to have a set number of parallel grooves and the car width reduced 20cm from 200cm to 180cm, making the next generation of Grand Prix cars narrower than a Formula

3 machine.

The object of the grooves, in essence, is to reduce the 'footprint' of the tyres and therefore the area of rubber in contact with the road. The regulations require three grooves in the front tyre and four at the rear, each cut in the direction of travel.

FIA president Max Mosley says the changes have been made in the name of increased safety, but the critics argue that racing is close and competitive and the FIA are, once again, simply meddling out of time.

Mosley argues it will increase braking distances and make the cars easier to control off the racing line - thereby encouraging overtaking.

Jacques Villeneuve was among the first to test - and criticise - the new regulations, claiming they are a 'joke', and make the cars unstable under braking.

His opinions do not appear to be widely shared.

At the time of going to press, only the Goodyear-shod Williams drivers and the Bridgestone-shod Arrows drivers have tested the first experimental grooved versions.

World champion Damon Hill argues with his former team-mate's assessment. *"It is nonsense to say the car is impossible to drive. You will be able to slide the car, drift and play with the throttle more. I was not as dismayed by the grooved tyres as I thought I would be."*

Mosley insists the new system is easy to regulate. Hill echoed others doubts that it may not be.

But if tyre manufacturers are forced to produce a harder rubber it will only further reduce lap speeds.

The other significant change is the reduction of the width of the cars from 200cm to 180cm. This rule particularly has enraged team bosses; key among them is Ron Dennis of McLaren.

"I have a fundamental problem spending a lot more money developing a car which will go slower," he said.

Interestingly, the entire issue has been well thrashed around in public but, as Mosley is quick to



Feeling groovy. Max Mosley, president of the FIA

"It is nonsense to say the car is impossible to drive. You will be able to slide the car, drift and play with the throttle more. I was not as dismayed by the grooved tyres as I thought I would be."

Damon Hill

C'EST SI BON D'ÊTRE JAZZ



THE NEW EAU DE TOILETTE

YVES SAINT LAURENT

point out, there have been no official representations from teams or drivers stating their objections.

The reason, he says, is simple: the ideas have already been moulded and unanimously approved by all the teams.

The governing body may have become the focus for their anger but it simply rubber stamps what the teams have put forward. Technical regulations start off in the Technical Working Group which some F1 engineers have official posts but on which all engineers attend.

They decide what then goes to the Formula 1 Commission. It can throw back proposals but it cannot change proposals without the team approval.

"For any one team to say they are against it is absurd. All the FIA did was to agree with it," says Mosley. "It is impossible to get a regulation like that through unless the teams agree - and at that time the teams did agree."

Dennis says the changes could be voted out again if the three rebel teams solve their Concorde Agreement dispute and get their voting rights back.

Mosley is unequivocal: "The regulations have been through all the necessary procedures and there is now no possibility they will be changed for 1998.

"The only thing that could change is the amount of grooves or the dimensions if we get information from the tyre companies that would be useful. There is no question of going back on the decision to have grooved tyres."

In the past the FIA could be accused of pushing through politically correct regulations as a sop to public opinion and the pressure of the day.

This time, though, they appear to be grounded on firm scientific principals: those that demonstrate cornering speeds are directly proportional to grip.

"Although some people dispute this fact, engineers do not: The energy on impact is directly proportional to the grip of the tyres," added Mosley.

"Drivers cannot dispute it. It's like saying the world is flat. Anyone with an elementary scientific education accepts it is not. If you reduce grip you reduce the energy of the impact."

REGULATIONS

If the FIA could be criticised for anything it is again failing to test adequately the suggested changes before implementing them.

Unpopular as it would undoubtedly be, the teams and FIA could, perhaps, jointly finance a private F1 test team. That way proposed changes would be tested adequately and not rushed through (even a year is rushing).

That said, the FIA's motivation cannot be doubted. It has fine-tuned almost every element of car design over the last few decades - except tyres.

Mosley himself pointed out that lap times for 1-ton, 2-litre 300bhp touring cars around Brands Hatch in 1995 are the same as they were for 450bhp, rear-wheel-drive, half-ton Grand Prix cars in 1968.

"The only possible factor to have made this possible is the tyres. Development has been extraordinary. This is something we


absolutely had to do and should have done it sooner."

Mosley strongly rejects the suggestion the new regulations and loss of grip will favour the mediocre drivers.

"The first race I ever saw was the Empire Trophy at Silverstone in '61 in the wet when Stirling Moss lapped the entire field. The cars in those days had no grip whatsoever compared to today's cars.

"We all know that when it rains, we see the new talent in a second-rate car coming to the fore. The less grip there is, the harder it is to drive the car and the more talent it takes to drive the car."

Ultimately, Mosley says, the narrower chassis will increase lap times by 2.5 seconds, and the tyre changes by a further four. With the teams clawing some of that back he says there should a 4 second increase overall - roughly back to the 1996 levels

Only time will tell if he is right. 

"The less grip there is, the harder it is to drive the car and the more talent it takes to drive the car."

Max Mosley



Todt's presence has brought some semblance of unity to Ferrari. Can he also bring the World Championship back to Modena?



Just as he is the man who fields the flack for Ferrari's failure to achieve results commensurate with its unrivalled resources, Jean Todt is the one who will reap the rewards of a miracle at Maranello. Mark Fogarty talks to the team boss who is poised to inherit the honorific by which Enzo Ferrari was known, Il Commendatore...

Interview by Mark Fogarty

ILL COMMENDATORE^{II} (The Boss)

"So we just need some stability, some continuity to achieve what we want to achieve and I am convinced, notwithstanding the progress, the improvement we have been doing, we will do more and we should aim to arrive at the highest level."

Jean Todt

Jean Todt is tired. His eyes, red and glassy, and his voice, low and brittle, betray his exhaustion and, perhaps, exasperation. Slumped in his seat, drained by another long day in the fishbowl that is Ferrari, Todt prepares for the inevitable inquisition.

He is resigned to the routine, knowing that no matter how carefully couched, no matter how elaborate the euphemisms, the conversation always comes down to The Question. When will Ferrari be in a position to win the world championship? It is the recurring, accusatory enquiry Todt has addressed since he joined the storied Scuderia just under three years ago, tasked with rebuilding the tempestuous team.

When, when, when, when? The days, months and years of anticipation echo in the eerie, tomb-like quiet of Todt's office in the Ferrari motorhome. Outside and across the way from the Imola paddock, the tifosi are gathered in the grandstands and on the hill-sides, their pervasive presence a reminder of what Italy expects and what Ferrari hasn't delivered: sustained success.

F1 fans all over the world are waiting for the Maranello miracle that Todt is trying to make from the loaves and fishes he found when he arrived at Ferrari from Peugeot Sport, where he masterminded the French manufacturer's title triumphs in rallying and sports cars. The diminutive and undemonstrative Parisian, whose stature and

Gallic air of aloofness invite the description 'Napoleon-like', bats the chestnut question back at a predictable pace, but adds the unexpected spin of expressing cautious confidence that Ferrari has established the infrastructure it needs to challenge Williams.

"Ferrari was very far behind and slowly, slowly we have been improving the situation," he explains. "Last year we were second in the manufacturers' championship behind Williams. Probably most of the other teams have been working with a certain continuity, so it is the same people since several years working together, whereas there have been lots of changes at Ferrari. And on the other side, Ferrari is the only team producing the engine and the chassis. A lot of people tend to forget that.

"Another point which is difficult for Ferrari is that it is an Italian team and all the other teams - or at least most of them - are British teams. So there is a market in the UK which does not exist in Italy, so it is very difficult to make your chassis and your engine in a country where there is not really the market of F1 people. And also, Ferrari since three years has started to rebuild the team and I must say, three years later, which is now, we finally succeeded to rebuild the team.

"So we just need some stability, some continuity to achieve what we want to achieve and I am convinced, notwithstanding the progress, the improvement we have been doing, we will do more and



Todt with long time Ferrari stalwart Niki Lauda



III COMMENDATORE

we should aim to arrive at the highest level."

Todt is talking about Ferrari finally being ready to challenge Williams next year, conceding that a tilt at this year's title is out of the question. "This year, no, because we have already done three Grands Prix and we know that Williams is stronger, so we have to think to make the best year as possible and then to be in a stronger position next year," he says. "But saying that does not mean that I am saying 'Leave us alone and we meet next year'. Non. We have to deliver something this year, but this year what we will deliver is not what I am sure we will deliver next year."

Since he took over the hottest

"I knew it was going to be difficult, but to be fair, I thought we would now be in a better position than we are. But it is clear that we will not be where Williams is this year. You know, there is a logic in everything and it is logical what is happening."

Jean Todt

hot seat in F1 team management, Todt has concentrated on uniting the disparate elements of the old, Enzo Ferrari-established regime while adding new administrative structures and staff, culminating in the appointment of ex-Benetton brains Ross Brawn as technical director and Rory Byrne as chief designer, and the dissolution of Maranello's remarriage to design despot John Barnard. Todt admits the re-organisation not only took longer than he expected, but was more difficult than he had first imagined.

"It has been a very big job, very demanding," he says. "I knew it was going to be difficult, but to be fair, I thought we would now be in a better position than we are. But it is clear that we will not be where Williams is this year. You know, there is a logic in everything and it is logical what is happening. What

you have seen, which is quite interesting, is that what I tell you has happened for a few other teams. You see, for example, Jordan is very competitive. They get the result of a certain stability since several years."

Todt understands and accepts the intrusive interest in Ferrari's fortunes as a natural consequence of the its icon status, which means it is both lionised and scrutinised unlike any other team. "It's normal because Ferrari is the biggest name in Motorsport," he shrugs. "I mean, if you don't want to have to keep answering the same questions, you have to win, so then people will stop asking. Okay, they will say that you win maybe because you have the best drivers, the best engineers, the best budget or whatever. But when you are on the first line, it's normal. If you are hidden, nobody will come to you. If you have a big exposure like Ferrari, you have to

be prepared for that."

Todt also agrees that, until Imola at least, Ferrari's performances appeared inferior to what had been achieved up to the same point last year. However, he is adamant that the appearance is deceptive, disguising real progress beneath the scarlet skins of the cars. "I mean, it is true, if you just look at the figures. Last year we were on pole (at Imola) and this year we are on the second line. I think we did a bigger improvement this year than last year, so it is just a measure of how strong Williams is.

"But we are in a much better situation on the reliability side, no doubt. If you see testing, if you see qualifying and all that, we are much more reliable, we are much more a normal team. People used to joke about Ferrari, saying, 'Look the smoke' and things like this. At least, let's say, we have some credibility now. ▶

The sweet taste of success. Jean Todt shares the 1996 Spanish GP rostrum with Ferrari's \$30million man

On the move. Ferrari have added reliability to speed this year



"I am sure that if Eddie has a good car, if the set-up of the car is good, he's very quick. But I don't think you can judge somebody on three races. I will answer to you after the middle of the season."

Jean Todt

In the past, we had no credibility."

Todt refuses to blame the team's shortfall in performance this year on Barnard, although he concedes that the chassis has been a qualified disappointment. "Well, a disappointment compared with the Williams, yes. But if you say that, then all the other chassis are disappointing, too. You know, we do not say it was John Barnard's mistake. He was part of the Ferrari group, so we are all involved with it."

But surely, he expected more from the car? "That's what I said, yes. But you don't think the others who are behind us were also expecting more? The faults of last year's chassis were corrected, but everybody else has also improved their situation. And on the other side, there is another team which has been world champion in the past (Benetton), which is not in such a good situation now and is in an even worse situation than Ferrari."

Todt also defends Ferrari's chassis design team against charges that the engine is the strongest part of the package. "I don't like to say that because for me a car is a whole package. It would be unfair to the chassis people to say that."

"We have a very good engine, sure, and probably we can improve the situation on the engine side. We are working for the future on certain aspects, certain specifications, because, you know, in the past Ferrari was trying to be world champion with the engine on the test bench, but it is very important to have a good engine in the car. Now we are really working very closely between the chassis people and the engine people."



Did you here the one about the Frenchman, German and the Italian. Ferrari President Luca De Montezemelo shares the joke

His distaste for witch hunts and recriminations is evident in his eagerness to dispel post-Brazil speculation that Eddie Irvine's position as Michael Schumacher's team-mate was in jeopardy, emphasising that the erratic Ulsterman's fighting second place in Argentina didn't result in a reprieve. "I don't agree with that speculation because you don't judge a guy on three races," Todt declares. "Last year he was not in a very good situation with us because he couldn't test. He had the same car as Michael during the race, but he could not do enough testing and the car was difficult to drive and he was not fitting well with the car. This year, he has the same car as Michael during the race and he is doing a lot of testing."

"So I will be able to make a judgement about Eddie around the middle of the season, after I see eight races. At the moment, in the first race he didn't participate because there was a problem at the start, the second race was not good because he was far behind on the grid and the third race he was very good, of course. So it would be very difficult to make my judgement today. But I never intended to release him at any moment because otherwise I will have done it last year."

In case there is any doubt, he adds emphatically that Irvine's employment was 'never' in danger after either Melbourne or Sao Paulo. He also makes it clear that he is maintaining an open mind about his unrepentant No.2 driver's prospects for renewal in '98. "I am sure that if Eddie has a good car, if the set-up of the car is good, he's very quick. But I don't think you

can judge somebody on three races. I will answer to you after the middle of the season."

Todt puts Irvine's position within the team in perspective by openly admitting that he is not expected to match Schumacher, expressing surprise at the mere suggestion of possible parity. "For me, nobody else can be another Michael Schumacher," he says admiringly. "I am not looking to have two Michael Schumachers. I am looking to have a very good driver next to Michael Schumacher and to see the same thing as what I saw in Argentina, when Michael had a problem and then Eddie was there. I need to have two cars to compete for Ferrari, not only one."

Todt's respect for Schumacher verges on awe. He places the gifted German on a pedestal, marvelling at his mixture of talent and tact. "He just has the best level. He's a fantastic person humanly, he's very professional and he's giving a lot of himself. But I've known him for quite a while, so I am not surprised about it."

He questions comparisons between Schumacher and Villeneuve, whose ultimate ability he considers to be clouded by the superiority of the Williams-Renault FW19. "I said to you that for me Michael Schumacher was the best driver, so it means that Jacques Villeneuve is not at the same level," Todt tut-tuts. "But then, you know, it is very much depending on the car. Look at Damon Hill. Last year he was always in front of Jacques Villeneuve. This year he is 15th. Do you think that this is because he is tired or because he has been world



champion, he is not any more motivated? No, you need a good car.

"I mean, you have a lot of good drivers. I've only given you one name, but it is very much depending on the car. And at the moment it is very difficult to judge the Williams drivers because they have the best car. I am convinced that lots of the drivers on the paper would be in a position to win races with the Williams."

"But I will not say which ones because a driver is not like a piece of paper. He is a human being, so you have to respect that."

Todt, whose candour is as refreshing as it is revealing, scoffs at suggestions that Schumacher instigated and engineered Brawn's and Byrne's defections from Benetton. "We wanted to bring everything back to Maranello and

"I just tried to find the best I could find and that was Ross. By coincidence, he had worked with Michael and, of course, it went well (at Benetton), so he really was happy about it."

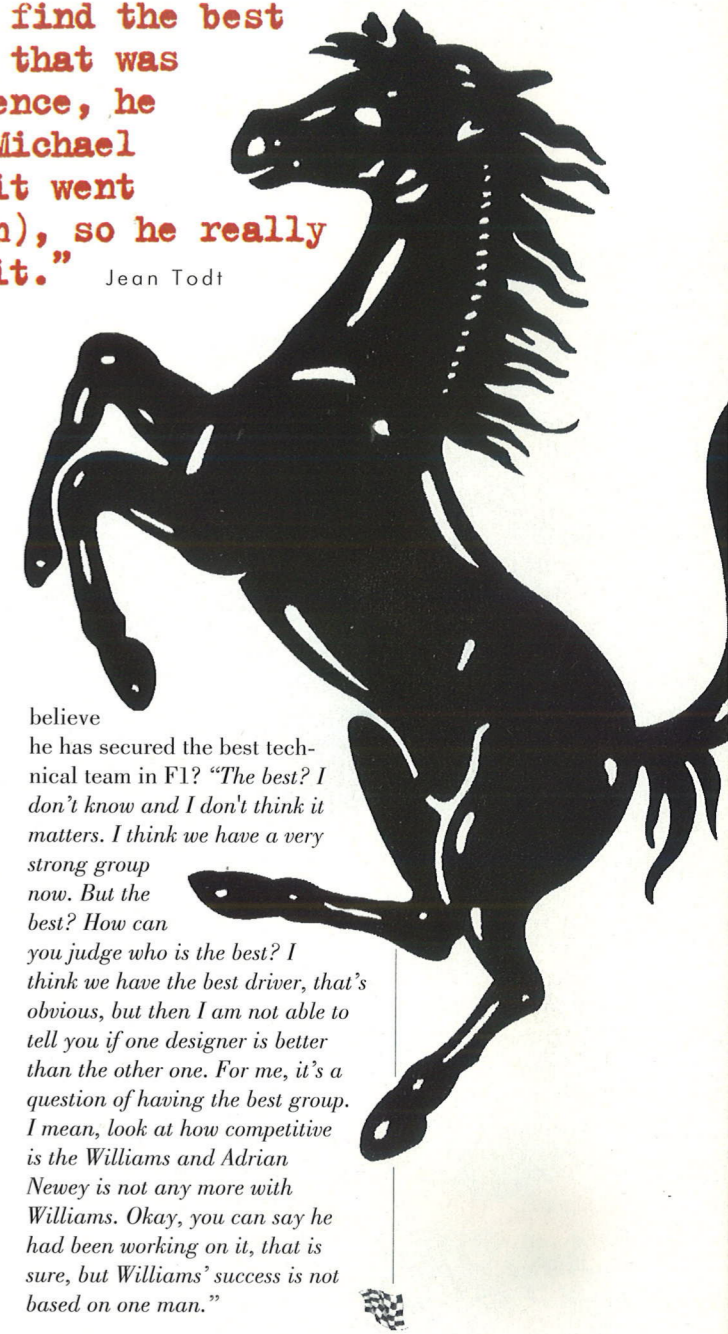
Jean Todt

we had no technical director, so we had to find one," he explains. "I just tried to find the best I could find and that was Ross. By coincidence, he had worked with Michael and, of course, it went well (at Benetton), so he really was happy about it."

"But he was not influencing the decision. Maybe it influenced Ross to come - maybe - but it was only a fraction (of what persuaded him to move to Maranello). As well, Rory did not know that Ross was joining us and Ross did not know that I was discussing with Rory. They made their decisions to join Ferrari independently."

He also firmly refutes that Adrian Newey was his first choice for the new position of technical director, although he hints that the English engineer was considered for the role of chief designer. "For me, Adrian is a chief designer and I have a big respect for him. But why didn't we take him? Just because it did not happen, that's all. To take somebody, both parts must be happy. The opportunity was not there. But I'm very happy with Ross Brawn and Rory Byrne. I think they are fantastic people."

By implication, then, does Todt



believe he has secured the best technical team in F1? "The best? I don't know and I don't think it matters. I think we have a very strong group now. But the best? How can you judge who is the best? I think we have the best driver, that's obvious, but then I am not able to tell you if one designer is better than the other one. For me, it's a question of having the best group. I mean, look at how competitive is the Williams and Adrian Newey is not any more with Williams. Okay, you can say he had been working on it, that is sure, but Williams' success is not based on one man."

"The best? I don't know and I don't think it matters. I think we have a very strong group now. But the best? How can you judge who is the best? I think we have the best driver, that's obvious, but then I am not able to tell you if one designer is better than the other one."

Jean Todt

COMMENTARY II



Welcome to Marlboro Country.

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...Sunny Spells with a 100% chance of **heavy** showers...



Weather forecasts ay, who'd trust 'em. Well Frank Williams, Heinz-Harald Frentzen, Jacques Villeneuve and the boys from McLaren for a start. The only thing predictable about the weather is that if its raining Michael Schumacher will be nowhere to be seen...





FROM ZERO TO HERO

Fresh from his first win, Heinz-Harald was hungry to demonstrate his talent for raw speed in the most exciting session of the year.

It may have been a slow start, but 'explosive' is the only word to describe one of the finest qualifying sessions for some time.

From the moment the cars took to the track, it was obvious that there would be no clear-cut weekend, the Williams hegemony seemingly threatened by a variety of pretenders. Monaco, a track that traditionally separates raw talent from raw power, was throwing up a diversity of surprises. The outcome was to remain cloaked in mystery until the flag fell on the final lap.

When the times mattered, it was Heinz-Harald Frenzen who put in the drive of his life to steal pole position from an equally impressive Michael Schumacher. While all this was going, on Jacques Villeneuve was striving to eke out desperate thousandths of a second, in a bid to maintain his season-long domination of the prized pole position.

THURSDAY FREE PRACTICE

Monaco saw the first two free practice sessions take place on the Thursday, a day earlier than usual. The result was a principality packed to bursting point with the rich and famous, and of course, several thousand fans.

Working in the claustrophobic confines of an inadequate pit-lane and paddock, outgrown by the ever-increasing size and stature of Formula 1, mechanics arrived early to ensure their machinery was ready for the task ahead.

As the cars once again took to the familiar city streets, there were



"It was unbelievable when they said to me it was 1m18.216s, but they said that Michael had one shot to go."

no huge surprises. A Williams topped the time-sheets with a Ferrari close behind, the latter, as you might well have expected, that of Michael Schumacher. The Williams had been guided through the sinuous streets by Heinz-Harald Frenzen. Hakkinen completed the top three for McLaren.

There is no doubt that free practice session remain inconclusive in their suggestion of real potential. They can, however, act as a rough guide, often highlighting certain drivers improving form.

It was Johnny Herbert who shone on Thursday. For the first time this season, the Ferrari-powered Sauber out-gunned the Ferrari and the ex-team mate who had so shattered Herbert's confidence.

Johnny was getting everything right: "I've just remembered what a great feeling it is to be fastest in a practice session!"

Despite this, he wasn't about to attach too much importance to the

days proceedings: "Generally, I don't pay too much attention to first session practice times." There was no doubt that the Brit was in fine form, and the Sauber was improving fast. The explanation: "A very good test at Barcelona, where we did some very beneficial work on a new aero package."

His time of 1m21.188s placed him ahead of race favourite Schumacher Snr, and Jacques Villeneuve, who was feeling much more contented than he had done last year: "I'm more confident not

only on the circuit but also in the team and in the car. Our base set up is quite a bit different from last year's and it's much easier for me to drive."

Giancarlo Fisichella was fourth fastest for Jordan, another team demonstrating genuine potential. Giancarlo was delighted. "A good day for me!" he explained, although it hadn't started so well. "In the beginning, I was not very happy because with a lot of fuel, the car was difficult as there was no grip. But with less fuel, the car is very good and I managed to make a good time."

Completing the top six were Berger and Hakkinen in 5th and 6th respectively, with both Benetton and McLaren demonstrating a glimmer of hope.

Damon Hill was the fastest of the Bridgestone runners in a respectable 9th while fellow Brits Coulthard and Irvine found themselves behind their team-mates in 11th and 12th respectively.

QUALIFYING

With Schumacher a master of Monaco, Villeneuve finally coming to terms with the peculiarities of the track, and Frenzen full of his recent victory, pole position could have gone any way. In the end, for the first time since Estoril last year, Jacques Villeneuve failed in his bid to be quickest. He also failed to make it on to the front row, a place he had inhabited since the Belgian Grand Prix.

The front of the grid fell to Frenzen and Schumacher. Michael headed out after only 17 minutes of

the sessions, to put in an monumental lap. With inspiring precision, he took nearly a second and a half of the fastest lap to that point, a time that would almost be enough. As he later explained, "I was a bit surprised. I knew I could improve from the morning session, but I didn't believe I would improve that much. But I didn't believe that this would be the time to beat, I thought if I could go that quick then so would the others, but it took them longer than I thought."

Indeed it did. It wasn't until the dying moments of the session that the challenges materialised. They came, as expected, in the form of Jacques and Heinz-Harald.

With eleven minutes of the session left to run, Jacques was down in 4th place. His next flying lap was quite simply staggering. As he reached the second split time, he was ahead, then it all went wrong. Coming out of Antony Noghes, the Williams rode the kerb, sending two wheels skywards and the car towards the pit-wall. Lightning reactions saw Jacques wrestle his FW19 away from disaster. As he crossed the line, he had moved up to 2nd and started another flying lap. It wasn't to be. As he came through Ste Devote, the rear end stepped out and clobbered the barrier, ending any further thoughts of challenge.

Then, with two minutes to go, Frenzen appeared on track. By the time he reached the first split time, he was ahead by a mere 0.262s. Then, coming into the pool complex, he came up behind traffic. With a deft move, he swept past and crossed the line to take pole, only 19 thousandths of a second ahead of the Ferrari, "It was unbelievable when they said to me it was 1m18.216s, but they said that Michael had one shot to go."

It was a shot he was about to take. Michael was out again. With four seconds of the session left, he crossed the start line to begin his final flying lap. It would be no faster than his earlier attempt leaving an exhilarated and relieved Frenzen on the top spot.

For Heinz-Harald, it was to be a first taste of pole position, "It came good today, but it was really exciting because I wasn't expecting to catch Michael in the last outing. I was quite unhappy with the front of the car, I was struggling to get more grip. We made a risky set-up at the end and it worked out."

Jacques had been relegated to

"We made a few changes on the car. It was pretty good at the end: we had a good first half of the track and but I kept making mistakes from the swimming pool onwards."

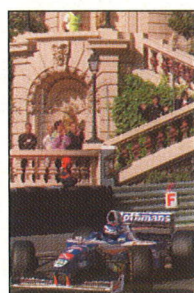
Hill managed a respectable 13th with sights firmly fixed on the weather forecast

Michael was again on great form guiding his Ferrari to a great second on the grid

Panis struggled to achieve any form in qualifying with only a 12th to his name

Is it a case of 200 all out for Berger, 17th on the grid - try harder Gerhard!

An early shunt for Frenzen didn't put his chances for a great position in any danger at all



Frenzen climbing the Formula One ladder



"It came good today, but it was really exciting because I wasn't expecting to catch Michael in the last outing. I was quite unhappy with the front of the car: I was struggling to get more grip. We made a risky set-up at the end and it worked out."

Jacques Villeneuve

"To be honest, when I heard that Heinz Harald was going to Williams, I thought he would be a threat. You look back and all the Williams drivers took a bit of time to get into the car and it happened to Heinz Harald but now they are both up to speed."

Michael Schumacher

the second row. He had come with a whisker, but his final error ended his challenge. "We made a few changes on the car. It was pretty good at the end. We had a good first half of the track and but I kept making mistakes from the swimming pool onwards." It was a great deal better than 1996, he added. "Last year I didn't feel good about Monaco at all. I had a terrible weekend. So far it's been going much better this year."

The final moments of the session may have been a whirling mllée of activity, but the first third was marked by inactivity. One man who did put in an early charge was the young Italian Giancarlo Fisichella.

His provisional pole of 1m19.701s was soon eclipsed. However, while attention was focused elsewhere, Giancarlo put in a series of outstanding laps. With 13 minutes of the session left to run, Giancarlo succeeded in climbing to 2nd. His time would eventually be enough to see him line up beside Villeneuve in 4th, his best ever qualifying performance. "I am really very, very happy with this result, as I had set myself a target of

Barrichello worked hard again to bring the full weight of Stewart to bear at Monaco



placing myself in the top six places, so finishing on the second row of the grid is fantastic!"

The second of the Jordan young guns also made it into the top six, just. Despite the obvious merits of the Jordan, Ralf was far from happy, partly due, no doubt, to his erstwhile friend, Giancarlo, sitting ahead of him on the grid. "I am not satisfied with the position I made - it is my fault I did not manage to go any faster. The car was good and this is the second highest position I have qualified, but I'm frustrated

because I wanted to do better."

Sliding between the two Jordans was the familiar face of David Coulthard. After struggling with qualifying since Melbourne and crashing during the morning session, David had done well to repeat his '96 position. He even seemed reasonably hopeful of repeating his '96 finish. "In the final analysis we are reasonably close to the Williams times so we should be well placed for a podium finish tomorrow," commented a confident Coulthard.

For the rest of the British contingent, qualifying was not as satisfactory. Johnny's fine showing on Thursday failed to bear fruit and he ended a disappointed 7th: "At times it was as if the car was in two parts that I was having to pull back together. Disappointing really. I thought I had a chance of a second row start."

Damon Hill finished up 13th though he remained in good form: "It was just great being out there and giving it some welly! Now I want to finish the race tomorrow and if you do that here, then there is a really good chance of being in the points."

The final Brit, Eddie Irvine had a torrid time. Finishing in 15th the session was, "a total mystery to me, although I already had problems with understeer in the morning. I was very slow coming out of all the corners, as I had to wait for the front end to bite."

With such a variety of talent biting at the heels of the Williams pairing, the race looked set to produce a spectacle of sparing.

GRID POSITIONS

1 H.H. Frentzen Williams-Renault	2 M. Schumacher Ferrari
3 J. Villeneuve Williams-Renault	4 G. Fisichella Jordan-Peugeot
5 D. Coulthard McLaren-Mercedes	6 R. Schumacher Jordan-Peugeot
7 J. Herbert Sauber-Petronas	8 M. Hakkinen McLaren-Mercedes
9 J. Alesi Benetton-Renault	10 R. Barrichello Stewart-Ford
11 N. Larini Sauber-Petronas	12 O. Panis Prost Mugen-Honda
13 D. Hill Arrows-Yamaha	14 M. Salo Tyrrell-Ford
15 E. Irvine Ferrari	16 P. Diniz Arrows-Yamaha
17 G. Berger Benetton-Renault	18 J. Trulli Minardi-Hart
19 J. Magnussen Stewart-Ford	20 U. Katayama Minardi-Hart
21 S. Nakano Prost Mugen-Honda	22 J. Verstappen Tyrrell-Ford



Circuit Name: Monte Carlo

Location: East of Nice on South Coast of France

Lap Distance: 2.075 Miles / 3.367 Kilometres

Lap Record: Michael Schumacher '94, 1:18.560

Thursday Weather: Sunny, clear sky's 16 degrees C

Saturday Weather: Sunny, clear sky's 18 degrees C

Sunday Weather: Light rain at start getting heavier, 17 degrees C

OFFICIAL QUALIFYING TIMES

Pos	Driver	Team	Laps	In sess	Lap Time	Speed kmh
1	Heinz-Harald Frentzen	Williams Renault	12	57:19	1:18.216	154.924
2	Michael Schumacher	Ferrari	11	21:23	1:18.235	154.887
3	Jacques Villeneuve	Williams Renault	11	53:09	1:18.583	154.201
4	Giancarlo Fisichella	Jordan Peugeot	12	44:42	1:18.665	154.040
5	David Coulthard	McLaren Mercedes	12	1:00:38	1:18.779	153.817
6	Ralf Schumacher	Jordan Peugeot	11	45:21	1:18.943	153.498
7	Johnny Herbert	Sauber Petronas	12	56:27	1:19.105	153.183
8	Mika Hakkinen	McLaren Mercedes	12	1:00:35	1:19.119	153.156
9	Jean Alesi	Benetton Renault	09	37:29	1:19.263	152.878
10	Rubens Barrichello	Stewart Ford	12	25:56	1:19.295	152.816
11	Nicola Larini	Sauber Petronas	12	48:46	1:19.468	152.484
12	Olivier Panis	Prost Mugen Honda	12	48:08	1:19.626	152.181
13	Damon Hill	Arrows Yamaha	12	1:00:51	1:19.674	152.089
14	Mika Salo	Tyrrell Ford	12	52:43	1:19.694	152.051
15	Eddie Irvine	Ferrari	12	1:01:16	1:19.723	151.996
16	Pedro Diniz	Arrows Yamaha	12	1:00:30	1:19.850	151.735
17	Gerhard Berger	Benetton Renault	11	59:04	1:20.199	151.094
18	Jarno Trulli	Minardi Hart	12	52:38	1:20.349	150.812
19	Jan Magnussen	Stewart Ford	11	37:50	1:20.518	150.499
20	Ukyo Katayama	Minardi Hart	12	45:13	1:20.606	150.331
21	Shinji Nakano	Prost Mugen Honda	12	45:25	1:20.961	149.672
22	Jos Verstappen	Tyrrell Ford	11	54:30	1:21.290	149.066
					107% qualifying time	1:23.691

FREE PRACTICE TIMES

Pos	Driver	Thursday			Saturday			
		Laps	In sess	Time	Laps	In sess	Time	KPH
1	Damon Hill	30	2:57:32	1:21.962	28	1:59:05	1:20.287	150.928
2	Pedro Diniz	27	2:54:35	1:22.622	26	1:53:11	1:19.947	151.570
3	Jacques Villeneuve	29	2:53:24	1:21.445	29	1:55:43	1:18.612	154.144
4	Heinz-Harald Frentzen	28	2:41:25	1:21.885	29	2:00:51	1:18.370	154.620
5	Michael Schumacher	29	2:54:53	1:21.330	27	1:17:56	1:19.265	152.874
6	Eddie Irvine	30	2:56:59	1:22.072	28	1:57:18	1:19.563	152.301
7	Jean Alesi	22	2:53:55	1:22.010	30	1:51:14	1:18.950	153.484
8	Gerhard Berger	29	3:05:58	1:21.573	24	1:52:16	1:19.788	151.872
9	Mika Hakkinen	30	3:01:59	1:21.675	27	1:46:00	1:18.748	153.878
10	David Coulthard	30	3:06:02	1:22.020	23	1:39:15	1:19.192	153.015
11	Ralf Schumacher	28	2:37:28	1:21.939	27	1:59:56	1:19.380	152.653
12	Giancarlo Fisichella	29	3:03:44	1:21.463	26	1:56:49	1:18.560	154.246
14	Olivier Panis	27	2:39:48	1:23.096	13	0:39:35	1:22.008	147.761
15	Shinji Nakano	30	3:00:22	1:25.530	28	1:53:01	1:21.923	147.914
16	Johnny Herbert	30	2:58:47	1:21.188	18	0:46:19	1:20.976	149.644
17	Nicola Larini	28	3:02:10	1:22.383	29	1:40:06	1:20.459	150.605
18	Jos Verstappen	30	3:01:31	1:23.056	15	0:34:17	1:21.124	149.371
19	Mika Salo	29	3:02:13	1:23.483	30	1:50:57	1:20.516	150.499
20	Ukyo Katayama	6	0:51:24	1:39.353	30	1:43:25	1:22.076	147.638
21	Jarno Trulli	29	3:01:57	1:25.178	29	1:48:36	1:21.849	148.048
22	Rubens Barrichello	26	2:59:52	1:22.370	24	1:40:53	1:20.338	150.832
23	Jan Magnussen	27	2:51:35	1:23.810	23	1:51:46	1:20.764	150.037

GRAND PRIX ACTION SUPERGRID

Pos	Driver	AUS	BRA	ARG	SM	MC	TOTAL
1	Jacques Villeneuve	89.369	84.473	76.004	83.303	78.583	411.732
2	H-Harald Frentzen	91.123	85.271	76.971	83.646	78.216	415.227
3	Michael Schumacher	91.472	85.773	76.594	83.955	78.235	416.029
4	Olivier Panis	92.842	85.491	76.756	84.075	79.626	418.790
5	David Coulthard	91.531	86.799	77.262	85.077	78.779	419.448
6	Ralf Schumacher	93.130	86.218	77.175	84.081	78.943	419.547
7	Johnny Herbert	92.287	86.554	77.409	84.723	79.105	420.078
8	Eddie Irvine	91.881	86.327	77.527	84.861	79.723	420.319
9	Giancarlo Fisichella	93.552	86.619	76.912	84.596	78.665	420.344
10	Mika Hakkinen	91.971	88.135	76.692	84.812	79.119	420.729
11	Rubens Barrichello	93.075	85.942	77.259	85.579	79.295	421.150
12	Jean Alesi	92.593	87.000	76.757	85.729	79.263	421.342
13	Gerhard Berger	92.870	87.259	76.644	85.371	80.199	422.343
14	Damon Hill	94.808	87.281	77.090	85.743	79.674	424.596
15	Nicola Larini	93.327	87.690	78.664	85.544	79.468	424.693
16	Jarno Trulli	94.120	88.160	78.336	86.960	80.349	427.925
17	Shinji Nakano	93.989	88.365	77.999	86.712	80.961	428.026
18	Jan Magnussen	94.623	88.035	78.773	86.192	80.518	428.141
19	Mika Salo	94.229	88.224	79.274	86.852	79.694	428.273
20	Pedro Diniz	95.972	88.969	78.095	86.253	79.850	429.139
21	Ukyo Katayama	93.798	88.413	78.557	88.727	80.605	430.100
22	Jos Verstappen	94.943	88.094	78.885	87.428	81.290	430.640



The 1993 Monaco race was the first race to be decided by the times achieved in a qualifying session. Prior to this the grid had been decided by a ballot system where drivers simply drew their grid positions from a hat!

The Grand Prix Action SuperGrid shows all the qualifying times so far, adds them together and provides a useful guide to who's hot when it comes to Saturday

All results and data copyright FIA 1997

Empics



"I think with these weather conditions we did not make the right tyre choice at the start. We started the race believing that the rain would slow down after about half an hour - it didn't!"

H. H Frenzen

Photograph Bryn Williams



"I am really very, very happy with this result, as I had set myself a target of placing myself in the top six places so finishing on the second row of the grid is fantastic!"

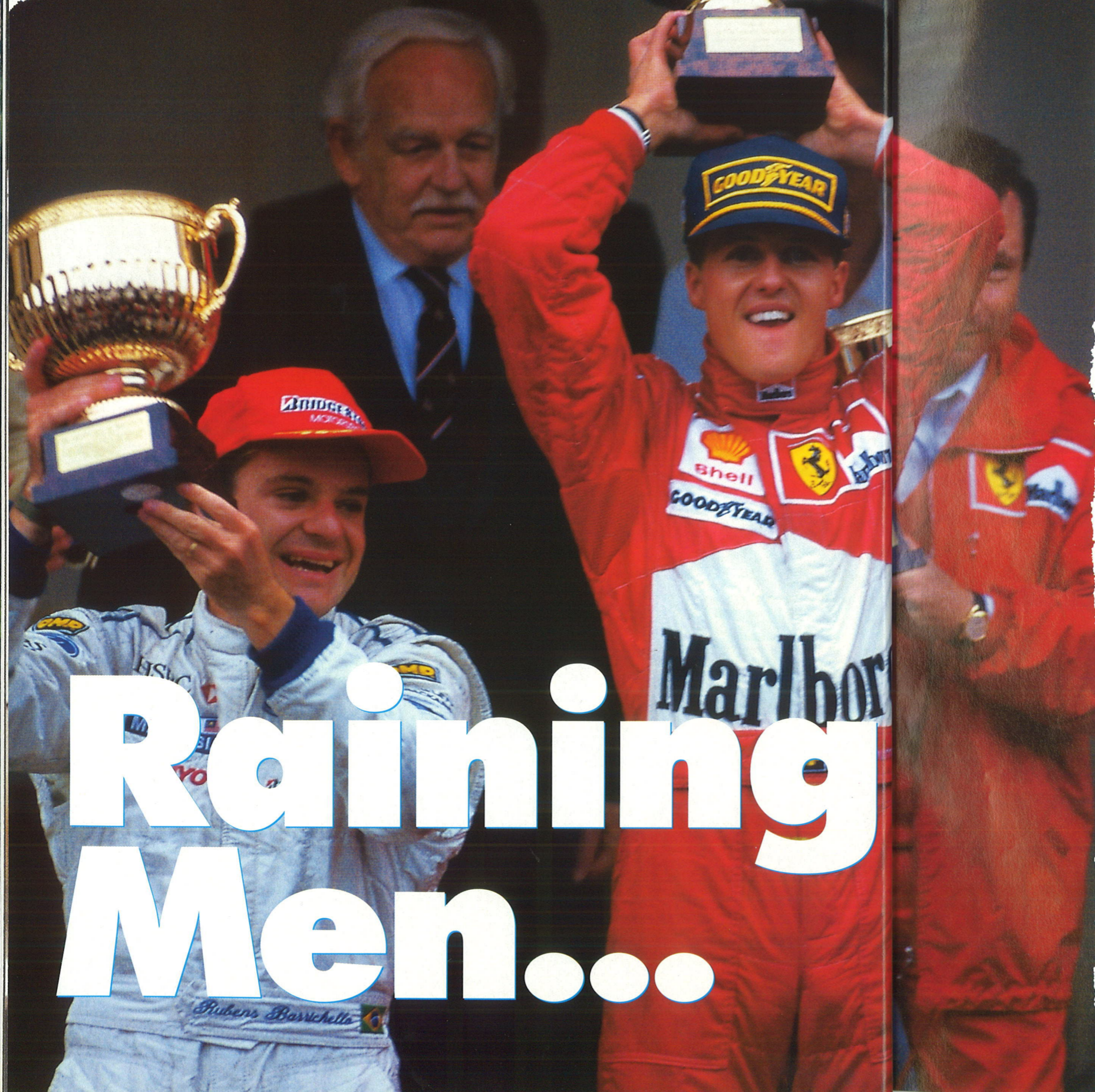
Giancarlo Fisichella

Photograph Bryn Williams

START



GPA 1st
For in-depth
race coverage



Raining Men...

BAD FORECAST FOR WILLIAMS SILVER LINING FOR FERRARI

For the second year in a row Monaco has provided a race packed with incident and surprise. This time, however, their can be no doubt that the winner thoroughly deserved victory

It was a magnificent result yet again. It may not have turned the grid on its head but Monaco, for the second year in a row, produced a rare and unexpected spectacle. With both the Williams failing to finish, and Tyrrell making it into the top six, the result was unexpected to say the least.

In a race that saw Jordans and Prost's lapping Benetton and Stuarts, and Ferraris lapping Williams, Monaco again threw up a shocker.

For Ferrari, despite the downpour, the sun was shining. Michael Schumacher took his third victory at the track known for its uncanny ability to recognise the masters of the sport. Having opted, at the last possible minute, for a wet set-up, Michael appeared to simply stroll to victory. His wet weather mastery was reminiscent of his outstanding drive in Spain last year. From the moments the lights faded, he surged into the lead, a position he would hold until the flag fell on a superlative victory. His victory demonstrated once more his remarkable ability and for Ferrari, his value for money.

It was also a victory that would take him to the top of the world championship table. Yet initially, he felt this lead would be short-lived: "I was watching people behind me and I was very concerned because I was so bloody slow in Mirabeau and Portier. I almost felt I could get out and run next to my car. I was thinking that the others would catch me up but it was the same problem for everyone."

Despite this, for the master of Monaco, it wasn't as easy as it appeared, "Actually, it was quite tricky for us through Loews and Portier. We had to pull on the clutch to get round the corners as the engine was pushing us and sometimes we were close to hitting the barriers."

However, there was only a single precarious incident when he out-braked himself into Ste Devote: "I had all the race trouble with stopping the car to be honest and once, it caught me out. The front tyre locked up and rather than risk going round and maybe hitting the barriers, I decided to go straight on."

Michael Schumacher had lifted Ferrari back into the winners' circle and reinforcing this return to form was Eddie Irvine.

Eddie raced superbly. From 15th on the grid, he succeeded in finishing 3rd. Taking the Ferrari by the scruff of the neck, he hustled it up the field during the early laps, passing where it was seemingly unfeasible. Needless to say, his first few laps were a chaotic affair: "It was hairy, I was hitting people up the rear, I was getting hit up the back, I was getting hit on the side. The Ferrari is a very strong car because it lasted, it's amazing! I don't now how many contacts I had in the first few laps."

Eddie did a remarkable job, considering his set-up, "I had totally dry settings; we just put a bit more wing on for the race." He also suffered the same understeer problems as Michael: "The car was very hard. Every lap apart from maybe five I had to put the clutch on to get around the corner because the engine was pushing the car round and it was like driving on ice."

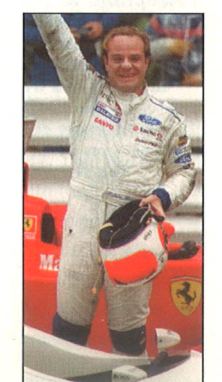
Another driver who triumphed with dry settings was Rubens Barrichello: "My car was on a dry set-up with wet tyre. All I changed was my visor!"

Rubens truly provided the greatest shock of the race. The Stewart Ford had been looking good all weekend, but as Rubens admitted, "When I woke up this morning, the only thing on my mind was finishing the race."

He did, and in style. With his ▶



Race Correspondent Toby Ganton



Team Ferrari were in seventh heaven but for the fledgling Stewart team Monaco is now a place they will never forget

Empics



Mr Yellow, Mr Red and Mr very Blue...

first finish of the season, Rubens took the Stewart Ford straight to the podium, bettered only by Schumacher. "It's great for me," he enthused. "It's a new team, we didn't do so much testing, we've had problems with reliability and we didn't know that we were going to finish the race. It was hard at the beginning to overtake everyone but it was harder to keep my concentration in the final minutes of the race."

For Jackie Stewart the downpour continued after the race: "I have never been happier in my whole career: not from a victory, not from a Championship, never! Paul and I sat together, and when Rubens crossed the line, we both burst out crying."

Understandably, Rubens was equally as overjoyed as his three times world champion boss, "It is not a long time ago that I was waking up at eight o'clock in Brazil and watch-



ing the Monaco Grand Prix. It is the most famous Grand Prix. For me to finish on that podium today, it's something else."

In a race packed with surprises, Rubens wasn't the only unexpected visitor to the points. Tyrrell, a team that this season has struggled to keep its distance from the back row, succeeded in bewildering everybody.

Mika Salo drove an inspired race,

lapping the likes of Gerhard Berger on his way to 5th place. During the final 20 minutes, one question remained: could the Tyrrell possibly get to the finish without a single stop?

It was a masterstroke of strategy. Despite losing a section of front wing, Mika completed all of his 61 laps without a single visit to the pit-lane. "I think that's what you call thinking on your feet," explained Salo. "About halfway through the race, I realised what the team was trying to do, so we reduced the fuel mix and the revs and I started coasting through the corners to stay off the power."

It was a highly aberrant strategy but one that paid off beautifully for the Finn. As Harvey Postlethwaite commented, "It needed the fuel management of a 747 captain flying into a headwind from Hong Kong!" For once, the choice of a V8 with its mod-





Schumacher himself was susceptible to the odd 'moment'. Despite thinning out, interest was maintained by Michaels unhuman car control - on or off the tarmac

"I was watching people behind me and I was very concerned because I was so bloody slow in Mirabeau and Portier. I almost felt I could get out and run next to my car. I was thinking that the others would catch me up."

Michael Schumacher

WET WEATHER WONDERS?

At last the wet weather race that has threatened for so long materialised, yet it wasn't the Bridgestone benefit that had been predicted. Goodyear-shod cars won and came 2nd while Bridgestone representatives managed a 3rd and a 4th. However, as Rubens Barrichello explained, "It isn't a race where you can say, 'Oh yes it was a wet race, and this and that.' It was so slippery that it was hard to keep the car on the track."

Olivier Panis shared these sentiments: "This was the best position for Bridgestone in their time in F1 so far, but it is very difficult to talk about the performance of the tyre because this is a very slippery track."

With such freakish results little conclusion can be drawn from a wet Monaco. As Rubens added, "I think if it rains in Barcelona, then we will see."

est thirst seemed justified. There were many surprises, not all of them favourable. The greatest disappointment of them all must have been that of Frank Williams. The team's traditional bad luck at Monaco continued its run.

With both drivers opting for slicks and gambling on a dry line appearing, they were destined to be disappointed. Both cars were swallowed up by the chasing pack within a couple of laps of the start. As Frank Williams later explained, "The choice of tyres was a team choice which, if it had worked out, would have made us heroes. Our choice was based on a forecast of very fine drizzle for the next 20 or 30 minutes."

It appears that unlike the rest of us, Williams has yet to learn to mistrust weather forecasts.

The disaster was far from over. Heinz-Harald Frentzen and Jacques Villeneuve both pitted for wets in an attempt to salvage something from the team's tactical blunder. It wasn't to be.

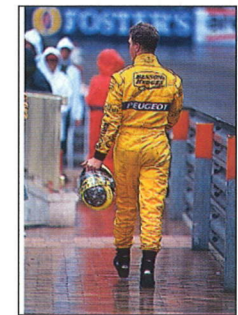
Jacques was the first to go. Schumacher was coming up to lap him and as he desperately fought off the inevitable, his FW19 slid wide to kiss the barrier with too much affection. "I continued for a few laps but the rear of the car was so damaged to go on," he explained.

For Jacques, Monaco had proved to be a blacker weekend than last year. After failing to qualify on pole for the first time this season, he had also lost his delicate championship lead.

Frentzen's the weekend had started so well. Yet it would also be cut short by the infamous Monaco barriers. On lap 39, the German threw his chances away at the chicane. The Williams vaulted of the kerb and slid uncontrollably into the unforgiving steel.

H-H confirmed what we all knew: "I think with these weather conditions we did not make the right tyre choice at the start. We started the race believing that the rain would slow down after about half an hour - it didn't!"

Williams weren't the only team to



The long walk home for Ralf after such a promising start

see both cars fail to make it to the finish. McLaren were also packing up early. Mika Hakkinen started, like the Williams, on slicks. They would only bear part of the blame for his early exit.

Much could be credited to teammate David Coulthard.

On lap 2, David was chasing the slick-shod Williams hard. Coming out of the tunnel he span under braking into the chicane. The McLaren span backwards into the barrier, destroying the left suspension. "I made a mistake and lost the rear end turning into the chicane after the tunnel. As a result, I spun and in the process damaged the left rear suspension of my car."

It was the resulting chaos that caught out Hakkinen, "As I came out of the tunnel, I was travelling very quickly. I realised that the cars in front of me had stopped a long way before the chicane and despite all my efforts to brake in time, I couldn't stop and went into the back of the Benetton..."

The Jordans continued to look impressive with Fisicella running 2nd for the opening laps until succumbing to Barrichello an

Just about everybody lost it at one point or another and the Nouvelle Chicane was the most popular spot...

Herbert looked strong once more before tossing it into the wall at Devote. Schuey himself had a moment at this spot...



"I thought that once I'd got through the first corner I was OK. We didn't have the luck with us. I feel that I would have loved to have been out there today".

Damon Hill

For Ron Dennis, it could be simply summed up: "The weather conditions were the same for everybody; some cars made it to the end of the race and many did not, including our own."

No doubt Tom Walkinshaw's sentiments were similar. Arrows were another team to find their race finish somewhat earlier than expected. Pedro Diniz failed to complete even a single lap. In the corner after Loews he simply spun, hit the barrier and stalled.

Damon Hill's race lasted a little longer, one lap to be exact. He was caught out in the carnage and confusion ensuing from Coulthard's off. He cleared the initial pile-up only to find himself cannoning into the back of Irvine. The result was broken rear suspension and another early bath. Despite yet another failure to finish, Damon remained light-hearted: "Well, unfortunately on this circuit, you need a bit of luck. I thought that once I'd got through the first corner I was OK. We didn't have the luck with us. I feel that I would have loved to have been out there today; it was lovely conditions and I would have enjoyed myself."

Another Brit to face a luckless race was Johnny Herbert. After a fine showing all weekend, Johnny made an exceptional start as he managed to work his way past the two Williams into 5th place. He closed up behind Ralf Schumacher and started pushing hard. After a short yet highly impressive drive, Johnny was caught out by a bump on lap 10L: "It flicked me into the barrier on the left hand side going towards Ste Devote and then the car was thrown across at almost undiminished speed and hit the barrier on the outside of the corner almost head-on."



Mika Hakkinen, another race sacrificed at the hands of the weather forecasters

With an incident list longer than the Old Testament, it was no surprise that the race proved to be a highly entertaining affair. With the intensity of the early battle for second place over by lap ten, it wasn't hard to find further action. The finest skirmish of the weekend was that between Giancarlo Fisichella and Olivier Panis. The Jordan had vaulted into second place at the start while the Prost had worked its way up the field.

By lap 11, Giancarlo was being left behind by The Stewart of Barrichello who had passed him. Panis was now closing rapidly. What was to follow was a determined drive from both. It would be lap 35 before Olivier finally found a way past the ragged Jordan. The battle though was every bit as intense as it was exciting. Panis continually harried Giancarlo who simply refused to give into the pressure. The outcome was inevitable and Panis finally took Giancarlo in the swimming pool section.

Olivier went on to finish in the

points with 4th place, a superb result after a weekend of problems: "I have rarely driven such a tough race at the wheel of such a difficult car to drive, both in a straight line and through the corners. Despite the problems, we have had since the beginning of the

It's hard enough to beat Schumacher in the rain without handicapping yourself by running slicks - Michael was laughing all the way to the podium



By half distance Irvine was starting to look a threat to Barrichello and Fisicella. For a while a Ferrari 1-2 looked on the cards...

Another dreadful weekend for Benetton with Alesi only making it to lap 16 and Berger travelling around at the back of the field...

Tears of joy for the Stewart clan as Barrichello brings the Tartan flyer back in second in only its fifth race



Empics

weekend we finally established a good set-up for the dry - then it rained!"

Giancarlo too finished in the points. For him, too, the race was a struggle: "This was a very difficult race. We started on intermediate tyres hoping the circuit would dry up, but then it began to rain very hard. This made the car very difficult to drive and I was never able to apply full power."

Giancarlo's team-mate also suffered after a great start. On the 11th lap he span into Casino. The young German had little to say. "I was going too fast into the left-hander at Casino and span overbraking."

For team-boss Eddie Jordan, it was an unfortunate result. The team had looked good all weekend, culminating in both cars qualifying in the top six. "Unfortunately, after a fantastic race weekend here in Monaco, the race itself was a disappointment for the team, and it was frustrating to

come away with only one point. Obviously the rain played a major part in this. Giancarlo, however, did a fantastic job under the very difficult race conditions."

Monaco has succeeded in unsettling the season yet further. With a several unexpected results, the weekend has thrown open a championship that was predicted to be 'a walk in the park' for Villeneuve. A new leader in the shape of Schumacher means a very real threat for the Williams hegemony. With Irvine in 3rd, and 12 other drivers with points, many of whom have demonstrated real potential, the season seems to be taking yet more twists and turns.

Spain is set to be a showdown for the Williams duo, Schumacher all too ready to admit that the track will not suit the Ferrari. But with a variety of young pretenders snapping at their heels, anything could happen.

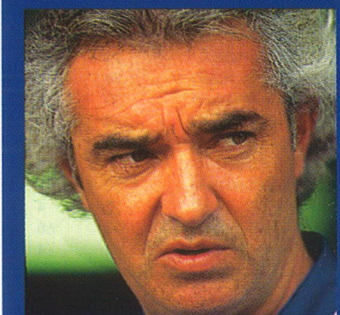
IT DOESN'T RAIN - IT POURS FOR BENETTON

Benetton faced one of their worst weekends of the year in Monaco. After a season plagued by qualifying problems, intensive testing failed to rectify the situation. Jean Alesi and Gerhard Berger were reasonably confident of their race performance - until it rained. Both cars were horribly outclassed by almost everyone.

Alesi's race was cut short after a spin and stall on lap 16. As Alesi later explained, it was, "A bad day for me." The reason? "I think I made the wrong choice of tyres by taking a new type brought by Goodyear for this race. I started to have serious grip problems in the back of the car, especially on the straights. At the point where I spun, I had just touched the accelerator and the car turned around and the engine stalled."

Gerhard succeeded in finishing the race, though with having to face the humiliation of being lapped by a Tyrrell, he may well have wished he'd stayed at home instead. As Gerhard explained, the Benetton team are no closer to an : "This was a terrible weekend and today's result proves that at the moment, we do not seem to be able to solve our problems."

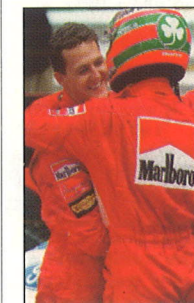
He went on to explain his poor performance. "Today in the wet my car was very difficult to drive and totally unpredictable. It was constantly sliding away, not only in the curves but also in the straights. The whole race was a



matter of trying to stay on circuit and finish, but I managed to do it with great difficulty."

The recent departures of Ross Brawn and Rory Byrne has left rumour hanging over both the team and its drivers. Monaco will have done little to calm the storm of speculation.

RACE REPORT

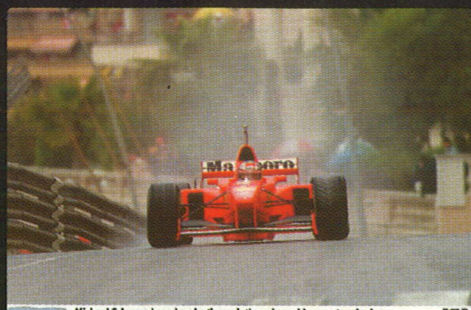


Blood red Brothers. The genuine warmth and camaraderie in the Ferrari camp must be a worrying sight for the opposition

After an early stop for tyres Frentzen failed to make the charge one might expect - a dry set up was his excuse...



GPA 400



Michael Schumacher ploughs through the rain on his way to winning



GPA 400

Barrichello, able to keep station with Schuey at some points of the race, never looked like being taken by Irvine as he cruised to 2nd...



GPA 400

Taking no chances Schuey crawled round the final lap as the 2 hour limit approached. He still finished over a minute ahead...



GPA 400

Jean Todt is given the bumps by an ecstatic Schumacher and Irvine. The Ferrari mechanics also share the champs

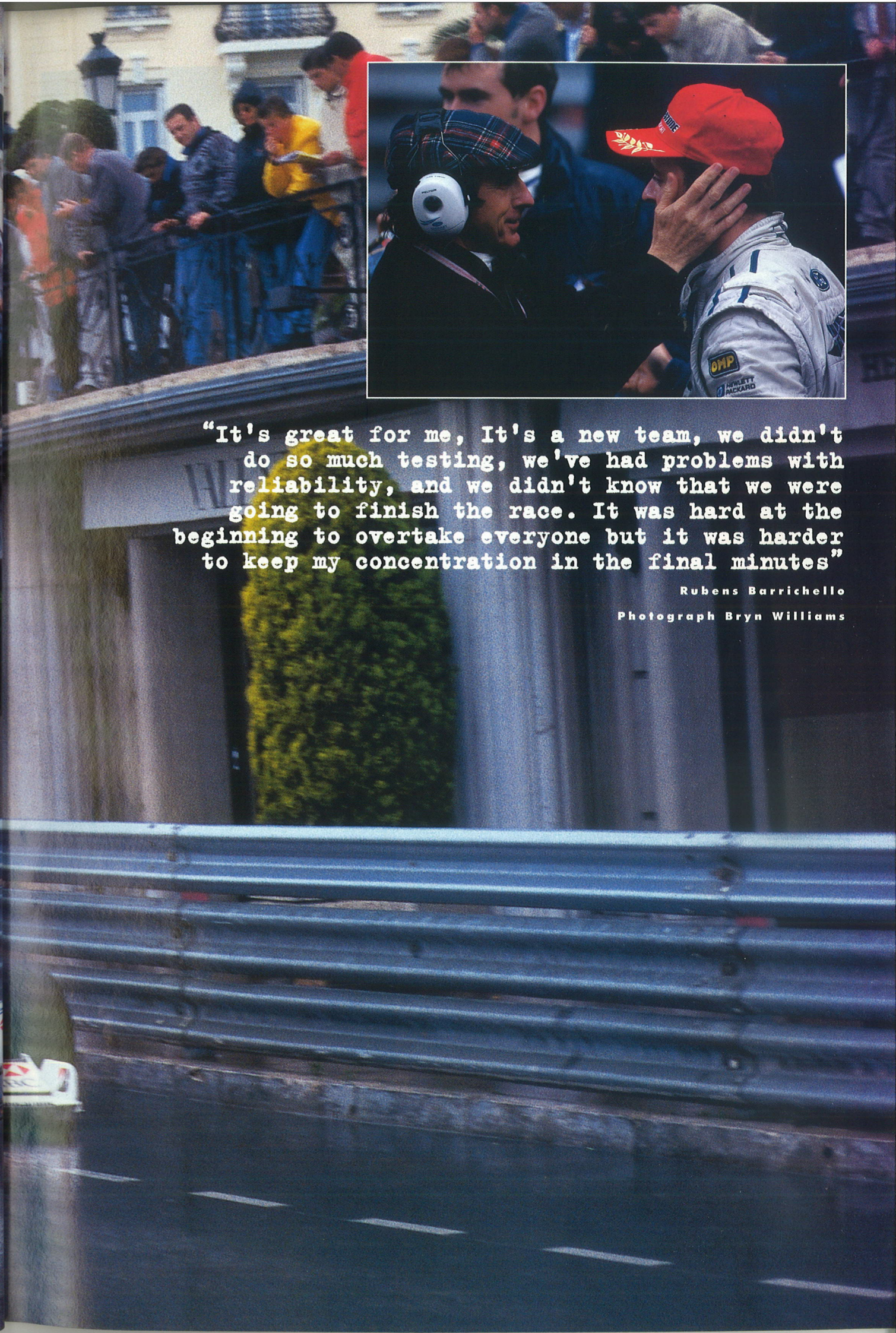


GPA 400

"Actually it was quite tricky for us through Loews and Portier. We had to pull on the clutch to get round the corners as the engine was pushing us and sometimes we were close to hitting the barriers."

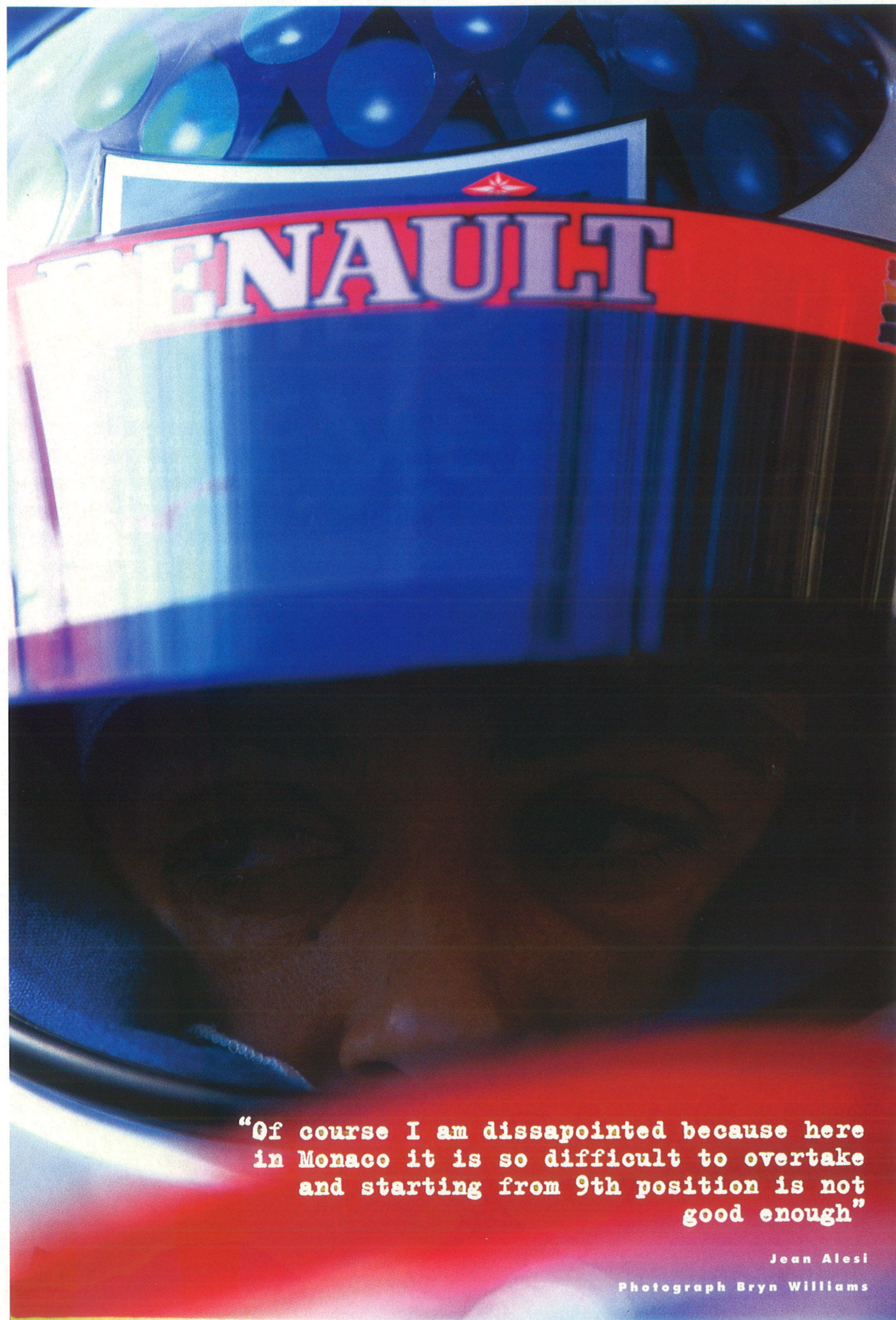
Michael Schumacher
Photograph Bryn Williams





"It's great for me, It's a new team, we didn't do so much testing, we've had problems with reliability, and we didn't know that we were going to finish the race. It was hard at the beginning to overtake everyone but it was harder to keep my concentration in the final minutes"

Rubens Barrichello
Photograph Bryn Williams



"Of course I am dissapointed because here in Monaco it is so difficult to overtake and starting from 9th position is not good enough"

Jean Alesi

Photograph Bryn Williams



Eddie Irvine

Photograph Bryn Williams

"The Ferrari is a very strong car because it lasted, it's amazing! I don't know how many contacts I had in the first few laps."



SCUDERIA FERRARI
5 M. SCHUMACHER
6 E. IRVINE

Ferrari seemed in confident mood on arrival at the principality. With Michael Schumacher a double winner in Monaco, they seemed assured of a good result. After Thursday's practice the team remained expectant. "For Saturday I can aim for a place on the front three rows of the grid," pronounced Eddie Irvine.

When the time came, Eddie floundered and only managed 15th fastest. Michael, on the other hand, fought hard for pole position from early on in the session. He finally ended up second to his compatriot, Heinz-Harald Frentzen. Jean Todt seemed surprisingly cool, "The 78 laps of the race will be very tough but we can contemplate a good result if our cars run reliably. It would have been better on pole but we are satisfied

with the front row." Turning his attention to Eddie, he simply added, "Starting from the eighth row, Eddie will have a difficult race."

There proved to be every reason for confidence come Sunday. Michael Schumacher took the lead at the start and never relinquished it. It was a drive that will no doubt go down in the annals of the sport. Eddie too had a superb race. He worked his way up the field to finish 3rd, his third visit to the podium in three races. It was a carnival atmosphere at Ferrari as Eddie and Michael sprayed their mechanics with champagne, as Jean Todt so perfectly summed it up, "When I see so much red on the podium I am very happy, it is fantastic."

Another weekend on which Gerhard and Jean must have wished they could have stayed in the red cars

BENETTON RENAULT
7 J. ALESI
8 G. BERGER

The struggling Benetton team arrived in Monte Carlo with a new rear aerodynamic package in place. This is believed to be aimed at increasing tyre temperature with low fuel loads for improved qualifying. Something the team has found problems with all season.

It seems that the new set-up failed to bear fruit, as the team continued to labour in qualifying trim. Jean Alesi finished the Saturday session in 9th place with Gerhard Berger qualifying the T-car

in 17th after a crash in the earlier session. Technical director Pat Symonds commented, "A disappointing session today since our cars were doing well this morning." Gerhard simply added, "It was our usual problem in qualifying and I could just not get the time."

Benetton went on to suffer, in terms of pure performance, their worst race of the year. Berger was lapped by Salo in a Tyrrell on his way to 9th and Alesi span and stalled.



PROST MUGEN HONDA
14 O. PANIS
15 S. NAKANO

The team that has proved to be the biggest surprise of the year, under the watchful gaze of Alain Prost, failed to fulfil its early season potential come Thursday and Saturday. Unsurprisingly Shinji Nakano was way off the pace, claiming a lack of traction and understeer were to blame. He finally qualified on the back row in 21st place.

Olivier who has shone all season and won last year's race seemed also to struggle come qualifying, "We just weren't able to find the right set-up and I was never in a position where I could exploit the car fully." He had swapped to the T-car for qualifying after hitting the guard rail in the morning session whilst trying to find the answer to understeer problems during acceleration. Despite this the Frenchman remained positive, "It's not the end of the world. The race promises to be every bit as close as qualifying was, although -OK- a better place on the grid would have been nice."

Sunday saw Prost caught out by the rain, with a full dry set-up Olivier raced hard to achieve a valuable 4th place, Nakano however span whilst heading up the hill on lap 36.

Alain Prost seemed happy that the team had managed against the odds, "We owe today's result to Olivier's gritty determination who simply took his car - and the race - by the scruff of the neck. He bagged three important points which put us back ahead of Jordan in the Constructors Championship. Bravo!"

JORDAN - PEUGEOT
11 R. SCHUMACHER
12 G. FISICHELLA

Jordan continued to show potential on Thursday with Giancarlo 4th fastest and Ralf Schumacher 8th. The team arrived at the cramped confines of the Monaco pitlane and paddock with four cars! A demonstration perhaps of their drivers' apparent equal standing. A well organised approach to the sessions saw the two drivers steadily working on set-ups that would prove effective in qualifying.

Come Saturday Giancarlo maintained a constant threat to the top three with an early provisional pole and second spot with only thirteen minutes to go. His final position of 4th was well deserved. Ralf ended the session in 6th place, a position he felt he could have improved

upon. However, with two cars placed in the top six the Silverstone team were looking stronger than ever.

A wet race caught out the Jordan team. Early on Giancarlo and Ralf were running 2nd and 3rd but it all went wrong. Fisichella started to fall back, obviously struggling with the car in the wet conditions. Ralf crashed out at Casino. Despite this Fisichella managed a 6th place.

Eddie Jordan best summed up the weekend, "Unfortunately, after a fantastic weekend here in Monaco, the race itself was a disappointment for the team."

ARROWS YAMAHA
1 D. HILL
2 P. DINIZ

Arrows were in a position, at last, to use modified, C-spec Yamaha engines for the weekend. Throughout the free practice sessions and qualifying the engines ran without trouble, as apparently, did the ancillaries. With no oil or water leaks it looked good for both cars to finish the race.

Damon Hill qualified 13th and Pedro Diniz 16th. Both drivers set their fastest laps on their final runs, Damon's starting a matter of seconds before the session ended.

Until Sunday Arrows had experienced an unusually trouble free weekend. Unfortunately it would not continue that way. Pedro span out of the race on the very first lap. Damon was close behind after getting caught up in an incident following the Coulthard crash, both drivers were caught out by the treacherous conditions which the cars were not set-up to cope with.

SAUBER PETRONAS
16 J. HERBERT
17 N. LARINI

Sauber started the weekend in fine form. Johnny Herbert leapt to the top of the Thursday time sheets with a display of Monaco Mastery. The Brit was delighted with his

TEAM BY TEAM ROUND 5

Monaco proved a disaster for some of the bigger teams while the smaller outfits seemed to enjoy the inclement weather



ROTHMANS WILLIAMS - RENAULT
3 J. VILLENEUVE
5 H.H. FRENTZEN

Jacques Villeneuve best summed up Thursday's Free Practice, "I'm pretty happy as the car is running strongly as it has been on every track." As usual Williams were to maintain their position in the lead pack throughout Thursday and Saturday.

For the first time of the year though, Villeneuve failed to make it on to the front row. He managed a second row position with third but remained quietly confident, "I'm very happy with the way the car handles with a full tank so I'm pretty confident for the race. It's going to be a long one so anything can happen - look at last year!"

Frentzen was the man to steal the show. With a stunning final lunge he took pole from the Ferrari of Schumacher.

Come the race and the situations would be reversed. The team, acting on some highly dubious advice from a

weather man to rival Michael Fish. It seemed they believed the rain would stop and the track clear, so both cars started on slicks. After being passed by almost everyone they headed for the pits to change to rain tyres in a desperate attempt to salvage something from the race. It was too late though. The dry set-up both cars carried would see the pair crash out of contention. Villeneuve clipped a barrier damaging his rear end whilst about to be lapped by Schumacher and Frentzen crashed heavily into the barrier at the chicane after the tunnel.

Frank was as usual frank, "Under the most difficult of circumstances the drivers could not be faulted for their performances."



Vacancy available: experienced and reliable weather forecaster - Michael Fish need not apply

performance. Nicola Larini found his car bottoming out over the bumps but the problem was sorted by the time that the session ended.

When the times mattered, a disappointed Johnny found himself in 7th. Nicola was happier with his 11th place. Peter Sauber seemed relatively happy with the positions. *"7th and 11th on the grid here in Monaco are a respectable result, although I must admit that I was hoping that Johnny would make it onto one of the first three rows."*

Peter Sauber said it all in seven simple words, *"A wet Sunday that we should just forget."* Both Johnny and Nicola retired after accidents, Herbert on lap ten after a great drive. Goodyear's new wet tyres were not greatly appreciated by Larini.

STEWART - FORD
22 R. BARRICHELLO
23 J. MAGNUSSEN

The Stewart team had a particularly peculiar start to the weekend. Due to the size of the paddock and pit-lane, Monaco always sees a variety of teams garages tucked away in a multi storey car park. Unfortunately for Jackie and Paul, their motorhome was also relegated to the second division. As the only motorhome not to make it into the waterside paddock, the team were unsurprisingly upset.

The cars were all fitted with the Argentinean specification project 5 engine. Since the oil system troubles at Imola, work has been carried out, however, Rubens suffered with an engine failure on Thursday. Come qualifying Rubens managed to qualify 10th, the highest of the Bridgestone runners. Magnussen only made it to 19th.

For the Stewart team it was to be the best result of the year. Both cars finished with Magnussen finishing 7th despite several spins. The star of the race was without doubt Rubens Barrichello. He drove a remarkable race to finish 2nd behind Schumacher. As technical director Alan Jenkins put it, *"This is not a technical event, it's not about roll-bars and details like that. This is a PEO-
PLE event, and a result like today's is marvellous for all of them. this is their day as much as anyone's."*

TYRRELL FORD
18 J. VERSTAPPEN
19 M. SALO

Tyrrell arrived without the new and much mooted Ford ED5. It seems

the latest version of the customer V8 is still stuck on the test bench. However, new aerodynamic modifications were in place. Although not as sensational as the newly named 'X-wings', the improvements are said to increase downforce without such high levels of drag. It seems that with the new developments, the days of the 'x-wings' may be numbered.

Improvements were obvious in qualifying. Mika Salo, a driver who tends to look good at Monaco, qualified in 14th, the teams best position of the year. Unfortunately Jos Verstappen was not to find the same form. An early accident in qualifying saw the Tyrrell side swipe the barriers destroying the right hand side of the car. He went on to struggle in the T-car ending up last in 22nd.

A fantastic race saw a no stop strategy for Salo who finished 5th and Verstappen finish 8th. This was a truly extraordinary result for a team that has struggled so hard.

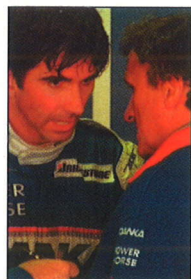
the new aerodynamic package seemed to work beautifully in the twist city streets.

MINARDI HART
20 E. KATAYAMA
21 J. TRULLI

Ukyo Katayama started the weekend with a place at the bottom of the Thursday times. Jarno Trulli managed slightly better to land ahead of Nakano in 20th.

For once Minardi were not at the back of the grid. Ukyo Katayama managed 20th and Jarno Trulli, continuing his run and starting to demonstrate some of his pre season potential, made it to 18th.

Trulli had an unfortunate race crashing out, Katayama on the other hand had his first finish in Monaco. Giancarlo Minardi was far from satisfied after a good showing in the morning warm up. *"From what I'd seen in the warm up I frankly expected something more."*



Rumours that Damon is about to bail out continue to surface



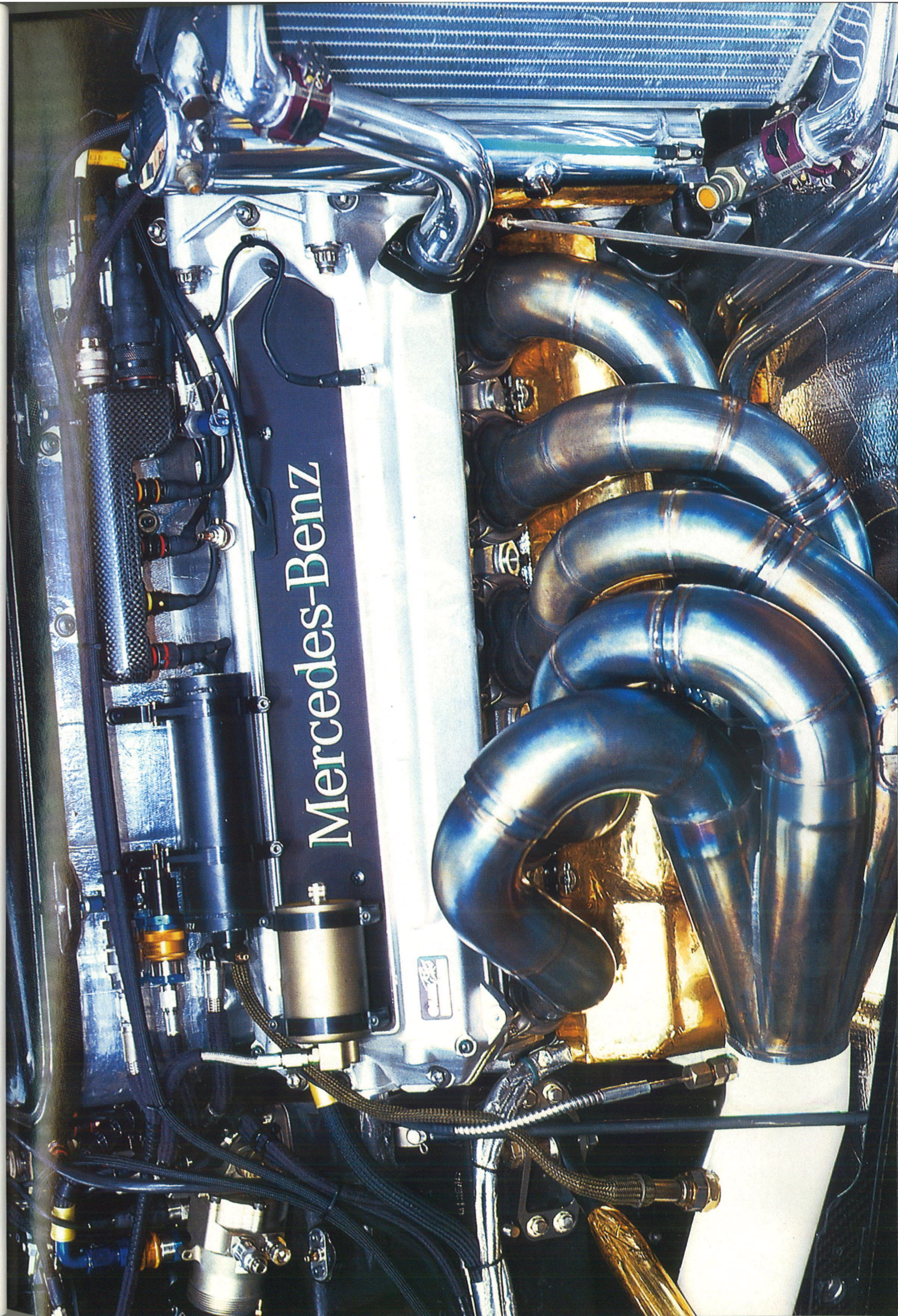
WEST MCLAREN - MERCEDES
9 M. HAKKINEN
10 D. COULTHARD

Mclaren appeared to be finding improved performance come Thursday. Both drivers had fast laps hampered by traffic but seemed contented with the way things were shaping up.

Come qualifying both McLarens made it in to the top ten, repeating in fact there '96 grid positions, with David Coulthard 5th and Mika Hakkinen 8th, having crashed into the guard-rail whilst on a lap that could have potentially seen him 3rd. Despite a reasonable performance Ron Dennis was ready to admit the car is still lacking. *"We need a little more from the car when in qualifying trim."* He was, though, ready to praise his drivers efforts, *"Nevertheless, David*

did a good job to qualify 5th, while Mika's excursion took away the chance of a similar grid position. However, in the circumstances, his 8th place in the T-car was not too bad."

Come the race it was to all go horribly wrong. As with many other teams, McLaren were caught out by the wet weather. Hakkinen opted for slick tyres and crashed on lap two as a result of the carnage created by Coulthard's spin. Neither car went any further. As Norbert Haug commented, *"The first lap was a nightmare. David's mistake took both our cars out. The best way to look forward is to achieve a good result in Barcelona."*



Mercedes-Benz

The **JACQUES VILLENEUVE**

Column – only in GPA...

Have you ever tried to play ice-hockey without wearing skates? Well, I experienced this feeling last weekend in Monaco when the wet track was as slippery as an ice rink and my tyres didn't have any edges. I was simply unable to control my FW19.

After Imola's car failure which cost me the race, Monaco was another disappointment for the entire team. What a disillusion when all the necessary ingredients were mixed together again for an interesting and challenging race.

I forgot my San Marino Grand Prix the same way we left Imola after my withdrawal: fast. Back to testing in Barcelona for two sessions, I focused my goals entirely on Monaco. With my Rothmans Williams Renault team, we worked hard to find the right set-ups for the car, although the Monaco track is atypical in the Championship and hard to adjust to.

I built up my confidence before starting the weekend. I was looking forward to getting into my car again and driving to the limit through the narrow streets of the Principality. For all drivers, this race is the most important one of the season. In terms of prestige, a triumph here is like winning the Indy 500 in Indycar and is a dream for all of us. This dream was also shared by my team since they haven't been successful here for the past 15 years. And personally, I also had to take a revenge over last year.

On the first day of practice, I immediately felt at ease on the track. There was no comparison with 1996 when I could not never find my marks. On such a narrow circuit, it is no secret that the set-up has to be precise. You want to be able to drive with accuracy as there is neither sand nor grass which you can drive through and still hope to stay on the course. In Monaco, the slightest mistake can throw you out of the track into the crash barrier.

I was happy about the work we

had achieved with my engineers. This happiness was soon increased by a very nice surprise. On Friday morning, my girl-friend, Sandrine, flew all the way from Montreal to visit me. Monaco is the first race she has attended this year. Her work schedule is as busy as mine which doesn't allow us to spend a lot of time together. Being with her here reminded me of the good old days when we were two teenagers living in Monaco. The Grand Prix was always an exciting weekend. The town gets very crowded and there are tons of parties to go to. Now, the situation is indeed very different. I cannot party before the race because I have to be in top shape. So, we only went out for dinner to a friend's restaurant and had quiet evenings at home.


When Sandrine is around, she comes with me to the track early in the morning. She is always carrying a book in case she gets bored. She did the same this weekend. But I know she watched the qualifying from the pit and saw me going sideways and hitting the crash barrier ten minutes before the end of the session. I shall admit that I was annoyed to find Michael and Heinz-Harald in front of me. What disappointed me the most was that I could not add a sixth pole position to my curriculum. Being third on the grid is not ideal in Monaco, but it was still better than last year.

From the beginning of the weekend, the rain was the main topic of every conversation. For three days, the Western wind kept the sky clear, but on Sunday morning the wind was blowing from the East. And Eastern wind means rain in Monaco. The

question was then, when will it start to rain? The first drops started to fall half an hour before the Grand Prix began which put each team in a difficult dilemma. Did we have to change our set-up and tyres?

Within the team, it was decided to stick to our dry set-up and slick tyres since we believed the rain would stop after a few minutes. When Michael changed car and went to the wet set-up car that should have given us a hint. We decided to gamble. Obviously, it didn't pay off and made us look like idiots and was a huge mistake.

I really felt like sliding on ice poorly equipped. I went back to the pit and replaced my slick tyres with intermediate ones. Since my set-up hadn't changed, it didn't help much. Even in straight lines, the car slid. Then Michael, who was leading the race, got closer to me. Out of the first turn, I tried to change my brake balance from the front to the back. I went sideways at that point, hit the guard-rail and bent the rear suspension. I could still run for a few laps but due to all the stress you place on the car, especially in the tunnel where the speed is highest, the suspension eventually failed. And I was left with only one alternative: to go back to the pit and withdraw from the race.

With Heinz-Harald not finishing the race, this Grand Prix was far from being successful for our team. We lost the first place in both the Constructor's and driver's Championships. But looking ahead, I still forecast several interesting Grand Prix to which I am looking forward. It will need to rain a lot more to wash away my confidence for the season. 

I went back to the pit and replaced my slick tyres with intermediate ones. Since my set-up hadn't changed, it didn't help much.

Jacques Villeneuve



JACKIE'S JACKS...

... and trucks, and gantrys, and fuel rigs, and tool chests, and telemetry, and monitors, and headsets, and radios, and machine tools

To most television viewers, a top-class Grand Prix team is a couple of finely-tuned men and their 650bhp machines in perfect harmony for 90 minutes on a lazy Sunday afternoon. In reality, that's just the well-exposed tip of an enormous iceberg lurking in the pit-lane.

Story by Jonathan Gill

Today's F1 race-team is a highly specialised, 60-strong tactical attack force on active service overseas. Even a mid-field organisation such as Stewart Grand Prix, which functions on a mouth-wateringly moderate £30m budget, travels with more technology than a squadron of Stealth bombers.

Stewart's strike-force consists of four huge trucks, three race cars, a dozen engines, umpteen

spare parts, plus a travelling staff numbering more than 55. Among the personnel, you'll find a wide variety of specialist skills ranging from data-loggers to public relations spin-doctors, race drivers to truck drivers. Each and every one has a crucial role to play in the ultimate success of the team's ultimate mission.

For a Grand Prix in Europe, Stewart dispatches an expeditionary force from its Milton Keynes HQ a full week before the

F1 grid gets the green light the following Sunday afternoon.

Typically chief truckie, Paul Singlehurst heads down the M1 for the continent on the previous Sunday afternoon. Monday is spent thundering along some autoroute or autostrada ensuring he arrives at the prescribed circuit in good time for a full day's work on Tuesday: "The first thing we do is to paint the floor of the pits and decide how to make the best use of the space we've got. We then start erecting all the internal partitions, organising all the power supply, hoisting up all the overheads and rigging up all the special lighting."

The second wave of trucks follows 24 hours later. They arrive armed with the three SF1 race cars at the circuit on Wednesday and the cars and equipment are quickly unloaded into the bridgehead already established by Singlehurst's advanced party. While the pits are being organised, the main army of foot soldiers prepares to leave Britain via Heathrow. By Thursday morning, the entire Stewart hit squad is assembled and ready for action.

The three Ford-powered SF1 race cars are meticulously prepared and passed by the official FIA technical scrutineers. Finally, on Friday, five days after the trail-blazers first left Milton Keynes, the SF1s roar out onto the race track under the ever-watchful eyes of Jackie and Paul Stewart - the



"Hopefully I'm back in my own bed by Wednesday, and my laundry is done in time for my next adventure which starts on the following Sunday."

Paul Singlehurst

famous father-and-son team which mastermind the whole operation. Technical director Alan Jenkins, team manager Dave Stubbs, technical co-ordinator Andy Miller, chief engineer Andy Le Fleming and chief mechanic Dave Redding, all report directly to the dynamic duo at the helm.

Beneath them, five technicians are dedicated to both Rubens Barrichello's and Jan Magnussen's race cars, with three more responsible for keeping the spare car ready to roll. They then spend their entire weekend maintaining the SF1s.

"We usually have a new engine in the race cars for each day," explains Darren Nichols, the number one mechanic on Magnussen's number 20 car. "The rest depends on what state the car gets into on

the circuit. Nine times out of 10, every evening we strip everything right down to its component parts, inspect the lot and then rebuild them in preparation for the following day's action. Quite often, this can turn into a late night."

Working alongside the race car crews in the pits are experts in hydraulics, dampers, electrics, gearboxes, data logging plus all the engine boffins from Cosworth and Ford. The four truck drivers are responsible for keeping the whole travelling circus absolutely spotless and, at all times, are willing 'gofers'. They 'go for' tyres, fuel, refreshments and so forth.

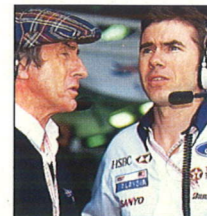
Come the Grand Prix, it's all hands on deck for those crucial mid-race pit-stops. Just about the whole team is pressed into pit-lane service

Jackie inspects the immaculate Stewart garage. In Formula 1, presentation is everything and so the first thing a crew will do is paint the floor

- with 20 people required for refuelling and fresh wheels, there's no room for any conscientious objectors. Even our chief truckie is forced into action - Singlehurst gets the hazardous job of donning the flame-proof overalls and forcing the high-pressure refuelling nozzle into the stationary SF1s.

Once the dust has settled, the Stewart squad starts disassembling its pit and packing its bags in preparation for a two-day retreat back to Milton Keynes. "Your average two-hour Grand Prix is a 10 day haul for me," says Singlehurst. "Hopefully I'm back in my own bed by Wednesday, and my laundry is done in time for my next adventure which starts on the following Sunday."

Who said Grand Prix racing is all about glitz and glamour? ▶



What no cash Jackie? It costs a small fortune to buy all the bits and pieces necessary to fit out a pit garage





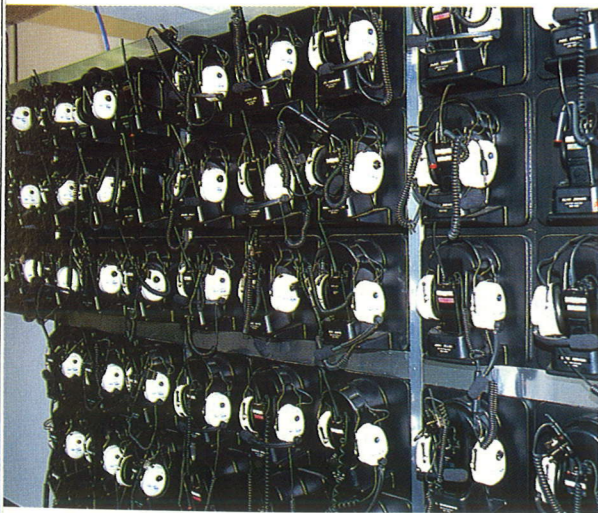
When the cars are running, all their functions are downloaded into seven computers so all the information can be immediately be analysed, and any problems detected. Telemetry is transmitted either via radio masts mounted on the trucks or via a microwave burst which comes directly from the cars every time they flash past the pits.

...JACKIE'S GARAGE...

Three tools boxes, one for each SF1, carry everything needed to run a race car: springs, shims, spanners, axle stands - even the odd old-fashioned hammer.

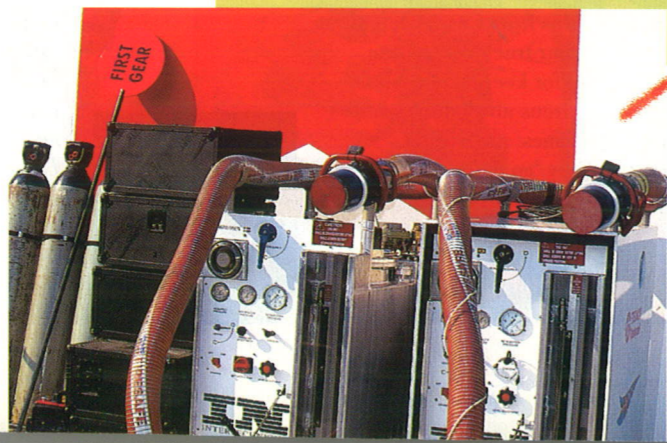


Three huge artic's line-up behind the pits. One is the 'race truck' which carries the cars and doubles up as an office for the engineers plus a computer centre; the second is the 'support truck' carrying all the spares and doubling up as a machine shop; the third is Ford's 'engine truck' for data analysis.



The impressive radio rack houses around 60 pairs of headphones - all named and numbered, starting with Jackie Stewart.

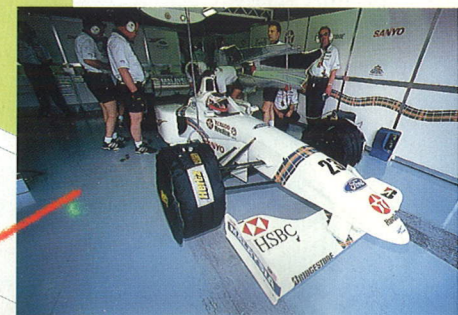
Each car has its own special refuelling rig. Fuel flows at the rate of 10 litres per second through a coaxial two-way hose within a further hose. The inner hose carries fuel to the car while the outer hose brings expelled air and fuel vapour back to a pressurised tank within the rig so it can be stored safely.



Race cars are continually stripped, inspected and rebuilt throughout the weekend.

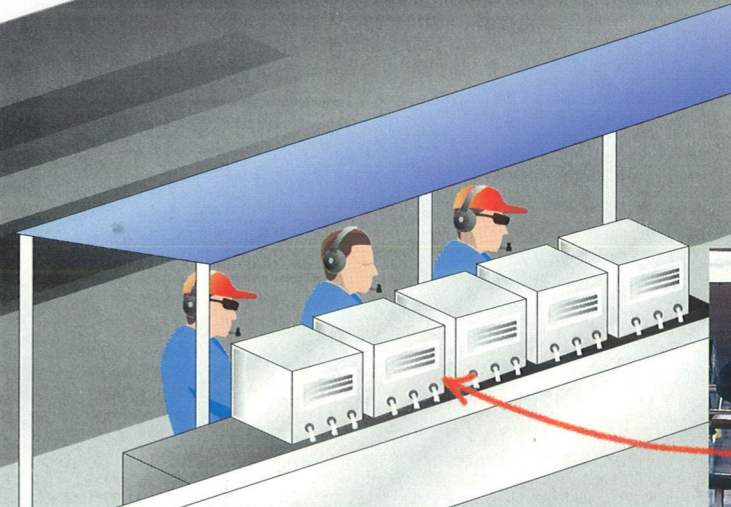
Illustration by Fowler Media Graphics

Each car has its own overhead 'flying saucer' gantry. These incorporate a PC download facility, scales to ensure the correct corner weights plus a red/green traffic light system - four people have to agree the car is ready to roll before the green 'go' light is displayed.



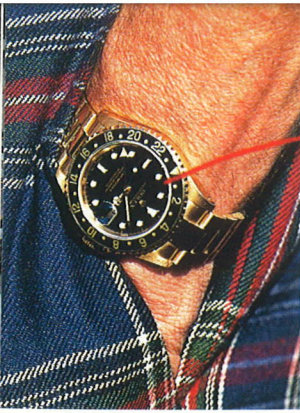
Each two-car F1 team is allowed a spare car. This can only be used in tandem with the race cars during official qualifying on Saturday and, in emergencies, on Sunday before the Grand Prix.

Stewart engineers and team bosses join key Cosworth personnel on the pit-wall. They analyse the time screens and relay relevant information directly to the drivers.



Photographs Bryn Williams





TIME	FUNCTION
-90.0	Crew prepare for stop and take up positions in pit-lane.
-30.0	Heating blankets removed from Bridgestone tyres. To minimise heat and pressure loss this is left as late as possible. Tyres heated to around 90 degrees C.
-15.0	Car enters pit-lane and driver activates speed limiter.
+0.0	Car stops on marks. Driver applies brakes to keep wheels from rotating.
+0.3	Refuelling hose connected, air-guns undo wheel nuts.
+1.0	Jacks positioned under front and rear, and car raised.
+1.8	Used wheels/tyres removed.
+4.0	New wheels fitted. Wheel-men indicate their job is completed by raising arm/air-gun.
+5.0	Car lowered off jacks.
+8.0	Refuelling complete (c.75 litres @ 10 litres per second).
+8.5	Go, go, go - car rejoins race.



Alan Maybin
Left Front Gun

"As number two on Rubens' car, I get most of the back end - the dirty gearbox and engine bit. The pit-stop is a massive adrenalin rush - it's always dangerous for us all, particularly if there's a nose-change as well."



Simon Adams
Front,
Quick-Lift Jack

"It can be a bit scary at times when a driver is haring towards you... you just hope he stops. I spend the rest of the Grand Prix as number one mechanic on the spare car."

...JACKIE'S CREW...



David Brown
Right Front Gun

"I spend most of the weekend stripping and rebuilding Jan's car - it's a bit monotonous, really. On most tracks I'm on the inside which is okay, but it can be a bit daunting when you're on the outside."



Paul Singlehurst
Fuel Nozzle

"It's probably the most exciting part of my 10-day Grand Prix trip - I spend most of the race weekend polishing the trucks, so the pit-stop gives me quite a buzz in comparison."

Pit-stops are now perhaps the most crucial part of a Grand Prix. Invariably, races and places are won and lost in the handful of seconds it takes to re-tyre and refuel a racer. A perfect stop for four new wheels plus around 80 litres of jungle-juice loses a driver less than 10 seconds, added to whatever it takes him to leave and rejoin the circuit.

As the car halts on the pre-determined point indicated by the 'lollipop' man, a crew of 20 Stewart team members starts its well-rehearsed

routine. Split-second precision is the key; in this frantic race against time, there are no margins for error.

If all goes to plan, the wheels will be whipped off and on well before the refuelling is finished. All teams are equipped with similar rigs which work at 10 litres per second - so, ultimately, cock-ups aside, it's the amount of fuel dispensed which should govern the length of a given stop. And that will depend on a team's race strategy, which could cover one relatively lengthy stop or two or three faster ones.



Dave 'Otis' Redding
Lollipop Man

"As chief mechanic with overall responsibility for all three cars, it's my job to control the car throughout the pit-stop. I make sure everything is completed, then release it when the pit-lane is clear."



Darren Nicholls
Left Rear Gun

"I'm number one mechanic on Jan's car but during the race I'm armed with my gun, and keen and ready to go. This time last year I was working in Indycars before joining Jordan and now Stewart."

Christophe Bouqueniaux
Right Rear Gun

"I sit there on my knees waiting for the car to arrive then it's all over in a flash. My main duties are as number one mechanic on Rubens' car. Yes, I'm French and I joined Stewart from Ligier."



Are you

Ready

Eddie?



Photographs Allsport

Eddie Irvine is not a vindictive man, but he is currently revelling in the discomfort that his renewed race track vigour is causing anyone who wrote him off.

Story by James Foxall

It took just two unconvincing start-of-season race performances for the Italian press to start hassling Ferrari's top brass to show the Ulsterman the door.

But now Italian newspapers — Eddie-admirers only when it suits them — are tipping cap again to 'their' man. For a couple of days, he was even more popular in their eyes than the saintly Schumi.

As Irvine saw it, the return to their affections was no surprise. But ever the realist, he refused to talk up his chances of keeping his 'Where Eagles Dare' job, partnering double world champion Schumacher at Ferrari.

"You can call it a turnaround but I call it a four letter word: luck," he replied, every inch the iconoclast the media have tagged him.

"In Australia, I could have won the race if I'd got through the first corner. I've always been a good starter but you can be unlucky. In Imola, I made a great start too, but I went for a gap and Johnny was there. I had nowhere to go, so I had to lift off."

In Brazil, another first-corner incident forced him to race the spare car, tailor-made for Schumacher. Eddie reasons anyone who slams him for a 16th-place finish should try having at least three times their bodyweight repeatedly flung against their gonads: the effect that poorly-fitting seat belts have in a modern F1 car.

"The field is so close now, little things make a big difference," he revealed. After enduring 70 laps of intense pain in Brazil, you presume he's not referring to the size of his wedding tackle.

In the season's third race, Argentina, it all came right for the 31-year-old. But Irvine insisted there was no black magic behind his resurgence. "It's simple. It's a better car this year," he said. "I can work with it. But Argentina was one race. And one swallow doesn't make a summer."

Racing drivers are traditionally reluctant to look beyond the next race and, in this respect, Irvine is no different to his colleagues.

"I'm not thinking long-term yet," he added. "I've got to get a few more results, consistently qualify better. Imola was a good result but I didn't qualify anywhere near where I should have been and that pissed me off."

"If you qualify better, you get better races. I've got to qualify consistently top six — well into the top six — and I could find myself winning a race."

Because of Irvine's happy-go-lucky attitude, some people would call that optimistic. But they underestimate him at their peril.

Eddie has a reputation as an unsteadier of apparently more talented team-mates. Ask JJ Lehto, Heinz-Harald Frentzen, and even Rubens Barrichello. All suffered at the

Irishman's hand.


And now, there's a German with a prominent chin who's being kept on his toes by Irvine too. Insiders say he doesn't appreciate it.

Eddie grinned at the suggestion. "The atmosphere in the team is very good at the moment and I'm confident I can do as good a job as anyone with that car. At the end of the day, time-wise I've been far closer to Michael than anyone else has ever been."

"Even Johnny Herbert at Benetton — nowhere. Michael was on pole and Johnny would be 12th on the grid."

Eddie's future lies in the hands of Jean Todt, Ferrari's diminutive sporting director. The autocratic Frenchman is a fan of Irvine's ability as a team player, but he's in no rush to make a decision over who will partner Schumacher next year. And Eddie understands why.

"Jean doesn't need to make a decision until halfway through the year, because he's got an option until then. It would be very silly of him to decide now, and then I mess up for the next four races, and he's stuck with me for another year."

"At option time, he's got to decide whether he wants to pay me the dough or whether he wants to, you know..." His voice trailed off without finishing the sentence. The alternative to life as a Ferrari employee is clearly something he isn't considering yet. 

"I've got to get a few more results, consistently qualify better. Imola was a good result but I didn't qualify anywhere near where I should have been and that pissed me off."

Eddie Irvine

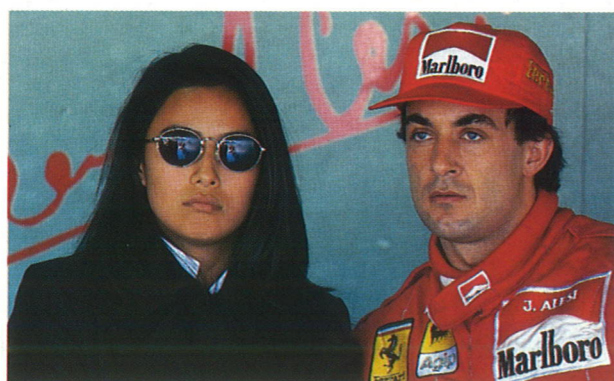


MARRIED TO THE MOB

(Below) Media attention is so focused on the sport that life has become difficult for the Formula One wives - the Schumachers have moved home twice in only a few years to try to find a quiet life

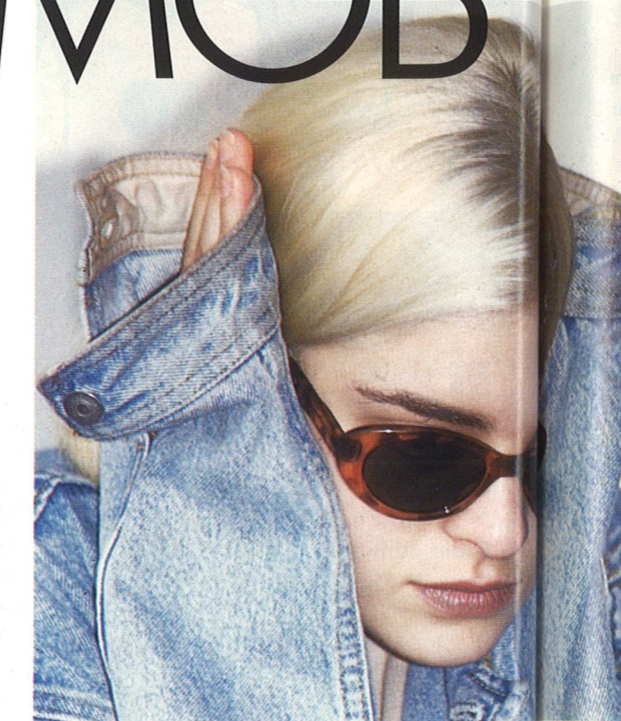


Allsport, Bryn Williams, Empics, Sporting Pictures



(Above) Kumika Alesi has been with Jean Alesi since his Ferrari days

(Right) Johnny Herbert's wife Becky dwarfs the diminutive Brit



(Left) Sandrine Gros D'Aillon covers her ears to the wails of boyfriend Jacques Villeneuve's Williams-Renault



Was the pressure cooker atmosphere of life in Formula One too much for David Coulthard's former girlfriend Andrea Murray?

In the swinging 60s and 70s Grand Prix drivers were noted not just for their speed on the track but also the speed with which they changed their lady friends. Like most things in F1 all this has changed...

Story by James Foxall

Georgie Hill stood in front of the TWR motorhome. It was race day morning at the San Marino Grand Prix, and she was in a small crowd of people, chatting. Occasional waves of laughter drifted across. A mother of three, Damon's wife looked trim, slim and stylish clad in tight leggings and a figure-hugging body top; she might just as well have been a solicitor, or advertising executive enjoying a sunny summer's day outside a central London bar.

On the other side of the paddock, David Coulthard's new girlfriend Heidi Wichlinski sat alone under the awning of the McLaren-Mercedes motorhome. Blonde and long-limbed, she looked in need of a damn good meal and someone to cheer her up. Her face was a picture of boredom and loneliness far removed from Georgie's casual insouciance.

The pair might appear to have as much in common as Jeremy Paxman and Liam Gallagher. Yet Georgie

and Heidi will always share one thing over a race weekend, not only with each other but also the rest of the drivers' wives and girlfriends in the F1 paddock: the men in their lives will be nowhere to be seen for hours on end.

Being a Grand Prix driver's wife is no easy matter. This season there are only 17 race weekends for an F1 driver to

prove his worth at motorsport's pinnacle. It only takes a couple of bad races and there's no shortage of applicants eager to put him on the dole. And that means they can't afford to have any distractions.

Ferrari driver and bachelor Eddie Irvine admitted, "If I had a steady girlfriend, the last thing I would do is bring her to a race. There's enough for me to think about without worrying about someone else too. Besides, I'd never see her."

Other drivers yearn for the support of a good woman. But there's a rider with that: the woman must accept that she comes in a poor second place, at least a lap behind her man's need to succeed. It's a tacit understanding between the sexes that emphasises how tricky it is for a woman to live in the high-octane world of F1.

Mika Salo's girlfriend, Japanese model Noriko Endo is typical in her acceptance of her man's job: "It is boring sometimes. The drivers have to stay late at the circuits in technical briefings and I often don't see Mika for hours on end. But it's important that I'm there."

Georgie Hill agrees with the last sentiment: "I'm there to give Damon my support. I don't ride on his coat tails and hang on his every word. If he needs me, he knows where to find me. But I'm very much my own person."

Often that's just what their men want too. Jacques Villeneuve revealed, "I believe it's important to have someone you can rely on and feel their support."

Johnny Herbert's wife Becky, a statuesque brunette who dwarfs jockey-sized Johnny, looks at her role slightly differently: "You don't have your own identity. My job is to be there when John needs me. It's unbelievably hard work being an F1 driver but John's got such a bubbly nature he normally just gets on and does his job. Sometimes we need to go back to the hotel for a good chat though."

Since the sport's early days, times have changed. Before the Eighties and centralised computer timing relayed to each pit garage, teams used to take their own times so they would have some idea of how their rivals were shaping up. Drivers' wives and girlfriends would make themselves useful on the pit-wall, timing cars in both qualifying and the race. Ken Tyrrell's wife Nora laments the passing: "It was fun in those days and we were really involved. I even used to help out making sandwiches for the mechanics. Nowadays the timing is computerised and professional caterers look after the food."

Technical boffins wearing headsets talk over radio intercoms to



Mrs Alesi - lets hope she's in charge of putting petrol in the family saloon...

"Jean really is a very gentle man, not at all like he's portrayed in the media."

Kumiko Goto

their drivers, excluding everyone but key members of the team. There's no place for women who can at best eargig on their men's progress through headphones that lack the vital mouth-piece.

In the garage hierarchy, the women are near the bottom: privileged enough to listen in, never allowed to take part. Standing by their men is the name of the game. And even today there are many ways it manifests itself.

Take the grid ritual. It's a tense half-hour between the cars leaving the closeted world of their immaculate pit garages and the start of the race: 30 minutes where men and machines sit on the starting grid, being pored over by mechanics, reporters and TV crews. No place for a lady, you might think. Georgie Hill agrees. The last she sees of Damon is when he dons his helmet and steps into his Arrows-Yamaha. That's the cue for Georgie to retire to the TWR motorhome or sit with friends from Damon's Williams days in the Rothmans motorhome, watching the build-up on TV.

Meanwhile, Jean Alesi's Japanese actress girlfriend Kumiko Goto will stand quietly on the starting grid, next to her man's Benetton-Renault. Barbara Larini stands on the pit-wall, beside Nicola's grid slot, cradling his

spare helmet in her arms. Coulthard's Heidi is a few metres further up. Turning to wish David good luck as he jumps the pit-wall onto the track after taking a last minute leak, the tension shows in her face.

Just as they deal with the stress of the start differently, they all react differently to danger. Becky Herbert fell in love with John (as close friends and family call him) when he was in intensive care with shattered legs after a Formula 3000 accident in 1988. It defined her approach to the danger at an early stage. The willowy 28-year-old revealed: "I saw him lying there and his legs were so badly smashed up, the surgeons were talking about amputating. That's prepared me for most things."

"By the time we got married, I'd come to accept that sometimes I'd come second to racing. I didn't think I had the right to ask him to stop when he had been racing since the age of six. You realise they will choose the sport every time because it's all they know."

Georgie Hill added: "I do worry for Damon sometimes but it's just his job. It's not as if he was an accountant before; he's been racing increasingly fast cars ever since we got married in 1981."

Others don't take it so lightly. David Coulthard's former girlfriend

Andrea Murray was unlucky enough to arrive on the F1 scene when her man took Ayrton Senna's seat in the Williams. The pall of death was still hanging heavily over F1 and her judgment was coloured early on. She admitted at the time: "I haven't talked to God since I was a little girl but I'm doing it again. I just ask him to please let David be safe. I keep my fears in my diary. Without that outlet, I don't know how to deal with the fear."

Of course, there is a life away from the track, too. But the fallout of the race can linger into that. Damon Hill is famous for his furrowed brow and intense approach. He carries that over into his home life.

Georgie revealed, "If Damon's had a bad race, he doesn't really take it out on me or the kids. He tends to shut himself away in his study and think it out. He'll spend hours on the phone to friends and the team, just going over it until he's satisfied he understands what's gone on."

You can't imagine others are as thoughtful. Jean Alesi is famous for his temper tantrums. If he's crashed out of a Grand Prix, it's hard to imagine he'd be a joy to live with. Girlfriend Kumiko disagrees: "Jean really is a very gentle man, not at all like he's portrayed in the media."

Even if he is a pussy cat behind closed doors, Kumiko has still sacrificed a lot to be by his side. A promising career as an actress has been put on hold as she travels the world at his side. The repeated airport-circuit-hotel routine is relentless. But the women deny it's the dog's life it sounds.

Georgie Hill: "Sometimes I wish Damon had a normal job where he came home at six in the evening. But I don't think either of us would want that. We meet the most amazing people and go to the most amazing places and in 15 years time that opportunity won't be there. Motor racing has bought us everything: nice homes, fabulous holidays, security for the children; so I can't really complain."

Others aren't as understanding. Gerhard Berger's wife Ana rarely goes to the races. And former champions Alain Prost and James Hunt both hated the ladies in their lives coming to races.

But then, in their time, all were legendary. For a racing driver, pulling is not that difficult. The paddock at last weekend's Monaco Grand Prix was a fine example: crammed with popsies all desperate

to end up with a Grand Prix driver on their arm. But often not any old driver will do. Legend has it that one of triple-champ Nelson Piquet's conquests tested out 19 of his colleagues before settling for a relationship with the toothy Brazilian.

Becky Herbert doesn't understand it: "If they knew what being a driver's wife really involved, they'd run a mile. They only see the glamorous side. It's a bit different when it's the man you love out there."

So coping with the attentions of other women in the F1 circus comes quite easily. History reveals that the hardest part is when the F1 odyssey is over.

A friend of 1979 World Champion Jody Scheckter admitted that once the South African retired from the sport in 1980, his wife Pam found it very difficult to adapt to a new life. The fortnightly adrenaline buzz was gone, and she wasn't far behind.

Other less kind-hearted souls have suggested that in Scheckter's case, Pam's head was turned by Jody's new-found celebrity status,

and settling into a slightly more humdrum existence wasn't as appealing as being married to the world's top racing driver.

Whatever the reason, it's not unusual for relationships to fail once a driver leaves F1. Of Scheckter's contemporaries, Carlos Reutemann, Niki Lauda and Emerson Fittipaldi all suffered broken marriages once they'd retired from the sport. It's ironic because the pressure of being involved in motorsport are intense. Particularly now.


When it was widely known that David Coulthard had split from girlfriend Andrea, the story made it to page three of Britain's two quality Sunday tabloids. And over the weekend of the San Marino Grand Prix David and Heidi had their every move charted by the press. A rival driver reckons David only has himself to blame: "Andrea wasn't backwards about accepting publicity and David went along with it. He won't do it again."

Too right. Heinz-Harald Frentzen already knows the score. The German's relationship with a

girl called Corinna Betsch has been well-documented, primarily because she went on to become Mrs M Schumacher. And even though Corinna and H-H had split up by the time she started going out with Schuey, it gives the press the perfect opportunity to beef up the rivalry between the Teutonic twosome. H-H himself isn't too bothered. Except now his pretty girlfriend Tanja won't talk to the press.

The German's manager Ortwin Podlech revealed: "Tanya is there for Heinz and no one else. She doesn't want to talk to the press and Heinz doesn't want her to, either."

Georgie Hill is similarly reluctant to talk to the press. But like her hubby, there's a steely determination about those brown eyes. When Georgie says you have to be strong-minded to be a Grand Prix driver's wife, you're left in no doubt that she's woman enough for the job.

Whether Coulthard's new girlfriend Heidi can last the distance too remains to be seen. 

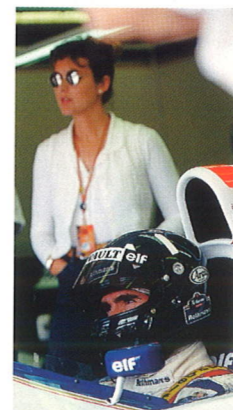


Mrs Panis shares a hug with last year's Monaco GP winner

"If they knew what being a driver's wife really involved, they'd run a mile. They only see the glamorous side. It's a bit different when it's the man you love out there."

Becky Herbert

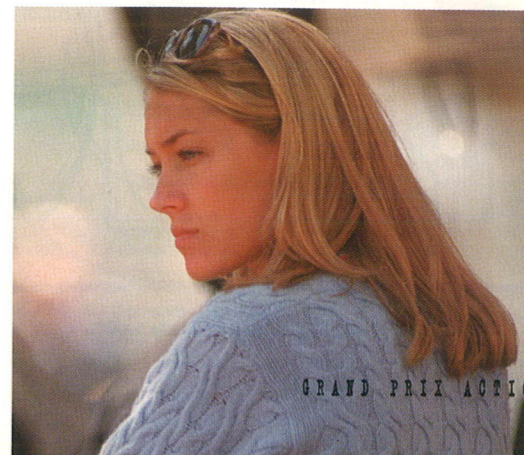
(Below) Jacques Villeneuve's girlfriend Sandrine enjoys a smoke and a laugh with the Championship leader



(Below) Heidi Wichlinski, David Coulthard's new companion is still trying to settle into the Formula One scene at this weekend's Monaco Grand Prix



Not just the agony of watching hubby participate in one of the most dangerous sports in the world, but also sharing the ecstasy of winning



THE BRAINS OF BRAWN

As technical director at Benetton, Ross Brawn penned and designed the car which twice made Michael Schumacher a champion. Now that he has been lured to Maranello, he is working with the biggest budget in the sport's history to make Ferrari champions after 13 years in the wilderness.

Ross Brawn talked to Byron Young



Byron Williams

The design of the aerodynamic package of a Formula 1 car has to start these days with an intense scrutiny of the regulations and a study of the constraints. Sometimes it can be helpful to do a graphic and maybe put in a set of boxes around a basic drawing to show exactly where you can, and cannot, work. Then you look at the parameters you have already got – such as the engine – because they automatically dictate a whole lot of other things: it is of a certain size, it requires cooling, therefore there are radiators. As the aerodynamic design develops, you study how well the radiators work and how big or small they need to be. You can choose between big radiators with a very low flow which is better aerodynamically (they need less air flowing across them for cooling), or small radiators with high flow which cre-

ate more drag but are a lighter package. That's just a simple example of one of the many compromises you have to juggle with.

You have to remember all the time you are basically designing a missile capable of around 200mph in fierce competition with around a dozen other teams of people, and working down to tolerances, sometimes, of thousandths of an inch. The object is to make everything as near-perfect as you can.

Even with something as basic as an engine, there is an interrelation you have to cater for. Its size dictates a certain fuel capacity and a certain size cockpit for the driver. They all put stakes in the ground as to what your car is going to look like – which explains why many designs these days look so similar to the untrained eye.

Once you have the skeleton, you clothe it in the aerodynamics, and this has two major aspects: one is the pure efficiency of the car, that is, the amount of downforce generated for a given drag; that's what we call l/d, (lift over drag). The higher the figure, the more grip you are creating for the least drag and the car will go faster. There is no doubt about it – it is a simple formula. The top

cars have a better l/d than those at the back simply because of the amount of research and effort involved. The difference can be as much as 15 – 20 per cent, maybe more, between the front and the back of the grid. In F1 terms, when you are looking for fractions all the time, that is a big advantage to roll up to the starting grid with.

The second factor is pitch stability or general aerodynamic stability: you want to be able to run the car reasonably soft to allow the suspension to properly absorb bumps and for the dampers to work properly.

You also want an aerodynamic platform that does not change too much with a car heaving and pitching. That means you need to have aerodynamic efficiency, and balance it against the pitch, roll and heave characteristics.

At one end of the scale by concentrating on aerodynamic efficiency you could run very stiff wheel springs and no suspension travel. It would work, but in reality, you cannot do that because, even today, tracks are not smooth enough so you have to hunt for the balance between pitch stability and aerodynamic efficiency.

That is probably the biggest variable in design because

designers have to decide in their own minds what that ratio is going to be. That's why you get cars that work well on one track but not on another.

From my own experience of the Benetton in 1994, we had a car which had very good efficiency and pitch stability so we literally only varied the spring rates by 10 per cent from one circuit to another to fine-tune it, and we would always start the weekend with a car that handled well. The regulations changed in '94 and we did not achieve that again as well in '95 or '96, but in '97, I reconfirmed the parameters and now Benetton have a good car now.

It is all down to hard work – and someone has got to set the limits and say, 'This is the combination I am prepared to have,' and then the aerodynamicists go about achieving that.

What you are prepared to settle for comes from personal experience; that's where technical directors come in. They are the ones at the track getting a feel for how things are working. It's a subjective thing choosing your ideal limits.

You achieve that through a combination of a lot of hard work and innovation. Innovation will not solve all problems: I like to mix it with a good ratio of bloody hard



Brawn with Ferrari sporting director Jean Todt

Illustration by Paulo D'Alessio

Flaps
Small adjustable 'wings within a wing' to fine tune the dynamics of air around a wing

Wing End Plate
Fences at the edge of a wing to prevent air 'spill'.

Turning Vanes
Guide air flow around the cockpit

Diffuser
The aerodynamic tray beneath engine and gearbox to control air flow

Air moving to underbody

P.D. ALESSIO 97 PDA

"Another major factor in considering the aerodynamics is the tyres. They are just large revolving bluff bodies. We cannot put covers on them and they have a massive effect."

Ross Brawn



Brawn, like several of his former Benetton buddies is now trying to bring the magic back to Maranello

work. Everyone in a design team wants to come up with the latest clever tweak with their name attached to it. I can understand that, it's natural. But unless the fundamental package is there, you will not get anywhere.

Enough things change each year to warrant a re-investigation of all the basics time and time again. For example, next year, we are going to have a narrower track and that will change things quite a lot; we have to look at front wing design again, rear wing, radiators and the underbody as well. Everything is related. If you change the diffuser, for example, you have to examine everything, to check the optimums are unchanged because the flow to the diffuser comes from a combination of side flow and flow off the front wings.

These days in F1, you always have a reference point when you start a design because you have last year's car and last year's experience. Even with new rules, you know from past years what the general numbers you are talking about.

Look at last year; there was a change in the detail of the ancillaries of the engine package (which I don't want to go into). It gave us another option in radiator layout. A few years ago, you were given a Cosworth engine and that was that. Now the aerodynamicist and the engine engineers both work together and that can have a marked effect on the design of the underfloor or engine cover.

Do big teams have too much to lose to be truly innovative?

No, I don't think so. Take the high nose developed by Tyrrell a few years ago. It separated the

nose and the front wing - which was the first step - but at Benetton we made it much higher and achieved something better by lifting it completely out of the way of the wing. Harvey Postlethwaite sowed the seed but the bigger teams then took it on and found a better solution.

One of the advantages of the high nose is that it creates a much cleaner air flow across the rest of the car. By separating the nose and front wing you eliminate a lot of the disrupted flow between the junction of the wing and the nose. At any junction like that you get untidy vortices (disturbed flow).

With the raised nose the flow comes through the central area of the front wing, leaving it relatively untroubled and then flows through to the turning vanes and then either into the radiators or the underside of the car. There you see another benefit of a raised nose: improved cooling as well as improving the quality of the flow to the underside of the car.

The underflow is joined by the flow from in front of the rear wheels. This component of flow coming across the underside of the car in front of the rear wheels is at an angle to the sides. That flow is hitting the wheels and has to go somewhere, so some goes under the car at an angle of about 45 degrees.

This happens to some extent because the low pressure area beneath the car creates suction. The suction is a result of the increased velocity of the air flow. The suction means that quite a lot of flow enters just in front of the rear wheels - and that is flow you have to deal with in the design.

So many things are interre-

lated. Take the turning vanes for example; the air coming off the junction of the front wing is quite disturbed and the vanes control this poor quality flow down the side of the car. They also create a couple of flow conditions joining the underfloor which you would not immediately expect but which are beneficial. For example, they control the front wing vortex and change the flow to the underside. A few years ago, we used complex front wing endplates to try and direct the dirty air away from the car. Now we use the turning vanes.

The front wing and the flaps are basically involved, as you might expect, in creating grip at the front and directing flow to the rest of the car. As you change the flaps it changes the amount of downforce and therefore the grip at the front.

But the function of air across a wing is not as simple and as uniform as you might expect.

As you get further out along the front wing you can accommodate more camber without it separating. At the centre it has to be shallower, without much shape. When you get out to the tips because of the influences of other flows you can have a much steeper wing. Near the centre, because of the pressures around the nose, the air flow can separate; the pressure does not exist to keep it attached along the wing. That's why wings are much bigger on the outside than the inside. There is a lot of flow coming in from the side of the wing which creates another vortex at the tip. Therefore there is a lot of flap on the outside and very little on the inside.

Another major factor in considering the aerodynamics is the

tyres. They are just large revolving bluff bodies. We cannot put covers on them and they have a massive effect.

The four wheels alone create a third, roughly, of the total drag of the car. That's drag without the benefit of downforce. They are fairly nasty things really. The whole front wing area, the whole rear bodywork, the panels, the radiator ducts are all optimised taking into account the flow over and around the wheels. What we are trying to do is to bring the flow back into line so that by the time it hits the diffuser and the rear wing we have got a good a quality flow, as undisturbed a flow, as we can have.

Aerodynamics is undoubtedly the hardest part of the car, you can have a range of engine or suspension performances, but if you do not have the aerodynamics right, the car will not work.

Is one area harder to design?

No. You cannot pick one because they are all so interconnected and have to work together: the difficulty is not one specific part but the whole - creating the harmony between all the separate pieces and getting them working as an entity.

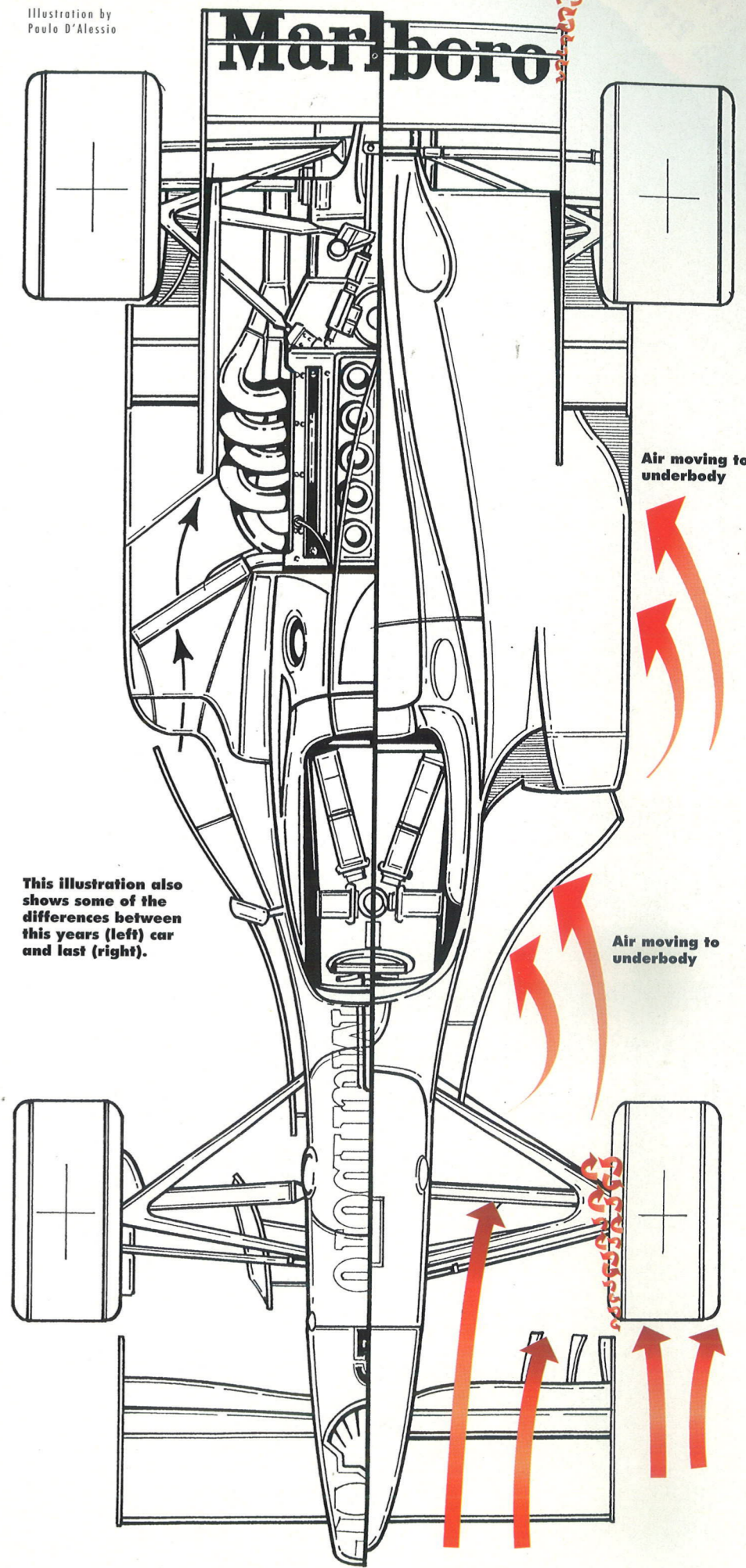
To an outsider, F1 cars all look the same but if you know what you are looking at, they are very different in subtle and complex ways. Our wing wouldn't work on a Williams and theirs wouldn't work on a Ferrari because of the way the combination of wings work together.

When you get into the fine detail there are micro-critical air conditions that you have to allow for; we could get into discussion about laminar and boundary air (the layer of air next to the surface of the wing)

In its basic sense, a wing on a Formula 1 car works the opposite way to an aircraft wing; the difference in velocity of the air above and below a wing creates a pressure to increase the force.

On a plane, the flow creates lift. On a car it creates downforce. If you could find an upside-down surface - like a ceiling - long enough, you could run a car on it because at a certain speed - around 150 - it creates more downforce than its own weight so it would stick to the ceiling. Mind you, it would have to be a long ceiling!

Illustration by Paulo D'Alessio



This illustration also shows some of the differences between this year's (left) car and last year's (right).

TECHNICALLY SPEAKING

AERODYNAMICS

The black art of making a car slip smoothly through the air while keeping it planted!

DOWNFORCE

Downward pressure. Grand Prix cars create grip by using wings that function in the opposite manner to an aeroplane wing, creating a downward pressure rather than a lifting force. Additional downforce is generated by increasing air velocity beneath the car.

PITCH STABILITY

There are six planes of motion, including up and down, left to right and front to back. Every movement is a combination of the three and improving pitch stability improves a car's aerodynamic efficiency.

TURBULENCE

'Dirty air'. Any body moving through the air will create a certain amount of disturbed, or turbulent air, in its wake

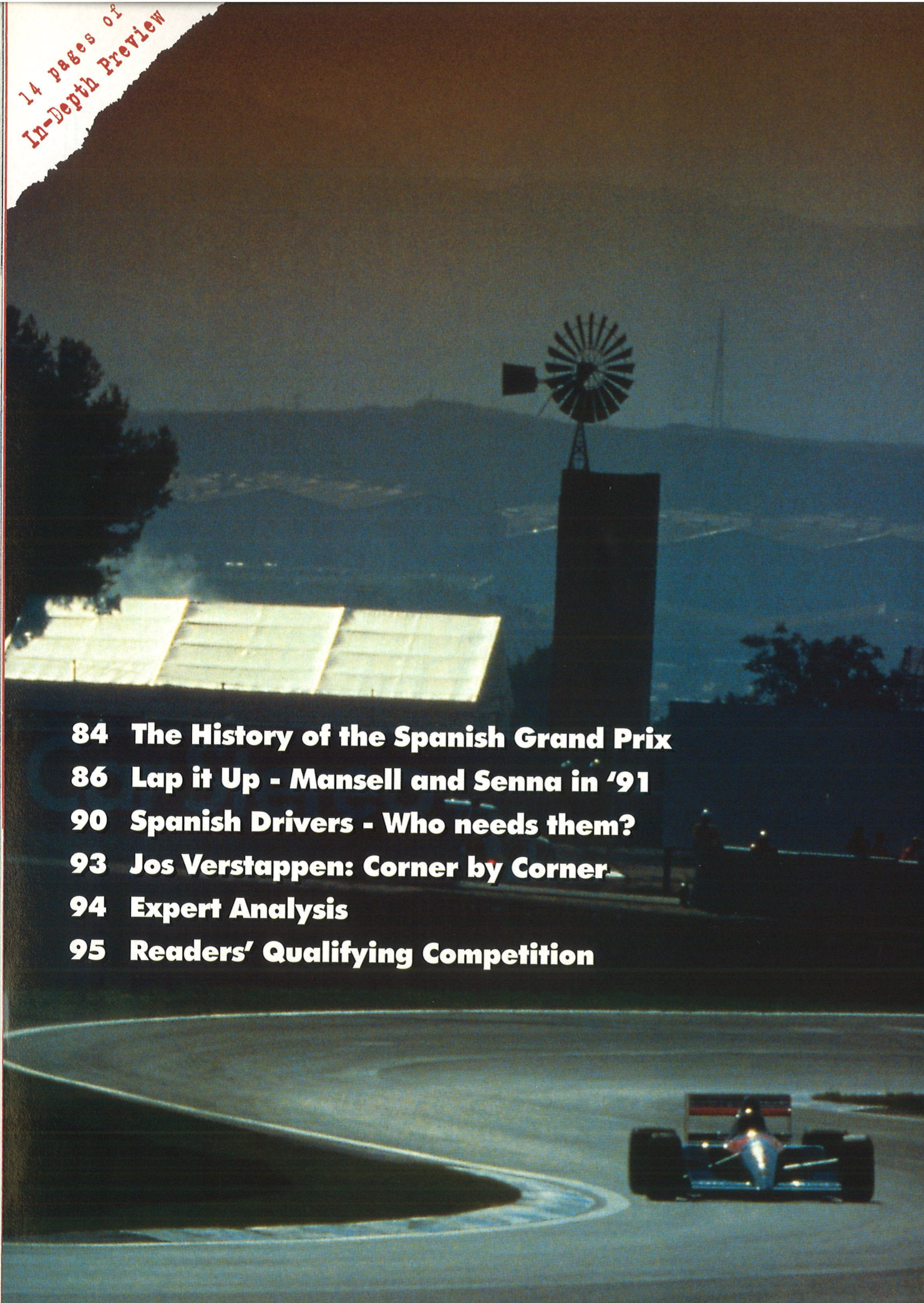
LIFT OVER DRAG

The ratio of downforce created for a given drag. The higher the 'l' over 'd' the more grip is created for a reduced amount of drag - and the faster the car will go.

DRAG

Wind resistance created by dragging a body through the air at speed. Drag is the perennial enemy of the racing car designer - as in 'exposed wheels are a complete drag'

14 pages of
In-Depth Preview



- 84 The History of the Spanish Grand Prix**
- 86 Lap it Up - Mansell and Senna in '91**
- 90 Spanish Drivers - Who needs them?**
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Spanish GP Preview



ROUND 6
SPAIN

Ola España

The usual sultry Spanish daze was replaced last year by rain on the plains. Ferrari's Michael Schumacher took lethal advantage to score his maiden victory for Maranello. Will Schui triumph again or will his rivals put him in the shade...

Photograph: Bryn Williams

PARK LIFE

(AND DEATH)



Spectators visiting a Grand Prix nowadays will be lucky to get within 50 feet of the cars and even then they'll be peering through a wall of catch fencing. In 1975 safety was not such a priority...

Story by Jonathan Gill

This year's Spanish Grand Prix marks the 27th running of the event which has been staged at five different venues since the inaugural Iberian GP way back in 1951. That original race, along with the second Spanish Grand Prix three years later, took place on the very fast 3.9-mile Pedralbes street-circuit situated in the suburbs of Barcelona.

Juan Manuel Fangio driving one of the legendary Alfa Romeo 155s won in '51 at an average speed of nearly 100mph. Incredibly, like today, that included a couple of refuelling stops. Afterwards, the over-enthusiastic crowd besieged the Argentinian maestro, causing mounted police to charge the more foolhardy among the revellers.

In 1954, Mike Hawthorn triumphed for Ferrari, the second of

his three Grand Prix wins for the esteemed Scuderia.

After a 14-year break, Spain again hosted a round of the official FIA World Championship in 1968 – this time, the race took place on the purpose-built Jarama Circuit, 16 miles north of Madrid. World champion-elect Graham Hill won for Lotus – a crucial victory for the team, coming just weeks after Jim Clark's death.

The following year, Barcelona was back in the frame, the Grand Prix moving to a new picturesque road track through the famous Montjuich Park, right in the heart of the Catalan city. Alternating with the character-free Jarama, Montjuich hosted three further races until tragedy struck in 1975.

The race weekend started badly when the drivers, angered by the lack of bolts in the hastily constructed and aged safety barriers, threatened to boycott the event. The organisers responded with threats of legal action. Finally, after the disgruntled drivers and mechanics had themselves rebuilt many of the barriers, the race was flagged away.

The front-row Ferraris of Niki Lauda and Clay Regazzoni crashed on the opening lap, but worse was to follow. Rolf Stommelen, driving for Graham Hill's promising new team, crashed at 150mph while leading. A carbon fibre strut supporting the rear wing snapped, and the car

was launched into the crowd. Stommelen survived somehow with broken bones but five spectators were killed.

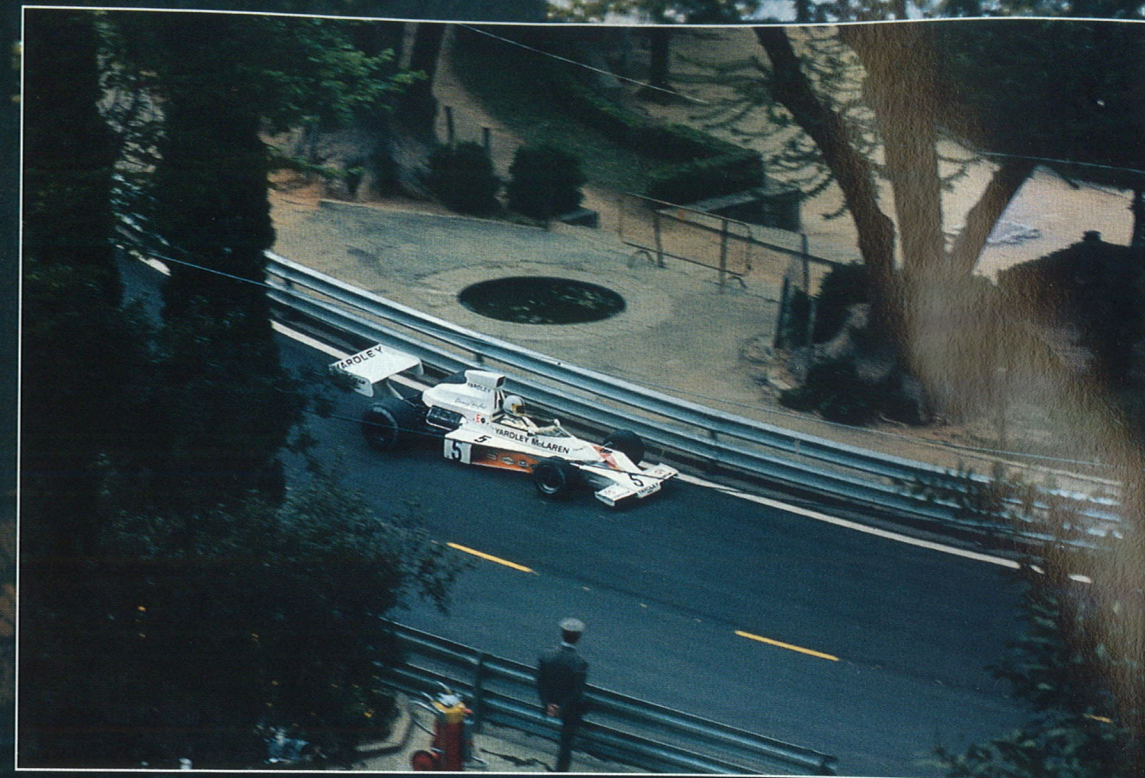
Ironically, the crash was almost a carbon copy of those which Graham himself and team-mate Jochen Rindt suffered at the same spot six years earlier, heralding the end of the high-wing era. With Stommelen trapped in the smashed cockpit and ambulances unable to get to the injured fans, the race was stopped after just 29 laps. Jochen Mass was declared the victor, and half points awarded to the top six finishers. These included Lella Lombardi who survived all the carnage to become the first (and perhaps the last) woman to feature on the GP scoreboard – albeit with just half a point for sixth place.

Unsurprisingly, the intimidating Montjuich circuit never staged another Grand Prix. Today the park is the impressive site of the 1992 Olympic stadium.

Jarama staged five further races before, after a brief break, the fixture moved first to Jerez and, most recently, to the challenging new Circuit de Catalunya, situated 12 miles to the north of Barcelona.

Today's circuit is a modern-day classic and one of the most popular with the drivers. Even so, for many, nothing will ever replace the deadly but undeniably spectacular Montjuich Park.

Seemed like a nice place for a motor race



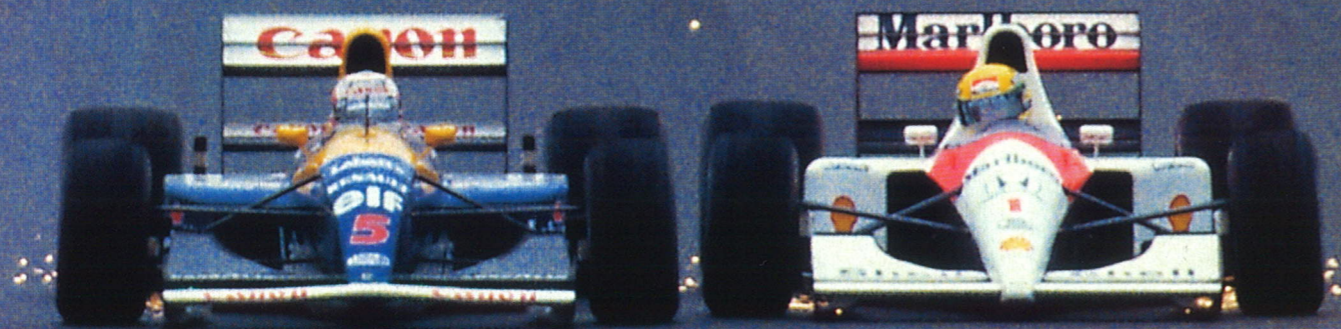
Lap it up
Great moments
in F1 history

Mansell vs Senna

Battle at Barcelona

"That must have looked good on the telly. It was exciting but there was no way I was going to back off."

Nigel Mansell



The Circuit de Catalunya saw its first Formula 1 race in 1991. It was an event that few would forget.

The history of Formula 1 is littered with rivalries, battles on a scale of David and Goliath, fairy-tale endings, and results that defy logic. It is a sport where the strangest things can happen and indeed, often do.

1991 was a season which after four races, appeared to continue the trend of McLaren domination. Ayrton Senna was seemingly walking away with the title. With wins in Phoenix, Sao Paulo, San Marino and Monaco, the Senna-McLaren

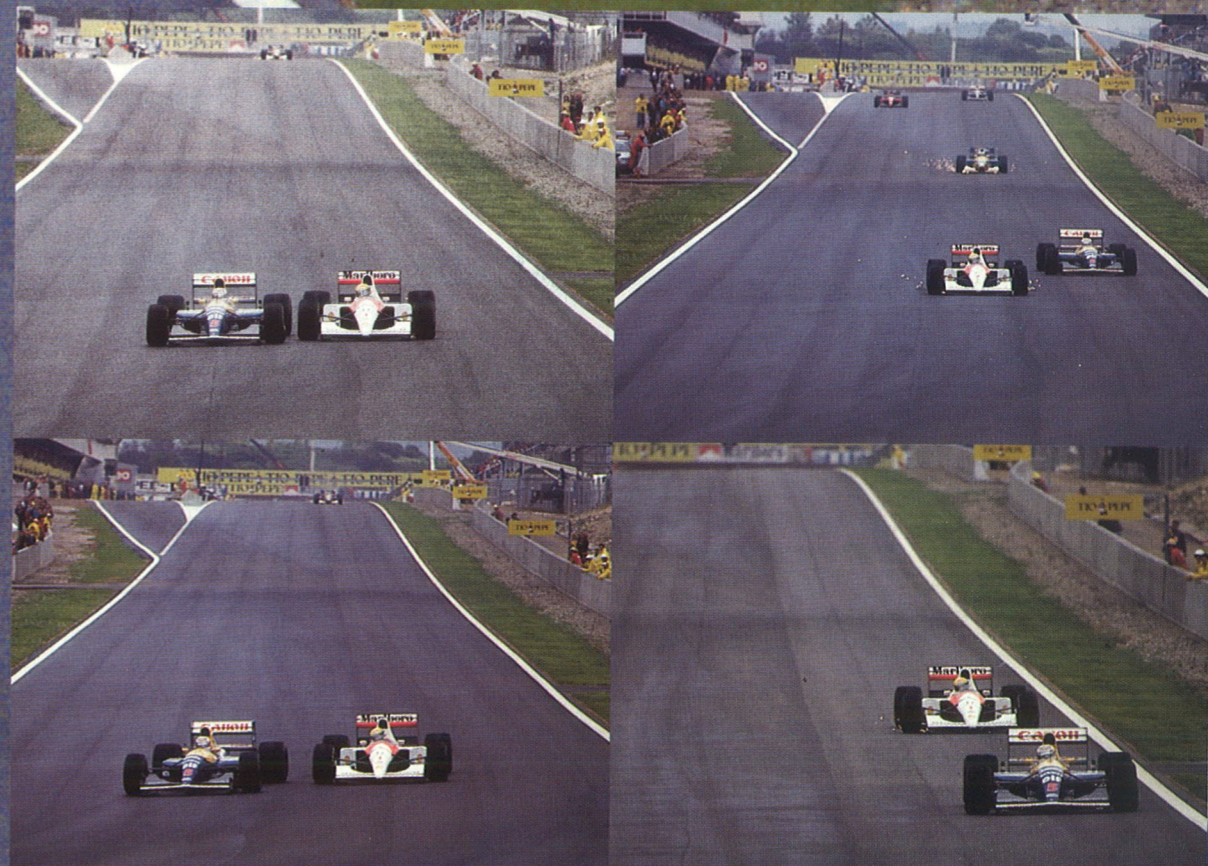
alliance seemed on form. Meanwhile, Mansell, the great British hope, was struggling with only one appearance in the top six, a second in Monaco.

A titanic struggle was about to commence. As Ayrton seemed to lose his footing, a headstrong Mansell was charging hard with wins at Magny-Cours, Silverstone, and Hockenheim. The battle was intensifying and while Ayrton maintained a lead, as they arrived in Spain, the pressure was all too obvious... ▶

London



Senna, Mansell - two harder men have rarely met face to face on a race track. Lap after lap, neither willing to give an inch, they came so close to disaster but instead made it into history



THE STORY SO FAR

From the very onset of the 1991 season, Senna had been heard to complain. He was discouraged by the off-season technological developments made by the McLaren team, or, more importantly, Honda. Complaints were levelled at the Honda RA 121E V12 for a variety of reasons. It was overweight, very thirsty, and seemed to be down on power as a result of problems with internal friction.

As the season started in a blaze of glory, onlookers questioned Senna's grumblings. However, it would not be long before his foresight would be proved all too correct.

The Renault-powered Williams FW14 was clearly a force to be reckoned with, and with a driver of Mansell's calibre behind the wheel, it was to prove the only genuine threat to the Senna-McLaren hegemony.

Nigel, who had only the previous season been talking of retirement, had been talked back into the fray by a Frank Williams who firmly believed that Mansell would complete a potentially championship winning package.

Silverstone and Hockenheim augmented Senna's worries. In both races, the McLaren



team got it all wrong with fuel calculations and Ayrton failed to finish with dry tanks. Meanwhile, Mansell was notching up valuable points with wins.

By the time the world of Formula 1 descended on the new Spanish circuit outside Barcelona, the tension was showing. Despite Ayrton's 25-point lead over Nigel, the threat was all too apparent and the chinks in Senna's armour were clear to all.

With 30 points to play for in the final three races, Nigel's chances were slim, to say the least. This was not about to stop the redoubtable Englishman from giving it his all.

The first drama of the weekend saw Nigel injure his ankle in a friendly football match. The damage was to his left ankle, but as the Williams had no clutch pedal, there was no real crisis, particularly as the match did see Nigel score two goals! Resolute as ever, the injury was cast aside, and indeed, it was a trifling affair compared to the dramas ahead.

There had been much to muse over since the Portuguese race for both Senna and Mansell. Nigel had been cruelly robbed of a much needed victory by a misunderstanding amongst the Williams pit-crew and a loose wheel nut. Ayrton had finished 2nd behind the FW14 of Patrese. What had balked him most was Mansell's dicing at the start. In a headstrong move, Nigel had cut in on Ayrton to switch across the track and go under Gerhard Berger, moving him from 4th to 2nd. This was to become the discussion point at the drivers' briefing. Ayrton was quick to condemn Nigel's Portuguese manoeuvre, strange for such a combative driver. He provoked an instant reaction from Mansell who joined Ayrton, on his feet and shouting.

Come qualifying and neither of the Championship contenders found themselves on the coveted pole position. That honour had been hard-earned by Senna's McLaren team-mate, Gerhard Berger. Nigel completed the front row with Senna in 3rd, out-qualified for the second time in a row by his team-mate.

Two men at the very peak of their powers. Sometimes comrades sometimes enemies - respectful always. Absolute trust between drivers is essential when playing chicken at 180mph



A final joker was thrown into the pack on Sunday: rain. Although the track dried through the morning, the surface was still damp enough for the entire field to start on wets, come the race.

As the lights went green, several thousand horse-power burst tentatively into action. The two McLarens were instantly away as their drivers eased on the power. Mansell struggled slightly, with the back of the Williams twitching nervously as it searched for grip.

Almost instantly, Senna had passed the FW14, and appeared to have a look up the inside of Berger as the two McLarens arrived at the first corner. With tell-tale puffs of smoke, Senna locked up as he thought better of a highly ambitious manoeuvre. This allowed Nigel, now up to speed, to appear close behind the McLaren.

The track was treacherous and the lead group continued to tip-toe their way around the circuit as their steeds constantly tried to slide from under them. Schumacher was the next into the fray.

As Mansell maintained pressure on Senna, he allowed himself to slip wide on several occasions. To the tenacious new boy, Michael Schumacher, this was too good an opportunity to miss. As Nigel

steadied himself for his next assault, the canary yellow Benetton appeared beside him. Stuck on the outside line, Nigel could do little and the Benetton sailed through with ease.

Nigel immediately tried to pull the Williams into a late apex and reappear beside the Benetton, but the lack of traction thwarted any off-line ambitions.

Now it was Jean Alesi's turn. As Mansell's FW14 continued in its precarious manner, the resolute Frenchman started to look for a way past.

Nigel responded by pulling away from the chasing Ferrari. All the time, Schumacher was applying pressure to Ayrton, who was allowing team-mate Berger to disappear into the distance. It was soon to be Michael's turn to come under pressure.

Nigel had pulled up to the second-place fracas and was looking for some action of his own. Michael was to be his first victim. Mansell grabbed the Williams by the scruff of the neck and hustled it around the outside of Schumacher as the two rounded a quick right-hander. Skittering only slightly, the highly determined move paid off beautifully.

"I will never close the door on him, but I will get tougher. It's up to him to decide whether he wants to race cleanly or fight dirty. I am ready."

Ayrton Senna 1991

On lap 5, Nigel was in a position to take Ayrton. The move, when it came, was pure poetry. The McLaren's and the Williams came onto the straight with a matter of feet between them. The FW14 quivered in the McLaren's slipstream as it drew yet closer, pondering on the edge of catapulting itself past the red-and-white-liveried machine.

The Williams appeared to hang for an eternity as seconds seemed to become minutes. Then, abruptly, Nigel moved wide, the slipstream inducing acceleration, carrying the Williams alongside the McLaren, as the battling duo filled the track.

Unprotected by the aerodynamic shelter of the McLaren, the FW14 lost acceleration. The two cars, painfully close, continued up the straight, each driver planting the accelerator in a desperate bid to outpace the other. The Williams moved forward on the McLaren by the inch, the gap between the cars down to almost nothing. Neither driver would back off, Senna desperate to settle the championship and Mansell determined to keep it

alive. At 180mph, the two machines danced desperately at their mechanical limits, only inches of fresh air separating them from each other and disaster.

As they reached the inevitable corner, Mansell had the line. He moved ahead as Senna stayed as close as was physically possible in an attempt to move back around the outside of the next corner. It was not to be, and the resolute Mansell held off the advances of a desperate Senna.


Nigel had gone head-to-head with Ayrton, and come out on top. The race was far from over. Gerhard was still ahead of this conflict for second place, and the two combatants were still as close as ever. Then came the first pit-stop. The track was dying fast.

At the end of lap 9, both combatants tore into the pits. With the disaster of Estoril still fresh in their minds, the Williams pit-crew took decidedly longer than the McLaren mechanics. Senna left the pits in a plume of burning rubber before the Williams crew had finished their flawless task.

Back on track Senna was ahead of Berger who in turn had a five-second advantage over the Brit.

The following series of events changed the race for good. Senna could be seen to urge team-mate Berger past him. Had this been tactical or had it been because of difficulties? The answer lay in Senna's unusual request for hard compound tyres on one side of the car and soft on the other. This allowed Mansell to swiftly pull Senna in. It appeared that another battle was on the cards.

Nigel simply had to win whatever. As he closed in on Senna on lap 13, a mixture of pressure from Nigel, a fleeting rain-storm and mistaken tyre choice combined to see the Brazilian spin, out of contention, though not out of the race.

Now Mansell had a win in sight. Berger was ahead but by lap 21, he had moved ahead after a perfectly executed manoeuvre into a down hill corner. For the following 44 laps, Nigel cruised home unhindered to victory. With ten points for Mansell, and Senna languishing in a lowly 5th, the Championship remained alive. 

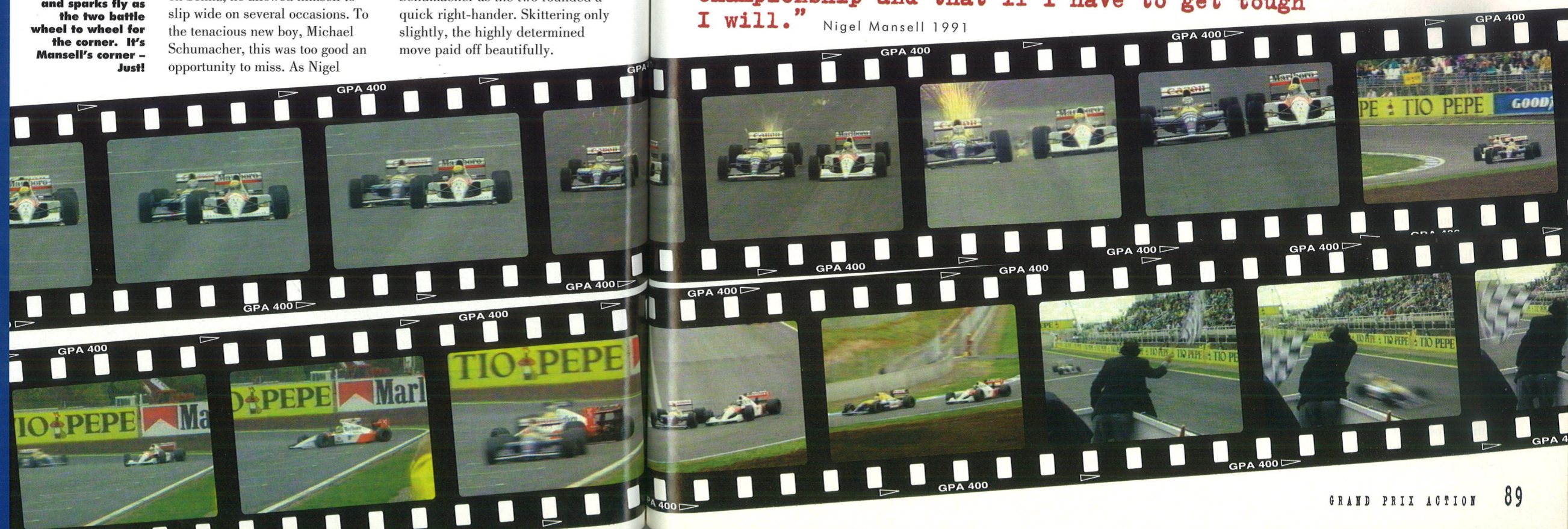
Thanks to Duke Marketing for the video footage. Nearly Mansell - FIA 1991 Championship video and Mansell Challenge for the Championship 91 Duke can be contacted on Tel: 01624 623634

(Bottom sequence) Senna loses it coming onto the straight. Mansell still has to get past Berger who slews wildly to avoid the Brit. Mansell takes the flag and keeps his championship hopes alive

(Top sequence) Highway to the danger zone! Mansell pulls violently out of Senna's slipstream and sparks fly as the two battle wheel to wheel for the corner. It's Mansell's corner - Just!

"He takes far too many risks. I managed to avoid two accidents in Portugal and here too. But I can't forever open the door to him. He must realise that I am fighting for the championship and that if I have to get tough I will."

Nigel Mansell 1991

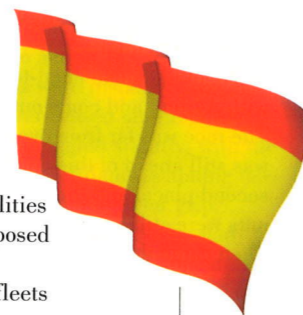




In the lead-up to the Barcelona Grand Prix, Mark Fogarty goes in search of Spanish F1 heroes. He's still looking...

Feature by Mark Fogarty

SPANISH FLIERS



Here is a quick quiz: name a successful Spanish Formula 1 driver. Come on, the clock's ticking! Pass?

Well, then, how about naming any Spanish F1 driver? (Tick-tick-tick-tick.)

Time's up!

The answer to the first question is - well, actually, it's a trick question. There is no such thing as a successful Spanish F1 driver. There have only ever been a handful of Spaniards who have even competed in a Grand Prix. Your total lack of recall confirms that it is far from an illustrious list.

Now, while España is not quite the F1 equivalent of perennial Eurovision Song Contest nil-pointer Norway, it is mucho close. Spain, which once vied with this sceptred-isle for world dominion (a very long time ago, even before Murray Walker was born), registers a grand total of 11 points on the GP scoreboard. No surprise, then, that there are no Spanish race-winners nor world champions.

At a conservative estimate, British drivers have scored eleven million points and won a gazillion races, while it is a little-known fact that the FIA World Championship trophy has one of those 'by appointment to Her Majesty The Queen' hallmarks discreetly etched on its base.

Okay, so the Spanish kick British butt when it comes to sunshine and space. If it were not for all those Costa Del Somethings, all the lager louts would stay at home in the summer. So, muchos gracias,

España. Other Spanish specialities are bullfighting, paella (as opposed to payola, perfected at Westminster), sherry, fishing fleets and laziness.

Spain, of course, invented mañana - but I'll come back to that later...

They make good Seats, too. No, not armchairs and sofas. Cars, as driven by Jesus. That's F2 rally-ace Jesus Puras, by the way, not El Hombre. But Seats are just VWs in sombreros, so that doesn't count.

Barcelona is beaut and the Circuit de Catalunya is a cracker. So, a good place and a good race. When it comes to F1 drivers, though, the Spaniards are guano. What's so weird is that Spain is a motor-mad country, yet their speed demons can only do it on two wheels or in the dirt.

Motorcycle-racing and rallying are religions in Iberia, right up there with slaying bulls and converting virgins. Spaniards have a two-wheel toreador in Alex Creville and a motoring matador in Carlos Sainz. However, Spanish F1 stars are as prevalent as Italian war heroes.

According to our records, only six Spaniards have ever graced a Grand Prix grid. You might have vague memories of España's most recent F1 flops, Luis Perez Sala and Adrian Campos. Sala scored a point from his 26 starts with Minardi in 1988-89, while Campos's 17-race sojourn in '87/88 - also with Minardi - produced zip.

If you're really sad, you'll recall that Alex Soler-Roig contested six

races in '71/72 and that Emilio de Vilotta, better known for his 'exploits' in the old Aurora AFX British F1 series, had two starts in '77. And award-winning anoraks will know that Spain's primo pilots were a pair of dilettante drivers from the '50s, Alfonso de Portago and Francesco Godia-Sales.

De Portago was a particularly colourful character. 'The Fon' was a Spanish nobleman who excelled at sports of all sorts. Three times French amateur jockey champion, he also competed twice in the Grand National Steeplechase at Aintree. Plus, he was an international class swimmer and formed a Spanish bobsleigh team for the '56 Winter Olympics.


De Portago's chequered motor-racing career included five starts for Ferrari in '56/57, scoring four points and finishing second in the '56 British GP at Silverstone.

Godia-Sales was a wealthy Spanish businessman who indulged in his passion for speed with surprising effect and longevity. He contested 13 GPs in Maseratis from '51-58, amassing six world championship points, and continued to race sports cars until '69.

Spain's dearth of driving talent is reflected in the population's lukewarm interest in F1 racing. Even in Barcelona, the Spanish F1 GP isn't anywhere near as big a drawcard as the bikes and rally cars. Down south, bikes are even bigger. The recent motorcycle Grand Prix at Jerez was jam-packed with more than 200,000 moto-crazy fans, who went wild when Creville beat Aussie ace and reigning world champion Mick Doohan.

By comparison, the F1 races at Jerez ('86-90, plus the '94 European GP) were so sparsely attended that the organisers disguised empty grandstands with foliage. Mind you, Jerez was probably Bernie Ecclestone's idea of the ideal GP venue. You see, there's always been a suspicion that Mr E regards spectators as a nuisance, creating traffic problems, looking untidy and taking up space which could be used for more trackside signage, a bigger Paddock Club, more team and VIP parking, and extra room for his digital TV compound.

As far as ambience and off-track entertainment goes, Barcelona is one of the best stops on the F1 tour.

Now, about mañana - oh, that can wait. 



BREITLING

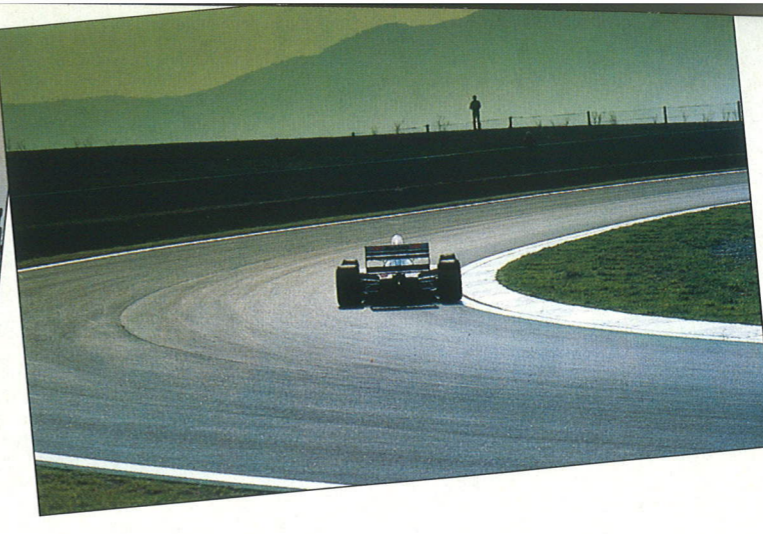
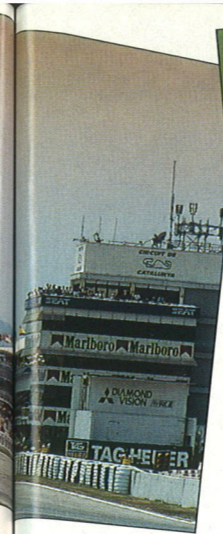
1884



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Whether Forecasting...

Ian Gordon of the Press Association, Toby Gunton and Byron Young try desperately to cover all eventualities in their Spanish GP preview.

As we discovered to our peril, predicting the results of anything to do with Formula 1 is nigh on impossible, even for apparently experienced journalists with their fingers firmly on the pulse. After all, if it weren't, then we'd all be cleaning up at the bookies and not working as poorly-paid hacks. Despite this, a few of us have got together to give it another crack.

Byron: Here's a really off-the-wall prediction. It's going to lash down with rain as it did last year. Bridgestones come in to their own for the first time. Damon will win the race; certainly he'll be in the top three, Frenzen will come sec-

ond, and Panis third.

Ian: Oh, what's the point? It won't rain two years in a row in Spain. Villeneuve will win from Frenzen and Schumacher.

Toby: You think Villeneuve will assert himself in Spain?

Byron: So you're going for a real wild outsider then?

Toby: It's probably the best prediction we'll ever make!

Byron: In reality, we're getting into the European season. With so much more testing, the teams are really starting to get to grips with the car. They are starting to know all there is to know about them, starting to get the best from what they have. This is where the true form will start to show.



Toby: Such as Heinz-Harald actually challenging Jacques. Frenzen finished fourth last year, admittedly one lap down. He was in a Sauber though, before the days of Ferrari power. I see no reason why he shouldn't pull it out of the bag.

Ian: I think Frenzen's on the up.

He's going to be so full of confidence he'll get a first or second. I think his season is starting to turn in his favour.

Toby: It is quite likely that if the Bridgestone runners go for less stops, then we might, at last, see their real potential. Having said that, short of Olivier Panis, were still waiting for the grid to be turned upside down.

Ian: Goodyear are catching up, though we still don't really know by how much.

Toby: For the moment, it has to look like another Goodyear-dominated affair.

Byron: I think Johnny will go well again. Sauber has been looking good for a long time. He's gone well in Spain in the past. He was 2nd in '95; it's a track he knows and likes!

Ian: He's not going to win, though. He might finish in the points. It's only Williams and Ferrari.

Toby: You have to take Benetton into account. Sure, they've had a few problems but if they can sort out their qualifying, they should be in with a shot. Their race performance isn't that bad. It's just a case of starting so far back in the field.

Byron: Alesi needs to do something big - there are lots of question marks over him. He needs to prove to people he's still the star he was.

Toby: Prove he still has the potential to win.

Byron: Yeah, the world champion in waiting, and he has been pretty spectacular round there in the past.

Toby: McLaren have a few problems to sort out, too. It's sad that two giants of the past are struggling so hard to get back on top - Benetton and McLaren. The one that's come the furthest is Ferrari. Their 105-year plan looks like it's on the verge of success and Schumacher's won in Spain twice in a row.

Ian: Well, you can never rule him out, especially if it rains again. Which it won't.

Toby: Finally?

Ian: It has to be Villeneuve.

Byron: Damon's going to win it - if he finishes!

(Any readers deciding to place bets on Byron's advice do so entirely at their own risk. However, in the event that one of the 15 or so predictions comes true - you read it here!)

EDITION THREE
Grand Prix
ACTION

ON SALE AT YOUR NEWSAGENT ON THURSDAY 29TH MAY

Full 30 page race report from Spain

WINNERS



'96
Wet weather mastery for his 1st Ferrari win
1h 59m 49s



'95
Schumacher leads a Benetton 1-2
1h 53m 11s



'94
Damon's win boosts Williams moral
1h 36m 14s

BECOME A MORE ROUNDED HUMAN BEING WITH GPA'S ESSENTIAL FACTS...

Rubens Barrichello will be celebrating Friday free practice, no matter what his times are like. After all, it will be his 25th birthday.

Spain has hosted 27 Grand Prix events. They have taken place on five different circuits.

Pedrables in Barcelona hosted two, Montjuich Park in Barcelona has hosted four, Jerez de la Frontera near Cadiz has hosted six, Jarama near Madrid has hosted nine and Catalunya near Barcelona has hosted six.

The widest car ever to race in formula 1 was the Ferrari driven by Gilles Villeneuve in the 1981 Spanish Grand Prix at Jarama. It was actually no wider than anyone else's, but Gilles managed to fill the track with it as he led home a procession of five cars, meaning the top six finished in a space of just over two seconds.

The first ever Spanish Grand Prix was hosted by Guadarrama in 1913. It was won by Carlos de Salamanca in a car one tends not to associate with high performance - a Rolls-Royce!

In 1986 we witnessed the closest ever finish, (at least to three decimal places) between Ayrton Senna and Nigel Mansell, the clock stopping at just 0.014 seconds or the equivalent of 65 centimetres.

PREVIOUS

- '93 A. Prost
- '92 N. Mansell
- '91 N. Mansell
- '90 A. Prost
- '89 A. Senna
- '88 A. Prost
- '87 N. Mansell

FORMULA ONE GRAND PRIX ARCHIVES COMPETITION

This issue we have on offer a complete set of FIA Formula 1 World Championship posters. This fantastic set, from Formula One Grand Prix Archives, is worth £295. Yet again, in order to win, all we require from you is a simple prediction. We fully appreciate that being readers of the finest Grand Prix magazine, there will be several of you who have talents to rival Mystic Meg's, so all the correct answers will be placed in a helmet, and the winner drawn out.

All you have to do is make a couple of easy predictions:

1: Predict the 1997 Spanish Pole position to the nearest 1,000th of a second. Whoever makes the closest forecast wins. Here are a few things to bear in mind. Last years pole time in Spain was 1:20.650 set by Damon Hill. In Argentina this year's pole time was almost six seconds faster than last year's. In Brazil the Pole time was almost two seconds quicker than last year, in Australia it was almost exactly three seconds quicker and in San Marino Villeneuve was 3.5 seconds

quicker than last years pole man Damon Hill. You have all the facts - the as they say is up to you.

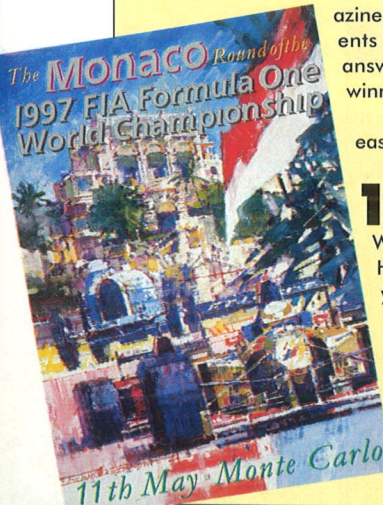
2: What do you have to predict? Simple. All we want from you is the names of the top three finishers, in the correct order, of course, for the '97 Spanish Grand Prix. Simply stick your answers on the back of a postcard, including your name and address, and send them to us here at GPA.

All entries must be received no later than midday on Friday 23rd May.

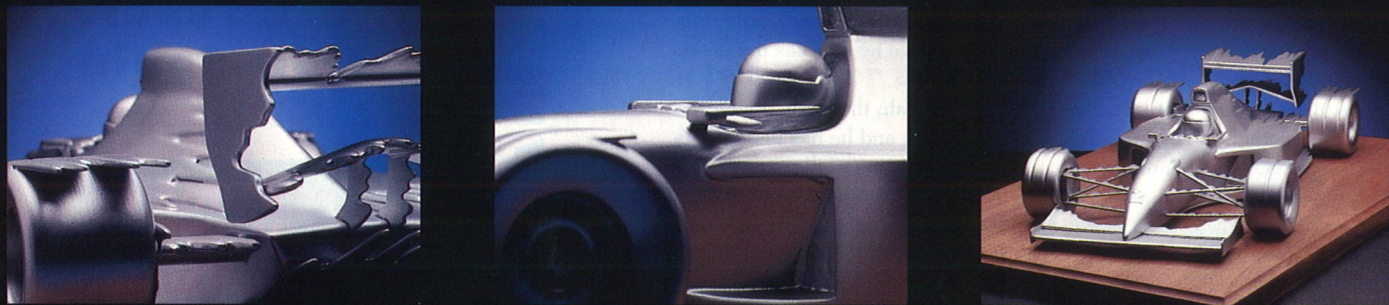
Spanish GP Competition, Grand Prix Action 16-17 Hollybush Row Oxford, OX1 1JH



This years Spanish GP commemorative poster



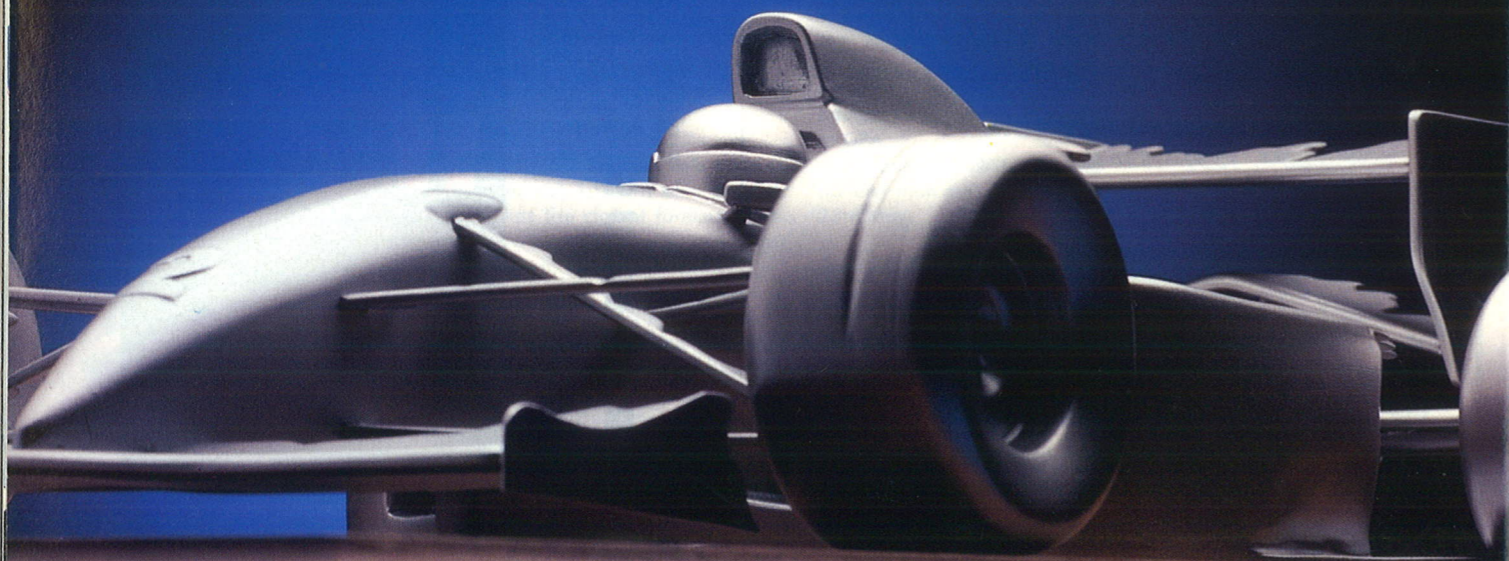
THE ART OF GRAND PRIX



'Slipstream' – the speed and intensity of Grand Prix racing captured in sculpture

Grand Prix Illustrated Ltd is proud to announce the availability of 'Slipstream', a hand-cast alloy pewter sculpture created over a period of two years by *Grand Prix Action* creative director Greg Percival. On a one-tenth scale and measuring 33cm by 20cm, 'Slipstream' depicts both technically and spiritually the speed and power of Formula One. Based on Ayrton Senna's 1994 Williams, this sculpture has a presence and drama rarely seen in such works of art. Each hand-finished casting is mounted on a Brazilian mahogany base and comes complete with numbered limited edition name plate. Each sculpture will be made to order and available for £350 + p&p.

Ring Sandy Carlyle on
01865 202770

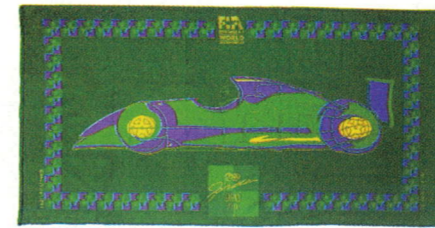


CORNER SHOPPING



Jordan Towel

Do you want to show off your Formula 1 allegiance while at the beach? No, you're right. It's probably the last thing on your mind. However, if you happen to be a Jordan fan, you can now stretch yourself out on their rather fancy beach-towel. At £19.99, it's great value for money too. Available from Grand Prix Legends on 0171-616 1900



Piston Key-Ring

With No Fear pushing their image on the back of a sport where there seems to be little, it's no surprise to find their logo in all sorts of strange places. However, you might not expect to find it on a con rod and piston. Well, this is an exception. The key-ring is based on an F1 piston and for only £9.99, is a rather novel idea. Call Grand Prix Legends on 0171-616 1900 for more details.



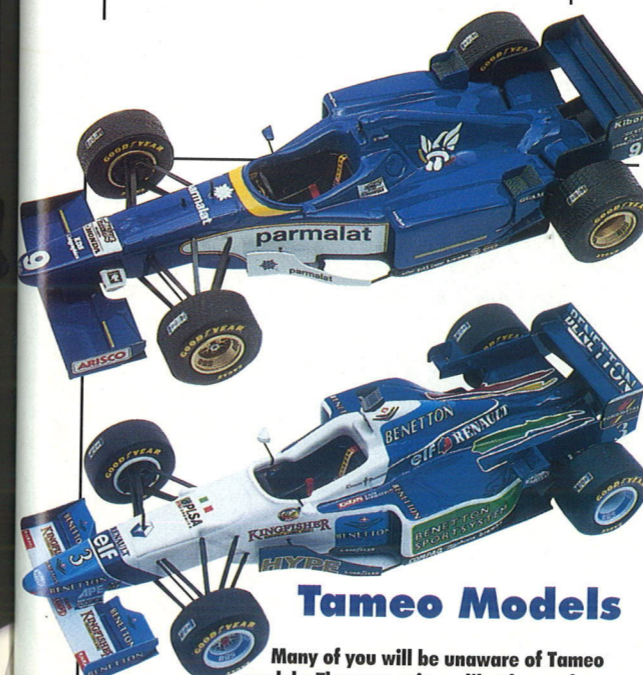
Stewart Tyrrell 003

Jackie Stewart won the British Grand Prix and the World Championship in this stunning car. The Tyrrell 003 was a huge success at the hands of the highly talented Jackie Stewart. Now it has been reproduced as a meticulously detailed 1:43 scale model. This finely-crafted creation is available from Grand Prix Legends for a mere £16.99 on 0171-616 1900.



Spider Flight Case

Spider make flight cases for formula 1 teams. They are used to transporting some of the more delicate equipment used in the pit-lane to and from the races. It claims to be virtually indestructible and measures 45cm x 30cm x 12cm. It is available from Grand Prix Legends priced at £149.99 telephone 0171-616 1900.



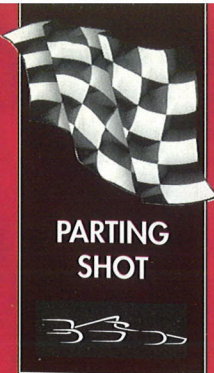
Tameo Models

Many of you will be unaware of Tameo models. They are quite unlike the ready-built die-cast models that you might have come across. These are precision creations and tend to require a bit of modelling skill. When created, they are quite striking. Models such as last year's Benetton and Ligier along with the likes of Tyrrell P34 are all available. For more information call the experts at Grand Prix Models on 01727-845645

BBR Ferrari

BBR are another precision-model company. They have an exclusive contract with Ferrari that allows them to re-create the Scuderia's cars in 1:43 and 1:20 scale. The 1:43 models are available in limited supply in both kit and hand-built form. They are, in fact, the very same models that Ferrari uses as corporate gifts for sponsors and customers. Plans are afoot to create the 1:20 scale version soon. For more details on both, call Grand Prix Models on 01727-845645.





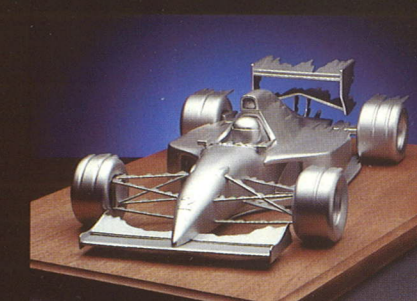
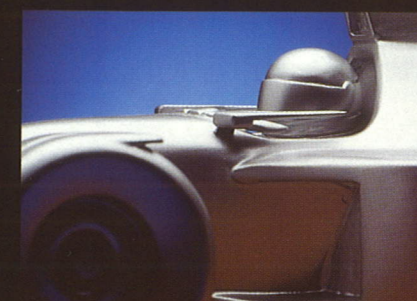
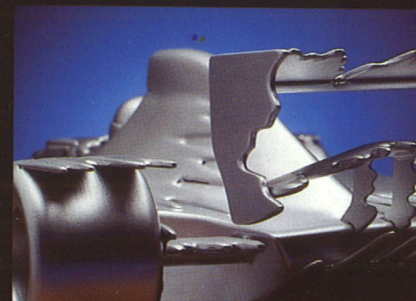
PARTING
SHOT



Photograph Sporting Pictures



THE ART OF GRAND PRIX

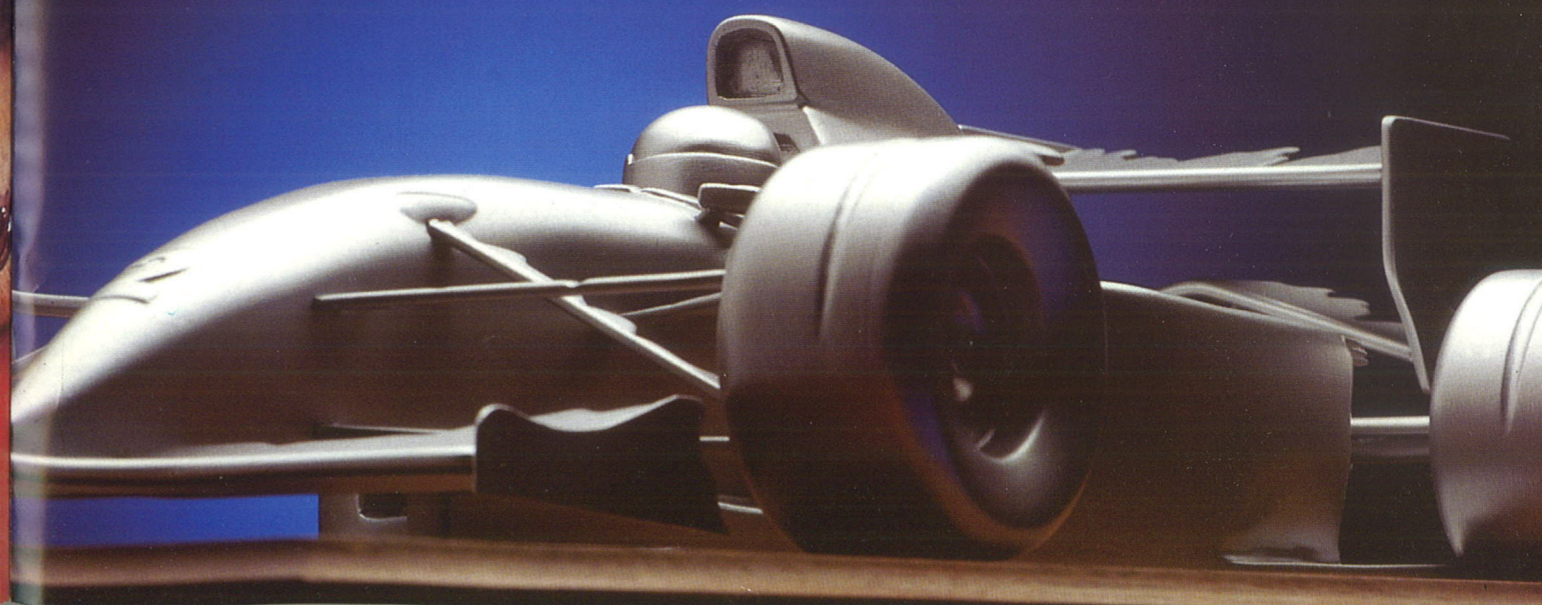


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