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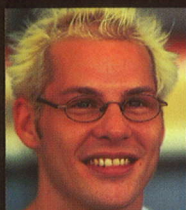
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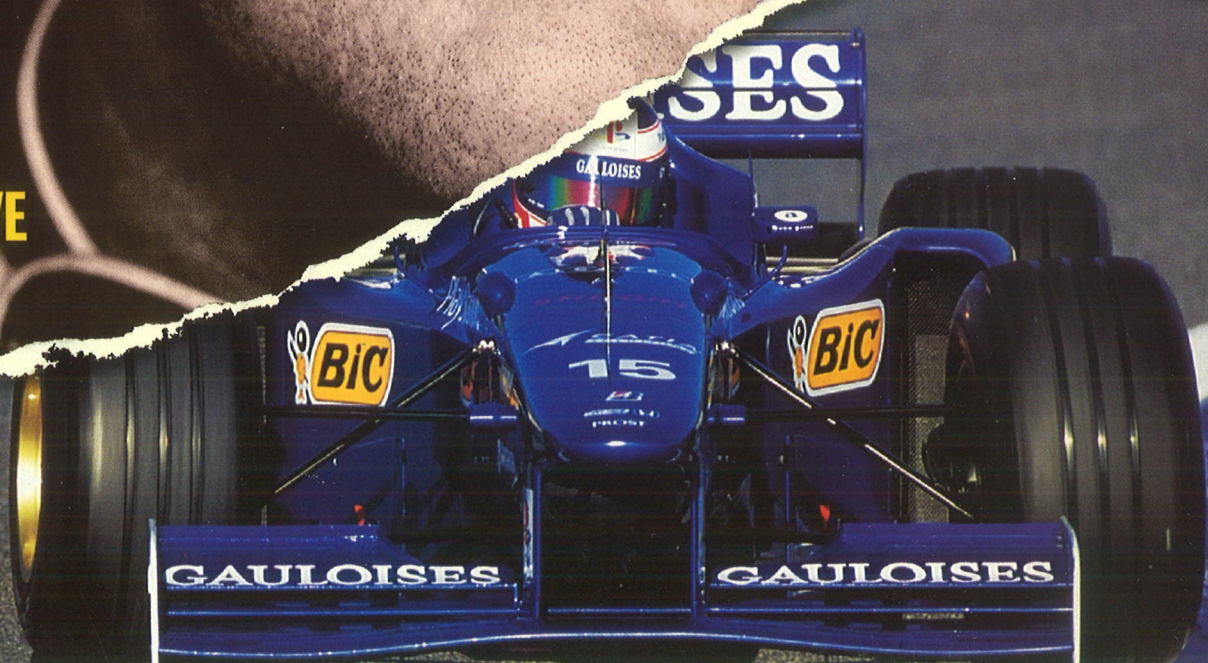
# NIGEL MANSELL

THE UNTOLD STORY



**JACQUES VILLENEUVE**  
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**F1 '98**  
TESTING THE  
NEW-SPEC CARS:  
A FULL ANALYSIS



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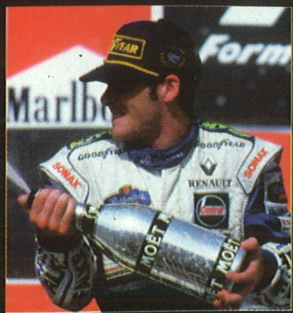
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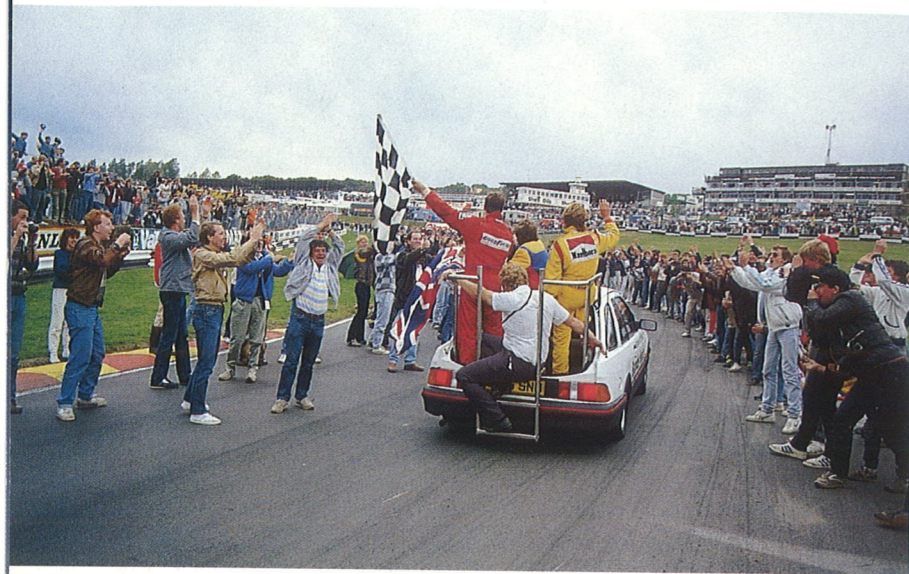
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▶ 40 Mansell-mania was born after the Briton's first win in 1985 at Brands Hatch



▶ 60 Pedro Diniz with a jetski and our man Tom Clarkson. What happens next?

# F1 RACING

Cover photos: Mervyn Franklyn (main), Ralph Hardwick/LAT (inset). Contents: LAT Archive, Malcolm Griffiths, Darren Heath, Motor Photo

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▶ 28 And this thing's the steering wheel... The new drivers get into the new cars

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## The truth about the man we love to hate

**W**hy do most F1 insiders – people for whom skimming flat through Eau Rouge either has been or still is a matter of humdrum routine – seem to cringe in horror at the voicing of an apparently innocuous sequence of Anglo-Saxon phonemes?

How can it be that these four syllables – they are pronounced 'Nigel Mansell' – are almost universally received in the confines of the F1 paddock with jeers, jokes and gesticulations more commonly seen being performed from the off-side windows of lowered Ford Escorts equipped with ultra-violet downlighting?

Granted, Mansell could sometimes be curmudgeonly, perverse, even paranoid – but so what? Like it or not, we have grown used over recent years to the sight of our sportsmen behaving badly. If they are poor players, we are loath to accept their strutting and fretting; if, however, they happen to be geniuses, then we tend to forgive them. The press, too: even the most hard-bitten hacks would invariably wax ultra-lyrical over the flawed brilliance of such irascible mega-talents as George Best, John McEnroe, Ian Botham and – dare I say it? – Ayrton Senna.

Not Nige, though. A world championship, 31 grand prix wins and some of the most stirring passing manoeuvres in the history of the sport have never earned him a place among that select group of people whose misbehaviour is condoned. Worse, the Mansell fan – for they do, of course, exist – is widely regarded as some kind of subhuman monster; a pot-bellied thug in Union Jack shorts ever-ready to project Fosters-flavoured spittle into



the face of any hapless *genuine* enthusiast unfortunate enough to come his way.

Well, we're not all like that. Some of us revered Nigel because, inside the cockpit of an F1 car, he was usually magnificent. No-one knew him better than *F1 Racing's* Peter Windsor. His story begins on page 40.

**Matt Bishop**

## CONTRIBUTORS

### CORA REUTEMANN

The eldest daughter of '70s ace Carlos, 27-year-old Cora is developing into a highly inventive and innovative photographer – as her witty study in black and white of Formula 1 tattoos (page 94) makes abundantly clear. She also took the Alesi shot on page 34.



### JABBY CROMBAC

The undisputed doyen of the Formula 1 press room, this Anglophile Frenchman has attended more grands prix than anyone in the sport's history. Who better, then, to trace the story of Bernie Ecclestone's rise to power? Read Jabby's inside story on page 70.



### ALEX VON WEGNER

Until recently a key staffer on the German edition of *F1 Racing*, Alex has now left us to pursue a career in PR. His profile of Jochen Neerpasch – who schooled both Michael Schumacher and Heinz-Harald Frentzen – is a typically expert analysis. We wish him well.



### TONY THOMPSON

The news editor of London's ever-trendy listings mag *Time Out*, Tony has never written about Formula 1 before. An armchair enthusiast, he got to wondering why there are no black F1 drivers. Soon he was investigating the question. The answers are on page 106.



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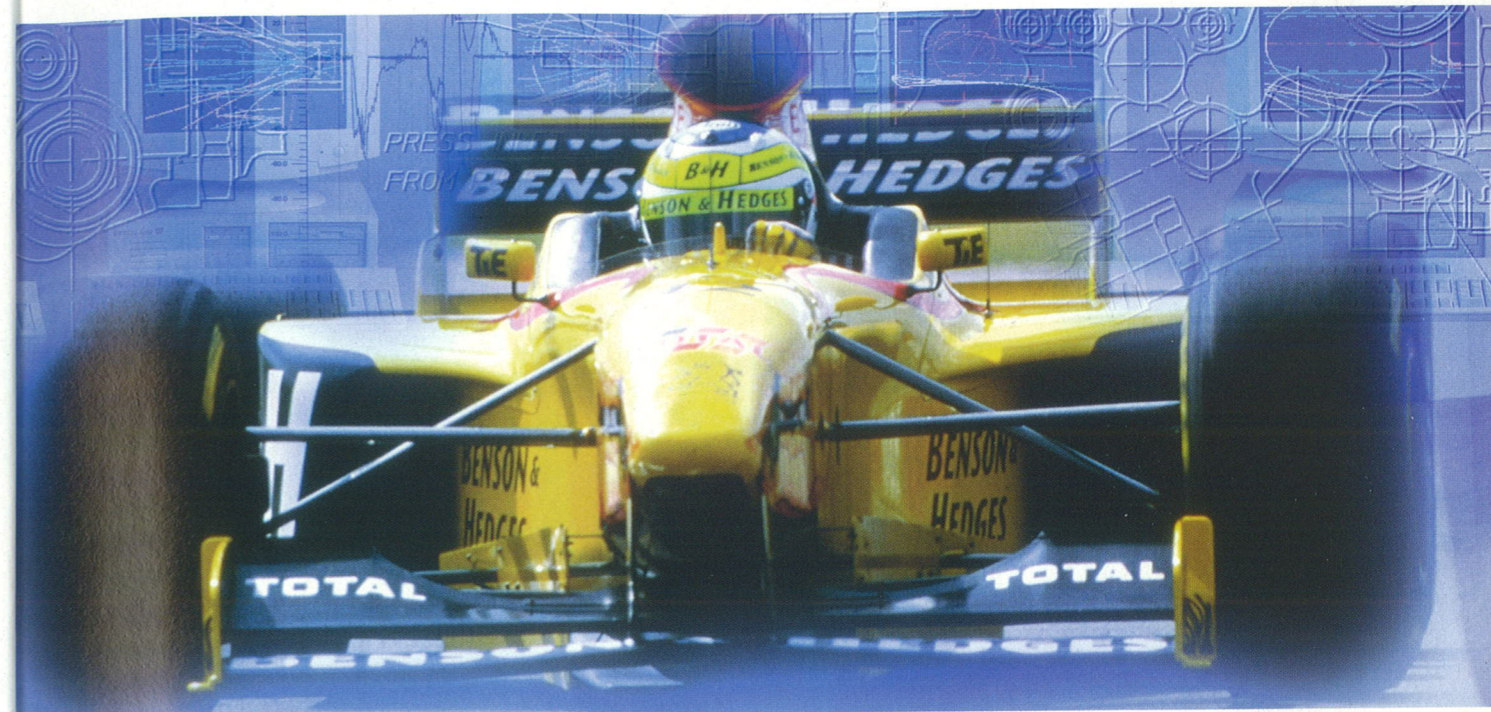
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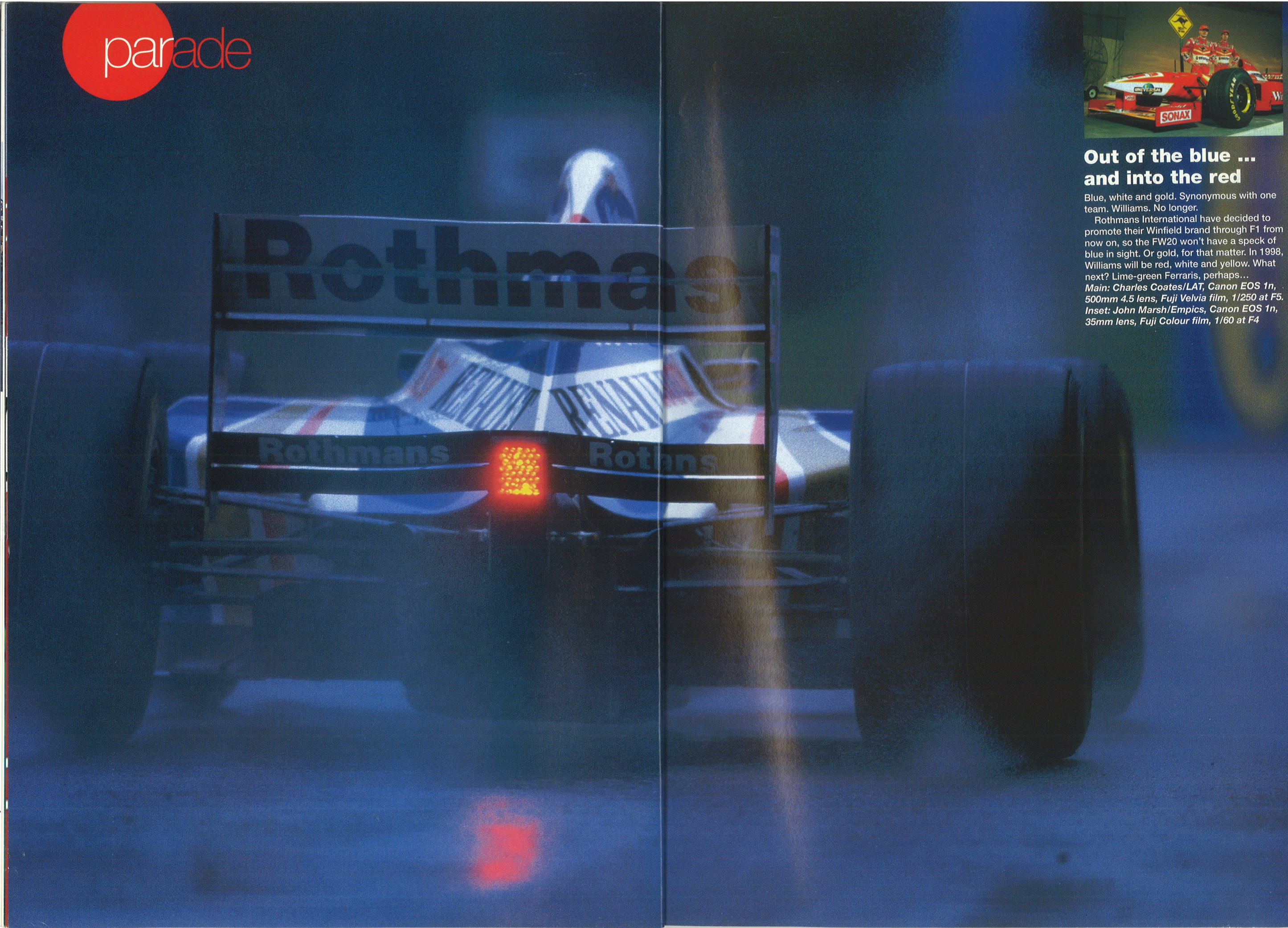
### Sauber: home from home?

It's make or break for Jean Alesi. After five frustrating seasons at Ferrari and two disappointing years at Benetton, he's off to Sauber. Some say he's lost it; others say he's still hot. What does 'Crazy Jean' think? Well, he feels good, he feels fast, and he's got a Ferrari engine behind him again. Just like the old days.  
*Photograph by Malcolm Griffiths, Canon EOS 1n, 80-200mm lens, Fuji Velvia film, 1/8 at F4*



**A case of the prince and the torpor...?**

It's boring being a Formula 1 driver. Well, to be more precise, it's boring if you've spent two years being outclassed by a genius. For that is Eddie Irvine's lot at Ferrari, and 1998 will be his third year spent thus employed. For the genius in question, of course, 1998 will not be boring at all. Indeed, it may well bring world drivers' championship number three. Looks confident, doesn't he?  
*Charles Coates/LAT, Canon EOS 1n, Fuji Velvia film, 70/200mm lens, 1/25 at F4*



### Out of the blue ... and into the red

Blue, white and gold. Synonymous with one team. Williams. No longer.

Rothmans International have decided to promote their Winfield brand through F1 from now on, so the FW20 won't have a speck of blue in sight. Or gold, for that matter. In 1998, Williams will be red, white and yellow. What next? Lime-green Ferraris, perhaps...

*Main: Charles Coates/LAT, Canon EOS 1n, 500mm 4.5 lens, Fuji Velvia film, 1/250 at F5.  
Inset: John Marsh/Empics, Canon EOS 1n, 35mm lens, Fuji Colour film, 1/60 at F4*

## Senna, safety and cynicism

You'll recall that *F1 Racing* and the *Sunday Times Magazine* were mentioned by the prosecution in the early days of the Senna trial and that the prosecution's outlets for publicity – the Senna trial website and various Italian magazines and newspapers – confidently predicted that Frank Williams and his team would be found guilty of negligence.

Now, with the prosecution's case having been dismissed by the judge, it is time to stand back and see where we are at. Plenty of people were willing to infer, prior to trial, that the Williams was to blame for Ayrton's death; those people have now gone strangely quiet.

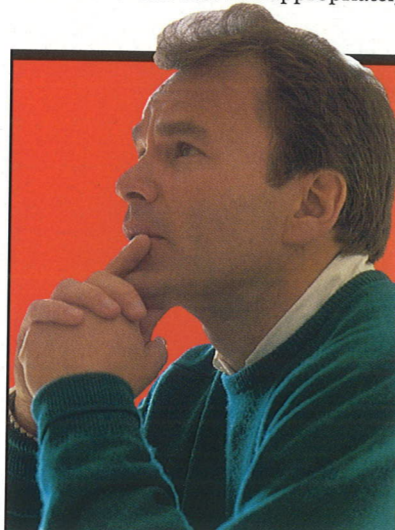
It should be also noted that one Michele Alboreto was not exactly pro-Williams when it came to testifying for the prosecution – which was presumably Michele's way of redressing the balance. (Michele thought he had a Williams drive in 1988 but Frank instead signed Riccardo Patrese.)

Quickly, then, people took sides. When I wrote about the accident in the above magazines, I was described as a Williams messenger, an ex-team manager who was spinning the Williams company line prior to trial. Why Williams would want to blow their cover, if they had one, by encouraging someone to spell out their game plan in advance was something I did not quite understand.

In any event, we now know that my argument (which was that *maybe* the steering column of the Williams did not break mid-corner but, instead, the car left the road because of two factors: tyre pressures that were as much as 50 per cent too low, thanks to too many slow laps behind the safety car, and a bright piece of Benetton bodywork – debris from J J Lehto's startline accident – which might have caused Ayrton to change the arc of his line by an inch or two, and thus lift the front of the Williams on a bump momentarily to give him no steering) was not what Williams used anyway; the pictures of the Benetton bodywork, taken by Paul Henri Cahier, and

exclusively published in detail in *F1 Racing* – were shown to the court in Milan but dismissed by the prosecution and the judge as "irrelevant".

The real point about this whole thing, therefore, is that the Italians have done nothing more than hinder the progress of knowledge and safety. Their ludicrous case has appropriately



**The point about this whole thing is that the Italians have done nothing but hinder the progress of safety**

been dismissed (although appeals are still possible) and, meanwhile, nothing at all has accurately been learned from the accident. The wrecked car still sits in a lock-up at Imola, and is now so badly degraded that any sort of clinical examination would be useless. Equally, the prosecution were so adamant in their conviction that Williams were "guilty" that realities – such as the presence of debris on the circuit, or the inappropriate location of a concrete wall – were not even discussed.


The court hearing in Italy was a

complete and utter waste of time, not to mention of emotional and nervous energy, and should never have been allowed to happen. The Williams lawyer, Peter Goodman, made a point of saying after the verdict that he and his clients had total respect for Italian law and at no stage had questioned the Italians' right to bring this 'case' to trial. With a possible appeal pending, however, that is what he would say.

I say, what about Roland Ratzenberger? If Italian law is so clear-cut, why no investigation into the cause of his accident? Because, obviously, Senna was a more famous racing driver than Roland Ratzenberger. This trial was brought, clearly, in order that any blame for the death of Formula 1's best-known driver could be deflected away from Italy.

People have suggested that the examination of the car by a third-party committee was fairer and more objective than allowing Williams to carry out their own investigation. I disagree. Ayrton drove for Williams out of choice – Williams were his team. No group of people is better qualified to carry out an investigation of possible mechanical failure than the designers and manufacturers of the component(s) in question – and, in Ayrton's case, this means Williams Grand Prix Engineering Ltd. A committee formulated in Italy, with little or no current Formula 1 experience, is a committee left free to draw whatever conclusions it so chooses.

The real truth is that this was not a question of blame. Ayrton Senna was a racing driver and he knew the risks of his profession. When he was killed, the word 'blame' should not have been mentioned by anyone with any sense of truth, morals or reality. Cause – yes. Blame – no.

The problem now, thanks to the time wasted by the trial, is that we will probably never know the real cause of the accident – or how we can learn from it ... especially if the steering column of the Williams *did* break as he turned in to Tamburello that first Sunday in May, 1994. 

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## Will racing come to pass?

The tantalising calm before the storm, as we wait for the circus to crank up again in Melbourne. It'll have been 20 long weeks since Jerez: tribunals, politics, launches, gossip galore. But no racing. And racing is what we want.

This year so much is unknown. Narrow cars. Grooved tyres. Tales filter through from the testing, lap times official and apocryphal, but none of it counts, and not much of it means anything. No-one will know the reality until the lights go out over the Albert Park startline on 8 March.

Perhaps this year's reality will bring us better racing. As we go into the new season let's remember what the thousands in their grandstands and the millions in their armchairs want: unpredictable races. Upsets. True grit battles. *Overtaking.*

Last season was a classic. Enough excitement, enough surprises, enough drama to fill an encyclopaedia. But just try explaining that to people who profess no interest in Formula 1. Like the politicians who mouthed off during the tobacco controversy a couple of months ago, smugly untouched by the appeal of televised motor racing: for them, a rather noisier version of watching paint dry.

They'll say: isn't it meant to be motor racing? Wheel to wheel battles, taking and losing the lead? That American IndyCar stuff looks okay to me. But your Formula 1 is just a high-speed procession.

You can't argue with these people. You can't make them comprehend the competitiveness, the technology, the in-fighting, the intrigue. The courage, the unbelievable talent of the tiny number of people living in the world who can go to the edge in an 800-horsepower projectile. The team effort of a pitstop, tyres and fuel, six seconds.

But, deep down, you know that they have a point. Turn back to last year's lap charts. In 17 grands prix, discounting Lap 1 jostling, the lead changed 59 times. Of these, 47 were simply due to routine pitstops. Six

were because of mechanical problems. Twice a leader deliberately allowed himself to be overtaken (Irvine in Japan, Villeneuve in Jerez).

Which leaves precisely four occasions, in over 3000 miles of racing, when a driver attacked and won the lead. Hill famously out-maneuvred Schumacher at the



**The rule changes have been made in the name of safety. But, slithering and sliding around, the cars will look faster**

Hungaroring; Schumacher, on his craftily chosen intermediate tyres, stormed past the wet-shod Williams of Villeneuve at Spa; Irvine muscled brilliantly past Villeneuve at Suzuka. And Villeneuve went into the Jerez collision in second place ... and emerged with the lead.

Truth is, genuine overtaking in modern grand prix cars is well-nigh impossible, unless the man in front makes a mistake. You can wind him in, but once your front wings are in his dirty air you lose front grip, and

your task becomes a hundred times more difficult.

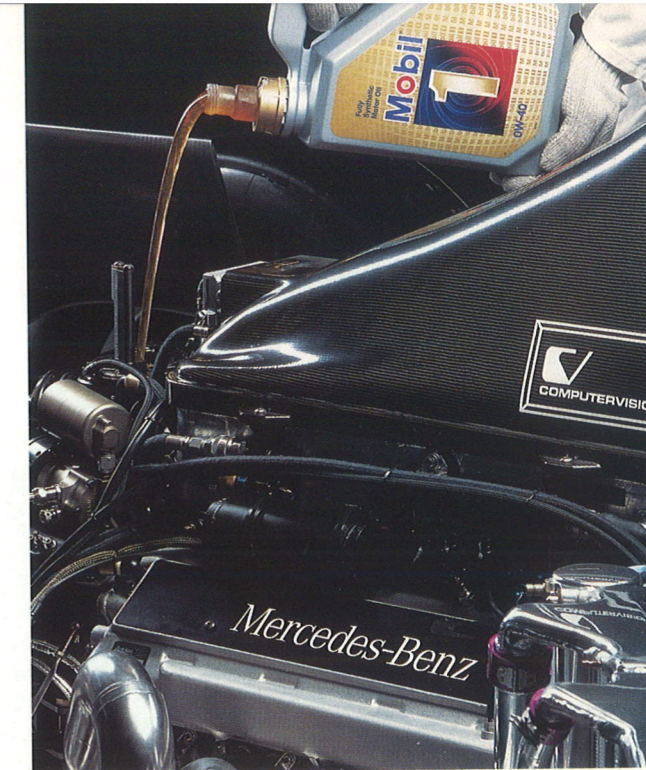
At Monza, that great shrine to motor racing, they were averaging over 152mph – despite the tight chicanes. At the flag, 6.5 seconds covered the top five. Yet for the first half of the race, until the pitstops began, there wasn't a single change of order among the top 12. Once that sequence of stops was over, the order of the top eight didn't change until the end. Coulthard won because his pitstop was a fraction quicker than Alesi's: he went in behind him and came out in front. Easier to overtake in the Monza pitlane than out on the wide stretches of the racetrack. This, surely, is not how the pinnacle of the sport should be.

Damon Hill has been saying for years that the answer is simple. Ban wings altogether. Allow big, wide slicks to give plenty of mechanical grip, do away with all aerodynamic grip, and you'll see real racing, and real overtaking, once again. And cornering speeds will be lower, and racing safer.

(And if the money men don't like the loss of advertising space, make every car carry a vertical board fore-and-aft over its engine cover, where ads would be plain for all to see and there would be virtually no aerodynamic effect. Justify it in the high-tech parlance of Formula 1 by saying it's an essential aerodynamic stabilising fin, or somewhere to mount another on-board camera.)

Of course that would be too easy. But will this year's narrower cars, with grooved tyres and less grip, allow more overtaking? The rule changes have been made in the name of safety: but in grandstand or armchair we won't know the cars are cornering slower. Slithering and sliding around, they'll look quicker.

And, if these narrower, slower, more nervous cars can actually overtake one another, the changes will have done Formula 1 a very great service. With more real racing, the 1998 fix for our addiction will be even purer stuff. **1**



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1998: MAKE OR BREAK FOR FERRARI

## The talking stops

Ferrari have launched the car which they hope will bring them their first drivers' title for 19 years.

In front of a packed audience at the team's base in Maranello, the key players from within the Scuderia stopped calling people's bluff. This is the year, was the message.

"This is the first time," said Ferrari president Luca Montezemolo, "that we can say that Ferrari want to win the championship. We are a very united team and our objective for this year is to provide cars that are 100 per cent competitive, not 70 per cent."

The new car is the first this decade to have been built totally in Italy, John Barnard having designed recent models from his base in Guildford, Surrey. Instead, this year's F300 is the handiwork of Ross Brawn and Rory Byrne, the technical duo who masterminded Michael Schumacher's title-winning seasons in 1994 and '95.

"We started this car with a totally clean sheet of paper," said chief designer

Rory Byrne. "We have radically redesigned various parts of the car, and we are using a new longitudinal gearbox which is 10 kilos lighter than the old one."

The launch took place on a stage alongside the team's new 50 per cent wind tunnel, also designed to house a full-scale model of the car if required; it's the first of its kind in F1.

There was a very upbeat atmosphere at the launch and, judging by the size of the Italian media present, the whole of Italy expects.

Schuey is confident too:

"I'm feeling well, relaxed and motivated. And I hope you keep all your fingers crossed for us."

### Todt: bullish words

Of all Ferrari's bosses present at the launch, the strongest words came from the Scuderia's sporting director, Jean Todt. The Frenchman, who has been steadily restructuring the team since his arrival in 1993, says that this is the year. "We have to do better than in '97, and that means we have to win the title. It's a goal we state openly, even though it doesn't mean we'll succeed - other Formula 1 teams will make the same claim. But after four years of restructuring, we now have an extremely capable and united staff, with great expertise and organisation, as a top team should be. Now, there are no excuses or any reasons to hide behind any words. We have to win."

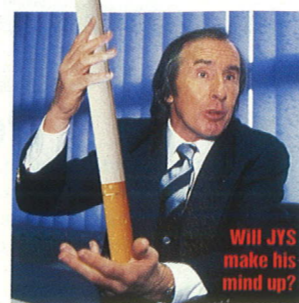


Left to right: Badoer, Montezemolo, Irvine, Schumacher and Todt



### PRANCING LUCA!

Ferrari have a new test driver in 28-year-old Luca Badoer. The Italian takes over the role from Nicola Larini, who still managed 120 miles of testing in the '98 car before signing off from the Scuderia. Busy times ahead for Luca...

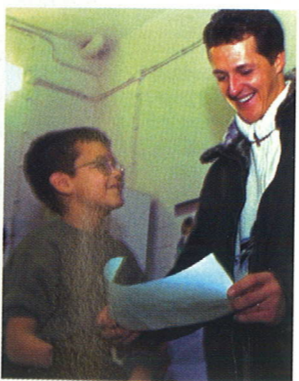


Will JYS make his mind up?

### No butts?

Jackie Stewart has done a U-turn on tobacco. In the article 'No smoke, plenty of fire' (F1 Racing, January), we quoted him as saying: "People told me it would be impossible to start a team without tobacco money, but so far so good."

Now he's singing a different tune: "You can't rule it out," he told us as we went to press. No smoke without fire, perhaps?



### Schuey to adopt Bosnian orphan

Before Christmas, Michael Schumacher made his second visit to Sarajevo in support of the charity UNESCO. Schuey visited children's hostels for kids injured in the recent war. So touched was he that he is considering adopting a child: "Everyone should do their bit," he said, "and that includes me." Not everyone thinks he's a good bloke, though. He's being investigated in Germany for attempted manslaughter at Jerez. We think he'll get off...

### Will Panis and Trulli get 'les bleus' if Prost shows them up?

Alain Prost is expected to take to the wheel of a '98 Prost-Peugeot AP01 after its launch on 20 January. Sources in France say the four-time world champ is very keen to trial his first bespoke machine. It wouldn't be the first time he's driven for *les bleus* in a one-off test; he tried a Ligier-Renault in 1992 (right)



Williams launched their 1998 livery on 7 January. In the incongruous surroundings of Pinewood studios in Buckinghamshire, Winfield cigarettes were introduced to the world of Formula 1. A Rothmans International brand, it is predominantly sold Down Under, but Rothmans are now looking to push it throughout the world. Trouble is, it makes the Williams look like a '93 Scuderia Italia Lola.

### Honey, I shrunk the Mercedes

Adrian Newey, McLaren's £2 million-a-year man, has been throwing his weight around in the Woking team. While directing the design of the 1998 car, he has informed Ilmor that their V10 Mercedes-badged engine is too bulky for the new regulations, forcing them to come up with a totally new (smaller) engine over the winter.

"Yes, we have built a completely new engine for the start of the season," said a source at Ilmor. "It is both lighter and lower than the old engine." Will teething troubles scupper McLaren's best title chances for years?



Is McLaren's mega-bucks new technical director causing trouble already?



### Sauber bigwig quits

Max Welter, Sauber's team director, has quit the team after a reputed bust-up with team chief Peter Sauber. The 45-year-old Swiss had been with Sauber since 1983, bar a four-year spell with Porsche in the early '90s, and he was instrumental in getting Jean Alesi to join the team for '98. Welter's departure coincides with the arrival of Jorg Müller as test driver.

### PULP FACT

THE LATEST GOSSIP FROM THE PADDOCK

#### Return to Zandvoort?

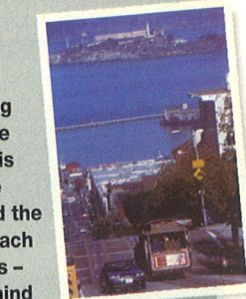
The upshot of the tobacco controversy in Belgium is that Zandvoort in Holland might return to the F1 calendar. Should the Belgian race at Spa be banned for 1999, Zandvoort's bosses are hopeful that they might get the nod because of Holland's more lax attitude towards baccy. The track is currently being updated.



An F1 return to Holland in 1999?

#### Race to Alcatraz?

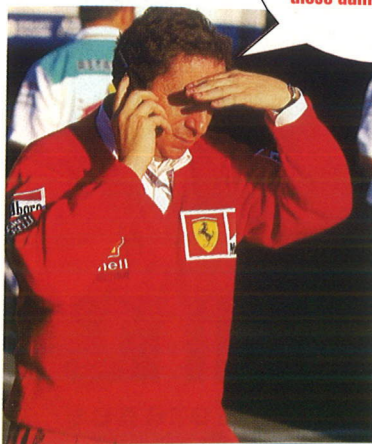
The latest city being touted as a possible venue for a US GP is San Francisco. The man who organised the F1 race in Long Beach in the '70s and '80s - Chris Pook - is behind the Windy City's bid, and is a close friend of Bernie Ecclestone. Alcatraz would make a nice backdrop, we feel...



A potential start shot from the US GP?

#### Jacques on the prowl

Talk about team-mates trying to unsettle each other... Well, world champion Jacques Villeneuve is believed to be taking mind games into uncharted territory in his alleged quest to get 'friendly' with Heinz-Harald Frentzen's live-in girlfriend Tanja Nigge. Jacques split up from long-time girlfriend Sandrine Gros D'Aillon last year, and is thought to be looking for someone to fill her shoes...



I know I've dropped us in it, Michael. But I've run out of other things to say at these damned launches

## FRENCH AND BELGIAN RACES UNDER THREAT

# Fags and TV to screw F1?

Races in South Africa and China are being held as threats over the heads of the French and Belgian Grand Prix organisers.

The French GP, the oldest on the calendar, and Spa - F1's most challenging circuit - both face replacement unless respective rows over TV rights and tobacco advertising can be resolved.

Magny Cours' problems stem from a French TV company's refusal to accept FOCA's claim to exclusive broadcast rights. The French minister of sport, Mme Marie-George Buffet, asked the French national assembly in mid-

December whether the FIA wanted to remove F1 from Europe to find out just how serious their threat was.

Mosley has been seeking a resolution to a problem which has existed since 1992 by means of a newly passed French law. Guy Drut, the former French sports minister and a sprinter of some repute, ran from the problem, and Mme Buffet seems to be making a meal of it. Clearly bored with the prevarication, Mosley left the French GP off the provisional F1 calendar which was issued by the World Motor

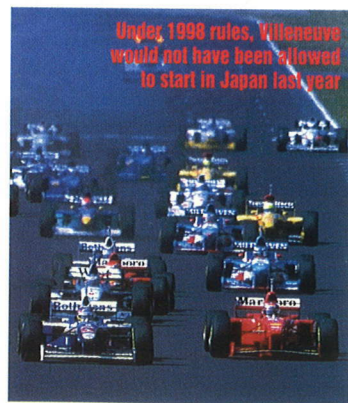
Sports council in December.

Mosley and Mme Buffet have since spoken, and the minister was informed that without the agreement of all the competitors, the 1998 grand prix cannot be reinstated. And there is no reason to assume that the teams will not agree to a French GP, given that Portugal has now been reinstated on the calendar without hitch.

The confirmation of Spa's 30 August date will depend upon tobacco sponsorship being permitted at the race until the end of FOCA's contract with the circuit in the new millennium.

## Schuey joins Alesi in F1's unofficial '500 club'

Michael Schumacher can do no wrong. The double champion - despite his misdemeanours at the end of last season - has been given a 30-year-old Fiat 500 as a Christmas present by Ferrari. The 28-year-old joins Jean Alesi as the proud owner of a *Topolino*; the Sauber pilot acquired one as his first car and has kept it ever since. Not much of a family man's car though...



Unleg 1998 rules, Villeneuve would not have been allowed to start in Japan last year

## No let-offs for naughty boys

The FIA have revamped their penalty system following the controversy of last year's Japanese GP, where Jacques Villeneuve was allowed to start from pole position under appeal.

In future, teams will not be able to appeal the stewards' decisions - and drivers will be dropped to the back of the grid, with their grid times disallowed, for infringing the rules.

## More political grief for Bernie

A fresh row between Bernie Ecclestone and European politicians has boiled over, this time not concerning tobacco but Bernie's monopoly of Formula 1's television rights.

European ministers in Brussels are accusing Ecclestone of 15 different infringements of EU trading regulations, to which he has until the end of January

to reply. They are accusing him of acting as "both the judge and the jury in his negotiations with networks".

On Ecclestone's behalf, the FIA have issued a statement justifying their position: "The

bottom line is that the FIA is not a European organisation, and if the EU tries in this unsubtle way to impose its regulations, it will accentuate the trend to have a lot more races elsewhere in the world."

Should the EU not stand down - and they didn't in the past with football - F1 could go to the Far East *this* year. The Chinese have said their track at Zhuhai is ready.

**Above: is Bernie getting choked by ambitions in the Far East? Left: F1 can learn from football**

## EC to balls-up F1?

Formula 1 is following in the footsteps of football by having the European Commission investigate its machinations. In 1995, after Belgian footballer Jean-Marc Bosman had his transfer deal blocked by his club, the EC declared that this was a restraint of trade. So it then introduced the 'Bosman ruling' to stop this happening again. F1 seems to have been caught by the balls...



## The Schumacher brothers: alive and well in Stoke-on-Trent

Have Michael and Ralf got something to hide? A glance through the Stoke-on-Trent telephone directory indicates that both M and R Schumacher reside in the Staffordshire town. Despite repeated calls, M Schumacher would not answer his phone; but we did manage to get hold of R Schuey. He's a pensioner and hates F1. We know this, because he slammed the phone down...



TV rights are looming large in F1's focus...



## Emmo and Willi team up in CART

Double F1 champ Emerson Fittipaldi and Willi Weber (below right and left, respectively) are to co-found a team that will compete in America's CART series in 1999.

Weber, the man who manages both Schumachers, will take care of the marketing, while Emmo will be the team boss. Reynard and Mercedes will supply chassis and engines to the party.

A Schumacher in the team? "Michael has always said that the safety standards

## DEFINITIVE DATES FOR '98

- 8 Mar: Australia
- 29 Mar: Brazil
- 12 Apr: Argentina
- 26 Apr: San Marino
- 10 May: Spain
- 24 May: Monaco
- 7 Jun: Canada
- 28 Jun: France (tbc)
- 12 Jul: Britain
- 26 Jul: Austria
- 2 Aug: Germany
- 16 Aug: Hungary
- 30 Aug: Belgium (tbc)
- 13 Sep: Italy
- 27 Sep: Luxemb'g
- 11 Oct: Portugal
- 1 Nov: Japan



The money



The name

of the series are too low," said his PR Heiner Buchinger. But in this game, anything is possible. Watch this space...

## Rain, rain go away

Bernie Ecclestone has given the go-ahead for a hot weather test to take place at Kyalami from 1-8 February. Williams are "almost certain" to attend with both Jacques Villeneuve and Heinz-Harald Frentzen, while other teams are thought likely to follow them to the southern hemisphere.

**Brollies down - F1's holiday destination is Kyalami**



LAT, WORDS & PICTURES: EMPIRES; BERNARD JASSET

## BLACK FLAG

### Don't rule out Benetton

I've always liked that tale about the blonde who can't find a place to park her 500SEC in Soho. Finally she spots a space, tries to reverse in, messes up and eases forward for another go. Then a Jack the Lad in his RS2000 screeches in front-end first. "That's what you can do when you can drive!" he taunts. Our heroine selects reverse and demolishes the Ford. Slender index finger promotes whirr of electric window. "And that," she announces plummily, "is what you can do when you are very rich!"

The moral is that money buys you privileges. It was a point Ron Dennis repeated many times last year in reference to the FIA's rule changes. Ron reckoned you always see the most competitive racing when there has been a period of stability. But F1 has just undergone its biggest upheaval since flat-bottomed cars for 1983;

Ron has predicted a massive gap between the haves and the have-nots in 1998.

In the mid-term he is probably right. But the fascination of a clean slate is the possibility that a talented Jack the Lad might just win out in the beginning.

Between now and 8 March there will be endless speculation. Already McLaren are emerging as the pundits' favourite, based around a very powerful engine, specialist aerodynamicist Adrian Newey, strong backing, good pilots and the move to Bridgestone. Not necessarily in that order.

The Newey factor is much-mouthing. Jean Todt has said for the past two years that the Williams 'unfair advantage' is aerodynamic. Then again, people say that the new narrower cars mean that the wheels will vastly change the aerodynamics. Which makes you wonder how big a spanner has been tossed into Adrian's work.

Personally I find it hard to believe that Williams will be far away. They still have technical strength in depth, Villeneuve is obviously more than useful and they have a damned fine engine.

Ferrari, we know, will have their first Brawn-Byrne car and, if anything about the new rules package increases the emphasis on driver ability, it can only play into their hands. Saying that, I'm worried by claims that the cars are easier because their limits are lower.

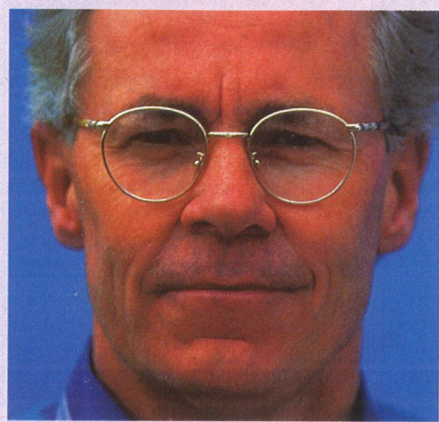
Nobody seems to be talking about Benetton, which probably suits them fine. Could designer Nick Wirth be our Jack the Lad? Wirth believes in himself, and Max Mosley seems to as well, having employed him as an FIA consultant before Wirth's attempt with Simtek. I, for one, will watch the Benetton B198 with interest.

David Richards knows what he's about and Michael Schumacher put down much of his '94 success to being ready early with the new car, and the same with Ferrari last year. Benetton, remember, ran before Christmas.

In many ways, Alexander Wurz reminds me of Niki Lauda. In 1974, Niki, an inexperienced but self-confident young Austrian, joined Ferrari. He took nine poles and the championship a year later as a new regime determined to make order out of chaos. See the similarity? Villeneuve apart, when has a young driver had a better opportunity than Wurz?

## Pitlane hero

GREG FIELD



**Nationality:** British  
**Team:** Benetton  
**Age:** 51

**Job title:** Team Co-ordinator  
**How did he get involved in F1?**

He claims it was "just a stroke of bad luck". In 1972 he met upcoming driver David Purley, who persuaded him to work for him as a mechanic in his European Formula 2 team. Ten years later he got a job with Toleman, fulfilling his F1 dream.

**How long has he worked for Benetton?**

Toleman were bought by Benetton in 1986 and, bar spells in Japanese sportscars, and with Brabham and Lotus, he has remained with the team ever since.

**What does a typical weekend involve?**

He arrives at a track on a Wednesday to make sure everything is organised but, on the whole, he claims not to have a huge amount to do. Throughout practice his job is to watch what other teams are doing tyre-wise; otherwise he is just there for emergencies – to help out if somebody hurts themselves or loses their air ticket or hasn't got a hotel room.

**Best memories in F1?**

Winning the world championship with Michael Schumacher 1994 and '95.

**Worst memories?**

Imola 1994, obviously. And when Purley was killed in his light aircraft in 1985. He was at Paul Ricard at the time and Derek Warwick's father walked into the hotel and told him. He was devastated by the loss of one of his closest friends in racing.

**Will he ever give it up?**

He says he hopes so! Race weekends have got progressively longer over the years, lasting up to six days each, which means he hardly ever sees his three-and-a-half-year-old daughter. The paternal side of him needs time to blossom.



Rio '78: Carlos Reutemann and Ferrari give Michelin first win

### MILLENNIUM COMEBACK LOOKS LIKELY

## Michelin: "Here we don't come – for now"

Michelin have taken the unusual step of issuing a statement to the effect that they will *not* be coming into Formula 1 in 1999.

"It's a situation that has been forced upon us by Goodyear's impending withdrawal," declared Michelin spokesman Andy Pope. "Most people assume that their decision, and widespread lobbying for Michelin, might tip the scales in favour of our return. But if anything, their action is more of a negative."

"When two big rivals are in, there's a stronger argument to join them; but with Goodyear gone, there is less to be gained on the marketing side."

Michelin had to make their decision about a return in 1999 before Christmas. "You can't decide to come in at the last minute and then expect to get yourself a decent team," Pope says. "We would want to do it properly – and there is no

point linking up with a lesser team. All contracts are negotiated at least a year in advance, so you really have to commit early."

Michelin introduced radials into Formula 1 in '78 with Ferrari and Renault, and Rio saw Carlos Reutemann win their second race. Jody Scheckter won the world title for them in '79, and they signed off in dominant style with McLaren in 1984. With McLaren opting for Bridgestone this year, an all-new Ferrari-Michelin alliance is strongly rumoured – alongside a tie-in with Prost, the new French national team.

"Jean Todt and Pierre Dupasquier (Michelin's competitions boss) are friends, but all the major teams stay in contact," Pope said. The '99 decision is irrevocable, but don't rule out a Michelin return in 2000.

### MICHELIN'S FORMULA 1 ROLL OF HONOUR

- 1978: Ferrari 5 wins
  - '79: Ferrari 6; Renault 1
  - '80: Renault 3
  - '81: Williams 3; Renault 3; Brabham 2; Ferrari 2; Ligier 2; McLaren 1
  - '82: Renault 4; McLaren 4
  - '83: Renault 4; Brabham 4; McLaren 1
  - '84: McLaren 12; Brabham 2
- GRAND PRIX WIN TOTAL: 59



## Danka on a downer

No New Year cheer for Arrows title-sponsor Danka, who make office equipment: their stockmarket value has fallen by £1 million, and they are being sued by investors for allegedly making false statements about their business prospects.

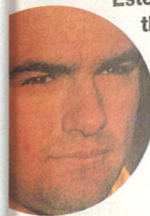
Danka were no good for Damon in '97... and no good for anyone in '98



## Nappy New Year, kiddo

Argentinian teen-hotshoe Esteban Tuero will be the youngest driver on the grid this year, after his confirmation as a Minardi driver.

The 19-year-old has had a testing contract with the team since 1996, but contested the Japanese Formula Nippon series last year to gain more experience. His deal with the team runs out in 2000. His team-mate is unconfirmed.



Tuero: the new kid on the F1 block

### CORRECTION

The article 'Truckie!' (*F1 Racing*, December) contained a suggestion that Ilmor have interfered with the speed limiters and tachographs of McLaren's Mercedes-Benz trucks. We wish to make it clear that it is entirely without foundation that any such interference has taken place by either McLaren or Ilmor in respect of either McLaren- or Ilmor-owned vehicles.

We unreservedly apologise to McLaren, Ilmor and their employees for these comments.

## BAR: turning dreams into reality

British American Racing well and truly exist, as this building site proves. A skeleton team is due to move into a temporary building at the new site near Brackley at the end of March, with the whole team moving into a plush 88,000 square feet facility in August.

ANY PUBLICITY IS GOOD PUBLICITY, PAGE 50



## It's no more luvvly jubbly Moët bubbly

Moët & Chandon have quit Formula 1 after 25 years. The French champagne house have balked at the high price demanded for the podium celebrations – thought to be as much as £100,000 per race – by FIA promotions chief Bernie Ecclestone. Instead, they will take on other sports like yachting. And, as yet, there is no replacement for '98.

Moët may never spray it again...



## HANDS OFF BERNIE!

## Is Bernie losing killer instinct?

Bernie Ecclestone looks to have been snubbed in his quest to buy Rolls-Royce Motors. The F1 supreme met head-honchos from Vickers (Rolls' parent company) last November, but he is thought to be unwilling to pay their price.

Vickers want £400 million for Rolls-Royce, yet City analysts value the company at little more than £250 million. BMW have made the biggest bid for Rolls, and Vickers have made it clear that they favour the car manufacturer in the negotiations. Bernie getting beaten to a deal? Well, well, well...

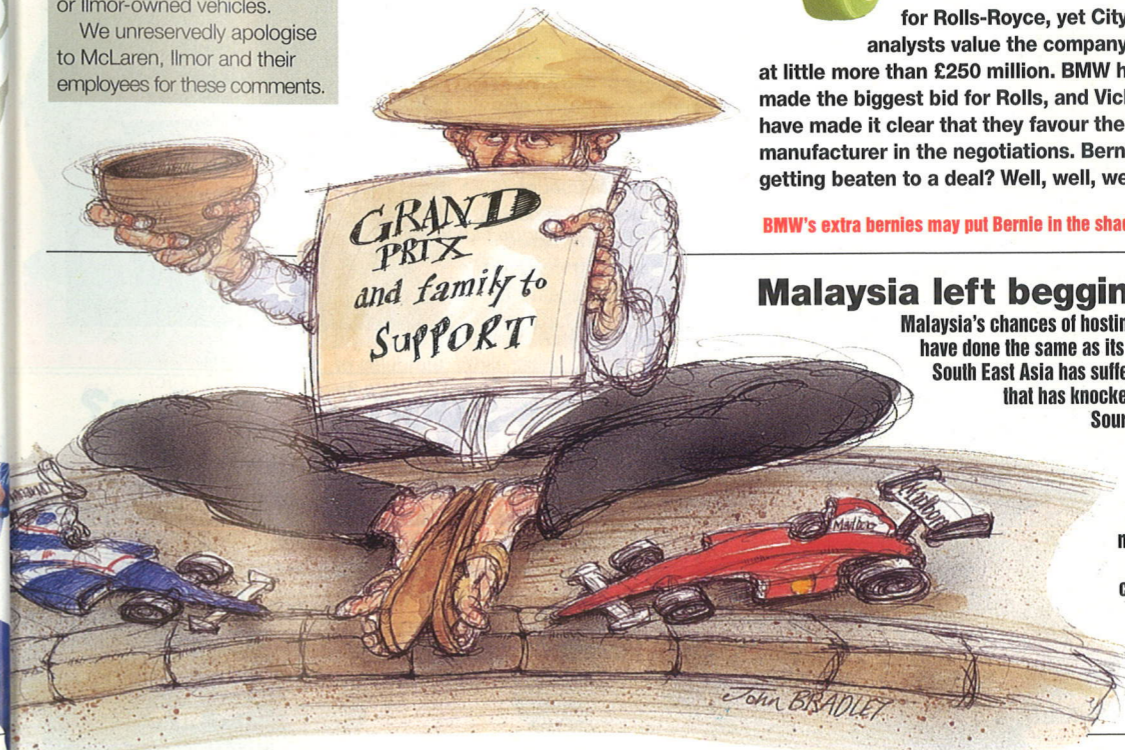
BMW's extra bernies may put Bernie in the shade



## Malaysia left begging for a GP

Malaysia's chances of hosting a GP before the millennium have done the same as its currency – collapsed. South East Asia has suffered an economic disaster that has knocked Malaysian finances for six.

Sources now say that there is now "absolutely no way" the country will have the cash to build their planned track near Kuala Lumpur for a minimum of three years. All such new projects in the country have stopped, and the nation faces the prospect of China and South Korea beating them onto the F1 calendar.



JUST WHEN YOU THOUGHT IT WAS OVER...

## Senna verdict to be appealed

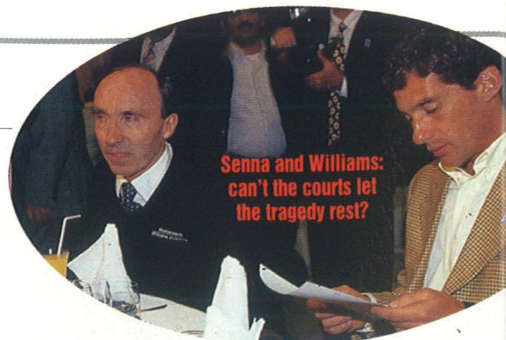
The Senna trial looks set to linger over Formula 1 into the next millennium, following the refusal of prosecutor Maurizio Passarini to stand by the judge's decision to acquit Williams technical director Patrick Head and former designer Adrian Newey.

Passarini charged the team's technical bosses with negligence, stating that they were responsible for microscopic errors in a modification to the steering column of Senna's Williams before the 1994 San Marino GP. As a result, he intends to appeal against the decision

of judge Antonio Costanzo, who has 90 days from giving notice of his judgement – which was made on 16 December – to explain his verdict.

Any appeal would probably take at least a year to resolve and, after that, either side can take the matter one stage further, to the Supreme Court, which would mean that the trial would not be resolved until after 2000.

"It will be very interesting," said Passarini, "to see if the judge decides a steering column failure was the cause of the accident but that they [Head and Newey] had no



Senna and Williams: can't the courts let the tragedy rest?

responsibility, or if there was no failure."

Team boss Frank Williams (who was acquitted last November), circuit bosses Giorgio Poggi and Federico Bendinelli and race director Roland Bruynseraede will not be the subject of any appeal.

Passarini's rejection of the verdict comes in the light of comments made by Damon Hill, Senna's team-mate in '94, praising the decision of Costanzo.

"I never doubted the team or their integrity, and this is the right outcome," he said. "I'm very happy that the court has reached the correct verdict at last."

PETER WINDSOR, PAGE 14 >

## Two times Earnhardt

Michael Schumacher was the fourth highest paid sportsman of 1997, with earnings of \$37 million – nearly double the world's second wealthiest racer, NASCAR star Dale Earnhardt (eighth on the list, at \$19.1 million). Eight of the top 20 are basketball stars, with Michael Jordan top dog on a massive \$78.3 million.



## Smoothie Coulthard gets time on his side

Following David Coulthard's 'six-pack' Tag Heuer ads (as revealed in *Pitpass*, December 1997), the McLaren star recently officiated at the opening of a brand-new Tag Heuer showroom in his native Scotland.

If the McLaren-Mercedes team have as good a season as everyone is predicting, David may soon be needing the good offices of Tag Heuer again – to time his pole position laps.



## Is Juan the 2000 champion?

Juan Pablo Montoya has been named Williams' new test driver. His abilities were assessed during two tests – at Barcelona and Paul Ricard – and he got the nod over three others (Max Wilson, Nicola Minassian and Soheil Ayari). "I am very happy," said Montoya. "It is a fantastic opportunity for me." What price a full race seat in '99? Remember where Damon Hill came from...

HOTSEAT, PAGE 25 >



## Briatore is charity Flav of the month

Boys of F1 Racing, howa ya doin' ma friendas? Happa New Year! I'va beena have brillianta time in Kenya with ma little friends and Eddie, and have filled my three montha break, so I nowa go backa to worka and doa my holidaya there.

It wasa gooda to see Prost and Todt recently in Valtolina where we giva £50,000 to the survivors of the earthquaka. Is great 'cos the world thinka I'ma very gooda person for doin' this, but wasa nota all my casha. Is great, no?

Foota is wherea I goa from herea, but nota to Spurs – is sinking shippa, no? Ciaò.

Now no-ona wanna taka ma picca, ita getta righta uppa ma nosa, no?



New Williams recruit Montoya: looks all set for millennium glory?

Take care, Jacques – and no skiing!

## Mansell's comeback is on ice – literally

Nigel Mansell will contest his first race since the 1995 Spanish Grand Prix at the Chamonix 24-Hours on 31 January. The 1992 world champion will drive a BMW-engined Ford Escort in the annual ice race, partnering rally star Ari Vatanen. Mansell has not yet commented on his participation, but close colleague and fellow former Williams man Sheridan Thynne says: "It is going to happen, and Nigel is doing it for enjoyment."

In response to comments by event organiser Frantz Hummel that he has had considerable trouble raising Mansell's required £100,000 to do the race, Thynne said: "That figure is wrong by a considerable margin." Which way, Sheridan – up or down?

THE SIDE YOU NEVER SAW, PAGE 40 >



The French are going overboard over Mansell's comeback drive at the Chamonix 24-Hours

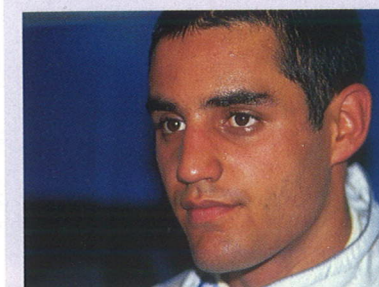
## Heads you lose for hardnut Jacques

It has been a winter of fluctuating fortunes for world champion Jacques Villeneuve. After becoming Canada's sports personality of the year for the second year in a row, he went on holiday after Christmas to Praloup in the French Alps to celebrate. While skiing off piste he fell, hit his head and was rendered unconscious for a couple of minutes. He was helicoptered to hospital where he was detained for several hours, before being released.



## Smoke West – and enjoy a happy afterlife

Have McLaren-Mercedes sponsor West gone west? In the midst of all the stooshie about tobacco advertising, their rather unusual Christmas card showed angels playing an organ made out of fags. Okay, angels might be Christmassy, but don't they also live in heaven?



## HOT SEAT JUAN-PABLO MONTROYA WILLIAMS

Where do you live?  
In Cambridge, on my own.

What was your first car?  
A Renault Clio.

What car do you own now?  
A Citroën Saxo 16V. It has much better brakes than the Clio did.

Are you a good cook?  
Not too bad – living alone I have to be! I eat a lot of pasta, which is easy to cook, and I don't really like to eat out a lot.

Who would be your ideal dinner companion?  
Cindy Crawford – she's gorgeous!

Have you ever smoked?  
Yes, but I only do it once or twice a year, at Christmas and other big occasions.

Do you like fast food?  
I like it a lot, but I'm not really allowed to like it! Occasionally I will treat myself, but it is really bad for my diet.

Who do you admire outside racing?  
There are lots of sportsmen I admire, but I think the 100-metre athletes are amazing. They push themselves so hard in that event.

Apart from driving, what are you good at?  
I'm all right at golf, though it's the sort of sport where you always think you could have played better. Last year I played a lot of squash too.

Are drivers paid too much money?  
No. Schumacher gets a lot of money, but he gets the job done. It's the same in anything – if you do a good job, then you can expect to be paid for it. There should be no limit on the amount teams can pay for a driver; it's up to them.

SUTTON IMAGES, LAT, RALPH HARDWICK/LAT



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# Get



# into



# the



# grooves

Nineteen-ninety-eight is going to be different – the new regulations will see to that. And at the moment, narrow cars and grooved tyres are unknown quantities.

So what are the teams doing about it? Testing, testing, testing...



MALCOLM GRIFFITHS, RALPH HARDWICK/AT

Montoya got the Williams testing job, so he's in for a busy few months

WILLIAMS



**WILLIAMS**  
**BARCELONA: 2-5 DECEMBER**  
**PAUL RICARD: 16-19**  
**DECEMBER (EXCLUSIVE)**  
**JEREZ: 12-16 JANUARY**  
 Jacques Villeneuve and Heinz-Harald Frentzen drove two 1998-spec hybrid cars at each test. For two days at Barcelona, Villeneuve was the fastest '98-spec car, recording a quickest time of 1 minute 23.94 seconds, 1.4 seconds off his fastest lap of the '97 Spanish GP.

At Barcelona the team also tested four young guns in search of a new test driver. The four – Juan-Pablo Montoya, Nicolas Minassian, Soheil Ayari and Max Wilson – each completed a half-day in a 1997-spec FW19, with Montoya fastest. Just prior to Christmas the team announced that Montoya had got the job.

The only hiccup to the programme was when Villeneuve shunted on the first day at Ricard. Although unhurt, he sat out the remainder of the test, so Montoya and Wilson completed his share of the testing mileage.

"It's like driving on sand or in the rain," the world champion complained. "There is no rubber to lean on if the car starts to slide and you end up losing it."



RALPH HARDWICK/LAT

**SAUBER**  
**BARCELONA: 2-5 DECEMBER**  
**BARCELONA: 16-19 DECEMBER**  
**BARCELONA: 6-9 JANUARY**

The only meaningful test for the team in December was in the first week. Bad weather from 16-19 resulted in the team not finishing the programmes which they had set out to do at Barcelona, so they returned there early in the new year with new signing Jean Alesi and team regular Johnny Herbert to try and make up for lost time.

Herbert tested a '98-spec car at all three tests, while Norberto Fontana and Jorg Müller ran '97-spec cars with '98-spec parts at the first test. However, Fontana's running time in the '97 car was limited after having a big off at the very end of the second day.

Alesi made his Sauber debut at the test over 16-19, although he decided to cut his mileage short and return home early because of the weather. He managed to complete a total of just five laps in two days, which included three spins.



RALPH HARDWICK/LAT



MALCOLM GRIFFITHS

SAUBER

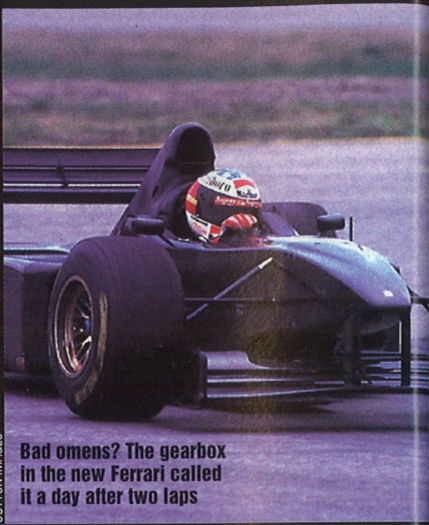
Alesi (above) and Fontana (left) spun, but Alesi kept it in one piece

**TWR ARROWS**  
**BARCELONA: 2-5 DECEMBER**  
**BARCELONA: 16-19 DECEMBER**

The objectives of the two tests were clear. The first was to let new driver Mika Salo get a feel for his new team in a '98-spec car, while team-mate Pedro Diniz carried out some engine work in a '97 car. The second was to get both drivers down to some more serious testing, although the bad weather brought this to a halt. "The '98-spec cars are a joke in the high-speed corners," said an unimpressed Salo. "One corner became five – it makes me so angry! Evident in the garage at both tests were engine guru Brian Hart and TWR specialist Geoff Goddard, confirming early speculation about a TWR-Honda link-up for '98. Interestingly, the car ran without any Yamaha logos throughout the test.

At each test there was just one '98-spec car available, in which Salo did all the running, while Diniz carried out some part development in a '97 wide-track A18 on grooved tyres. There were only two major dramas during the two tests: Pedro's car sprung an oil leak while the brake disc broke on Mika's car

FERRARI



SUTTON IMAGES

Bad omens? The gearbox in the new Ferrari called it a day after two laps

**FERRARI**  
**FIORANO: 2-5, 10-12, 19 AND 23 DECEMBER**  
**JEREZ: 12-16 JANUARY**

The Prancing Horse was one of the teams which chose not to build a hybrid '98-spec car, so December was fundamentally a month of rest for regular drivers Michael Schumacher and Eddie Irvine. Test driver Nicola Larini tested grooved tyres and '98-spec electronics at the team's test track, Fiorano.

Schumacher did do two laps in an unliveried '98 car at Fiorano on 23 December, but the new longitudinal gearbox packed up. His serious mileage will be after the car's launch on 7 January.



RALPH HARDWICK/LAT



ARROWS

Top: Pedro focused on the engine, and Mika (above) did miles in the '98 car

The only hiccup to the Williams tests was when Villeneuve shunted on the first day. He was unhurt in the accident, but sat out the rest of the test. He was highly critical of grooves: "It's like driving on sand or in the rain," said the world champion

JORDAN



After problems with the new engine, Jordan and de la Rosa went home

MARTIN ELFORD/LAT

**JORDAN**  
**SILVERSTONE: 12 DECEMBER**  
 Jordan have had the quietest winter of all the teams – only completing a total of 12 laps and the final race of 1997 and the '98 car's launch in London on 19 January.

The team's '98 drivers, Damon Hill and Ralf Schumacher, have been unable to drive for different reasons – Schumacher has been completing his National Service in Cologne, while Hill was barred from driving for Jordan before 1 January by former employer Tom Walkinshaw.

Japanese Formula Nippon champion Pedro de la Rosa tried to get some running in a '97 car with the '98 Mugen-Honda engine around Silverstone's Stowe and Hangar Straight loops. But the attempted three-day test was hampered by teething problems with the engine. The team chose to return to base and concentrate on the '98 car.

**BENETTON**  
**BARCELONA: 2-5 DECEMBER**  
**SILVERSTONE: 17-18 DECEMBER**  
**JEREZ: 6-9 JANUARY**

The Enstone team ran their pukka '98 car a week before anyone else, Giancarlo Fisichella shaking it down at a snowy Silverstone on 17-18 December.

"The conditions were very dangerous and we did just three laps on the first day," said the team's technical director, Pat Symonds. "It was a shakedown exercise and successful from that point of view." The following day, with better weather, Fisichella completed 50 laps of the Stowe circuit without major problems. On 22-23 December, Alex Wurz took over in the car, completing more than 50 laps on each day.

The team then took the car to Jerez at the start of January for a proper hot weather shakedown. Earlier, at the start of December, the team went to Barcelona with both Fisichella and Wurz, in '97-spec cars – the team had already made the decision not to build a hybrid '98 car in the summer. Wurz eventually set the fastest time of the week, a 1 minute 18.99 seconds, on '97 slicks. Oliver Gavin also drove, but suffered a blown engine.



SUTTON IMAGES



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BENETTON

Benetton boys Wurz (top left) and Fisichella talk tyres. Wurz (above) lapped quickly in the team's new car

MINARDI



**MINARDI**  
**BARCELONA: 2-5 DECEMBER**  
**BARCELONA: 16-19 DECEMBER**  
**BARCELONA: 6-9 JANUARY**

These tests at Barcelona were as much about driver development as car development. At the start of the first week, team regular Tarso Marques carried out some tests on braking and damping systems.

Then, at the end of the same week, F1 newcomers Oliver Martini (the brother of former F1 driver Pierluigi), Laurent Redon, Esteban Tuero and Tom Kristensen were all tested - Kristensen emerging quickest.

During the second week, Marques was not present, and Luca Badoer had a day and a half in the car before Kristensen was put back in for a second run. At all of the tests, the team used a hybrid '98-spec car powered by a Hart V8, although they will be using a Ford V10 this year.

The team returned to Barcelona at the beginning of January where Redon and Tuero were put through their paces again. No word on their 1998 driver line-up is expected before the car's launch in February.

Top: Stewart struggled in the wet, but Rubens (below) got things straight in the end



STEWART

**STEWART**  
**BARCELONA: 16-19 DECEMBER**

One '98 car was available for Jan Magnussen and Rubens Barrichello to share, each driver getting two days in the car. The team believe that the new regulations have cost them 30 per cent in downforce on their hybrid car, making it particularly difficult to control in the wet, which hampered their progress somewhat at Barcelona.

Despite the weather, they still managed to complete an engine programme for Cosworth, doing some techy comparisons with measurements on the dyno for the development parts on the '98 engine. On the last day of the test, Barrichello was 0.4 seconds off Pedro Diniz's fastest time of the day, doing a lap in 1 minute 37.4 seconds.

Back at the factory, a new test team is being set up, due to be ready for action by May.



RALPH HARDWICK/LAT

TYRRELL

**TYRRELL**  
**BARCELONA: 16-19 DECEMBER**

The team had a '98-spec car for Jos Verstappen and the team's ex-tester and new number-two Toranosuke Takagi. Although the team will use Ford customer V10s throughout '98, their pre-Christmas testing schedule revolved around the V8 which they had been using in 1997 because their V10 wasn't ready. In particular, they tested new '98 electronics and wiring systems.

Takagi struggled with fitness but equalled Verstappen's best time of 1 minute 25.7 seconds. The team will shake down a new car at Silverstone on 23 January.



Takagi (above) impressed and managed to equal Verstappen, but he suffered fitness problems

SUTTON IMAGES

**PROST**  
**BARCELONA: 2-5 DECEMBER**  
**BARCELONA: 16-19 DECEMBER**

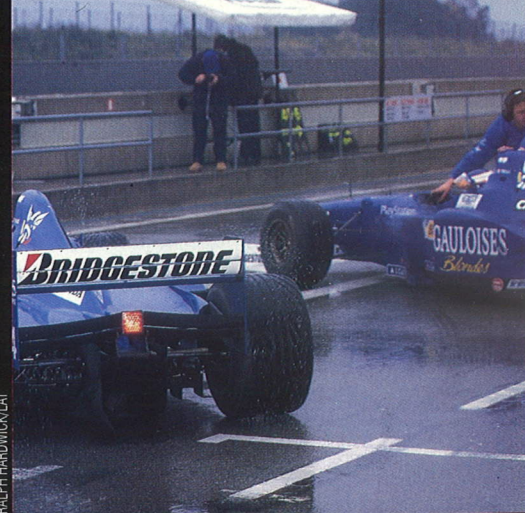
The team went to both testing sessions with two '98-spec cars, which enabled Olivier Panis and Jarno Trulli to run continuously at each one. The only problem they had was an off for Panis on day two of the second test.

Primarily, the drivers tried new brakes and a new gearbox, which proved to be on the right lines because Trulli went on to record the fastest time of the day on the third day of the second test, on 1 minute 38.36 seconds. ❶



RALPH HARDWICK/LAT

PROST



RALPH HARDWICK/LAT

Left: Bernard Dudot, former Renault head, talks to Jacky Eeckelaert, the main man with Peugeot in F1

Martini (below) and Badoer (right) have been under scrutiny



OPPOSITE PAGE: RALPH HARDWICK/LAT

**MCLAREN-MERCEDES**  
**BARCELONA: 2-5 DECEMBER**  
**BARCELONA: 15 DECEMBER**  
**JEREZ: 12-16 JANUARY**

Due to technical director Adrian Newey's late arrival to the team (last August) there has been no McLaren hybrid 1998-spec car. Newey has focused on the '98 car, choosing not to waste valuable development time constructing interim versions. Hence, most of the team's testing has been based around tyre and engine development on the wide-track '97-spec McLaren MP4-12s.

However, the first Barcelona test was interrupted while the team inked their new tyre deal with Bridgestone, so for the opening two days of the test neither car was able to leave the garage. Then, when David Coulthard and Mika Hakkinen eventually started putting some laps in, both were running on their new Bridgestone slicks. On his first day on the team's Japanese rubber, Coulthard was second quickest runner after Benetton's Alex Wurz, recording a time of 1 minute 20.34 seconds, two seconds faster than the Scot's fastest Spanish GP lap last year.



The first of the major defectors - McLaren's 1998 could be gripping

SUTTON IMAGES

MCLAREN

When McLaren's David Coulthard and Mika Hakkinen eventually began to put laps in, both were on Bridgestone tyres. The Scot went extremely well, setting a time a full two seconds faster than his fastest lap of the '97 Spanish GP...

## Jean Alesi

F1's new elder statesman on the past, the present and the future

### Do you see Sauber as a new beginning?

It's not really a new beginning, but it's a very good opportunity. In Sauber I have a team who really want me, which is completely the opposite of the situation I had at Benetton. When I joined them, Benetton were a winning team who thought they could tell a driver how to be quick, which is completely wrong. I see Sauber as a chance to make a small team a big team.

### Can you sum up your two years at Benetton?

Lots of difficult politics. There was a very big war between different people in the team which is why the chief designer disappeared and everything went wrong in the second year.

### Why did the technical basis of the team leave?

The date that Ross Brawn and Rory Byrne left the team was the first the public heard about their problems, but they were not happy in the team for a long time before that.

### And what about Flavio Briatore leaving the team?

That's another story. It was not him who made the cars go well, it was the designers – Ross and Rory. It seemed that when Benetton won the championship with Schumacher in 1995, they weren't given their share of the prize money or something, so they started to fight with Flavio. I don't know the story exactly, but just after Schumacher won the title, something started to go wrong.

### Do you still see Flavio?

Not at all.

### But you both love football...

I went to watch Oxford United once. That was with Eddie Jordan, before I signed for Sauber.

### Who steered you towards Sauber?

After my negotiations with Jordan had stopped and it looked like I might be in the shit, Gerhard Berger, who has a very good relationship with [Sauber consultant] Fritz Kaiser, suggested I go there because he was sure that I would be pleasantly surprised, and I was.

### What is the atmosphere like in the team?

I went to their Christmas party at Hinwil in December, and I was given a very good reception.

I had a very good time and there really are some very good people there.

### How do you get on with Johnny Herbert?

I like him and I'm sure that we can do a very good job together. I am not going to the team to work by myself. I need to have a very good relationship with Johnny, and then we can make a big difference to the team.

### What are your hopes for the coming season?

The objective isn't to win lots of races, although if I get the opportunity I will do it! I think we have to be going for the podium a little bit more often than Sauber have done in the past. We mustn't be too excited because at the moment the team does not have the resources of McLaren or Williams. I am looking at 1999 as the year for big success.

### What do you think of the 1998 regulations?

I am very upset when I hear the reaction of some drivers towards the new rules. We mustn't forget what happened to Ayrton Senna and we should be really happy to have a federation like the FIA with Max Mosley in charge because they are looking for safety first. With these regulations, the cars will be a lot safer. We must say thank you for that and we must never fight the FIA.


### Do you think that the racing will be better in 1998?

It is too early to say, but we should work with the FIA to make sure it's better. If that means small tweaks for 1999, then we should do that too.

### Are the cars easier to drive?

They are completely the opposite because they are a lot more sensitive than last year. In my career I have driven under many different sets of rules, and it's normal for everybody to complain when new ones first come in. We need to wait and see what engineers such as Patrick Head – who is the best in F1 – do to the cars before we judge them.

### How much longer will you stay in F1?

I want to carry on driving for at least another five years, but when I retire from driving I want to stay involved in F1 because I enjoy it. But I don't think I will start a team like Alain [Prost] – I'm sure I am not able to do that! 

**"The objective this year isn't to win lots of races, although if I get the opportunity I will do it!"**

CORA HEUTEMANN





One engine oil leaves other oils behind, including synthetics. Havoline Formula<sup>3</sup> Energy. Formulated to

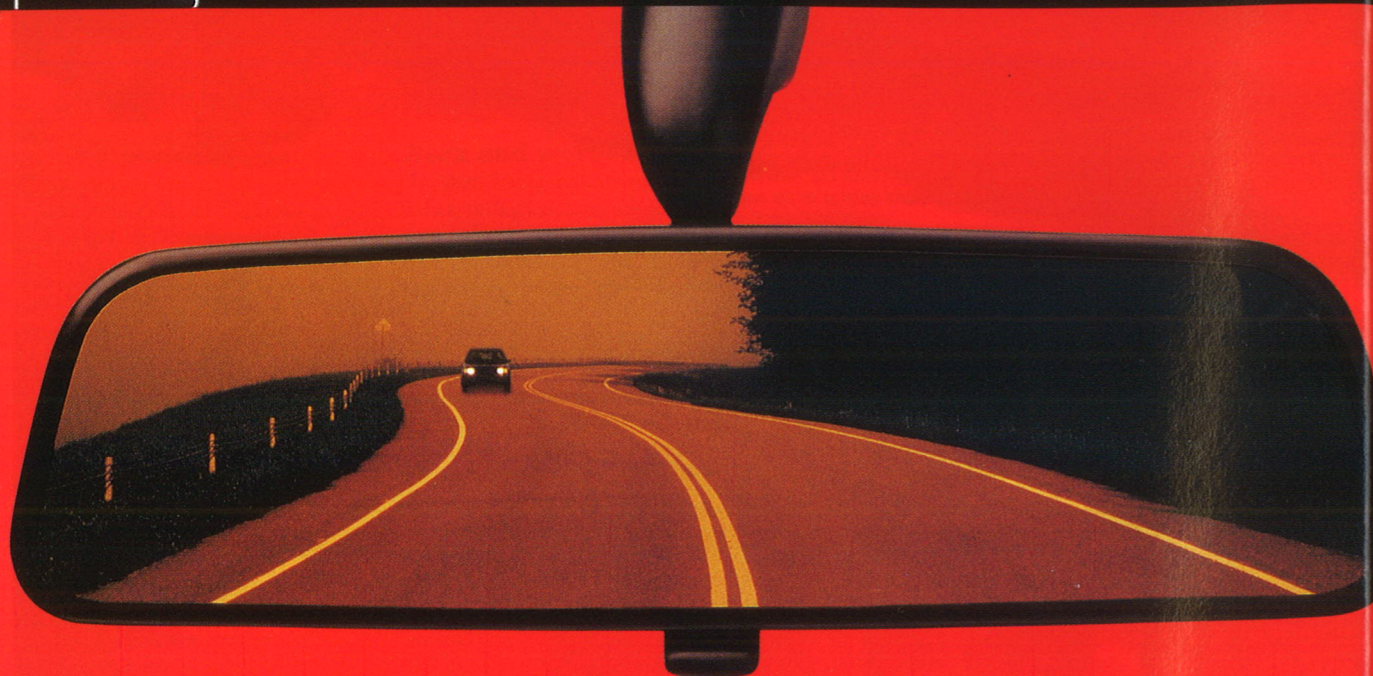


enhance your engine's performance in every way. Fill-up. You'll go further on a tank because Havoline

Formula<sup>3</sup> Energy improves fuel efficiency, accelerate. Havoline Formula<sup>3</sup> Energy helps your engine produce more power. One last thing.

Start-up. Here's an oil that protects your engine, Havoline Formula<sup>3</sup> Energy doesn't just outperform all times, but especially during critical periods. Synthetic oil, it costs less. All part of Texaco's like first thing on a cold winter's morning. Commitment to superior performance and value

for money. So, next time you're changing your oil, what do you do? Put your foot down. Insist on Havoline Formula<sup>3</sup> Energy.

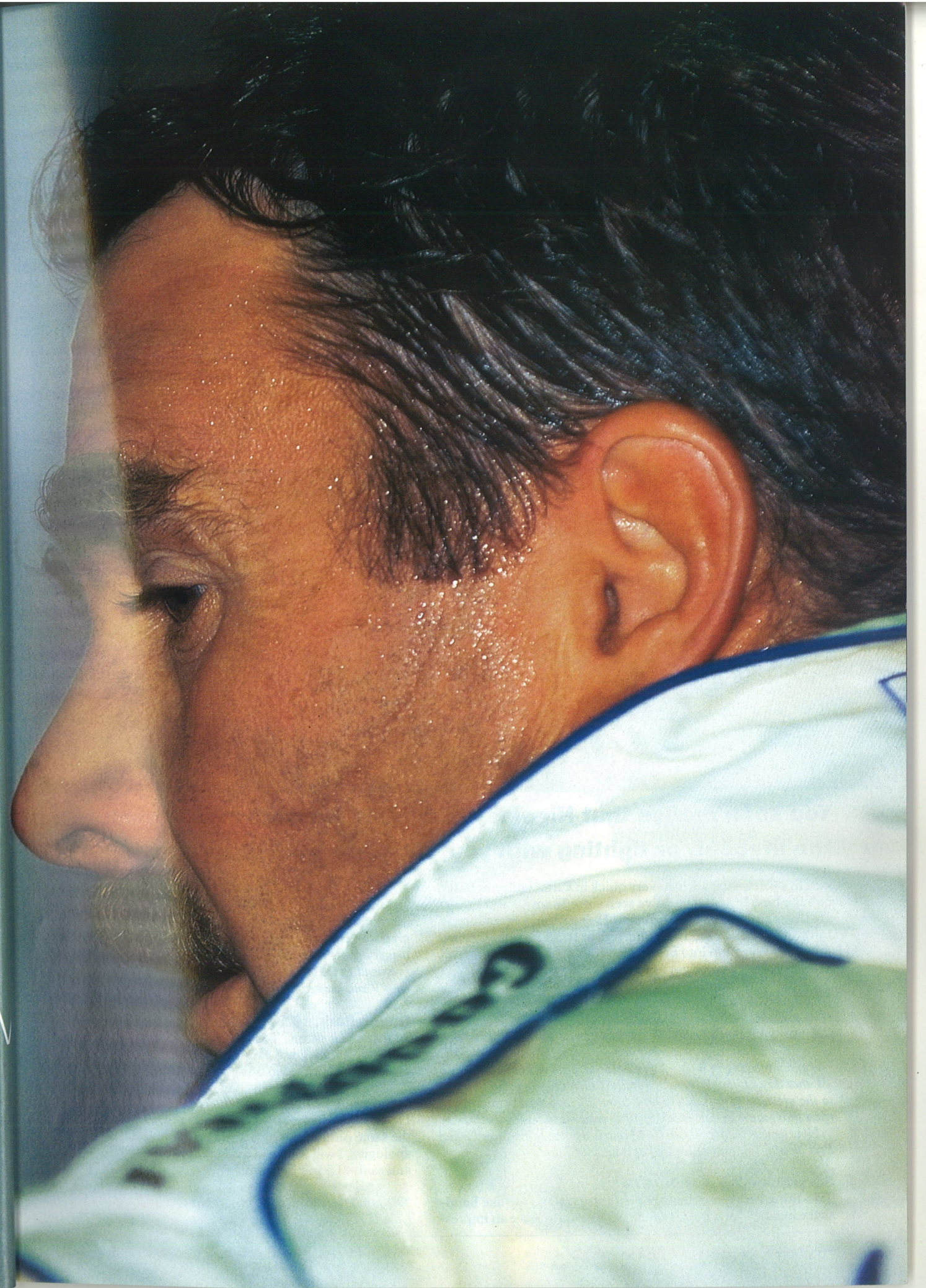


**A car not using Havoline Formula<sup>3</sup> Energy viewed from an identical car that is.**

\*Measured using the latest European drive cycle emission tests. Fuel economy improvements in comparison to a standard, commercially available 10W-30 engine oil.

Like him or not,  
Nigel Mansell was  
a magnificent racing  
driver. No-one knew  
the man better than  
*F1 Racing's* Peter  
Windsor. Here, then,  
is Windsor's definitive,  
exclusive, inside story

The side you **never** saw



**W**e find ourselves in the late summer of '77. James Hunt was at his peak and Gilles Villeneuve had already tested – make that spun – for McLaren at Silverstone. Niki Lauda was winning his second world championship with Ferrari but simultaneously was planning to switch, abruptly, to Brabham-Alfa. The Formula 1 world was awash with tobacco money – and there were plenty of teams out there to spend it.

I was musing about the next *Sport* column I was due to write in *Autocar* when the phone rang. It was John Thornburn. John had, in the 1960s, worked for Trevor Taylor, the number-two Lotus grand prix driver and close companion of Jim Clark. John was always full of Jimmy stories and Trevor stories and tales of Lotus wishbones that cracked under the strain.

"How're you doing?" I asked.

"Fine. Fine. Been working very hard with this new boy – heard about him yet?"

"No."

He is also very good at staring you in the eyes and flaring his nostrils – traits that stay with your subconscious long after you've walked away. Even before you see him drive you know that this is the sort of guy you'd want in charge of the lifeboat, or fighting with you, rather than against you, in WW3. I watch the race out at Club Corner. Club is almost flat in top – indeed is flat in top, given the right set of tyres. Nigel has qualified on the pole ahead of Nelson Piquet and Derek Warwick and leads cleanly from the start.

Club is a great corner on which to study lines. Piquet is classic, Warwick is an oversteer man – and Nigel turns in way ahead of the rest. He is spellbinding.

He fades slightly as the semi-wet race progresses – due to a misted visor, it turns out – and he finishes second. For a guy who has decided to re-mortgage his house to rent a March, however, it is a pretty good result. We meet afterwards and exchange numbers. I leave Silverstone exhilarated. The guy has it all – all except money, of course. Thornburn was right.

Right: with wife Rosanne in Brazil, '82. Far right: Mansell and Windsor on the golf course in Australia. Opposite: a youthful Nige starting at Lotus

PREVIOUS PAGE: LAT ARCHIVE. THIS PAGE: SUTTON IMAGES, LAT ARCHIVE



## You soon realise that Nigel is the sort of guy you'd want in charge of the lifeboat, or fighting with you, rather than against you, in WW3...

"He's a new guy who was very quick in karts. I tell you Peter, he's the best British driver I've seen since Jimmy – and I don't say that lightly. The guy's brilliant. He's winning everything in Formula Ford and we're helping him as much as possible. But we've got to get him into Formula 3. He's got everything it takes except money. You've got to have a look at him."

"What's his name?"

"Nigel Mansell."

*It wasn't until the following March that I was able to watch Nigel Mansell. I'd seen him drive the one-off Lola F3 car at the BBC Thruxton meeting in late '77, but little was seen or heard of him on TV that day, although I recall Murray Walker drawing Nigel's name to the viewers' attention. He had, after all, won 32 Formula Ford races that season despite breaking two vertebrae in testing at Brands.*

*Now he was racing a March 783 and it was the Silverstone Grand Prix circuit. I introduced myself as a mate of John's.*

### Silverstone, 19 March 1978

Two things are immediately apparent: Nigel's vice-like handshake indicates that here is a man who wants to leave an impres-

*sion. He is also very good at staring you in the eyes and flaring his nostrils – traits that stay with your subconscious long after you've walked away. Even before you see him drive you know that this is the sort of guy you'd want in charge of the lifeboat, or fighting with you, rather than against you, in WW3. I watch the race out at Club Corner. Club is almost flat in top – indeed is flat in top, given the right set of tyres. Nigel has qualified on the pole ahead of Nelson Piquet and Derek Warwick and leads cleanly from the start.*

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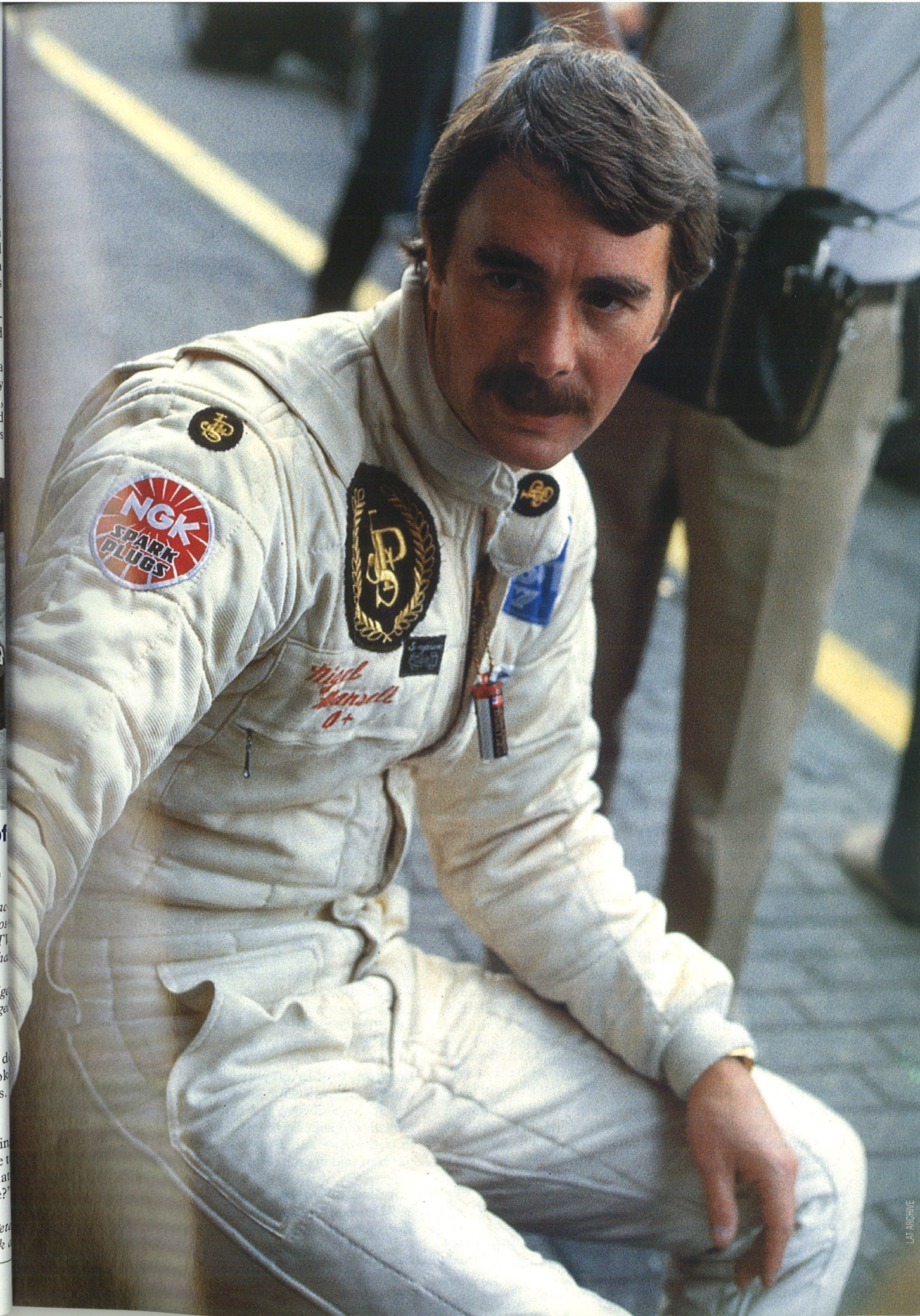
### Oulton Park, 15 September 1979

Another big shunt. This time he was t-boned by Andrea de Cesaris. The March landed upside-down and Nigel broke another vertebra. Two observers' reports blamed de Cesaris.

### London, 4 October 1979

De Cesaris sought Nigel out at the F3 test and kept repeating the same phrase over and over again: "Nigel, if you want me to apologise, I will." After a while, Nigel turned to Andrea's mate and said, "Didn't his mother teach him to say anything else?"

*The previous year I had introduced a close friend of mine, Peter Collins, to Colin Chapman – and Peter had recently begun work*





Team Lotus as Assistant Manager. I raved about Nigel to Peter and he, in turn, began to mention his name to Chapman. Concurrently, I persuaded Autocar to provide free advertising space to any companies that would sponsor Nigel's F3 season in 1980.

#### London, 14 October 1979

Peter has done a brilliant job on Chapman. Almost as Chapman was running out of the door last night, Peter suggested they fly Mansell to Ricard for the upcoming driver test, "just in case there's any dead time with the cars". Chapman murmured something that Collins took to be a yes – and so at Ricard he will join Elio de Angelis, Eddie Cheever, Stephen South and Jan Lammers. His neck is still not in very good shape, but Nigel is determined to drive the Lotus, come what may.

#### New York, 18 October 1979

I refused to leave the hotel room until Peter's call came through. "He was great," said Peter calmly. "He went out on Tuesday night, when it was late and almost dark, and he had a couple of spins, but he very quickly got used to the power. He was so confident in the car! Then we ran him again the next morning and, in 25 laps, he was within a second of Cheever."

#### London, 26 October 1979

One of the latest nights of the year. It was the Grovewood

Award selection night. John Webb – in charge of the Awards as a non-voting chairman – did his usual: told us he did not want to influence the voting in any way but would be extremely happy to see David Leslie win the major award. I didn't answer and waited till he left the room before mentioning Nigel.

There was a lot of resistance. People – the other journalists – just don't seem to rate him.

Anyway, I held off on a couple of other names and then finally conceded them in return for Nigel getting the second award behind Leslie. Afterwards, when we told Webb our nominations, he remarked that the selection of Nigel in second place was 'the worst choice in the history of the Awards' – and I don't think he was implying that Nigel should have won it!

#### London, 3 February 1980

Am I being naive here? We have a great British driver, magazine advertising and coverage on TV. I have approached maybe 80 British companies, from Sainsbury's to Barclays, from Harrods to Cadburys – and all have said no. (Actually, only about five per cent said no; the rest failed to respond at all.)

#### London, 7 February 1980

Yes! Our first promising phone call! Victor Gauntlett, who runs a small, independent oil company named Pace Petroleum, has read my proposal and wishes to talk about it over lunch.

#### Farnham, 14 February 1980

"So it's a bit like backing a racehorse," says Victor over turtle soup and Dover sole. "I sponsor Mansell's F3 season and he carries the Pace logo with him into F1. If he doesn't make it to F1, so be it. I don't for one minute think he's going to make it," he says with a sparkle, "but the idea appeals to me. We'll do it." Over in Norfolk, Collins was still working on Chapman.

#### London, 9 March 1980

"Colin doesn't want to know," Peter tells me. He's got a million other things going on and Nigel is just not a priority."

I suggested that Chapman should hear about the contract that March wanted Nigel to sign.

"What contract?" asks Peter.

"Precisely," I say.

**People don't seem to rate him. What is it about Nigel that everyone loves to hate? Well, all the more reason to see that he succeeds...**



Above: Nigel only hit his stride in F1 after Gilles Villeneuve had gone. Below: in the Lotus at Monaco, where Nigel always shone. Opposite: in conference...



So it was that a Telex was received, offering Nigel a long-term contract based on exclusivity to March. Peter marched into Chapman's office, brandishing the Telex. "You've got to hand it to March," said Peter provocatively, "they never miss anything."

"Show that to me!" raged Chapman. Minutes later, Peter received orders to draw up a draft contract. It gave Nigel a job – a buyer for Team Lotus – a vehicle (a van) and a small salary. Lotus also had a three-year option on his services as a racing driver but gave no promises about tests or races.

#### London, 3 May 1980

The March 803 is a horrendous racing car – much slower than the 793 and not in the same league as the Ralts. Nigel struggles in the upper midfield and complains like crazy. Then,

to cap it all, he arrived at a supplier the other day to hear that he'd lost his F3 drive. "Yeah, the March boys were up here a couple of days ago," he heard. "They were saying that you couldn't sort the car and that they were going to replace you."

*Pre-empting this, and still trying to find the money we needed to complete the full season, I had given a Mansell proposal to Renault's Gerard Larrousse. Renault engines had powered Alain Prost to the 1979 European F3 Championship; why not expand to the British Championship and provide engines for Nigel Mansell's works March? Larrousse liked the idea and convened a meeting with March's Robin Herd, where hands were shaken and plans approved. After that – nothing. When I chased the deal, Herd was suddenly unavailable. Larrousse, though, later admitted that March had said they were unhappy with the choice of Mansell as a driver. Confused, Renault*

*had walked away – an irony, given Mansell's subsequent success with Renault engines in Formula 1.*

*Meanwhile, Nigel's Formula 2 Ralt-Honda test programme, organised for us by my journalistic mentor, David Phipps, has fared little better, with a fuel-pressure misfire plaguing the car in its opening races. Ron Tauranac, who is running the project on behalf of Honda, rings to say that he is replacing Nigel.*

#### Doveridge Road, Hall Green, 22 July 1980

"Thank you very much, Nigel," he says. "I think we're on the way now. Your services will no longer be required. I want to put a quick driver in the car to see where we are with it."

"Who're you putting in the car?" asks Nigel.

"Tom Gloy. He's won a lot of SuperVee races for us in the States. He's very quick."

*Lotus did give Nigel some Formula 1 testing, however. The first serious outing was at Silverstone, on the grand prix circuit. Nigel ran the second day, with de Angelis' times to relate to.*

#### Beaconsfield, 22 June 1980

I raced home early to await his call.

"How did it go?"

"Disaster. I went off. Wrote the car off."

I nearly threw up. I could barely talk.

"Fooled you," he cackled, bursting into laughter. "I was quicker than Elio. It was fantastic. I didn't even know what times I was doing and they brought me in," he said ruefully. "I could have gone quicker."

#### London, 11 August 1980

I can't believe it. Lotus have just announced that they are going to run Nigel in a third car at the Austrian Grand Prix and Autosport has responded tartly that there are many British drivers more deserving of the drive than Nigel. Who are they thinking of? Derek Warwick? Kenny Acheson? Tiff Needell maybe? What is it about Nigel that everyone loves to hate? All the more reason to see that he succeeds...

#### Zeltweg, Austria, 17 August 1980

Nigel's race is marred by a fuel leak – which, ironically, is probably the best thing that could have happened to him. Without it – without first and second degree burns to live with for more than half of the race – Nigel's might have been yet another unremarkable F1 debut. Chapman might have said thank you but

no thank you. Instead, Colin now feels obliged to give Nigel a second run – and the British Fleet Street press have maybe found a new hero. Victor Gauntlett, incidentally, should be delighted: we did take Pace into Formula 1 – and the logo is clearly visible in all the Fleet Street pictures.

#### Zandvoort, the Netherlands, 31 August 1980

The 81B was again undriveable. With 20 minutes of qualifying remaining, Nigel was not in the race. Andretti and de Angelis had finished their runs and had used up their two sets of tyres.

“Put Nigel into Elio’s car,” said Chapman. Forget about the seat. We haven’t got time. Just put on his last set of tyres and send him out.”

The brilliant thing about Zandvoort is the way you can sprint in a minute or so from the pitlane to the fence on the outside of the HunzeRug left-hander. Pulse rate at 190 – part sprint, part fear – I squeezed in beside Mike ‘Herbie’ Blash, an ex-Jim Clark mechanic who was running Brabham for Bernard Ecclestone.

The Lotus finished its lap. I clicked the watch.

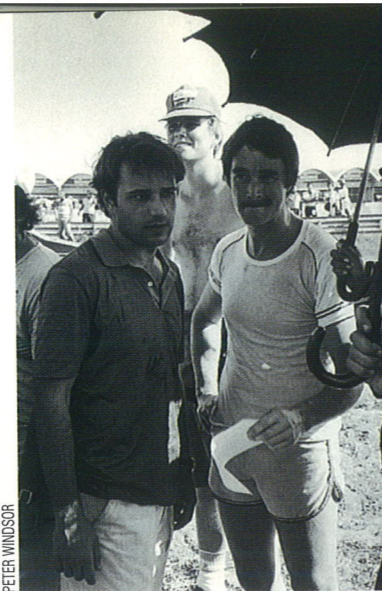
“What time?” asked Herbie.

“Eighteen-nine,” I said, trying to sound nonchalant.

It was difficult, though, for, in one lap, in an unfamiliar car, with everything to lose, Nigel had lapped only two-tenths slower than Elio.

#### London, 19 September 1980

With Ralt’s star driver proving to be underwhelmingly slow in the F2 car, Ron Tauranac has rung to ask Nigel to drive in the last round of the championship at Hockenheim. In typical Ron



PETER WINDSOR

Left: Mansell and de Angelis. Below: charity golf with Seve Ballesteros, Lee Trevino and James Hunt. Opposite: Brands '85, and the start of the Mansell-Williams legend



PETER WINDSOR

### Collins' eyes were starting to roll back in his head. Nigel grabbed him, kicked water and kept him afloat, shouting to keep him conscious

fashion, he came straight to the point: “Nigel, I’ve got one good chassis and one good engine. You can take your pick – but you can’t have both because Geoff Lees is driving the other car.” Nigel has chosen the good chassis with the less powerful engine.

#### Montreal, Canada, 28 September 1980

Whilst filing my Canadian GP report, I asked an Italian journalist in the press room if he could find the results from Hockenheim. I waited nervously while he placed the call. “Fabi won,” he said. “Mansell second.”

*Nigel’s Lotus drive was by no means secure, but Colin Chapman decided to give Nigel a further chance in the opening races of the 1981 season. In South Africa, in a wet-dry race, Nigel drove aggressively in the top six before pitstops dropped him down the field. (Kyalami was subsequently downgraded to non-championship status.)*

#### Long Beach, California, 16 March 1981

What a star! Displaying Carlos Reutemann-like talent on his first street circuit, Nigel was stunning in qualifying. The race didn’t amount to much, but that is no matter. No-one expects very much of a Lotus these days – and Nigel is qualifying higher than most of the guys in the team thought possible. An American journalist asked him what his goals were at this stage of his career and – typical Nigel – he replied that his goals were simple: to win more world championships than Fangio. Exit one bemused writer.

#### Rio de Janeiro, Brazil, 23 March 1981

Nearly drowned today! Raised as I was in Sydney, I thought I knew how to surf. The beach by the hotel looked Australian

enough, but, in retrospect, I guess I should have taken more notice of the absence of flags. Once you’re in the water, forget anything you’ve known from Sydney. The sand falls away after a few yards and the rip, the undercurrent, was just unbelievable. Within a few seconds I was maybe 20 yards offshore and disappearing fast. I just hung on, swum like crazy and tried to let the waves take me in – even if it meant drifting downstream.

#### Rio de Janeiro, 24 March 1981

Peter Collins had the same drama – but worse! He was starting to go under and began to wave and shout for help. Nigel was on the beach and dived straight in. By the time Nigel got to him, Peter’s eyes were starting to roll back in his head. Nigel just grabbed him, kicked water and kept him afloat, shouting at him to try to get him to remain conscious. Elio dived in and tried to help but got into the same trouble as I did; he only just made it back to shore. Eventually Nigel and Peter drifted down the coast and found the sand – but it was a close thing. There’s no doubt at all that, today, Nigel saved Peter Collins’ life.

#### Zolder, Belgium, 17 May 1981

A bittersweet day. Carlos drove superbly to win and Nigel was quick, decisive and consistent. He finished third – a podium result in only his seventh grand prix. An Osella mechanic was killed during practice, however, and an Arrows mechanic was badly injured on the grid. Nigel was sheer strength. In the midst of the mêlée he slipped back to the Lotus truck, had a cup of tea with Rosanne and then climbed into the race car.

#### Monaco, 31 May 1981

He’s making it all look too easy! Third on the grid behind



PAUL HEHRIG/CAHNER

Piquet and Villeneuve? Eddie Cheever came up to me to say that, a few months ago, he'd asked Elio who his team-mate was going to be. "Some English rent-a-driver," said Elio. "Chapman needs an English number-two for the sponsors." "Some number-two," Eddie now said to Elio.

*The remaining races of the 1981 season were coloured by the Lotus' continuing lack of performance, compounded by the failure of the twin-chassis Lotus 88. Nevertheless, the fights between de Angelis and Mansell in the 1981, '82 and '83 seasons, usually for something like 12th or 13th places, were some of the best passages of motor racing we would see for a long time – and a taste of what was to come. Abruptly, though, things changed at Lotus.*

#### London, 16 December 1982

Colin Chapman has died of a heart attack. A few months ago, Nigel went to Chapman about a problem he was having with Peter Warr (the new Lotus Team Manager; Peter Collins, meanwhile, had joined Williams). Chapman was not impressed – and no doubt Warr will from here on in be holding this against Nigel. If ever there were two human beings destined to bring out the worst in each other it is Warr and Mansell.

*The 1983 season was lost in the technical shortcomings of a too-new Lotus active-ride system, the inconsistencies of Pirelli tyres and then the undriveable 93T Renault Turbo. By season's end, despite a fourth and a third at Silverstone and Brands with the new Ducarouge 94T, Nigel was desperate to switch teams.*

#### Excelsior Hotel, Heathrow, 15 December 1983

Nigel has just phoned Peter Warr to talk about the winter test programme. Instead, a bombshell! Nigel may be out of a drive. With the Chapman-negotiated three-year contract now having run its course, Warr would not confirm that Nigel would be driving for Lotus in 1984. Warr said that there were several other drivers on the Lotus list ahead of Nigel – including Derek Warwick. So here was Warr formally telling Nigel that he should pursue other drives. If he happened still to be available before the first race – and if Lotus had not signed anyone else – then maybe they could still do a deal. The money, though, would be less than in 1983. Lotus' sponsorship plans had changed.

Nigel lies on the bed, unable to believe it. I am so depressed it almost hurts. It is all slipping away. Welcome to another winter of uncertainty.

*Warwick signs for Renault, however, and Nigel is reluctantly re-drafted back into the Lotus on a re-negotiated retainer.*

#### Monaco, 29 May 1984

Nigel has gone ballistic. He was sitting in the Lotus motorhome, having a cup of tea, when in came Peter Warr and guests. Warr started to regale them with stories of Elio driving in the wet at the Ricard test that morning. Nigel says it was as if he wasn't even in the same motorhome, for all the respect he was shown. He's probably overreacting, of course, but, still, Nigel is easy to read. He has a big ego – so why does Warr continually try to deflate it?

#### Monaco, 3 June 1984

What should have been Nigel's first win ended in the Armco on the run up the hill from Ste Devote. Brilliant in the wet, on tyres that were obviously inferior to the Michelins, Nigel lost it under acceleration and hit the guardrail. Can't help wondering if Warr's words last Tuesday were the catalyst: I could almost hear him thinking, "I'll show Warr who's quick in the wet."



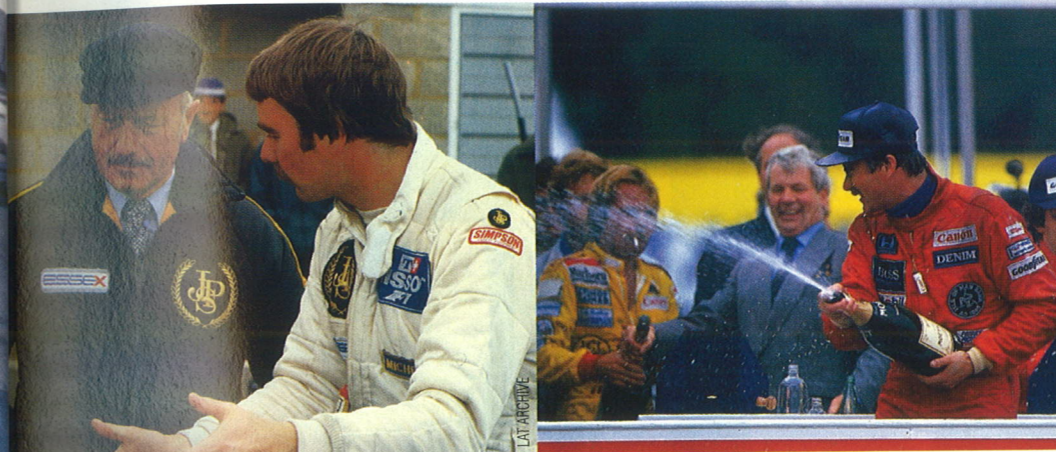
PETER WINDSOR

#### London, 4 June 1984

What is it with the press? Nigel made a very honest statement after the race, saying he lost it under acceleration on one of the white road markings, and yet now the whole world seems to be saying that Nigel is *blaming* the white marking. Can't win – literally or figuratively.

#### Zandvoort, 26 August 1984

A great day. Since May I have been talking to Frank Williams about signing Nigel for 1985. We have put every conceivable argument to him – that Williams should have an English driver, that Nigel's Renault engine knowledge would help development of the Honda, that Nigel has, over a three-year period, compared extremely favourably with Elio de Angelis. Frank from the start said he was interested, and kept pledging to give an answer by a certain date – but that certain date came and



Opposite: an Englishman abroad – Dallas, 1984. Far left: learning from Colin Chapman. Left: champagne moment. That first win – the European GP '85

### I might have burst out laughing. Instead, as I walked to the Hilton, I couldn't stop tears streaming down my cheeks. An era was over

went four times. Certainly Patrick Head is unconvinced about Nigel; maybe this was the problem.

Anyway, this morning, at the Dutch Grand Prix, Nigel told me to tell Frank that he was no longer available. "Tell Frank that, even if he does ask me to drive for him, I'm not interested. If he is that unsure about me I don't want to drive for him."

I edited the message somewhat, but Frank got the gist of it.

A couple of hours later he called me back to his caravan. "Tell Nigel to give me a ring on Monday. Let's do a deal".

#### Estoril, Portugal, 29 April 1985

I have just seen what may turn out to be Nigel's best-ever performance. In teeming rain, with Honda throttle response that was more akin to an on-off switch, and despite starting from the pitlane, Nigel finished fifth. I asked him afterwards how he was able to pass so many cars at the end of the straight, where visibility was nil. "Simple," he said. "I just listened to their engine notes. As soon as they backed off I just stayed on the power a little longer, jinked right and passed them."

#### Brands Hatch, 6 October 1985

Nigel has won his first grand prix. He drove beautifully, matching Keke Rosberg's pace, carving through traffic with a minimum of fuss, but there was strange feeling of anti-climax at the end of it all. We sat in the back of the caravan, Nigel, Rosanne and I, and said very little. The overwhelming thought is: why

has it all taken so long? If it is this easy – and it is easy for a driver like Nigel to win in anything approaching a decent racing car – what has been going on for the past five years?

#### Adelaide, Australia, 31 October 1985

A day to forget. We were sitting in the hire car, Nigel driving, heading back to the hotel. I had never been happier. I was home in Australia for the first-ever World Championship Australian Grand Prix. Nigel had won in South Africa and was no doubt going to fly at Adelaide. I had even got Nigel a place in the South Australian Open golf pro-am. Now, with no interruptions, it seemed a good time to talk about his sponsorship commitments for the weekend.

"You have to do Mobil for an hour tomorrow night – early dinner, short speech – and then you've got to do ICI on Saturday. I've arranged a car to pick..."

"Let's get one thing straight," Nigel interrupted. "No-one ever tells me I have to do anything. I will not be spoken to as if I'm some commodity." He was almost shaking with rage.

Nigel pulled the car to a stop in a traffic jam and I jumped out. Probably it was the time suddenly to burst out laughing or to resort to yet another practical joke. Maybe the pressure of the past eight years – and now the relief – had got to us.

Instead, though, as I walked to the Hilton, I couldn't stop the tears from streaming down my cheeks.

An era was over. ①

### To be continued...

You can read the second and final part of Peter Windsor's Mansell story – exclusively in next month's *F1 Racing*. Out on Friday 20 February

- What Nigel thought of Piquet
- The Ferrari years, and *Il Leone*
- Why Nigel was as good as Senna
- The trouble with Prost
- Champion at last!

# Any **Publicity**



**is good  
publicity**

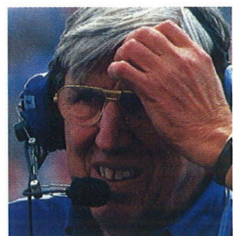
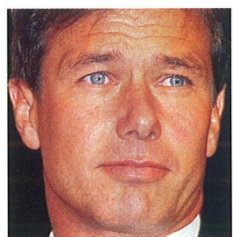


CK WRIGHT, MARTIN EL FORD/BAT

Or so says British American Tobacco's big cheese, Martin Broughton (pictured left). But do BAT know what they're doing? Peter Windsor remains unconvinced...

# Any Publicity

is good  
publicity



Ken Tyrrell (centre) bowed to the inevitable and sold his team to a consortium involving BAT, Craig Pollock (top) and Adrian Reynard (above). Right: the first time BAT came into Formula 1 was with Arrows, Thierry Boutsen and the Barclays brand

LAT ARCHIVE, MARTYN ELFORD/LAT



**W**hen the senior executive of a tobacco company resorts to, "Any publicity is good publicity", you know that something is wrong – particularly in this Formula 1 climate of ours, where the words 'tobacco sponsorship' are about as socially acceptable as 'political sleaze'.

Just when the men at the top had won us our concession, just when the government of the land had been convinced that the telephone-number budgets of the leaf-growers were crucial to the survival of our racing industry as they – and probably we – want to know it, along comes British American Tobacco (who should know better, given their history in Formula 1), not only allowing the press to pour out their sympathy for good old Ken Tyrrell and Sons – which must have confused the government somewhat, because tobacco money was supposed to ensure the life of the 20-year-old British Formula 1 industry, not the death of its major players – but also veiling and screening its subsequent 'interviews' in a way that suggests there is something to hide.

Which, of course, there is. For the sake of simplicity, let's call it crass incompetence – the sort of thing that record executives did when they rejected the first Beatles demos ... or Neville Chamberlain was guilty of when (no doubt to the joy of Sir Oswald Mosley) he returned from a late-1930s trip to Germany to declare that he had reached an agreement for peace with his genial colleague, Adolf Hitler.

We're not talking an unfamiliarity with the sport, here: no-one really blamed the Marlboro men when, in 1972, they took a stagecoach and horses on a pre-race parade, thus ensuring a 45-minute delay while the manure was cleaned up. Marlboro were new and welcome to the sport, and nothing in those early

days was too much trouble.

The point was that Marlboro were eager to learn – and to prove that they were in the sport for the long haul. They negotiated long-term monopoly contracts for the purchase of circuit signage – partly because it gave them an advantage over their opposition, partly because they believed 100 per cent in Formula 1. They sponsored the great teams, and, when they felt it was time to move on, they did so with plenty of advanced warning. They even managed to change the shade of Ferrari red to a colour that is better than the one you can order down at Maranello Concessionaires. That, in terms of Marlboro's understanding of the sport, says it all.

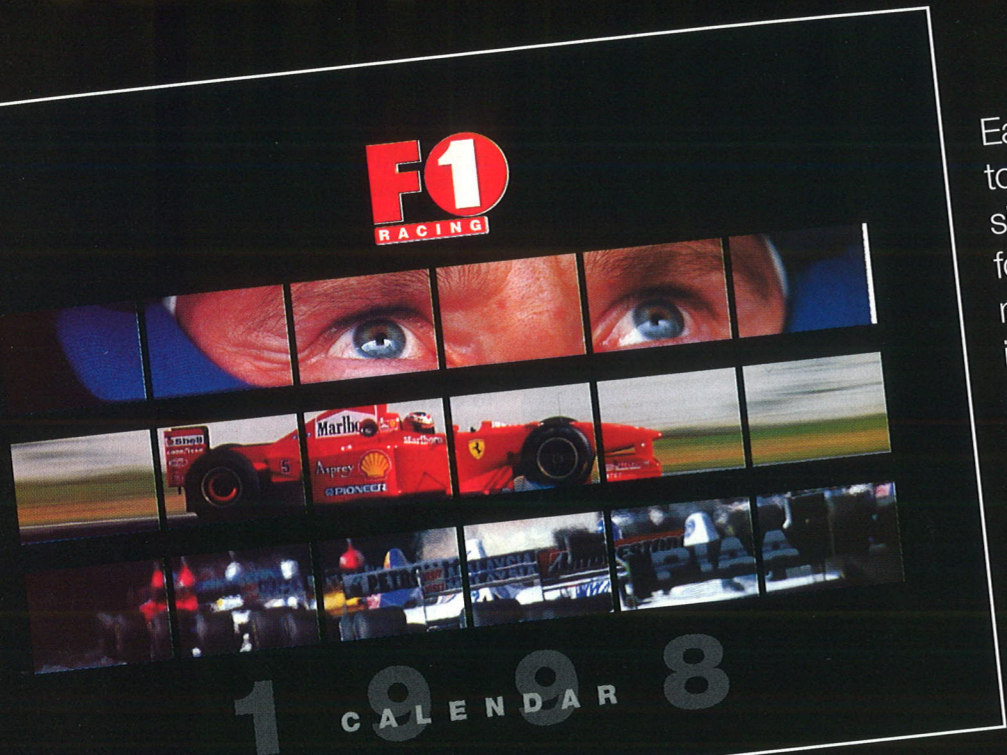
Equally, Rothmans recovered from a disastrous early sponsorship of March to return, with commitment, to Williams. Even the trauma of the Senna accident was handled with poise (in that the sponsorship of the team, rather than of the driver, was never in doubt).

In the case of BAT, however, we are talking of a crude application of the rule that They Know Best. When British American Tobacco first entered the sport under their own control (distinct from under meaningful guidance of Geoffrey Kent and the Imperial Tobacco brands John Player Special and Gold Leaf), they were initially forgiven for thinking that sponsorship of the Arrows team, centred around the Arrows driver, Thierry Boutsen, would provide a result. Everyone, like Marlboro, makes mistakes.

It was when BAT compounded the error and left the Williams team for Jordan that one began to wonder if they really had any idea of what they were doing ... particularly as Williams were thirsty for – or should that be craving? – tobacco money as a final approval of having Arrived. When the first serious tobacco offers came in, first from RJ Reynolds (Camel) in 1991 and then from Rothmans in 1994, Frank Williams

It was when BAT left the Williams team for Jordan that one began to wonder if they really knew what they were doing

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## Any Publicity is good publicity



SUTTON IMAGES

had no hesitation in seizing them. At last, in Rothmans blue, he could look Marlboro-McLaren in the eye. BAT, meanwhile, vowed never to return to F1.

What Rothmans did next we all know: they survived the Senna accident then won with conviction a mass of publicity via Damon Hill and Jacques Villeneuve.

Jacques Villeneuve? Wasn't he the charismatic son of Gilles, the driver whose career in '93, '94 and '95 was turned around in North America by the BAT-controlled Players brand? When it came to winning his Williams championship he did so with Rothmans? Could BAT have messed it up so badly? Can it really be true?

So true that two of the three men behind Villeneuve's success have convinced BAT that they should rescind their policy and try again to win in Formula 1 ... but should do so on this occasion using the magic ingredients of North America. Nothing wrong there. If you were those people you would probably try to do the same thing.

The astounding thing is that BAT, international monolith that it is, with a bundle of cigarette brands and a huge financial services arm, not to mention shareholders to answer to, have allowed themselves to be shoehorned into the political vortex of Formula 1 with hardly a thought for the opportunities lost (for

how much could they have negotiated a proper, long-term Williams contract when they had the chance, back in 1989 or '90?) or the current, super-sensitive tobacco advertising laws.

"Any publicity is good publicity," the man says. Unless you are a tobacco company, of course, in which case you would have to be nothing short of a complete idiot to think that (a) everyone approves of the sort of money tobacco companies make and spend and (b) shareholders do not mind if, through bad decisions, more money than necessary is being spent.

The underlying irony of the whole thing is that the BAT-Tyrrell deal, whether any of the parties is prepared to admit it or not, hinges, and has hinged, around one man - Jacques Villeneuve. Do not expect Jacques to say that he is already committed to drive for BAT in 1999 - even if he has agreed to do so, either in the moral, financial, oral or written sense of the word. Why should he admit to that? He is currently driving a Rothmans-Williams and in the short term wants as much support from that team as he can possibly muster.

It is almost impossible to conceive that Jacques will not drive for BAT in 1999, however. Which leads us to the next point: this is a monster of a deal, worth between \$200 million and \$300 million in terms of bottom-line commitment, ▶

Above and main: cars and girls - Marlboro have had every marketing angle in F1 covered for 25 years



LAT ARCHIVE

With Rothmans, Williams could look Marlboro-McLaren in the eye. Meanwhile, BAT vowed never to return

# Any Publicity

is good  
publicity

yet it is based on the active presence of one man – a racing driver, and a relatively wild one at that. Of course BAT would continue to spend, and the new team would continue to exist, if Jacques was incapacitated or (and we are being facetious here) Rothmans quadrupled their annual expenditure and succeeded in keeping him. It would not, though, be the same.

We know it is based on Jacques because of the identity of the two men who stitched it together – Tom Moser and Craig Pollock. Moser (BAT Canada and now the world) and Pollock (long-standing friend of Jacques', going right back to schooldays) successfully produced the Players Formula Atlantic and IndyCar projects that earned Jacques a drive with Williams – rescued Jacques' career, in other words, from the backwaters of Italian and Japanese F3. Having steered Moser through the sea of F1 sharks – as they would have seen it – that quickly sniffed out the presence of the BAT money, Pollock is the main man in the BAT F1 deal. Moser, for his part, convinced the BAT board it should follow his, and only his, recipe for success.

Pollock and Moser cannot be blamed for taking advantage of BAT's indecision. On the contrary, from their point of view they have probably pulled off the deal of the decade. The amazing thing is that they managed to convince the BAT board – despite the flak being fired at tobacco companies by the anti-smoking lobbies and, thus, the desire of other tobacco sponsors to be seen as supportive partners of the F1 industry rather than as prime movers – that they should actually own a grand prix team, and one founded around an active driver.

Jacques, of course, will be an enormous asset, assuming he is still enjoying his racing (which, given his relatively free spirit, one must question). What you have to admire about this guy is his

BAT had Jacques in IndyCar (inset), but let Rothmans grab his Formula 1 glory



loyalty to his friends. As I said a few months ago, when he was going through a bad patch, it was the BAT deal that was affecting his concentration at Williams; it was obviously that important to him. He improved enough to win – just – and now it turns out he has won a victory bigger even than the championship. With the ownership of the new team being split 51 per cent BAT, 15 per cent Reynard and 34 per cent 'consortium', you can be sure that, if he wants to be, and is contractually allowed to be, Jacques Villeneuve is now effectively a Formula 1 team owner.

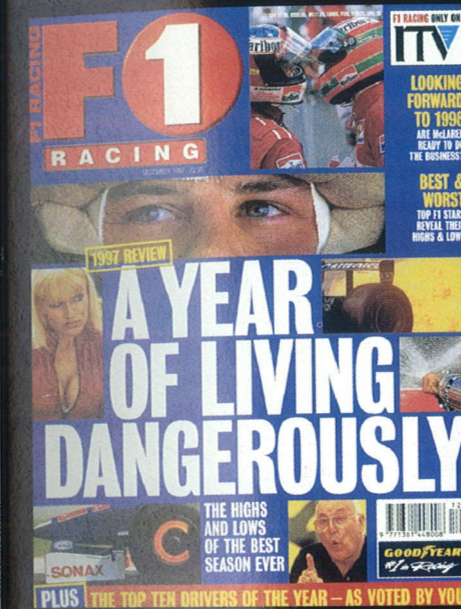
In that sense, Jacques in two years of Formula 1 has already achieved more than most world champions do in a lifetime – and he is still driving for the best team in racing, with a real chance of winning back-to-back championships. How the various parties affected by all this – such minor players as Rothmans, Williams and Renault – actually feel about the situation they have allowed to develop around them, we can only guess.

BAT, no doubt, believe they have pulled off a master stroke, for that is their way. In the meantime, Jacques and his mates, with the full co-operation of the BAT board, have got away with it. **1**

You can be certain that, if he definitely wants to be, and is also allowed to be, Jacques Villeneuve is now effectively an F1 team owner

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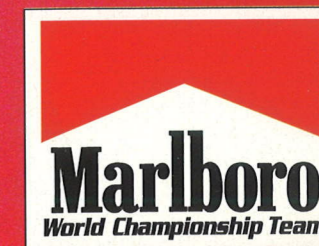
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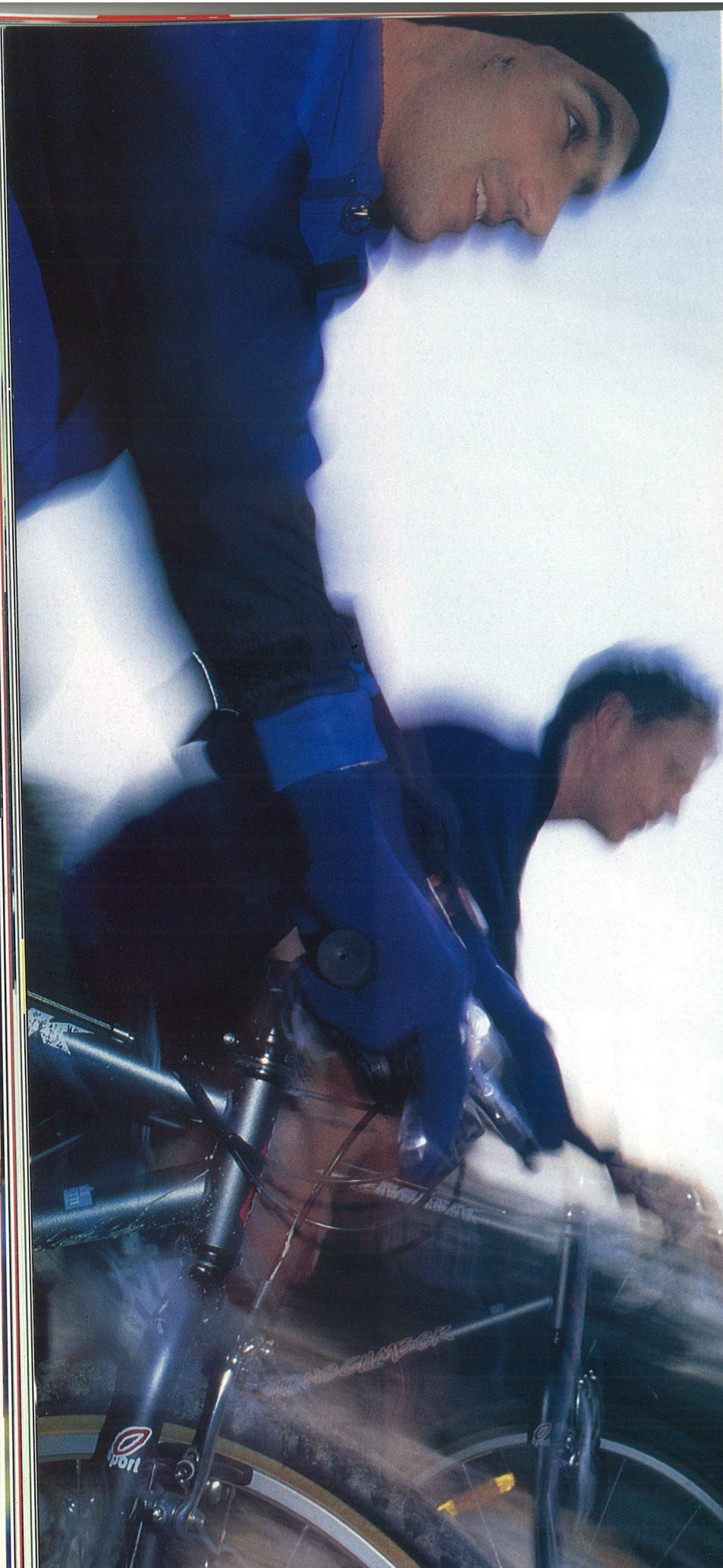


Our Tom Clarkson thinks he's pretty fit. Okay Tom, let's find out *how* fit. As fit as Mika Salo ... or Pedro Diniz? We think not

Photographs by Gus Gregory

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**FIT** **FITTER**

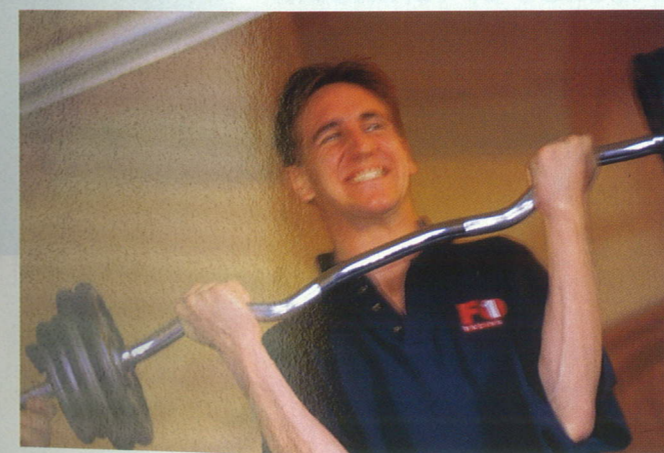




The pain and the gain – running, stretching, neck work, weights and gym work. It's a tough life, Tom



**I'm here to tell you that the rumours about F1 driver fitness are true. I've trained with the England rugby team, but these two are fitter**



made for interesting pub-chat, since it involves two larger-than-life characters. Apologies to the dog.

**SUNDAY**

**2000:** Bon soir. I arrive at the hotel. While I'm checking in, Mika ambles past, mobile clamped to ear; he spots me, waves and leads me through to the dining room.

**Y**ou'd think they were planting a bomb. Mika Salo tiptoes into the dining room of Le Vieux Castillon, one of France's premier hotels, and delicately lifts the icing off the chef's carrot cake; Pedro Diniz quickly shovels diarrhoea powder underneath. They then place their creation under the adjacent table, and wait for the impending explosion.

A dog, a King Charles Spaniel belonging to an elderly couple, has barked incessantly for the past hour. Mika and Pedro are hoping that it will soon be making a different noise, to the amusement of all concerned.

I am having dinner with the two Arrows drivers following the first of two day's training in the south of France. It hasn't all been sweat and tears, and the physical excesses of the day are now being followed by intellectual tests – not intellectual discussion, but trying to keep alert to the Salo and Diniz show, practical jokes and all.

Le Vieux Castillon is a 12th century chateau situated in the countryside west of Avignon. My brief is to live and breathe the drivers' every move during their first fitness sessions together. And I'm here to tell you that the rumours about F1 driver fitness are true. I've trained with members of the England rugby team, but these two are fitter.

The story of my experiences has

This place is a maze of corridors, set in ancient stone. Mika is still on the phone as we walk across a paved courtyard and enter a highly distinctive restaurant; it has high ceilings and an airy feel reminiscent of Victorian London, although it is actually part of the original 12th century structure. Sitting around a circular mahogany table at one end of the room are Pedro, with a Brazilian friend called José-Luis and Arrows' team trainer, Dominique Sappia. All stand to welcome me.

The formalities of my stay end with: "How was the trip?" Salo, now off the phone, greets me the way he always does: "Been watching any cricket recently, Tom? It really has to be the most boring sport in the world, but you strangely seem to like it!"

Diniz is quick off the mark, just as keen to pull my leg. "If it's such an exciting game," he says, "then why do they all stand still and not do anything?" I figure it's impossible to convince them of the scale of their ignorance without taking them to Lord's, so I drop it and sit down to dinner.

The choice is wolf fish or sea bass, at the behest of Sappia. He encourages the drivers to eat only white meat this week because red meat affects the body's ability to get rid of carbon dioxide toxins produced during exercise.

It's mineral water all round – bar

**DAY 1: AM**



7.30	Get up
8.00	Running
9.45	Stretching
10.00	Breakfast
10.15	Physiotherapy
10.30	Gym (weights)
12.15	Stretching
12.30	Freshen up
13.00	Lunch

Pedro, who drinks a bottle of lager before opting for *eau gazeuse*. He claims he didn't sleep well last night, and hopes a beer might do the trick.

The conversation is about the previous two days of training and, in particular, Pedro's inability – very odd in a Brazilian – to play football. The atmosphere is pleasant, light-hearted.

**MONDAY**

**0800:** Running.

We meet in hotel reception and set off by Renault Espace to a nearby orchard which will act as our running track for the next two days.

Henri Stambouli, ex-coach of European football champions Olympique de Marseilles, meets us at the ground and, before sending us on our way, fixes me up with a 'pulsometer', a band used to measure heart rate. We run in two groups: myself, Pedro and José-Luis in one, with Mika on his own, running slower owing to a knee injury.

The programme involves interval training, divided into three runs of 12 minutes, split by three-minute breaks. ▶



Left: the emphasis is on fun as well as training. Below: the gang stop at the Roman aqueduct. Tom looks relieved



Above: Tom, Pedro and trainer Henri ponder the French scenery. Right: Salo ponders his bad knee



According to Sappia, the idea is to simulate race conditions in the car, hence there is to be no stretching between segments of the programme. "The drivers can't run around to keep supple when they're driving down the straight, so why should they now?"

Pedro has a natural running action and covers the ground gracefully. He tells me how much he enjoys running and asks me what it was like to run a marathon (I ran the London, in 1997).

In between sessions we take pulse readings. José-Luis – very fit – has the lowest of the three, at 120 beats per minute; Pedro's is 130bpm, and I top

this, Salo goes to Dominique's surgery where he has some neurostimulation on his knee. By putting a low electrical charge through the knee, the muscles are stimulated and the pain dissipates.

**1030: Gym.**

We do maximum weight tests, from which Dominique can devise fitness programmes for the drivers to use at home. The warm-up is light because our muscles are still supple from the earlier run. Before we start, Pedro completes six minutes on the bicycle and running machines. Salo, watchful of his knee, uses light weights to warm up his upper torso only. To conserve energy, I take to rubbing my hands together...

This exercise indicates that Salo is the stronger of the two, although only by an average of a couple of kilos on each machine. All the work is done on the upper body: arms, shoulders, back, stomach and neck. They are significantly stronger than me at each discipline, but what really stands out is the strength of their neck muscles.

There are two neck exercises, one using an inner tube from a tyre which Dominique and Henri yank hard for four bursts of 10 seconds. And then there is also the use of dead weights: five kilos, then 10, and finally 15. They complete four lots of 10 seconds with each weight.

I manage just one burst of 10 seconds

**Before we start, Pedro does six minutes on the bicycle machine. To conserve energy, I rub my hands together**

the charts at 150bpm. Pedro's recovery rate is about 10bpm – whereas, on this occasion, mine increases with rest! While I get my heart rate under control, I run with Mika for the next 12 minutes, and then rejoin Pedro for the final 12, after which we return to the hotel to do stretching exercises.

**1000: Breakfast.**

Salo and I sit down first. After ordering his daily start-up of two boiled eggs, milk and orange juice, we talk about his recent week's holiday with girlfriend Noriko in Mauritius and the recent death in Australia of INXS lead singer Michael Hutchence.

"Mauritius is a really romantic place to go. There aren't too many people and there are some really nice restaurants. But any more than a week and I'd get bored," he says. The irrepressible energy of these drivers is something I am beginning to appreciate.

Pedro arrives a few minutes later. He has a mushroom omelette, white coffee and orange juice – and while he finishes

at 10 kilos and I realise that I have a long way to go before I could survive a grand prix distance in an F1 car. Salo's consolation offering is that it's taken him years to get his neck up to strength.

"Doing neck exercises in the gym doesn't do very much," he says. "There is no substitute for getting in the car and actually driving."

**1300: Lunch.**

Seafood risotto. It's a strangely subdued meal; it's raining outside and Mika is disappointed that he won't be able to come mountain-biking later because of his knee.

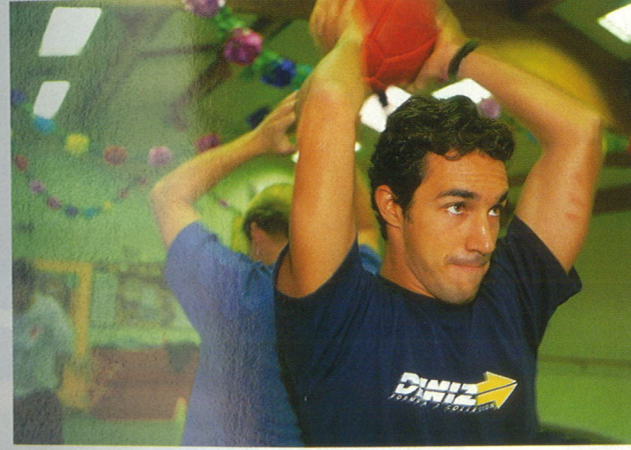
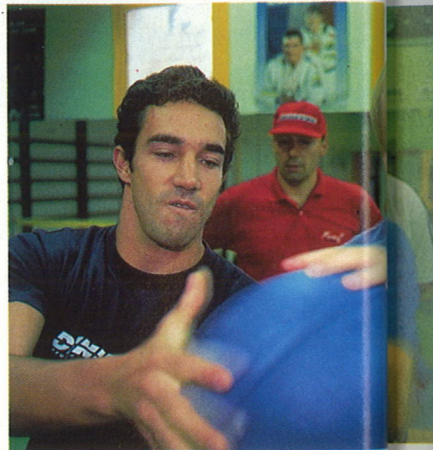
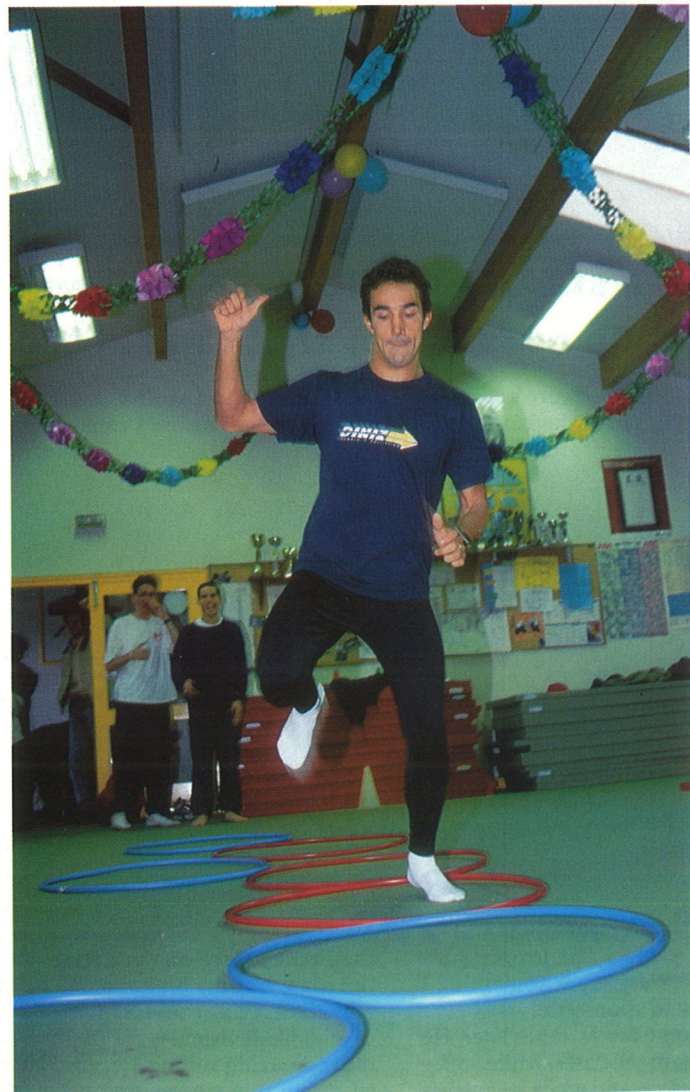
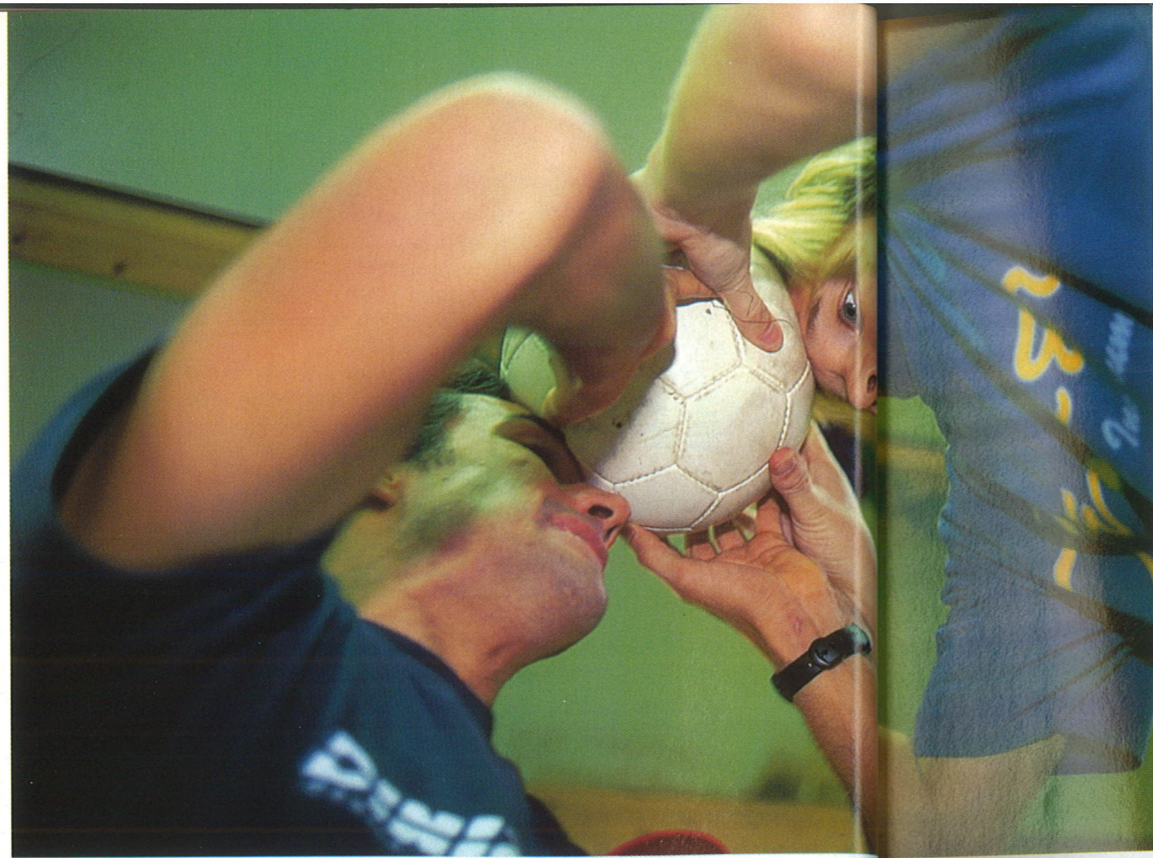
**1430: Mountain-biking.**

Pedro is late, so I take the chance to put a few miles on my new 19-gear MBK bike. Lesson number one: not only do the French drive on the wrong side of the road, but the brakes on all mountain bikes are also reversed! To the joy of schoolkids watching, I completed the most amazing rolling stoppie; Henri, who saw the expression on my face, ▶

**DAY 1: PM**



14.00	Coffee
14.30	Mountain bike
16.30	Stretching
18.30	Sauna
19.00	Massage
19.30	Drinks
20.00	Dinner
22.00	Music
22.30	Bed time



The workout in the gym involves reflex disciplines using cones and hoops, followed by strength and stamina tests using medicine balls and footballs

knew not to ask me to do it again...

Pedro and world champion jetskier Didier Navarro join us, and we head into the country. Meanwhile, Salo is being tested in the gym by Dominique.

As we set out, we are greeted by the noise of Formula 3 cars testing at the nearby circuit of Lédénon. From this moment on, a 'barp ... barp' drone, mirroring an F3 engine, becomes the international sign for 'speed up'.

Halfway through the 12-mile trek we come across a fantastic Roman aqueduct, built to cross a gorge. It is somehow rather refreshing to hear a multi-millionaire F1 driver talk so enthusiastically about it. "Belle," Pedro keeps mumbling, amid a flow of questions about its construction. True to his aristocratic upbringing, Mr Diniz has a real appreciation for art.

**1830: Sauna.**

Diniz is late, and Salo has been waiting for 15 minutes when I arrive; he's lying down and totally relaxed. I comment

say hi on the way to the toilet before the start of every race, but no more."

He gets out of the sauna before me – and as I'm getting changed later, Pedro walks in. "It's nice to have a journalist here who actually *does* something for a change," he says.

**2000: Dinner.**

There's a choice of chicken or veal – and like a bunch of schoolkids, none of us chooses what we want. I strike a deal with Mika – two slices of my chicken for two of his veal. Pedro catches wind of the *entente cordiale* at our end of the table and tries to pinch the remainder of my chicken. I stop him and, after a discussion about the peculiarly pale colour of his veal, he eats up.

It is tonight that the couple with the dog walk in; they're doomed from the start. "Excuse me, madam, but you're only allowed a dog in here if your name is Schumacher," says Salo. The carrot cake is then ordered, Dominique is sent to his room to get the diarrhoea powder – and the rest you know.

Amid the hysterics, Mika's mobile phone rings. It's Jacques Villeneuve. Mika leaves the table and returns 10 minutes later, laughing. "That guy is so funny," he says. "He was asking me for advice on whether he should screw some girl or not."

**2200: Bed.**

Pedro and Mika leave the table at the same time. Dominique and I stay to discuss the day's events over coffee. "One of the really interesting things this week," says Dominique, "is that I have seen a noticeable change in Pedro. He has always been the number-two, to Olivier Panis in 1996 and Damon Hill

**It's somehow rather refreshing to hear a millionaire Formula 1 driver talking so appreciatively about art**

on how sleepy the heat is making me. Mika advises me against surrendering to it, telling me the story of a friend in Finland whose father died from dehydration after falling asleep in a sauna.

The next half-hour is spent talking about life, and the reasons why he has a tattoo of two bees on his left shoulder blade. "I was 18, Tom. It was a long, long time ago..."

Ten minutes later he showers and returns for another sweat session. I ask him about the prospect of racing his mate Jacques Villeneuve in '98. "I like Jacques," he says. "But when it comes to racing it's gonna be okay because I know how to fuck him in the head."

We also talk about Pedro. "I don't really know him," he says. "We always

in '97. But with Mika he seems different. He's training harder as a result."

**TUESDAY**

**0800: Run.**

The tempo is higher than yesterday. All three 12-minute sessions are run at a faster pace. My body is more accustomed to the exercise, and my pulse is steadier; it equals Pedro's in maximum and recovery rates. The emphasis is to get our pulses over 180bpm, and we do this by putting in short sprints.

Mika starts on a bike, but soon sits down again because of his dodgy knee.

**1000: Breakfast.**

I have eggs today, hoping that the protein might help replenish lost energy ▶

**DAY 2: AM**



7.30	Get up
8.00	Running
9.45	Stretching
10.00	Breakfast
10.30	Physiotherapy
10.45	Speed tests
12.30	Stretching
12.45	Freshen up
13.00	Lunch



Above: the motley bunch gather at the gravel pit before the jetski incident (right). Our man's brand-new Marlboro jacket gets soaked, which makes him a tad miffed



levels. Pedro still has his omelette, but when it's served under a silver dome before he arrives, we replace it with a shoe. He takes the joke in the spirit it's intended; I reckon these two guys are going to gel well next season.

**1030:** Circuit training. No weights are involved and the emphasis is on speed. Henri and José-Luis demonstrate each routine – we jump through poles, pass footballs around our bodies to a partner, do sit-ups and press-ups with a partner holding our feet in the air. My reflexes are well shy of the drivers'.

This session *hurts*. Never before have I been so close to vomiting through exercise. I get a bit of quiet satisfaction from the knowledge that Mika and Pedro also found it hard.

**1300:** Lunch. It's ham risotto and salad. I sit next to Pedro, and the master showman has his eyes set on a beautiful woman sitting at

At the gravel pit, the drivers take the jetskis. When they are finished, photographer Gus Gregory asks me to sit on one for pictures. I am fully clothed.

Suddenly, I spot Pedro and Mika running down the hill towards me, still in wetsuits. Pedro takes the controls, and Mika pushes us into the lake. The next thing I know, I am being carted off into the sunset. As we charge back towards land, my chauffeur puts us into a flat spin and the jetski flips. Pedro finds it hilarious, especially gassing it when I'm in the water at the back of the jetski.

"I thought you just might drown with that jacket on," says Mika. "I was ready to come in and save you." Swimming in trainers and an anorak isn't easy, but I'm so livid that there's no way either of them is going to get near me.

**2000:** Dinner. We arrive to find new wine glasses laid out on the table. Pedro breaks one.

We eat chicken puff pastry and talk about racing more than at any other



## Pedro has an omelette – but when it is served under a silver dome before he arrives, we replace it with a shoe

the other end of the restaurant. He asks one of the waiters to secrete his mobile phone on her table and, that done, Dominique rings it, leaving the girl waving a stranger's mobile in the air. Pedro wanders over to pick it up, and we don't see him for 10 minutes.

Mika mentions that his girlfriend Noriko is arriving at the chateau tomorrow because it's her birthday. He asks the chef to make her a cake.

**1430:** Jetskiing. The gravel pit where two Yamaha jetskis await us is supposedly half an hour's drive away. Following Henri's second wrong turning, I pull alongside his Renault Espace and ask what the hell the problem is. I'm bombarded by a shower of Bridgestone T-shirts hurled by Pedro and Mika.

time so far. Mika talks about his time in Japan with Villeneuve, while Pedro adds a story from his years spent doing Formula Ford in Brazil. Apparently, a guy once got out of his car on the grid and urinated over his championship rival!

Pedro talks about the boredom of life in Monaco. I suggest that he joins Mika in London and he agrees, saying he's thinking of either London or Paris.

A girl turns up – in her mid-20s, I guess. Pedro introduces her as a journalist who wants to do an interview. Mika looks unconvinced.

**2200:** Bed. Pedro and 'journalist' go off to do the 'interview', and Mika goes to his room to play his guitar. I'm leaving first thing, so I turn in shortly afterwards. My time as an F1 driver is up. ①

## DAY 2: PM



14.00	Coffee
14.30	Leave for lake
15.30	Arrive at lake
16.30	Surprise swim
16.45	Sulk
18.30	Sauna
19.00	Massage
20.00	Dinner
22.00	Bed time

# IN THE BEGINNING...

Bernie Ecclestone hasn't always been Mr Formula 1 – at the first FOCA meeting, he kept his mouth shut and made the tea. Jabby Crombac describes how he became the god he is today

**C**ontrary to what most people think, the Formula One Constructors' Association wasn't born in March 1981 with the first signature of the Concorde Agreement. FOCA was born in 1964, and its founder was Andrew Ferguson, then team manager at Lotus. At that stage, Bernie Ecclestone was a minor player.

Still, the better to trace Ecclestone's origins, it's important to start at the beginning. Ferguson, who died a few years ago, was a tremendously energetic person and had a gift for organisation. On leaving school, he worked for BRM – before joining Allard, then Cooper, then Lucky Casner's Équipe Camoradi. The American team bought a Lotus 18 – and when Andrew went to Lotus to collect it in 1961, he was taken aside by Colin Chapman's father, who was just about to retire from running the team, and offered the chance to take over. This was the beginning of a love/hate relationship between Colin Chapman and Ferguson, which Andrew brilliantly described in his book *Team Lotus: the Indianapolis Years*.

In 1961, 1500cc Formula 2 became Formula 1, and F2 disappeared. It was reinstated for 1964 with a displacement of 1000cc. 'Toto' Roche, the Reims organiser, who was also the president of the French Federation (the motorsport organising group), got together the other French organisers to create the *Grand Prix de France* – a series of F2 races to take place at Pau, Reims, Rouen, Clermont-Ferrand and Albi. I had been entrusted to make the negotiations with the entrants.

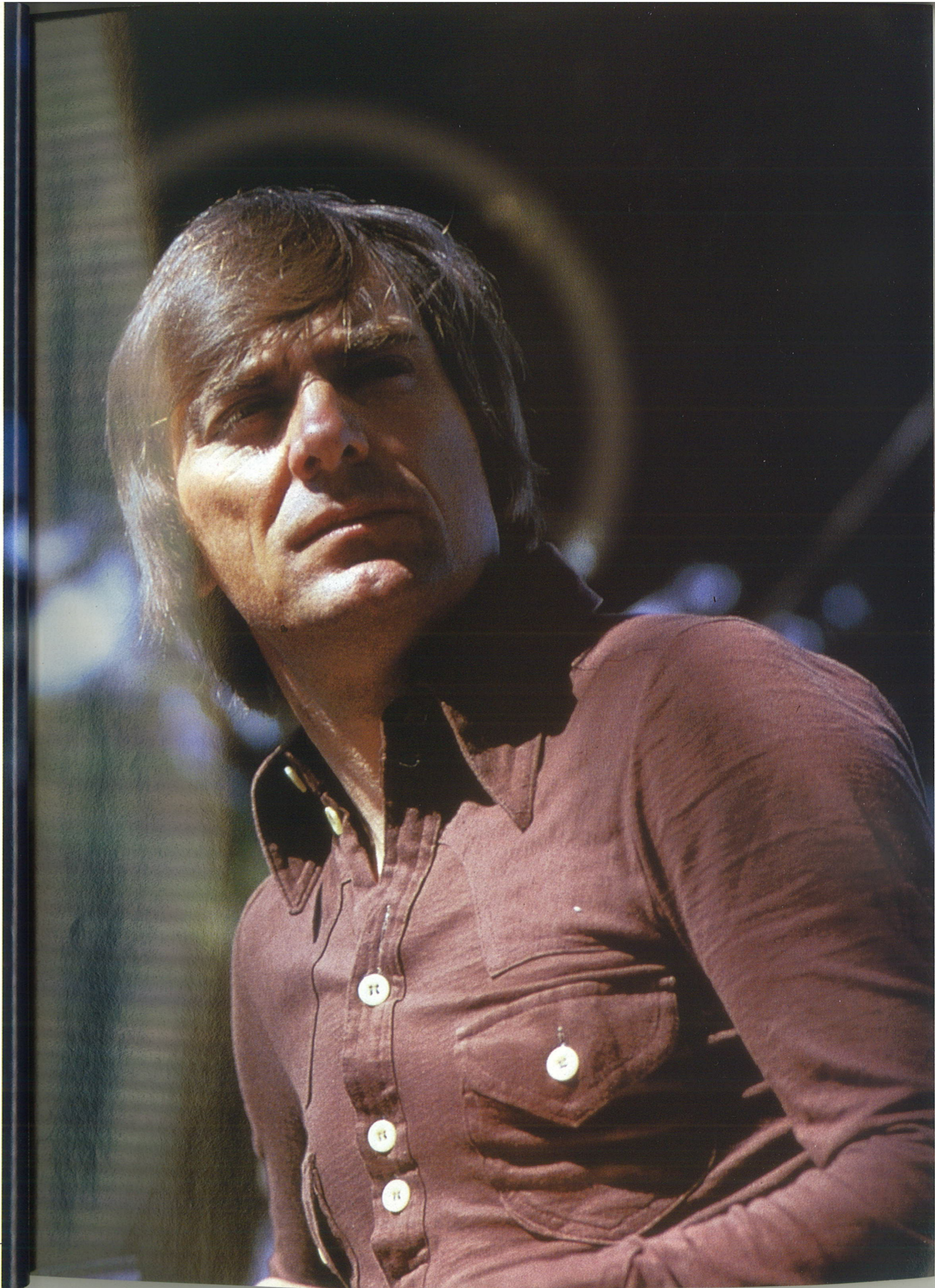
I suggested to Andrew that he should create a Formula 2 Association with which I would deal directly. Late in 1963, I went to London with a representative of each of the proposed French GP

teams. We came to an agreement over starting money with a scale based on previous results, and we established a prize fund. In one morning we had made our plans for the season ahead, and came home with signed entry forms for all our races. We were delighted, and so were the constructors involved: Lotus, Cooper and Brabham. These constructors also happened to be involved in F1, so they suggested, "It worked in F2, so why don't you create an F1 association?" Andrew was offered a fee of £15 per team per year.

Thus, the Formula 1 Constructors' and Entrants' Association was born. It was based at Andrew's home, East Carleton, Norwich – a cottage adjoining Colin Chapman's Carleton Manor. Initially, this was not really a belligerent group at all, and the association secretary's main job was to co-ordinate the transportation of the teams from Watkins Glen, in the US, to Mexico.

Confrontation arose in 1967, and again the impetus came from France. Claude Bourillot had succeeded Roche as the president of the French Federation, and he had a very serious problem. Sporting power in France was held by the FIA's French arm, the Automobile Club of France, and this only delegated power to the sporting federation. Then, following a big dispute, the ACF decided to form their own federation. The government immediately announced they would back the established one, so we ended up with a situation in which the federation could organise races – but no foreign driver could take part or the FIA would take away their licence, and no French driver could race abroad. The ACF's new federation could issue international licences but could not organise races. ▶

Bernie has been at the top for a very long time – and has never got rid of his Beatles haircut





This was, of course, very damaging for the British constructors and drivers, so Ferguson went to Paris on behalf of them to discuss it. At this time, FICA was getting fed up with the fact that it had no representation at the FIA, and no say in any decisions. It was felt that the clash in France could justify a show of strength, so we decided to form the London Committee, the details of its organisation being entrusted to Sir John Whitmore. Andrew represented his association and Swedish driver Jo Bonnier, of the drivers' group the GPDA, came with us.

We met in a hotel in London on 4 December 1967. There were over 150 participants, including Maurice Baumgartner, the president of the CSI (the forerunner of FISA), who wisely recognised that links with constructors and drivers needed

1969 I had given up working for the organisers. Though I continued to run my racing magazine, *Sport-Auto*, I soon joined Matra as a technical advisor to the head of the racing department, George Martin. The existing team manager, Claude Leguezec, had just been sacked, and it had been decided not to replace him but to spread his duties between existing personnel. However, they had nobody who could speak English, so I joined them to liaise with the organisers and also the constructors' organisation. The key members of this association were BRM, Matra, Frank Williams, McLaren, Brabham, Ferrari, Lotus and Tyrrell. Surtees and March came in 1970, Tecno in 1972; others came later, after Matra had withdrawn.

Still no mention of Mr Ecclestone, you may be thinking. Patience, please.

Opposite: young guns Mosley and Ecclestone study form at Argentina in 1977. Below: the little big man

**Ken Tyrrell did the talking. Anyone who disagreed would get 'a froth job' – Ken shouting, foaming at the mouth**

to be strengthened. He gave the London Committee the chance to become a permanent group which would meet the CSI regularly to discuss issues of importance. This wasn't full representation, but was a step in the right direction. Unfortunately, it didn't last long, as Bourillot, who had been elected president of the London Committee, soon left for Hollywood to look after his wife's (French actress Michelle Mercier) career.

From then on, the association pressed the organisers more for realistic prize money.

The next big battle for FICA was with a group which had been formed under the name Grand Prix International in November 1972. It consisted mainly of Henry Treu, the CSI secretary – who had just been sacked by the FIA – and Pat Duffler, who was formerly in charge of Formula 1 promotion at Philip Morris. They managed to get all the European organisers together, which suited the constructors fine – initially. However, they soon changed their minds when the proposed total purse, 500,000 Swiss francs for each race, fell well short of the 750,000 they had requested. Furthermore, Grand Prix International threatened to ask the CSI for the right to race each grand prix with F2 cars instead of F1 cars unless the constructors accepted their offer. The Formula One Association finally managed to convince the European organisers to drop their ties with GPI, which was then dissolved. In March 1972, another group of organisers was formed with the blessing of the CSI, led by Holland's John Corsmit – and, with the association, a structure of remuneration was established, which was based on previous results (as was the case in the early F2 Association) but also with extra remuneration based on each car's first-quarter, half and three-quarters race position, as well as grid and finishing positions. Although the figures changed, this was basically the way things functioned in F1 until 1995 and the end of the Concorde Agreement.

I was in a good position to watch this because in

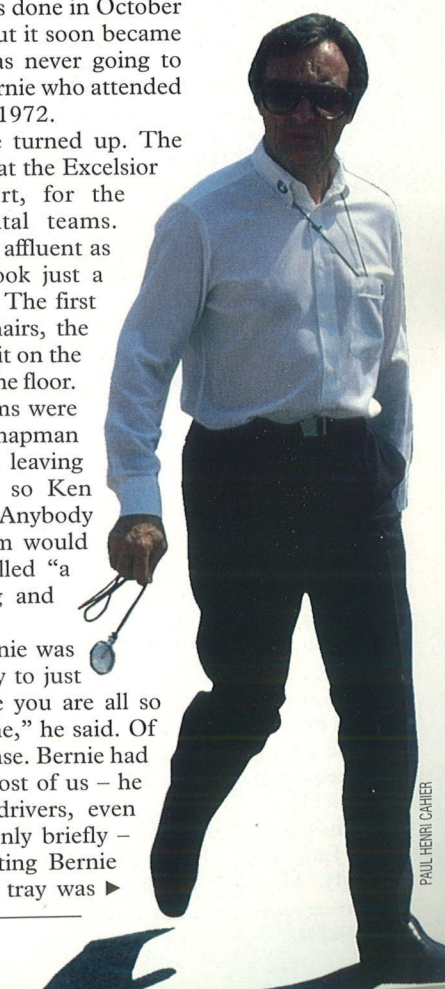
When Jack Brabham retired, at the end of the 1970 season, he sold his shares in Brabham to his partner, Ron Tauranac. Ron, however, was not happy running the show on his own. He was good at designing cars and running them, not discussing sponsorship deals. What to do?

He knew Bernie Ecclestone, and gave him the chance to take over Brabham, staying on as technical director himself. A deal was done in October 1971, allegedly for £100,000, but it soon became obvious that the association was never going to work. Tauranac left, so it was Bernie who attended meetings from the beginning of 1972.

I remember the first time he turned up. The FICA meetings were then held at the Excelsior Hotel, near Heathrow Airport, for the convenience of the continental teams. Members were nowhere near as affluent as they are now, so we would book just a double room instead of a suite. The first to arrive would grab the armchairs, the next the chairs, the next would sit on the bed and the last would squat on the floor.

At this time, the two top teams were Lotus and Tyrrell; but Colin Chapman rarely attended these meetings, leaving Peter Warr to represent him, so Ken Tyrrell did most of the talking. Anybody who dared to disagree with him would then be treated to what we called "a froth job", with Ken shouting and foaming at the mouth!

On this first appearance, Bernie was very, very low key. "I am happy to just listen to what you say, because you are all so much more experienced than me," he said. Of course, this was absolute nonsense. Bernie had more racing experience than most of us – he had raced himself, managed drivers, even fielded his own F1 team – if only briefly – in 1958. Anyway, at that meeting Bernie even served the tea himself. A tray was ▶



PAUL HENRI CAHIER

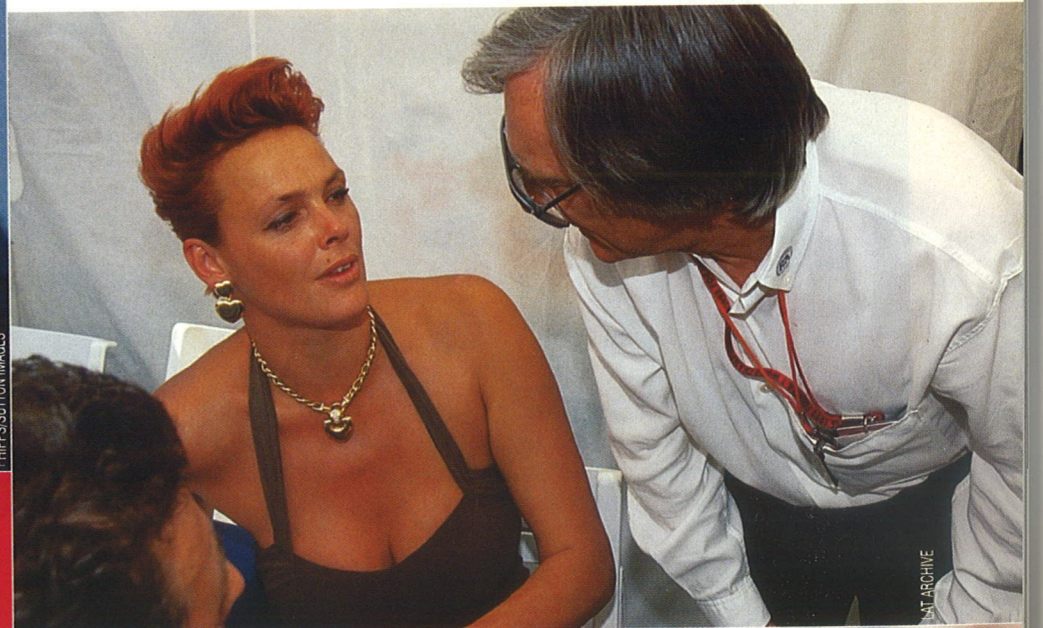


and Bernie would rage for years, finally coming to a head at the Spanish GP in 1980, where the 'legalist' teams withdrew with the result that the race did not count towards the championship. The winter was difficult: all the British constructors formed their own federation and organised a grand prix in Kyalami, but Ferrari didn't attend ... and neither did the spectators.

The Concorde Agreement put an end to this, because Balestre suddenly became Bernie's great friend. He sided with the Englishman in the battle fought in Casablanca against the FIA committee, who wanted to ban turbos; then he turned his wrath against Renault, who he felt had betrayed him during the 'war'. Apart from the occasional disputes, the two worked hand in hand thereafter.

Until October 1991, that is, when Balestre was beaten in the FIA's presidential election by a long-time ally of Ecclestone's - Max Mosley. At the Hungarian GP in August, Balestre had said, "Somebody has just told me there is an election in two months' time. I had forgotten about it, so I am now beginning my campaign."

The wily Mosley was months ahead of him. Soon, a new dream team was born. ❶



**F1CA (a forerunner to FOCA) was soon based at Bernie's offices, and Bernie's secretary handled F1CA's affairs**

rolled in and he got hold of the teapot and passed the cups around. Even so, you could tell he was thinking hard and fast.

Sure enough, before the end of 1972, F1CA had sacked Ferguson and replaced him with someone Bernie had suggested, who had no experience of motor racing at all - Peter Mackintosh, the former road manager of the Red Arrows aerobatic team. Predictably, he worked very closely with Bernie.

By 6 January 1978, this press release from the association was issued: "At the last meeting it was decided that the association would be represented, as in the past, by Mr Bernie Ecclestone, who has now been appointed President of Administration and Chief Executive. The General Purposes Committee has been dissolved.

"Mr Enzo Ferrari has been appointed President of Sport. Mr Max Mosley has been appointed

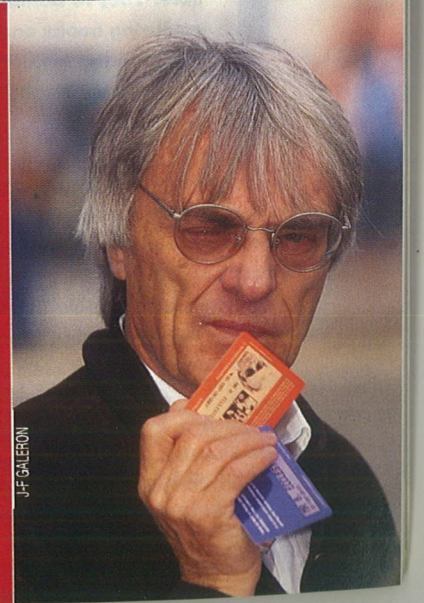
Legal Advisor to the association. The duties previously undertaken by Mr Peter Mackintosh have been absorbed within the association's administration." This meant the seat of F1CA was now at Brabham's offices in Chessington, and Bernie's secretary handled F1CA affairs.

At about this time, the name F1CA was changed to FOCA. Was this a case of Bernie flexing his newfound muscles? No; the problem was that people were mistaking F1CA for *fica*, which is a rude word in Italian.

The re-organisation came because Bernie wanted to strengthen his base: he knew a big battle was shaping up with Jean-Marie Balestre, who was about to become President of FISA, the body which had replaced the CSI at his suggestion. Initially, Balestre wanted undiluted sporting power to return to FISA. The war between him



Top left: Balestre and Ecclestone fought for years. Above: cash and dash - Bernie and Brigitte Nielsen. Left: Ecclestone and Senna walk the grid at Hockenheim in 1991. Right: getcha passes 'ere, lads



# You'll be lost without it (and so will your kids)



Child's play: Alpine's navigation system with TV, video and games for family entertainment

**T**he kids are screaming. In stereo. Two feet behind your ears. They're bored with their colouring books and are restyling the look of the car's upholstery with their primary-coloured felt pens.

To make matters worse, they've ripped up a page of the map. The page you need. And you're lost. Praying that a burger bar will appear around the next corner, because by now that's the only way you're going to shut them up. And if it's a burger bar that sells maps...

Too much to hope for? It doesn't have to be like that. Alpine has a simple solution, for you and your kids. In fact, you'll all be lost without it.

First off, throw away the map. It's redundant. Alpine's sophisticated in-car navigational system brings 21st century technology to the car, today. It's simple to use too, because Alpine comes at high-technology from an entertainment background. Using a remote control, you tell a TV screen where you want to go and a friendly female voice gives you directions as you drive along. It's backed up by a map on the screen. And if you miss a turn, the high-tech kit automatically reroutes you with no fuss.

Secondly, throw away the felt pens and colouring books. You can have a screen (or three) in the back to keep the kids entertained. Because as well as showing route details, the monitor with Alpine's navigation system can also display computer games, videos and, of course, TV. Or remove the map CD and you can play your favourite music.

And that burger bar? Alpine's navigation system has a huge database of facilities - from sports halls to petrol stations, from hospitals to restaurants. Press the "local points" button control and all the eating places in your

locality will be displayed on the screen to tell you how far and in which direction they can be found. In fact, it's child's play.

So Alpine's in-car navigation system isn't simply about guiding you to your destination. It also makes an occasion of the journey.

Most high-tech car equipment claims to be so simple that even a 10-year-old can use it. Truth is, they're often so complicated that *only* a 10-year-old can use it. Remember, kids are always the first to suss how to make the latest electronic gizmo work, like the new video. However, the Alpine car navigation system is so simple that even an adult can use it.

Simply select your chosen destination, which normally takes less than 45 seconds, and the system takes care of the rest in a straightforward, easily understood way.

For a start, it talks your language. (There's the choice of English, French, German and Italian, actually.) A calm, female voice guides you to your destination with directions such as: "Right turn 300 metres ahead, then

left turn". The colour monitor zooms in to display the junction ahead and then scrolls along with you, showing your actual position as you approach the junction. So you can forget about that frustrating business of having your destination on the edge of three separate maps.

If you decide to ignore the directions - because the traffic looks too heavy, for instance - it isn't a problem. The system automatically reroutes you and the instructions continue to flow in real-time, with plenty of warning.

Because the maps and Alpine's operating system is compiled on CD-ROM, it can be updated easily. Future advances in route guidance will be software based, so your Alpine navigation hardware won't be superseded in a year or two, either. Travel to France, Germany, Italy, Belgium or Switzerland and the maps and directions (in English) are only one CD away.

It's hardly surprising that Alpine's in-car route guidance is the preferred choice of drivers in Japan, the world's most demanding market.

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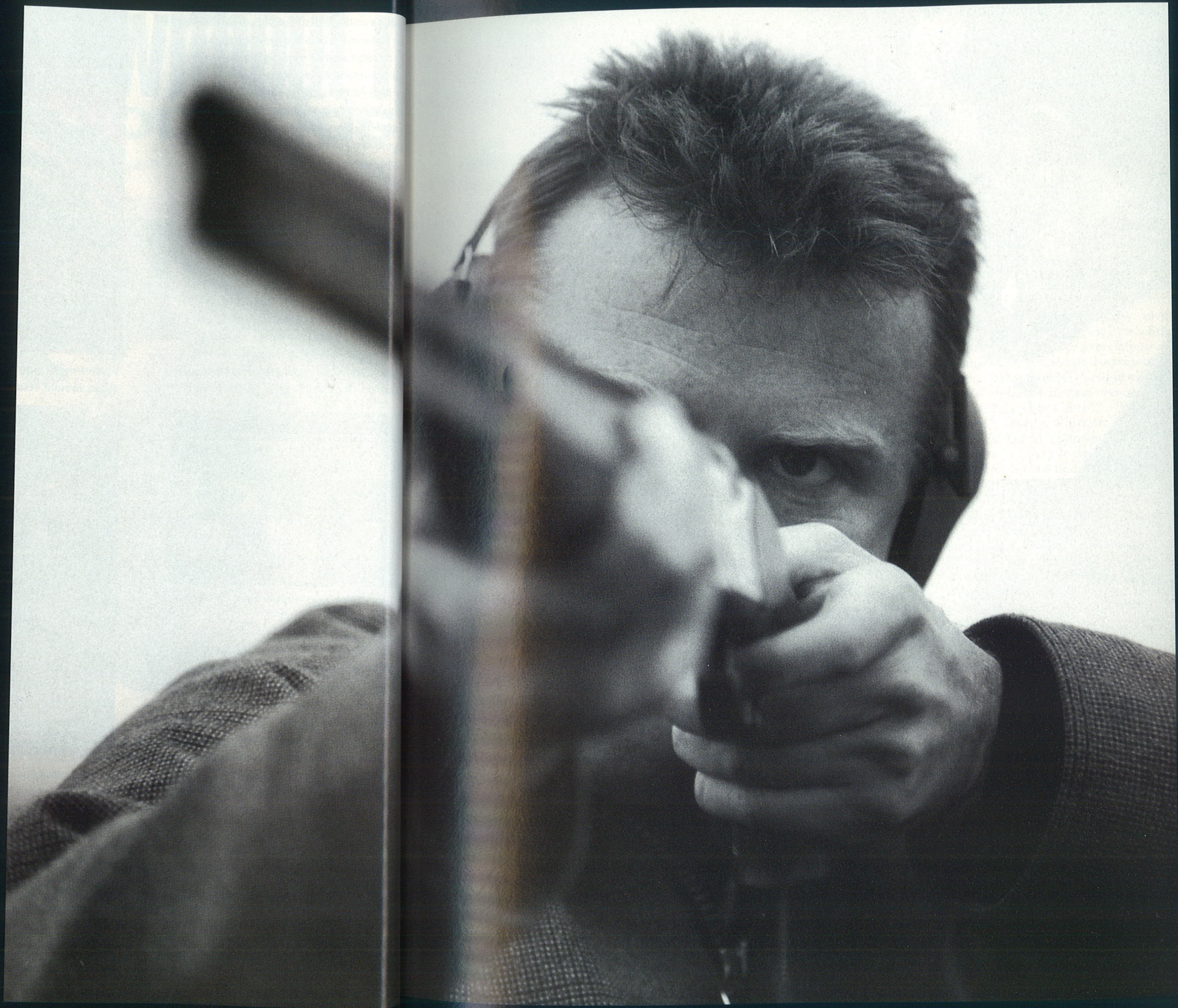
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# The fastest gun

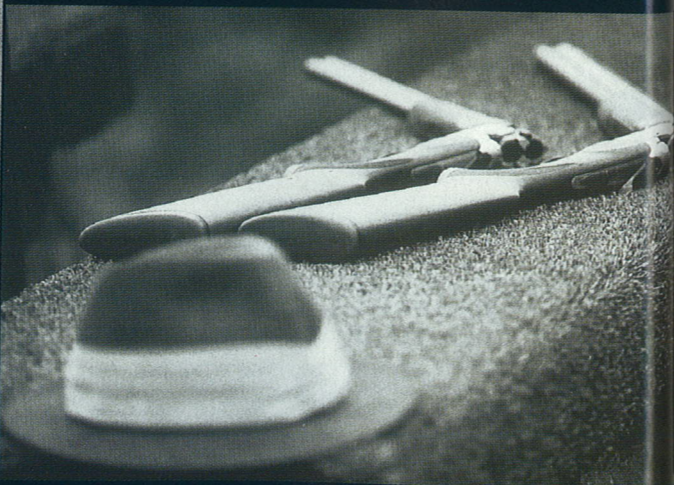
Jackie Stewart, that is. Because long before he'd ever driven an F1 car in anger, JYS was an ace with a shotgun. He still is, as Tony Dodgins found out...

Photographs by Robert Wilson





One of the visiting amateur marksmen was ITV's Martin Brundle



**J**ackie Stewart rattles on about the 'feel-good factor' pretty often, but if the truth be told, he found it in pretty short supply during his team's first F1 season. He thought the paddock radiated a great deal of unnecessary hostility.

However, switch to the pre-Christmas scene at Gleneagles Hotel in JYS's native Scotland and the *bonhomie* was there to be stroked. Stewart, ever the genial host, was in his element; welcoming, organising, entertaining, thanking sponsors – and meaning it – forgetting no-one. A class act.

Wait, though; the weekend was not about Jackie, it was for the mechanics. Twelve teams had paid £15,000 each to enter the Grand Prix Mechanics Clay Pigeon Shooting Challenge at Stewart's Gleneagles shooting school. By the time the hotel's costs had been covered and the regulation Barbours and green wellies dished out, £100,000 was raised for the charitable trust (see page 83).

Stewart was a champion shot before he ever drove a racing car. He represented Scotland and only missed the Rome Olympic team after an off-day in a shoot-off for the remaining place. He hasn't lost his touch over the intervening years either, because he missed nothing. In fact, he only lost the last challenge seven years ago because some joker placed three blanks among his cartridges. The aforementioned joker hugely enjoyed the next half hour as a perplexed JYS tried to convince all and sundry that he'd never missed three clays out of 10 in his whole life!



JYS only lost the last challenge because a joker put three blanks in with his cartridges. He enjoyed it when Jackie tried to explain he'd never missed three out of 10 before

It was the Ford Media team which had been short-sighted enough to invite me along. Meanwhile, the *Sun*'s Stan Piecha turned out to be a revelation, one of only four guns to score a maximum 10 on the 'bolting rabbits'. All in all, 'our Stan's' 40 out of 50 clays was only four adrift of Top Gun status.

Ford's Martin Whitaker and fellow journalist David Tremayne turned out to be pretty handy as well, so it was left to Cosworth head honcho Brian Dickie to make me feel a little better. Brian dropped his Ducati some while ago and his shoulder is still paying the price. Nevertheless, he battled on, and when he finally winged a clay, some wag was heard to say, "That exploded into more bits than one of your series sevens!" Brian elected not to hear...

Relaxation, enjoyment and team spirit after the rigours of the F1 season was what it was all about. But with F1 people involved and Rolex watches and Beretta guns as prizes, there was a predictably keen competitive edge.

The standard was hot. Tyrrell truckie Kurt Kent, quicker off the mark than the Sundance Kid, topped the practice round. When it mattered though, he dropped a few and the Top Gun shoot-off was fought out by Benetton's John Jordan and McLaren's George Langhorn. It was John who was eventually able to throw out his Timex, while poor George had to make do with a Beretta.

There was some consolation for Kurt Kent as he helped Tyrrell to 43 out of 50 and victory in Sunday's Yamaha Flush four-gun competition. Remarkably, that equalled the instructors' score, with JYS among their number. The Tyrrell boys ▶

should have rested on their laurels. When they had the audacity to demand a shoot-off, the instructors hit all 50!

A delighted Top Lady Gun was Xtrac's Helen Digby, who was shooting for only the second time. She flew home the owner of a new Beretta 20-bore.

At a superb dinner on Saturday night, clays, cartridges and the Scottish chill gave way to haggis, wine, warmth, merriment and Stuart Turner.

Turner, a man who has been in Formula 1 in one capacity or another almost as long as the business itself, is a fine after-dinner speaker. Here's an extract. "Heard the one about the two young lads comatose in hospital? One of their fathers gets a specially recorded taped message from his hero, Nigel Mansell, to try to bring him out. The other lad immediately leaps out of bed to switch off the tape..."

There were plenty more where that came from, but I won't spoil any more of Stuart's repertoire...

On a more serious note though, you often have to shake your head at the thinking of some people in F1. What was designed to be a fun event for a great cause, as well as a chance for teams to give something back to those who work hardest – mechanics – had apparently been so difficult to organise that it threatened to be the last one.

One team principal, who didn't send a team, apparently thought the event was a Jackie Stewart ego trip, while it was a surprise not to see an Arrows team, allowing Jackie Oliver the chance to defend his Top Gun title from 1990.

Okay, so JYS might have had a few negative things to say about tobacco, but



Someone mentioned that the £15,000 fee for entry was just about enough to fill an F1 team owner's Lear for a couple of journeys, so it's a real shame the turn-out wasn't a little bigger

this was a time to put all the serious business aside for a minute. A quick scan down the list of trustees shows the impeccable credibility of the Grand Prix Mechanics Charitable Trust. Names like Ken Tyrrell, Prof Watkins, Walter Hayes CBE (the life president of Aston Martin Lagonda), Martin Brundle, Brian Clark, lawyer to the stars, and Michael 'Jakey' Jakeman, an experienced F1 mechanic with Williams, Benetton and now Stewart, who is the Trust's link with the profession on the ground.

As someone said, the £15,000 entry fee was just about enough to fuel up an F1 team owner's Lear for a couple of trips, so it was a pity there wasn't a bigger turn-out.

The drivers, those who perhaps owe most to the mechanics, were pretty thin on the ground too. Jan Magnussen shot for the BRDC team and Rubens Barrichello sent a donation. Event organiser Fiona Miller also reported "an incredibly generous £5000 donation" from Jacques Villeneuve. Full marks to him.

Still, those who missed out on a fine weekend in convivial surroundings were the losers. Of the teams represented (Benetton, McLaren, Prost, Stewart and Tyrrell) it was Ron Dennis's men who went home with the British Airways Trophy for the overall winners.

At the other end of the scale, the Prost team, none of whom had shot before, got well into the spirit. One of their number, Gilles Fouquerau, hit 11 out of 50 'birds' and graciously stepped up to receive the Clay Pigeon Conservation Award. His prize? A *very* large clay, a rubber duck, a JYS Shooting School polo-neck and, a hint – golf balls! **1**



Above: mornin', squire. Top right (l-r): Franchitti, Magnussen and Kane



## The silent partners

The Grand Prix Mechanics Charitable Trust celebrated its 10th anniversary in 1997. Events such as Gleneagles have all helped to give it a capital fund of more than £1 million.

Jackie Stewart, who campaigned over the years for improved driver and track safety, also felt provision needed to be made for mechanics – the men without whom there would be no cars or races.

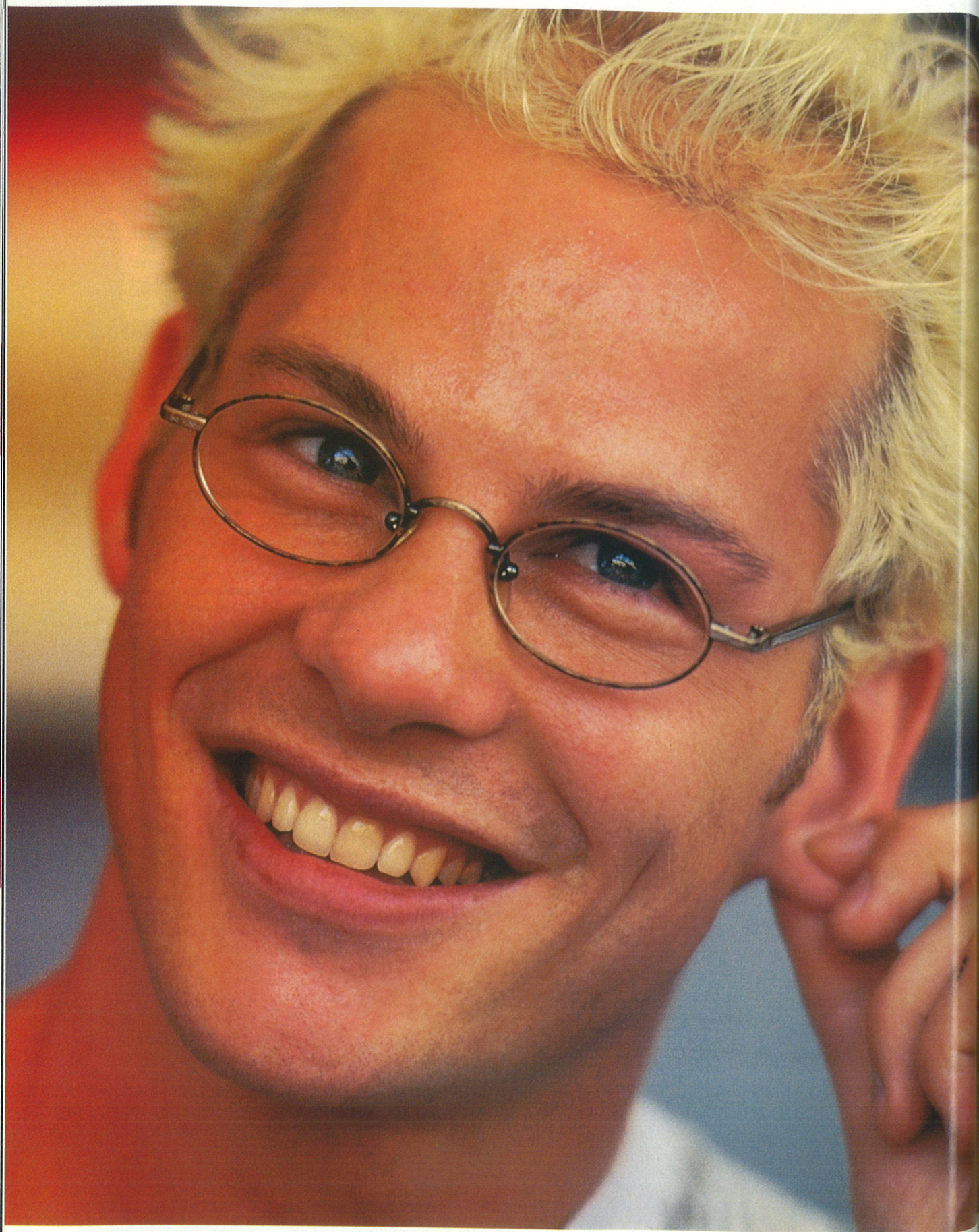
The mandate is to provide appropriate help to grand prix mechanics, wives, widows and children in times of need. While sceptics might argue that teams are now professionally organised and have adequate insurance cover, there are always exceptions.

"One of the most recent cases is that of Paul Summerfield," says the trust's administrator, Fiona Miller. "Paul worked for Pacific and badly broke his leg in a refuelling accident in Germany. The treatment was done badly and the break didn't heal. He was still off work nine months later, by which time Pacific had gone bust. Their insurance policy had expired, so since then his treatment has been met by the fund. We were able to pay for him to have the leg re-broken and then reset with private treatment."

The trust looks at cases individually and also helps former mechanics. Roy Billington, Jack Brabham's mechanic, had a series of strokes and the trust provided a computer to try and help him overcome speech problems.

Stewart also emphasises, "God forbid we have something like a big pitlane fire. If we do, the trust is there and the funds could be wiped out in one fell swoop if that is what is necessary."

The feeling is strengthened by the FIA looking at venues which are further afield. The Trust also has repatriation insurance available to all mechanics.



Following that infamous collision at Jerez, the final race of the 1997 season, Canada was a nation enraged – people couldn't tear themselves away from endless replays of the 'racing incident' between Villeneuve and Michael Schumacher. Feelings ran higher still after the FIA's ruling on the matter. Indeed, there was enough news activity to keep our normally conservative citizens burning with indignation for weeks. At the same time, Villeneuve was elevated to 'national hero' status.

According to Cedric Daetwyler, Villeneuve's media manager, "Jacques is aware that he is now regarded as a role model, and therefore makes efforts to set the best possible example, not only for race drivers but for all young people. His

hope that his example will inspire other Canadians to strive towards excellence in sports and other sectors."

Heady stuff indeed.

This situation is familiar to Olympic gold medal sprinter and world record holder Donovan Bailey, a man who has experienced the kind of attention that Villeneuve is now receiving, and is aware of the significance to Canada: "Canada is again number one in another sport. Canadians will look at Formula 1 racing as another option to success because of his victory, and he will get the recognition he deserves for it, because he has done what no Canadian has ever done."

Bailey would appear to be right, as was shown when Villeneuve went home in early November for a brief but



## Let's hear it for the local lad!

From London to Lahore, from Cairo to Cape Town, Blondie is king. But what does his triumph mean to his countrymen? Sarah Bohan reports from Canada

message is clear to everybody who is trying to achieve something: to believe in yourself and in what you are doing, and that nothing is impossible."

On the day of his championship win, Canada's Prime Minister, Jean Chretien, spoke to Villeneuve, congratulating him on his achievement. A Prime Minister's Office spokesperson added: "We believe we speak on behalf of all Canadians when we say that we feel very proud to see Canadian excellence distinguishing itself on the international scene through Jacques Villeneuve's victory. We have already noticed Jacques serving as a model to young Canadians. We can only

intense reception. He declined a parade proposed by the City of Montreal, and was apparently surprised by the throng that awaited his arrival at the airport.

Why was he surprised though? Maybe it's because he's unaccustomed to that kind of behaviour from Canadians, who are generally perceived to be a non-demonstrative group.

This hero-worship continued later that same day at the Molson Centre ice hockey arena, which was the setting for an almost surreal press conference. Villeneuve made his way to a stage in the middle of the ice and received a seven-minute standing ovation from 20,000 ▶

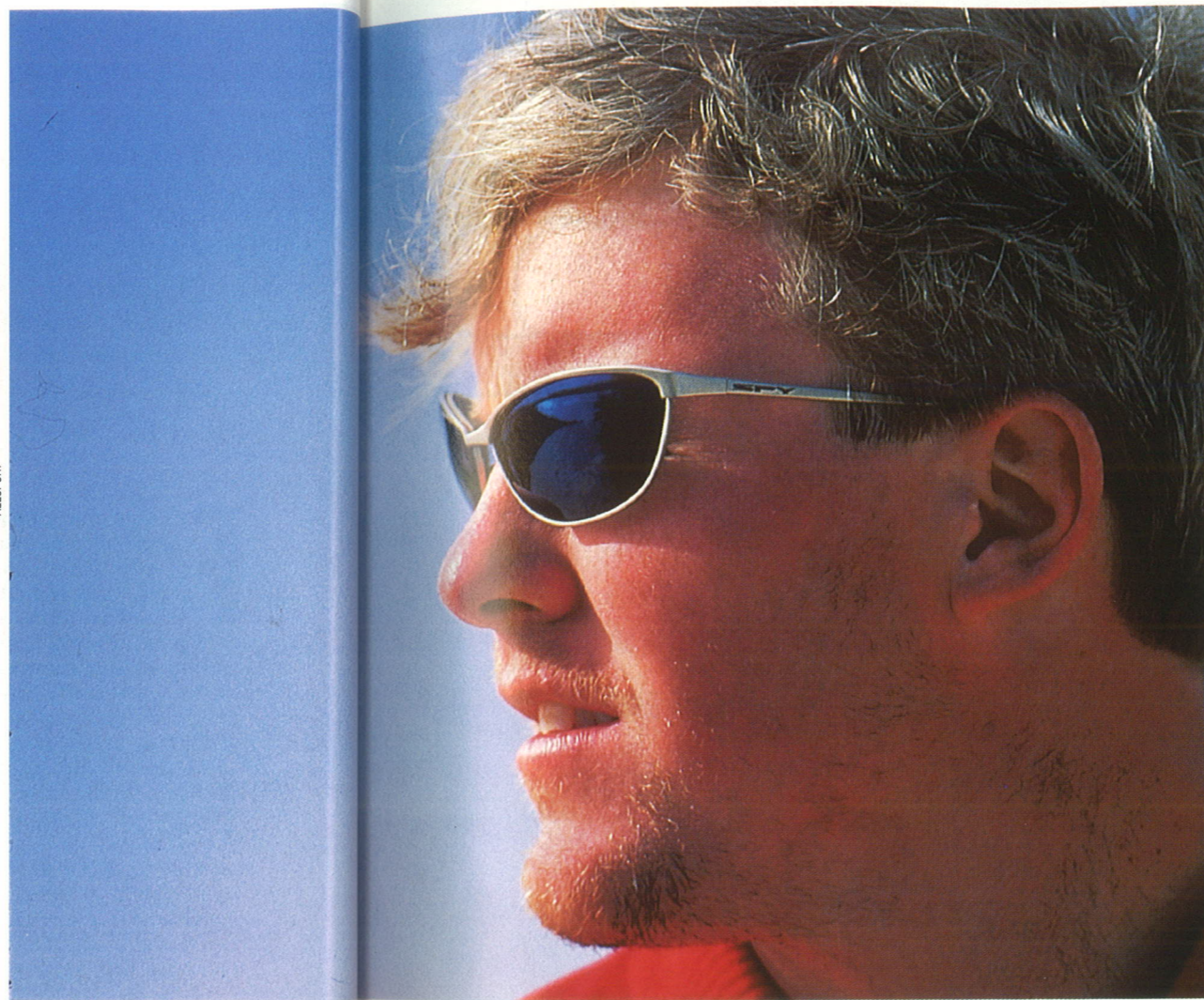


fans. Then, later, at a Montreal Canadiens ice hockey game, he was presented with a team jersey, and another very lengthy standing ovation. Considering our hockey obsession, many would agree that there is no higher distinction to be bestowed upon a Canadian.

Fellow native and CART driver Paul Tracy would agree with this, but reckons motorsport is definitely gaining in popularity. "While motorsport can't compete on a day-to-day basis with the traditional popularity of our stick and ball sports in Canada, there has been a tremendous growth in the sport over the past 12 years. A measure of this is that in 1996, Villeneuve was voted Canada's outstanding athlete, a first for

Certainly, Villeneuve enjoys huge respect in Canada – but although his fans are as vociferous as any others, they don't harass him like some others do. Although Villeneuve is considered to be a superstar, people seem to understand that he is human and that there are limits.

However, throughout this tidal wave of euphoria, Rothmans have been made conspicuous by their lack of public relations activity. Yes, there were the obligatory congratulations advertisements in strategic Canadian papers, and the billboards supplemented with 'Bravo Jacques!' signage, but many Canadians felt that Rothmans failed to make the most of what was a golden



Who are the other 'maple leaf' boys? Opposite: Donovan Bailey, Olympic gold medal sprinter. Left: CART series driver Paul Tracy. Below left: CART's rookie of the year, Patrick Carpentier

them a conflict of interests.

This dilemma is summed up by another Canadian working in F1. Maurizio Leschiutta is the chief engineer at Ferrari responsible for the supply of engines to Sauber.

"I am torn between working for Ferrari, being a Ferrari aficionado, being of Italian descent, and believing in Michael Schumacher's superior driving skill, contrasted with my Canadian affections and what a first-ever F1 world championship would mean for Canada."

Another facet of the Canadian situation is the persistent way people try to get Villeneuve involved in the domestic Canada-versus-Quebec political debate. Villeneuve wisely refuses to be

**"A measure of racing's popularity and growth is that, in 1996, Jacques**

a Canadian race driver."

According to a spokesperson, Villeneuve was humbled by the standing ovation experiences, and "felt that he did not deserve the attention, pointing out that he is simply someone who just likes to race cars, win races and championships. No big deal."

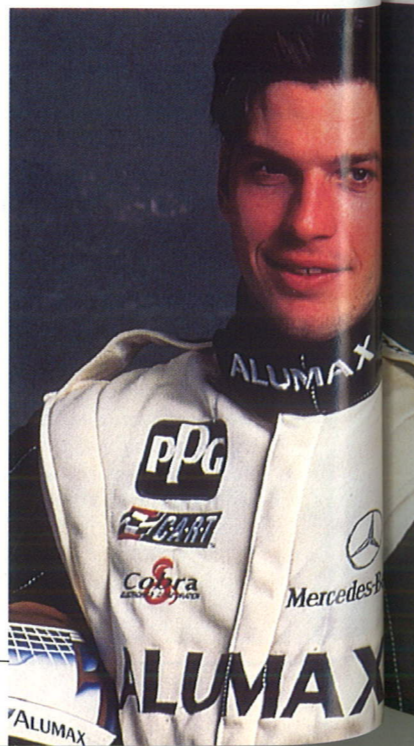
Other tributes included a pictorial book launched in Quebec by Villeneuve's personal photographer; a CBC television documentary featuring recent and rare interviews with Jacques, his mother and sister; commissioned works of art, one of which captures the 'Moment of Truth' incident, by a Toronto gallery; and finally, the physical manifestation of 'Villeneuve mania' among youthful Quebecois, emulating the driver's bleached look.

However, Jacques' fellow countrymen aren't overdoing the hero-worship bit.

opportunity for them in the country.

One explanation is the Williams team's change to Winfield sponsorship next year. Winfield fags aren't sold in Canada, and added to this is the uncertainty of Canada's Tobacco Act, which is scheduled to take effect in October. Although exemption for international motor racing events is promised, the worry over the scope of these amendments remains, so much so that it has already struck a potentially mortal blow to Canadian motorsport and its drivers. Player's Ltd recently announced that at the end of next year it would be dropping all 'cultural and sports sponsorship'.

This is not good, because Player's finance a comprehensive Driver Development Programme, which was originally built around Villeneuve's success in the Atlantic and Indycar



**Villeneuve was voted Canada's outstanding athlete" Paul Tracy**

series. The cigarette company have expanded and continued this programme until now, but it may be in jeopardy. Hopefully, though, the weight of Villeneuve's popularity across Canada will make the federal government honour their proposed changes soon enough to come to the rescue of the driver programme. If not, Canadian drivers could face some tough years.

A shame indeed, especially when people like Patrick Carpentier, fellow Quebecois and CART Rookie of the Year, reckon there's a rich vein of talent in the country, and that Jacques Villeneuve's success can have done nothing but boost the sport.

"Everything Jacques has done in auto racing has already had a great impact on Canadian drivers. The media attention that the sport receives in Canada is a lot more than what it

was five years ago. I am also pretty happy that somebody can go from CART to F1 and finish second in his first year, and then win the world championship in his second year."

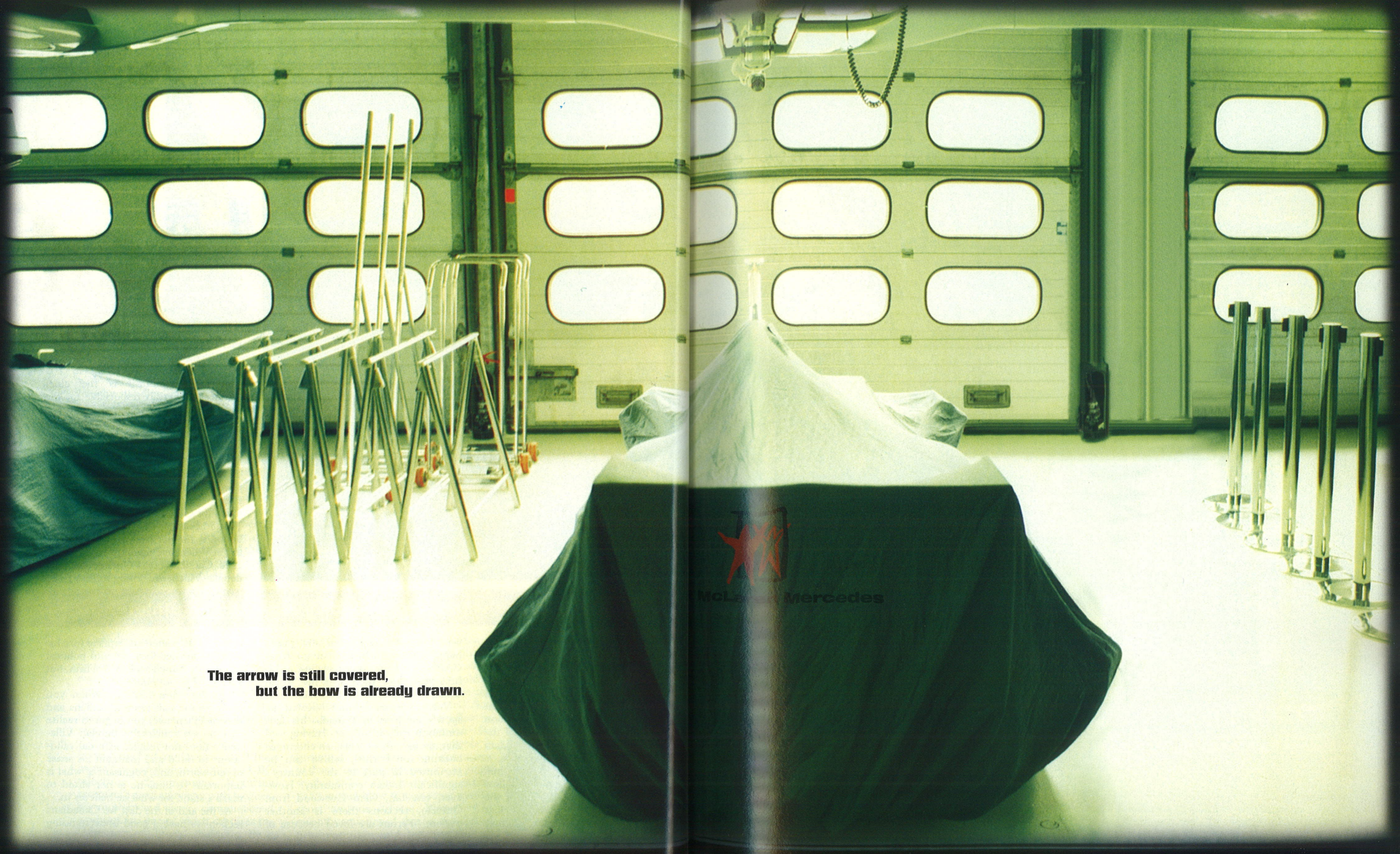
Villeneuve has certainly boosted the sport's fan-base in Canada, his fans outnumbering all others. Having said that, though, there is also an enormous backing for Ferrari, which can be attributed in part to the country's significant Italian community. However, one fan, Cam Curwood from Ontario, reckons there is another reason. "Ferrari are loved because of Gilles Villeneuve, and the fact that we never really had any other team to cheer for [before Jacques]."

Consequently, with Villeneuve's F1 participation, traditional Canadian Ferrari supporters are confronted by their national pride surfacing and giving

drawn in. Repeated attempts to turn his sporting or media events into political forums are turned aside with a firm, but simple, "I'm not political."

So there you have it. When you compare the nature of Canadians and that of Villeneuve, you begin to realise that we are remarkably similar. Villeneuve does not require external validations to build and maintain his sense of self-worth, and, cognisant of what is important to him, he is not afraid to make a stand for what he believes in.

At the end of the day, we Canadians reckon we have a good understanding of Villeneuve's motivation. We remain quietly confident and sustained by the fact that Villeneuve "races cars and wins championships" for all the right reasons – ultimately himself, his team and Canada. How about another championship next year, Jacques? ①



**The arrow is still covered,  
but the bow is already drawn.**

  
West McLaren Mercedes

**West McLaren Mercedes**

# tread carefully



Goodyear's Sam Gibara: big boss

In September, Goodyear's main man was still talking of real commitment to F1. Now things look different

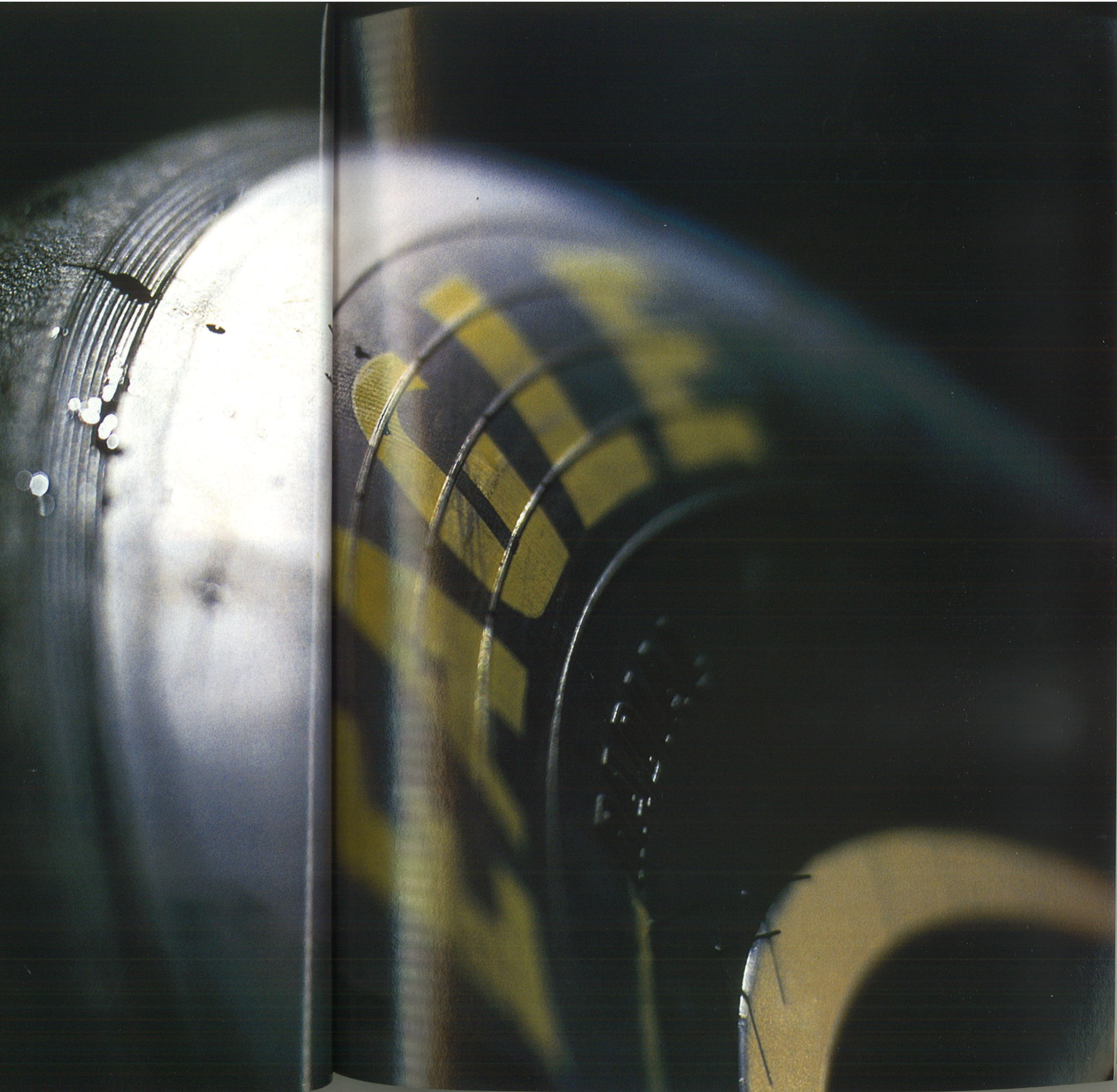
Story: Tony Dodgins; photos: Darren Heath

**H**e appeared at the Nürburgring in late September and was, quite obviously, a couple of stratospheres north of the tea lady. His schedule was timed to the last second, and they spoke of him in hushed tones. Everywhere you looked, a Goodyear person was on hand to guide him through the piranha club that is the Formula 1 paddock.

Samira Gibara is 58, married, with no children. "For a small Middle Easterner to become the chairman of a household-name American corporation is interesting," one of his colleagues observes. "We've always had these very tall midwestern ex-basketball player types. But he's a complete departure, and it reflects the globalisation of Goodyear's business."

Gibara is French, was born in Egypt, went to school in the US and then on to the Harvard business school. He has been with Goodyear since 1964 and has worked in France, Morocco, Belgium, the UK and Canada. He returned to Akron in 1992, became chief financial officer and worked wonders restructuring their finances. Last year he was appointed chairman of the board and chief executive officer. At the same time, unusually, he was made president of the company. He is The Man.

There is a feel-good factor about him on Wall Street – Goodyear shares have risen ▶





dramatically since he assumed power, and the company is in good shape. At one time Goodyear boasted of being the biggest tyre company, but now they prefer to think of themselves as the most profitable. Fine, again, on Wall Street.

But given that Gibara is a bean-counter, how predictable was Goodyear's policy U-turn and the decision to quit Formula 1 at the end of 1998? There were precious few hints when he made the trip to Germany, his only Formula 1 visit of the year, despite a couple of obvious quibbles.

Clearly, he didn't agree with grooved tyres, which Goodyear have blamed for their decision to pull out. It is the first time the FIA have controlled the constituency rather than purely the size of the contact patch as a means of keeping a lid on performance. Although Villeneuve has been vocal in his condemnation, the tyre companies must respond to the challenge. Some see it as merely moving that challenge into a new technical sphere, but Gibara doesn't agree.

**"We have always had a commitment to racing. It's not something we have gone in and out of"**



"I don't think it's what racing is about," he told me. "It limits competition between tyre manufacturers; we don't think it's the right decision."

Grand prix racing is expensive. Period. Those of a more cynical disposition might suspect that having enjoyed a monopoly for many years and therefore a guaranteed return for their spend, Goodyear have reconsidered their position in the face of stiff competition from Bridgestone. Michelin, too, are waiting in the wings.

Gibara is the man who has to stand up at an AGM and justify the expenditure.

"We are in racing because I think there are some significant technological implications in being there," he said at the 'Ring. "We have derived a line of performance tyres from our involvement. The second main reason is image, especially with younger people who are our future potential customers."

"We have always had a commitment to racing. It's not something we've gone in and out of. We've been in most of the



Below: the Goodyears cleaned up in '97, but '98 will be a swansong

main series for a long time, and participate in more races around the world than any other competitor."

Racing is glamorous and high-tech, diametrically opposed to the world's perception of a tyre. It is the best image-building vehicle a tyre company could have, to borrow the marketing parlance. But ask Goodyear how they quantify their return, and it seems they don't.

"We know what the cost is – and it's huge – but it's difficult to measure the returns," Gibara admits. "You don't really monitor whether you are getting more out. It's a feeling, not a science."

Presumably, then, it would be easy for somebody to argue that the chances of Goodyear getting their backsides kicked by Bridgestone makes the huge investment a risky one?

"Absolutely. Because it's expensive and it's a business decision. In every company you have that. But most people don't understand how complex a tyre is. They look at the driver, the team, the car and, lastly, the tyres. Tyres take very little credit for winning, but are easily blamed for losing."

And what about Bernie Ecclestone's planned F1 flotation and a new set of ground rules? Although Goodyear don't view themselves as F1 'sponsors', if F1's *raison d'être* is the balance sheet of a PLC, might they suddenly have found themselves footing a steeper bill for their involvement?

"I don't think so," Gibara pondered, "but Mr Ecclestone is better placed to answer that. If it is floated, some rules may change; but rules in F1 have changed over the years even though the com-

pany was not public. It would have some implications but not a major impact on our commitment or otherwise."

Perhaps the reality of Gibara's Nürburgring visit lay in concern over the contracts of Goodyear's leading players: Williams, Ferrari, McLaren and Benetton. Bridgestone, theoretically, are in a position to work more closely with one top team. McLaren, in particular, were looking to switch.

Gibara's party line was: "Goodyear have contracts that extend through '98 at least and some into '99 and 2000. They are legal contractual obligations; we will honour them and I'm sure the teams will too." Not any more, it seems.

In the wake of Goodyear's pull-out announcement, McLaren immediately revealed a new Bridgestone deal, with immediate effect. McLaren's Ron Dennis likes to say that he never breaks a contract. So we can assume that McLaren were one of the teams that Goodyear were committed to beyond 1998. It seems an arrangement was made. Kind of: "We'll forget 1999 and you can go at the end of '98 so long as we can run Bridgestone next year."

On the surface it is surprising that Goodyear are going to the expense of producing grooved rubber for just a single year, but obviously there was a contractual requirement.

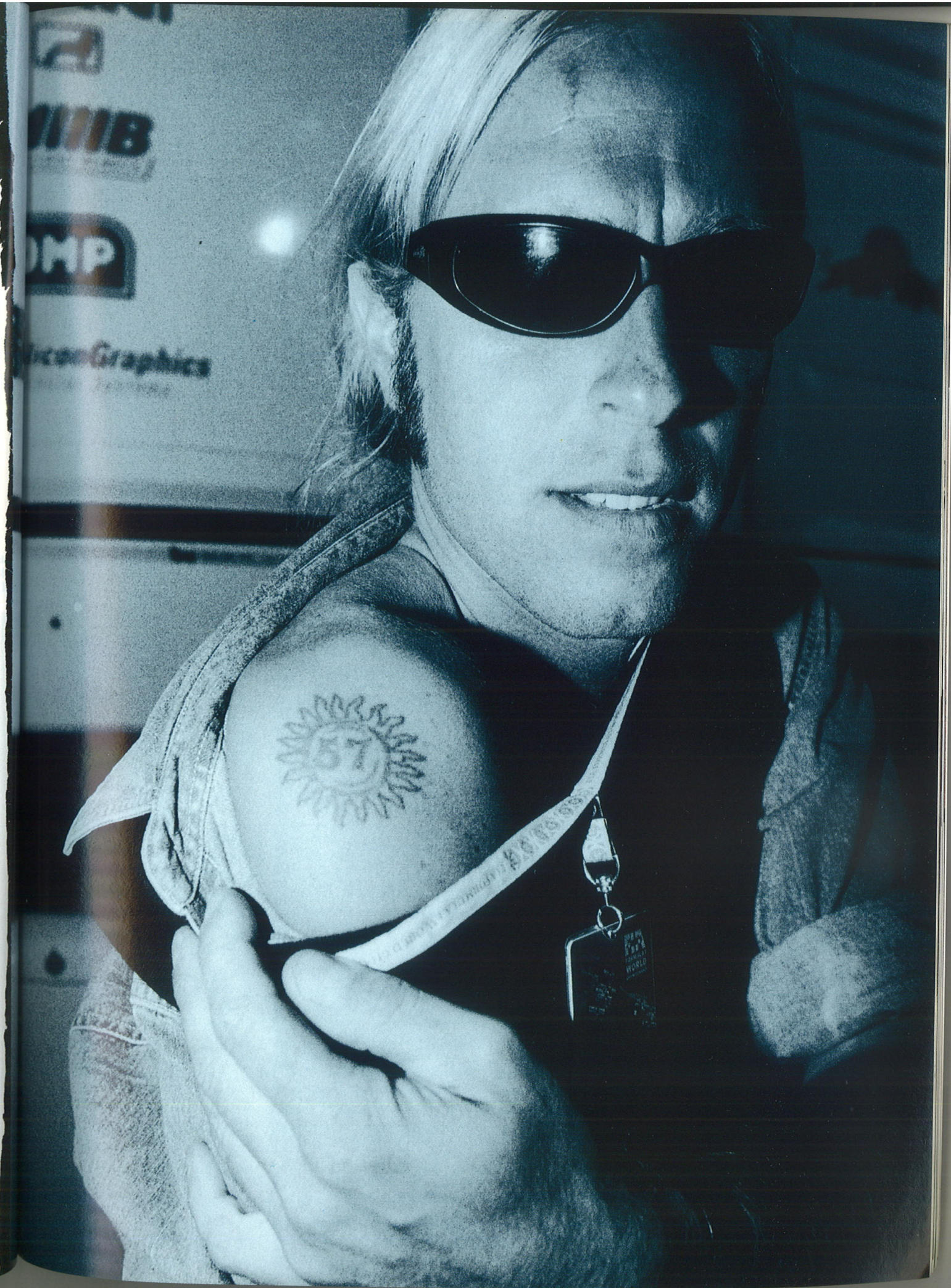
"Bridgestone have good resources and we respect them," Gibara said in conclusion. He has good cause to. Goodyear have not yet lost a battle, but with McLaren on Bridgestones next year, they could easily find themselves losing the war. **1**

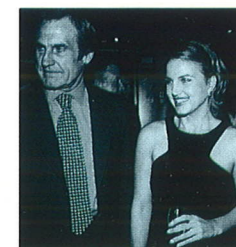
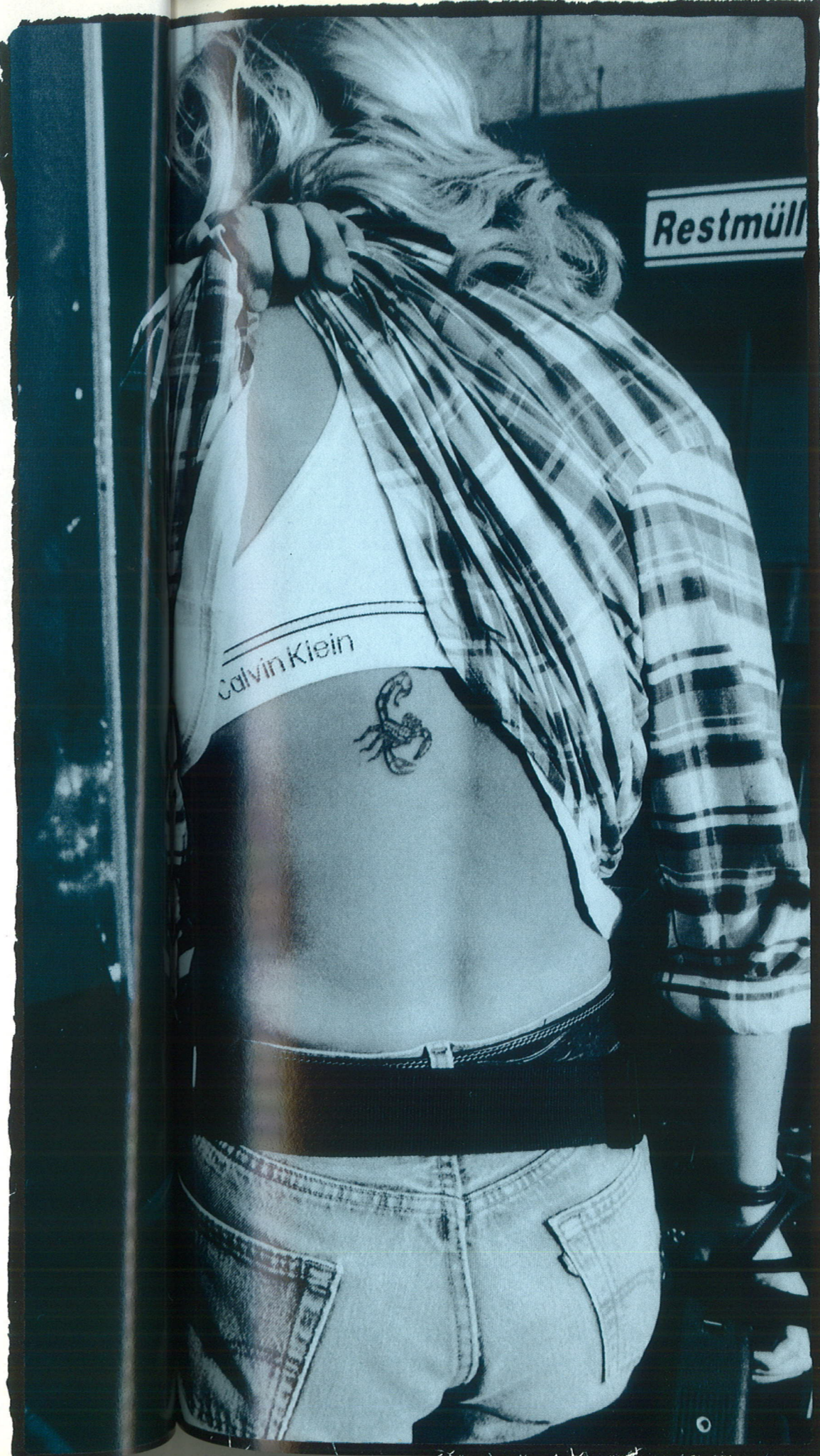
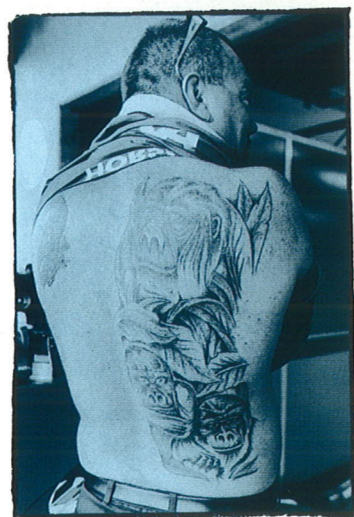
Goodyear take 2300 tyres to almost every race – a huge undertaking

# SKIN DEEP

Cora Reutemann, daughter of '70s ace Carlos, brings her dad's distinctive blend of genius and precision to her chosen *métier* – photography. Did you know that Formula 1 is full of tattoos?

Story by Peter Windsor





**L**ike most talented people with equally talented parents, Cora Reutemann (above, with her dad) does not trade on her name. She has inherited lots from Carlos and Mimicha Reutemann, including a great eye for detail, but as a photographer she has made it on her own, shooting themes that appeal, phoning around for outlets. She has had two acclaimed exhibitions in her second home, Buenos Aires, and now plans a third one in her main place of residence – Monte Carlo.

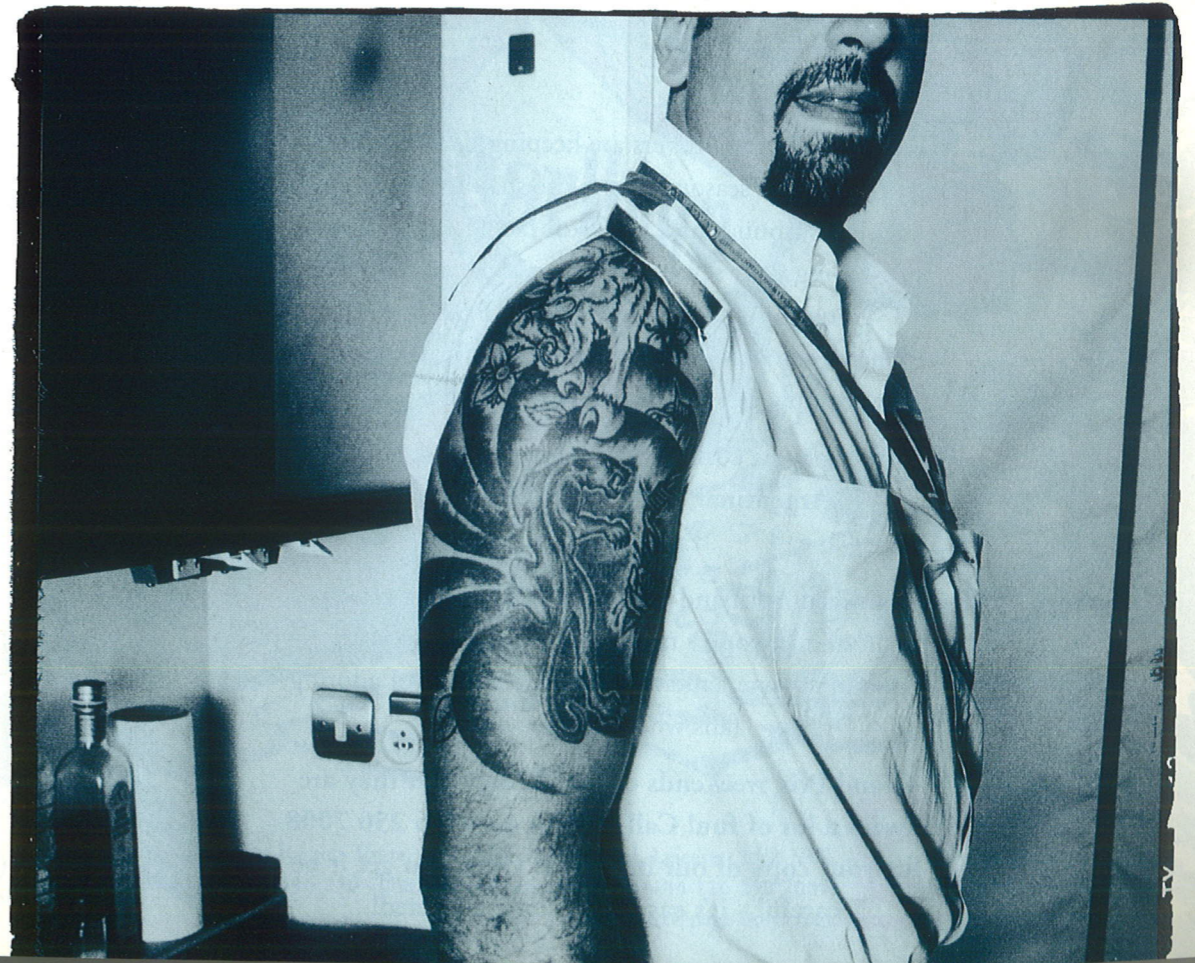
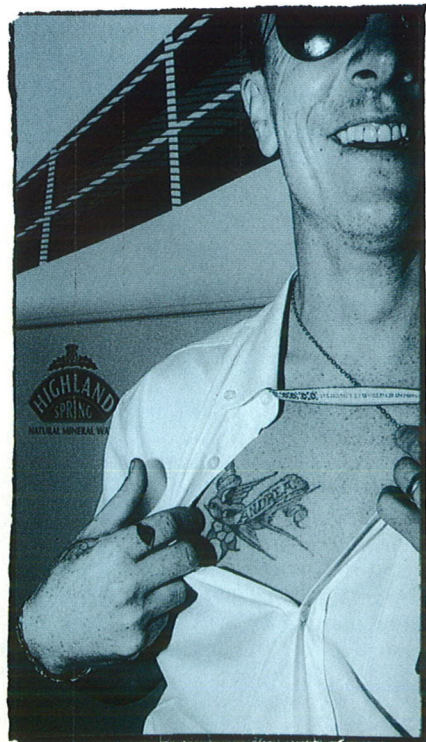
Cora went to school with a certain Jacques Villeneuve, and is one of those girls who has it all, particularly in white t-shirt, jeans and boots. The things that pose a problem for regular people are shrugged off with laughter by Cora. She is multi-lingual (Spanish, English, Italian and French), much travelled, well connected and very adaptable. She has her mother's ability to put together a deal and her father's deeply rooted talent for original logic. For example, she uses Nikon photographic gear as they are non-trick and functional.

For months we had been trying to persuade Cora to produce some work

for *F1 Racing*, and we gave her plenty of ideas – Jacques at his home, Ferrari at the races, her father in Argentina. Eventually she came back to us with something that really excited her: tattoos, as worn by grand prix people.

“It’s very funny, very nice, to see them,” she said with a laugh when we spoke, shortly before she was due to return to Argentina for the (southern hemisphere) summer. “Everyone is always shooting drivers or girls. I like the real people in racing, and it always seemed to me that a lot of them are more original than the so-called stars.” She shot them in black and white, partly because she prefers it and also because she was more interested in the form of the tattoos than their colours.

For Cora, it would have been very easy to have lived the stereotypical life of Carlos Reutemann’s eldest daughter: college, degree, family, safety. Instead, she is out there on a limb, matching creativity with risk. A little bit like her father – the kid on the farm, bouncing over the pampas, determined that one day he would triumph in grands prix. **1**



# The first race of the season?



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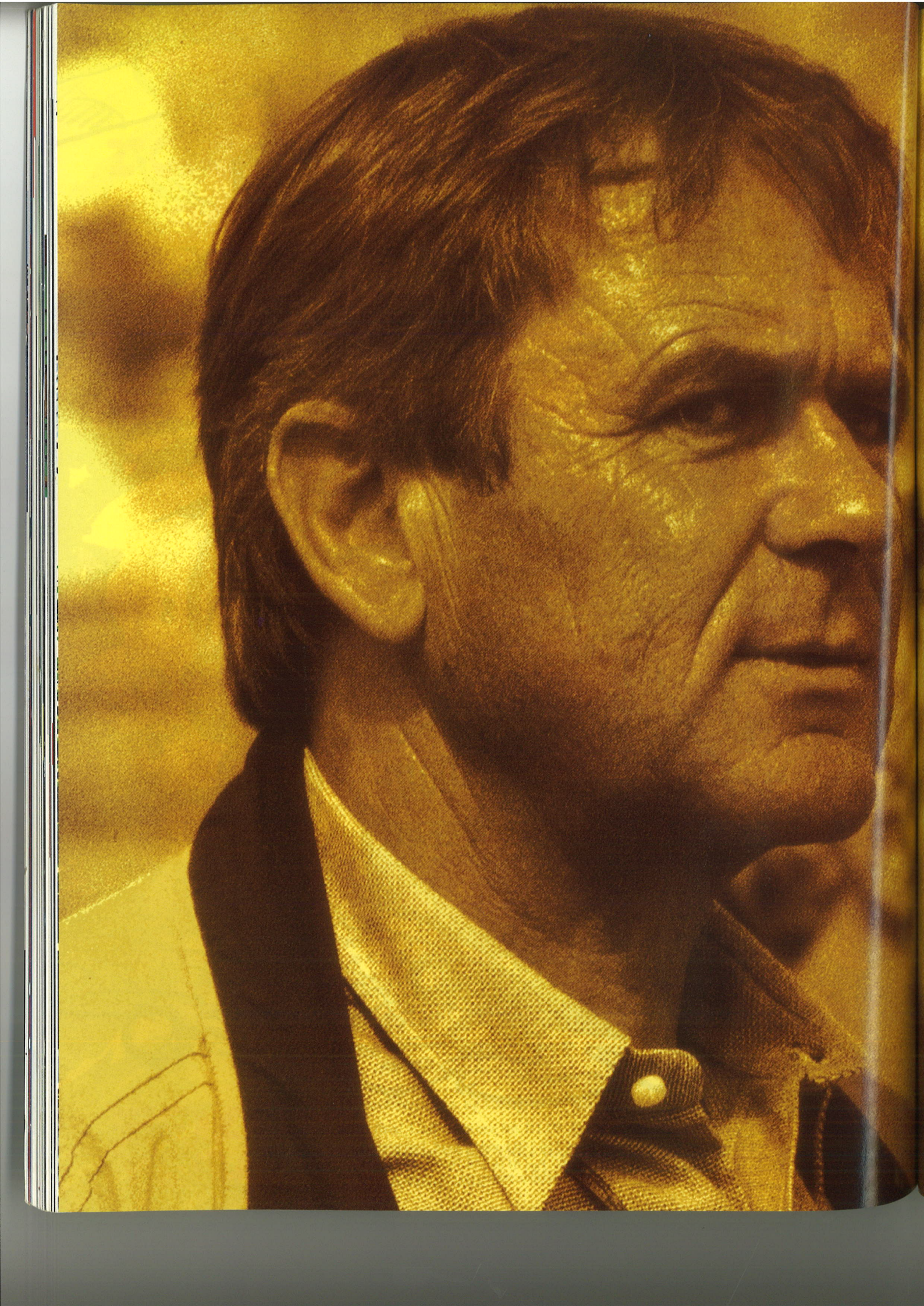
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# WOULD YOU TRUST THIS MAN WITH YOUR FORMULA 1 CAREER?

Frentzen and Schumacher did. Alexander von Wegner evaluates the 'Neerpasch treatment'

**T**here are moments in Formula 1 which are simply unforgettable: a driver's first win, the first historic triumph of a soon-to-be-classic car, an epic battle for a championship – even a single breath-taking lap.

For Jochen Neerpasch, many of these moments over the past 20 years have brought a real sense of personal satisfaction. Why? Well, because he's been responsible for the education and training of many of those who have played central roles in these moments, that's why.

Neerpasch began as a sportscar driver before he embarked on management for big car manufacturers and agencies, and has seen all the drivers he has promoted establishing themselves in F1. That's right: *all*. When he worked for BMW, Eddie Cheever, Marc Surer and the late Manfred Winkelhock were his young charges. Cumulatively, these three started a total of 261 grands prix.

The second generation of trainees – Michael Schumacher, Karl Wendlinger and Heinz-Harald Frentzen – have run in fewer races so far, but have had a far greater success rate.

Their story began in 1990, when they were part of the Mercedes-Benz junior programme, and at that time Neerpasch was one of the three top men in Merc's motorsport department.

Nowadays, he's based in Monaco, and works as a freelance advisor. And – yes, you guessed it – he's now promoting a third generation of young drivers: Timo Scheider, Alex Müller and Dominik Schwager. Never heard of them? Don't worry: Neerpasch's matchless track record suggests you soon will...

His confidence is very persuasive: "Alexander and Timo are 18 and 19, and Dominik is only 20. You can't expect to see them in F1 for another two to three years – but, by then, they'll be ▶

Left: Formula 1 talent-nurturer supreme ... also known as Jochen Neerpasch

ready and fully prepared. No doubt."

However, reaching the very top also depends very much on luck – as proved by the last junior generation. The move from Mercedes Group C sportscars into F1 was very far from straightforward for Schumacher, Wendlinger and Frentzen.

At that time, the Sauber sportscar team had Mercedes works support – and the long-term plan was to take the team, and drivers, into F1. However, when the Merc board – namely, Edzard Reuter – rejected a full-scale assault on F1 in 1991, the drivers' careers were in danger of nosediving. Frentzen suffered the worst, only eventually reaching F1 in 1994 – and then only by way of a Formula 3000 detour. Schumacher was affected less badly, making his grand prix debut that same year (1991) with Jordan. Wendlinger entered F1 with March four rounds after Schumacher, then went to Sauber in 1993.

Looking back at the trio's time in Group C, Neerpasch can see that they were three totally different characters: Schumacher the ultra-talented analyst; Frentzen, who understood quickly and always acted upon that understanding; and Wendlinger, who had to work very hard, but usually matched the others.

However, he believes these differences were a good thing: "In order to achieve a kind of cohesion with this programme, the three candidates should be equally skilful, but they also ought to have completely different personalities."

In other words, all circumstances and conditions – including talent – should be the same for each of the three: after all, racing is about much more than mere speed. Not convinced?

Well, let's test it. Last year it was clear to most observers that these requirements were fully met – both technically and financially. Scheider, Schwager and Müller contested the German Formula 3 Championship in three identical Opel-Dallara 397s run by the KMS team, with the entire budget equally distributed between the three cars. Neerpasch managed all three drivers. Don't forget, this is far from the norm: very often the person with the most hard cash behind him will get the best car and, equally, the driver with the 'best' manager will mysteriously attract star treatment. Racing people call this politics...

None of this is apparent in the KMS team. "When a KMS driver turns out to be quicker than the others, we know it's down to him and not the car," says Neerpasch. "But how can, say, Nick Heidfeld know if he really is the quickest at BSR with nothing equal to compare to?"

Ah yes, Nick Heidfeld – the KMS juniors' arch rival. The youngster from Mönchenglöblich was the champion

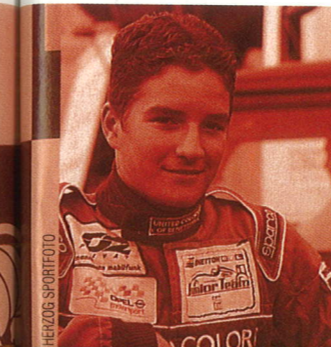
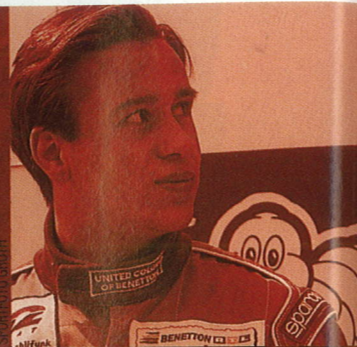
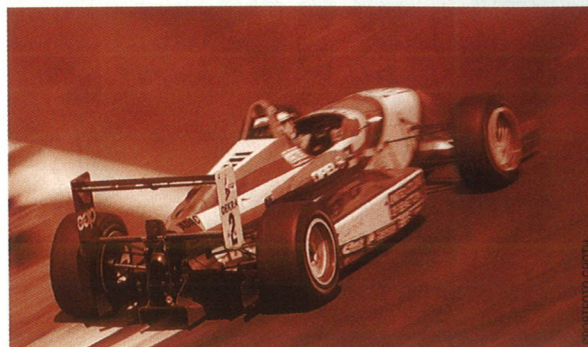
### The Jochen Neerpasch CV

- 1968-72 **Head Ford Motorsport, Cologne**
- 1972-80 **18 Oct '72 – founder and boss of BMW Motorsport GmbH**
- 1980 **Went to Talbot in Paris and was planning F1 project, but it was stillborn when Talbot gave up**
- 1981 **FIA delegate for the Sportscar World Championship**
- 1982-88 **Vice president for motorsport at IMG McCormack Management. Spent two years working in their London offices, then moved to Munich and founded a German branch. He also continued in his role as motorsport vice president for IMG Europe**
- 1988-92 **One of three men at the head of the Mercedes-Benz motorsport department. Also on the board of PP Sauber AG**
- 1992- **Freelance motorsport adviser for the Fritz Kaiser Group**

from a psychological point of view. They are given freedom when possible and discipline when it's needed. For example, in 1977, the first generation were given a one-race ban by Neerpasch after a very destructive race. Then, at the start of the '97 season, Alex Müller was given a stern warning when he transformed a track into a motorised bowling lane.

All the time, though, fairness is the key, because everyone involved is aiming to progress through team effort. This is demonstrated by the fact that all telemetry is available to each driver. Also, the schedule on race weekends isn't simply aimed at being superquick as soon as possible. In free practice, the team provide one set of tyres per car and the drivers carry out precise testing.

"Other teams just cannot stand it psychologically if they drop down the time sheets," Neerpasch says. "Then



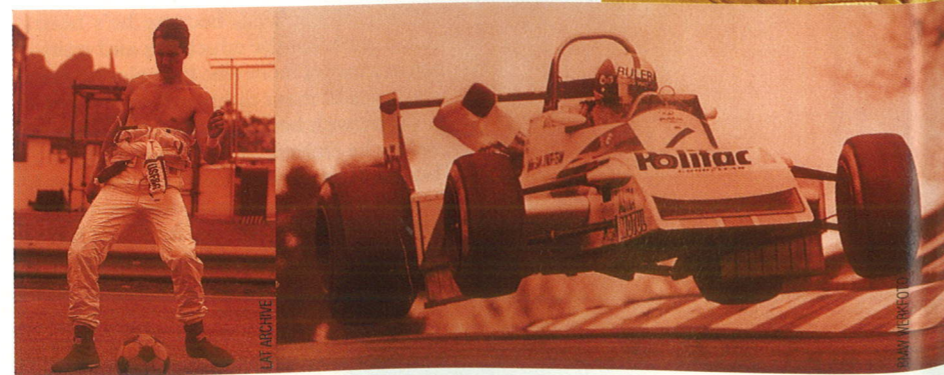
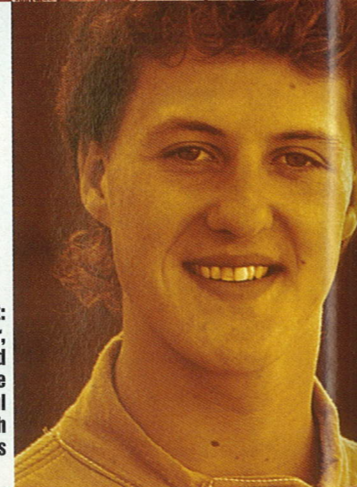
Left to right: Neerpasch's tips for the top – Schwager, Müller and Scheider. Expect three brilliant careers...

last year with the BSR team. His Opel-Dallara has been deliberately made to look like a scale model of a McLaren – a mini Silver Arrow – because Heidfeld is backed by Mercedes-Benz. However, he has to fight extremely hard within the team, because his team-mates are also serious opponents.

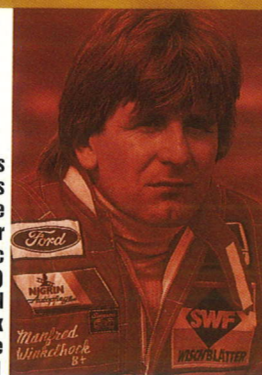
That's not to say the KMS drivers aren't opponents of one another – they are, but under conditions of strictly controlled equality. Furthermore, the team exert equal pressure on all of them. Thus, the team can clamp down on big egos as well as teach all three the same.

At the same time though, the three drivers have to be handled carefully,

Left to right: Schumacher, Frentzen and Wendlinger are all successful Neerpasch protégés



Neerpasch's first pupils were Eddie Cheever (far left), Marc Surer (left) and Manfred Winkelhock (right). All three reached F1



## "Schumacher was the analyst, Frentzen found everything easy but Wendlinger had to work a bit harder"

Jochen Neerpasch

they go for a new set of tyres and they are seven tenths or so quicker. It makes them feel good. But in free practice, it doesn't matter how quick our drivers are. The comparison between them is more important."

Each driver has a different area to focus on – whether that is engine, aerodynamics, or set-up. Whereas Heidfeld tests on his own and can hardly compare himself with his team-mates, KMS juniors Timo, Alex and Dominik save time by working with each other.

The experiment is obviously working because the first results came much sooner than expected. Before KMS, both Scheider and Müller drove in the novices' series, Formula Renault, and only Schwager had any worthwhile F3 experience. Even so, the team ended up fighting for the title – something that Neerpasch now reckons was probably not a good thing.

"We actually didn't want this success so early," he admits. "In the first year, they were only supposed to learn how the car works, and only in the second year would they fight for the title." It was as if some of the team were relieved when Scheider finally lost the championship...

Naturally, the trio's training continues during the winter, but with a totally new direction on learning. Remember that since their entry into F3, racing has been their lives: they are

futures. The problem, perhaps surprisingly, is Benetton.

It's no coincidence that the team's blue single-seaters look like Benetton's F1 cars, because Benetton are a major sponsor. Or rather, they were.

A Formula 3 season costs between £350,000 and £450,000 per car, and in 1997 Benetton paid about half of that figure. The 'contradict' dictated that, at the end of 1998, Benetton would have had an option on each of Neerpasch's three young stars without being allowed to just use them as test drivers. However, the deal was not renewed.

Again, a comparison with Heidfeld seems logical. The 20-year-old had a lot on his plate this year – the Monaco F3 race, the test drives in McLaren's 1998 F1 car, and several appearances at F1 weekends. These were all part of his commitment to Mercedes-Benz, but critics reckoned all this put too much pressure on the introverted youngster. When his form dipped in the middle of the season and his championship hopes faded, they had a field day. It was only when he managed to take the title in the last few races that they were silenced.

For 1998, McLaren are preparing an F3000 car for Heidfeld, and it certainly seems that the youngster's long-term future is tied to the Stuttgart marque, whether that be in F1, CART or GT.

It's a very different story for the KMS



totally unfamiliar with 'normal' working life. Fortunately, Opel, TV channel RTL and the German weekly *AutoBild* are the team's major sponsors, so Scheider, Müller and Schwager are able to gain experience with the editorial and commercial departments of these companies. It keeps them human.

A perfect scenario then? Well, almost. The 1997 season was a virtual paradise for our trio; now, however, it seems that there could well be a few dark clouds hanging over their apparently bright

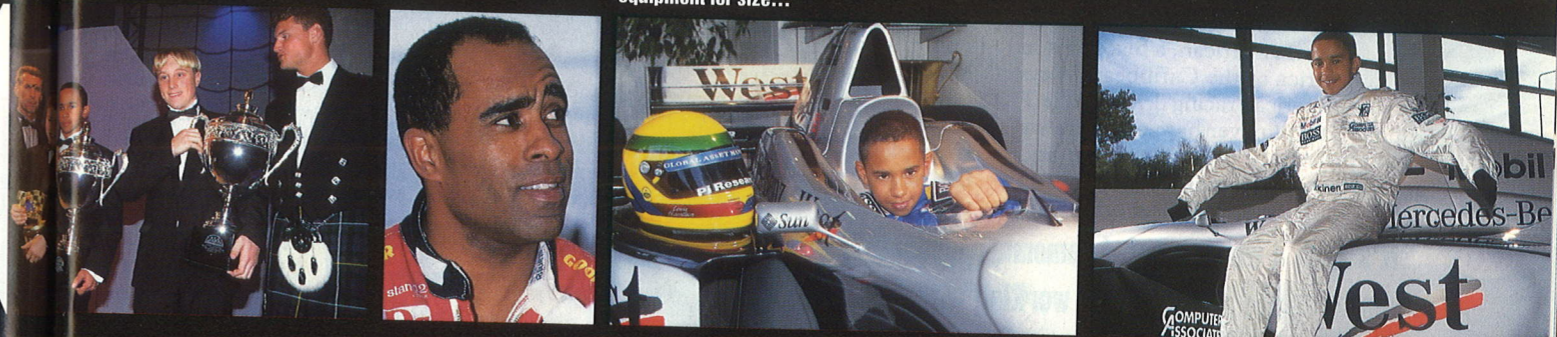
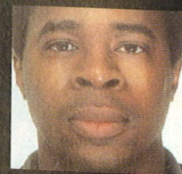
boys. Without the support of Benetton, they have been suddenly dumped out in the cold. Again, Neerpasch has had a crisis to sort out – as in 1991.

A solution of sorts was eventually found; his three protégés will drive in F3000 next year, with a BMW link-up in the pipeline. Last year, BMW announced their F1 return with Williams in 2000; if all goes to plan, one or two of Neerpasch's men could be driving for Frank against Heidfeld in the silver machine.

Another Neerpasch success story. **1**

# WHY ARE THERE NO BLACK FORMULA 1 DRIVERS?

There are black megastars in almost every sport you'd care to name, but F1 remains whiter than white. Tony Thompson (right) finds out why...



Far left: Hamilton is racking up the prizes already. Left: Willie T Ribbs, a bitter man. Right and far right: trying out McLaren's equipment for size...

Lewis Hamilton appears to have the world at his feet. Millions of 12-year-olds want to be professional racing drivers, but Lewis is better placed than most to make his dream come true. He didn't need to compete in the final round of the Super One British Junior Yamaha Kart Championships last October – with two wins, two second places and one third, he was already unbeatable. A month earlier, he had sewn up the seven-round McLaren-Mercedes Champion of the Future series in similar style, with three wins and three second places.

This is no flash in the pan either. At 10, Lewis was the youngest driver ever to win the British Junior Cadet Kart Championship and the first to hold the Champions of the Future title, the Sky TV Masters title and the UK Five Nations Northern Ireland Championship simultaneously. Little wonder he has admirers in high places.

"I've seen him race many times and there's no doubt he's a remarkable talent," says David Jensen, Capital Radio DJ and presenter of the ITV Champions of the Future series. "His skills are what make him stand out. He's not just fast, he

understands the science of the sport and is patient. There have been times when something has happened in the qualifiers to put him at the back of the grid and I've seen him patiently move up from 14th place to win the race. He's a thinking driver and the fact that he is articulate and good-looking makes him an absolute marketing dream. If I had to put money on somebody to make it all the way, it would be him."

Lewis is making particularly good progress as far as his goal – racing in Formula 1 – is concerned. David Coulthard and Johnny Herbert were both national champion karters, while Michael Schumacher was European champion and came second in the world championships. But Lewis is far more successful than any of them were at the same age.

Everyone agrees that only two things could stand in Lewis's way: one, a lack of money, and two, the fact that he is black.

With the exception of swimming, F1 remains the only major international sport devoid of a black presence. Calvin Peete, Vijay Singh and more recently Tiger Woods have all succeeded in the white-dominated, class-conscious world of golf, while Yannick Noah and Malivai ▶

# WHY ARE THERE NO BLACK FORMULA 1 DRIVERS?

Washington have followed in the footsteps of the late Arthur Ashe to succeed in tennis. As far as football, boxing and athletics are concerned, there are more black faces than can easily be counted.

Anthropologists can talk at length about genetic factors that prevent blacks from becoming world-class swimmers, but no such physical barrier exists in motor racing – leading to accusations of racism.

"I don't expect Formula 1 ever to have a driver of African descent, whether he be an African-American, a black Briton or from Africa or the Caribbean," says African-American racing driver Willie T Ribbs. "It will never happen. Here we are approaching the millennium and across the world, motor racing still looks like it did in the 1930s. The drivers are

**"It's such a white sport. I remember competing with a \$75,000 budget when the other drivers were working with \$2 million"**

WILLIE T RIBBS

white, the officials are white, all the crowds are white too."

Ribbs' bitterness comes from personal experience. Twelve years ago, just as Lewis Hamilton was taking in his first tentative breaths, Ribbs had moved to England to pursue his own F1 dream. Then, having won the Star of Tomorrow Formula Ford series, no-one doubted his talent and no-one was surprised when he went on to win a test drive for Brabham, which was owned by one Bernie Ecclestone at the time.

Like Hamilton, Ribbs was young and good-looking, but commercial sponsors failed to take an interest and Ribbs was forced to return to America. He moved into Indycars, and in 1991 he became the first black man to qualify for the Indy 500.

"The corporations simply don't want to risk millions of dollars on a black man trying to make it in such a white sport," says Ribbs. "It takes a lot of money to begin in this business, even at the lowest level, but the difficulty of attracting sponsorship means that black

drivers have to get by on raw talent alone. I remember competing with a budget of \$75,000 when all the other drivers were working with \$2 million. That's something other drivers don't have to face. They can be nurtured."

Can it really be that simple? Are there dozens of potential black world champions out there who are simply being denied the opportunity to compete?

Not as far as FIA president Max Mosley is concerned. In his mind there is no question of racism in the sport and the reason there is no black driver in F1 is simple. "None has yet emerged with the necessary talent. This is because there are relatively few black drivers at

any level in motorsport. The number of F1 drivers coming from any group is a function of the number of young people in that group who take up motorsport.

"They [young black kids] are introduced to soccer, cricket, boxing et cetera at school or in youth clubs, but most have no contact with motorsport when young. I think the same applies to golf. If karting were to become fashionable among young black people, I have no doubt at all that we would soon see some outstanding black drivers."


But what frustrates all talented drivers, regardless of their colour, is the fact that it is still possible to 'buy' your way into F1 – as evidenced by the number of sub-standard drivers, who persistently fail to move beyond positions at the tail of the field. All drivers find it hard to attract sponsors, but black drivers seem to encounter more problems than most in this area.

Ribbs' experience was mirrored by that of London-born Jason Watt, who lives in Copenhagen and drives F3000 for the Super Nova team. He arrived in Britain (having beaten Michael Schumacher in his karting days) in 1993 and plunged every-

thing he had – car, possessions, savings – into buying a drive in the three-round Formula Vauxhall Winter series. He took the title and later won the Formula Opel Euroseries, leading from start to finish. Watt initially hoped that being black would work to his advantage, but he moved into F3000 after failing to secure sufficient sponsorship to take up an offer from the West Surrey Racing Formula 3 team, where Ayrton Senna cut his teeth.

Even Lewis Hamilton is struggling to find the £48,000 he needs for his racing this year, although an offer of help from black superstar athlete Carl Lewis could secure his future.

But, as Tiger Woods has shown, black talent can be lucrative for all those involved. Master businessman Bernie Ecclestone, never one to miss out on a good marketing opportunity, has privately said that all F1 needs is a black driver to give it total global appeal. The team owners agree that it would be a unique selling point. Few were prepared to talk on the record about the subject, but one confided: "The problem is, if you put some black driver into a F1 car who isn't ready and isn't experienced enough, just for the sake of a marketing exercise, and then he gets himself killed, you have to live with that on your conscience, plus you will then have spoiled things for any other up-and-coming black drivers in the future."

One thing is certain, F1's first black star will have to be absolutely outstanding on the track, while completely charming off it. He must never put a foot wrong, especially in the eyes of journalists and television reporters. Could Lewis Hamilton fit the bill? Watch this space. 

ALLSPORT

Clockwise from top left: Martin Offiah, Brian Lara, Tiger Woods, Michael Jordan, Linford Christie. Superstars all – but why no black Schumachers?

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Red Bull Sauber Petronas has very high expectations of the 1998 FIA Formula 1 World Championship season, and to reflect this Peter Sauber has stepped up to take more personal control of the team's campaign.

"With respect to these expectations I consider it necessary to resume responsibility in a more direct way," he says.

The restructuring of the team's management sees Leo Ressa in his role as Technical Director and Chief Designer. Max Welti, who was Red Bull Sauber Petronas's team director since the middle of the 1995 season, has left.

Welti and Peter Sauber formed a strong friendship during these years, when



Ressa and Sauber: the guiding force

Max formerly ran the team's successful World Sportscar Championship programme in the late '80s and early '90s, and the parting has been difficult.

"It certainly has not been easy for me," says Peter Sauber. "For many years we have been working together in a relationship marked by success and friendship. With his great experience and everlasting commitment, Max has achieved a lot for our team, for which I would like to express my deepest gratitude."

Johnny, Jean and the interim C16 at Barcelona

# Aiming high for 1998



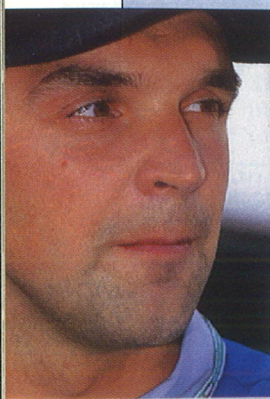
## Muller joins as new test driver

Jorg Muller is absolutely delighted with his new role as Red Bull Sauber Petronas's new test driver.

The 28 year-old German won the 1996 International F3000 Championship in dramatic style, and impressed on the occasions when he was called up for duties as test driver with Arrows in 1997. In December last year he was able to test for Red Bull Sauber Petronas courtesy of Arrows, and impressed the team with his polish, commitment and attitude. Team driver Johnny Herbert was impressed: "Jorg looked very good. He only did a couple of hours' running on slicks in a '97-spec C16, but

he managed a reasonable time. I think he did a fine job and what was really nice is that when he got out of the car he didn't immediately lapse into criticism of it, like many drivers would. He just had this big beam on his face and said: "That was really brilliant!" It made a really nice change to see such a normal reaction!"

Jorg replaces Norberto Fontana, who stood in last year when Gianni Morbidelli was unable to compete through injury. He will help regular drivers Herbert and Jean Alesi to develop the C17 throughout the 1998 season.



## Johnny buoyed by tests...

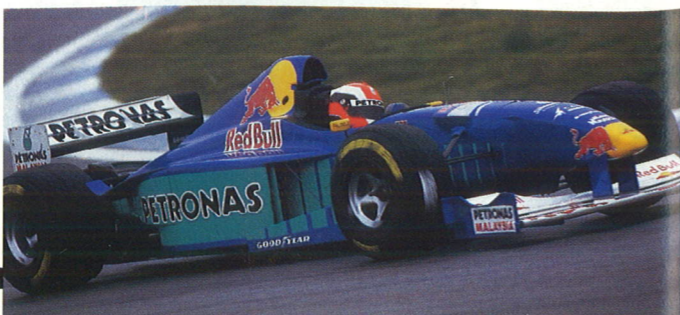
Johnny Herbert ended 1997 very pleased with testing of the interim '98-spec C16 at Barcelona just before Christmas, and believes that Red Bull Sauber Petronas has a strong season in prospect.

"Everything went very well. The car still had the same slidy feel that it had when I last tested it at Silverstone, but we tried a lot of new aerodynamics, mainly floors and wings. Braking was less of a problem than I thought it would be; in fact it was fairly close to normal,

which was a surprise. But at high speed the car just slides around more in the corners, and that's where you lose your time.

"We also discovered that the tyres wear out quickly. It doesn't take long before the main groove is gone. The FIA has said that it isn't going to measure that; it will only intervene if the tyres are seen to be better when they have been worn down to a slick again, and if that should happen they are threatening to add another groove. What

Barcelona testing of the groove-tyred interim car went very well



Jean Alesi's pre-Christmas test was spoilt by bad weather

was very good for us is that we were asked to do some official testing for Goodyear, and I think that may work very well in our favour because the tyre that suited our car best is the one that Goodyear has decided will form the basis of its initial construction for 1998. We were very little slower than Jacques Villeneuve - 1m 23.96s for the best treaded tyre time, compared to my 1m 24.13s. That was highly encouraging."

Meanwhile, Jean Alesi's first outing, shortly afterwards, was spoiled by poor weather.

## ... and by victory

Johnny finished 1997 with a race victory, but since it came in the Johnny Herbert Karting Challenge, run at The Raceway, Kings Cross in London, perhaps that shouldn't be a surprise.

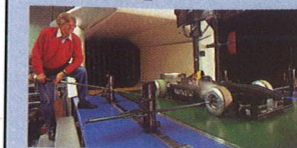
The event is held annually in aid of SPARKS, Sport Aiding Medical Research for Kids. Johnny loves karting, which gave him his start in motorsport, and the event is a means by which members of his fan club can compete wheel-to-wheel with their hero, not to mention various celebrities who also turn out. The latest event raised more than £20,000 for SPARKS.

"It's great fun, and everybody has a laugh," Johnny says, but there is a serious side, too. "It's a good way to give something back to the sport. Karting is where I started, at Buckmore Park in Kent, and I owe a lot to the sport. Things like this are an important way in which sport can help to



Johnny in fine form at SPARKS charity karting day

## Sauber Snippets



● The new Red Bull Sauber Petronas C17 is being unveiled at Schonbrunn Castle in Vienna on January 21. The new contender has a different look, thanks to a new alliance with Ital Design which has refreshed the livery. Full story next month!

● To reflect the partnership with Red Bull, PP Sauber AG has changed its name to Red Bull Sauber AG.

● Andy Tilley, former Lotus, Benetton and Jordan race engineer, has joined the team to co-ordinate trackside race engineering on both cars.



● Not content with winning his own charity kart race (see left) Johnny Herbert was in action again before Christmas in the Elf Masters kart races at Bercy, near Paris (above). He finished seventh on the Saturday and third on Sunday.

● Tim Preston, Heinz-Harald Frentzen's race engineer at Williams in 1997, has joined Red Bull Sauber Petronas to head up the test team.

● Don't forget, your passport to the inside line at Red Bull Sauber Petronas is the internet website on <http://www.redbull-sauber.ch>

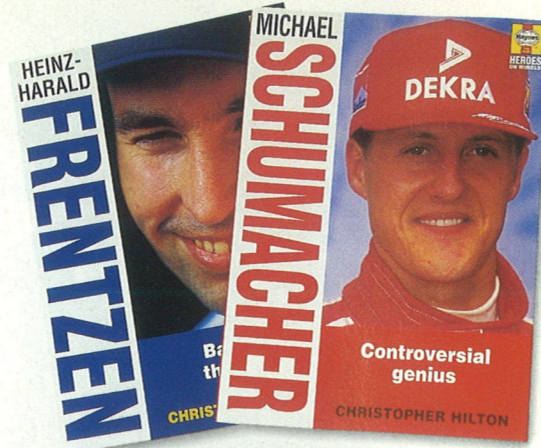
## Books, books, books

Well, if it's reviews of the year you want, look no further – we have them by the bucketload



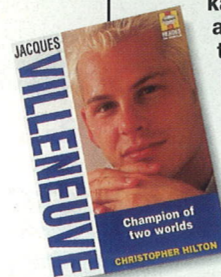
### Looking back

Grand Prix Year '97, by Rob Aherne and Simon Arron, starts off with a foreword by the great man himself, Murray Walker, and then goes into the season's events in some depth. Events behind the scenes are also covered well, with a range of team items, race incidents and driver interviews. Nip round to your local good bookstore with just £12.99 in your paw to get your copy.



### This is your life...

Christopher Hilton's life stories of Villeneuve, Frentzen and Schumacher have been updated to include last year's season finale at Jerez. Each book relates the story of the driver's career in exceptional detail, all the way from their first tentative laps in karts. Containing numerous anecdotes from the drivers themselves and many of the people who have worked with them throughout their motorsport careers, these books provide a real insight into their lives. Available for just £12.99 from Haynes Publishing: ring 01963 440635.



### Keep your F1 year on track

These diaries by Starting Blocks are perfect for the Formula 1 fan with a busy schedule. Plenty of room to note all your commitments, while also providing stunning pictures and F1 information as well other facts, figures and conversions. Ring 01304 214494 to order yours. You may prefer to win one of 10 we have to give away to whoever can best complete the following sentence in less than 15 words. *I'd love an F1 Diary because...* Send entries to: F1 Racing diaries, 38-42 Hampton Road, Teddington, Middlesex, TW11 0JE



### Relive the passion of '97

Formula 1 Passion 97-98: This version of the 1997 F1 world championship has been skillfully written by Arnaud Chambert-Protat and dramatically photographed by Dominique Leroy, both experts in their fields. It covers the season in detail, both in front of and behind the cameras, but this year Jean Alesi has written the preface and Eddie Jordan has given a review of the year from his viewpoint. Contact MPI Books, Postbus 469, 1180 AL, Amstelveen, Netherlands



A lasting moment of the 1997 FIA Formula One World Championship won by Jacques Villeneuve driving the Williams Renault. These high quality posters were specially created, promoting each Grand Prix in the World Championship, by the internationally acclaimed motoring artist Dexter Brown and capture the excitement and glamour of this years close run contest. This is a unique Formula One investment for the future. The posters are supplied in a special presentation box which will keep them in perfect condition for years to come.

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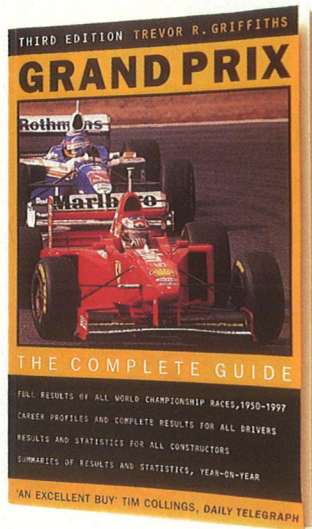
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## 10 years of Senna skill

This set of high quality posters charting the career of Ayrton Senna are perfect material for any fan's wall. The set of 24 images (which come sized 59cm x 42cm) have been taken over 10 years by three Japanese photographers, Joe Honda, Norio Koike and Kazuko Izumida, and follow the Brazilian's F1 career from his early days with Toleman in 1984 right up to his second last race - the Pacific Grand Prix at Aida in 1994. Profits will go

to the Senna Foundation. To order a set, contact Racing Club International at 2-11-12-401 Sanno, Ota-Ku Tokyo 143, Japan or call 0081 3-5709 1152.



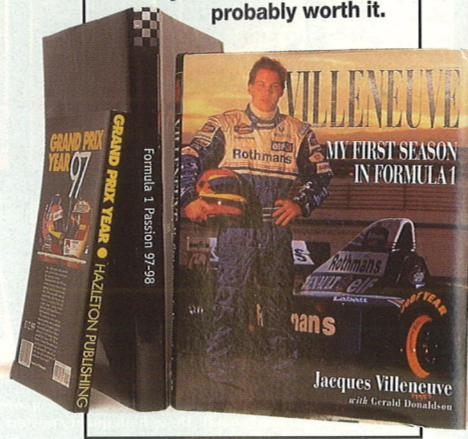
## Facts n' figures

Trevor Griffiths has really done his homework with Grand Prix: The Complete Guide. It'll be

£18.99 well spent, because every race and championship from 1950 right up to the end of the 1997 season has been covered, showing location, laps done, points scored and reasons for retirements. Moving on from that, the second section of the book covers the careers of every driver and every constructor to have taken part in the F1 championships. The final section of the book lists the winning driver and car of every Formula 1 race. To be found in good bookshops.

## Jacques is booked up

Hang on, I've seen this before, you're thinking. Okay, you're not wrong, but these books, which are published by Harper Collins, are different. Why? Well, they've been signed by the world champion himself. So if you want a rare piece of Villeneuve memorabilia, get in touch with F1MO on 0958 413623 to place your order or send a cheque to F1MO, Broadway House, Broadway, Maidenhead, Berkshire, SL6 1NJ. Autographs of champions don't come cheap and this version of the book will cost you £55. We think it's probably worth it.



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## Get ready to put the boot in...

Ever watched the F1 action on TV and thought, "What I'd give to be in their shoes." Well, now you can be - literally - thanks to this selection of Williams footwear as worn by genuine team members.

The available range includes plimsols, trainers and deck shoes, with prices between £19.99 and £39.99.

Believe it or not, the training shoes, which are exactly the same as the ones the team wear in the pitlane, are extremely advanced. The team's shoes are designed for comfort, grip and durability. The upper is designed to let the foot breathe, then the shoes have a Polyurethane midsole for added comfort. Moving down to the sole, it's made of non-marking rubber and has tension release curves to aid flexibility. And then there's the real showpiece: ASS (Active Suspension System). This is designed to cushion the wearer from road shocks for added comfort.

So, if you want to start your 1998 season off on the right foot, just pick up the telephone and call Team Sports on 01933 680880.



MARTYN ELFORD/LAT

## Graphic improvement

Add that extra touch of realism to your trips round the racing circuits of the world on your Sony PlayStation with this steering wheel and pedal set from Gamester. The difference this wheel and pedal set makes to a driving game is quite remarkable. Once you get used to its characteristics, it makes cornering and threading through traffic much easier. If you get things wrong, catching an unplanned slide is made all the easier. Another advantage is that you can try out left-foot braking. The only slight problem I found was the connection between the wheel and pedal box kept coming undone – but sticky tape fixed it. The set is available from all good PlayStation stockists, just £79.95.



## Keep yourselves in the shade this year

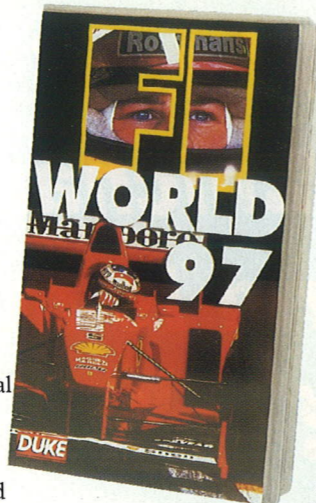
The F1 circus travels to some of the sunniest corners of the world, right? So, what's the one obligatory piece of kit that everyone has to be seen in around the pits and paddock then? A team shirt? Nope. A short skirt. Not everyone! No, the absolutely essential thing to be seen in is a pair of the coolest shades that you can lay your hands on. There is no self-respecting driver or team owner who will be seen outside the motorhome without a pair of top sunglasses adorning their visage.

Thus here we have a selection of six that no sun-seeking Formula 1 fan should be seen at the racing circuits of the world without.

All of these shades are available from the Sunglass Hut International. Call them on 0181 405 4000 for details of your nearest stockist.



Some of the coolest shades are (from top): Revo at £175, Ray-Ban at £79, Police at £100; while below we have (from left) Oakley at £106, Vuarnet at £70, Killer Loop at £75



## F1 World

F1 World '97 video: Duke went behind the scenes at Williams, McLaren, Benetton, Ferrari and Jordan over the course of last year to find out all the things that go into a Formula 1 team's success. Viewers see a demonstration of the Williams-Renaults by Villeneuve and Frentzen; are reminded of Mercedes' and McLaren's heritage in racing, and are shown exactly how Benetton's sponsorship requirements affect them. If that is not enough, you then travel through Rome during Ferrari's 50th anniversary celebrations; and are given a unique insight into the preparation of the Jordan wind tunnel. The champion also expresses his views on this year's cars, which should please Max... Duke will be more than happy to help you part with £12.99 for one of these superb value videos. Call them on 01624 623634.



## Stormin'

Stirling Stuff video: Follow Moss's racing return to the streets of Monaco in this exciting video produced by World Action Sports Productions and Classic and Sports Car magazine. The video also provides viewers with a chance to see footage from Moss's early career, as well as some slightly more up-to-date interviews with ITV's Simon Taylor and Johnny Herbert. This quality video is just £14.99 plus post and packing, so call the credit card hotline on 0181 943 5878 or send a cheque to C&S Productions, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE

MARTYN LEFORD/JAT

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# MICHAEL SCHUMACHER'S 1:12 FERRARI F310

At last the mighty 1:12 scale Ferrari 310 of Michael Schumacher, some 15" in length, is nearly here.

Neither Michael Schumacher nor his Ferrari need any introduction from us. In 1996, Michael took this car to an amazing third place in the Championship, with a number of victories which merely confirmed his position as the world's best racing driver.

### A MASTERPIECE

This replica, the last Ferrari in the



traditional red colour, is a real monster of a model. Die cast in metal and weighing a substantial 1.2Kg, less than 800 will ever make it into the UK. Most of these have already been allocated to Grand Prix Legends. (The detail, we can confirm, is quite stunning, right down to the real working drivers' harness).

### AVAILABILITY

Other companies have been advertising this model for the last six months. It is our policy, however, not to advertise a product until we know its arrival is imminent. The car is now expected at the end of January. (Our latest information is that an Irvine car may not be produced, so beware those who suggest otherwise.)

### AN AMAZING OFFER

Some of our competitors have been offering this car for £99.99 plus P&P of £7.50. We will not be beaten on price, which is why we are pleased to be able to offer this car to UK customers for just £94.99 including P&P, together with a free 1:12 scale Schumacher helmet keyring worth a further £9.99.

### HOW TO ORDER

You can order by phone, fax or mail. Our Orderline is open from 9.00am to 8.00pm Monday to Friday and to 5.00pm at weekends. But hurry. We expect these cars to sell out very quickly indeed.



Please allow 28 days for delivery in the UK. From time to time we may allow other companies to send you details of products and services we believe may be of interest to you. Grand Prix Legends is a trading name of Lytleham Ltd. Reg no. 3016917. For standard terms and conditions call 0171 616 1900

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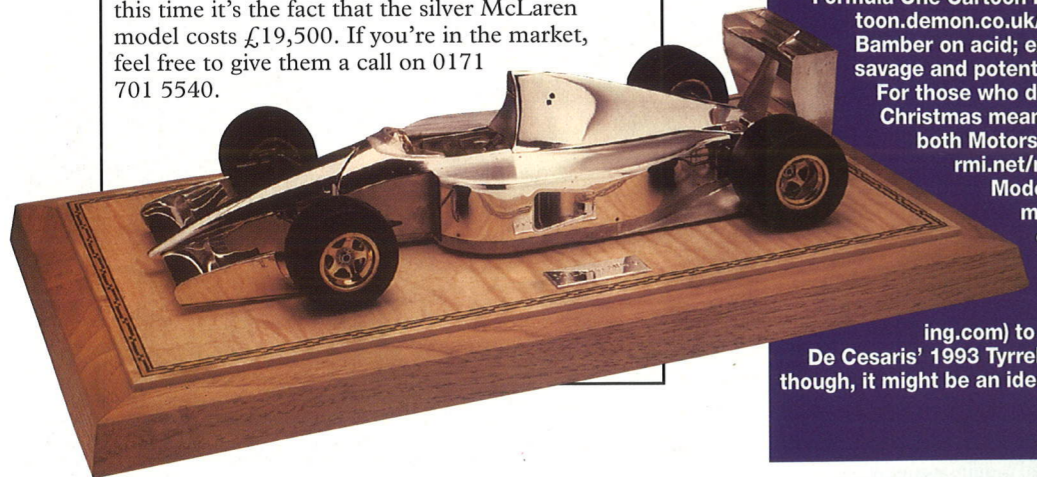
## Senna's McLaren: just £19,500 to you, sir

Richard Fox is well into heavy metal. In fact he's so deeply into heavy metal that he made a silver model of Nigel Mansell's Williams FW14B 18 months ago and has now moved on to a 1/12th scale model of Ayrton Senna's McLaren MP4/6.

Again, it's an incredibly detailed piece, which, at 400 mm long is no small chunk of tin. The car also comes mounted on a wooden plinth, with a silver plaque giving all the model's details.

Richard Fox Associates have also been the craftsmen responsible for the construction of the F1 World Drivers' Championship trophy as well as the World Rally Drivers' Championship trophy, so the quality of workmanship put into the pieces they create is unquestionable.

There's always one drawback, though, and this time it's the fact that the silver McLaren model costs £19,500. If you're in the market, feel free to give them a call on 0171 701 5540.



Netscape; Online by Andy Stout

## Looking to the future

Winter is the time of year where the Net rings to the curses of those grappling with the intricacies of HTML, the lunacies of Java and the misbegotten horrors that are frames. It's close-season redesign time basically, but it's also the best period to launch your embryonic new site tentatively into the choppy waters of the cybersea. Formula One Update (<http://www.xoom.com/formula1/>) is such a launch. It's a magazine format, news-heavy site that has a fair number of interesting new features in development. ETA is March but it's well worth popping in before then to see how they're doing.

Elsewhere in the news universe, the F1 Test Site (<http://www.rtc-carlow.ie/student/downeys/f1test.html>) unsurprisingly has some of the best information on the winter testing sessions. Simultaneously, Proxis F1 has moved and revamped itself to become Speedwire (<http://www.marquesofdistinction.com/speedwire>) and Barry Kampstra's bilingual Dutch and English Jaques Villeneuve Fan Page (<http://huizen.dds.nl/~brk/jv.htm>) keeps ridiculously on top of things as well as featuring lots of info on the diminutive one himself.

Less complimentary views of Villeneuve and virtually everyone else involved in F1 are located at Gurmit's Formula One Cartoon Page (<http://www.soft-toon.demon.co.uk/f1toons.htm>). This is Jim Bamber on acid; excellently drawn, gleefully savage and potentially highly libellous as well. For those who discovered that the spirit of Christmas meant a couple of pairs of socks, both Motorsport Miniatures (<http://www.rmi.net/motomini>) and Grand Prix Models (<http://www.grandprix-models.co.uk/>) will give some consolation. However, the truly ambitious will head off to BD Racing's collection of full size originals (<http://www.bdracing.com>) to snaffle the likes of Andrea De Cesaris' 1993 Tyrrell for 120K. Being Andrea's though, it might be an idea to check the bodywork. [andy@stout.demon.co.uk](mailto:andy@stout.demon.co.uk)  
Andy Stout

Eoin Young

## Memorable moments

This was truly history in the making.

Bruce McLaren was testing the Cooper-Oldsmobile at Goodwood in 1964 when the forward-hinged hatch to access the oil tank popped its Dzus fastener after a pitstop and Bruce noticed that the metal door was actually rising on its own while he was at speed on the straight, instead of being pressed shut in the airstream as it should have been.

On the way back to the pits McLaren reasoned that the air inside the nose was creating higher pressure than the air flowing over the nose, so he asked Tyler Alexander (seen here) to cut a broad hole in the battle-scarred nose of the car. The car's stability in fast corners improved immediately and McLaren's from that day on had a broad nose-vent to exit radiator air.

The car was originally a Zerex Special, which was built by Roger Penske from a wrecked Formula 1 Cooper with a four-cylinder 2.5-litre Coventry Climax engine, retaining



the central-seat with a token 'passenger' seat alongside.

Penske was so successful in US sports car racing that the 'cheater' car was eventually banned and then had to be rebuilt as a conventional two-seater.

One of the first projects for the fledgling McLaren team to undertake was to replace the Climax with an F85 aluminium-block Oldsmobile V8. Following that, the Zerex was then renamed a Cooper-Oldsmobile rather than a McLaren-Olds in deference to McLaren's Formula 1 contract with Cooper.

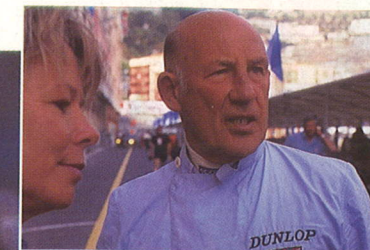
This photo was taken by Wally Willmott, Bruce McLaren's New Zealand mechanic. Willmott worked with Alexander on all the early McLaren projects.

Things, as always, have moved on, and Willmott now runs a boat business at Lake MacQuarrie situated to the north of Sydney. Meanwhile, Alexander is still with McLaren, doing advanced project work with the team.

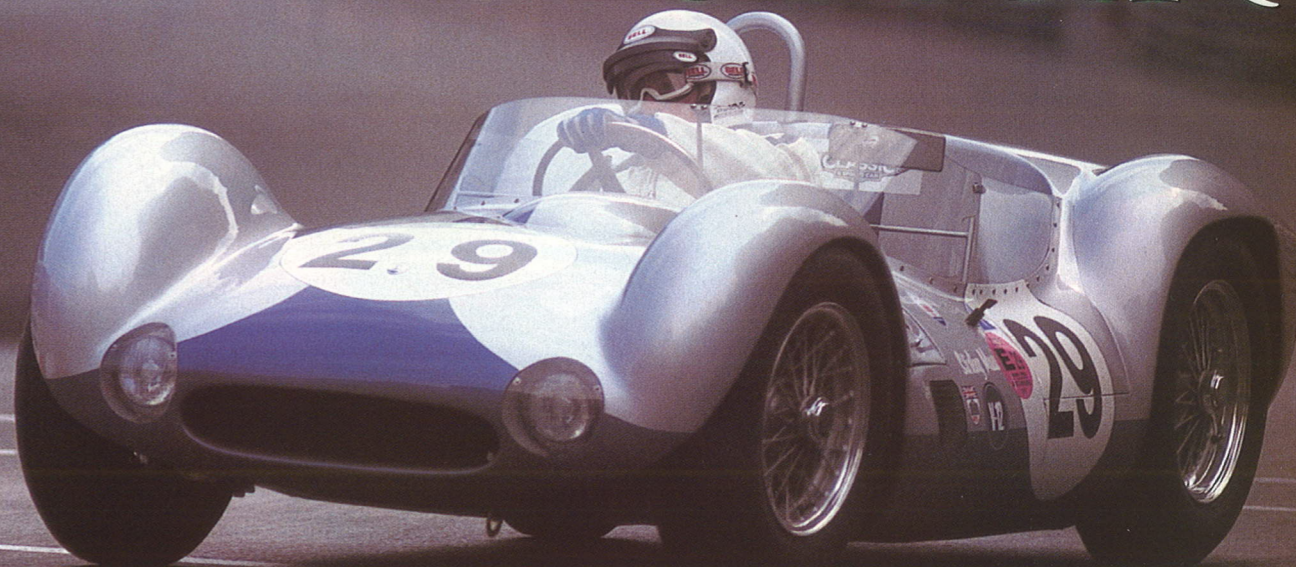
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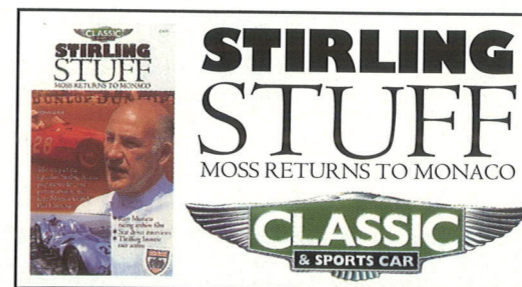
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This must-see video follows racing legend Stirling Moss back to Monaco – scene of three of his greatest GP triumphs – for the '97 Monaco Grand Prix Historique. Through preparation, testing and racing, motor sport fans will cherish every second.

Unbeatable value at just £14.99 + p&p

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# The 1997 McLaren MP4/12s of Coulthard & Hakkinen



From the moment McLaren revealed its '97 cars at Alexandra Palace in the company of the Spice Girls and Jamiroquai, it was clear that the Formula One world was witnessing a revitalised McLaren team.

In partnership with new engine supplier, Mercedes, and sponsor, West, this year's stunning new silver colour scheme was unveiled.

On the track, McLaren showed its promise early on as David Coulthard chalked up the team's first victory since the departure of Ayrton Senna, at Adelaide.

For a large part of the season, the team seemed to be dogged by misfortune and a chassis that at times appeared unwieldy.

But towards the end of the season, the package appeared to be sorted with McLaren drivers being on the podium on five occasions in the last eight races.

The final race at Jerez sent out a clear message. McLaren is back. Watch out in 1998!

## THE McLARENS IN 1:18

We may be biased but in our opinion the 1:18 scale McLarens from Minichamps are the most dramatic and stunning cars from the entire grid.

Die-cast in metal with plastic and rubber fittings, the cars are some 10" in length and are accurate replicas of the original cars in every detail.

The McLaren colour scheme is perhaps the most subtle of all and the paintwork has been particularly difficult to replicate. The final result, however, is beautiful.

## AVAILABILITY FROM GRAND PRIX LEGENDS

Not originally scheduled to arrive in the UK until late January, the Hakkinen McLaren is already in the country. David Coulthard's car arrives the first week of 1998 and as you would expect, Grand Prix Legends will receive the very first supplies.

## HOW TO ORDER YOUR McLAREN MP4/12

The price of the McLaren MP4/12 is just £36.99 including postage and packing in the U.K.. When it does arrive in the shops you will find it no cheaper.

And of course, you have the benefit of our 30 days money back guarantee. \*

To order your car you can phone our Orderline on 0171 616 1900 between 9.00am and 8.00pm Monday to Friday or between 9.00am and 5.00pm at weekends.

Or you can send in the coupon below or fax it to us on 0171 727 8054.

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But if you want to be one of the few to receive this replica for Christmas, order now.



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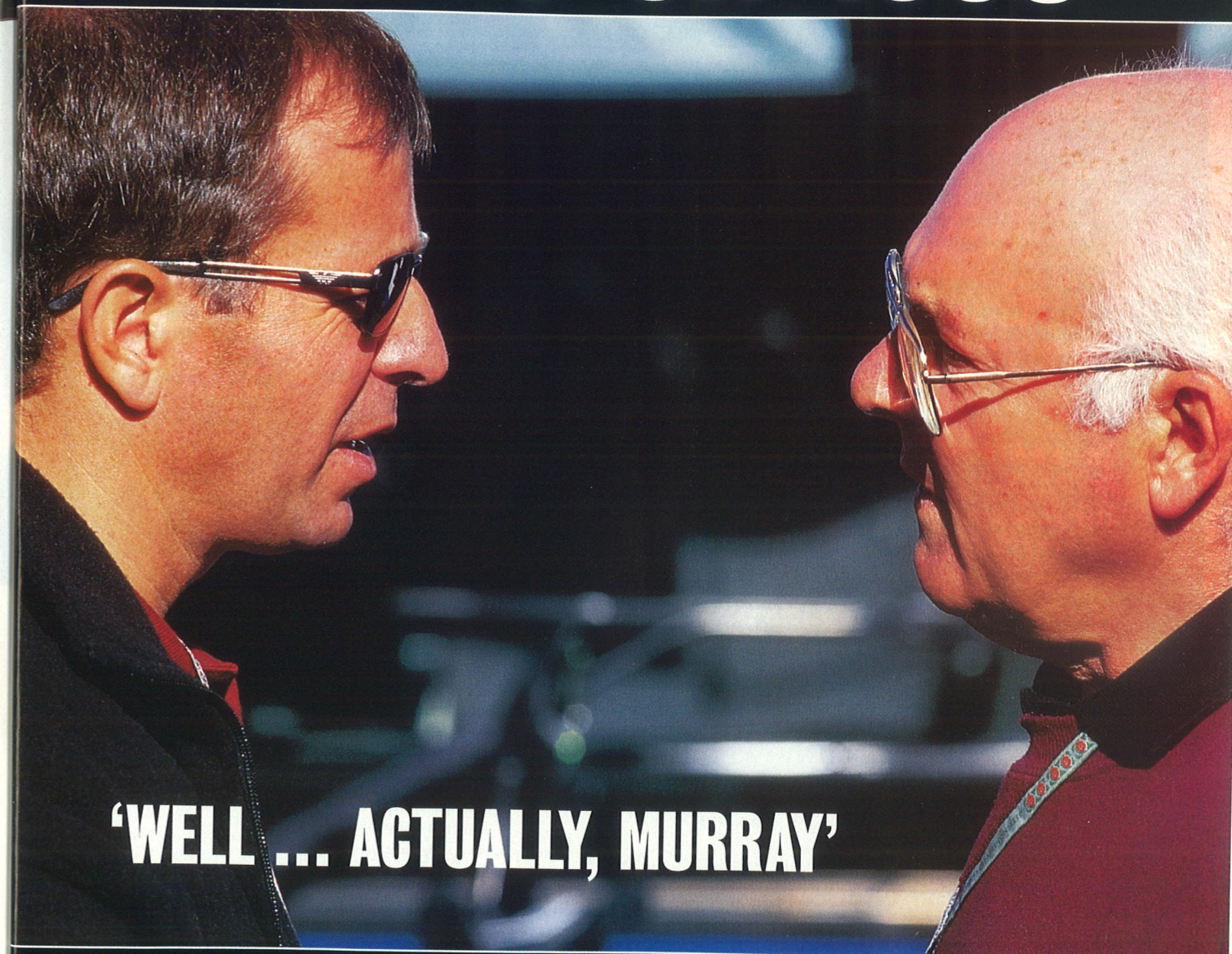
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MONTH**

# EXCLUSIVE: ITV'S EXPERTS ON 1998



**'WELL ... ACTUALLY, MURRAY'**

**PLUS**

**BRINGING 'RED FIVE' ALIVE**

If you enjoyed Part One of Peter Windsor's Nigel Mansell story (and we're quite sure you did), don't miss Part Two next month

**NEXT ISSUE ON SALE  
20 FEBRUARY**

## Dear Jean,

I realise, Monsieur Todt, that the role of Ferrari sporting director can't always be a barrel full of laughs, but I was impressed by your confidence when you stated that Maranello have to win the title in 1998. And that nothing else would do.

I think the term on this side of the channel is shit or bust, but I'm not quite certain how that translates into the lingo of the Via Emilia.

Now that the time has come to put Michael's bit of Jerez road rage behind us, I just wonder whether you can really pull it off in 1998. Make no mistake, there are still plenty of my pals rooting very strongly for the Prancing Horse, although they fear that you may have steered yourself into a tactical cul-de-sac with no room for manoeuvre. Or, more to the point, escape.

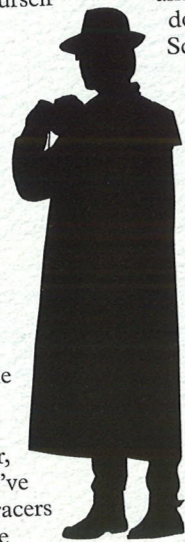
Ferrari bring a lot to the party, of course, although perhaps not quite as much as some of the Maranello mandarins would have us believe. But that world championship you've personally been working towards since 1993 is long overdue. From a historic viewpoint, it would be nice if you could get the job done. Otherwise, I suspect that your place in the executioner's tumbrel will already have been provisionally reserved.

Funny, isn't it, how Ferrari watchers are divided into two distinct categories? On the one hand, you've got the drooling Maranello-can-do-no-wrong brigade, all misty-eyed nostalgia and Prancing Horse coffee mugs. On the other, the cynics who just yawn and mutter that they've heard all the excuses before when Luca's red racers finish up stranded on the hard shoulder for the umpteenth time. Like most things in life, the truth is probably somewhere between the two extremes.

Ferrari's engineering is now pretty near the top of the F1 class. But why? Because you've got access to more resources than just about anybody else. I mean, if you go on throwing away championships like empty crisp packets for the next 10 years, nobody's going to shut up shop and put a 'for sale' sign on the door, are they?

That said, I remember one of your sponsors remarking back in 1988 that the whole place should have become a museum the moment the Commendatore passed on – frankly doubting whether the team would ever win again on a consistent basis. In reality, of course, despite the fact that Ferrari's record of 18 years without a drivers' world title looks decidedly grim as a bland fact, you did come within a hair's breadth of the title in both 1990 and '97.

You would also have to concede that it's painfully ironic that the men perceived as the best drivers in the world at their time were responsible for your title failings. Seven years ago it was Senna using his McLaren as a 140mph



billiard cue – with Prost's Ferrari the ball – and last October it was thanks to Michael's own goal.

What stumps me is whom you will recruit if Michael doesn't win in '98 and stomps off to the McLaren-Mercedes enclave. Racing with Eddie Irvine and Nicola Larini should give you plenty of time to watch the grass grow. But I doubt it will yield much in the way of podium places.

Ron Dennis once said that Ferrari are pretty good when it comes to winning next year's title. A waspish observation, perhaps, but one which is cruel, amusing, harsh and pertinent all at the same time. The real question remains, what will you do

for 1999 if you *don't* win that title at long, long last?

You can't buy any more top drivers. You've got the best already. You can't buy any more top designers. You're pretty strong on them already. And, without being seen to grovel, I don't suppose you can buy any more top sporting directors. Without making yourself redundant, of course.

If it all goes down the pan this year, perhaps the real answer would be for Fiat to buy another team. It's been done before. Well, almost. Back in 1955, Ferrari's Super Squalos couldn't get out of their own way, so when the

Lancia team went bust, the Italian Automobile Federation steered their exquisite D50s into Maranello.

These Lancias were probably the best grand prix cars of their era, but Enzo's lads spent the next two years messing them up to the point that they were

**Why don't you buy Williams – an instant turn-key operation with a proven pedigree?**

eventually as hopeless as the machines they replaced. We're always being told that F1 is really a Global Village, whatever that might be. Back in 1976 Walter Wolf bought Frank Williams's team. Since then Tom Walkinshaw has bought Arrows, and Ligier has transformed itself into Prost. Nobody worries about these things any longer.

So how about Ferrari buying Williams? Frank's operation might cost, say, £250 million – a snip compared with what you boys have spent over the past decade or so – and would give you an instant, turn-key winning F1 operation with a proven pedigree. Ferrari-Williams-BMW FW20 rolls off the tongue rather well, don't you think?

Hell – in their new Winfield livery, they'll be half red even before you take delivery. So pass the Prancing Horse stickers. And that spray gun.

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