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NIGEL MANSELL'S 2003 SEASON PREVIEW



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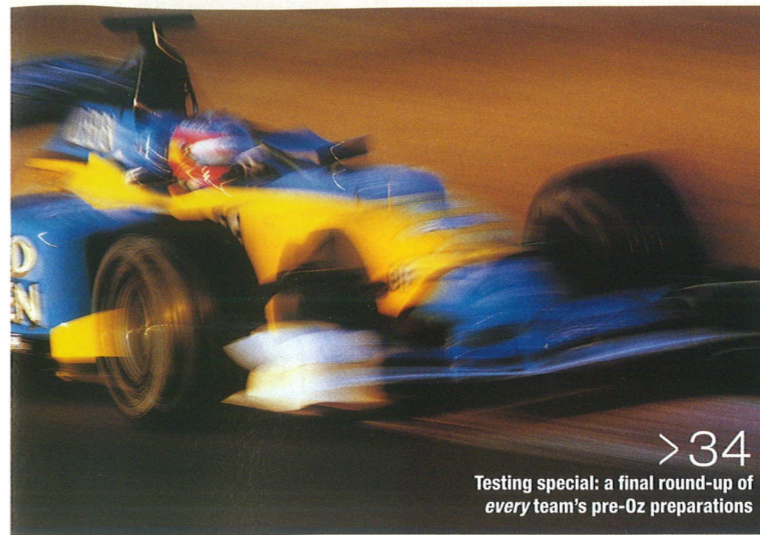
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The car which gave Michael Schumacher his F1 debut, lovingly photographed and detailed



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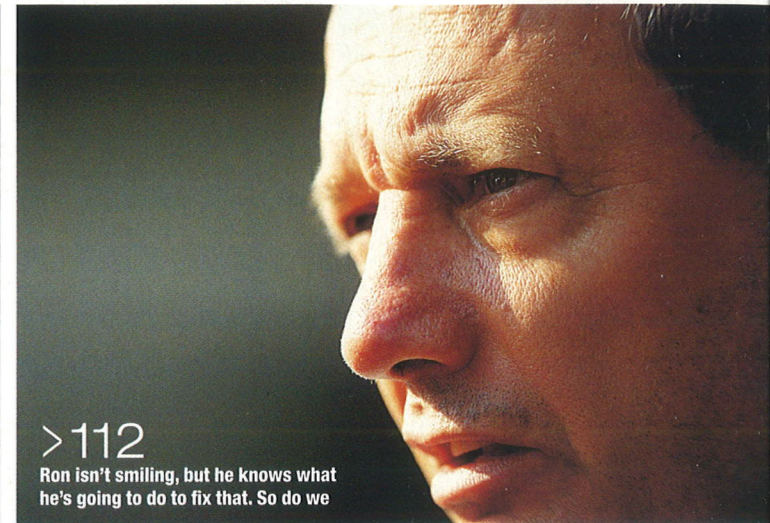
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Ron isn't smiling, but he knows what he's going to do to fix that. So do we



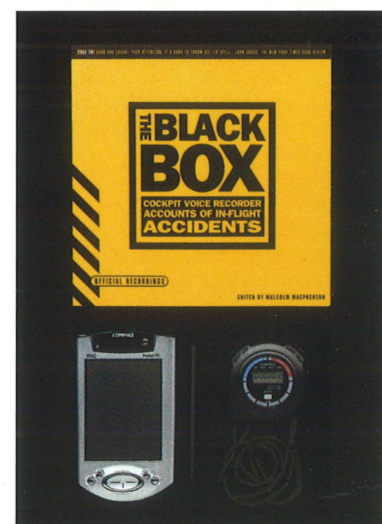
Nigel Mansell's 2003 season preview

'Our Nige' knows who's going to get it right... and who isn't. Exclusively for F1 Racing, the '92 champ peers into his crystal ball and makes predictions for the season ahead



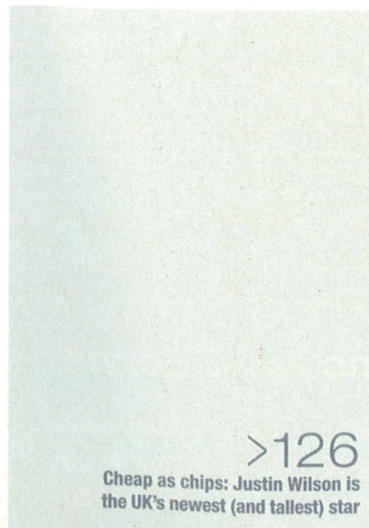
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'Our Nige' says 2003 will be fab!

New-look Formula 1 will be even better than before – this season could be a belter!



Matt welcomes Nige to F1 Racing

'MARKETING BODS INFORM ME THAT THESE WORDS WILL BE READ BY THREE MILLION FANS WORLDWIDE. HELLO, MUM!'

Was 2002 a good year for Formula 1? The conventional answer is 'no'; Michael Schumacher's domination of the sport made TV viewing a bit of a snore, while his and Rubens Barrichello's 'insider dealing' at the A1-Ring was described by one British tabloid as "the day F1 died". The 'after you, Claude' climax to the US Grand Prix was the straw that broke the camel's back, apparently.

It did nothing of the sort, of course, and neither did 'Austria-gate'. In fact, as Nigel Mansell explains in his penetrating analysis of the '03 prospects of all 20 drivers (pages 44-58), most F1 people – enthused by the prospect of one-lap qualifying, and broadly supportive of the FIA's (and others') moves to cut (and spread) costs – are looking forward to a truly excellent season of F1 racing...

... and a truly excellent season of F1 Racing, too. For, whatever the doom mongers and Jeremiahs (as Murray Walker used to call them) say about the alleged waning global popularity of F1,

F1 Racing is still firing on all 10 cylinders, thank you very much! We are, as regular readers will not need reminding, the world's best-selling F1 magazine by an order of magnitude; every month, 850,000 issues are sold, in 92 countries, in 22 editions, in 18 languages; since some of you are kind enough to allow your magazines to be read by friends and/or family before you consign them to their binders, our marketing bods inform me that these words will be read by three million F1 fans worldwide. Hello, mum!

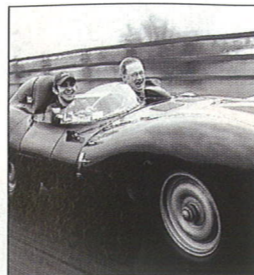
We aim to please you all. As a result, I am delighted to announce that Alan Henry, a man whose words have only occasionally graced these pages hitherto, will henceforth become a key member of the F1 Racing writing team – joining Peter Windsor, Steve Matchett, Anthony Rowlinson, Stéphane Samson, Tom Clarkson and Stuart Codling... and, of course, your humble servant. Enjoy.

Matt Bishop editor in chief

contributors

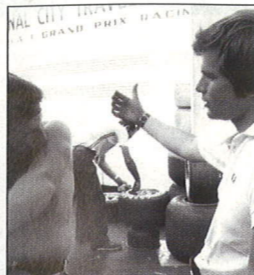
> Alan Henry

After 30-odd years as an F1 reporter, during which time he has become one of the best F1 scribes in the business, AH (pictured with Antonio Pizzonia in a D-Type Jag) has finally joined F1 Racing. Our new editor at large will write a column (page 20) every month, as well as regular feature articles (see pages 64-74, 100 and 118-120).



> Peter Windsor

Regular F1 Racing readers will not need a reintroduction to 'our Pete' (pictured with Mario Andretti in the mid-'70s). His long-established and ever-intrepid column (page 18) will continue to be a thorn in F1 bosses' sides throughout '03, while his award-winning features are as witty as they are pithy (pages 102 and 106-110).



> Steve Matchett

F1 Racing's technical editor used to be a Benetton mechanic, but is now a top international journalist and broadcaster – having written two best-selling books, plus articles for F1 Racing, the Sunday Times and the Daily Telegraph, and having commentated extensively for Speed Channel (US). See pages 124-125.



> Ted Humble-Smith

Ted is a meticulous photographer, as one look at his ultra-stylish 'shoot' (pages 76-82) makes clear. He's a bit of an action man, too – indeed, the picture he sent in for this section (right) was taken by David Coulthard, whom Ted was photographing for a rock-climbing feature in McLaren's superb corporate magazine Racing Line.



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Pizzonia delivery

Tomorrow, Antonio Pizzonia will get to drive the new Jaguar R4. But for now, cutting a tentative line through the residue of overnight rain in R3, he can only dream

Circuit: Barcelona, Spain

Time/date: 9.32am, Tuesday January 21

Photographer: Darren Heath, Canon EOS 1V, 35mm lens, Fuji Velvia film, 1/30 at F16



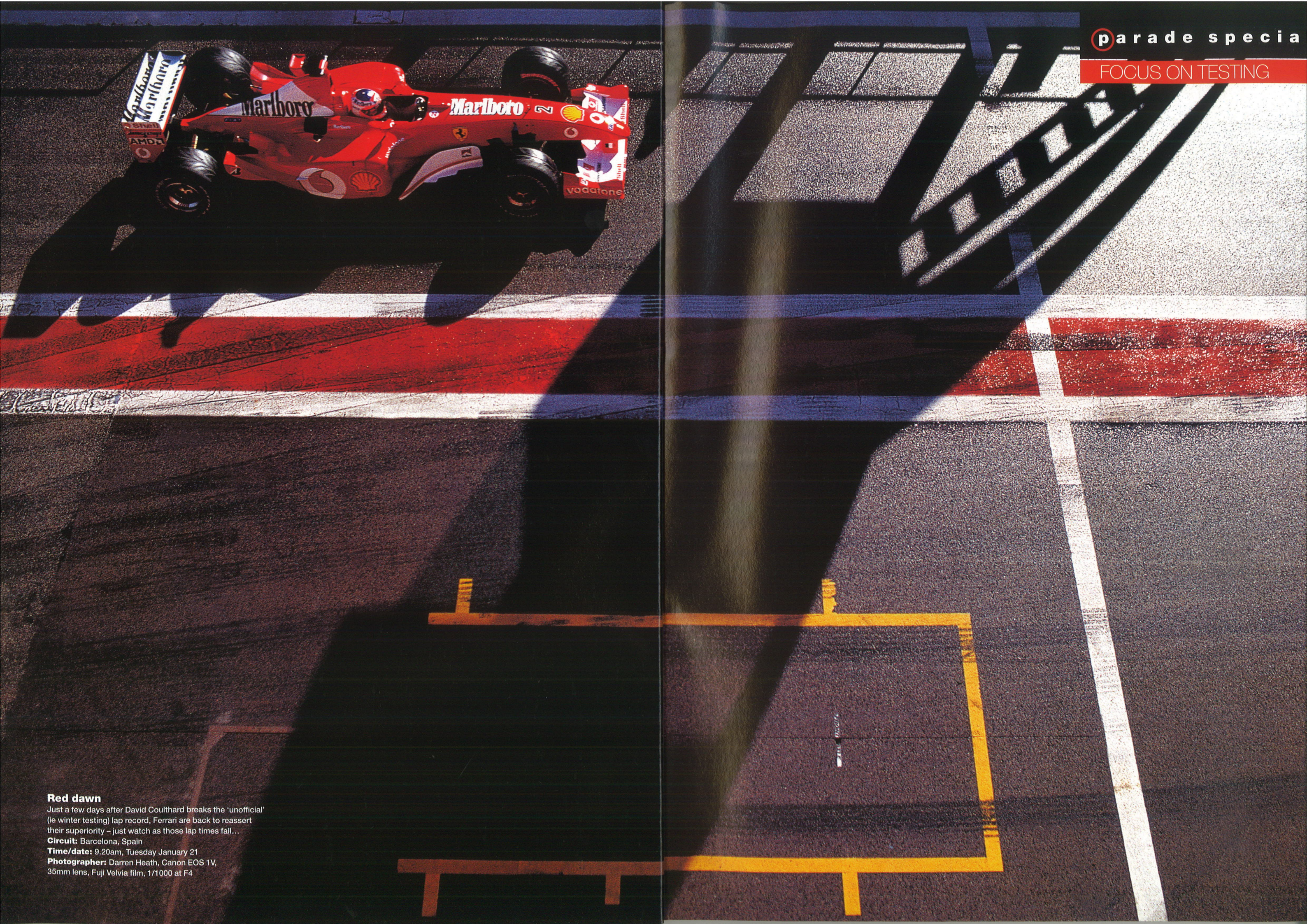
A touch of frost

Winter sun? Spain might have one of the most clement winter climates in all of Europe, but even so you'd never call Barca balmy at this time on a January morning

Circuit: Barcelona, Spain

Time/date: 9.05am, Wednesday January 15

Photographer: Steven Tee/LAT, Canon EOS 1V, 35mm lens, Fuji Velvia film, 1/60 at F16



Red dawn

Just a few days after David Coulthard breaks the 'unofficial' (ie winter testing) lap record, Ferrari are back to reassert their superiority – just watch as those lap times fall...

Circuit: Barcelona, Spain

Time/date: 9.20am, Tuesday January 21

Photographer: Darren Heath, Canon EOS 1V, 35mm lens, Fuji Velvia film, 1/1000 at F4

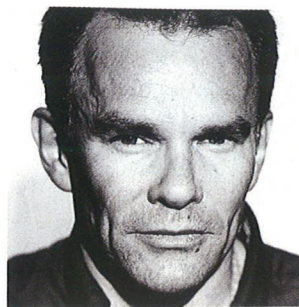


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Peter Windsor

Renault's acceptance of limited testing seemed odd. Perhaps they knew something the others didn't...

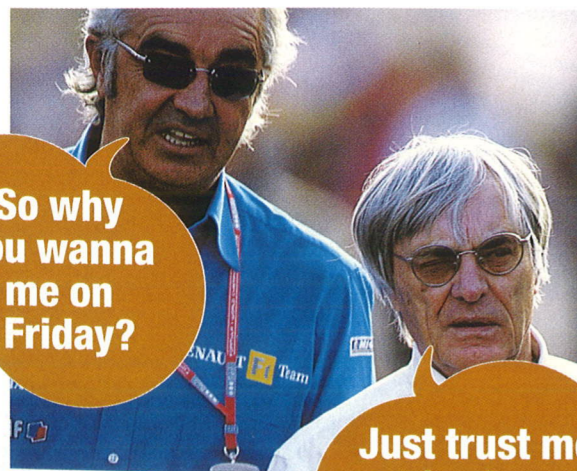
I couldn't work it out at first – this business of Renault acting like Minardi and opting for the cheap, no-testing, Friday morning practice, route – so for a while I just put it down to Flavio Briatore bringing new meaning to the concept of political correctness. If the Formula 1 industry (by which I mean Bernard Ecclestone) wants an early Friday morning show, then Flavio, staggering from his bed, was always going to oblige – or at least be ready to plug the gap should ever the need arise. That is the way that Flav and Bernard perform: they understand one another, they work closely with one another.

You may interject at this point and suggest that Renault probably have something to do with their team's sense of direction – that Renault, like Honda, for example, might want to run a full, 100-day test programme in 2003, thus enabling them to move nearer again to winning races.

Not so. I think Renault – unlike BAR-Honda and Jaguar, to name but two manufacturer-biased teams – have their political balance absolutely right. They play the game (in that they pay most of the bills and supply the engines) but they don't meddle in things about which they know nothing (F1 politics, for example, or choosing the right driver and technical line-up). They empower the right man – in this case Flavio Briatore – to make those decisions for them.

Which brings us back to Friday mornings. Flavio obviously knew that it would be... appropriate... not to mention politically advantageous... for Renault to forsake a massive test programme – but why? Was it because the team were short of money? Not really. Flavio has

extended his Mild Seven deal right up to the end of time ('06 in tobacco advertising terms) and has the Renault money as well. True, Renault are currently selling off minor sponsorship spaces for silly money, but there



So why you wanna me on Friday?

Just trust me and set your alarm clock

haven't been any winter implosions at Renault, and their drivers, Jarno Trulli and Fernando Alonso, cost nothing.

Was it because Renault have given up any genuine hope of winning and therefore see little point in testing for 100 days a year? Again, no. I think Renault are going to be in F1 for a while yet and that the team, weathering the current political and financial storm much more effectively than, say, Jordan or BAR, will in due course be very hungry for success.

No, there was something more – something that wasn't obvious until the FIA announced their radical list of rule changes (before the embarrassing about-face).

We know now that it was called Telemetry. The FIA banned the use of two-way telemetry and data-logging over the race weekend, sending tremors of shock into every F1 boardroom... except Flav's, one suspects. Suddenly, here were Renault, committed to running Friday mornings with two, maybe three, cars and a massive, unfair, advantage. With the official race weekend not beginning until later on Friday, when all the teams will partake, Renault would run the mornings in full, two-way telemetry spec (albeit on a dirty track), thus accumulating more useful data more quickly than any other team in the pitlane. It was a master-stroke of anticipation, gambling and inside knowledge – the sort of thing that only a Flav could manoeuvre.


Of course, it's all different now. The FIA have gone squeamish, muscle has spoken and Flav's perfect plan has been blown out the window.

One suspects, though, that Renault will be compensated in some other way for their loss – and for their trouble. Whichever way you look at it – politically (see above), driver-wise (Trulli-Alonso!) or technically (there are some very good guys at Enstone), Flavio Briatore is doing a seriously good job for Renault (as, indeed, Renault are for Flav). He doesn't cry and moan about F1's problems; he doesn't deride his peers. On the contrary: he is capable of taking unfashionably long holidays with beautiful people in Kenya while simultaneously dealing with Bernard on the one phone and re-signing the excellent Allan McNish on the other.

Nice.

Goodbye...

I didn't know Gianni Agnelli well but I was always impressed by the way he wore his watch on the outside of his shirt-sleeve. It gave him the impression of being someone who always needed to know the time – of being a sort of Italian Frank Williams, if you'll excuse the tautology. Unlike Frank, though, I suspect that Agnelli was about as aware of the hour of the day as I am of the minutiae of a Verdi opera: time stood still, you see, when Agnelli entered the room.

I did, however, know Barrie Gill – the vivid journalist, the successful sponsorship broker and, for a while, the wonderful F1 TV commentator. Barrie's F1 broadcasting made Murray Walker look timid. He loved his racing, and the business of racing, and he instilled that love into everything he did and into everyone he met. I wish, now that he's gone, that we'd heard more from him. 

CHARLES COATES/LAT

'If Bernard wants an early Friday morning show, then Flavio, staggering from his bed, was always going to oblige'

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Alan Henry

DC *still* has what it takes to be world champion. So says our man AH in his new, exclusive *F1 Racing* column

I agree with Nigel Mansell. What are you looking at me like that for? All right, I'll say it again: I agree with Nigel Mansell.

Ignore, if you will, the gasps of disbelief from my colleagues in the Formula 1 media centre. It doesn't happen too often, I'll grant you, but on this occasion I find myself standing absolutely shoulder-to-shoulder with the 1992 world champion in his assessment of David Coulthard (which you can read on page 50 of this issue).

Nigel Mansell reckons David Coulthard could run Michael Schumacher very close in 2003. F1 Racing's new columnist agrees

It's easy to forget that DC has always been measured against team-mates of some stature. Yet one is bound to wonder: if he'd stayed at Williams in '96, who's to say that he wouldn't have taken the world championship ahead of Damon Hill?

His switch to McLaren subjected him not only to Mika Hakkinen's blistering pace, but also to the unspoken psychological bond between the Finn and the team's most senior management. There was never any demonstrable partiality, just a subtle subtext. Mika was *very* special to McLaren, and DC simply *had* to work around it.

Yet the thing about Coulthard is the sheer quality of the guy. You never worry that he might be about to blow his nose on a tablecloth or commit any similarly outrageous social solecism while in grand company. He might just, on occasion, have been tempted to lamp Eddie Irvine. But no more than that.

Like any driver, of course, David can be a touch prickly under certain circumstances. On his last outing for Williams, the '95 Australian grand prix at Adelaide, he slid into the pitwall as he came in for a routine refuelling stop. After the race he offered what I regarded as a somewhat dim-witted justification, and I duly recorded those

'It's easy to forget that DC has always been measured against team-mates of some stature. Yet one is bound to wonder: if he'd stayed at Williams in '96, who's to say that he wouldn't have taken the championship ahead of Damon Hill?'



thoughts in public. The following January, he sought me out at his first pre-season Estoril test session with the McLaren-Mercedes team and politely outlined what he regarded as my observational shortcomings as a journalist. All very well mannered, mind you. But extremely firm.

Yet somehow the perception has grown within F1 that you absolutely need to be a bastard if you're going to achieve any measurable success. This is a very '90s concept, if you ask me, as well as being overwhelmingly simplistic.

Like those great Scottish drivers, Jim Clark and Jackie Stewart, before him, Coulthard is a genuine racer. Again, like them, he doesn't wear his burning competitiveness tiresomely on his sleeve. But that doesn't mean that the fires of his ambition are banked down after nine years in F1. Far from it.

To be frank, we all thought it was questionable that Mansell would be able to lay the foundations of a championship-winning run when he rejoined Williams in '91. Surely that punctured tyre at Adelaide in '86 had written *finis* to those ambitions? But Frank Williams and Patrick Head knew that if they could harness all those intangible variables, create the right environment, produce a suitably competitive car and get the right crew together at the right time, Nigel would probably deliver on his promise.

McLaren can do the same. The MP4-17D with which they start '03 is a new car in all but monocoque. And they can hardly suppress their excitement at the prospect of the new MP4-18A which is due to come into service early in the European season. It could just unlock the performance boost they need to carry the fight to Maranello.

Then all David has to do is to beat Kimi Raikkonen with the same equipment. Or at least be more consistent than the newest Finn on the F1 block. But remember that DC signed off last season with superbly assertive drives at Indianapolis and Suzuka. More of the same would get him off to a flying start in Melbourne.

It is this fluid confluence of talent, assets and resources that is so difficult to meld together in the F1 business. Ferrari have done it better than anyone in the sport's history – but remember that this coming July team boss Jean Todt will have been at Maranello for 10 – *ten!* – years.

Coulthard is entering his eighth year with McLaren. Late in the day, perhaps, but he could just emerge as the contender who rocked them on their heels over the next coming nine months.

Don't bet against it. Nige isn't. **1**



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FROM RICHES TO RAGS?

Cash fears force Ferrari to back cost cuts

The death of Gianni Agnelli, Italy's leading business magnate and Ferrari patron, has forced the Scuderia into a corner

Prepare to think the (almost) unthinkable. Ferrari, recent paragons of Formula 1 invincibility, may be on the verge of a funding crisis, precipitated by the death of Giovanni 'Gianni' Agnelli – formerly chairman and latterly patriarch of Fiat.

The Fiat group, of which Agnelli was honorary chairman when he died from cancer, aged 81, on January 24, are entering a turbulent period of succession, as a variety of factions fight to control the Italian conglomerate's future direction.

And with Agnelli gone, Ferrari's privileged, protected position within that conglomerate is certain to become far less comfortable.

Ferrari are currently 56 per cent owned by Ferrari SpA (not the near-bankrupt Fiat Auto division); 22 per cent by Italian bank Mediobanca; 10 per cent by Piero Ferrari (Enzo's illegitimate son); 10 per cent by German bank Commerzbank and two per cent by Italian bank Banca Popolare dell'Emilia Romagna.

The position of Mediobanca as Ferrari's second largest shareholder is of great significance. With the protective buffer of Agnelli removed, Mediobanca are strongly tipped to impose rigid new restrictions on the historical arrangement which directs the bulk of Ferrari's road car profits to the race team.

The late Enzo Ferrari always

claimed that the only reason his company built road cars was to fund the efforts of his racing team, and in recent years that maxim has come ever more to the fore. *F1 Racing* can reveal that last year Ferrari's road car division made a profit of \$120 million, of which fully \$109 million was directed to the F1 team.

This lavish arrangement is very likely to end, as Mediobanca have privately decided to cap the road car division's contribution at a mere \$20 million. What that means, in effect, is an \$89 million per annum budget cut for the Scuderia.

The prospect of any such dramatic cutback may help explain why Jean Todt et al have been so



(Above right) The late Gianni Agnelli gets the 'goss' from Schumi. The Fiat patriarch always took a close interest in Ferrari's drivers; now, without his patronage, Ferrari (right) face a slightly uncertain period as they enter 2003

> The team bosses react to the new regulations

This is what the 10 team bosses had to say after the January 15 meeting: **Jean Todt (Ferrari):** "The world is going through its worst economic crisis since 1929. A reduction of costs is in the best interests of everyone."

Frank Williams (Williams): "We acknowledge the need in principle for substantive measures to ensure the continued viability of F1."

Ron Dennis (left, McLaren): "I have so much to say... that I

have nothing to say." Then, two weeks later: "If these changes are viewed to be beneficial to the sport, and this puts a positive spin on the perception of F1, whatever view we have should be expressed in a constructive way."



Flavio Briatore (left, Renault): "The changes the FIA have decided upon are a step in the right direction. We really do need to offer a better show on-track while reducing everyone's costs."

Peter Sauber (Sauber): "I have supported Max Mosley's intentions from the beginning, and I can accept the way they should be achieved. In our case, the ban of two-way telemetry is painful, because we have just bought such a system."

Eddie Jordan (Jordan): "Max had to be quite brutal, but generally I've never seen such positive decisions. The cars will be more exciting to watch without driver aids."
Tony Purnell (Jaguar): "Until there is absolute clarity, I don't feel it's

appropriate for me to pass comment."



David Richards (left, BAR): "It has certainly cost some of the teams money, but the teams should have come to these conclusions

themselves. Max has had to force the issue."
Paul Stoddart (Minardi): "The rule changes make sense and will contribute to good cost-savings over a long period. The FIA have taken the issue of costs seriously and have taken necessary steps to

ensure the sport's future, and that's good news."
Ove Andersson (Toyota): "Toyota welcome the FIA's proposals, but we expect the FIA to be open-minded and accept constructive proposals aimed to reduce costs, with no compromise for safety."

> New for 2003: the technical changes in full

On January 15 the FIA unveiled a list of proposed measures to cut costs in F1. This has been done by rigorously interpreting existing tenets of the Sporting Code.

These are: article 61 (driver must drive the car alone and unaided); article 70 (no car may take part in the event until it has been passed by the scrutineers); article 71a (scrutineers may check the eligibility of a car or competitor at any time during an event); and article 84e (competitor may use several cars for practice and the race providing they have been scrutineered). The FIA do not need unanimous agreement to amend the Sporting Code.

Following the technical working group meeting on January 21, the FIA published a list of the measures they will implement this year.

For 2003:

- Pit-to-car telemetry – banned
- Radio communication – allowed

between team and driver provided that the system cannot transmit data and is open to the FIA and TV broadcasters

- Third cars – may only be used if a race car is irreparably damaged (under article 84e they would not otherwise be scrutineered). If a race car fails before the start, a spare car can be used but must start from the pitlane. The same applies to spare cars used after a race stoppage in the first two laps

- Parc fermé – cars will be impounded for scrutineering between qualifying and the race, but may be held in a team's garage under supervision and work on them will be restricted
- Traction control, launch control and fully automatic gearboxes – banned from British Grand Prix onwards (the FIA claim to have new technology with which to police these measures)

From '04:

- Car-to-pit telemetry – banned from '04 (when a standard data-logging system will be introduced)
- Standard braking system, standard rear wing, mandated use of long-life components (this will require a change to the Sporting Code, and is therefore subject to a meeting of the F1 Commission)

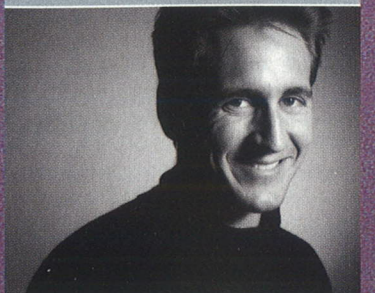
From '05:

- Engine life to be extended from one (as per a previous edict from the FIA) to two races, with penalties for engine or component changes within the mandated lifetime
- From '06:**
- Engine life to be extended to six races
 - Elimination of exotic materials from the cars and engines

More on rule changes on page 24 ▶

On the inside

As ever, our grand prix editor takes a non-conformist view



Max Mosley's political acuity is well chronicled, but, even so, it's surprising to see him take such an obvious lead from the PM.

At the very moment Tony Blair announced his intention to dumb down entry requirements to Oxford and Cambridge Universities, to make these elite institutions open to a more average populace, Max announced his intention to turn Formula 1 into Formula 'one size fits all'.

What is *wrong* with excellence? What becomes of the 'great' in 'Great Britain' if we fail to provide a platform from which our high flyers can launch themselves? How can F1 remain the pinnacle of motorsport if it's a glorified single-make formula?

There is no evidence that Max's ban on driver aids (launch control, traction control and fully automatic gearboxes) as of the British Grand Prix will improve the racing – which is, lest we forget, the catalyst for F1's new look. And teams say they will save little money as they explore means of replacing banned systems.

Seems to me that all Max has done is damage one of F1's biggest selling points: its win-at-all-costs (I use the phrase advisedly) philosophy. That's why most of the manufacturers are here, and it doesn't stop the best drivers from winning.

Think back to 2000, the last season free from driver aids. Michael Schumacher won the world title by 19 points, and there were only two competitive teams: Ferrari and McLaren. Hardly a night 'n' day difference from the present day, is it?

What makes all this even more frustrating is that, if '02 had been a cracking season of racing, the '03 rule changes wouldn't be happening.

Max had to be seen to do something, and the only thing he could do was create something inferior. Like Tony.

TOM CLARKSON

DENNIS LOSES HIS MIRTH

Alas, poor electronics...

Is it nobler in the mind to suffer the slings and arrows of outrageous fortune – or to take arms against the sea of troubles and, by opposing, end them? Ron Dennis faced a Shakespearian dilemma on January 15

Ron Dennis cut an isolated figure as he strode, glassy-eyed and distant, from the January 15 Heathrow meeting between team principals, Max Mosley and Bernie Ecclestone. His contemporaries, publicly at least, had aligned themselves in support of the FIA and their bold cost-cutting proposals – although a couple had cushioned themselves with a cagey “No comment.” Dennis was the only one shaking with rage: “I’ve got so much to say,” he told *F1 Racing*, “that I’ve got nothing to say.”

Dennis then gathered his most senior technical advisers – Martin Whitmarsh (managing director) and Adrian Newey (technical director) – and spent days in conference determining what the McLaren organisation’s response (both public and private) should be. Their decision? To back away from open criticism of the FIA.

“We are hopefully going in a positive way forward,” said Dennis at a press briefing nine days after the Heathrow meeting. “I don’t want anything to appear negative, but we don’t want to talk about things that relate to the FIA position. We want positive solutions.”

Dennis has indeed been accentuating the positives: at a team principals’ meeting on December 4 it was he who first mentioned the notion of allowing a proportion of the TV revenues to be redistributed from the ‘haves’ to the ‘have-nots’ (a claim that has been independently confirmed to *F1 Racing* by another team principal). Controversially, and in contravention of received wisdom on the subject, Dennis also denies that the FIA had dreamed up the idea in the first place.

Is this the same Mr Dennis who at Suzuka last year openly evinced his frustration with



Paul Stoddart by saying that he was “not prepared to give handouts to anyone”?

Why the volte face? Might it be that Ron is looking at the minnows in a more philanthropic way? It’s possible: no-one doubts that he has a remarkable passion for the sport, and he might not have realised at Suzuka just how close to the wall Minardi and Jordan were.

Or could it be that he has now worked out the potentially calamitous consequences of losing those teams? If the number of cars on the grid falls to 16, a clause in the Concorde Agreement binds the teams to run three cars each. This would invoke big extra costs for all remaining teams – building extra chassis; hiring extra engineers and mechanics; organising extra travel, air freight and hotel rooms – all for no commercial benefit.

However, podiums are what the sponsors want, for they guarantee that images of their human billboards are promulgated all over the world. Such is Ferrari’s dominance that in a three-car team scenario Ferrari might lock out the podium for much of the season.

So, by sharing their wealth, McLaren are taking less of a financial hit than running three cars would engender – as well as minimising the risk of sponsor dissatisfaction.

• See Ron Dennis profile, page 112 ►

> Box of neutrals for McLaren?

There have been suggestions that, following the hiring of Mike Coughlan from Arrows, McLaren have been developing a new transmission system for MP4-18A.

The new housing is believed to be made of lightweight composite materials – similar to those which Arrows used for some time.

Unlike Arrows’, however, the new McLaren gearbox is designed to be a totally clutchless system, making the transmission very compact and improving the car’s weight distribution and handling.

Removing the multi-plate clutch from the engine would also reduce weight, but the transmission would still need to make and break the drive from the engine. McLaren are thought

to have been refining their own hydraulic systems, researching the possibility of using the pressure packs controlling the ‘final drive’ to replicate the functions of a clutch.

If so, this would be a very sophisticated hydraulics and electronics to ensure its serviceability throughout a race.

That could explain Ron Dennis’s terse “no comment” as he left the January 15 meeting at which the FIA had insisted that launch control and traction control, on-board telemetry and pit-to-car data transmission had to go; all of which, when implemented, would restrict McLaren’s ability to control their trick new gearbox.

(Left) Ron Dennis was left almost speechless after the January 15 meeting of team principals. He has since come round to supporting the changes “for the good of the sport”; (below) Alex Wurz testing for McLaren



THE THOUGHTS OF THE PRESIDENT

Max Mosley Q&A

Does Max (right) think he has achieved his aim? Or is there more still to do? *F1 Racing* spoke to him exclusively

What is your reaction to the way the changes have been received?

They seem to have worked, in that the reaction seems to have been very positive and I think there was a general recognition that something had to be done. We’ve arrived at this point because these are the things that needed to be done, and the majority of teams are in favour. Even Ferrari, who have the most to lose, although it is painful for them, are in agreement. **There is, of course, one team boss who has seemed to be notably unhappy...**

[Chuckles] There’s nothing to be done! There’s always going to be the odd person who isn’t happy, but when you have to do something of this degree, there’s bound to be dissent.

Ron Dennis [for it is he] was practically speechless after the meeting. Why?

I believe Ron thinks that the teams, under his leadership, should run Formula 1 – and I don’t think the teams agree with that. Obviously, the last thing he wants is for the governing body to do it [chuckles]. But I really don’t know, because he didn’t say much in the meeting.

Will the bigger teams be more affected by these changes than the smaller teams?

I think it will be the other way around because the major things we’re doing reduce the cost of racing at the lowest level. The changes are bound to save the smaller teams money, but they’ll only save the bigger teams money if they want them to. The smaller teams will be able to buy parts or whole chunks of cars from bigger teams from the previous year’s car or whatever because that is much cheaper.

Could they buy a whole car?

Theoretically, yes – but in practice they would probably change the bodywork slightly because they have to own the intellectual property rights to the car they run.

So Paul Stoddart could buy last year’s Sauber, for example?

Oh, quite possibly, yes – but I think it would never be quite like that. What would happen is that you’d probably get some of the car and maybe their wheels and different hubs, different things like that, so it will never be quite just one car. If I do a deal and Renault are going to supply me with an engine, then it makes a lot of sense to get Renault’s rear end from the previous year. That’s a big saving.

‘I THINK IF WE HAVE ONE OR TWO NEW TEAMS IN 2004, WE CAN SAY THESE MEASURES HAVE BEEN EFFECTIVE’

The third big saving is engines. Mercedes say they’re prepared to supply a second team for 11 million dollars – that’s half what Eddie [Jordan] and [Paul] Stoddart pay this year – and probably others will do it even cheaper.

Do you think all this is dumbing down F1? No. All the technology is still there, even if we go so far as to have a list of banned materials.

The car industry meets that challenge all the time, because if you’re going to make a million cars you’ve got to find a cheap material which will still provide the same performance. It’s the challenge the automobile engineer meets every day – it’s the same in F1, but slightly harder.

Would Jordan and Minardi have folded without the redistribution of TV money?

I couldn’t say – but they certainly gave the impression that without something of that kind it would have been very difficult for them.

Is it fair that F1, traditionally a meritocracy, should give handouts to the poorer teams?

Well, if it didn’t, there would be no-one for the bigger teams to race against. If one or two teams disappear, the others have got a joint obligation to produce 20 cars. It would cost them several million dollars a race to produce extra cars and engines.

How will you judge the effectiveness of these measures?

I think if we have one or two new teams in 2004, we can say they’ve been effective.



Bernie Ecclestone faces the press. “There’s nothing wrong with technical development in F1,” he says. “It’s just that some teams can’t afford to compete at the current level”

> Countdown to cost cuts

- October 11 2002, Suzuka Circuit Following Max Mosley’s nine-point plan, the team bosses meet at the Japanese GP to discuss them. There are big concerns
- October 28 ’02, Heathrow Hilton am: F1 team principals’ meeting pm: F1 Commission meeting
- January 15 ’03, Heathrow Hilton Mosley, Bernie Ecclestone and the team bosses agree to a series of

- changes. Specifically: two-day, one-lap qualifying, Friday testing, team orders, points changes and new tyre regs. “We’ve done all this with the intention of brightening things up,” says Ecclestone
- December 4 ’02, Heathrow Hilton F1 team principals’ meeting
- January 15 ’03, Heathrow Hilton am: F1 team principals’ meeting

- pm: Mosley joins principals. Mosley proposes more changes (see page 23), and a package to save Jordan and Minardi is drawn up – the TV money to which Arrows would have been entitled is to be split between them (and not shared among the other teams). The changes are agreed, subject to approval from the

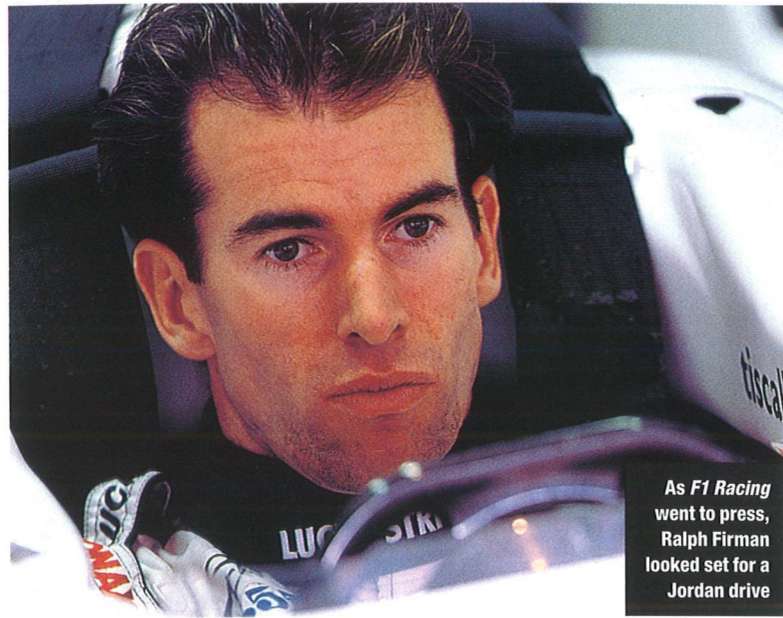
- technical working group
- January 17 ’03, Heathrow Hilton Technical working group meeting. F1’s technical boffins discuss Mosley’s new rules, but fail to agree on how to implement them
- January 18 ’03, FIA HQ FIA announce offer of \$1 million to any team who can provide evidence of cheating when driver

- aids are banned as of the British GP, plus fines for guilty teams. “The FIA intend to work on a zero tolerance basis,” says Mosley
- January 21 ’03, Heathrow Hilton Technical working group chaired by Mosley, who says the meeting was called “to find solutions, not to promote argument”. The ’03 rule changes are cemented

Splash 'n' dash

▽ And it's good-night from him

Eddie Irvine has at last announced (via the Sun, his favourite 'paper') that he will not be driving in Formula 1 in 2003. In truth, it was hardly 'hold the front page' stuff: most people had already worked out that Irvine, who scored only 18 points in three very difficult seasons with Jaguar Racing, had probably driven his last grand prix



As F1 Racing went to press, Ralph Firman looked set for a Jordan drive

JORDAN'S EMPTY SEAT

Firman poised to make F1 debut

After months of speculation involving Takuma Sato, Eddie Irvine, Enrique Bernoldi, Pedro de la Rosa, Richard Lyons, Gary Paffett, Giorgio Pantano and even Jean Alesi, by late January the battle for the second Jordan seat had boiled down to a three-horse race between Anthony Davidson, Felipe Massa and Ralph Firman. As F1 Racing went to press, it looked as though Firman was about to finalise the much-coveted deal.

Jordan's title sponsor Benson & Hedges favoured Irvine – largely because Nigel Northridge (B&H's chief executive) and David Maren (of M&C Saatchi, the ad agency who administer B&H's Formula 1 involvement), Irishmen both, are huge fans of Irvine's. Eddie Jordan, however, is not; and that, whatever

B&H may bring in terms of funding, has proved an unconquerable obstacle. Often accused of prioritising money over all else, EJ should therefore be praised for rejecting the easy option (Irvine) in favour of Firman, a promising young(ish) hotshoe. Davidson, who would have been an equally excellent choice, will now test for BAR alongside Sato.

Firman's backer will chuck \$3.5 million EJ's way – which ruled out Davidson, who is steadfastly opposed to the pay-driver route. Massa had amassed \$4.5 million. But Northridge and Maren wanted a Brit, and were threatening to withdraw if their wishes were ignored again (punching a \$15 million hole in Jordan's '03 budget); the Anglo-Irish Firman thus became the only catch-all option.



AXE ON AUSTRIA

Austrian GP stubbed out

Cigarettes – well, bans on advertising them – are seriously damaging the health of Formula 1 in Europe.

The Belgian Grand Prix has already been axed from this year's calendar following their government's decision to bring forward a tobacco advertising ban to August 1 2003 – three and a half years ahead of the agreed pan-European cigarette advertising ban.

And now the Austrian GP is to be axed, after a similar decision by their government to bring forward a tobacco advertising ban.

FIA president Max Mosley warned last year that an advertising ban would lead to a country losing its F1 event: "We'll be racing at the A1-Ring for the last time on May 18 '03," Bernie Ecclestone said. "We had a contract with the track until '06, but with an exit clause that's come into effect. In '04 we're racing in Shanghai and Bahrain, and in '05 in Istanbul, and then Russia. It's possible that by then we'll only have five or six races in central Europe."

The Austria announcement marks a further shift by F1 from its European heartland, and gives more credence to its claim to be a world championship.

But while Bahrain and Shanghai look certain for '04, races in Istanbul or Russia are far from guaranteed.

The problem for Ecclestone is finding enough space on the calendar, because teams are unwilling to stretch to 18 races. Other races will have to be axed if room is to be found for all the putative new events, although Spa may yet make a dramatic return if the Belgian government rescinds its ban.

Ecclestone said: "The only thing we may have to do is put one race back if we want to run at Spa [in '04] and if the teams agree to have 18 races. There aren't any tracks like that any more."

Nevertheless, while F1 continues to rely on tobacco advertising for much of its income, the future of any European event may be called into question.

DARREN HEATH; CHARLES COATES/LAT; OLIVE ROSE/LAT; PETER SPINNEY/LAT; DPPI

CAUGHT ON CAMERA: F1 TRIES TO LURE MURRAY BACK



No, we're not too sure what Muzza's doing, either, but the girl on the left looks a bit surprised! Well, you have to pity poor Murray. He turns up to the Grand Prix Party – and, before he knows what's going on, he's on stage with two gorgeous Cheeky Girls. What'll it take to get him back?

▽ Berger to be Jaguar boss?

We reported exclusively last month that Gerhard Berger is to quit BMW as motorsport director. Then we spotted him in Barcelona, even though BMW-Williams weren't testing. Berger said he'd gone for Ferrari's pasta. Yeah, right.

He was later spied chez Jaguar. Jackie Stewart recently turned down the Jag team boss's job, of course...



▽ VW back into Formula 1?

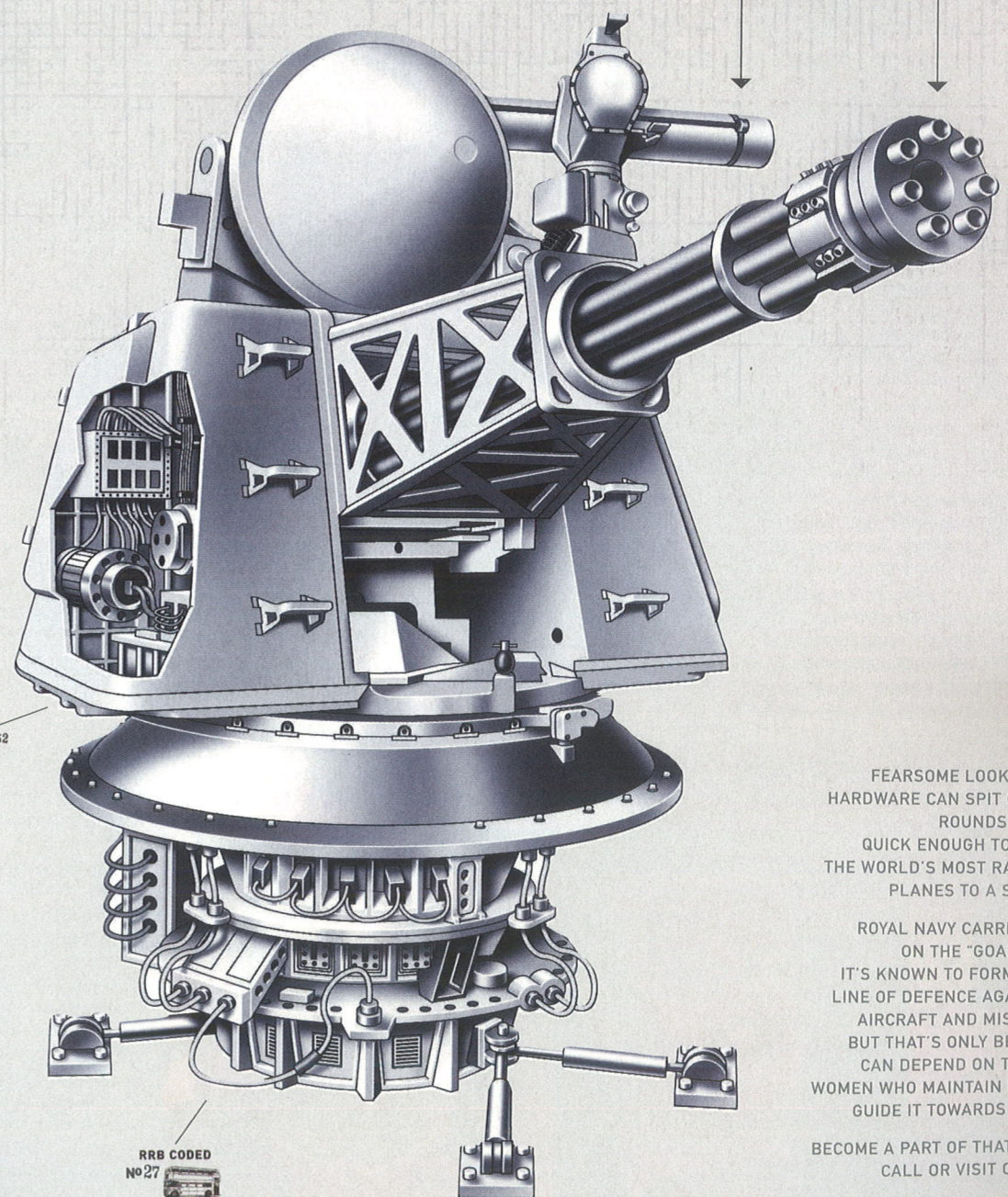
VW Group boss Bernd Pischetsrieder recently said, "If we could be in F1 tomorrow, that would be excellent." But will it be with VW, Audi or Seat? Maybe he means Ferrari (which VW are trying to buy)...



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- ARTIFICER
- DIVER
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Splash 'n' dash

Italian GPs hit by Senna trial?

The trial into the death in 1994 of Ayrton Senna has been reopened, once again calling into question the future of F1 in Italy. The feeling among the teams is that if they are to be held liable for any injuries during races in Italy, they simply will not race there. Senna died driving a Williams FW16 at Imola. The team have agreed to cooperate with the legal process



All-new tyres for Minardi

It's all change at Minardi in '03. The team have already announced their new Cosworth engine deal and Justin Wilson and Jos Verstappen as their drivers. Now they're switching from Michelin to Bridgestone. "This is the strongest team that Minardi have ever fielded," said team boss Paul Stoddart



McLaren add more polish

McLaren have signed Sonax – the car polish experts – as a sponsor, swiping them from BAR. It's another blow for BAR, who have lost four sponsors over winter



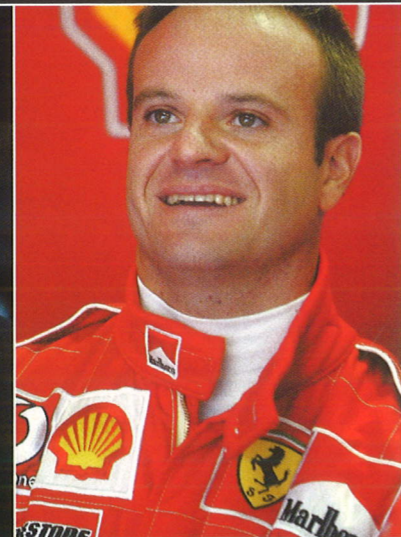
Formula 1 goes back to basics

F1 Racing welcomes the mood for change in F1, which is seeing a return to a purer form of racing. But hell, why not go the whole hog in technology stripping and run the 'Michael and Juan show' in Roman chariots? Don't fancy all that manure in the paddock though

LOOKY-LIKEY No35: RUBINHO'S LOST TWIN



Rubens Barrichello
Plays 'follow-my-leader' at Ferrari



Kelsey Grammar
Plays TV's fave psychiatrist – Frasier

The boy's a bit special

Your guide to F1's next hot property: Richard Lyons

Does the Lyons sleep tonight?

Oh, pur-lease... Much as I respect your encyclopaedic knowledge of one-hit wonders, we're supposed to be talking about racing driver Richard Lyons and not making some tenuous link to Tigt Fit.

Well, on a technicality, Tigt Fit weren't one-hit wonders. Remember Fantasy Island?

Perhaps, in that case, I shouldn't have mentioned a driver who's recently been participating in Formula Nippon



and the All-Japan GT Championship. You're bound to start harping on about that 1979 hit by The Vapours. Killjoy! So tell me about this bloke then. Is he – ha! – Big in Japan?

More sort of 'moderate'. Eddie Jordan had him in the running with Ralph Firman (also an FNippon star) for the second Jordan seat. It's interesting on a historical note, since Eddie Irvine – who made his Formula 1 debut for Jordan – came to F1 from FNippon. Richard is from Northern Ireland, too. I did have a lovely time the day I went to Bangor...

Nice try, but that song was about the Bangor in Wales.

Drat! Tell me more about Mr Lyons' illustrious race history then.

He came second to Antonio Pizzonia in Formula Vauxhall in '98, then moved on to Formula Palmer Audi. Richard was a semi-finalist in the '99 BRDC McLaren Autosport Young Driver of the Year, and more recently he's won a race in the Marcos Dunlop Challenge before heading off to the Orient.

Oh, goody! The Marcos Dunlop Challenge! That'll prepare him for the cut-and-thrust of F1!

I'd watch that sarcasm, if I were you, or he'll toss you off the Carrick-a-rede rope bridge.

CHARLES COATES/LAT; YASUSHI SHIRAKAWA/LAT; ARCHIVE; BRYN LENNON/VALLSPORT; CLIVE MASON/VALLSPORT; REX FEATURES; ILLUSTRATIONS BY GRAHAM HUMPHREYS AND PATRICIA SOLER; MCLAREN

LOOKY-LIKEY SPECIAL!

Teams produce their own 'Ferraris'

If imitation is the sincerest form of flattery, Ferrari must be feeling pretty flattered. Several 2003 cars are very similar to the Ferrari F2002, you see – so is this imitation, or the inevitable effect of tight regulations? F1 Racing investigates

One after another the teams have been launching their 2003 machines. And yet, once the covers were thrown back, many of the cars hiding beneath seemed somehow more than a little familiar. The similarity between many of the new cars and the aerodynamic lines of last year's dominant Ferrari F2002 is unmistakable.

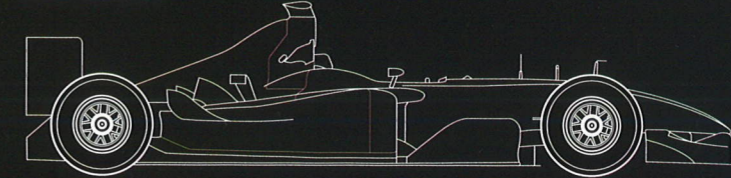
It's hardly surprising that Ferrari's rivals have been giving designer Rory Byrne's work more than a cursory glance, although it's worth remembering that the initial design seeds for this season's crop of monocoques were sown as early as May last year, well before the F2002 had achieved its phenomenal season-long success.

The last significant rule change to car dimensions was in '01, requiring the designers to raise the height of the front wing by 50mm. It must now sit a minimum of 100mm above the car's reference plane. Left alone for the past two years, aerodynamicists have been free to concentrate on extracting the maximum efficiency from their designs. Consequently, some of the striking likenesses to the F2002 may be the result of a natural convergence of aerodynamic ideas – it's merely that Byrne and his crew got there well before the rest.

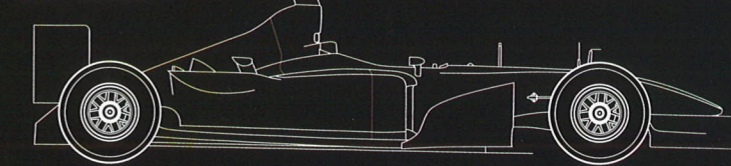
There is also the movement of personnel to consider. As designers relocate, so their differing philosophies of how the cars should look move with them. When their fresh ideas are merged with those already in place, it's only a matter of time before a common aerodynamic shape begins to form.

Regular F1 Racing readers will be aware, of

2002 FERRARI



2003 TOYOTA



course, that former Ferrari aerodynamicist Antonia Terzi is now a key member of Williams' aero team. So it's little surprise that the Williams FW25, unlike its evolutionary predecessor FW24, is smaller, lighter and lower than its forbear. Ferrari-like, you might say... It has a shorter wheelbase, an all-new rear suspension set-up and a new, lower P83 V10 from BMW, equipped with a "tiny" clutch. Technical director Patrick Head says, "By Barcelona last year it was clear that FW24 wasn't ever going to develop into a car which would win from the front. We needed a big change of concept, so we invested heavily in defining which areas to concentrate on." And if the end result looks like a Ferrari F2002, we shouldn't be too surprised.

You will also be aware that the latest BAR-Honda was created under the aegis of Geoff Willis, former leading aerodynamicist at Williams. It is less than remarkable, therefore, that his new creation looks

rather like the Williams FW24. When BMW's Gerhard Berger saw the new BAR 005 in testing, he said it looked like, "our car from '02. It even has the same turn-in oversteer that we had!"

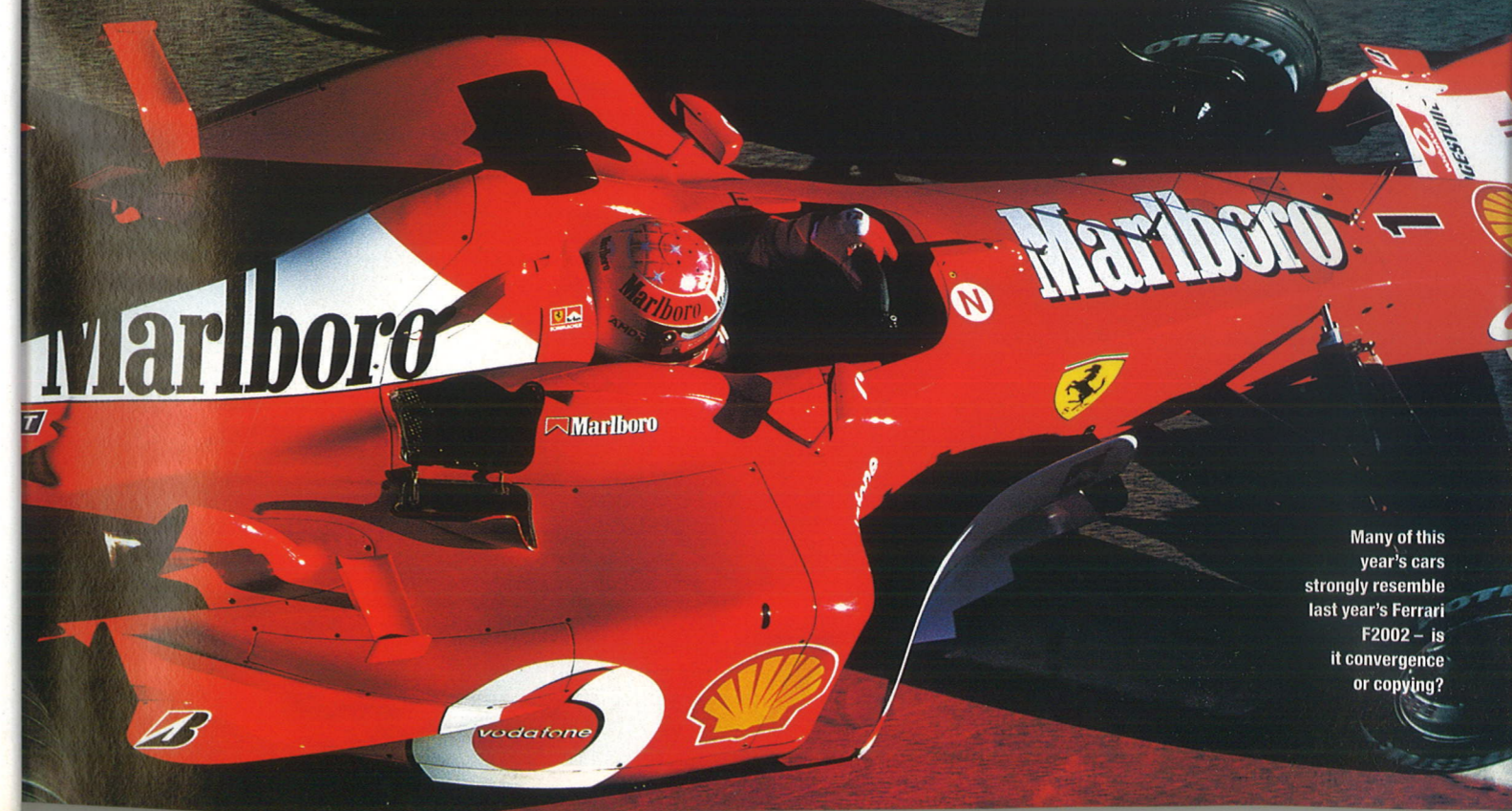
Toyota, Jaguar, Jordan and Renault have opted for a Ferrari-style nose: drooped at the front to help keep the mass as low as possible, then lifting upward on the underside, allowing maximum airflow over the middle of the main plane, the air then separating left and right around a single keel.

Everyone seems to have accentuated the tight 'Coke bottle' styling at the rear of their cars, the panels adjacent to the transmission

and the inner faces of the rear wheels. The airflow passing around the sides of the bodywork becomes very turbulent as it encounters the rear wheels, and designers are eager to control it and duct it away, preventing 'dirty' air from affecting the efficiency of the lower element of the rear wing.

Likewise, the rear bodywork of many new cars is steeply raked from the top of the airbox to the rear of the engine. With the exception of Renault, this is not a result of super-wide V angles, but because engines are sitting ever lower in the car.

A knock-on effect of these low engines and tight-waisted rear ends is that space between the carbon undertray and the engine's exhaust ports becomes very restricted. Designers have to raise the exhaust primaries to create sufficient clearance and, in order to maintain the tuned length of the system, they need to exit the tailpipes above the line of the bodywork, leading to the use of shrouded 'periscope' outlets.



Many of this year's cars strongly resemble last year's Ferrari F2002 – is it convergence or copying?



GRAND PRIX PARTY 2003

Fisichella finally beats Schumacher

Yep, Giancarlo was voted drivers' driver of 2002 in the F1 Awards – also known as the 'Bernies'. The presentations were made at the GP Party, which was – as usual – a magnificent night. If you missed it, these are the highlights

For the first time, the annual Grand Prix Party was held at Birmingham's vast and prestigious NEC Arena (rather than the Albert Hall in London, the venue in previous years).

And since the event coincided with the hugely popular Autosport International Show in mid-January, it attracted a truly glittering array of Formula 1 stars past and present.

The show was hosted by ITV's Tony Jardine and Beverley Turner,

and featured appearances by current drivers David Coulthard, Giancarlo Fisichella, Mark Webber, Justin Wilson, Cristiano da Matta, Antonio Pizzonia, Ricardo Zonta and Bryan Herta; ex-drivers Damon Hill, Nigel Mansell, Martin Brundle, Derek Warwick and Paul Stewart; team principals Ron Dennis, Eddie Jordan, Paul Stoddart and Ove Andersson; plus commentating legend Murray Walker, the FIA's technical delegate Charlie Whiting and, last but not

least, Sid Watkins (the man whose excellent charity, the Brain and Spine Foundation, benefited from the event). In between, the sell-out 6,500-strong crowd were entertained musically by the very scantily clad Cheeky Girls, plus Beverley Knight, Mis-Teeq, Paul Carrack and Busted (ably supported by Hill and Stewart on guitars, Jordan on drums and Herta on vocals).

Predictably, Michael Schumacher did not bother to make the trip, but

supplied an 'I'm sorry I can't be with you' video on the off-chance that he should win the best driver award... which he did.

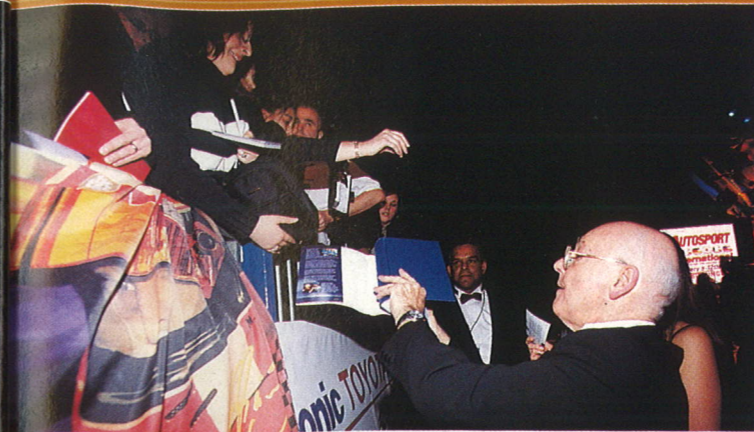
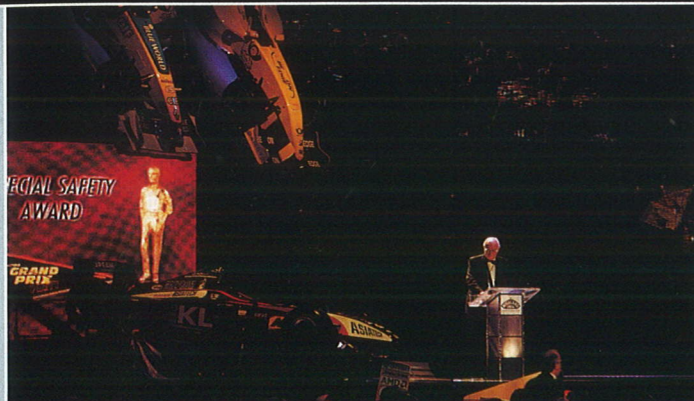
But Michael *didn't* win the drivers' driver award (which was voted for by current F1 drivers only); this most coveted of all Bernies (as the gongs are known) was won by Fisichella – who was clearly delighted.

"This award really means a lot to me," he said, beaming. "Sorry, I 'ave to say it: I am very 'appy."

> 'Bernie' winners

BEST DRIVER: Michael Schumacher (accepted by Damon Hill) **BEST CAR: Ferrari F2002** (Stefano Domenicali) **ROOKIE OF THE YEAR: Mark Webber** **SPECIAL SAFETY AWARD: HANS device** (Dr Terry Trammell) **BEST CIRCUIT: Albert Park** (Paul Stoddart) **OUTSTANDING CONTRIBUTION TO F1 IN 2002: Charlie Whiting** **DRIVERS' DRIVER OF 2002: Giancarlo Fisichella** **LIFETIME ACHIEVEMENT: Ron Dennis**

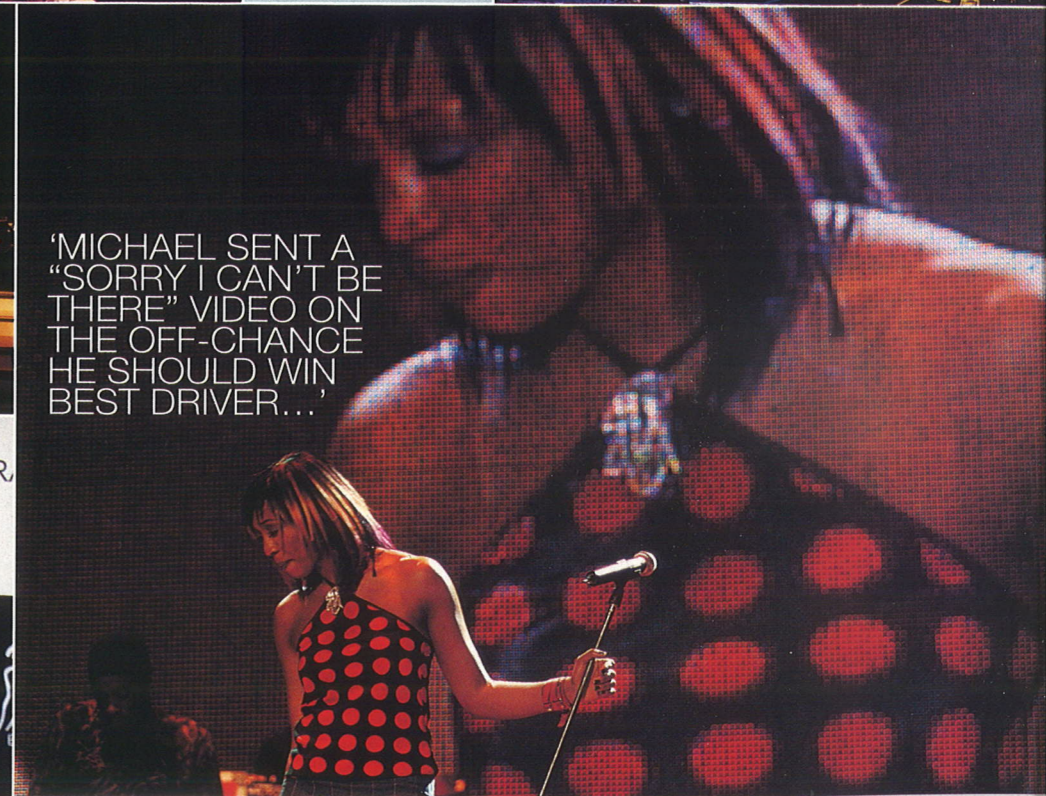
(Above) This year's Grand Prix Party entertained a 6,500 sell-out crowd; (right) F1's doctor, Sid Watkins, presents the special safety award (a new trophy this year) for the HANS head and neck support system



Damon Hill (right) and his guitar made their usual appearance, as did Eddie Jordan (above), playing the washing board... (Left) Mis-Teeq also sang. Murray Walker (above left) was on hand to present an award and sign autographs



'MICHAEL SENT A "SORRY I CAN'T BE THERE" VIDEO ON THE OFF-CHANCE HE SHOULD WIN BEST DRIVER...'



(Left) The Cheeky Girls gained a few F1 fans; (above left) EJ and his band; (above) Beverley Knight; (right) Justin Wilson and Nigel Mansell present the rookie of the year award to Mark Webber





(Above) Our ed in chief Matt Bishop chats with David Coulthard at the Autosport Show; an ex-Fittipaldi employee writes about our recent feature (above right); Max Mosley's (below right) rules changes gain your approval; our star letter writer wins a Castrol Racing jacket (below)

star letter

International rescue

Congratulations on your stand at the Autosport International Show at the Birmingham NEC. I thought the show as a whole was pretty mega (to borrow an F1 Racing-ism), but I was really impressed by the line-up of F1 machinery on the F1 Racing grid and by the performances of Matt Bishop and Peter Windsor on the microphone. Are they the new Saint and Greavsie?

Peter Baker
London

A design for life

Your article on the 1978 Brazilian Grand Prix (F1 Racing, February) brought back some very enjoyable memories from my days as an employee at the Fittipaldi factory. However, I should point out a few discrepancies regarding who designed what and when.

You are correct in saying that Dave Baldwin designed the F5. But the F5A was designed by Giacomo Caliri from Fly Studio, with help from Richard Divila, and was built at the factory in Slough. This car was originally intended to see the team through the '78 season, with Ralph Bellamy designing the next car, the F6, for '79. Unfortunately, the F6 only raced once, in South Africa, and the team decided to

use the F5A until the German GP when the revised F6A (designed by Giacomo Caliri) appeared.

Tom Joslin
Via email

Max makes history

The changes to the Formula 1 sporting regulations recently announced by FIA president Max Mosley are spot-on! These are clear-sighted, far-reaching rule interpretations that go beyond the cosmetic (or even artificial) 'fixes' agreed upon last October. The FIA have taken a bold step in the right direction and should be heartily congratulated. Their intervention could prove to be as historically important to the longevity of F1 as was the decision to eliminate tall wings in '69 or ground-effect skirts after '82.

Clyde P Berryman
Paris, France

Fans for the memory

I've been an avid F1 fan for many years, and am concerned to read that Mr Ecclestone wishes F1 to become a manufacturer-based series. Has he forgotten F1's history? The likes of Cooper, Brabham and McLaren led the way in making the sport what it is today. Hats off to Eddie Jordan and Peter Sauber, for it is they who make F1 special – not some 'suit' in a German factory. The privateers should be supported by those in power – lose them and you lose the essence of F1. And, believe me, you'll lose the fans – I bet you wouldn't see over 1,000 fans at a Toyota open day like there were at Jordan's last year!

Dr Philip Rogers
Via email



CART before the horse

The FIA are making F1 just another 'spec series' – and, to quote my sports-hating wife, "Aren't there enough of those already?" I heartily agree with the removal of electronic driver aids from Silverstone onwards, but the majority of the rule changes will definitely ruin F1 as we know it.

Perhaps someone at the FIA would take the time to explain to me the essential differences between '03-spec F1 and ChampCar... and why I (or anyone else, for that matter) should choose one over t' other?

Bruce Ford
Via email

Juan that got away

Your photo caption for 'Juan for the troops' (Pitpass, January) was a bit unfair. In a sport well known for large egos and even larger salaries, Juan Pablo Montoya should be applauded for his charitable work on behalf of UNICEF rather than derided for wearing United Nations clothing.

Mark Hamilton
Teddington, Middlesex

Goodbye Barrie Gill

I was very saddened to learn that Barrie Gill has passed away. He made a great contribution to F1, both as a commentator on the BBC in the early days and as an important and innovative sponsorship entrepreneur. He will be missed.

Frank Russell
San Francisco, California, USA
Indeed, F1 Racing extends its condolences to Barrie's family and many friends. Read Peter Windsor's memories on page 18.

JEFF BLOWHAM/LAT; PETER SPINNEY/LAT

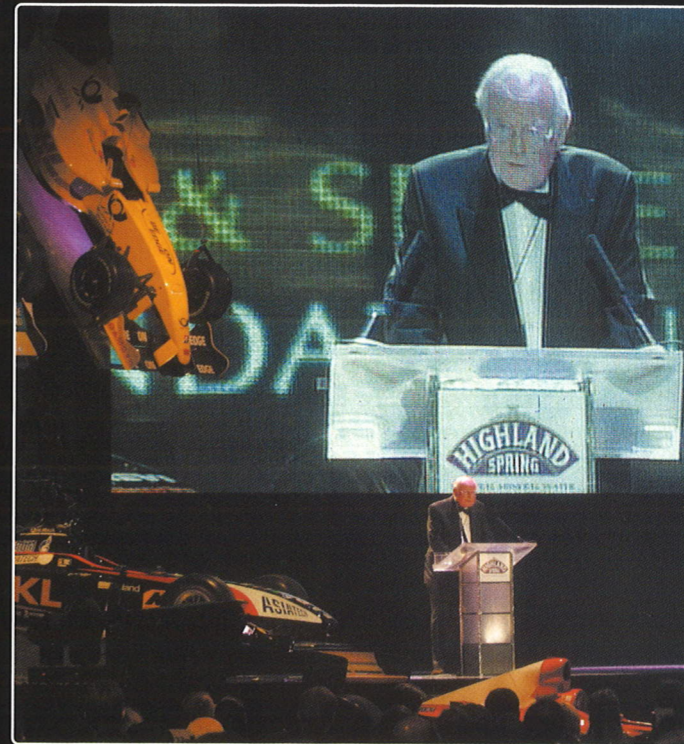
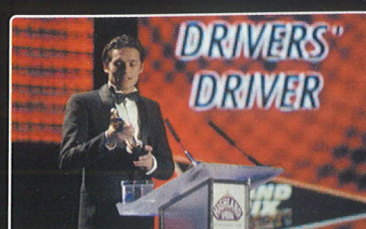
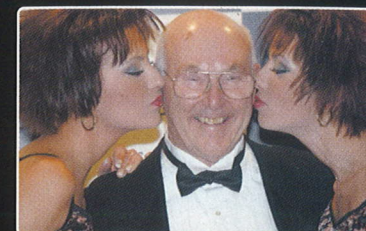
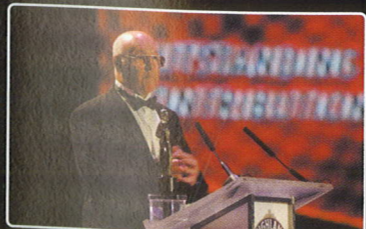
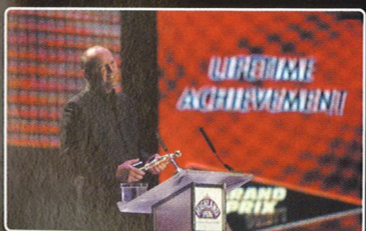
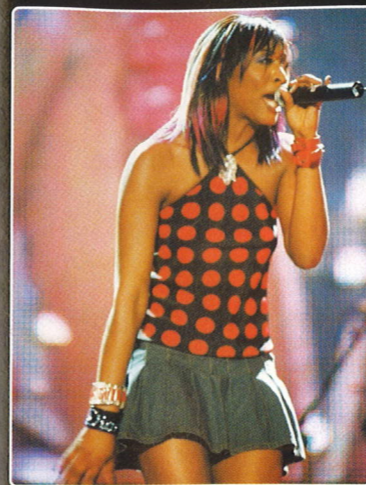
Chas Cole for CMP Entertainment presents



'F1 AWARDS' 2003 GRAND PRIX PARTY

Saturday 11th January
BIRMINGHAM NEC ARENA
In aid of the Brain and Spine Foundation

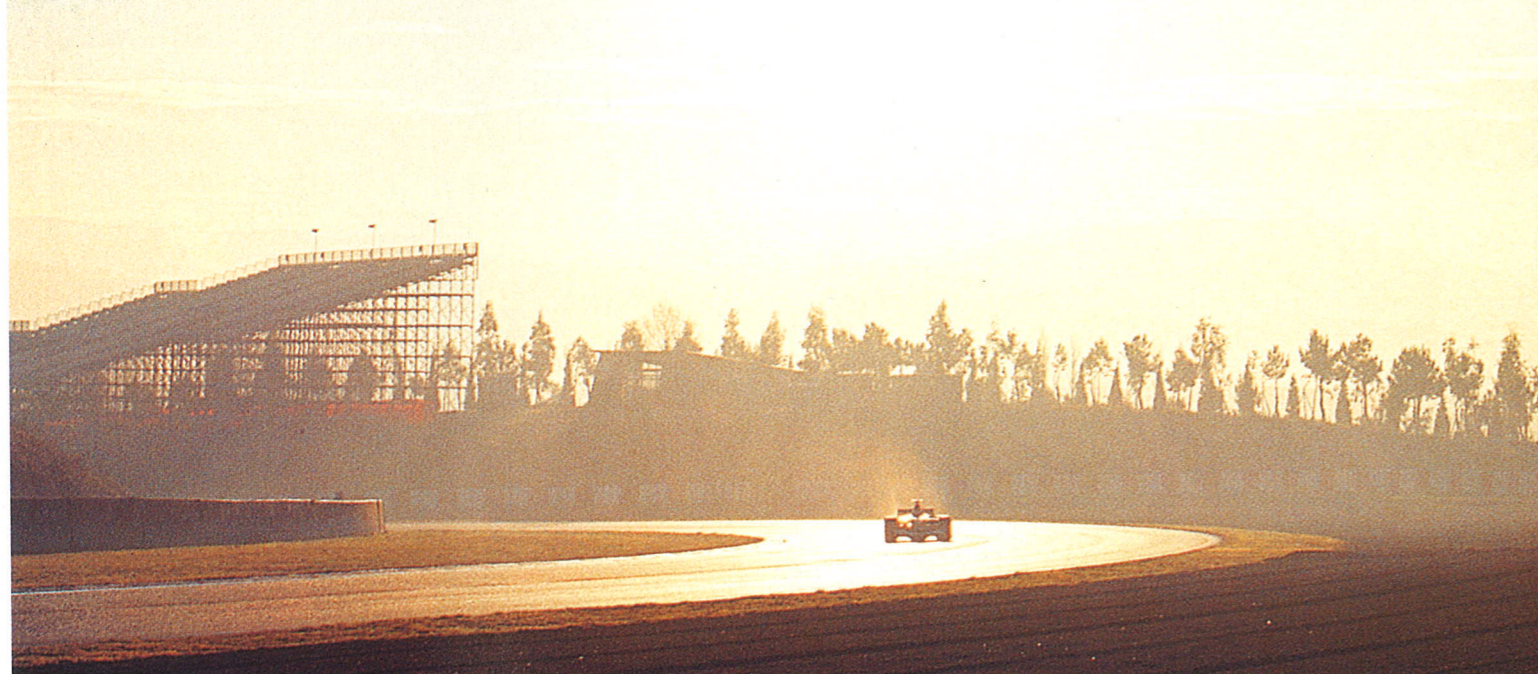
OH WHAT A NIGHT!
SEE YOU ALL IN 2004
AND HAVE A GREAT F1 SEASON!



THE FINAL COUNTDOWN

The Australian Grand Prix is nearly upon us – and the cars will be packed up for the three fly-away races at the end of February. *F1 Racing* takes a last look at pre-season testing

Words by Tom Clarkson; illustrations by Patricia Soler



FERRARI

Everyone at the Scuderia had been longing for the return of Michael Schumacher. When the day came, at Barcelona, on January 21, the team turned up with five trucks, each loaded with equipment for the returning hero. Then it all went wrong.

On his first lap since his appearance at the Ferrari Days at Misano last November, Michael spun at Turn Four, ripping off the rear wing of his F2002 and putting gravel where it shouldn't be (see page 90).

His new race engineer, Australian Chris Dyer, was forced to shorten their programme for the day because, after various checks – including taking the rear end off the car – Michael wouldn't get going properly again until 3.00pm.

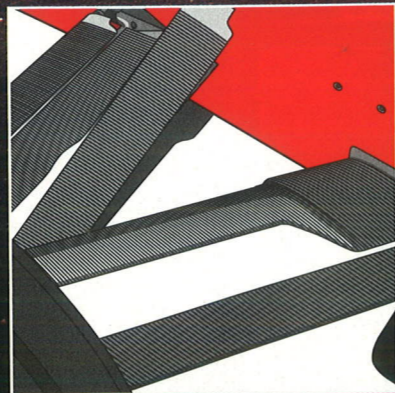
Not only was this Michael's very first outing of the year, it was Ferrari's first test

alongside other cars. Maranello have taken to testing alone in recent years for reasons of secrecy, making them not only prancing horses, but *dark* horses. But they needed to discover how the F2002 rated alongside its new opposition, to help them decide which car to take to Australia: F2002 or F2003, launched on February 7.

Their answer came when they discovered that the old car was still comfortably quicker than the teams that were present, although McLaren and Williams were down the road in Valencia.

"We will not take the new car to Melbourne," said team boss Jean Todt later that week.

Aside from the speed comparisons, Barcelona was a major tyre test. Rubens Barrichello and Luca Badoer pounded round on various Bridgestone compounds.



(Left) Marvel at the close detail of the Ferrari F2002's front suspension: the indent of the rear lower wishbone; the complex aero form of the leading lower wishbone. Precision like this made F2002 virtually unbeatable. That's why it will be racing in Melbourne

And, amid the ongoing debate as to whether or not to ban driver aids (from Silverstone on) this year, some software development was on the cards, too.

(Right) Williams have pressed ahead with development of their braking system, despite the threat of common brakes for 2004. Expect lighter pads and thinner discs than ever this year – particularly for qualifying

BMW-WILLIAMS

In terms of mileage, Williams are top of the tree. Every week, they have had three cars running somewhere in Spain, making this one of their most extensive pre-season test programmes ever.

From a driver standpoint, the onus has shifted since last year. The team have asked that race drivers Juan Pablo Montoya and Ralf Schumacher do more testing, which is why there is not a permanent fourth driver in the 2003

'THE TYRES WENT WELL IN COLD WEATHER. MICHELIN HAVE MADE A STEP FORWARD'
JUAN PABLO MONTOYA

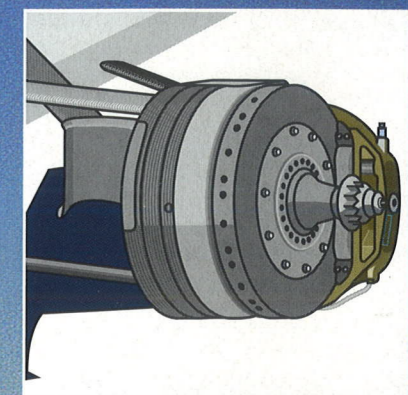
squad (Marc Gené being the third man). But in January, they needed one.

On Ralf's first day – January 13 – he trapped a nerve in his back. He couldn't move the next day, so he rested until the new car arrived on January 31. "It was very cold and I hadn't warmed up enough," he said. "As I braked I felt something go in my back. It was immediately very painful and the pain got worse as the day progressed."

Ralf's absence left Montoya working on final development of last year's FW24, while Gené tested the hybrid FW24B and Michelin tester Olivier Beretta tried a third car. Juan Pablo and Marc completed 10 days' consecutive running.

The team worked on BMW's new P83 engine and continued to fine-tune their electronics systems. All the while, Michelin threw new rubber compounds at them.

"The tyres were working well in cold weather, which points to Michelin having made a step forward," said Montoya. "We used to suffer in cold conditions." ▶



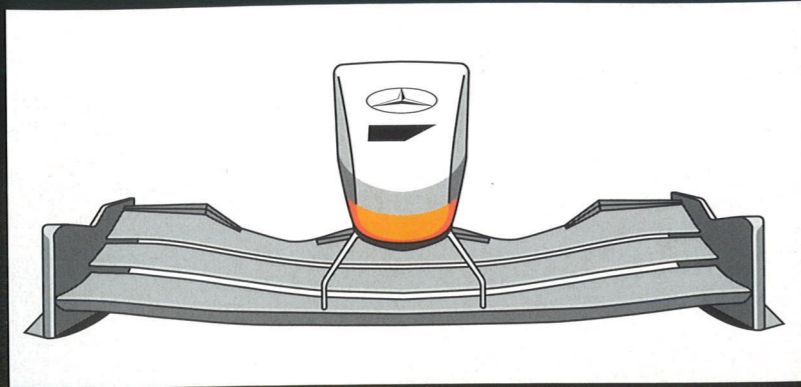
McLAREN-MERCEDES

Hopes are high at McLaren. They haven't introduced a new car this winter, but they feel like they've made good progress with the MP4-17, in D-specification, and the Mercedes-Ilmor V10.

"We've made particularly good progress this winter," says David Coulthard. "I'm hopeful that when we go to Melbourne we'll be the fastest Michelin runner."

All three of McLaren's drivers – Coulthard, Kimi Raikkonen and Alex Wurz – have done extensive mileage since the beginning of January, with DC consistently setting the pace. In the week beginning January 13, David was consistently fastest at Barcelona in almost freezing conditions, destroying and then re-destroying the lap record just before lunch on all three days.

Like Williams, McLaren have invested a lot of time and money in tyre and software development this winter. Add to that the horsepower gains from Ilmor's FO110M



(Left) McLaren persist with their pioneering three-plane front wing. Triplanes went out with Baron von Richthofen, but it seems to work for the MP4-17D if its sparkling winter testing form is anything to go by

engine, and they are left with what could be a pretty good package, particularly during the early part of the season. No date has yet been specified by McLaren for the introduction of their all-new MP4-18A, but it seems likely to be at

the San Marino Grand Prix at Imola on April 20 – the first European round of '03.

"I've had a seat fitting in the new car and it looks good," says Kimi Raikkonen. "We must continue to improve, but I have a good feeling about the year ahead."

SAUBER-PETRONAS

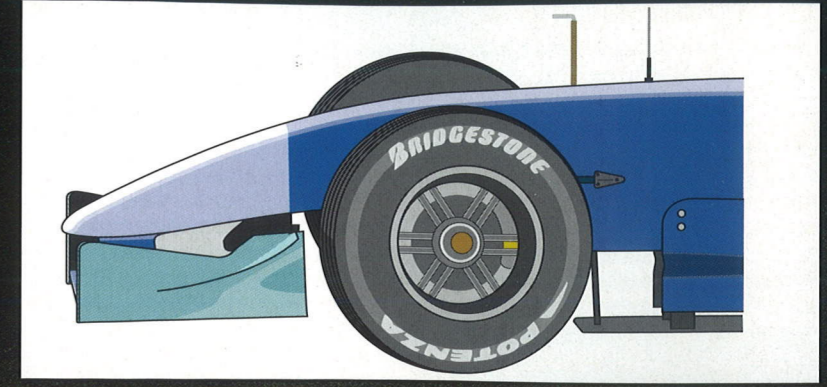
(Right) Sauber's C22 benefits from a heap of Ferrari tech beneath the covers (engine, gearbox, rear suspension) and unmistakable Ferrari influence in the shape of its nose. They've stuck with the twin keel front end though

You could be forgiven for thinking that there are four Ferrari F2002s at Melbourne – two works cars and two Saubers. With its drooped nose, ultra-thin rear end, Monza '02-spec Ferrari V10 and Ferrari-inspired seven-speed gearbox, the Sauber C22 looks disarmingly similar to the world championship-winning F2002.

It is no surprise that early testing of the new car has been extremely successful. Straight out of the box the C22 completed 220 trouble-free laps of Barcelona.

"It's better than the C21 in every way," says Heinz-Harald Frentzen. "If you like, it's the old car without any of its problems. And the engine is a big step forward too."

From Barcelona the team moved to Valencia, where the car again ran faultlessly and proved proportionately quicker on the twisty track than it had done around the fast sweeps of Barcelona, suggesting a high level of mechanical grip.



"The car seems more responsive than the previous one," said the team's engineering director Jacky Eeckelaert. "We've managed to complete a huge number of laps, which means that the design guys have done a good job, and

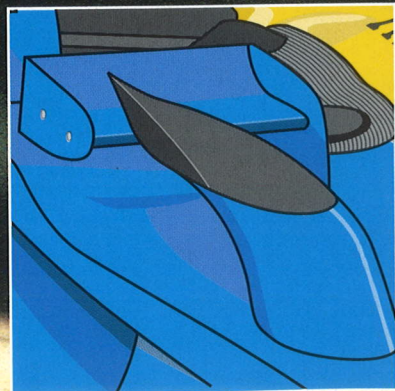
the car seems to be quick. But I don't want to get over-optimistic. We know that we'll have to wait until Melbourne to discover where we are relative to our opposition."

Sauber are a good outside bet this year, particularly in the early races. ▶

RENAULT

It's been a two-part test schedule for Renault. Part one: a continuation of the work they began in November and December with their hybrid R202 car (the '03 chassis, engine and gearbox, with '02 aerodynamics). Part two: the development of the new R23 car that was launched in Switzerland on January 20.

The new car first ran in earnest at Paul Ricard on January 23 with Jarno Trulli and Fernando Alonso behind the wheel. Even then, however, it did not appear in anything



close to its final race specification. Its aerodynamics are to be improved and its Michelin-inspired optimum contact patch suspension system is unlikely to be run until the middle of the year.

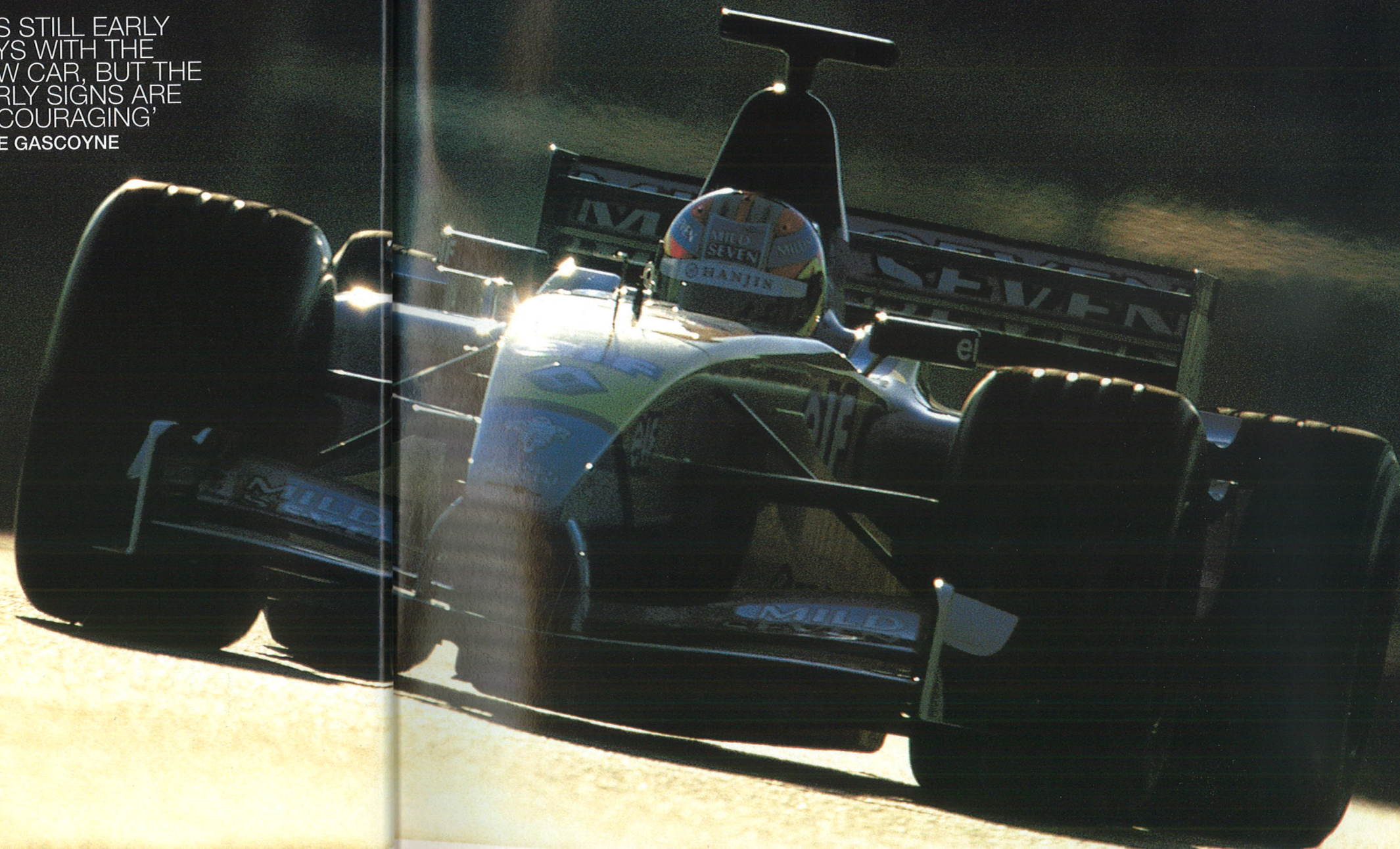
What the team achieve in testing prior to Melbourne will shape their season – because, having opted for limited testing this year, they are likely to be hammered by a lack of track time when driver aids are banned from mid-season.

On the driver front, they have wisely drafted in Allan McNish as their third driver (alongside race drivers Trulli and Alonso). His services have already proved useful.

Allan went to Barcelona to meet his engineers at the beginning of January and, on arrival – without a helmet and without having had a seat fitting – he was told that Trulli was ill and he would need to drive the car. Which he did, with only minor adjustments.

Technical director Mike Gascoyne is pleased with progress. "In all, we completed the mechanical work with the old car that we wanted to achieve," he says. "It's still early days with the new car, but the early signs are encouraging."

'IT'S STILL EARLY DAYS WITH THE NEW CAR, BUT THE EARLY SIGNS ARE ENCOURAGING'
MIKE GASCOYNE



(Above) Renault's new R23 sports rakish aero-profiled cooling chimneys; (right) Portuguese sportscar driver Tiago Monteiro tested last year's R202 in December

TESTING HOTS UP

JORDAN-FORD

Only two parts – differential and rear axle – have been carried on to the EJ13 from last year's EJ12. With a new design philosophy, it looks very different from last year's car.

Jordan elected not to test prior to Christmas, which meant that their first on-track mileage since Suzuka was with the new car. After an initial shakedown at Silverstone, the EJ13 went to Barcelona with Giancarlo Fisichella behind the wheel.

Progress was very limited at first. On day one, an Intertechnique refuelling valve malfunctioned, causing a fire which fried

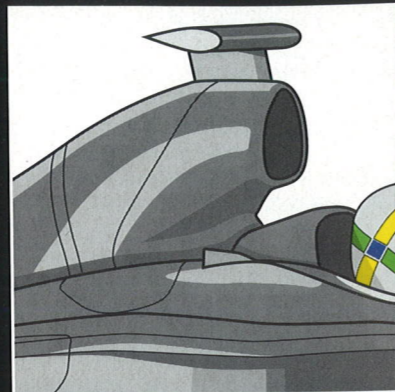
the car's rear end. That led to a shortage of mechanical parts and, once some new parts had been flown out, there were further problems.

"We're having difficulty getting our electronics system working with Pi's engine software," said Gary Anderson, head of race and test engineering.

Then, on the final day of the test, the rear wing broke on the pitstraight. "The component that broke is stronger than we had last year, so we're going to make some modifications," Anderson revealed.

Despite the limited running, Fisi was upbeat. "The Ford engine seems very good," he said. "Also, the driving position is much better than EJ12. My feet are a bit lower than they were last year and I can see more of the racetrack."

By week two, at Valencia, things were looking more encouraging still; on January 28 Fisichella was quicker than everyone bar Rubens Barrichello's Ferrari.



(Left) Jordan's all-new EJ13 shows the clear influence of former McLaren aero chief Henri Durand. Check out the detailed, sculpted form of the bodywork beneath the airbox and behind the headrest. The airbox opening itself is also a sophisticated form

'THE ENGINE SEEMS GOOD, AS DOES THE DRIVING POSITION. I CAN SEE MORE OF THE RACETRACK'
GIANCARLO FISICHELLA

DARREN HEATH

BAR-HONDA

Williams' design team reckon that this year's BAR 005 is a rehash of their '02 FW24. There's probably a grain of truth in that – BAR's technical director Geoff Willis was Williams' chief aerodynamicist until he flew the nest last year.

Irrespective of the car's origins, the BAR

005 was quick out of the box. New boy Jenson Button put the car through its paces on day one and, in setting a time of 1m18.3s on only his seventh lap, he went faster than BAR have ever gone around Barcelona in their five-year history.

"First impressions are very good," said

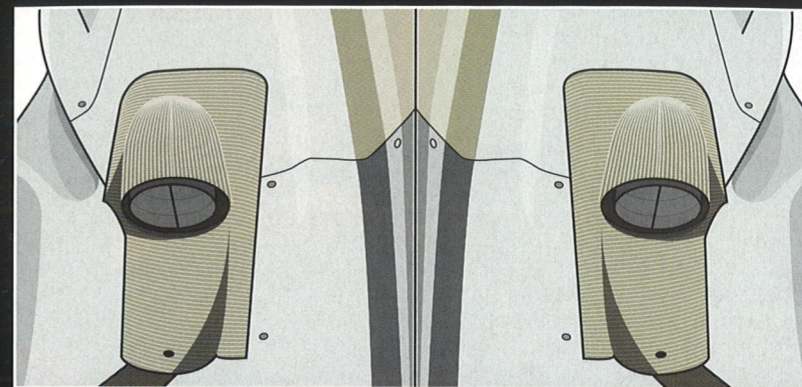
Jenson. "It has a lot of grip everywhere, so I'm very encouraged." He did complain, though, about the power steering being too light – which is easily adjusted – and of poor visibility from the cockpit. Jacques Villeneuve echoed both sentiments when he tried the car a week later.

"Like Jenson's, my first impressions are good," said Jacques. "But the steering gives you no feedback – just not enough information. Not only that, but the visibility is also a problem because, while I can see the entry to a corner, I can't see the exit. We have some work to do there."

The car features an all-composite rear end and a brand new Honda engine, which is significantly lighter than last year's. As yet, horsepower figures are about the same as at Suzuka last year, but Honda promise several steps prior to Melbourne.

"We have reason to be confident," said team boss David Richards. ▶

(Right) BAR's 005 should benefit from more sophistication than its sluggardly predecessors. New for '03 are periscope exhausts, whose gases are channelled over the rear wing, away from the heat-sensitive carbonfibre rear suspension; (below) Villeneuve tests the new car



TESTING HOTS UP



JAGUAR-COSWORTH

"The new R4 looks stunning," said Mark Webber at the end of his first day of running in it at Barcelona. He completed 44 laps and finished the day the closest of Ferrari's challengers – ahead of BAR and Jordan.

"We haven't had a chance to explore set-up yet," said Webber. "But I can tell you that the car stops well and seems to have a lot of grip. I don't want to be over-confident, but the first day of testing with this car has gone well."

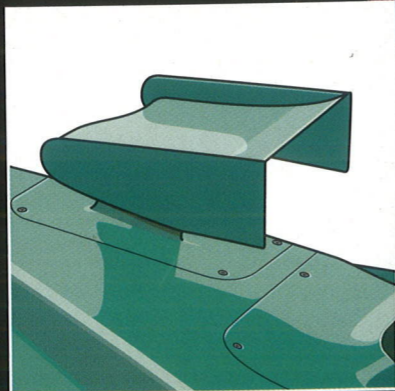
'THE NEW R4 LOOKS STUNNING. THE CAR STOPS WELL AND SEEMS TO HAVE A LOT OF GRIP'
MARK WEBBER

DARREN HEATH

The R4 had a precautionary gearbox change at lunchtime on the first day after Webber sensed a problem with second gear. He was proved right when the mechanics looked at the 'box internals.

With only one car available during the first week, Webber's team-mate Antonio Pizzonia took over the new car on day two of the test and again proved quick. But perhaps the most impressive element of the Jaguar-Cosworth package at this stage is the reliability of the new 90-degree V10. Prior to Christmas, the engine ran in the back of an updated R3 and detonated frequently. The development model, in the back of the R4, proved much more reliable.

"This is our first V10 built to have a 90-degree V-angle," says Nick Hayes, Cosworth MD. "It's a completely new concept. In terms of horsepower, it's a



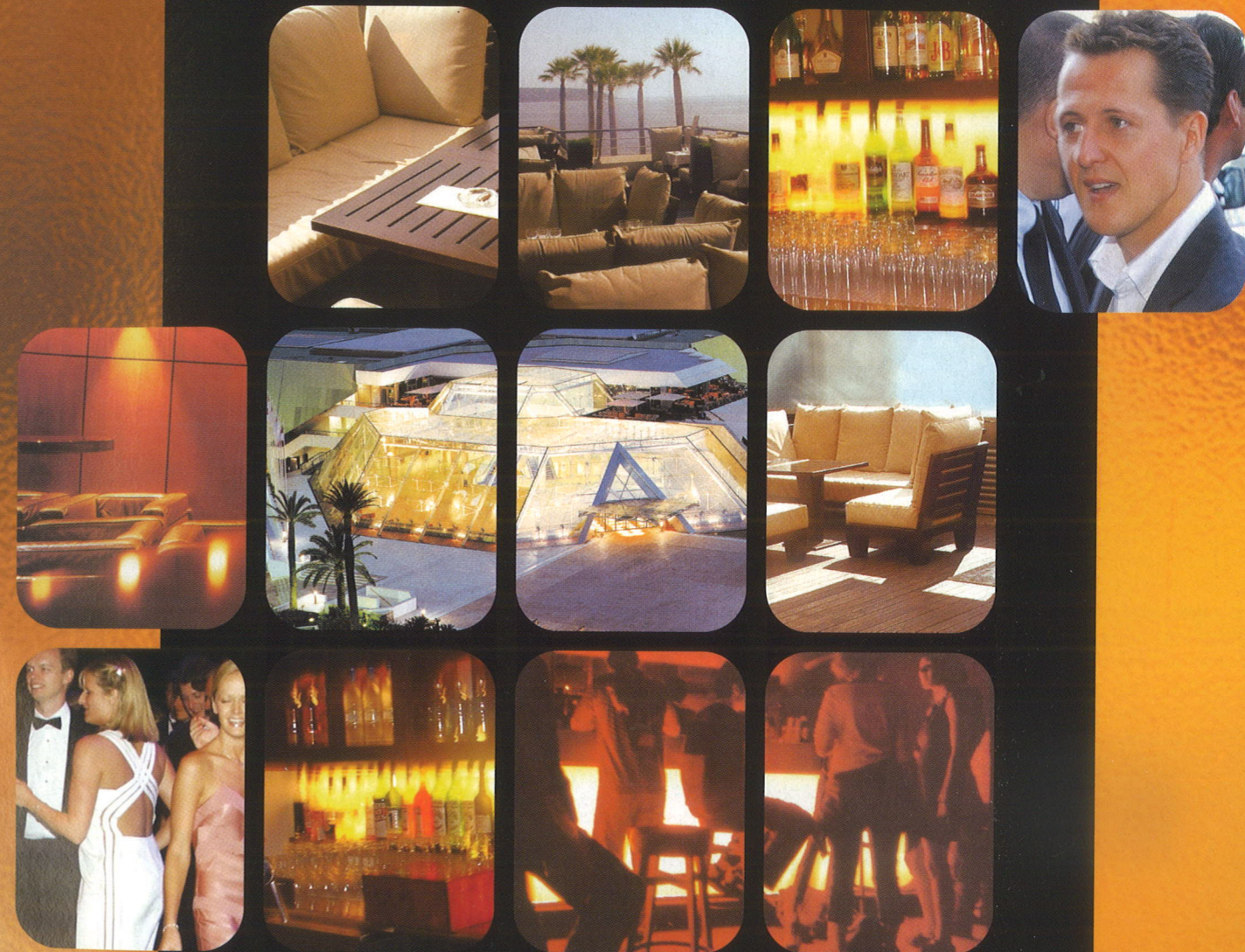
significant step forward over last year."

Following the winter's low patch, when 74 people were made redundant, it seems that Jaguar are at last on an upward spiral. ▶

(Right) Winglets like these were part of Jaguar's '02 package for the dreadful R3... Their reappearance owes nothing to their performance on that car, but much to their success on Ferrari's F2002; (above) Webber exits the Barcelona pits

amber lounge

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TESTING HOTS UP

MINARDI-COSWORTH

Minardi have had a very quiet New Year on the testing front. The only mileage they have done was with two of last year's PS02 cars, running on Formula 3000 slick Avon tyres – to give new drivers Jos Verstappen and Justin Wilson a chance to work with their race engineers Greg Wheeler and Alex Varnava respectively.

The new Cosworth-powered PS03 is being launched in mid-February, giving the team just enough time to test three chassis prior to sending them to Melbourne.

One of the biggest off-season headaches has been fitting Wilson's 6'3" frame into the car while remaining within the regulations.

"We've managed to place the pedals further forward than in last year's car," says Varnava. "They're now level with the central point of the front wheels and, although Justin is a couple of inches taller than Mark Webber [who drove for the team

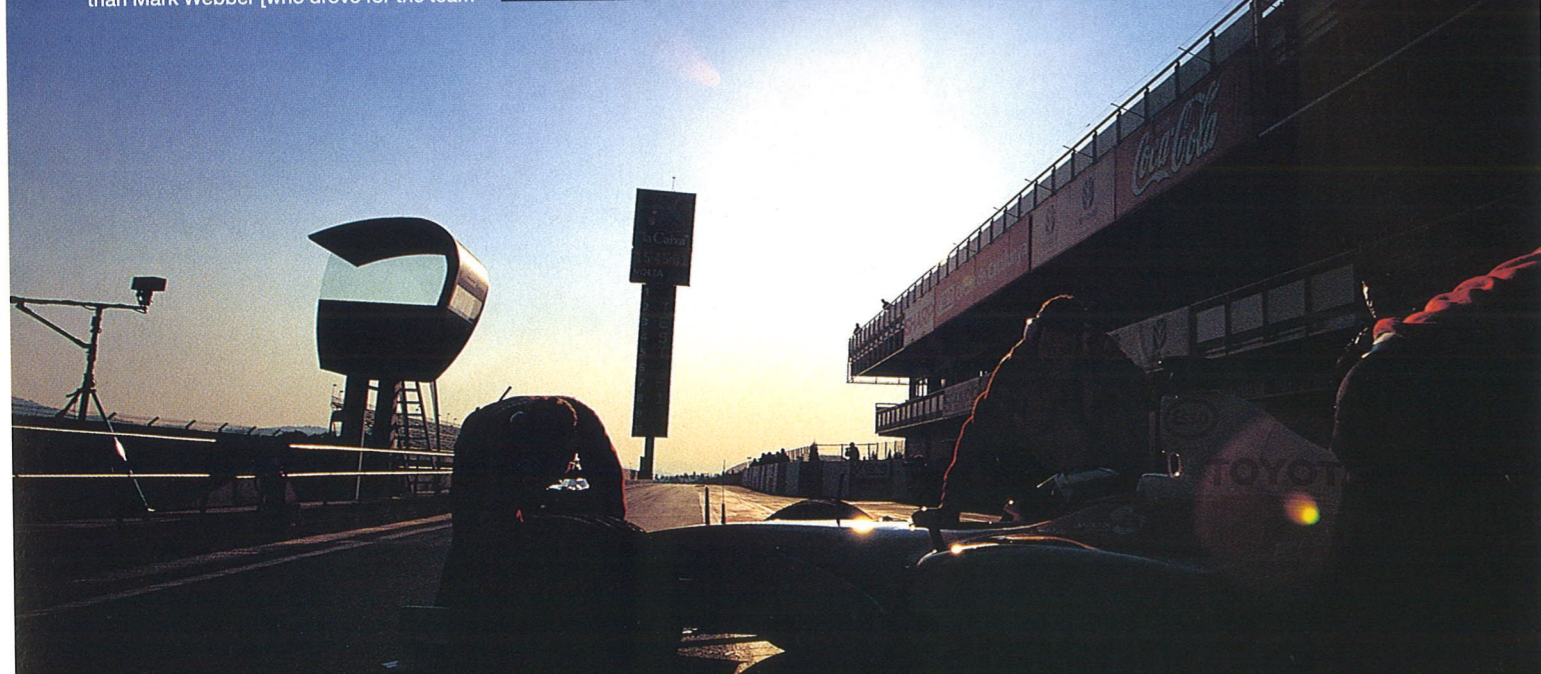
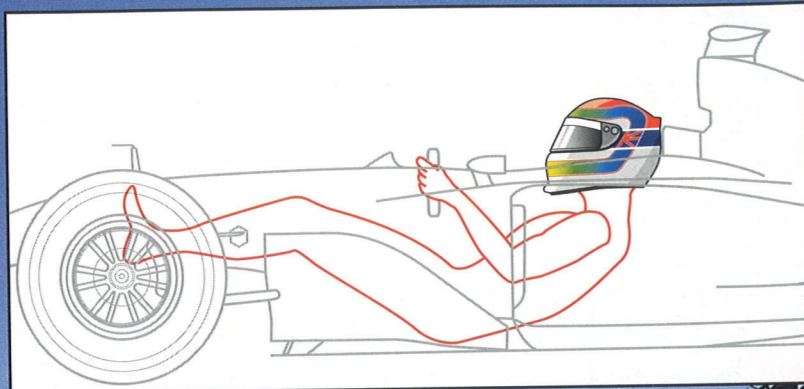
last year], I think he'll end up with more space in the cockpit than Mark had."

Justin was due to replace Alex Yoong for the Hungarian and Belgian Grands Prix last year, but was unable to because he failed to fit the car within the FIA regs. To

achieve their aim this time around took a four-day seat fitting; Jos was in and out in a single afternoon.

"The cockpit feels good," says Wilson. "I'm more comfortable than I've been in most of the cars I've driven."

(Left) Squeezing Justin Wilson's frame into the PS03 proved less of a challenge than some had feared. The pedals have been sited as far forward as they can be: in line with the centre of the front wheels. Justin's rear, meanwhile, is almost on the deck



TOYOTA

The TF103 ran for the first time at its Paul Ricard launch on January 8. However, the rear of the car – the engine and gearbox – had already been extensively tested in the back of a hybrid TF102B.

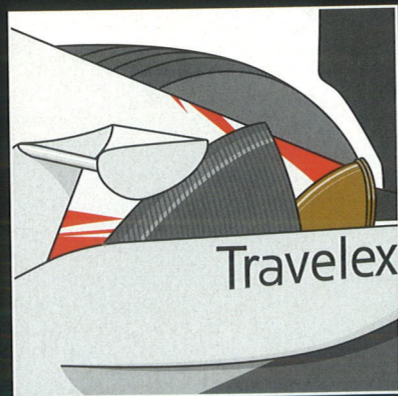
Olivier Panis was the first to drive the new car and was immediately impressed. "It's better everywhere," he said, relative to last year's TF102. Encouragingly, the car also showed remarkable reliability and, according to chief designer Gustav Brunner, there were nothing but teething

problems to sort out during its first serious test at Barcelona. "Our baby is healthy," he says. "It has a few snuffles, but nothing serious."

Progress with the new car has been rapid. "We're further ahead at this stage than we'd predicted," said Panis's race engineer Humphrey Corbett after week two of running; by the end of week three, the team had done much to back up their publicly stated bid to be fourth in the '03 constructors' championship.

Cristiano da Matta got his first run in the new car at Paul Ricard in week three, although his running was ruined by heavy rain. The ChampCar champion is still some way off Panis in terms of lap time, but he remains confident that he will be up to speed come Melbourne.

"It's coming together well," he said. "I feel more and more comfortable in the



(Left) The Toyota TF103's remarkable similarity to the Ferrari F2002 can be seen throughout, from broad strokes to fine detail. If the exhaust treatment looks familiar, that's probably because it's virtually identical to F2002's; (above) Olivier Panis in testing

car and understand the best ways to get the best out of it."

With Da Matta now running in a second TF103 chassis, third driver Ricardo Zonta was freed up to run in the TF102B. 1

LORENZO BELLIANGALI

'I FEEL MORE AND MORE COMFORTABLE IN THE CAR NOW AND CAN SEE HOW TO GET THE BEST OUT OF IT'
CRISTIANO DA MATTA

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07224 Panasonic Toyota Racing TF102 1:24

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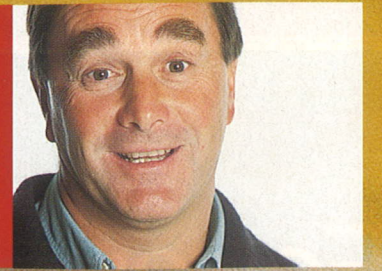
Calendar

- March 9
Australian GP,
Albert Park
- March 23
Malaysian GP,
Sepang
- April 6
Brazilian GP,
Interlagos
- April 20
San Marino GP,
Imola
- May 4
Spanish GP,
Barcelona
- May 18
Austrian GP,
A1-Ring
- June 1
Monaco GP,
Monte Carlo
- June 15
Canadian GP,
Montreal
- June 29
European GP,
Nürburgring
- July 6
French GP,
Magny-Cours
- July 20
British GP,
Silverstone
- August 3
German GP,
Hockenheim
- August 24
Hungarian GP,
Hungaroring
- September 14
Italian GP,
Monza
- September 28
United States GP,
Indianapolis
- October 12
Japanese GP,
Suzuka

Can anyone beat Schumi (right) in 2003? It'll be tough, but Williams and McLaren (and the rest) are hell-bent on doing it. And 'our Nige' reckons two of them are in with a real shout...

2003 SEASON PREVIEW with Nigel Mansell

Contents



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Counting the cost	64
What they pack	76
First 53 champs	84

Ferrari

Ferrari will start 2003 with F2002 – which, in case you've forgotten, was the best F1 car ever made. They say F2003 is "a significant step". No wonder all the other teams are already running scared



"I don't want to disappoint *F1 Racing* readers who are looking forward to a superbly competitive season of Formula 1 racing in 2003 – the operative word in that sentence being 'racing' – but I really can't see Ferrari being beaten, for the simple reason that Michael Schumacher, Rubens

Barrichello, Jean Todt, Ross Brawn, Rory Byrne, Nigel Stepney and so many other well-established key people have all signed up until the end of '04.

"That kind of continuity confers a hell of a lot of strength in depth. It also produces the kind of organisation and

speed that we saw last year. But, above all, the most impressive thing was the reliability Ferrari enjoyed. Sometimes speed compromises reliability; to combine the two so successfully is phenomenal. And, to do that, you need fabulous teamwork.

Michael Schumacher takes F2002 for a spin in Spain (below). Not that it *needs* much testing – it's nigh-on invincible already



'SOMETIMES SPEED COMPROMISES RELIABILITY; TO COMBINE THE TWO SO SUCCESSFULLY IS PHENOMENAL'



"And, of course, hunger. I reckon Ferrari will only be beaten when they cease to be hungry – and I think the key people there are all still *very* hungry. Nigel is an incredibly able and hard-working mechanic/engineer; Rory is a truly superb aerodynamicist/designer; Ross is a fantastic technical manager and a brilliant tactician; and the man who puts it all together, Jean Todt, is unbelievably committed.

"And then there's Michael. Believe me, he *really* wants that sixth world championship. He wants to establish a new record [eclipsing Juan Manuel Fangio's record of five world drivers' titles, which he currently shares]. There's no question that Michael is one of the greatest drivers ever to drive an F1 car.

Mansell doesn't see Ferrari being beaten on-track (above right) too often – they're just too competent and well organised

You see, he's a total professional. Totally committed. Utterly focused. If he wants something, he'll do what it takes to get it. *Whatever* it takes. Not a lot of people can do that. That's the hunger I was talking about. And then if you can combine that with a mega God-given talent, as he has... well, it makes you seriously hard to beat.

"In some ways he reminds me of Jackie Stewart – the set-up he has built around him at Ferrari is very reminiscent of what Jackie and Ken Tyrrell had in the early '70s. That kind of relationship is very special, and I sometimes wonder if it will ever be repeated in F1.

"But we shouldn't forget Rubens. Rubens is a great driver and *could* be a potential world champion – but he will find it very difficult because Michael

is currently in the other car. Then again, if Rubens has a lot of luck and no reliability problems, and Michael has less luck and more reliability problems... then who knows? Anything is possible.

"Look at what nearly happened when Michael got injured [at Silverstone in '99] – Eddie Irvine almost became champion! It almost happened! And the reason for that is that the technical strength in depth at Ferrari – the mechanics at Ferrari, the engineers at Ferrari, the designers at Ferrari – is the best of the best. And they build on that, year on year on year. As a result, they can even get within a gnat's whisker of winning the world championship when someone as crucial to their organisation as Michael is taken out of the picture. Fantastic." ►

Fact file: Ferrari CAR: F2002/F2003 TYRES: BRIDGESTONE ENGINE: FERRARI 052

Driver biogs



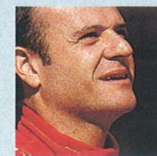
Michael Schumacher
(Car number 1)
Born January 3 '69 Place of birth Hürth-Hermülheim, Germany Lives Vufflens, Switzerland Status Married to Corinna (two children: Gina and Mick) Height 1.74m Weight 75kg Website www.michael-schumacher.de

Teams

'91 Jordan-Ford/Benetton-Ford: 4pts, 12th (6 races)
'92 Benetton-Ford: 53pts, 3rd
'93 Benetton-Ford: 52pts, 4th
'94 Benetton-Ford: 92pts, world champion
'95 Benetton-Renault: 102pts, world champion
'96 Ferrari: 59pts, 3rd
'97 Ferrari: 78pts, excluded from championship
'98 Ferrari: 86pts, 2nd
'99 Ferrari: 44pts, 5th
'00 Ferrari: 108pts, world champion
'01 Ferrari: 123pts, world champion
'01 Ferrari: 144pts, world champion

Statistics

Debut Belgium '91 Starts 178
Points 945 Wins 64
Poles 50 Fastest laps 51



Rubens Barrichello
(Car number 2)
Born May 23 '72 Place of birth São Paulo, Brazil Lives São Paulo and Monaco Status Married to Silvana (one son, Eduardo) Height 1.72m Weight 77kg Website www.barrichello.com.br

Teams

'93 Jordan-Hart: 2pts, 17th
'94 Jordan-Hart: 19pts, 6th
'95 Jordan-Peugeot: 11pts, 11th
'96 Jordan-Peugeot: 14pts, 8th
'97 Stewart-Ford: 6pts, 13th
'98 Stewart-Ford: 4pts, 12th
'99 Stewart-Ford: 21pts, 7th
'00 Ferrari: 62pts, 4th
'01 Ferrari: 56pts, 3rd
'02 Ferrari: 77pts, 2nd

Statistics

Debut South Africa '93 Starts 164
Points 272 Wins 5
Poles 6 Fastest laps 8

Team information

Founded '29, Enzo Ferrari
First grand prix Britain '50
Starts 670
Wins 159
Poles 158
Points 3,828
Constructors' titles 12
Drivers' titles 12
Ferrari Spa, Via Ascari 55-57,
41053 Maranello, Italy
Tel: + 39 0536949450
Fax: + 39 0536949049
Website www.ferrari.com
Team fan club FerrariClub@ferrari.it

Key personnel

Luca Montezemolo President
Jean Todt Team director
Ross Brawn Technical director
Rory Byrne Chief designer
Paolo Martinelli Engine technical director
Nigel Stepney Race technical manager
Chris Dyer Race engineer (Schumacher)
Gabriele Delli Colli Race engineer (Barrichello)
Test drivers
Luca Badoer
Luciano Burti

• Matt Bishop's view

Ferrari have always had an embarrassment of riches at their disposal – but, between '79 and the arrival of Michael Schumacher in '96, all it brought them was riches of embarrassment.

Their performances in '02, however, were laughably dominant; moreover, their technical director Ross Brawn has already declared he's "quietly confident" that '03 will be better still.

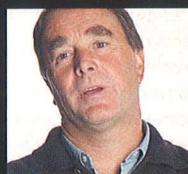
Hardly seems possible, does it? On the other hand, perhaps it does. With Bridgestone ever more entrenched in Ferrari's race effort (doubtless to the detriment of their other clients, but who's counting?), and Michael training six hours a day in order to hone his body to the specific demands of new-for-'03 qualifying, and Ross and Rory Byrne and Paolo Martinelli as brilliant as ever... well, you've got to fancy their chances, haven't you?

If there is a chink in their armour, it is that F2002 was so perfect that, whatever bullish noises Brawn is already making about F2003, last year's car was pretty close to as good as he and Byrne could get. By contrast, there is much more room for improvement in Williams' and McLaren's technical packages.

But is there enough? And by how much will Ferrari have moved the goalposts? I can't wait...

BMW-Williams

Catching Ferrari is possible – but formidably difficult. And to have any hope, Williams *must* be quick and reliable right away. With a radical new car. Impossible? Maybe; maybe not...



"Could Williams win the world championship in '03? Of course they could. But *will* they? That's the \$64,000 question.

"Let's examine the ingredients. In order to win world championships, you need an able driver, a quick car, great reliability, and strength in depth. You've got to be able to

come out of the blocks in Australia and start scoring points straight away. That's hard to do with an all-new car, which is what FW25 is.

"But, more than that, you've got to keep up the development throughout the year. And last year Williams struggled a bit in that area. They started well – they finished one-

two in Malaysia, remember – but as the season wore on they fell behind. Don't get me wrong: I've got enormous respect for Patrick Head and his team of technical people, and I really hope that they've produced a car that will be not only quick out of the box but also responsive to

Williams are going to have to develop FW25 all year to stand any chance of keeping up with Ferrari. But if Montoya (below, winter-testing FW24) can be more consistent, wins should follow

Fact file: Williams-BMW

CAR: FW25 TYRES: MICHELIN ENGINE: BMW P83

Driver biogs



Juan Pablo Montoya
(Car number 3)
Born September 20 '75 Place of birth Bogota, Colombia Lives Monaco Status Married to Connie Height 1.68m Weight 72kg

Website www.jpmontoya.com

Teams

'98 Williams-Mecachrome: test driver
'99 ChampCars (won title in debut year)
'00 ChampCars (also won Indy 500)
'01 BMW.WilliamsF1: 31pts, 6th
'02 BMW.WilliamsF1: 50pts, 3rd

Statistics

Debut Australia '01
Starts 34
Points 81
Wins 1
Poles 10
Fastest laps 6



Ralf Schumacher
(Car number 4)
Born June 30 1975 Place of birth Hürth-Hermülheim, Germany Lives Monaco Status Married to Cora (son, David) Height 1.78m

Weight 73kg Website ralf-schumacher.rtl.de

Teams

'97 Jordan-Peugeot: 13pts, 11th
'98 Jordan-Mugen Honda: 14pts, 10th
'99 Williams-Supertec: 35pts, 6th
'00 BMW.WilliamsF1: 24pts, 5th
'01 BMW.WilliamsF1: 49pts, 4th
'02 BMW.WilliamsF1: 42pts, 4th

Statistics

Debut Australia '97
Starts 100
Points 177
Wins 4
Poles 1
Fastest laps 6

Team information

Founded '77, Frank Williams and Patrick Head

First grand prix Argentina '78

Starts 462

Wins 108

Poles 119

Points 2,191.5

Constructors' titles 9

Drivers' titles 7

WilliamsF1, Station Road, Grove,

Wantage, Oxon OX12 0DQ UK

Tel: + 44 (0)1235 777700

Fax: + 44 (0)1235 777739

Website www.bmwwilliamsf1.co.uk

Team fan club PO Box 111911,

20419 Hamburg, Germany

Key personnel

Frank Williams Managing director & team principal

Patrick Head Technical director

Sam Michael Chief operations engineer

Gavin Fisher Chief designer

Dickie Stanford Race team manager

Jason Somerville and Antonia Terzi

Senior aerodynamicists

Carl Gaden Chief mechanic

Gordon Day Race engineer (Schumacher)

Tony Ross Race engineer (Montoya)

Test driver: Marc Gené

• Matt Bishop's view

In '01 (by some margin) and in '02 (by a smidgen, from Ferrari), BMW provided Williams with what all F1 teams dream of: an engine more powerful than those of all their competitors.

And yet, though Williams have in the past decade won championships with witheringly emphatic facility (Mansell in '92; Alain Prost in '93) or at least with some ease (Damon Hill in

development. But they're going to have to keep unveiling new development packages all through the year to keep up with Ferrari.

"People sometimes say, 'Look at Frank [Williams] and Patrick! They've been there such a long time. They're the most successful duo in grand prix history, but have they still got the cutting edge you need in 21st-century F1?'"

"I always say, 'Yes, absolutely.' They've still got it – and they'll have it as long as they want it. It's a question of desire. Hunger. And no-one is hungrier, or more full of desire, than Patrick and Frank. I won a championship and 28 grands prix with them, so I should know!"

Mansell has been impressed by Ralf (above right), despite his occasional lapses in concentration/effort

"Okay, Frank is 60 years old. Patrick is 56. They're not as young as they used to be, but they're real winners. They've won umpteen championships. They're great people. But they've got to keep their team focused, and then maintain that focus over the whole year.

'COULD WILLIAMS WIN THE WORLD CHAMPIONSHIP IN '03? OF COURSE THEY COULD. BUT WILL THEY?'



"Ralf Schumacher gets a lot of stick, but you have to say he's a winner. He was the only Williams driver to win a grand prix last year, and he won three the year before that.

"But, although I respect Ralf, I think one of the sad things today is that some drivers fail to deliver at 100 per cent all the time.

And then, typically at contract time or when they're getting stick, all of a sudden they're a different driver. They're suddenly blindingly quick, and it's exciting to watch them again.

"So Ralf is a good driver. Sometimes a very good driver. Sometimes a great driver.

But then, at other times, you wonder what's happening. Okay, he might say that there are conflicting variables which people outside the team know nothing about – and perhaps he's right. All I'll say about him, in summary, is that in '03 he's got to give it 100 per cent. And I think, if they're honest, that's what

Frank and Patrick would say about him, too.

"Montoya has huge talent and potential, but he doesn't think at times. Don't get me wrong: his seven poles last year were great. But one-off speed like that doesn't win races. What wins races is consistency lap after lap.

"I think the greatest thing Juan Pablo has done in F1 so far was to show you really can come from ChampCars to F1 and get the job done. You've got to give him full marks for that. It was thrilling. I was really pleased for him – and I think everyone else was, too.

He got stuck in and roughed it up with the best. But then, unfortunately, the momentum began to ebb away. I've seen it so many times, with so many drivers. You start to lose your direction, you start to lose your focus... and then all of a sudden the spark isn't there any more. He needs to reignite that spark in '03, and I dearly hope he will." ▶

McLaren-Mercedes

McLaren are taking a leaf out of Ferrari's book this year by starting the season with their old car. It should give them more time to get the new one perfect. Expect wins...



"David Coulthard is the most successful British F1 driver of the moment, and I rate him very highly. He's a real professional. A gentleman. And both those things are to his very great credit, especially when you factor in some of the more traumatic things he's had to cope with over the years; I think

they've been very character-building for him. "I'm thinking of his plane crash [in '00]; his relationships with different team people; his not always being in the right place at the right time. Lots of things. But I really do think David is ready to win the championship – and he's very capable of doing so, too.

"But – and I know this is a cliché, but it's no less true for that – David has to believe in David. I know I've said I think Ferrari are title favourites, and I stand by that. But if David can start well and get the momentum rolling early, and Ferrari hit a few more unexpected problems than they did in '02, then he really

David Coulthard tests MP4-17D (below), a development of '02's MP4-17. It won't be many races, though, before MP4-18A puts in an appearance...



BEN WRIGHT; LORENZO BELLANDI/LAT; CLIVE ROSE/LAT; STEVEN TEE/LAT

'McLAREN ARE A MARVELLOUS TEAM. THEY'LL BE PUSHING THE DEVELOPMENT BUTTON HARD'



could achieve something truly significant in '03. A world championship? Well, why not?

"I've heard people say, 'The only thing wrong with David Coulthard is that he's two-tenths slower than he should be.' The press often say that – even the British press, which is really bad in my view. But David has often been two-tenths faster than his team-mate, too – even when his team-mate was Mika Hakkinen, who, I think you could safely say, was definitely no mug when it came to producing consistent qualifying speed.

"As for Kimi Raikkonen, I spent quite a bit of time with him at Monaco last year – his management team, David and Steve Robertson, and I shared a boat – and I really got to like him. I rate him, too. He's fearless. He's young. He's small. He's light. He's got everything going for him. And unlike so many other drivers these days, he doesn't do much

PR work – which means that he can focus on getting the job done in the car.

"What he's achieved in such a short time has been very impressive indeed. Inevitably, a lot of other drivers have become envious of him because he's walked more or less straight into one of the greatest teams in the history of the sport. To have McLaren and Mercedes and all their resources behind him, at just 23... well, he's got the world at his feet, hasn't he? Certainly at his right foot, anyway!

"Even so, I think he'll need time to develop. But the wonderful thing about McLaren is that he'll be given that time – because Ron Dennis is a thoroughbred racer. Ron has had so many great drivers pass through his team. He clearly rates Kimi, and he'll help guide him – just as he helped to guide Mika, who was a McLaren driver from '93 all the way through to his retirement in '01.

"It was a huge disappointment to Kimi, to the world – and, to be honest, to me – that he didn't win at Magny-Cours last year. It was a simple mistake [Kimi slid off on oil, allowing Michael Schumacher to pass him], and it was a great shame because he'd driven a super race. But there's no question in my mind that he'll score his maiden GP win this year.

"Reliability will be one of the key factors for McLaren, of course. They're a marvellous team, but they'll be pushing the development button extremely hard throughout the year – and I hope that doesn't compromise reliability. Adrian Newey is a fantastic guy. He's a brilliant designer – one of the best ever. Overall, I'm excited about McLaren's prospects in '03 because I've known Adrian for many, many years – and, unless there's something I'm not aware of, all the signs are that he's done a great job this winter." ►

Fact file: McLaren-Mercedes CAR: MP4-17D/18A TYRES: MICHELIN ENGINE: MERCEDES FO110P

Driver biogs



David Coulthard
(Car number 5)
Born 27 March '71 Place of birth Twynholm, Scotland Lives Monaco Status Single Height 1.82m Weight 72.5kg Website www.davidcoulthard-f1.com

Teams

'94 Williams-Renault: test driver (promoted to race team at Spanish GP): 14pts, 8th (8 races)
'95 Williams-Renault: 49pts, 3rd
'96 McLaren-Mercedes: 18pts, 7th
'97 McLaren-Mercedes: 36pts, 3rd
'98 McLaren-Mercedes: 56pts, 3rd
'99 McLaren-Mercedes: 48pts, 4th
'00 McLaren-Mercedes: 73pts, 3rd
'01 McLaren-Mercedes: 65pts, 2nd
'02 McLaren-Mercedes: 41pts, 5th

Statistics

Debut Spain '94
Starts 141
Points 400
Wins 12
Poles 12
Fastest laps 18



Kimi Raikkonen
(Car number 6)
Born October 17 '79 Place of birth Espoo, Finland Lives Espoo, Finland and Zurich, Switzerland Status Single Height 1.75m Weight 62kg Website www.kimiraiikkonen.com

Teams

'01 Sauber-Petronas: 9pts, 10th
'02 McLaren-Mercedes: 24pts, 6th

Statistics

Debut Australia '01
Starts 34
Points 33
Wins 0
Poles 0
Fastest laps 1

Team information

Founded '63, Bruce McLaren (Motor Racing Limited)

First grand prix Monaco '66

Starts 543

Wins 135

Poles 112

Points 2,648.5

Constructors' titles 8

Drivers' titles 11

McLaren International, Woking Business Park, Albert Drive, Woking, Surrey GU21 5JY, UK

Tel: +44 (0)1483 711311

Fax: +44 (0)1483 720157

Website/fan club www.mclaren.com

Key personnel

Ron Dennis Team principal, chairman and CEO, TAG McLaren Group

Martin Whitmarsh Managing director, McLaren International

Adrian Newey Technical director

Neil Oatley Chief designer

Stephen Giles Chief mechanic

Phil Prew Race engineer (Coulthard)

Mark Slade Race engineer (Raikkonen)

Test driver: Alex Wurz ('third driver')

• Matt Bishop's view

Even after 36 years in F1, during which time he has moved steadily and sometimes stealthily from oily rags to riches, Ron Dennis is still capable of experiencing real physiological pain when things are not going his (or his team's) way.

Last year was, therefore, an *annus horribilis* for Ron; even so – and you have to give him credit for this – he did not allow his private grief to prevent

his hatching, developing and delivering a rigorous recovery package. The result, for the moment, is MP4-17D (for 'development'), which has proved impressively competitive in winter testing; if newly reconstituted McLaren-Mercedes-Ilmor are firing on all cylinders from the start, then MP4-18A (the 'A' a firm indication that further variants can be expected later), which is due at Imola or thereabouts, should be pretty special.

You want a prediction, right? Okay, here goes: if David Coulthard and/or Kimi Raikkonen can notch up a few decent podium finishes in the fly-away races that kick the season off (Australia, Malaysia and Brazil), and the new-for-'03 McLaren flies when the circus hits Europe (as it well might), then, yes, I agree with Nigel (above): a world championship, though unlikely, is not out of the question. But in '04 it will be a *real* possibility.

Renault



They'll be hard-pushed to improve on fourth this year – especially as Fernando Alonso is driving among the big boys for the first time. But the time for excuses is over, and improve they must

(Above right) Renault stated at launch that their aim for '03 is to be on the podium several times. But can they really do it with so little testing?

"Renault are an absolutely fantastic company. Wonderful. I won my world title with their engines [in '92], of course, and the signs are they've still got the desire. If they put enough effort in – and enough money, too – they could do it again. But not this year. I think it'll be another year, or maybe more, before they start winning races on a regular basis again. Even so, they'll be pretty good in '03. They'll be best of the rest again, I reckon.

"But, of course, it's not only Renault in the Viry-Châtillon sense of the word, is it? It's also Enstone – or, for want of a better word, Benetton. And the guts of the team who won Benetton their two drivers' championships and one constructors' championship in the mid-

'90s have long gone. I'm talking about Michael Schumacher, Rory Byrne, Ross Brawn and Tom Walkinshaw. But they're rebuilding. They've got some great people there – and they're all working really hard.

"Flavio Briatore is the prime link to their glory days, of course. I think Flavio is a great character. I think he's a lovely man. You hear all sorts of stories about him, but they're probably all rubbish. I like him immensely. He's a racer, too. He's a real professional, and he'll get the job done if he's given the opportunity.

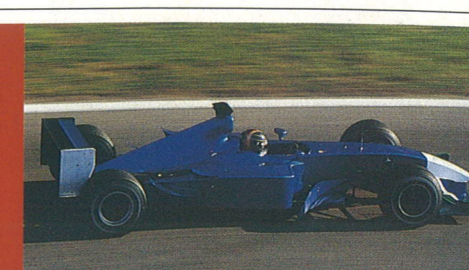
"Jarno Trulli often looks very quick in qualifying... then seems to fade in the race. I think this is an important year for him. A very important year. He's one of those drivers who needs to make a

statement. It's that time of his career. He's certainly got the speed and the talent, but we need to see it more often.

"I met Fernando Alonso when I did Thunder in the Park for Minardi in '01, but I don't know him well. I think – given the opportunity, nurturing and direction – he'll do quite well. The team certainly seem to rate him. But it's too early to tell.

"Will he be able to keep Jarno honest enough in the early part of the season? I hope so, but I'm not sure. I'm not impugning Jarno's work rate – because I think he's honest in that sense. But, if Fernando is off the pace early on, then he's not going to help Jarno as much as he might – and then Jarno won't have that all-important yardstick to aim for."

Sauber-Petronas



Points for the top eight – as opposed to six – should mean Sauber's haul increases this year. And both drivers are experienced and capable. They'll be looking to be top of the midfield again

(Above right) Heinz-Harald Frentzen tests the new C22 before its launch. He says it's "more stable and easier to drive" than last year's chassis

"Sauber are now a great little team. They've done really well in the past couple of years, and you have to congratulate them for it – especially when you take into account their relatively modest budget. Since I'm only a fan these days, I'd like to take this opportunity to wish them all the best for the season ahead. And you've got to say that any team who are going to use the same engine and gearbox as Ferrari had in '02 are likely to be in pretty decent shape.

"I was a bit surprised when they signed two German drivers – it can't be ideal for marketing reasons, even for a Swiss-German team. I'll start with Heinz-Harald Frentzen, because he and I overlapped a bit – his F1 career had begun before mine had ended. People often say he's quick

but not strong – and perhaps there's a bit of truth in that. I've sometimes thought he was outstanding – he drove some fabulous races for Jordan in '99, for example. But at other times he's looked... well, out to lunch. Some things don't stack up with Frentzen, I'm afraid. And that worries teams, manufacturers and sponsors. Maybe that's why his career has gone full circle and he's back at his comfort zone, Sauber, with whom he started his F1 career. Still, I think he'll have a good year!

"As for Nick Heidfeld, he's obviously competently quick. I think he's got a lot of potential. But, like Trulli, he needs to make a statement this year. The key thing is that he doesn't try to do that by undermining Frentzen, though. A lot of drivers tend to

look over their shoulders far too much. If you do that, you fall behind. You've got to actually pioneer your own way forward.

"Last but not least, I've got huge respect for Peter Sauber. He's done a marvellous job over the past few years. He deserves real success – it would be truly heartening if he pulled off a sneaky win in '03. With luck, and attrition, it could happen!" ►

'IT WOULD BE TRULY HEARTENING IF SAUBER PULLED OFF A SNEAKY WIN IN '03. WITH LUCK, IT COULD HAPPEN!'

Fact file: Renault CAR: R23 TYRES: MICHELIN ENGINE: RENAULT RS23

Driver biogs



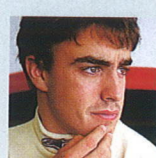
Jarno Trulli
(Car number 7)
Born July 13 '74 Place of birth Pescara, Italy Lives Monaco and Wokingham, England Status Single Height 1.73m Weight 64kg
Website www.jarnotrulli.com

Teams

'97 Minardi-Hart/Prost-Mugen Honda: 3pts, 15th
'98 Prost-Peugeot: 1pt, 15th
'99 Prost-Peugeot: 7pts, 11th
'00 Jordan-Mugen Honda: 6pts, 10th
'01 Jordan-Honda: 12pts, 9th
'02 Renault: 9pts, 8th

Statistics

Debut Australia '97
Starts 95
Points 38
Wins 0
Poles 0
Fastest laps 0



Fernando Alonso
(Car number 8)
Born July 29 1981 Place of birth Oviedo, Spain Lives Oxford, England Status Single Height 1.71m Weight 68kg
Website www.fernandoalonso.com

Teams

'00 Minardi test driver
'01 Minardi: 0 pts, unplaced
'02 Renault test driver

Statistics

Debut Australia '01
Starts 16
Points 0
Wins 0
Poles 0
Fastest laps 0

Team information

Founded '02 (formerly Benetton)
First grand prix Australia '02
Starts 17
Wins 0
Poles 0
Points 23
Constructors' titles 0
Drivers' titles 0

Whiteways Technical Centre, Enstone, Chipping Norton, Oxon OX7 4EE, UK
Tel: +44 (0)1608 678000
Fax: +44 (0)1608 678800
Website/fan club www.renaultf1.com

Key personnel

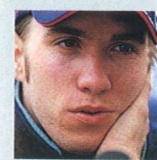
Flavio Briatore Team principal
Mike Gascoyne Technical director
Pat Symonds Executive director of engineering
Mark Smith Chief designer
Tim Densham Chief designer
John Iley Head of aerodynamics
Steve Nielson Sporting manager
Jonathan Wheatley Chief mechanic
Alan Permane Race engineer (Trulli)
Paul Monaghan Race engineer (Alonso)

Test drivers

Allan McNish
Franck Montagny

Fact file: Sauber-Petronas CAR: C22 TYRES: BRIDGESTONE ENGINE: FERRARI 051

Driver biogs



Nick Heidfeld
(Car number 9)
Born May 10 '77 Place of birth Mönchengladbach, Germany Lives Monaco Status Girlfriend, Patricia Height 1.64m
Weight 59kg Website www.nickheidfeld.de

Teams

'98 McLaren-Mercedes: test driver
'99 McLaren-Mercedes: test driver
'00 Prost-Peugeot: 0pts, 20th
'01 Sauber-Petronas: 12pts, 8th
'02 Sauber-Petronas: 7pts, 10th

Statistics

Debut Australia, '00
Starts 49
Points 19
Wins 0
Poles 0
Fastest laps 0



Heinz-Harald Frentzen
(Car number 10)
Born May 18 '67 Place of birth Mönchengladbach, Germany Lives Monaco Status Married to Tanja (daughter, Lea) Height 1.78m
Weight 63kg Website www.frentzen.de

Teams

'93 Mugen/Bridgestone test driver
'94 Sauber-Mercedes: 7pts, 13th
'95 Sauber-Ford: 15pts, 9th
'96 Sauber-Ford: 7pts, 12th
'97 Williams-Renault: 42pts, 2nd
'98 Williams-Mecachrome: 17pts, 7th
'99 Jordan-Mugen Honda: 54pts, 3rd
'00 Jordan-Mugen Honda: 11pts, 9th
'01 Jordan-Mugen Honda/Prost-Acer: 6pts, 13th
'02 Arrows-Cosworth/Sauber-Petronas: 2pts, 18th

Statistics

Debut Brazil '94
Starts 142
Points 161
Wins 3
Poles 2
Fastest laps 6

Team information

Founded '93, Peter Sauber
First grand prix South Africa, '93
Starts 162
Wins 0
Poles 0
Points 119
Constructors' titles 0 (4th in '01)
Drivers' titles 0

Sauber, Wildbachstr.9, CH-8340, Hinwil, Switzerland
Tel: +41 19379000
Fax: +41 19379001
Website/fan club www.sauber.ch

Key personnel

Peter Sauber Team principal and CEO
Willy Rampf Technical director
Osamu Goto Engine director
Beat Zehnder Team manager
Jacky Eeckelaert Head of track engineering and race engineer (Frentzen)
Rémi Decarzent Race engineer (Heidfeld)
Urs Kuratle Chief mechanic

Test drivers

TBA

• Matt Bishop's view

Why have Renault, a 'have' team who established themselves irrefutably as 'best of the rest' in '02, decided to join the two 'have nots' (Jordan and Minardi) in opting for Bernie Ecclestone's and Max Mosley's patent reduced testing plan for '03?

The power of accurate observation is often called cynicism by those who have not got it; so call me cynical if you like, but I reckon I am

merely accurately observing the tendency of Renault's Flavio Briatore to follow the edicts of his friend and mentor (Bernie) at all costs. Of course, it would be cynicism (rather than accurate observation) that impels me to remind you that at least three teams were required to sign up to the scheme in order that it be ratified by the World Council at its December '02 meeting, wouldn't it?

Renault's intelligent and articulate technical

director Mike Gascoyne argues that the extra running on grand prix Fridays will more than compensate for any shortfall in conventional testing. He could be right. On the other hand...

Renault will do only 10 days' testing in '03. Ferrari, Williams and McLaren will do more like 100. Each. However quick and keen Trulli and Alonso may be, they are going to miss those extra days, particularly in the second half of the year.

• Matt Bishop's view

Since the Ferrari F2002 was the greatest F1 car ever made, this year's Sauber – which not only looks like the '02 Ferrari (which '03 car doesn't?) but also uses its engine, gearbox and assorted rear-end ancillaries – should be pretty good, too.

But the F2002 was not only super-quick – it was super-reliable, too. And, one year on, there is no reason why its innards should be any less sturdy.

So can Sauber repeat their '01 form by finishing fourth in the constructors' championship (last year they slipped to fifth, behind Renault)?

I don't see why not. Unlike Renault, Sauber will be able to test as much as they like; though their comparatively modest budget will prevent testing at Ferrari-Williams-McLaren levels, they will be able to develop their car throughout the year (essential in 21st century F1).

Drivers? In '01 we saw how good Heidfeld can be when pushed by a quick and eager team-mate (Raikkonen), but, though he is quick on his day, I wonder whether Frentzen is eager enough to gee Heidfeld up sufficiently. Had Peter Sauber retained Felipe Massa (or hired a slightly calmer youngster – Anthony Davidson, perhaps?), then I fancy Nick would have had cause to dig deeper than the sweet-natured H-HF will cause him to do.

Jordan-Ford



Around Christmas time EJ was not a happy man – and it showed. Now that Bernie Ecclestone, Max Mosley and the teams have ensured his survival, however, things are looking good

EJ13 (above right) suffered typical new-car problems on its first run in anger at Barcelona. But the team remain upbeat

“Eddie Jordan and I are very good friends. People like harping on about his alleged money problems, but I think almost every team has money problems at the moment. Don't get me wrong: I'm sure Eddie was bitterly disappointed to be let down by Deutsche Post [his '02 title sponsor, who have not re-signed for '03] so late in the day. But Eddie is a survivor; he'll be okay.

“I'm pleased that he's got Cosworth engines. I think the underperformance of the Jaguar chassis disguised the high quality of the Cosworth engine in '02, and I reckon it will still be a very strong engine in '03. I think Jordan-Ford could spring a few surprises; I can see them qualifying in the top six from time to time, certainly.

“The long delay over announcing the

second driver has been extraordinary – at one point I even considered throwing my hat into the ring! But there's no doubt about the quality of their number-one: Giancarlo Fisichella. He's amply demonstrated that he's made of the right stuff. He's one of the drivers who really have made a statement over the past couple of years – exactly the kind of statement I think Trulli and Heidfeld need to make this year. But Giancarlo has never had a car worthy of his undoubted talent. I really hope the EJ13 will change that; if it gives him the opportunity to flex his muscles at the sharp end of the field, I've got no doubt that he'll deliver.

“And, regardless of your talent or anything else, once you win that first race, the springboard effect it confers on you is

enormous. Somehow it just puts another half-second in your pocket. After my first win I felt I didn't have so much to prove, and I was able to squeeze that little bit more performance out of the car because I was less stressed. And that will happen to Giancarlo if only he can break his duck. For his sake, and for the sake of everyone at Jordan, I hope it happens for him this year.”

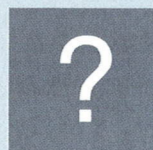
'FISICHELLA HAS NEVER HAD A CAR WORTHY OF HIS TALENT. I REALLY HOPE THE EJ13 WILL CHANGE THAT'

Fact file: Jordan-Ford CAR: EJ13 TYRES: BRIDGESTONE ENGINE: FORD-COSWORTH RS1

Driver biogs



Giancarlo Fisichella
(Car number 11)
Born January 14 '73 Place of birth Rome, Italy Lives Monaco Status Engaged to Luna (daughter, Carlotta) Height 1.72m Weight 64kg Website www.giancarlofisichella.it



Second driver
(Car number 12)
Unknown at time of going to press

Team information

Founded '91, Eddie Jordan
First grand prix USA '91
Starts 197
Wins 3
Poles 2
Points 261
Constructors' titles 0 (3rd in '99)
Drivers' titles 0
Jordan Grand Prix Ltd, Buckingham Rd, Silverstone, Northants NN12 8TJ, UK
Tel: +44 (0)1327 850800; Fax: +44 (0)1327 857993
Website www.jordangp.com
Team fan club clubjordan@f1jordan.com
Key personnel
Eddie Jordan Chief executive
Gary Anderson Director of engineering
Henri Durand Director of design/development
John McQuilliam Chief designer
Nicolo Petrucci Head of aerodynamics
Tim Edwards Race and test team manager
Rob Smedley Race engineer (Fisichella)
Dominic Harlow Race engineer (second driver)
Andrew Stevenson Chief mechanic
Nick Burrows Number-one mechanic (Fisichella)
Matt Deane Number-one mechanic (car two)
Test drivers
TBA

Teams

'96 Minardi-Ford: 0pts, unplaced (8 races)
'97 Jordan-Peugeot: 20pts, 8th
'98 Benetton-Mecachrome: 16pts, 9th
'99 Benetton-Supertec: 13pts, 9th
'00 Benetton-Supertec: 18pts, 6th
'01 Benetton-Renault: 8pts, 11th
'02 Jordan-Honda: 7pts, 11th

Statistics

Debut Australia '96
Starts 107
Points 82
Wins 0
Poles 1
Fastest laps 1

• Matt Bishop's view

Eddie Jordan, as he never tires of telling me, may well be the last great F1 privateer. For, unlike Sauber-Mercedes or Stewart-Ford (who were founded in '93 and '97, respectively, with the backing of the multinational mega-corporations as indicated by their suffixes), Jordan Grand Prix had the benefit of no such corporate munificence. However, there are those who say that EJ could

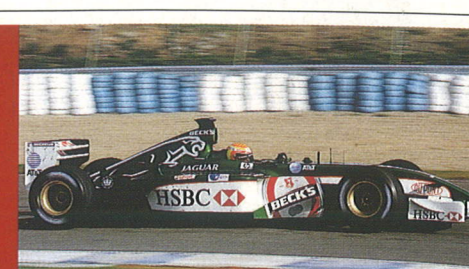
and should have translated his team's success in the late '90s into a springboard from which a sustained effort to join the big boys (Ferrari, Williams and McLaren) could have been launched. Easier said (or written) than done, of course – but, using monies raised by the sale in November '98 of a stake in the team to leading venture capital firm Warburg Pincus, surely not impossible.

Now, having been to hell and back over the

past year, Jordan are looking pretty good. They have a neat, agile chassis; a fine, proven engine; one of the fastest drivers in the world (Fisichella); and money enough (just) to get through the year.

Expect plenty of points finishes, the odd podium and – maybe, just maybe, with a bit of luck (of the Irish) – a sneaky little win. For if it should rain during (one-lap) qualifying, then Fisichella, on Bridgestones, could be mighty.

Jaguar-Cosworth



After three years in which the Jaguar brand was made to look pretty stupid, Ford – under the aegis of chief technical officer Richard Parry-Jones – have taken control. So can he turn things around?

The new R4 (above right) had a funky internet launch in January. It's early days, but it seems a much more solid car than its predecessor – but then maybe that's not saying much...

“The story of Jaguar Racing so far has been a great disappointment and a great shame. But you don't have to be a rocket scientist to know that it was almost never going to work. The ingredients to get the job done simply weren't there. I'm sorry, but it's true.

“In my opinion – and I'm putting my head on the chopping block here – they need to hire the kind of team principal who will live, breathe, eat and sleep it. A man who's been there, done that. Someone who is really focused on hiring the right people, pulling them together and leading them. I'm not criticising Niki Lauda or Bobby Rahal or Neil Ressler or anyone else, because you'd have to say that none of them did anything seriously wrong. But

I've been to enough grands prix in my life to know when a team are pulling together and when they're not.

“And, because they've finally admitted their failings, they're now ripping it all up and starting again with new management and two new drivers nearly four years after the old regime [Stewart Grand Prix] won their first grand prix [Nürburgring '99]. As a result, there's no continuity. So, even if this new lot get it all spot-on, real success will still be some way away. As someone who did their bit for motorsport in the UK, my heart grieves for the Ford Motor Company and for Jaguar, to be perfectly frank.

“Why did they have to get rid of Eddie Irvine and Pedro de la Rosa? Because they were both completely disillusioned, that's

why. Everyone was disillusioned. The team. The drivers. So much so that they've had to get rid of all the key people. It's a big risk. It's the work of a lot of very important people with a lot of brainpower... and they might have come up with the right solution. I certainly hope so.

“Compared with the experience of Irvine, what qualities have Mark Webber and Antonio Pizzonia really got – other than youth and enthusiasm? Have they won any grands prix? No. Do they know what grand prix racing is all about? Er, I don't think so.

“Overall, the only positive thing to say about Jaguar is that they can only get better – and that's a step forward. I certainly wish them well, as do the fans.” ▶

Fact file: Jaguar-Cosworth CAR: R4 TYRES: MICHELIN ENGINE: COSWORTH CR-5

Driver biogs



Mark Webber
(Car number 14)
Born August 27 '76 Place of birth Queanbeyan, Australia Lives Buckinghamshire, UK Status Single Height 1.84m

Weight 74kg
Website www.webber-racing.co.uk



Antonio Pizzonia
(Car number 15)
Born September 11 '80 Place of birth Manaus, Brazil Lives Monaco Status Single Height 1.73m Weight 68kg

Website www.antonio-pizzonia.net

Teams

'01 BMW-Williams test driver
'02 BMW-Williams test driver

Statistics

Debut Australia '03
Starts 0
Points 0
Wins 0
Poles 0
Fastest laps 0

Team information

Founded '99, Ford Motor Company
First grand prix Australia '00
Starts 51
Wins 0
Poles 0
Points 21
Constructors' titles 0 (7th in '01)
Drivers' titles 0
Jaguar Racing, Bradbourne Drive, Tilbrook, Milton Keynes MK7 8BJ, UK
Tel: + 44 (0)1908 279700
Fax: + 44 (0)1908 279711
Website/fan club www.jaguar-racing.com
Key personnel
Richard Parry-Jones Chief tech officer, Ford
Tony Purnell CEO, Premier Performance Div'n
David Pitchforth Managing director
Ian Pocock Director of engineering
Malcolm Oastler Chief engineer
Robert Taylor Head of vehicle design
Ben Agathangelou Head of aerodynamics
Mark Gillian Head of vehicle performance
Peter Harrison Race engineer (Webber)
Stefano Sordo Race engineer (Pizzonia)
Test drivers
TBA

• Matt Bishop's view

When chaos threatens, men seek order rather than justice (said the great German philosopher Johann Wolfgang von Goethe). And by mid-'02 chaos was indubitably threatening to do all sorts of things to Jaguar Racing.

At one point we all thought the Ford Motor Company was about to throw in the towel – and, whatever the team's high-ups will tell you, there

was undoubtedly a faction on the Dearborn board who favoured hatching a damage-limiting exit strategy pretty damn quick. But Ford's highly rated chief technical officer Richard Parry-Jones had other ideas, and persuaded Bill Ford Jr to give him one more chance.

RPJ's first move was to sweep out dead wood wherever he saw it – and there was plenty. He fired team boss Niki Lauda, chief designer John Russell

and chief aerodynamicist Mark Handford (and 70-odd others), and hired Tony Purnell, Dave Pitchforth and Ian Pocock (the 'suits'), Malcolm Oastler, Rob Taylor and Ben Agathangelou (the 'talent') and two cheap, attitude-free drivers.

They won't win races in '03, and they know it; but as sure as eggs in eggs they have replaced chaos with order – and to hell with justice. Goethe would be proud of them. We wish them well.

BAR-Honda



Gladiatorial: it's the only way to describe the battle between BAR's drivers this year. Both are quick. And both have a point to prove. As do BAR. Should be an electric season's racing

Jenson Button (above right) needs to go well to progress his F1 career. His team-mate Jacques Villeneuve faces a very similar task. Bring it on!

"I think it's a great shame that, even with all the money in the world, if you don't have the right people, it isn't going to happen. I don't know how much British American Tobacco have spent on BAR so far, but I think the technical term is 'an arm and a leg'. But, because they haven't had the right people in the drawing offices and the factory, the result has been one long disappointment.

"And the negativity associated with that level of unsuccess inevitably rubs off on the quality people in the end. Take Jacques Villeneuve, for example. He's had so many years in the midfield that you can't help wondering if it's adversely affected his motivation, his edge. And yet he's still taking a fabulous salary... for doing a solid job. Not even a good job, let alone

a fabulous job. And that's a great shame, because he used to be extremely quick.

"For Jenson Button, the stakes are sky-high. Even more grievously than Trulli or Heidfeld, Jenson *really* needs to raise his game this year – or else he could find himself without a drive in '04. And Jacques will be a formidable opponent for him, mark my words.

"All in all, I find Jenson's career rather extraordinary. First, he was at Williams, then at Renault and now at BAR. Unkind people have said it looks like he's working his way *down* the grid rather than up it! It's an extraordinary state of affairs. I have to say I think some of his career choices have been motivated by money. He's been ill-advised at times, I reckon.

"The car should be an improvement on previous years', because Geoff Willis will have brought a lot of know-how from his 10 years at Williams. The engine, too, should be a decent lump. Honda are a fantastic company – if they put their full commitment behind something, eventually they get it right. But are they fully committed? I don't know. I think that might be part of the problem...

"Last but far from least, there's David Richards. I'm a big admirer of his – of what he's achieved with Prodrive, particularly. But is he able to give BAR his undivided attention, or is he still too involved in rallying? The latter, I suspect. Could he do an even better job if he were to focus only on BAR? The answer has to be yes."

Fact file: BAR-Honda CAR: 005 TYRES: BRIDGESTONE ENGINE: HONDA RA003E

Driver biogs



Jacques Villeneuve
(Car number 16)
Born April 9 '71 Place of birth St Jean-sur-Richelieu, Canada
Lives Monaco Status Engaged to Elly Height 1.68m Weight 67kg

Website www.jv-world.com

Teams

'96 Williams-Renault: 78pts, 2nd
'97 Williams-Renault: 81pts, world champion
'98 Williams-Mecachrome: 21pts, 5th
'99 BAR-Supertec: 0pts, unplaced
'00 BAR-Honda: 17pts, 7th
'01 BAR-Honda: 12pts, 7th
'02 BAR-Honda: 4pts, 12th

Statistics

Debut Australia '96
Starts 116
Points 213
Wins 11
Poles 13
Fastest laps 9



Jenson Button
(Car number 17)
Born January 19 '80 Place of birth Frome, UK Lives Monaco and London Status Girlfriend, Louise Height 1.82m Weight 72kg

Website www.jensonbutton.com

Teams

'00 BMW-WilliamsF1: 12pts, 8th
'01 Benetton-Renault: 2pts, 17th
'02 Renault: 14pts, 7th

Statistics

Debut Australia '00
Starts 51
Points 28
Wins 0
Poles 0
Fastest laps 0

Team information

Founded '97, Pollock, Reynard, Gorne
First grand prix Australia '99
Starts 67
Wins 0
Poles 0
Points 44

Constructors' titles 0 (6th in '01)
Drivers' titles 0

BAR, Operations Centre, Brackley, Northants, NN13 7BD, UK
Tel: +44 (0)1280 844000
Fax: +44 (0)1280 844001
Website www.bar.net

Team fan club fanmail@BARf1.com

Key personnel

David Richards *Team principal*
Nick Fry *Group managing director*
Geoff Willis *Technical director*
Willem Toet, Mariano Alperin-Bruvera, Simon Lacey *Senior aerodynamicists*
Ron Meadows *Team manager*
Jock Clear *Senior race engineer (Villeneuve)*
Craig Wilson *Senior race engineer (Button)*
Alistair Gibson *Chief mechanic*

Test drivers

Takuma Sato (*third driver*)
Anthony Davidson

• Matt Bishop's view

Like Jaguar-Cosworth, BAR-Honda have been reinvented over the past year or so. Team boss Craig Pollock has gone, as has technical director Malcolm Oastler, as have 40-odd 'redundant' others. As a result, combined with the effect of Villeneuve's inability (or unwillingness) to motivate the troops, BAR have gained a reputation for being a nasty and over-political place to work.

It is important that we do not make the mistake of ascribing to malice what can just as adequately be explained by incompetence, however, and it would appear that many of BAR's problems have been the result of shoddy practice as much as a malign vibe. Even Villeneuve has admitted this – and on the record, too (see *F1 Racing*, February).

David Richards is set on changing all that, of course, but it is an *enormous* job. So much

depends on (1) Honda, and (2) Geoff Willis. Willis *might* have designed a corking chassis, and Honda *might* have built a cracking engine... but, then again, they might not have. Time will tell.

If they have, all will be well. If they haven't, BAR's over-dependence on BAT could combine malignantly with the volatile JV-JB dynamic – to explosive effect. And then even a diplomat of DR's ability would find such a situation hard to control.

Minardi-Cosworth



Time was when Minardi made the best espresso in the paddock; now they don't even do that. But Stoddy's boys are still there, still fighting. For Justin Wilson's sake, let's hope they stay afloat...

(Above right) Minardi will use Cosworth engines this year – which *should* improve their performance. And, with points down to eighth, they should be in the money more often now, too

"I think Paul Stoddart is a great character, a tremendous survivor. You've got to take your hat off to him, haven't you? Full marks. Total commitment. But Minardi's current situation is very worrying. They really need a good sponsor to help them go forward a bit. And it's important that they find one; without this great little team we'd be down to 18 cars. Not so long ago we had 38-odd cars competing for 26 grid slots, with a whole lot of them not even getting through pre-qualifying. It's a sobering thought, a sign of the times. So I'm very keen that people like Paul survive. It's really important.

"And that's partly why I did the Thunder in the Park thing in '01. Paul was trying to contribute to F1, and I was trying to help him. You've got to support guys like Paul.

"Trouble is, he's got himself wrapped up in the wonderful world of F1 – and now he can't bear the idea of not being a part of it. But unless you've got proper sponsorship to support your efforts, it's very difficult to stay in motorsport's premier league.

"For Justin Wilson's sake, I sincerely hope Minardi struggle on. I think the fact that Justin has got an F1 drive at last is totally brilliant. Wonderful. I thought it was terrible for him to have been victimised and discriminated against simply for being 6'3". So, yet again, I say full marks to Paul for offering a promising young Englishman an opportunity to race an F1 car at last.

"To be honest, I think the regulations should be changed to make things fairer for bigger drivers. I used to suffer – due

to my muscular build, not any excessive height – because the weight limit didn't include drivers [nowadays, the 600kg limit is for driver-plus-car]. So racing against the likes of Ayrton Senna and Alain Prost, who were a lot lighter than me, was a situation stacked in their favour. Those two had an advantage over me of almost half a second per lap, just from power-to-weight ratio." ▶

'STODDART IS A GREAT CHARACTER. YOU'VE GOT TO TAKE YOUR HAT OFF TO HIM, HAVEN'T YOU?'

Fact file: Minardi-Cosworth CAR: PS03 TYRES: BRIDGESTONE ENGINE: COSWORTH CR-3

Driver biogs



Justin Wilson
(Car number 18)
Born July 31 '78 Place of birth Sheffield, England
Lives Northampton, England
Status Single Height 1.92m

Weight 80kg Website www.justinwilson.co.uk

Statistics

Debut Australia, '03
Starts 0
Points 0
Wins 0
Poles 0
Fastest laps 0



Jos Verstappen
(Car number 19)
Born March 4 '72 Place of birth Montfort, Netherlands
Lives Monaco Status Married to Sophie (two children: Max, Victoria) Height 1.75m Weight 73kg Website www.verstappen.nl

Website www.verstappen.nl

Teams

'94 Benetton-Ford: 10pts, 10th (10 races)
'95 Simtek-Ford: 0pts, unplaced (5 races)
'96 Arrows-Hart: 1pt, 16th
'97 Tyrrell-Ford: 0pts, unplaced
'98 Stewart-Ford: 0pts (9 races)
'99 Honda test driver
'00 Arrows-Supertec: 5pts, 12th
'01 Arrows: 1pt, 18th
'02 No drive

Statistics

Debut Brazil '94
Starts 91
Points 17
Wins 0
Poles 0
Fastest laps 0

Team information

Founded '80, Gian Carlo Minardi
First grand prix Brazil '85
Starts 286

Wins 0
Poles 0
Points 27

Constructors' titles 0 (7th in '91)
Drivers' titles 0

Minardi, Via Spallanzani 21, 48018 Faenza RA, Italy
Tel: + 39 0 546696111
Fax: + 39 0 546620998
Website/fan club www.minardi.it

Key personnel

Paul Stoddart *Team principal*
John Walton *Sporting director*
Gabriele Tredozi *Technical director*
Loic Bigois *Chief aerodynamicist*
Gian Carlo Minardi *General director*
Nigel Steer *Team manager*
Sandro Parrini *Chief mechanic*
Alex Varnava *Race engineer (Wilson)*
Greg Wheeler *Race engineer (Verstappen)*

Test drivers

Matteo Bobbi
Sergey Zlobin

• Matt Bishop's view

Paul Stoddart tells a good story. He promises, for example, that he "will be disappointed if Minardi don't score 10 or 11 points in '03". Brave words. Probably too brave, for Stoddart has yet to learn that *saying* something is true doesn't necessarily *make* it true: ie that 'anecdote' doesn't equal 'anecdote'. On what basis, pray, are we to believe that Minardi, teetering on the verge of closure, are

about to start kickin' ass after 18 seasons of having their asses kicked?

Okay, spare me: I know all the answers. They are as follows: (1) Minardi will use Cosworth engines instead of Asiatechs, and (2) points will be awarded down to eighth place. To that I cite a third point: they have no money.

If, by now, you're cursing me, or calling me an F1 snob, well, I apologise. No-one wants to see

Minardi bite the dust – least of all those, like me, who think Justin Wilson is a very talented chap. But the fact remains that Stoddart is too small a fish to thrive in such choppy waters, and cannot do so for very much longer without some kind of miracle; Ron Dennis doesn't call F1 "the piranha club" for nothing...

If Stoddart could find a buyer, he has admitted he would sell. But there aren't any buyers out there.

Toyota



After an impressive debut year, Toyota are now facing that all-important (and often nightmarish) second season. Inevitably, there will be problems – but all the right ingredients are there

(Above right) Toyota have contested just one season in F1, and acquitted themselves remarkably well. Expect them to build on that impressive start this year

"People tell me Toyota will be spending at near-Ferrari levels in '03. Well, I don't know whether I believe that or not. But what I will say is that they're rapidly becoming a very good, very professional team. Walking down the starting grid last year I remarked to myself that, forgetting for a moment their midfield qualifying position, they looked about as good as anyone. And if they keep that level of preparation going, there's no reason why they shouldn't continue to get better and better.

"Okay, they scored only two world championship points last season – but I thought that was a pretty creditable performance, all in all. Remember that they were in their maiden year, and that they had built the car *and* the engine from

scratch. I think they did a very good job.

"But they've made some strange decisions since then. I can understand getting rid of one driver, but I can't go along with getting rid of both of them – for continuity reasons. I gather that Mika Salo had a contract for '03, and is being paid in full – so they must have *really* wanted rid of him! I've always thought Mika put more effort into preening himself than doing the business in the car, so maybe that was the reason. On the other hand, I think Allan McNish did a great job. I think he should have been given the chance to stay – for one more year, at least.

"I rate Olivier Panis, so I'm glad he's got the number-one drive. He's a very solid performer. He's got a good turn of speed,

too. If the car is half-sensible, he'll get the best out of it. In my view, Toyota should have run Panis-McNish; I think that would have been more or less ideal.

"Cristiano da Matta is an unknown quantity as far as I'm concerned. I watch the odd ChampCar race, so I'm going to be very interested to see how he shapes up. I'm told Montoya [who raced him in ChampCar] rates him. Let's hope he's a little bit like Juan Pablo – because if he is, it'll be exciting. From what I've heard, he'll definitely give it one.

"But the rationale behind Toyota's driver selection is probably marketing-driven, to be frank. They're a global car manufacturer, and they've gone for a Brazilian star who is big in the States. Go figure." **1**

Fact file: Toyota CAR: TF103 TYRES: MICHELIN ENGINE: RVX-03

Driver biogs



Olivier Panis
(Car number 20)
Born September 2 '66
Place of birth Lyon, France
Lives Grenoble, France
Status Married to Anne (three children: Aurélien, Caroline and Lauren) Height 1.73m
Weight 76kg Website www.olivier-panis.com



Cristiano da Matta
(Car number 21)
Born September 19 '73 Place of birth Belo Horizonte, Brazil
Lives Miami, Florida, USA
Status Single Height 1.65m
Weight 59kg Website www.damatta.com

Statistics

Debut Australia '03
Starts 0
Points 0
Wins 0
Poles 0
Fastest laps 0

Teams

'94 Ligier-Renault: 9pts, 11th
'95 Ligier-Mugen Honda: 16pts, 8th
'96 Ligier-Mugen Honda: 13pts, 9th
'97 Prost-Mugen Honda: 16pts, 9th
'98 Prost-Peugeot: 0pts, unplaced
'99 Prost-Peugeot: 2pts, 15th
'00 McLaren-Mercedes: test driver
'01 BAR-Honda: 5pts, 14th
'02 BAR-Honda: 3pts, 14th

Statistics

Debut Brazil '94
Starts 125
Points 64
Wins 1
Poles 0
Fastest laps 0

Team information

Founded '99, Toyota Motor Corporation
First grand prix Australia '02
Starts 17
Wins 0
Poles 0
Points 2
Constructors' titles 0 (10th in '02)
Drivers' titles 0
Toyota Motorsport GmbH,
Toyota-Allee 7, 50858 Köln, Germany
Tel: +49 022341823444; Fax: +49 02234182337
Website/fan club www.toyota-f1.com

Key personnel

Tsutomu Tomita Chairman (and managing director of Toyota Motor Corporation)
Ove Andersson Vice chairman; team principal
John Howett President
Toshiro Korusu Vice president
Keizo Takahashi General manager, car design and development
Luca Marmorini General manager, engine dept
Gustav Brunner Chief designer
Ange Pasquali Team manager
Norbert Kreyer General manager, engineering

Test drivers

Ricardo Zonta; (young drivers' programme: Ryan Briscoe, Franck Perera)

• Matt Bishop's view

On the one hand, Toyota's '02 performance was hardly impressive: two world championship points is hardly a royal haul for the world's third-biggest (and cash-richest) car company, especially when compared with Minardi, who troubled the scorers to precisely the same degree at approximately one seventh of the cost.

On the other hand, when you consider that it

was Toyota's debut season, and that they built a chassis *and* an engine from scratch, and that Mika Salo was often able to qualify his TF102 in the heart of the midfield... well, you'd have to say, "Well done, chaps!"

And yet, in a sport in which continuity is all, Toyota have since made major changes to both modus operandi and personnel. Ove Andersson is still there, albeit as vice president reporting to

the unknown (in F1 circles) John Howett, but both Salo and Allan McNish have been given the heave-ho. And it would appear that these decisions were made in smoke-filled rooms in Tokyo by Japanese plutocrats who probably think Eau Rouge is a chic alternative to Black Label. Expect more grief.

Expect, also, a decent engine and an iffy chassis, which Panis will often push considerably further up the grid than such a mediocre combo deserves.



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The teams, they are a-changin'

It's not just the drivers who enjoy (endure?) an annual off-season reshuffle. Behind the scenes all manner of job-swapping goes on. Let *F1 Racing* be your guide

Words by Tom Clarkson

The music's over. Arses have fallen onto the available chairs and, now that the dust has settled, we can see how the face of Formula 1 has changed over the past year.

The fluctuating economic climate has forced some teams to make drastic staff cuts; others, however, have weathered the storm and have been able to expand.

The most noticeable absentees from the 2003

grid will be Arrows – who, after 25 years without a grand prix victory, finally went into liquidation in mid-January. Jordan and Minardi nearly followed Arrows out of the sport and have had to seek the financial support of the other F1 teams in order to stay in business, even after slashing their head counts.

One thing is clear, however, and that is that the teams who have made the fewest changes are still the ones to beat...

> New rules for 2003

- Superpole qualifying: two sessions (one on Friday, one on Saturday); cars to run one at a time and for one flying lap only in qualifying. Friday times determine Saturday running order; grid decided by Saturday times
- Points awarded down to eighth place on a 10-8-6-5-4-3-2-1 scale
- Team orders banned
- Teams opting for only 10 days' testing during the season to be allowed two hours' extra running each grand prix Friday
- Tyre companies allowed to supply multiple compounds to each team
- Pit-car and car-pit telemetry banned; car radio communication banned
- No spare cars allowed
- Cars placed in parc fermé between qualifying and race

For more information, see *Pitpass*, starting page 22 ▶

No new faces at Ferrari, but some internal moves take place. Luca Baldisserrri (below) becomes chief race engineer; (below right) Olivier Beretta is a Williams test driver

> FERRARI

Very little staff movement for the world champions – and that's the team's biggest strength. Management and design continuity creates stability and, with that, a great team spirit.

But there is still some intra-team development. Aussie Chris Dyer will be Michael Schumacher's race engineer this year, while Michael's

old engineer Luca Baldisserrri will act as chief race engineer. "It's very important that we continue to develop the people in the team," says technical director Ross Brawn. "In doing so, we're also taking care of Ferrari's future."

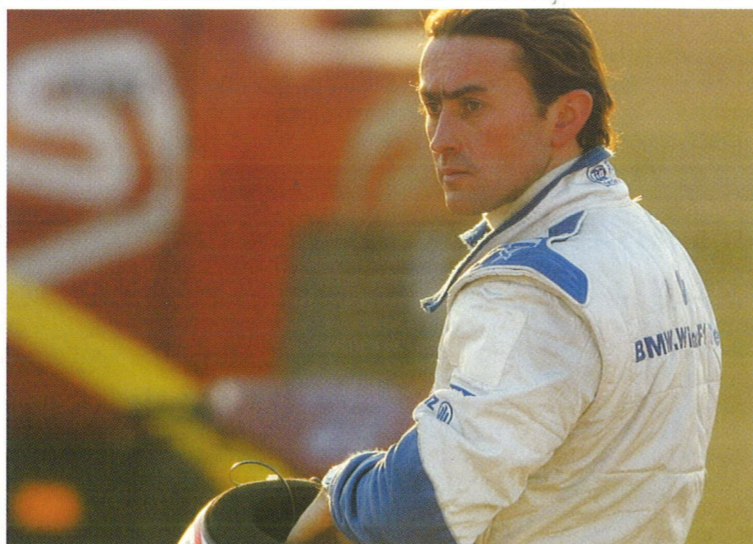
IN: **No-one**
OUT: **John Sutton (gearbox engineer)**

> WILLIAMS-BMW

The team have been on a big recruitment drive over the past 18 months – particularly with regard to their test team – and now number 460. But Gerhard Berger's imminent departure from BMW is proof that there is some frustration in Munich concerning Williams' lack of progress over the past three years. Will bolstering the head count be enough, though,

especially when there have been no 'big name' signings?

IN: **Olivier Beretta (test driver), John Davis (wind tunnel engineer)**
OUT: **Antonio Pizzonia (test driver), Craig Wilson (race engineer), Nick Alcock (aerodynamicist), Werner Larenz (engineering director, BMW)**

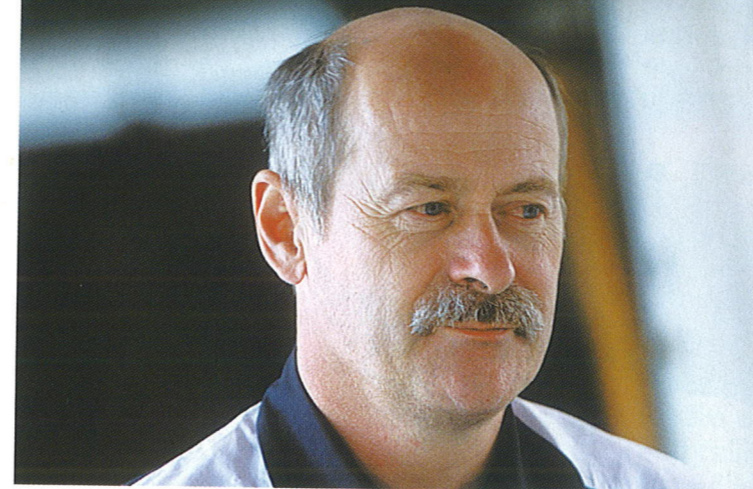


> McLAREN-MERCEDES

David Coulthard reckons that McLaren have made more progress this winter, without introducing a new car, than they did during last year's off-season (when they concentrated on the '02 MP4-17). Much of the credit for such a high level of improvement should go to the new technical structure

in the team, which has been introduced over the past four months.

IN: **Mike Coughlan (chief designer), John Sutton (principal designer), Werner Larenz (director, Mercedes-Ilmor), sponsor Sonax**
OUT: **Mark Gillan (senior aerodynamicist)**



(Above) Mercedes poached Werner Larenz from BMW to boost their tech team;

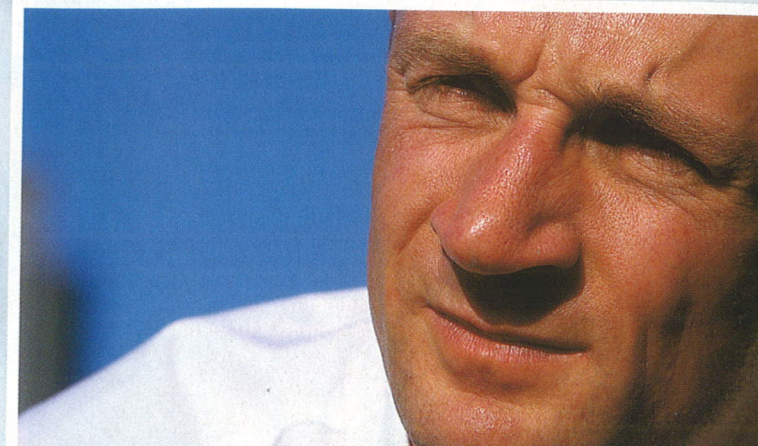
(below) H-H Frentzen returns to Sauber, signalling a return to experience over youth

> RENAULT

This has been a winter of relative stability for Renault. There have been no major staff changes other than the departure of race driver Jenson Button, who has moved to BAR. Replacing him in Renault's race team is Fernando Alonso, who has been promoted from test to race driver. And replacing

him are Allan McNish and Franck Montagny, taking on testing duties.

IN: **Allan McNish (third driver), Franck Montagny (test driver)**
OUT: **Jenson Button (driver), Ben Agathangelou (chief aerodynamicist), Bernie Shrobbree (trainer)**



(Above) Having raced for Toyota last year, Allan McNish now takes on testing duties

at Renault; (below) Henri Durand joins Jordan, taking responsibility for EJ13

> SAUBER-PETRONAS

Quite a lot of staff movement here, but the key people on the design team remain, with the notable exception of Leo Ressa. In the cockpit Sauber have opted for experience over youth, with Heinz-Harald Frentzen returning 'home' to partner Nick Heidfeld.

OUT: **Felipe Massa (driver), Leo Ressa (director of engineering), Saif Akani (head of CFD), Dave Scott (mechanical designer), Ian Thompson (head of composites), Luca Marchesini (aerodynamicist), satellite company, Sauber Petronas Engineering, has shrunk from 51 to 14; Red Bull**

IN: **Heinz-Harald Frentzen (driver)**



SCHLEIBER/MLCH PHOTOGRAPHY; LORENZO BELLANCALATI; STEVEN TEE/LAT; DPPI

> JORDAN-FORD

Eddie Jordan likes to think he has a lean, mean, fighting machine for the new season. He's not wrong: following a spate of redundancies last year, they're lean; following the departure of title sponsor DHL, they're mean. But only time will tell whether they're a fighting machine.

IN: **Gerry Hughes (test team engineer), Nicolo Petrucci (head of aero), Henri Durand (director of design and development), Ford engines**
OUT: **48 redundancies – including John Putt (chief operating officer), Trevor Foster (joint managing director), Eghbal Hamidy (technical director), Tim Holloway (chief engineer), David Brown (senior race engineer), John Iley (head of aero), plus Giselle Davies (head of communication), title sponsor DHL, Honda engines ▶**



> JAGUAR-COSWORTH

All change at Jaguar and, from these depths, the only way is up. Staff numbers are greatly reduced and they've gone for youth in the cockpit. It's up to the new-look management and engineering structure to get this show on the road.

IN: Mark Webber (driver), Antonio Pizzonia (driver), Tony Purnell (CEO, PPD), David Pitchforth (managing director), Ian Pocock (director of engineering), Malcolm Oastler (chief engineer), Ben Agathangelou (head of aero), Rob Taylor (head of vehicle design), Mark Gillan (head of vehicle performance), Cosworth's new 90-degree V10

OUT: Eddie Irvine (driver), Pedro de la Rosa (driver), Andre Lotterer (test driver), James Courtney (test driver), 74 employees - including Niki Lauda (team boss), Mark Handford (chief aerodynamicist), John Russell (chief designer), Mark Ellis (chief race engineer), Vince Gaillardot (chief test team engineer), Gerry Hughes (race engineer, Irvine), Cosworth's 72-degree V10 engine

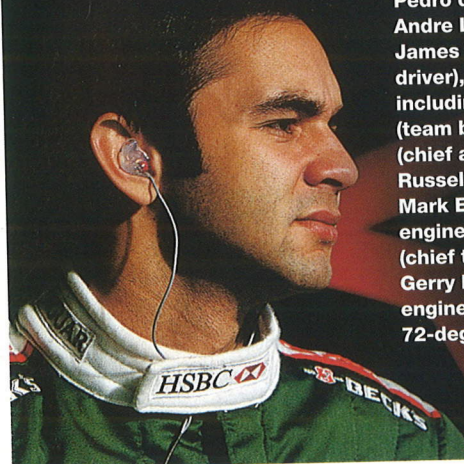
> BAR-HONDA

BAR have a new look this year, and hopes are high. New livery, new driver, and fewer people on the books which, team boss David Richards says, "makes us function more smoothly."

IN: Jenson Button (driver), Takuma Sato (third driver), Geoff Willis (technical director), Craig Wilson

(senior race engineer, Button), Mark Ellis (test team engineer), sponsors Alpine Stars and Honda - as distinct from simply being a technical partner

OUT: Darren Manning (test driver), Patrick Lemarie (test driver), Malcolm Oastler (engineering director), sponsors Sonax and Acer



(Above) Renault refugee Jenson Button joins BAR in his quest for racing success; (below) Cristiano da Matta makes the move from CART to race in F1 with Toyota

Jaguar have opted to change both drivers this season, bringing in Antonio Pizzonia (above) and Mark Webber; (below) Jos Verstappen returns to F1 with Minardi

> MINARDI-COSWORTH

Team boss Paul Stoddart is talking podiums and, undoubtedly, he is fielding a strong - by Minardi's standards - team this year. There have been significant management changes, and it remains to be seen how these will affect progress.

John Walton (sporting director), **Loic Bigois** (senior aerodynamicist), **Paul Jordan** (marketing director), **Cosworth engines**

OUT: Mark Webber (driver), Alex Yoong (driver), **Rupert Manwaring** (sporting director), **John Davis** (deputy technical director), **Tony Lees** (team manager), **Asiatech engines**

IN: Justin Wilson (driver), Jos Verstappen (driver),

> TOYOTA

There has been stability at Toyota, with the most significant changes taking place in the cockpit. We will have to wait to see whether the new drivers, Olivier Panis and Cristiano da Matta, do a better job than did Mika Salo and Allan McNish.

(driver), **Cristiano da Matta** (driver), **Ricardo Zonta** (third driver), **Vincent Gaillardot** (chief test team engineer)

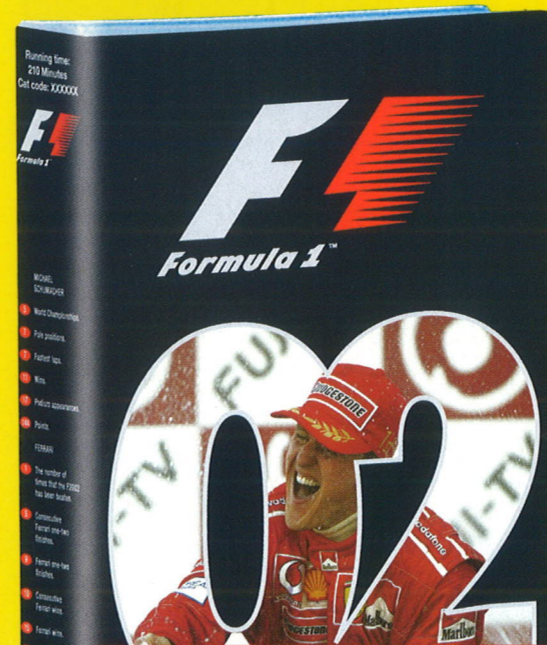
OUT: Mika Salo (driver), Allan McNish (driver)

IN: John Howett (president), Olivier Panis



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The real cost of Formula 1

At a time when the teams are looking as much at their bank balances as at the balance of (horse)power, *F1 Racing* launches a major investigation into their finances. How on earth do they spend a whopping £1,325,956,164 between them per season? Alan Henry unearths all the answers...

When Frank Williams first went Formula 1 racing with Piers Courage and a private Brabham BT26A in 1969, his season cost him \$75,000. He used just two Cosworth DFV engines all year, rebuilding them as and when required at \$450 a time. Just a decade later, he was poised on the verge of his first world championship victory – and his annual budget had ballooned to \$800,000. His cars were still powered by the trusty DFV, but its price tag had almost doubled to \$21,750 and a rebuild cost a heady \$3,750.

Fast-forward another 20 years, and the top F1 teams are well and truly into megabucks land. Costs have exploded way beyond day-to-day inflation, and the gulf between the haves and the have-nots has

grown into an ominous chasm which the second-division players have little prospect of bridging. It is estimated BMW-Williams will spend more than \$350 million this year. And they're not the biggest spenders.

So how much does F1 really cost? That is the \$64,000 question that no F1 bigwig will answer – for two principal reasons: (1) they play their financial cards unwaveringly close to their chests, and (2) you could never persuade them to break their silence for a measly \$64,000!

In this exclusive feature, however, *F1 Racing* has nagged and cajoled dozens of key team personnel to reveal the odd titbit, after which we cross-checked and analysed our findings, then pieced together what we believe is the most comprehensive, definitive and accurate

guide to F1 costs ever published. It makes truly astonishing reading.

The key factors hit you in the face; for the top teams, in particular, testing bills far outstrip the cost of actually racing the cars in terms of plain operational outlay. Aerodynamic development costs are sky-high, too. But, overwhelmingly, the stratospheric sums spent by the car manufacturers on engine development illustrate with rude eloquence just how much the challenges faced by the smaller teams have increased year on year.

It is this dramatic variation between budgets which so vexes the bosses of the smaller teams. Indeed, you could be forgiven for concluding that they are doing a seriously good job just posting lap times within 107 per cent of the big boys'.

The teams do their accounting in US dollars – so *F1 Racing* has followed suit throughout this investigation; the huge cost of 21st century F1 means only teams with a car manufacturer on board, like BMW-Williams (above), can compete

\$173,000,000

1. Research and development

McLAREN-MERCEDES \$35m	BAR-HONDA \$16.5m
TOYOTA \$21.5m	JAGUAR-COSWORTH \$15.4m
BMW-WILLIAMS \$20.3m	SAUBER-PETRONAS \$14.6m
FERRARI \$20m	JORDAN-FORD \$12.6m
RENAULT \$16.9m	MINARDI-COSWORTH \$200,000

Research and development – which we have taken to include static and dynamic rig testing, computational fluid dynamics work, materials testing and manufacturing techniques 'honing', but not on-track testing – is a 24-seven process. As a result, the costs attached to an individual season are difficult to pinpoint due to the seamless transition between engineering programmes which separate one car programme from the next.

R&D is also the first thing sacrificed when teams tighten their financial belts during an economic slow-down. "That's something we've been reminded of at Jordan these past few months," says Ian Phillips, the team's director of business development. "But by the same token it's the first thing to pile additional money into when new funds are generated."

'R&D IS THE FIRST THING SACRIFICED WHEN TEAMS TIGHTEN THEIR BELTS IN AN ECONOMIC SLUMP'

For the purposes of this analysis we have separated out the aerodynamic programmes in a bid to emphasise and focus on what McLaren managing director Martin Whitmarsh, for one, judges to be unquestionably the single most crucial area of accelerated activity in F1 chassis development over the past two decades.

As far as race headquarters are concerned, McLaren are in the final stages of commissioning their new

technical centre – the edifice formerly known as Paragon – at a reported cost of well over \$200m. McLaren have done a good job of prudent housekeeping over the past few years to fund this project without incurring any disproportionate debt and, although Paragon is scheduled to come onto strength in '03, we have not included this capital expenditure in the team's R&D budget. Besides, bearing in mind that DaimlerChrysler's forthcoming megacar, the SLR, will be built there, it is likely they will have taken care of some of that capital expenditure.

Similarly, we have not included the outlay on either Ferrari's or Sauber's new wind tunnels (coming in at \$33m and \$47.5m, respectively), in the interests of keeping those teams' figures reasonably consistent and comparable. ▶

Blowing a cool million (or 47.5): with most of the on-track advantage derived from a car's aerodynamics these days, the ownership of a state-of-the-art wind tunnel has become *de rigueur*. This is Sauber's (right)

\$93,600,000

2. Wind tunnel operating costs

FERRARI	\$15.1m
McLAREN-MERCEDES	\$12.9m
BMW-WILLIAMS	\$12.2m
TOYOTA	\$11.6m
SAUBER-PETRONAS	\$10.4m
BAR-HONDA	\$10.1m
RENAULT	\$8.0m
JAGUAR-COSWORTH	\$5.5m
JORDAN-FORD	\$4.5m
MINARDI-COSWORTH	\$3.3m

When, as is nowadays the case, the F1 technical regulations confine the scope for imaginative solutions so tightly as to dictate and as a result homogenise the shape of all cars, aerodynamics – and therefore wind tunnel performance – become more vital than ever. The incremental benefits derived from an intensive aerodynamic programme are directly proportional to the amount of investment in this area (which varies dramatically from team to team). Establishing a wind tunnel can cost between \$3m for a basic second-hand facility to around \$22.5m for a bespoke state-of-the-art piece of equipment complete with a metal rolling road.

Sauber have reportedly spent a mammoth \$47.5m on their own new full-size (100 per cent) tunnel, whose operating costs run to \$1,875 per hour.

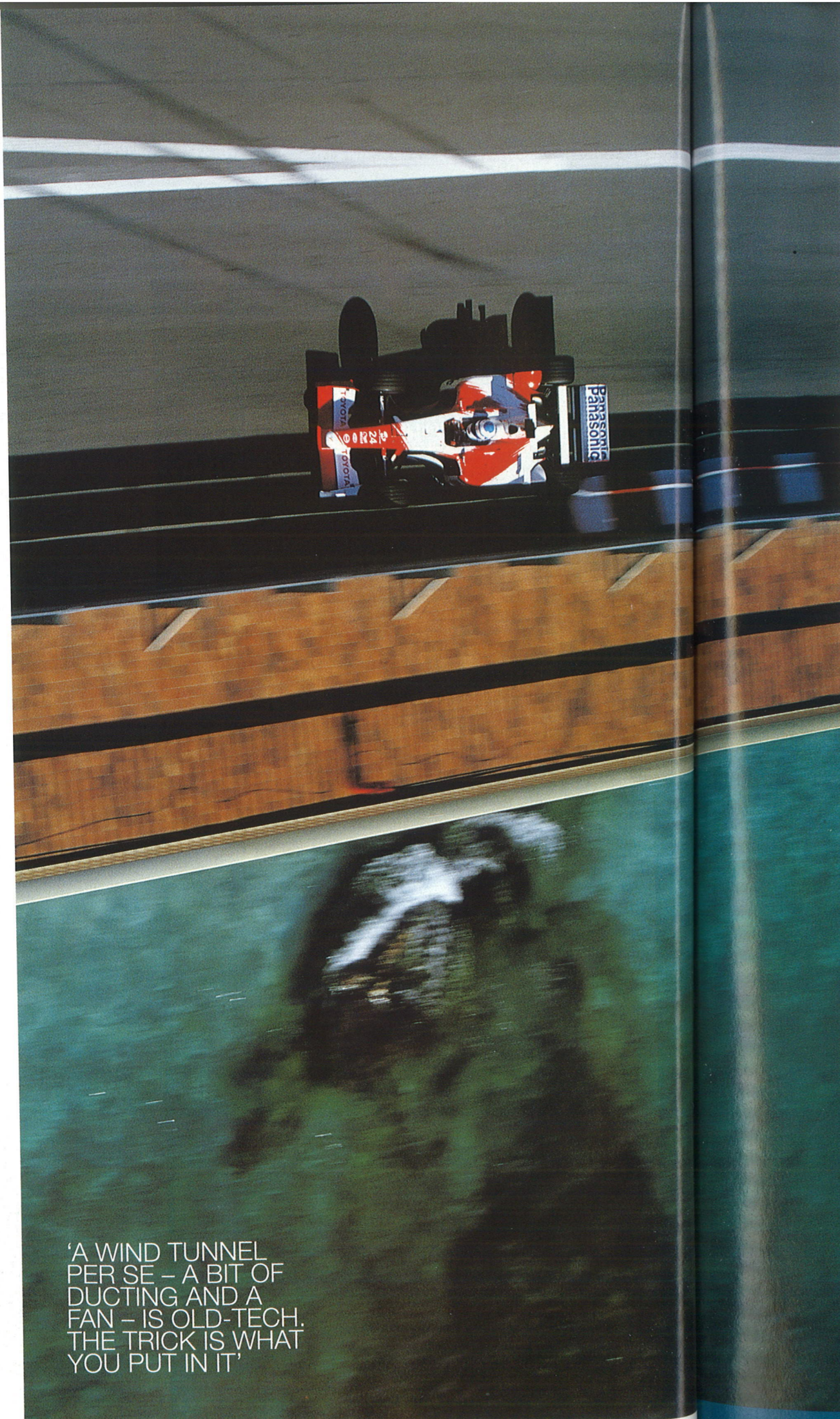
"I know costs are quite a bit higher in Switzerland," one UK-based F1 technical director tells us, "but I still find it difficult to see how they've spent *that* much on it – unless it's got a nuclear shelter under it!"

A wind tunnel per se – a bit of ducting and a fan – is essentially old-tech. The trick is what you put in it – particularly the rolling road. At 'road' speeds of more than 50 metres per second (roughly 112mph), controlling heat dissipation becomes every bit as challenging as ensuring the accuracy of the data produced. As a result, most teams use 40 or 50 per cent scale tunnels, which then require scale models to be built.

Even the models are not cheap, however: a typical 40 per cent scale replica can cost around \$2m. During the development of the Toyota TF103, the aerodynamic team experimented with more than a dozen front wing configurations, each costing around \$4,000 to manufacture.

Aerodynamicists command big salaries, too. Experienced aero men earn around \$120,000 per annum – often more – while their most junior colleagues would still collect around \$70,000.

'A WIND TUNNEL PER SE – A BIT OF DUCTING AND A FAN – IS OLD-TECH. THE TRICK IS WHAT YOU PUT IN IT'



\$19,250,000

3. Car manufacturing costs

FERRARI	\$4.1m	BMW-WILLIAMS	\$1.5m
McLAREN-MERCEDES	\$2.7m	JORDAN-FORD	\$1.5m
TOYOTA	\$2.0m	RENAULT	\$1.4m
BAR-HONDA	\$2.0m	JAGUAR-COSWORTH	\$1.4m
SAUBER-PETRONAS	\$1.9m	MINARDI-COSWORTH	\$750,000

Building a complete F1 car, sans engine and gearbox, costs around \$250,000. In their debut year Toyota (left) produced no fewer than *eight* cars (which therefore cost them \$2m)

The initial cost of building a new season's F1 car, including all R&D and prototyping costs, can vary from around \$12m for an independent team to around \$22m for one of the absolute front-running operations.

Thereafter, the run-on cost of a carbonfibre composite chassis, ready for assembly into a rolling chassis, is around \$120,000. A completed car, with all its suspension components, hydraulic systems and fuel tank, awaiting only the installation of engine and gearbox, works out at \$250,000 and upwards.

It is difficult to be precise about how many chassis the individual teams will build in '03, but, as an index, Ferrari constructed five F2002s during the past year in addition to a couple of all-new '02-spec F2001s, which were used in the first two races of the season. McLaren built nine MP4-17s, including servicing their test team; there were six Williams FW24s, seven Sauber C21s, six Jordan EJ12s, eight BAR 004s, six Renault R202s, six Jaguar R3s, three Minardi PS02s and eight Toyota TF102s.

4. Engine budgets

WILLIAMS-BMW	\$185m	BAR-HONDA	\$105m
FERRARI	\$175m	SAUBER-PETRONAS	\$24m*
TOYOTA	\$150m	JORDAN-FORD	\$18m*
McLAREN-MERCEDES	\$140m	MINARDI-COSWORTH	\$15m*
RENAULT	\$110m	JAGUAR-COSWORTH	\$9m

*Customer (leased) engines

In this category, the sheer firepower of the big automotive giants is fearsome. Ferrari, BMW and Mercedes-Benz will be aiming for between 500 and 600 rebuilds apiece this year, but reports that BMW's F1 programme consumed 300 cylinder blocks over one season, which included dozens of failures between racing and testing, have been denied by reliable sources in Munich.

Since the bill for transient dynamometers now runs to anything up to \$25m each, and since all the teams have invested in three or four each, it is no wonder that such capital investment is causing concern to those less financially well-endowed operations.

Toyota and Honda are believed to be quite close in terms of financial outlay to the big three, however. "People don't tend to believe that, because we haven't really deployed our resources quite so well," said a source within Honda, "but it's true."

Certain general points should be noted. Most F1 engine manufacturers derive their core financial support from their parent company's overall R&D budget, so there will always be the benefit of hidden extras injected into the programme for special

projects. For example, if Honda need to assign a group of engineers from their road car electronics programmes to help with F1 electronics, that would be an obvious hidden benefit.

It should also be noted that the high positions of BMW and Toyota in the table partly reflect the much higher labour costs – particularly for weekend overtime – which prevail in Germany in comparison to the UK. In that respect, Mercedes-Ilmor benefit not only from British-based know-how, but also from lower employment costs.

Ferrari can call on all the technical resources of the Fiat automotive empire for additional benefits not included in this calculation. Jaguar Racing's bill may seem very low (at \$9m), but that figure relates to Jaguar's contribution to Cosworth's overall operating budget (\$48m); around 80 per cent of that figure is defrayed by leasing deals to Jordan and Minardi. ▶

(Above) The move towards longer-lasting engines should bring a collective sigh of relief from all F1 accountants. At the moment the teams are literally burning money every time they fire up a V10

\$931,000,000

\$86,600,000

5. Travel and accommodation

FERRARI	\$18m
McLAREN-MERCEDES	\$13m
TOYOTA	\$12m
BMW-WILLIAMS	\$9.3m
BAR-HONDA	\$7.9m
RENAULT	\$7.5m
SAUBER-PETRONAS	\$6.8m
JAGUAR-COSWORTH	\$5.3m
JORDAN-FORD	\$4.5m
MINARDI-COSWORTH	\$2.3m

To offer a representative perspective, the Jaguar team booked no fewer than 900 flights for their personnel during the '02 world championship season, according to team manager David Stubbs.

"That's in addition to about 145 hire cars over the 17 races and 750-900 hotel rooms," he says. "It's a challenge to keep

control of, and it requires great attention to detail in terms of organisation."

Despite making 70-odd redundancies recently, Jaguar won't be cutting into their operating muscle over race weekends and will be sending about 65 people to each race, pretty well the same as last year.

"We've taken an even closer look at costs – and used Ryanair, EasyJet and even British Airways' new cheap deals," adds Stubbs. "It takes some time on the internet, but it's certainly worth the effort."

The figures also reflect a variation in the number of people who fly Business Class for the various teams – a high percentage at Ferrari do – and the quality of hotels they stay in. The team principals virtually monopolise the dozen or so seats in the First Class cabins of long-haul flights to races outside Europe – as a result, getting the great and the good (if we can describe



F1's biggest cheeses so glowingly) from Europe to Australia and back will earn BA a cool \$166,400 (assuming no-one other than Frank Williams uses their Falcon 900, of course). Oh, and were you to be a fly on the wall in First, you might well spot one E Jordan Esq; you can be sure, however, that he will have bought a Club Class ticket and blagged himself an upgrade.

The business: Ferrari (above) are F1's biggest spenders when it comes to making sure staff travel in comfort and style



6. Operating the cars at tests

FERRARI	\$88m	SAUBER-PETRONAS	\$19.8m
BMW-WILLIAMS	\$48m	RENAULT	\$14.6m
McLAREN-MERCEDES	\$29.1m	JAGUAR-COSWORTH	\$7.5m
TOYOTA	\$24.7m	JORDAN-FORD	\$3.7m
BAR-HONDA	\$22m	MINARDI-COSWORTH	\$3.4m

The spiralling cost of testing is one of the most contentious issues in all F1. As an example, last year Ferrari completed 109 days of testing; for the purposes of this calculation we have made the informed assumption that for half that time they ran a single car and for the other half they ran two. Assuming each car completed around 400km on average each day, this reflects on-track costs of \$88m (at running costs of \$1,350 per km, since Ferrari's megabucks approach to testing reportedly pushes them well above the industry average of \$1,000 per km).

McLaren insiders claim that their 80 days of testing in '02 cost 'only' \$12m, however. This seems rather low, but *F1 Racing* believes that the Woking team have encouraged a few of their technical partners to provide some financial input into their R&D operation (including testing), which will have helped defray some of these costs.

Toyota estimate that they covered

a grand total of 35,000km during '02 – split between testing and racing – so, subtracting the race miles clocked up by Mika Salo and Allan McNish, we can deduce that 20,600km must have been devoted to test and development work, which (assuming a cost of \$1,200 per km) amounts to \$24.7m.

It is no surprise that, in terms of testing costs, Williams are second to Ferrari but well ahead of everyone else; indeed, our figures may even be a little conservative for a team which did 150 days of testing last year, often with two cars. Williams' principal test driver, Marc Gené, drove more miles than any other F1 driver in '02 and expects to be worked just as hard – or, with no Antonio Pizzonia

to help him, even harder – over the next nine months.

For Renault, Jordan and Minardi, testing between March 1 and November 1 will be restricted to just 10 days in exchange for an additional two hours' free practice from 9.00am to 11.00am on the Friday mornings of each grand prix weekend. If you count this as extra testing, the cost of running a third car on Fridays – covering, say, 250km – will be around \$250,000.

Expect Minardi and Jordan – but not Renault – to turn this into a nice little earner, charging between \$400,000 and \$500,000 to financially qualified aspirants who fancy a turn at the F1 wheel. Make no mistake: they need the extra cash. And they just might turn up a bright new talent.

\$260,800,000



\$187,300,000

7. Operating the cars at races

FERRARI	\$28.5m	SAUBER-PETRONAS	\$18.2m
TOYOTA	\$22.5m	BAR-HONDA	\$17.6m
WILLIAMS-BMW	\$20.8m	JAGUAR-COSWORTH	\$17m
McLAREN-MERCEDES	\$19.2m	JORDAN-FORD	\$16m
RENAULT	\$19m	MINARDI-COSWORTH	\$8.5m

Broadly, the same mathematics apply to operating the cars at races as in testing, although the mileage covered in a 16-race season – around 500km per car per race, depending on reliability – makes the actual operational cost of the cars between \$8 and \$11m (in terms of consumables).

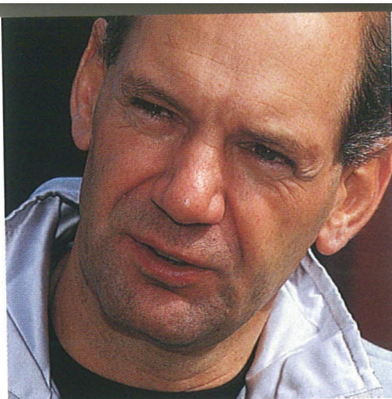
Since Ferrari take around 100 personnel to each race, including marketing staff (by comparison, McLaren and Williams ferry out 70-80 each), our calculations in this area indicate that all of the teams are

putting their travelling expenditure under rigorous scrutiny.

A typical F1 team will cover 114,000km per year, using up to four large articulated transporters to travel to the 10 rounds of the world championship held on mainland Europe. In addition, there is also around 1,500-2,000kg of gear to air-freight about; not at all cheap.

We have not, however, factored into our calculations the running costs of the team principals' private jets... ▶

(Above) Toyota, F1's newest team, soon learned that they need to take 70-odd people to each grand prix; (left) Jaguar's brand new R4 at a pre-season test. Testing is a very costly business



\$194,700,000

8. Team salaries

FERRARI \$41.4m	BAR-HONDA \$12.8m
TOYOTA \$32.3m	SAUBER-PETRONAS \$12.7m
McLAREN-MERCEDES \$30.3m	JAGUAR-COSWORTH \$10.6m
BMW-WILLIAMS \$24m	JORDAN-FORD \$8.8m
RENAULT \$16.5m	MINARDI-COSWORTH \$5.3m

Team salaries are an understandably sensitive area, especially among the UK teams. With redundancies at Jordan, BAR and Jaguar, plus the demise of Arrows (and Reynard), almost 1,000 people have been made redundant within a 25-mile radius of Oxford within the past 12 months.

Good jobs are much prized in the F1 business these days – and an 'average' salary, taken across all departments and all teams, is in the region of \$50,000. We have factored in a 20 per cent premium across the board for Toyota, however, to take into account the increased employment expenses of operating in Germany.

Obviously, highly qualified personnel, such as technical directors and chief designers, earn six-figure salaries – but in general terms the top teams will seek to pay slightly less for mid-ranking engineers than perhaps some of the smaller teams are prepared to offer, simply because they (the likes of Jaguar, Jordan and Minardi) are *that* keen to tempt able technicians from their comfortable jobs with front-line operations.

So what kind of six-figure sums are we

'AN EXPERIENCED TECHNICAL DIRECTOR CAN EARN ANYTHING FROM \$400,000 TO \$1,000,000 A YEAR'

talking about? An experienced technical director can earn anything from \$400,000 to \$1,000,000 per annum (McLaren's famous multi-millionaire Adrian Newey excepted, of course), while stories abound that a mid-ranking aerodynamicist from a top team more than doubled his salary by accepting an offer from a team who have yet to win a grand prix. Ferrari pay their non-Italian superstar engineers – Ross Brawn, Rory Byrne and even Nigel Stepney – magnificent salaries, of course.

In general terms, however, the team owners have the whip hand because the disappearance of the Prost and Arrows teams has caused there to be a glut of talented and experienced personnel still available on the job market.

Technical directors are highly prized. Adrian Newey's (above) 'golden handcuffs' deal with McLaren has ensured that he doesn't have to worry overly about his pension plan

9. Driver salaries

FERRARI \$44m	TOYOTA \$7.5m
BAR-HONDA \$24m	SAUBER-PETRONAS \$6.8m
BMW-WILLIAMS \$20m	RENAULT \$6.2m
McLAREN-MERCEDES \$13.5m	JAGUAR-COSWORTH \$1.5m
JORDAN-FORD \$8m	MINARDI-COSWORTH \$500,000

At a rumoured \$35m per year, Michael Schumacher is easily the highest-paid driver in the history of the sport. He supplements that with a share of Ferrari merchandising, which may well be worth as much as \$25m more in a successful Maranello season (which is every season, these days).

Jacques Villeneuve is next in the pecking order, entering, as he does, the final season of a \$19.5m-per-year retainer shrewdly brokered by his mentor (and mate) Craig Pollock, who was also previously BAR's team principal.

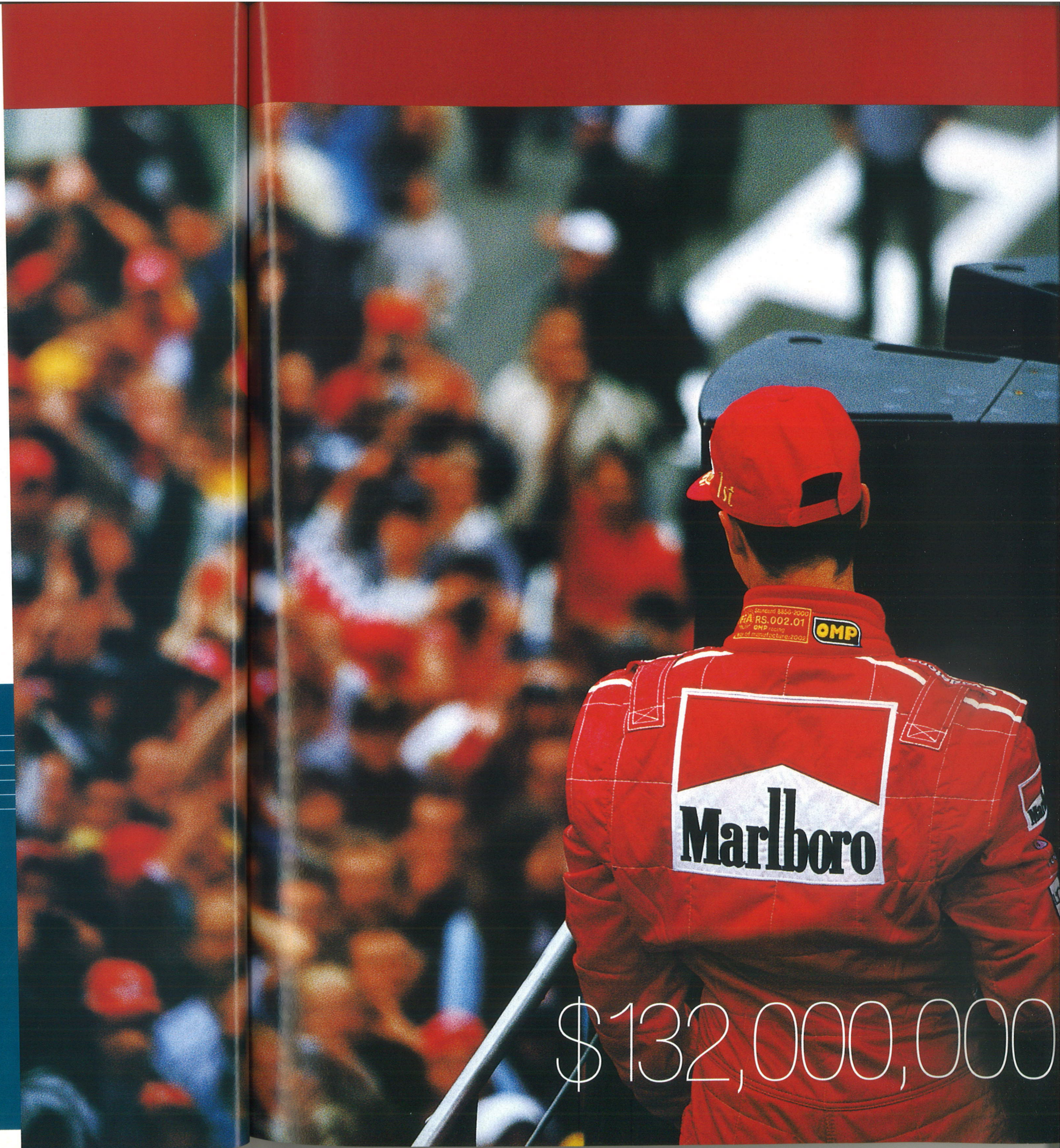
Team-mate Jenson Button is on \$4.5m.

BMW-Williams – in the persons of Ralf Schumacher (\$14m), Juan Pablo Montoya (\$5m, plus unspecified points bonuses) and Marc Gené (\$1m) – come next. After Frank's boys come McLaren's, on \$13.5m

(David Coulthard, \$8.5m; Kimi Raikkonen, \$3.5m; Alex Wurz, \$1.5m), though the Woking lads can earn significant incentive payments (particularly if they are lucky enough to win two or more grands prix). Next up are Jordan, whose \$8m wage bill is *all* Giancarlo Fisichella; their number-two driver will get nowt.

Further down the list, the totals tail off dramatically. Why? Because the supply of capable drivers now greatly exceeds demand. As a result, there is no need to pay more than \$3m a year for a talented midfield runner. This oversupply is likely to continue into '04 when, most notably, Coulthard and Villeneuve must be seen as vulnerable to significant pay cuts if their respective teams want to find an easy means of saving money while retaining their 'old hands'. ▶

In a marketplace where a supply of new, young – and cheap – talent is almost guaranteed every year, Michael Schumacher (right) is one of the few drivers who can command a truly enormous salary



\$132,000,000



\$62,850,000

'SCHMOOZING KEY SPONSORS HAS NEVER BEEN MORE IMPORTANT. THAT'S WHAT THE PADDOCK CLUB IS ALL ABOUT'

(Above) Join the Club: well, you have to if you want to do any entertaining at a grand prix because a certain Mr Ecclestone owns the rights to all on-track hospitality

10. Corporate entertaining/catering

BMW-WILLIAMS \$12.2m	TOYOTA \$6.3m
FERRARI \$9.7m	JAGUAR-COSWORTH \$5.6m
McLAREN-MERCEDES \$8.9m	SAUBER-PETRONAS \$4.3m
BAR-HONDA \$7.2m	JORDAN-FORD \$1.6m
RENAULT \$6.7m	MINARDI-COSWORTH \$350,000

Corporate entertainment remains F1's commercial lifeblood, and schmoozing key sponsors has never been more important. That's where the Paddock Club comes in. This five-star, silver-service watering hole is run by multi-millionaire Paddy McNally in partnership with Bernie Ecclestone. Since Ecclestone owns the rights to all on-track hospitality, the teams have no choice but to buy Paddock Club tickets - unless they have sufficient (free) guest passes to ensure their high rollers access to the paddock itself (which is unlikely).

A three-day Paddock Club ticket costs \$2,800 to \$4,300 per head, depending on whether you're at Magny-Cours (cheap) or Indianapolis (not cheap). No precise figures are available for Monte Carlo, but F1 Racing

understands the Principality attracts a hefty premium over all other venues. Williams and McLaren invite 150-200 guests per weekend, which equates to a total of \$7-11m annually, although many teams pass this on to their sponsors as part of the deal.

Ferrari's sponsors bring a similar number of guests. Mid-ranking teams, such as Jaguar, probably buy more like 100 tickets per weekend - and smaller operations simply have a handful of tables for 10 people each.

In the paddock proper, operating a facility such as the superb McLaren communications centre - complete with magnificent catering facilities - probably costs about \$3m over the European season. Mid-ranking teams, such as BAR, spend around \$1.8m, while the likes of Jordan invest 'only' \$800,000. ▶

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Your first day on board is spent at Villefranche and you will be treated to a welcome champagne BBQ on the pool deck that evening.

On the morning of the 30th, the Silver Shadow will set sail along the Riviera and anchor at Monte Carlo for the evening. That evening you will be treated to a celebrity panel show with motor racing celebrities Murray Walker and Stirling Moss. There will also be transfers ashore for those wishing to enjoy the delights of Monte Carlo.

On Saturday - the practice day - you can watch the practice and Formula 3000 from the private terrace of the Elmano Palace Hotel, where refreshments will be served.

At the end of the racing you will be transferred back to the Silver Shadow for more celebrity evening entertainment.

On race day, you will again watch from the terrace at the Elmano Palace Hotel, after which you will return to the Silver Shadow for an evening cruise back to Villefranche.

After breakfast on Monday you will be transferred back to Nice for your flight back home.

ALL FOR £20!



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Grand total operating costs

FERRARI \$443.8m	RENAULT \$206.8m
BMW-WILLIAMS \$353.3m	SAUBER-PETRONAS \$119.5m
McLAREN-MERCEDES \$304.6m	JORDAN-FORD \$79.2m
TOYOTA \$290.4m	JAGUAR-COSWORTH \$78.8m
BAR-HONDA \$225.1m	MINARDI-COSWORTH \$39.6m

In '02, well-placed rumours emanating from Italy speculated that Ferrari were spending in excess of \$500m annually on their F1 operation. For the purposes of quantifiable costs our calculations haven't reached quite that level, but then you have to remember that Ferrari are probably the most impenetrable of all the teams when it comes to assessing financial matters.

Aid from Fiat's R&D departments is clearly valuable – and ongoing. And, when it comes to evaluating new materials, it is extremely difficult to assess just how much (Ferrari-owned) Magneti Marelli contribute

in terms of their mammoth electronics programme. So it may be we have slightly underestimated Ferrari's total outlay.

There are obviously similar behind-the-scenes contributions from BMW, Mercedes-Benz, Toyota, Honda, Ford and Renault – and others from TAG Electronics (McLaren) and Pi Research (Jaguar PPD), both of whom accrue substantial revenue from selling specialist electronic systems up and down the pitlane (rather than serving just one team).

The Williams team's intensive test programme is in part responsible for

their high level of expenditure, while the apparently anomalous situation which places Jaguar below Jordan takes into account that Jag contribute only \$9m to Cosworth's \$48m total F1 budget.

Overwhelmingly, the engine costs are astonishing. They account for nearly 52 per cent of BMW-Williams' and Toyota's budgets, 46 per cent of McLaren-Mercedes' spend and 39 per cent of Ferrari's annual outlay.

Small wonder that this is the area of F1 spending which is now being subjected to such detailed scrutiny. **1**

The big three's finishing positions last year equate well with how deep they were prepared to dig in their pockets. But for midfield teams like BAR (below), it's not so clear-cut

= \$2,141,100,000



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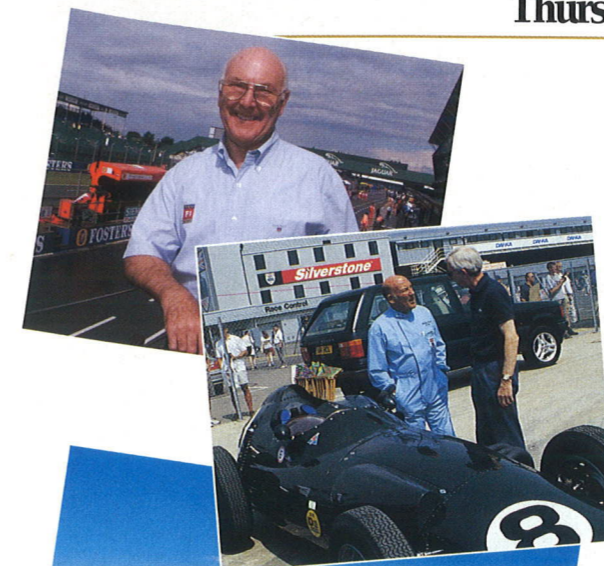
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Don't forget your toothbrush...

... or, if you're working in Formula 1, your Yard o' Led pencil, your Moschino underwear, your book on air disasters... These are essential items for an F1 life on the road, we're told. You see, we've been nosing in some F1 briefcases – all in the name of research, you understand. Their owners are a driver, a technical director, an engineer, a mechanic, a team principal and a president. The FIA president. Prepare for a few surprises

Words by Anthony Rowlinson; photographs by Ted Humble-Smith; insets by LAT Archive



Underwear: www.moschino.it
 Toothbrush: www.muji.co.uk
 Toothpaste: www.colgate.com
 Mints: www.ozon-mint.com
 La Gazzetta dello Sport: www.gazzetta.it
 Jeans: www.gasjeans.com
 Shirt: www.etro.it

The driver: **Giancarlo Fisichella, Jordan-Ford**
 • underwear • pyjamas • toothbrush • clothes • wallet with photo of daughter Carlotta

"I always have a few magazines and newspapers in my bag to read while travelling or waiting around at airports. My favourites are boat magazines, *Autosprint*, *F1 Racing* (of course) and Italian sports papers (so that I can keep up to date with the latest news of my favourite football team, Roma). I keep a laptop with me, too, so that I can check my email and surf the internet in the motorhome – and I always

have a photo of my daughter Carlotta with me. I like to shop for nice clothes so I always have a few spare shirts or T-shirts in my bag, as well as underwear, obviously! Sometimes at grand prix weekends it's not so easy to sleep because we change time zones so often and are always away from home and in unfamiliar hotels, so it's very important to me to bring my own pyjamas for a bit of home comfort when I'm away." ▶





The technical director: Mike Gascoyne, Renault

- MiniDisc player • several MiniDiscs – *Know Your Enemy*, Manic Street Preachers; Bowie; REM; Mozart
- two leaking pens • “extremely flash” laptop • mobile • copies of *Yachting World* and *Yachting Monthly*
- mountaineering mag • driving licence • passport • 2003 F1 technical/sporting regulations rulebook • chequebook
- some unpaid bills • book on early 19th-century exploring • pics of wife and kids

“What I take has changed over the years. When I was a race engineer I used to have a massive flight bag bulging with all sorts of papers, technical specs, race data, notebooks, charts... everything and anything, really. These days I’m not as involved in engineering the cars at races, so I don’t need to carry quite so much stuff.”

“A good laptop helps, and with satellite communications we can access all our

databases at the factory, so we don’t have to be quite so self-contained. I’ve always got a good book – I love reading about 19th-century exploration – and a couple of yachting magazines; I own a 50ft yacht. And, of course, pictures of my wife and kids.

“There’s also likely to be a copy of the technical and sporting regulations in there. You never know when the shit might kick off and you have to fire off a protest.”

Minidisc player: www.sony.com
 Book: www.amazon.co.uk
 Phone: www.sony.com
 MiniDiscs: www.sony.com
 Laptop: www.sony.com



The engineer: Sam Michael, BMW-Williams

- folder containing car set-up, aero and mechanical info and summary of issues to discuss with Patrick Head, Gavin Fisher, Michelin and BMW • small notepad containing strategies for every circuit and immediate jobs to do at the track • Filofax and pen • paddock pass • stopwatch • travel documents • calculator • laptop • foreign money
- mobile • iPAQ pocket PC • book on aeroplane crashes • CD player • photos of wife and kids • copy of *F1 Racing*

“Most of the information I need for the track is stored on my laptop or iPAQ pocket PC. But I still carry paper copies of the design, set-up and strategy information that I need to make sure the cars run okay.”

“On long flights, like the one to Australia, I take quite a lot of reading material with me. I love anything to do with motor racing, so I’ll have various racing magazines with me, including *F1 Racing*. As for books, I might

read a novel, or I’ll scan an old favourite about aeroplane crashes. It’s a fascinating book, but it raises a few eyebrows from fellow passengers! Actually, at the moment I’m reading *The Piranha Club: Power and Influence in Formula 1* by Timothy Collings.

“I enjoy listening to music, so I’ll have a CD player with me, playing anything from Alanis Morissette to Oasis. You need all the help you can get on a long-haul.” ▶

Book: www.harpercollins.co.uk
 Filofax: www.filofax.com
 Pen: www.muji.co.uk
 Notebook: www.moleskine.co.uk
 Stopwatch: www.casio.com
 iPAQ: www.compaq.com



The mechanic: Alan Maybin, Jaguar-Cosworth

- vaccination certificate • passport and tickets • driving licence • headache pills • earplugs • sunglasses • weekend itinerary • FOCA pass
- camera • team sweatshirt and jacket • chewing gum • mobile • HSBC Visa card/Euros/chequebook • pens • copy of *F1 Racing*

"I travel as light as possible; space is always at a premium, so if it doesn't fit in my backpack it doesn't come with me.

"What you see here never changes – apart from a new copy of *F1 Racing* and a few other new mags just before I fly. I try to leave my bag pretty much untouched, because then I know I can just pick it up without thinking about it and I'll have everything I need. You might laugh at the

headache pills, but I think we all need them from time to time. Earplugs are absolutely essential. Any mechanic working in the pits all the time would go deaf without them.

"There used to be a lot more paperwork to take to a race, but laptops have taken away the need for most of it. Once you're at a race, there's never really any time to think about paperwork anyway. That has to wait until you get back to the office."

Chequebook: www.hsbc.com
 Gum: www.wrigley.com
 Earplugs: www.earplugstore.com
 Camera: www.sony.com
 Headache pills: www.nurofen.com
 Pens: www.spacepen.com
 Shades: www.bolle.com



The team principal: David Richards, BAR-HONDA

- Yard O' Led pencil • tortoiseshell sunglasses • reading glasses • red pen • paddock pass
- passport • O2 XDA pocket PC • miniature Casio digital camera • Mont Blanc notebook

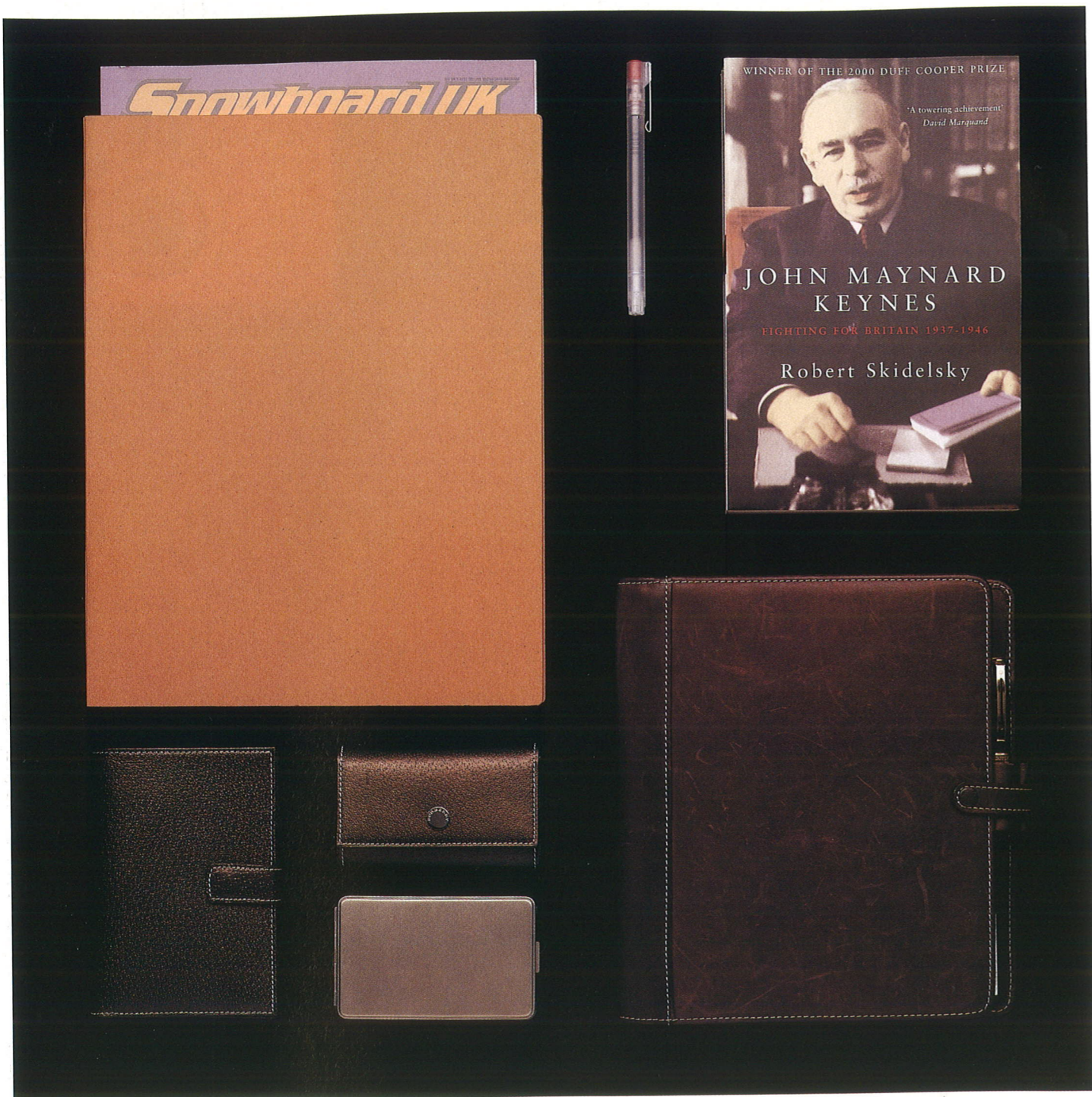
"It's very much a working briefcase. I'm away every weekend either at a race or a rally, so I keep the contents to an absolute minimum. There's nothing sentimental – apart from the briefcase itself, which has been around the world with me I don't know how many times.

"I try to miniaturise as much as possible; I have my diary and all my contacts on an O2 XDA, and I carry a tiny Casio digital camera around with me at all times – you never know

what you might see in the pitlane. Paperwork is at a minimum, although I do always have a small Mont Blanc notebook to use over the weekend. I keep it in my shirt pocket.

"The Yard O' Led pen is a very nice thing to use, and I carry a red pen as well. There'll be a pair of sunglasses in there and my reading glasses, too. The most important thing, though, is the paddock pass. You don't get far without one of those!"

Pen: www.yard-o-led.co.uk/yardoled/
 Camera: www.casio.com
 Notepads: www.montblanc.com
 Passport: www.ukpa.gov.uk
 Reading glasses (plus case): www.specsavers.co.uk
 Shades: for similar see www.rayban.com




The FIA president: Max Mosley

• schedule of meetings • address book • papers relating to race weekend meetings • book on non-racing theme • keys to various FIA offices (London, Paris, Geneva) • EU standard-issue fountain pen • red pen • chequebook • pair of reading glasses • copy of *F1 Racing*

"I travel light. I don't always even take a book on planes these days, because I never seem to have time to read it; but when I do, it will usually be a non-racing book – or mag. Otherwise, there's nothing sentimental in my bag: just whatever I need for the meetings I've got scheduled.

If I can, I try to go to these meetings without even a briefcase – I'll take just the agenda and a pen. I suppose the pen is a

little bit interesting – it's an EU fountain pen, which I keep because when things were at the most difficult between the FIA and the EU, I prepared all the most challenging documents in our defence using one of their own pens. That still makes me smile.

"I pack a pair of reading glasses, too, but I keep them only for emergencies. All the opticians tell me it's better to use them, but I prefer to make my eyes work." 

Folder: www.muji.co.uk
 Magazine: www.snowboarduk.com
 Pen: www.muji.co.uk
 Book: www.macmillan.com
 Filofax: www.filofax.com
 Credit card purse and key case: www.burberry.com

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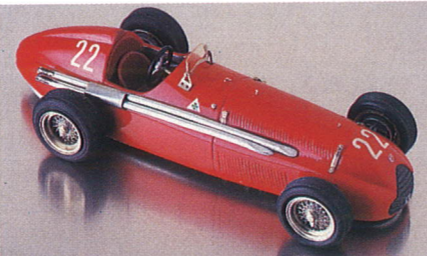
Ever since men have been racing cars, boys have been playing with scale models of the real machines. Here, in all their 1:43 glory, are *all* the cars which have ever won a Formula 1 world drivers' championship

Words by Stéphane Samson; photographs by Ollivier Hersart

Nice, aren't they? But don't think of them as toys; rather, regard them as a 53-strong panoply of Formula 1 technical evolution. The story of F1 can be traced via these touchstones: Alfa; Ferrari; Ascari; Mercedes-Benz; Fangio; Cooper; Brabham; Lotus; Chapman; Clark; Tyrrell; Stewart; Lauda; McLaren; Williams; Ecclestone; Dennis; Prost; Senna; Honda; Renault; Schumacher. And that's about it – so far. Waiting in the wings in 2003 are some of the above – plus Montoya, Raikkonen, BMW, Toyota...



1950 Car: Alfa Romeo 158/50
Driver: Giuseppe Farina
Formula 1 is an Italian benefit in the early 1950s. Alfa and Farina 'rule okay' in '50



1951 Car: Alfa Romeo 159
Driver: Juan Manuel Fangio
The first of the great Fangio's five drivers' championships confirms Alfa's supremacy



1952 Car: Ferrari 500
Driver: Alberto Ascari
Ferrari's first world championship, courtesy of the heroic and charismatic Ascari



1953 Car: Ferrari 500
Driver: Alberto Ascari
In a nearly unchanged car, Ascari triumphs again. No Italian has since repeated the feat



1954 Car: Mercedes-Benz W196
Driver: Juan Manuel Fangio
Fangio takes another championship, this time with Mercedes. This is the 'streamliner'



1955 Car: Mercedes-Benz W196
Driver: Juan Manuel Fangio
Alongside his young British team-mate Stirling Moss, JMF takes yet another title



1956 Car: Lancia Ferrari D50
Driver: Juan Manuel Fangio
Title number four for Fangio at the wheel of the ungainly but effective Lancia-Ferrari



1957 Car: Maserati 250F
Driver: Juan Manuel Fangio
The incomparable Fangio's fifth and final title, at the wheel of the incomparable 250F



1958 Car: Ferrari D246
Driver: Mike Hawthorn
Mike Hawthorn just becomes Britain's first world champion – in a Ferrari, natch



1959 Car: Cooper-Climax T51
Driver: Jack Brabham
The first rear-engined championship – and Jack Brabham's first – thanks to John Cooper



1960 Car: Cooper-Climax T53
Driver: Jack Brabham
Brabham is only the third driver, after Ascari and Fangio, to win two drivers' titles in a row



1961 Car: Ferrari 156
Driver: Phil Hill
Ferrari again, with the beautiful 'shark nose', driven by the American Phil Hill



1962 Car: BRM P57
Driver: Graham Hill
Another Hill – Graham, no relation – grabs glory for BRM for the first, and last, time



1963 Car: Lotus-Climax 25
Driver: Jim Clark
Jim Clark's genius shines brightly in the beautiful and innovative Lotus-Climax 25



1964 Car: Ferrari 158
Driver: John Surtees
Ferrari beat the British *garagistes*. An 11-year fallow period for Enzo & co follows



1965 Car: Lotus-Climax 33
Driver: Jim Clark
Clark is champion again in his Lotus – and wins the Indianapolis 500 for good measure



1966 Car: Brabham-Repco BT20
Driver: Jack Brabham
Brabham becomes the first man to win a drivers' title in a car bearing his own name



1967 Car: Brabham-Repco BT24
Driver: Denny Hulme
Brabham's no-nonsense team-mate Denny Hulme shows Black Jack's team are tops



1968 Car: Lotus-Cosworth 49B
Driver: Graham Hill
Lotus introduce cigarette sponsorship, while the Cosworth DFV V8 is unbeatable



1969 Car: Matra-Cosworth MS80
Driver: Jackie Stewart
Tyrrell's shrewd decision to mate a Matra chassis with a customer DFV pays dividends



1970 Car: Lotus-Cosworth 72
Driver: Jochen Rindt
The superfast Austrian wins posthumously with Lotus's ageing 49C and brand-new 72



1971 Car: Tyrrell-Cosworth 003
Driver: Jackie Stewart
Uncle Ken's first success with a chassis designed and built at his Surrey factory



1972 Car: Lotus-Cosworth 72D
Driver: Emerson Fittipaldi
Super-distinctive JPS livery; a quick, young driver; Lotus's fifth world championship

> THE FIRST 53 CHAMPIONS



1973 Car: Tyrrell-Cosworth 006
Driver: Jackie Stewart
Tyrrell's and Stewart's last year together; the result is another drivers' championship



1974 Car: McLaren-Cosworth M23
Driver: Emerson Fittipaldi
Emmo deserts Lotus for McLaren – and takes his second world drivers' title



1975 Car: Ferrari 312T
Driver: Niki Lauda
Luca Montezemolo, Mauro Forghieri and Lauda bounce Ferrari back to the front



1976 Car: McLaren-Cosworth M23
Driver: James Hunt
The original Boys' Own hero Hunt tastes glory for McLaren, England and St George



1977 Car: Ferrari 312T2
Driver: Niki Lauda
The T2 isn't the quickest car – that's the Lotus 78 – but it's by far the most reliable



1978 Car: Lotus-Cosworth 79
Driver: Mario Andretti
Andretti breezes the title in Lotus boss Colin Chapman's revolutionary ground-effect 79



1979 Car: Ferrari 312T4
Driver: Jody Scheckter
Ferrari's last driver's championship for an aeon, courtesy of the ultra-dependable T4



1980 Car: Williams-Cosworth FW07B
Driver: Alan Jones
Williams' first success, in the pretty and innovative Patrick Head-designed FW07B



1981 Car: Brabham-Cosworth BT49C
Driver: Nelson Piquet
Bernie Ecclestone's Brabham team take the honours, the Brazilian Piquet at the wheel



1982 Car: Williams-Cosworth FW08
Driver: Keke Rosberg
Williams win again, but Rosberg bags only one grand prix win in a super-tight title battle



1983 Car: Brabham-BMW BT52B
Driver: Nelson Piquet
Piquet wins the drivers' title again – but Ferrari take the constructor's championship



1984 Car: McLaren-TAG MP4/2
Driver: Niki Lauda
McLaren, now owned by Ron Dennis, bounce back with a TAG-Porsche V6 turbo



1985 Car: McLaren-TAG MP4/2B
Driver: Alain Prost
Frenchman Prost makes his team-mate Lauda look slow in the neat MP4/2B



1986 Car: McLaren-Porsche MP4/2C
Driver: Alain Prost
Prost wins again as Dennis's super-efficient team begin to rewrite all the record books



1987 Car: Williams-Honda FW11B
Driver: Nelson Piquet
Piquet takes his third title and confirms the Honda-engined Williams' superiority



1988 Car: McLaren-Honda MP4/4
Driver: Ayrton Senna
Senna, McLaren and Honda are unbeatable; only team-mate Prost comes at all close



1989 Car: McLaren-Honda MP4/5
Driver: Alain Prost
Prost beats Senna, bringing his enmity with the super-competitive Brazilian to new levels



1990 Car: McLaren-Honda MP4/5B
Driver: Ayrton Senna
McLaren, Honda and Senna – yet again. This time Alain takes Ayrton to the 'wire'



1991 Car: McLaren-Honda MP4/6
Driver: Ayrton Senna
McLaren: check; Honda: check; Senna: er, check again. Sounds kinda familiar, no?



1992 Car: Williams-Renault FW14B
Driver: Nigel Mansell
Williams-Renault break McLaren-Honda's stranglehold with their superb 'active' car



1993 Car: Williams-Renault FW15C
Driver: Alain Prost
Williams, Renault and Prost take possibly the easiest title in F1 history (excepting '02)



1994 Car: Benetton-Cosworth B194
Driver: Michael Schumacher
The Schumi era begins! Michael takes the title despite his Benetton's puny Ford V8



1995 Car: Benetton-Renault B195
Driver: Michael Schumacher
Benetton gain Renault V10s – and Schumi wins again, albeit amid much controversy



1996 Car: Williams-Renault FW18
Driver: Damon Hill
Hill, driving a Williams-Renault, is the first son-of-a-(champion)-gun to take the title



1997 Car: Williams-Renault FW19
Driver: Jacques Villeneuve
The end of the Williams-Renault era: JV just wins from Schumi, despite 'Jerez-gate'...



1998 Car: McLaren-Mercedes MP4-13
Driver: Mika Hakkinen
Forty-odd years after Fangio's triumphs of the mid-'50s, the Silver Arrows win again



1999 Car: McLaren-Mercedes MP4-14
Driver: Mika Hakkinen
Another strong performance by McLaren, Mercedes and Hakkinen; another world title



2000 Car: Ferrari F1-2000
Driver: Michael Schumacher
At last, 21 years after Scheckter did the business in '79, Ferrari come up trumps



2001 Car: Ferrari F2001
Driver: Michael Schumacher
Championship number four for Schumacher as Ferrari begin to look pretty unbeatable...



2002 Car: Ferrari F2002
Driver: Michael Schumacher
The F2002 is utterly dominant, winning 14 of 15 grands prix, and is immensely reliable

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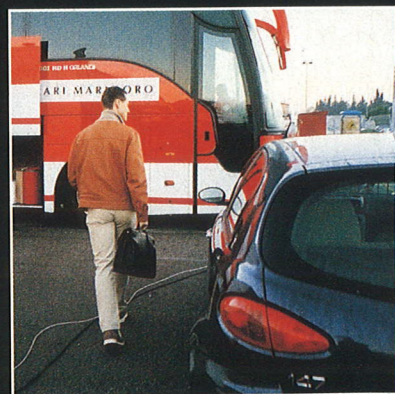
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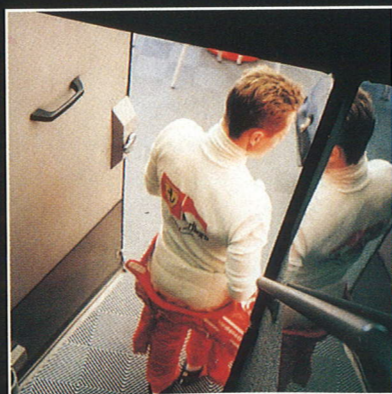
SHADOWING SCHUMI

Since Suzuka 2002, Michael Schumacher has been lying low. He pressed flesh at the FIA Prize Giving Gala in Monte Carlo, he smiled sweetly at the annual Ferrari 'fest' in Maranello, he 'chilled' (literally) on holiday in Norway... but, otherwise, he has been spending time with Corinna and the kids in Vufflens-le-Château (the Swiss village in which he lives). His first day back in the cockpit of a Formula 1 Ferrari was Tuesday January 21, in Barcelona. Stéphane Samson chronicled his every move...

Action photographs by Darren Heath; inset photographs by Philippe Martelli



(Far left) Michael arrives bright and early for his first morning of 2003 testing. He's already spoken to his colleagues – the previous evening – and ascertained that everything's ready for his first run (left). But he can't start just yet. First, he has to visit Ferrari's brand new motorhome (right) – built specially for use when testing



This was stop-the-press stuff. What happened, in fact, was unreal. It got blown up from being a nice, funny little story to an event of international significance. With only the tiniest amount of exaggeration.

Michael Schumacher had just got back behind the wheel after a 90-day rest... when his F2002, caught out by the wet conditions in Barcelona, spun off at Turn Four. On the very first lap.

It was too good to be true. One of the luckiest drivers in history, the one to whom nothing untoward ever seems to happen, the most gifted and talented of them all, the one who always manages to get himself out

of a gravel trap when by bad luck he ends up there... had committed a beginner's error. The type of error that would destroy the career of a young driver testing for the first time with a view to getting a job. Bet Luciano Burti heaved a sigh of relief as he watched Michael come back into the pits somewhat sheepishly. 'Room for error' will certainly take on quite a different meaning for Ferrari over the next couple of weeks. But we like this sort of stuff. Well done, Michael. See, now you're human.

All over the world, faxes, phones and emails buzzed. The 'information' they contained varied from the grotesque to the very unlikely: that the five-time world

champion had come off the track as heavily as he had in testing at Monza in July 2001; that the Ferrari was a write-off. But don't listen to them. A bit of a touch up here and there, and the car was as good as new.

It had all begun so well. Nicely rested after a New Year break spent in Norway, with Ferrari boss Jean Todt, Jos Verstappen and Ralf Schumacher as successive guests, Michael went home to Vufflens-le-Château in Switzerland on January 6. From there he made his way to Madonna di Campiglio, an Italian ski resort, for the Scuderia's routine press days. He then leaped impatiently into his jet and made for Girona Airport, near the Montmeló circuit.



"That's not at all like Michael," a team member confides. "Normally, he lands here the morning he starts testing. This time, he arrived the day before. There's no doubt about it – he couldn't wait to get started."

In his room at the Hotel Alfa, a stone's throw from the track, Schumacher makes some calls. It's late but he wants to make sure that everything is set. The team are ready. Three gleaming F2002s are lined up in the garage at the start of the pitlane. No technical changes of any note; this first day will mostly be devoted to tyre evaluation.

Reassured – especially by Luigi Mazzola, the man in charge of Ferrari's test team – Schumacher drifts off to sleep.

(Above) Michael Schumacher hasn't driven F2002 since the 'Ferrari Days' at Misano on November 20, but he's quickly back on form. His first day, January 21, is wet – and slow. But two days later, he sets a new lap record: 1m15.016s. Note degradation sensors on front tyre

The next day, he's reunited with the Scuderia ('Schumeria', as we sometimes like to call them). He takes time to shake hands, to breathe in the paddock air. Slowly. For a man who really isn't much of a fan of autograph-hunters and marauding picture-takers when the season is in full swing, he plays the game politely enough. The second his Alfa Romeo 147 appears, he is accosted by supporters. He takes it all with a smile. After a few minutes of signatures, flashes and pats on the back, he sweeps into the Ferrari motorhome to slip into his overalls.

It is 8.15am. Schumacher takes a second to examine his surroundings. This is a new motorhome, devoted entirely to testing.

Lots of new devices here: a big room each for the two drivers, with built-in massage-bench. Brand new bathrooms with shower. Good stuff. At 8.25am his mobile rings. Jean Todt is calling for his first chat of the morning. These two speak a lot, often several times a day. Discussing their agenda for the test, news about the new car's assembly, they cross the 't's and dot the 'i's. No doubt about it now: the '03 season is under way.

"I'm excited – like a kid," Michael says before his first briefing. It's 8.30am, on the dot. Michael will have breakfast while working. That's not good for you. "I know," he answers, "but it means I can sleep for an extra 10 minutes, and that's invaluable." ▶

As he gets into the cockpit some 50 minutes later, the Barcelona Tarmac is still wet and shiny. It's not even 5 degrees C. Michael releases the clutch and drives along the pitlane. Turn One: okay. Turn Two: slippery. Turn Three: fine. Turn Four: hmm... brakes, oversteer, spin. "I like to start the season with a bang," Michael laughs as the safety van drops him in front of his garage.

Ferrari don't seem to be making too much of it. After a moment of pure astonishment – which combines surprise, worry, incredulity and amusement – the mechanics get back down to business. To be fair, the track conditions are Barcelona's worst so far this

year. "I almost got caught out in exactly the same place," Anthony Davidson says later.

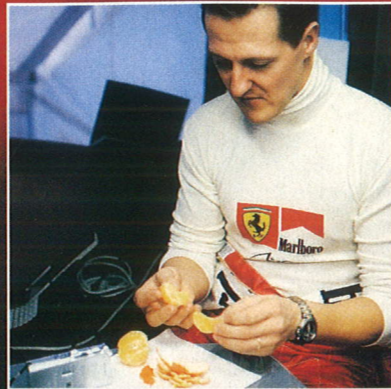
As for the car, there's little damage. It hit the safety barrier at low speed – but that was enough to rip off the rear wing. The team will need more than 90 minutes before the F2002 can get back on the track.

For now, then, Michael wanders around the pits while the mechanics scrutinise every square inch of the back of the car. He keeps saying the same thing. "The track was wet and dirty. It was cold. The car just got away from me. Nothing serious." There's no gloomy expression on his face, just an honest smile. ▶

Eventually, Schumi heads out to the pits and starts getting comfortable in the cockpit (left). There are three cars testing today, so Ferrari need to use pitboards (right) while their men are on-track (below)



Before the day gets going in earnest, Michael pauses on his wanderings (far left) to sign autographs (left) and to chat. Then he heads for the early-morning briefing, during which he eats breakfast (right). This way, he's had an extra 10 minutes in bed!



MAIN: GLEN DUNBAR/AT



Michael manages only a few corners before spinning off the track. Before he knows it, he's back in the pitlane (far left), looking a little sheepish (left). It's certainly not his preferred method of returning to the garage – usually, he brings the car with him (above)! It's embarrassing, but the world's media love the story (right)



After all, it is pretty funny. This spin doesn't do Ferrari any harm in the short term. Luca Badoer and Rubens Barrichello go round the track without incident and, in any case, the weather conditions mean that the schedule will have to be cut short today. Track conditions won't get any better. To make things worse, the wind has got up. And wind in Barcelona normally means unpredictable performances.

Michael glances at the head and neck support system (HANS) which he will wear during the day. The clock is ticking. He decides to make the most of his

unscheduled free time to go and have a massage from Michi, one of the three physiotherapists who follow him around at the tracks and at home.

Just a few minutes before lunch, Schumi can at last get back behind the wheel. It's 12.07pm. He knocks off seven laps: a quick check-down and a five-lap run. All systems go.

Lunch. Fish and vegetables in the motorhome. Barrichello joins Schumacher for a few minutes. The team-mates have hardly seen each other since the Scuderia's Christmas dinner on December 14. But they

don't have to feign team spirit – they genuinely do get on. Once Rubens has gone, Schumacher isn't alone for long. BMW Motorsport director Gerhard Berger comes over to join him. Odd. Williams aren't at this test session... The conversation lasts some minutes. But it's anyone's guess what they talk about. "The pasta at Ferrari is worth coming a few kilometres for," Berger jokes. He still doesn't know what his future with BMW will be.

The day passes slowly. Michael doesn't head back towards the pits until 2.30pm. He makes several stops along the way, jokes ▶

F1 Experience

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Date: April 20; June 1; September 14
Location: Café Grand Prix, 50A Berkley Street, London W1J 8HA
Duration: 11.30am to 3.30pm
Requirements: Book in advance; cost is £45

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This offer is available for the San Marino Grand Prix on April 20, the Monaco GP on June 1 and the Italian GP on September 14. To book, call Café Grand Prix direct on 020 7629 0808, quoting reference *F1 Racing*. Places are limited so book early to avoid disappointment

For further information on Café Grand Prix see their website at www.cafegrandprix.com



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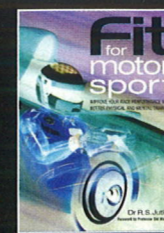
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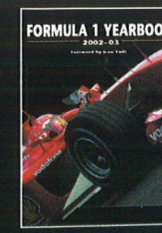
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SCHUMI AT BARCELONA



Michael spent most of the day outside the car (main). He completed only 44 laps all day, partly because the track was so wet. It stayed cold, but at least the sun showed up after a while (far left). Lunch was almost a highlight of the day (left). Then it got better still – Michael found a good magazine to read (right)



around, catches up on news. He listens a great deal, his head leaned over on one side, looking the person he's speaking to straight in the eye. Typical Michael.


He gets back on the track at 3.00pm. Things really get under way, then. Track conditions are still not fantastic but at least the wind is helping to dry off the Tarmac. Little by little, the team work through their schedule. The times are still nowhere near David Coulthard's lap record – 1m15.271s. And, with weather like this, there's no way they'll be breaking it today. By 4.00pm, the

track is finally dry. That allows for some progress, but there's only an hour left. By the time Schumacher brings his F2002 to a halt in the team garage, he has notched up only 44 laps. And his best time is five tenths off his team-mate's best.

But the day isn't over yet. The final briefing is at 5.30pm. It lasts 90 minutes. After going through the day's work, the team review the FIA's new regulations and rulings.

When that's all done and dusted, Michael still doesn't head for the exit sign. No. He heads back to his garage to have another

look at the new HANS system he's been driving with today. "To be honest, I wasn't convinced about the system last season," he says, "but this one's been worked on since then and I must say I felt pretty comfortable with it."

At 9.42pm Michael finally makes his way from the circuit. For him, the '03 season has already begun. For Ferrari, it's just another day, business as usual. The end-of-day press release won't even mention the 'incident' at the start of the day. Why would they bother? 



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Photographs by Ben Wright

RUBENS

Will this be the year that Rubens finally takes a win by beating Schumi in a straight fight?

Words by Stuart Codling

Rubens Barrichello no longer believes in luck. Or at least that's what he told *F1 Racing* (July 2002). But luck is what he'll need if he is to beat Michael Schumacher in '03.

Actually, let me rephrase that: luck is what he'll need if he is to *win races at the expense of Michael Schumacher* in '03. As Rubens has proved indubitably over the past year, he has the speed and verve to win races; whether Ferrari allow him to do so was and will remain dependent on circumstance.

The F2002 was more to his liking, of course – less nervous, more amenable to his right-foot braking style – but the truth is that Rubens was flying even before he raced F2002 for the first time. He put F2001 (albeit an updated version of it) on

pole at Melbourne, and might have made something of it had he not received a punt up the posterior from Schumacher Jr.

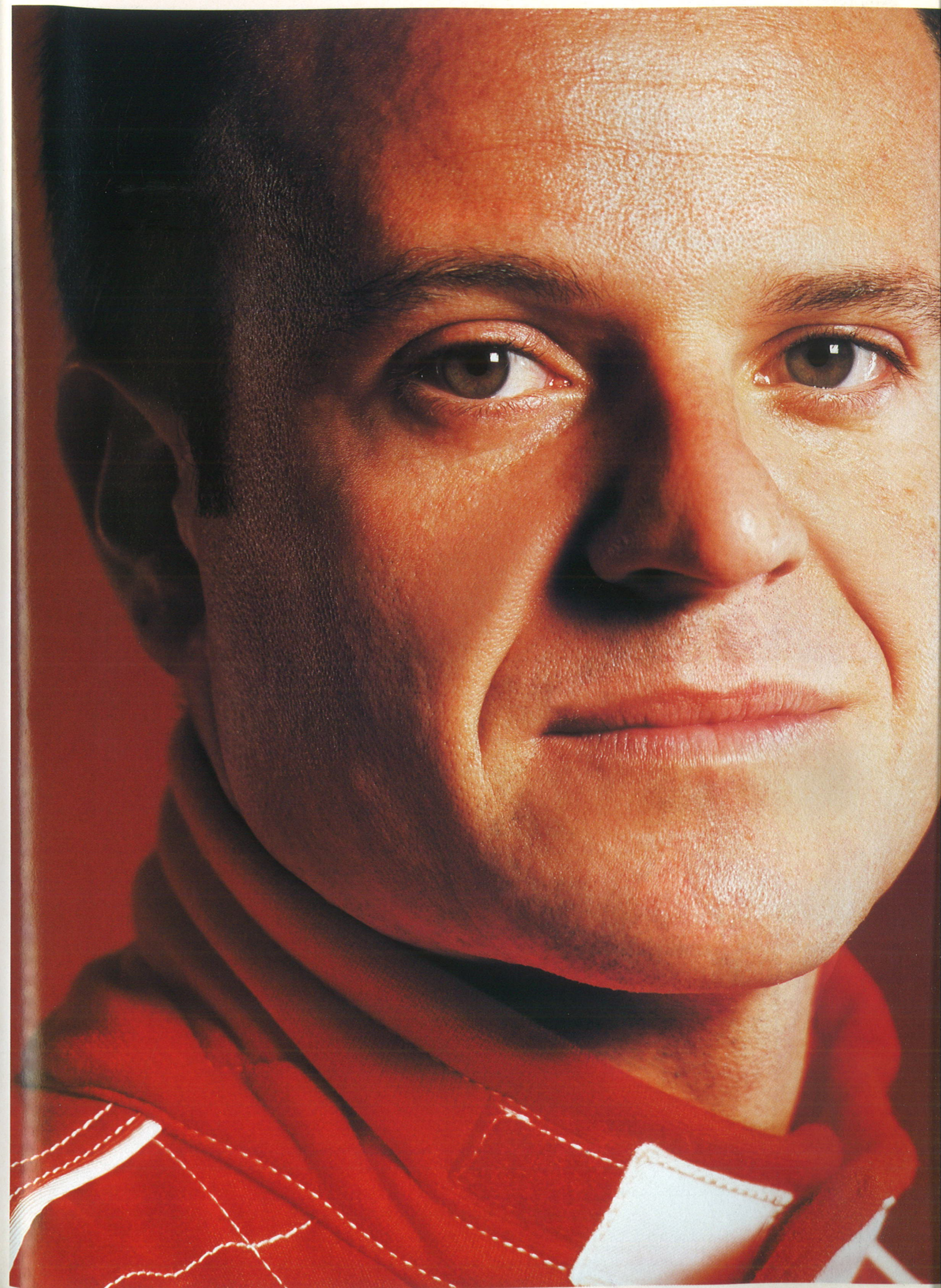
There used to be two ways to play the number-two role at Ferrari in the Schumi era: you could cruise-and-collect, or you could spend the tenure of your contract in denial of number-two status. During his first two seasons at Ferrari Rubens seemed set on the latter; in '02 he found a third way. Having accepted his place within the team, he laboured to make the most of it on his own terms – to make the car and his part of the team work for him.

Many interpret Rubens' loveable and seemingly quixotic nature as a weakness in modern F1, but to see things that way is to ignore how well his ingenuous mien has served him. The PR farrago of Austria '02

was as much the fault of Rubens as it was of Michael or technical director Ross Brawn or team principal Jean Todt: Rubens ceded the win only at the point when it was most obvious that team orders had come into play. Did he get the blame? Not really.

There will be races when Rubens finds himself out in front – through fortune or (as stipulated by a Ross Brawn strategic play) light fuel load. But eventually the contractual one-two order will have to be restored. When 'it' happens, the sleight of hand need not be so obvious as it was in Austria last year. With a scrupulously accidental fumbling of the fuel hose during a pitstop, for instance, the task will be accomplished more subtly. For only if Michael is out of the running will Rubens be permitted to win. ▶

Rubens Barrichello (right) is well capable of finishing ahead of Michael. But can he *beat* his eminent team leader? More to the point, will Ferrari ever let him?



JUAN

Outracing Michael is one of Montoya's *raisons d'être*

Words by Alan Henry

If you're going to play in Frank's gang, you'd better be made of the right stuff. That's a message which has been learned and relearned time and again over the past two decades by a wide diversity of drivers. Yet few Williams team recruits have set the pulses racing like Juan Pablo Montoya.

Of course, you could argue he's arrived at precisely the wrong moment. With the entire F1 landscape having been nuked by Schumi and Ferrari, it's going to take a superhuman effort from some very special talent to exert a seismic rebalancing of the sport's equilibrium.

Yet Montoya certainly has the raw materials to tackle such a momentous task. Sure, he may have over-driven wildly on occasion in 2002 in a bid to squeeze more out of the Michelin-shod Williams FW24 than it really wanted to deliver, but in a sense this impacted no more seriously on his reputation than Gilles Villeneuve's was damaged by his excessive exuberance with the hopeless '81 Ferrari 126CK.

That's an extreme analogy, of course. The '81 Ferrari was an absolute dog, a prehensile turbo rocketship with a chassis made out of fusewire. The FW24 wasn't that bad by any means – merely not in the same league as the Ferrari F2002. Success in F1 is a matter of nailing half a dozen key variables. Usually getting four of them right yields a decisive performance edge. Ferrari are currently right on the button with all six. What can the rest of them do?

Williams drivers are expected to be Big Boys. They get paid handsomely to do a Man's job and are expected to deliver. If you're looking for an emotional life support system, a sympathetic shoulder

to cry on, then you've come to the wrong shop at Grove.

You have to be quick. You need to be a racer. And you need to have an insouciant resilience that enables you to shrug aside any frustrating barbs from the management, while at the same time taking aboard any criticism implicit in such outbursts.

In all these respects, Juan Pablo fits the Williams template to perfection. Okay, so he made a pig's ear of Indianapolis, over-drove at Monza and had a rare off-day at Suzuka. But this was the man who carried the battle to Michael in the early laps at Silverstone. The man who allowed his FW24 to run just wide enough on the exit of Club to deter the Ferrari driver's thoughts of a run around the outside. The man who stormed to pole position at Monza at a record 161.456mph.

So can he carry the fight to Michael Schumacher next season? Yes – if he learns to fine-tune the application of his huge talent. It is to be hoped the new Williams

'IF YOU'RE GOING TO PLAY IN FRANK'S GANG, YOU'D BETTER BE MADE OF THE RIGHT STUFF. MONTOYA IS'

FW25 will offer him the technical equipment required to get closer to the latest Ferrari. But, remember, if you have the speed, you can apply the discipline to harness it to best effect. Without that bedrock pace, there's nothing to develop. Montoya has the speed. And therefore the key.

Williams' cheeky chappy JPM (left) needs to curb his ebullience. He has already shown that when he does, he can beat Schumi

RALF

Lil' Schumi fights a tough in-team battle, and *still* has to find time to chase big bro'

Words by Stéphane Samson

He doesn't say hello or goodbye. He smiles pretty rarely. In fact, he doesn't say much – least of all to the press. Put it this way: Ralf isn't the kind of bloke who's going to tap you on the shoulder and suggest you go for a beer, or who would give you a hand changing a wheel at the side of the road.

Call it shyness, arrogance, being too involved... take your pick. But whatever you think, in six seasons of F1, that grumpy personality of Ralf Schumacher's has made him a bit of an ugly duckling. His fellow

drivers don't necessarily approve. Former team-mates raise their eyes to heaven and angrily cut the conversation short at the mention of his name. Journalists dry up after half a dozen or so questions, put off by Ralf's obvious lack of enthusiasm.

But the boy's got talent, whatever you say. Don't forget those three wins in 2001, Williams' only win in '02, and the fact that he has quite happily kept up with Juan Pablo Montoya – once F1's new man to look out for – for two seasons. No doubt

about it, Ralf has got to be on the list of potential rivals for big brother Michael in '03. His plusses are clear speed and reliability on a good day, when everything comes together. Minuses are that he has yet to prove himself under pressure, and those occasional, mystifying dips in form. And then maybe, just maybe, a slightly tainted image with his employers.

It's true that Ralf is fighting a constant battle to be judged on his own merits. After all, throughout his career he has had to deal with some fairly annoying, even inhibiting, people whom he has had to try to eclipse. Even if that meant taking fair play to the limit.

And then just as he goes and makes a name for himself, he lands up locked in battle with some bloody Colombian. For Montoya, communication comes as easily as drawing breath. His slightest on-track move is commented on, highly praised. The cameras love him. The public do too. Ralf must think it's all seriously unfair.

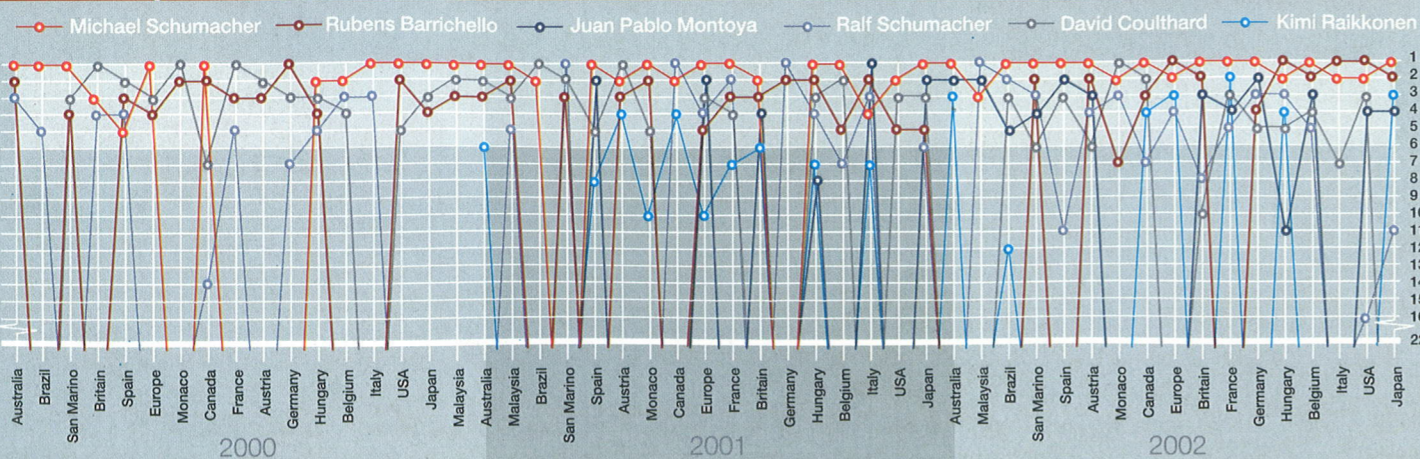
Which makes him enormously ambitious. With every grand prix, he's trying to assert himself. It's all about competition, in the paddock *and* in everyday life. His opinion of himself? Overblown, as with all drivers. We're talking XXL ego. Ralf is very mistrustful and touchy. He's still dynamic in everyday life, but it does mean his relationships with others are limited. And that could be where the hardest work still remains to be done. ▶



Ralf Schumacher (left) is caught up in a battle with team-mate Montoya. But don't write him off – he is well capable of fighting his brother and winning

ALL THE STATS: how do these guys perform relative to each other?

These are the figures that matter. Finishing positions for the top six men for Michael Schumacher's three Ferrari championship seasons



DAVID

No doubts. We already know Coulthard can beat Schumi

Words by Peter Windsor

David Coulthard has been preparing for 2003 the only way he knows: he has maximised his fitness, which at his age (32) means that he has had to increase his training regime; he has used his brain in conversations with Ron Dennis, the engineers and his mechanics; and he has continued to work hard as a test driver and as an eloquent and polished spokesman-cum-F1 star. The sponsors love him; his fans love him. Can he, however, beat Michael in '03? Of course it isn't that simple. The better question is: given a race-winning car, can David Coulthard win the championship?

There is nothing wrong with David Coulthard (left). He clearly has the ability in abundance. All he needs now is a race-winning car

The answer is yes. He has the talent to outrace Michael – as he proved as recently as June last year, when he beat Michael at Monaco – and he hasn't been fazed by the arrival at McLaren of the ultra-quick Kimi Raikkonen. From the start, DC recognised Raikkonen's contribution by praising his input and ogling his car control (in a way that less intelligent team-mates wouldn't understand). Throughout the year, though, he kept Kimi's speed in perspective. Yes, Kimi is perhaps more able to deal with flick-oversteer; no, Kimi isn't as delicate or as quick when it comes to using the brakes on turn-in. I spent a lot of time in '02 listening to so-called experts talking about the need for DC to "assert" himself at McLaren but their logic was based on some crazy belief that McLaren equals Ferrari.

Wrong. McLaren will never allow a driver to dominate the running of the team the way Michael dominates Ferrari – not as long as Ron Dennis is controlling things, at any rate – so the question of 'asserting your

'IN 2002, DC DID PLENTY OF GREAT THINGS IN TRAFFIC AND PROVED A MASTER OF HEAVY-FUEL FIRST STINTS'

position' at McLaren is about as relevant as racing freely at Ferrari. McLaren are a very well-balanced, well-oiled machine. If they produce a race-winning car, you can be sure that both Coulthard and Raikkonen will have it squarely at their disposal (which would not be the case at Ferrari, it should be noted). The most successful McLaren driver in '03 will thus be the one with the fewest mechanical problems over the full length of race weekends; end of story.

They say – within the team – that DC isn't always listened to. A bit too much talk, they say, and not enough getting on with it. I doubt that. When you have a Kimi Raikkonen in one car, the other driver is always going to seem lippy. And most of what DC thinks and says about the car eventually proves to be right. He was right in '02 about the power steering system needing work; he was right about not running the hard tyres at Hockenheim.

My only criticism of DC in '02 was that he tried to pass Juan Pablo Montoya on the outside at the Nürburgring: when the guy in front has massive oversteer, the inside is always the safer option. Against that, though, DC did plenty of great things in traffic and proved a master of heavy-fuel first stints.

Given the car, that is the sort of excellence that quickly translates into wins. ▶



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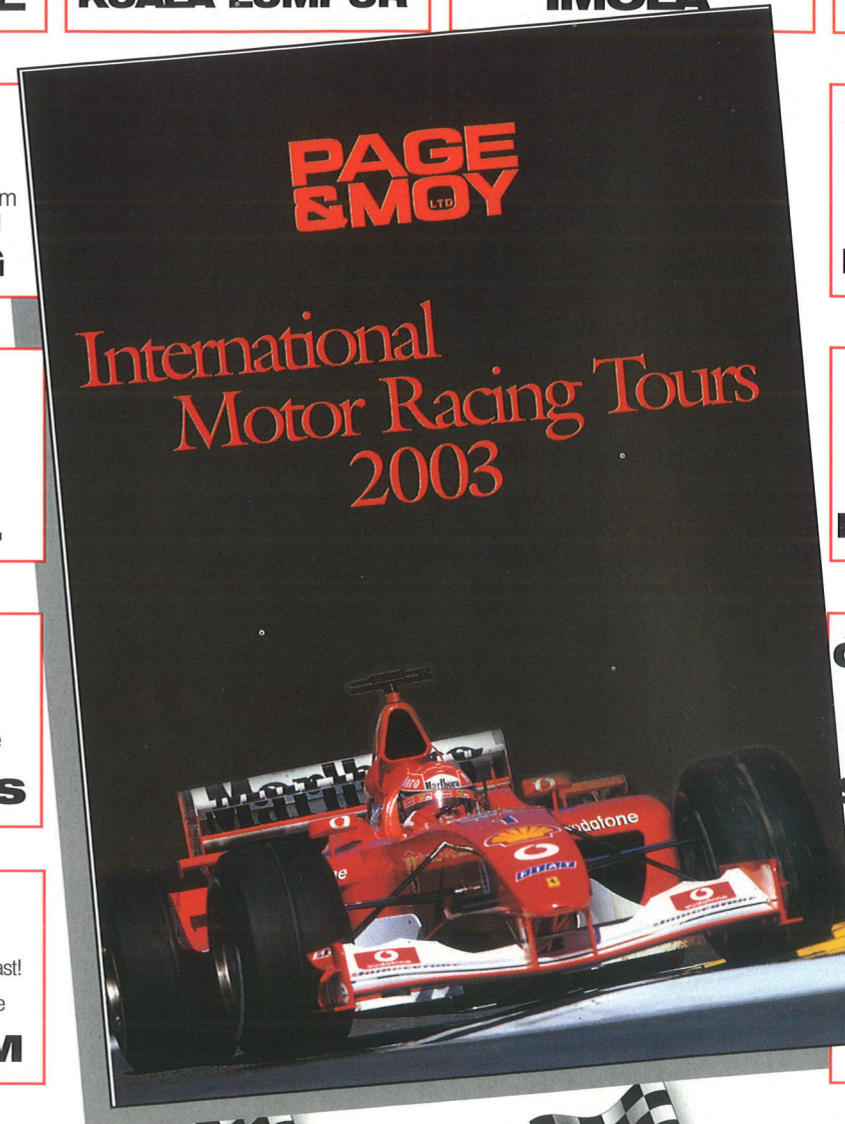
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KIMI

The anticipation's unbearable. What'll he do to 'Schu'?

Words by Tom Clarkson

As 'Schumi hunters' go, Kimi Raikkonen's incentive in 2003 is better than most. If he lifts the world title for McLaren-Mercedes he will be the youngest world champion in the history of the sport.

Kimi, however, is not motivated by statistics. This season will be his fourth since he graduated from karts, so driving an F1 car will still be a novelty, an adrenaline fix that will take him to new highs. But what makes him such an exciting prospect is that, as quick and majestic as he already is, his best years are ahead of him. No-one – not even he – knows how good he will be.

As for '03, he can only be as good as his McLaren MP4-18, but that car will probably not be raced until Imola, round four. His title pitch, therefore, will depend upon strong early performances while at the wheel of last year's (developed) MP4-17.

What will make Kimi an especially potent force in '03 will be his speed in qualifying. He is so cool in the heat of the moment that the new one-lap qualifying rule could be made for him and, having outqualified team-mate David Coulthard 10:7 in '02, he looks set to do even more ego-bruising in '03. While others go mad in preparation for their banzai lap, Kimi will be cool and focused, absorbing the pressure like the proverbial sponge.

"We thought Mika Hakkinen was cool," says McLaren boss Ron Dennis. "But we didn't know Kimi then! He really is very cool, very relaxed, and that was increasingly the case during '02. I have no doubt that if the car is up to it, Kimi can get the job done for us."

It's fighting talk about a driver who has yet to win his first grand prix. But Kimi came close at Magny-Cours last year – close enough to convince us that he can get the job done next time an opportunity presents itself. He lost that race in sight of the chequered flag, after slipping up on oil and, while a costly error, it was a worthwhile one because it taught him both about the agony of losing and to look out for oil.

Just six weeks later, in qualifying at Spa, it was only because he spotted oil from Olivier Panis's blown Honda engine by the side of the track that he felt able to keep his boot in through a cloud of dense smoke. He took second place on the grid.

Yet all this talk of qualifying doesn't paint a full picture of Kimi Raikkonen because he is also a tremendous racing driver. He was one of the few guys to take on and overtake F1's macho matador Juan Pablo Montoya in '02, and you can be sure that he will serve up more of the same this year.

Now he wants Michael. Bring him on. **1**

Cool as winter, Kimi Raikkonen (left) will do well in the new one-lap qualifying. And we know he's mega in races

THE REST

There are 14 other guys on the grid. What are their chances for '03?

Words by Anthony Rowlinson

Remember the last time a non-Ferrari/McLaren/Williams won a race? That ever-receding day was Sunday September 9 '99, when Johnny Herbert eased his Stewart-Ford SF3 across the line at the Nürburgring, to record a famous first win for wee Jackie's équipe.

If it seems like a long time ago, that's because it is – and there's the problem facing each of the other 14 men who have the opportunity (by virtue of their presence on the grid) to win in '03.

Renault-mounted Jarno Trulli (picture 1) and Fernando Alonso (2) probably have a gambler's chance of victory at, say, Monaco, but elsewhere are unlikely to be more than podium chasers. Still, that would be an



improvement on their '02 pace and, with a fair wind and a handful of retirements among the leaders, who knows?

Sauber's Nick Heidfeld (3) and Heinz-Harald Frentzen (4) – quick, smooth pedallers both – should score season-long, especially with the top eight places now counting for points. Podiums? Maybe. Wins? Only by a fluke.

And so to Jordan, who, although shy of cash, boast gems including the elegantly swift Giancarlo Fisichella (5), '02-spec Cosworth engines (badged Ford) and a settled tech team under Gary



Anderson. They're all a-fizz with excitement about the potential of the EJ13; the as-yet unnamed second driver (6) will surely add to the mix. A win would need the luck of more than the Irish, but don't be surprised at a podium or three.

Jaguar's all-new line up of Mark Webber (7) and Antonio Pizzonia (8) promises much in terms of talent, if not in terms of experience, but their fates (like those of all their rivals) will be dictated by the quality of the machinery at their disposal – and when the kit carries a Jag badge, it's a bit of an unknown quantity. Still, we know the

engine's a goodie, and the chassis can't be anything other than a step forward, so a podium or two isn't beyond Mark or Antonio. Eddie Irvine managed it at Monza last year, remember.

Jacques Villeneuve (9) and Jenson Button (10) may end up as the surprise package of the season. Honda think they'll produce a motor good enough to take a win, and ex-Williams aero chief Geoff Willis, now tech boss at BAR, should have been able to pour all that Grove wisdom into the new 005.

Jacques is a world champ; Jenson has always been quick (if delicate). Is a freak, attrition-aided win completely beyond the realms of possibility?

What, then, for Cosworth-powered Minardi? They've got a great motor, probably their best driver line-up ever – Justin

Wilson (11) and Jos Verstappen (12) – and a half-decent chassis. Eleven points for the men in black.

Toyota, too, fall into the dark horsepower bracket. They've produced a Ferrari

clone for Olivier Panis (13) and Cristiano da Matta (14), and the engine was a belter in '02. CdM is too unproven to hope for more than a few points, but who's to say that quick, doughty old warhorse Olive won't find his way to the lower steps of the podium?



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The lion in winter

Frank Williams is one of F1's big beasts, a lion in the Formula 1 jungle. At his age (60) and after so much success (16 world titles) he'd be forgiven for slowing down a little. But that would be to underestimate the man. He never stops searching for more. And, this winter, he's searched harder than ever...

Words by Peter Windsor

Any winter will do, but this one will do better: he has worked hard, kept his head down and tried to think of every possible angle.

Which means that times may have changed, but Frank Williams certainly has not.

He still likes his morning and evening factory strolls – or 'wheels', as they are these days. He likes his regular cups of tea – or Ribena, as they have been for the past few years. And he likes his meticulous time-keeping. If he knows the time at which the car door shuts, then he can predict – within the minute – his time of arrival at WilliamsF1.

'SO FAR AS FRANK WILLIAMS GOES, THE ONLY THING THAT MATTERS IS TOMORROW'

It has been a hard – but not depressing – British winter. There have been no holidays for Frank, for there is no time for relaxation, and there have been, at Williams, many changes. It's one thing to let your aerodynamicist leave the team when the racing season is still young (as Geoff Willis was allowed to leave, early in '02); it is another to see a new infrastructure burst effectively into life.

No-one talks real figures in F1, but my guess is that Williams' relatively frugal approach to grand prix life (as distinct from Ferrari's *different way* and McLaren's *alternative system*) requires for its sustenance about \$100–115 million per annum (exclusive of TV, prize and BMW engine money, all of which would bring their budget into the realms of the numbers discussed in our feature on page 64).

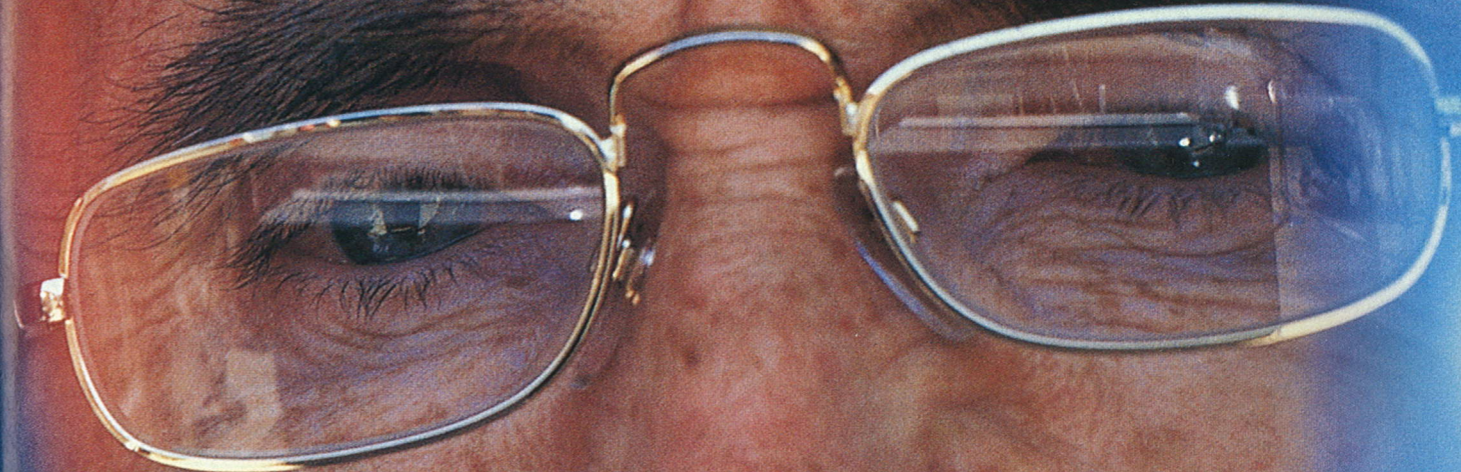
Frank will have none of it, of course. Like all good F1 people, driven by the standards

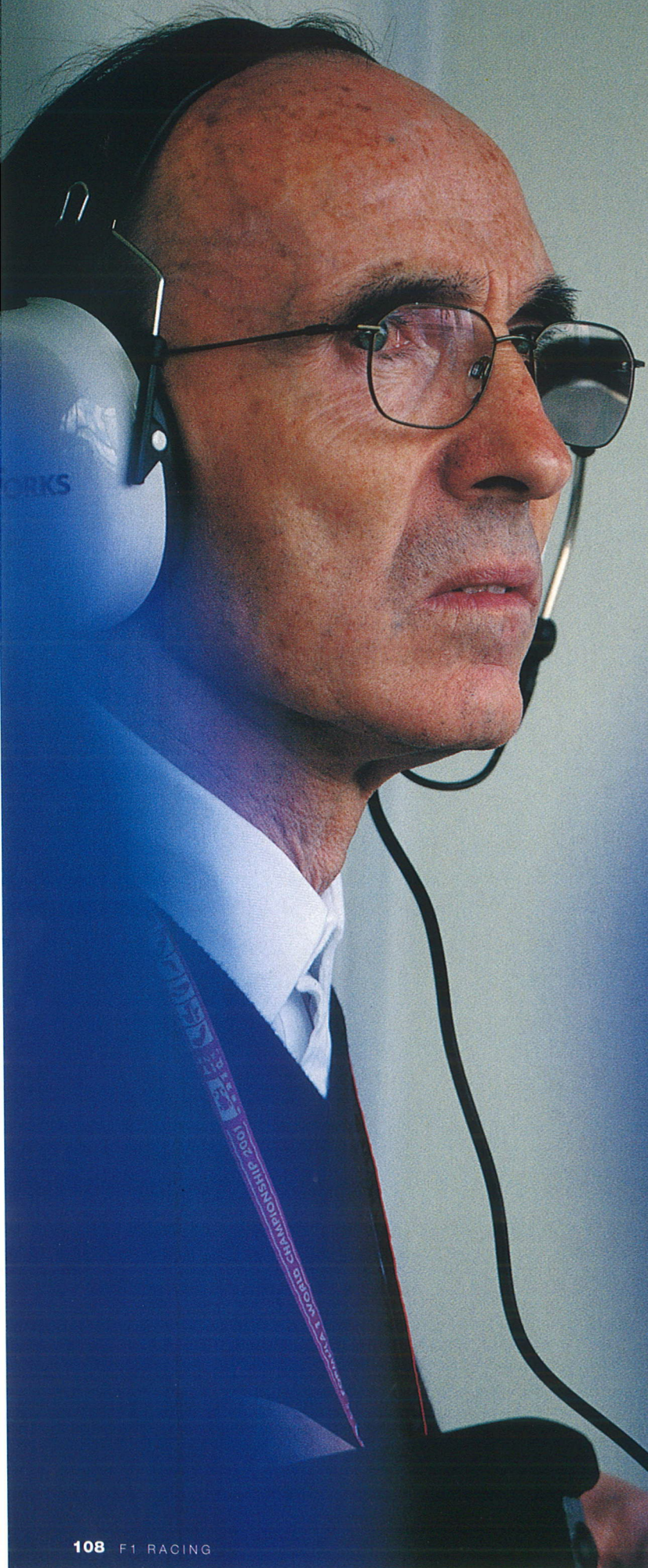
set by men like Bernard Ecclestone and Michael Schumacher, Frank Williams isn't interested in thinking about the past. Not his past, at any rate. He loves history, because he believes that much can be learned from the great military and political leaders, from the great explorers, artists and composers. So far as Frank Williams goes, however, the only thing that matters is tomorrow.

And what gets him out of bed is his still-boyish enthusiasm for his sport. For instance, Frank alone voted against the new one-lap qualifying system – a fact which could lead you into thinking that he believes that it will favour his rivals, or that Williams are already imagining that they will be racing on harder Michelins than their prime opposition at McLaren. In reality, though, it was a simple thing that caused Frank Williams to vote no.

He just liked the old system. He loved the last 10 minutes of qualifying, when everyone went out on new tyres and scrambled for a ▶

Frank Williams has prepared for the 2003 season in his usual way – by working harder to strengthen his team's position





'FRANK THINKS THAT THE NEW QUALIFYING SYSTEM WILL HELP MICHAEL'

pole lap, traffic and track debris everywhere. It was punishing, difficult and fraught with problems. Frank loved it.

And so – regardless of whether or not the new system may be good or bad for Williams – he voted against change. Thus is the essence of the man.

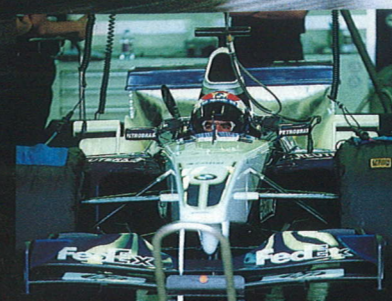
In the same vein, he would also like to see circuits redesigned to enhance the opportunities for overtaking. That may not mean much in itself – we would all like to see that – but consider Frank's crucial position: as one of the five key figures of the sport (the others are Ecclestone, Max Mosley, Luca Montezemolo and Ron Dennis), Frank is well aware of what is and what is not politically correct. He knows of the jokes – "I'd want longer straights, too," said Ecclestone, "given the way Frank's cars went round corners last year" – and he knows of the problems (such mods would be crippling expensive). Still, though, he comes out and says it. He feels that his sport is the most critical thing of all. It won't go much further, of course, because big business is everything, but it is there, on the record, for Frank's peace of mind.

This year? Realistically (as distinct from saying what they want to hear), it should be another Michael year. Frank thinks that the new qualifying system will help Michael more than it will hurt him, his logic being that the good will be even better when the conditions become tougher. On top of that, nothing much else has changed (at Ferrari). Michael shows no sign of being less intense, less committed, and the Bridgestone-Ferrari relationship can only get better.

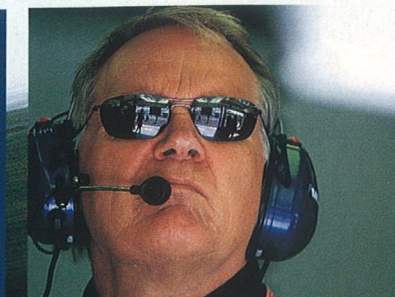
At Williams, the only logical response is to look at their own shortcomings and to try to eliminate them – to look at the things that are attainable rather than at the things about which they can do nothing. To move into the next generation of the aero business. There is the new tunnel and there is life after Geoff Willis.

I like the appointment of John Davis. He's a tough, quick-talking, no-nonsense, very practical, extremely experienced, electronics-type engineer who will be very good at eliminating the dross and getting on with reality. There's a good aero team at Williams now, and the signs are that they

Frank Williams (left) voted against a few proposed rule changes this winter, not because of their impact on his team, but because he believed them to be bad news for F1. Dedication indeed



Marc Gené (left) is taking on a heavier testing workload; Patrick Head (right) thinks this should help to improve reliability and thus lead to more race finishes (below)



will be very quick to react – to develop the car as a result of lessons learned. In the past, Williams were relatively slow in this department.

Testing: it never entered Frank's head for one second, of course, that they would even consider the 10-test option. Beating Ferrari is also about matching their reliability – and reliability is still a direct function of miles covered in tests. Per car, Williams completed over 100 days of testing in '02 – and still there were mechanical failures in the races. Williams now have a great test programme in motion, based primarily on Marc Gené rather than on Marc plus a couple of others. That's a good decision because it will improve the consistency of feedback and because it will probably oblige Juan Pablo Montoya and Ralf Schumacher – neither of whom is as lean as Michael – to spend even more (strength-inducing) hours behind the wheel.

In the small hours of the morning, though, when there's time to think and to wonder left

of field, Frank has to ask questions about Ferrari's almost unbelievable reliability. What is their secret? What is their key? Patrick Head, ever the pragmatist, thinks that probably it is a function of the overall quality of the Ferrari car – that Michael is able to drive the thing short of its limits and still win races. Ergo the Ferrari breaks less frequently and makes the job easier.

Beyond that, though, there is a suspicion that Ferrari are ahead in other dimensions. Do they still rely on something as basic as a seven-post rig for their simulation runs? There was a time when a seven-poster was everything – the crown jewel of any sponsor's factory tour. Now, we suspect, there is another level. Flight-spec simulators are the next state of the F1 art, enabling a driver to record every bump of every kerb, every gearchange, every slide. The signs are that Ferrari are ahead of this game, too. It is another area on which Williams will now be concentrating.

Power: we saw BMW break the

19,000rpm barrier during official qualifying at Monza, so the challenge for '03 is to race at those levels (if possible). It is attainable and the signs are looking good. I thought three years ago that it would be about now that BMW would receive a lot of pressure (from the FIA) to supply engines to at least one other team, but it seems as though the difficulties in beating Ferrari, in designing, building and developing enough engines even to keep abreast of Williams' schedules, is just about as much as Munich can handle. ▶



> Behind every great man: Ginny Williams is the perfect racer's wife

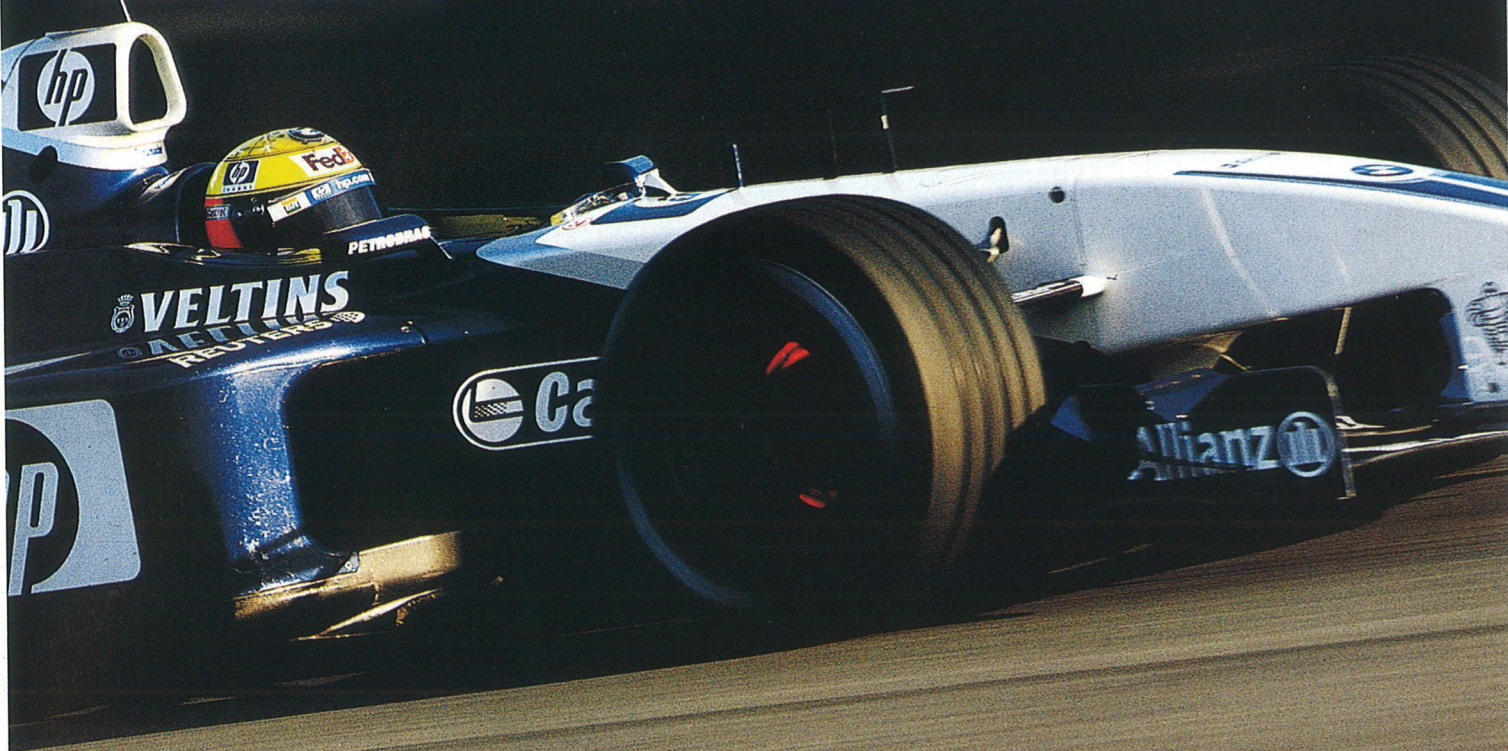
Fifteen years on from the publication of her remarkable book, *A Different Kind of Life*, Virginia Williams is still an integral part of Williams' success. She is more than the solid foundation around which Frank Williams runs his life: she is sharp in an F1 sense.

She knows when and when not to be heard or seen, and she always has a view (usually logical) about what is taking place. I can't imagine Frank actually consulting Ginny about any F1 matters of moment, but I can imagine him mulling over

her reaction when she hears some piece of news. She is discreet and tasteful. In a sheltered corner of their Berkshire home lies the Ayrton Senna garden. It is a splash of colour in summer, a calming haven in winter. Her squadron of chickens, ducks and

swans, some of which are named after F1 luminaries, await her morning walk. Seb and Harry, the two black Williams lads, stagger sheepishly from their five-star kennel, bemused by the kerfuffle. She would love to see another Williams world

title but lives with Frank's cautious sense of realism. Most races, she sits in front of the TV, knees up, awaiting Frank's call, keen to ask about tyres, engines and fuel loads. She is, in short, the perfect racer's wife. The results, over the years, are proof of that.



(Left) In JPM and Ralf, Williams have two very capable drivers. They'll be even better soon, thanks to Williams' improved testing efforts (above); (right) a slick operation in action



'IT'S UNLIKELY THAT PATRICK HEAD WILL GET IT WRONG FOR TWO YEARS IN A ROW'

So that's another piece of good news: Williams-BMW will remain mutually exclusive, despite the political pressure to be otherwise.

The car, from early in '02 it was clear that the FW24 was a design that needed to be improved in a number of key areas and the FW25 will hopefully do just that. No promises, of course, but it's unlikely that Patrick will get it wrong for two years in a row. Frank believes that the biggest change in emphasis as he puts it... will be in the way they develop the car. Ask him straight about the year and he'll reply along the lines of, "We should be somewhere there in the second half of the year..."

The biggest - unspoken - problem, of course, is the ongoing tyre drama. Yes, Michelin may now be allowed to diversify by building specialist tyres for their major teams. No, this won't change anything - not relative to Ferrari. At best, it may take a team like Williams about to the level where Ferrari-Bridgestone began the winter of '01. Ferrari-Bridgestone, meanwhile, are now a

further couple of dimensions away.

The good news is that Williams and McLaren can now expect Michelin to build tyres that suit each of them (rather than tyres that suit both of them). The bad news is that Michelin's workload has doubled and their costs have spiralled. For this reason - one suspects - Frank abstained from voting for the tyre rule change. He didn't think Williams were unfairly treated in '02 and he didn't want Michelin's job to become even more complicated. Keep it simple. Rely on basic principles: the rationale was classic Frank.

Ron Dennis, though, is a very different animal. He hates not to be favoured - and there were several races in '02 when he believed that Michelin's compound was defined by Williams and not McLaren. Over at Bridgestone, meanwhile, it is business as normal... with Ferrari's ever-growing vehicle-dynamics department poised to take us where F1 technology has never been before. By definition, Michelin's split-effort catch-up role will not be able to compete - not in terms of Michael, Ferrari and Bridgestone.

Other factors? Frank has two great drivers with whom to work - both very different in character in and out of the car, both mutually exclusive. Juan Pablo is more flamboyant, more his own man - and he is paid about a third of the money of Ralf Schumacher, who is more conventional, more predictable.

The situation is not new to Frank and is a function of his penchant for buying men-of-the-moment at well above the odds. He did so with Nelson Piquet and Alex Zanardi - and followed that with an expensive Ralf Schumacher renegotiation in late '00.

In no other team is the relationship between the two drivers so frosty - and in no other team is the situation so familiar. This, in many ways, encapsulates Frank's life. He owes his success partly to his own talent but, beyond that, to his 25-year relationship with Patrick Head - a partnership that has produced more wins than any in history but has also taken a massive amount of nurturing and compromise. When the team's character and feel is coloured by the combined views of two men as experienced, as opinionated and as forceful as Frank and Patrick, then it is no surprise when their drivers, too, are... confused.

But partnerships like Williams and Head have been - and will continue to be - around longer than combinations like Jones-Reutemann, Mansell-Piquet, Villeneuve-Frentzen, Zanardi-Schumacher and Schumacher-Montoya.

Frank hasn't yet sold out; he hasn't lost his drive - and the connection with Williams today to the Williams of '78 is linear, sure and clear. That's good - for the sport, for Williams as a company and for Frank as a very special man. **1**

MAIN: OLIVIERO TOSCANI; INSETS: CHARLES COATES/LAT; STEVEN TEE/LAT

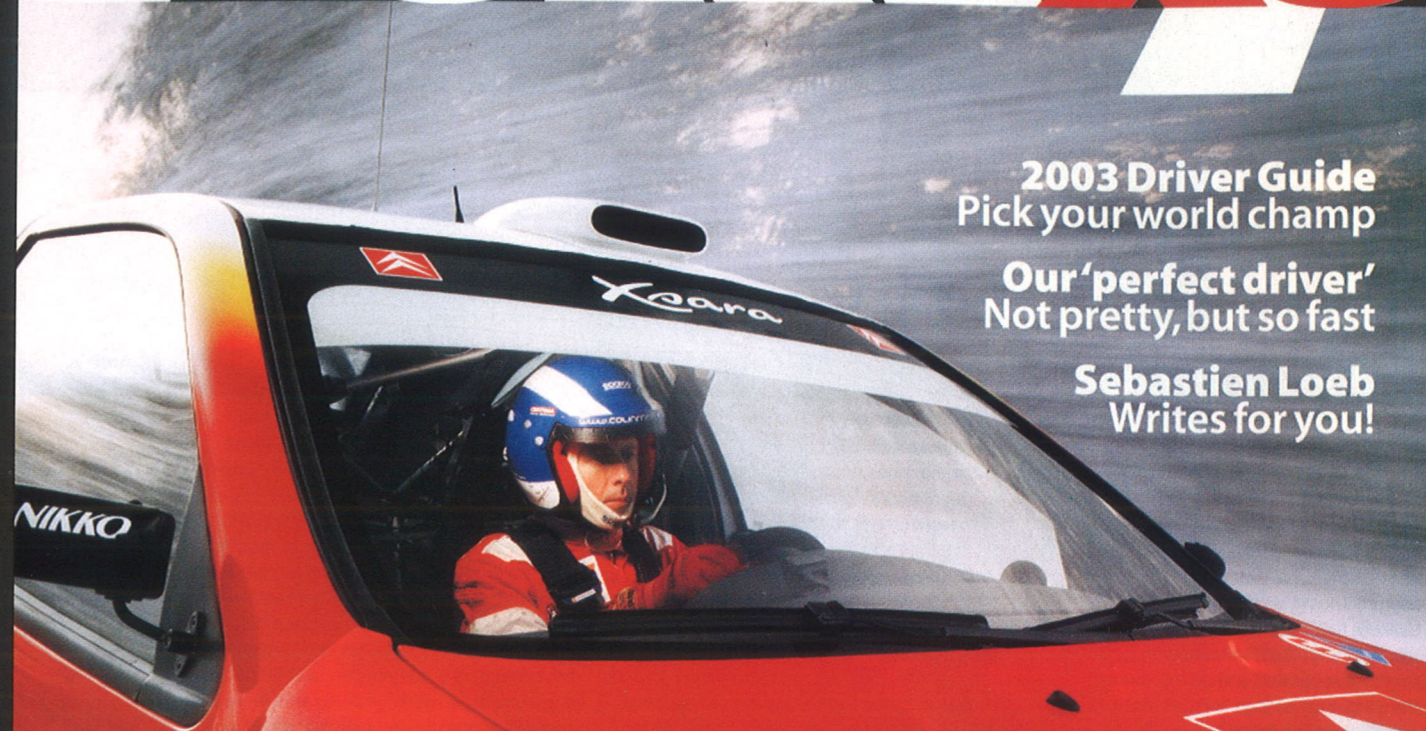
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THE EARNESTNESS OF BEING IMPORTANT

First among equals. McLaren chairman Ron Dennis would never use such words about himself – but, if you hooked him up to a polygraph, he probably wouldn't argue with them too strenuously either. So why is Formula 1's most illustrious team principal so unhappy?

Words by Matt Bishop

The place: the lobby of the Heathrow Hilton (where else?). The time: late afternoon, January 15. You ask him what he thinks of Max Mosley's announcement. He stares at you, unflinching, as you speak. He purses his lips, slightly asymmetrically, as you finish your sentence. Silence. More silence. He looks up and to his left, frowning, like a twitcher who fancies he might have spotted something interesting on the wing, then swings his gaze back to eye-to-eye. "I've got so much to say... that I've got nothing to say," he says. And walks off.

A serious man at the best of times, Ron Dennis is not happy at the moment. Not *at all* happy. The recent spate of Heathrow meetings called by the FIA has spawned a set of rule changes that he regards as not only crazy but also malign. Although he has disliked and distrusted Max Mosley for many years – and has in lighter moods, and in happier (ie more successful) times, even joked about his paranoia with regard to the FIA president's more esoteric machinations – those who know him best confirm that January 15 2003 was one of the lowest points of his career. After all,

as the joke goes, just because you're paranoid it doesn't mean they're not all out to get you.

But although the new rules are indubitably disadvantageous to McLaren, one of the richest outfits in Formula 1, they will be no more burdensome to the Woking team than to Ferrari or Williams (both of whom have more money to spend in '03 than do McLaren). Yet Jean Todt and Frank Williams have allowed their spokesmen to intimate their teams' tacit endorsement of the Mosley masterplan – so why the discrepancy between Ferrari/Williams and McLaren?

I reckon Ron would call it a question of fair play – of 'cricket'. He is a patriot, remember, a man whose fervent wish that McLaren should one day contest the Americas Cup revolves around not only winning it but winning it for England and St George. He has said as much, and on the record. By contrast, though he is equally (or perhaps even more) enthused by the notion that a McLaren design might one day post a new land speed record, he would rather wrest laurels on which foreigners were resting (the LSR is currently held by Richard Noble's all-British Thrust SCC). Again, he has

said as much – also, again, on the record.

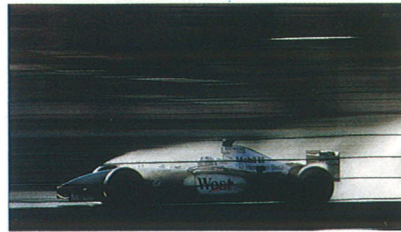
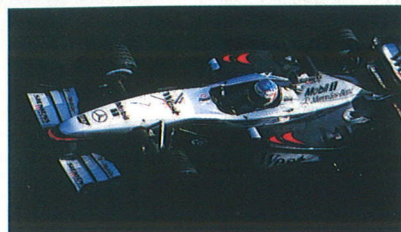
Dennis probably sees himself very much as the novelist and poetess Vita Sackville-West (no thoughtless admirer of English males!) saw Englishmen: "The Englishman is at his best the moment another man starts throwing a ball at him," she wrote in '47. "He is then neither spiteful, nor vindictive, nor mean, nor querulous, nor desirous of taking unfair advantage; he is law-abiding, and respects the regulations which he or his ancestors have generally made; he assumes that his adversary will respect them likewise; and he would be profoundly shocked by any attempt to cheat."

Dennis is not a cheat. But I think his furious disapproval of Mosley's last-minute tinkering (as Ron doubtless sees it) perhaps stems from something deeper even than his dislike of things that are 'not cricket'. I think what Ron minds as much as anything is the FIA's unwillingness to reward or even attach any real value to his team's unparalleled *neatness*. He has admitted that his obsession with things being *just so* – a trait he shares with Bernie Ecclestone, incidentally – verges on the compulsive. He says he inherited it from ►



Expect to see plenty of Ron Dennis's trademark lop-sided paddock scowl (left) in 2003 – the latest rule changes have made him a very unhappy bunny

'BENEATH HIS VENEER OF AWKWARDLY WORN GRANDEUR, RON IS A SHY MAN – BUT HE DOES NOT LACK SELF-ESTEEM'



Pre-season testing went very well for McLaren, despite the rule changes; (left to right) Wurz, Raikkonen and Coulthard have been clocking up the miles in Spain

his mother, who ran the small terraced house in which he was raised (yes, in Woking, which is still the centre of his world) like clockwork, always super-spick and mega-span. And his love – there is no other word – for Paragon, or the McLaren Technical Centre (as I gather it will now, rather more prosaically, be known), is truly profound. He has meticulously specced and personally supervised the building of every millimetre of its ultra-hi-tech being.

His attitude to McLaren's preparation for '03 had been every bit as painstaking. Halfway through '02 he had realised that his evolutionary more-of-the-same modus operandi – ie honing the formula that had won him world championships in '98 and '99 – would no longer be aggressive enough to beat Ferrari. He had established in his mind that Ilmor (and therefore Mercedes-Benz, whose engines are designed and built at Ilmor's Northamptonshire factory) were grievously missing the organisational acumen of Paul Morgan (the 'mor' to Mario Illien's 'il', who was killed in a light plane crash in May '01) and had successfully wooed Werner Laenz from BMW to shore up the debilitating personnel

fissure that the tragedy had occasioned; he had hired John Sutton from Ferrari and Mike Coughlan from the wreckage of Arrows, to strengthen the design operation under chief designer Neil Oatley and technical director Adrian Newey; he and his marketing whizz Ekrem Sami had secured a lucrative long-term sponsorship deal with Sonax (the car wax people), cannily poached from BAR.

Together with Newey, Oatley, Coughlan, Sutton and Martin Whitmarsh (his managing director and right-hand man; see separate story on page 118), he had advanced the concept of MP4-17D (for 'development'), and was confident it would start the '03 season competitively and, above all, reliably; capitalising on the radical realisation that the tradition of building one car per season had become redundant at the fastest (and costliest) end of the grid, he had insisted that MP4-18A (the all-new car to be unveiled for the European season in late April or early May) be specced in order to achieve a bigger performance 'step' than he had ever before envisaged or thought possible.

McLaren were looking good, and he knew it.

And now this! Now, unpicking – no, destroying! – so much of his and his new dream team's minutely planned and punctiliously executed groundwork, Max bloody Mosley had gone and thrown a whole load of bloody great spanners in the works.

Ron's anger, then, is easily understandable. And yet, privately, many non-McLaren people in F1 regard the recent chain of events as hilarious – precisely because of the melancholy it has induced in Mr Dennis. Why? Why does Ron attract *schadenfreude* on so grand a scale? Why, bluntly, do so few people like him?

Envy, certainly, must play a large part in the explanation; mega-successful and giga-wealthy, Ron has what many of his rivals in the world's most avaricious sport would kill for. But, again, I think there is more to it. Mosley's antics not only run counter to Dennis's ideas of business and governmental probity – but he may also feel they are intended to marginalise and even belittle his, Ron's, status in the sport.

Beneath his veneer of awkwardly worn grandeur, Ron is a shy man – but he does not lack self-esteem. He knows what he has achieved, and he is rightly proud of it. As such, ▶



Although he has no prescribed role at grands prix, Ron is a dyed-in-the-wool racer; as such he stays close to his drivers – especially Kimi (left), whom he rates very highly

MAIN: PATRICK GOSLING; INSERTS: CLIVE ROSE/LAT

> Behind every great man et cetera...

I once asked Ron to name his best ever decision. "Marrying Lisa," he said. "She's a first-rate lady. Totally supportive. Seriously smart. We've been through some real difficulties together – and, through it all, she's shown herself to be very special."

"When you live a high-pressure life in which so many people are trying to trip you up, you go home with lots of mental baggage. And the soundness of the environment to which you return is crucial to how you cope with that pressure – crucial to your existence. And that environment is created more than anything else by your marriage."

Palpably, theirs is a good marriage. Although Lisa will always stand by her man, she is also happy to take the mickey out of him, even on quite formal occasions (such as sponsor dinners or media piss-ups); and when she does so, he clearly enjoys it, though he usually pretends not to.

They do a lot of 'charidee' together, much of it for children's charities such as Tommy's and the Honeypot Home. When Ron talks of the "real difficulties" which he and Lisa have "been through together", he is referring to the loss of a baby some years ago.

Thankfully, Charlotte (14), Christian (11) and Francesca (8) are all happy and healthy; the work that Ron and Lisa do for Tommy's and the Honeypot Home is their way of giving something back.

he regards himself as *primus inter pares*; first among equals. He expects other team principals to defer to him – especially when, as is now the case, complex political issues are filling the agenda. He it was, after all – supported by Frank Williams and Ken Tyrrell, admittedly – who worked so hard and so defiantly to frame the '97 Concorde Agreement in a way that would be acceptable to the teams, challenging Ecclestone and Mosley head-on in the process. And now those who benefited from all his, Ron's, diligent politicking have neither the gumption nor the decency to return the favour.

More than that, most of them despise his manner, his mien, his very nature. Granted, when he tries to declaim, Ron can sometimes sound like a liverish nerd in Woolworth's attempting to get a refund on a faulty toaster – but we can't all sound like Richard Burton reciting Dylan Thomas's *Do not go gentle into that good night, can we?* Dennis will never be given his own TV chat show – but he is touchingly aware of his oratorical limitations. He once told me: "I'd love to be able to speak, and write, as well as I think. But I can't. I wish I did it better. I'm in awe of people who do it well." Yet, when he chooses to say little,

people accuse him of being aloof; such people are merely misdiagnosing his natural reserve.

So Ron is a man of contradictions. For instance, nothing apparent in the version of himself which he presents to the world would lead you to predict that he could possibly be as efficient a delegator as he undoubtedly is. Day to day, Whitmarsh really does run McLaren. Drivers – even those Ron rates highly – who telephone him in search of employment are politely put through to the managing director's office. And, in technical matters, the same applies to Newey. Ditto, with marketing affairs, Sami. And that is because Ron really is very good at strategic thinking and critical problem-solving, and has long ago worked out that failure to delegate militates against both those things being optimised (a favourite RD word).

And so, despite their current pain, McLaren will do well in '03. Because – once Dennis has accepted that, again, he has been stitched up by Mosley, and once he has understood that, again, there is nothing he can do about it – he will, again, bend his remarkable mind to the task of getting the best out of the people and resources he has placed around him.

He has always been better at optimising than at optimism. **1**

'RON WILL NEVER BE GIVEN HIS OWN TV CHAT SHOW – BUT HE IS TOUCHINGLY AWARE OF HIS ORATORICAL LIMITATIONS'

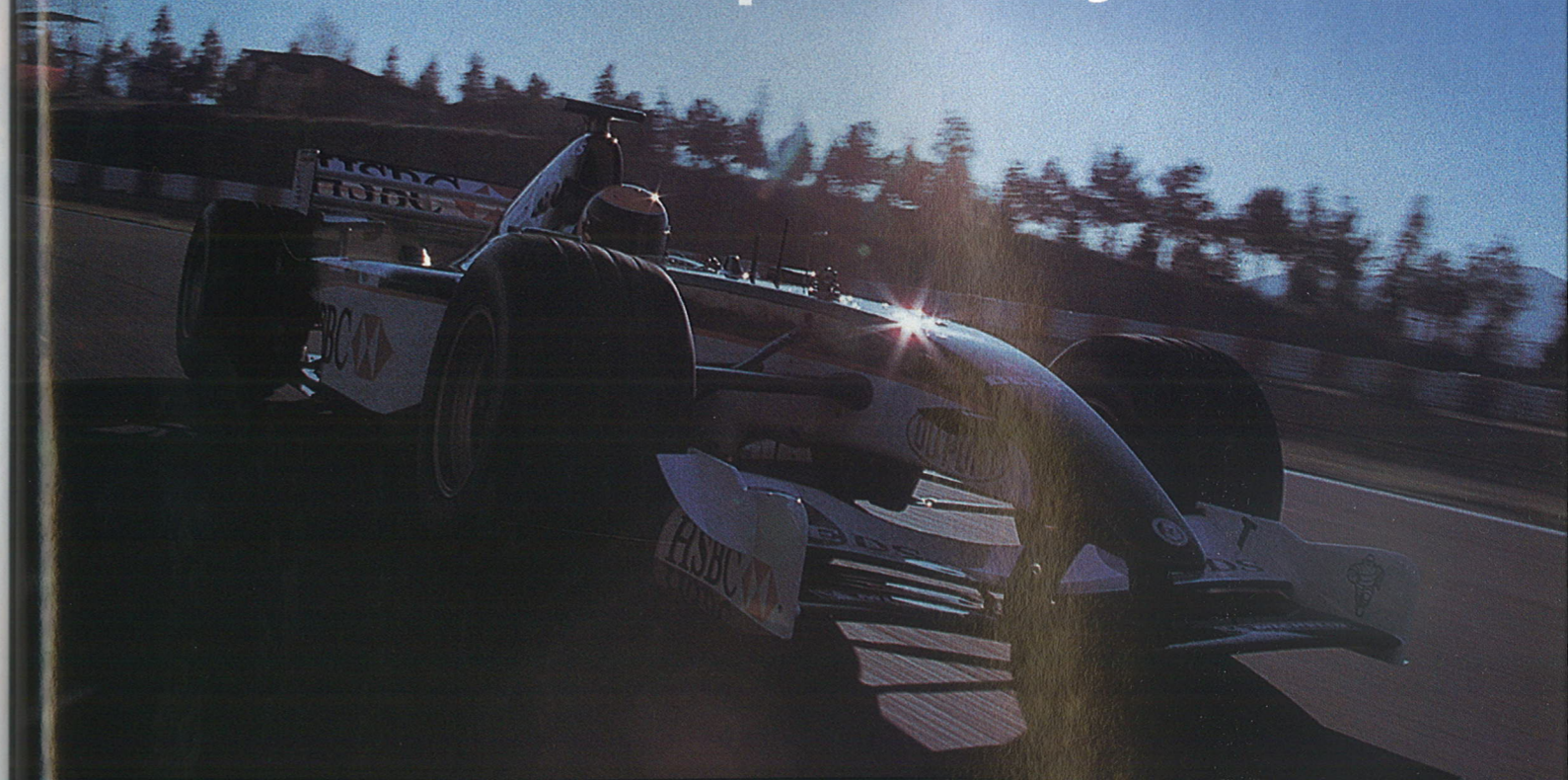


They behave civilly to each other at GPs (left), but there is no love lost between the McLaren boss and the FIA president: in fact, they dislike and distrust each other

BRYN LENNON/SPORT

AUTOCAR v PIZZONIA

Our man Sutcliffe trades lap times with Jaguar's new F1 ace



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'BOTH ARE STRONG CHARACTERS. PATRICK SPEAKS AS HE FINDS. WHITMARSH IS MORE RESERVED'

At any other teams, McLaren's Martin Whitmarsh (left) and Williams' Patrick Head (below) would be team principals. And both men are every bit as focused on beating Ferrari and Schumacher as their respective bosses. Count on it

Second among equals

Frank and Ron have very capable lieutenants. If anything were to happen to either super-boss, Williams and McLaren would still be mega. Here's why...

Words by Alan Henry

Our spies tell us that, at the recent Formula 1 technical working group meeting convened to hammer out the practical application of the new rules, the most decisive vocal contributors to the debate were Patrick Head and Martin Whitmarsh.

This is no surprise. As BMW-Williams F1 technical director and managing director of McLaren International respectively, they were representing Britain's two blue riband F1 teams – the two organisations on which the radical new rules were most likely to impact negatively. Both men are extremely strong characters... in different ways.

Of course, should Frank Williams and Ron Dennis unexpectedly fulfil their tryst with destiny under the wheels of a number nine bus, Head and Whitmarsh would be instantly propelled into the driving seats of their respective organisations. Their team principals picked well.

Patrick is a practical engineer of the old school. He's been with Frank since the days

when one was inclined to edge cautiously past any Williams car in the pitlane, wary that it might bite your leg if provoked. It was his imaginative engineering that ended Williams' canine reputation and accelerated their arrival in the front rank two decades ago.

By any standards, Patrick is rip-roaringly good company. His face will crease with delight, and his (ample?) frame quake with mirth on the retelling of a familiar recollection. His volume control is also frequently jammed wide open. On one memorable occasion, headset still firmly clamped to his ears, he was addressing the hapless Heinz-Harald Frentzen about the (many) shortcomings of his car set-up technique in the pits at Budapest... when the Supertec V10 was abruptly shut down.

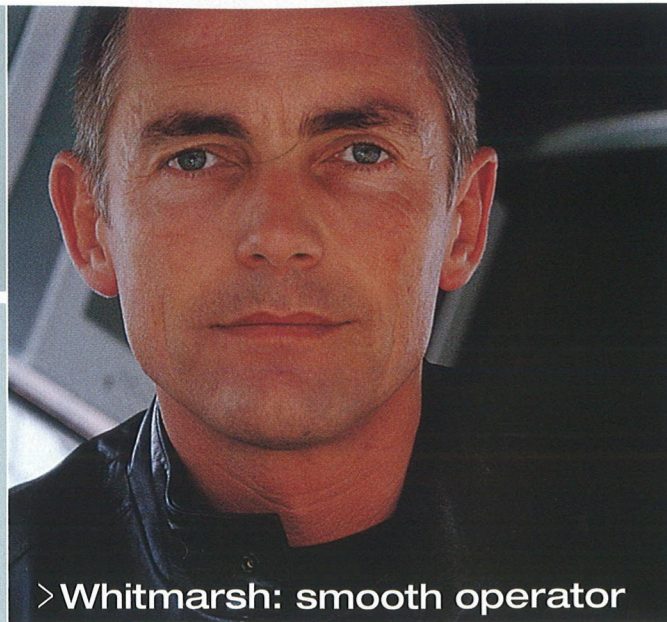
Patrick continued blasting forth at 98 decibels, unaware that all was silent around him, much to Heinz's embarrassment. He is a man who speaks very much as he finds – and the respect with which he is held is partly a product of that candour.

Whitmarsh took what might be described as a slightly more formal route into F1. Whereas Head very much dictated his own agenda as the Williams team grew from its infancy, McLaren were a seasoned and mature operation by the time Martin came on board in 1989.

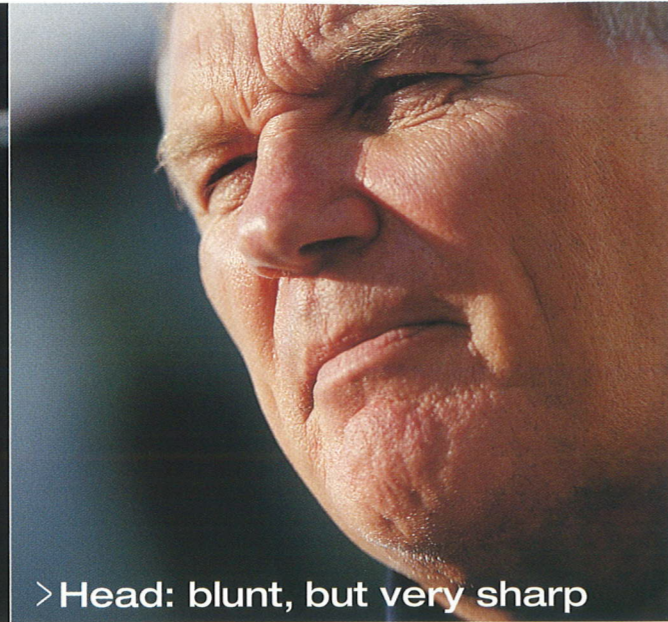
Filling the role of understudy to that arch-perfectionist Ron Dennis was always going to be a seriously tricky number, but Whitmarsh's impeccable aviation industry engineering qualifications and reserved temperament have complemented his boss's finicky nature to excellent effect.

Initially, Martin concentrated on learning about the business in a low-key manner, his job definition evolving alongside his expanding responsibilities. Most F1 insiders took bets that Ron wouldn't be able to ease back on hands-on control within the group – but, as McLaren expanded to embrace a workforce of several hundred, its chairman quickly realised that it just wasn't possible to keep tabs on everything and everybody in the one-on-one manner which he had managed back in the early '80s when he first took control of the team. Whitmarsh may eventually take the role of *numero uno* in this bedrock team, but don't bet on him doing so without Ron retaining an overall watching brief... however long it takes. ▶

STEVEN TEELAT, TOM SHAW/SPORT



> Whitmarsh: smooth operator



> Head: blunt, but very sharp

1958 Born April 29 in Lyndhurst, Hampshire. Freely admits he was "a plane nut" with a passionate interest in all aviation matters
'77-80 Studies for and graduates with degree in mechanical engineering. Completes final-year thesis on carbonfibre composite materials, which were being introduced in Formula 1 at that time: McLaren were developing their pioneering MP4/1, which was the first F1 car to use a carbonfibre composite chassis

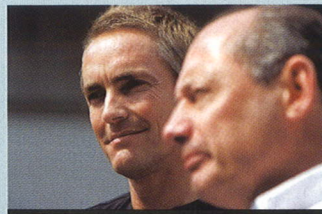
'81 Begins career at British Aerospace, working on finite element analysis. "I ended up running a small research and development department, primarily concentrating on carbonfibre composite materials, and then went off to be assistant divisional technical director of what was then their Weybridge division, which was an amalgam of about five BAe sites"

'87 Is a junior partner in a proposed management buyout of British Aerospace's Hamble plant. "That was too radical for BAe, but they allowed us to launch a wholly owned subsidiary called Aerostructures Hamble"

'88 Is headhunted by McLaren in the same year as he is appointed manufacturing director at British Aerospace. "The company which was interested was not initially identified. I didn't really want to leave the aerospace industry at that point, but I went to meet the headhunter."

It soon emerged that he had been targeted as a candidate for the role of technical director of McLaren International. "I told Ron

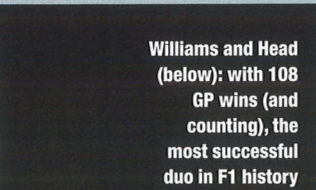
Dennis that, while I was immensely flattered, I didn't really think I was qualified for that position," he recalls. In effect, he wrote his own job specification at a time when McLaren were expanding with fresh projects in new directions



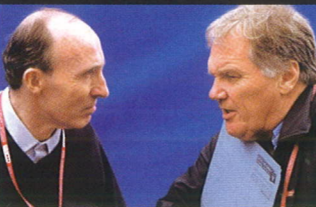
Ron Dennis (above, with Whitmarsh) headhunted his number-two from BAe; it was a very shrewd selection

'89 Joins McLaren International as head of operations. "Ron had the vision to see the way F1 businesses were evolving, that they were changing so significantly that they needed a different management style. He needed a broader perspective from his senior management, wanting people who had formal training," Martin says
'91 Is appointed operations director of McLaren International
'97 Becomes managing director of McLaren International. Takes even more responsibility for day-to-day operation of the team. Is increasingly McLaren's representative in meetings of the F1 Constructors and in dialogue with the FIA over the sport's future development

1946 Born June 5, Farnborough, Hampshire. His father races several Jaguar sportscars on an amateur basis and Patrick recalls him sometimes running-in his competition cars on the army test track at Chobham when he was Director of Fighting Vehicles
'57-61 Educated at Wellington. Then joins Royal Naval College at Dartmouth but buys himself out after three months, for £195. "All the money I had in the world," he recalls
'69-70 Briefly races a U2 clubmans sportscar fitted with his own independent rear suspension. Gains a degree in mechanical engineering from London's University College. A timely inheritance from a relative enables him to fund his studies and build his own boat



Williams and Head (below): with 108 GP wins (and counting), the most successful duo in F1 history



'70-75 Joins Lola. Works at detailed design work on minor league single-seaters and sportscars. Later develops Formula 2 car for Richard Scott and works for Peter Agg's Trojan organisation on their T101 Formula 5000 car

'75 Joins Frank Williams (Racing Cars) Ltd as chief engineer. Is soon assistant engineer working under Harvey Postlethwaite as the company is transformed into Walter Wolf Racing. When asked by Frank Williams in his interview whether he would be prepared to work 24 hours a day in the pursuit of F1 success, he replies: "No! Anybody who has to do that isn't terribly well organised"
'77 Follows Frank to Williams Grand Prix Engineering. Starts work on the first Williams Formula 1 design of the next generation, the epochal FW06 which would be driven by Alan Jones in '78
'79-81 Designs and develops the ground-effect Williams FW07 with the aid of the wind tunnel at London's Imperial College. "The entire aerodynamic design of FW07 was based on a single week's work in that wind tunnel in what amounted to the first wind tunnel work I'd ever done in my life," says Patrick. Jones wins '80 world championship
'85 First carbonfibre composite FW10 is produced. Nigel Mansell and Keke Rosberg win two GPs each
'86-87 Masterminds design of FW11/11B and develops reactive suspension system for FW11B
'89-97 Collaboration between Williams and Renault yields world championships in '92, '93, '96 and '97
'00 to date Engine supply partnership with BMW. Third in '01 constructors' championship, second in '02. Can Williams now beat Ferrari? "The only answer I can give to that is that we're very determined we'll return to being the top team in F1," says Patrick

DARRIN HEATH; STEVEN TEE/LAT; SCHLEGELMILCH PHOTOGRAPHY; BERNARD ASSET

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Heads in their HANS

Are you sitting comfortably? Er, no – and there's the problem for the new-for-2003 head and neck support system. It will bring manifest safety benefits for drivers, but anguished engineers have found it a fiendishly tricky device to fit in their cockpits

Words by Steve Matchett

The HANS system has been in use across the Atlantic for a couple of years, but the FIA wanted to be absolutely certain of its benefits and any possible disadvantages before introducing it to Formula 1. Now they are satisfied, and in 2003 the use of HANS is mandatory for all drivers.

In the event of a violent accident the system should help prevent serious injury to a driver's spine caused by whiplash acting on an unrestrained head, a consequence of

the car's dramatic deceleration as it collides with a barrier.

Such extreme, unchecked acceleration to the head can break the neck and/or cause irreparable damage to the brain and the delicate braid of nerves of the spinal cord travelling through the vertebrae.

Unfortunately, history records many tragic examples of such injuries. In recent times, Mika Hakkinen's wellbeing hung in the balance after his helmet smacked the steering wheel of his McLaren during his '95

accident in Adelaide. It was this incident that induced the FIA to amend the technical regulations, insisting that all teams now include a collapsible structure within the design of their steering columns.

The principle behind the HANS system is simple enough – it is basically nothing more than a mounting bracket to which tethers are anchored, to the rear and to each side of the helmet. Although each end is rigidly attached, the length of the tethers is adjusted to ensure the driver retains some

(Below) HANS sits on the shoulders and the helmet is tethered to it. In crashes, it protects against serious whiplash injuries and broken necks

> Drivers' opinions

They're the guys who have to wear it. What do they think?

JUAN PABLO MONTOYA

"I can't get comfortable with it at the moment because the device digs into my shoulders. I'm still working on getting the thickness of the padding to my liking."

ALEX WÜRZ

"I don't like it, but it's something that I'll have to get used to. It digs into my shoulders, which makes it more tiring than normal, especially if you're doing long runs."

MARK WEBBER

"I've been using it all winter and, although it feels odd at first, it is possible to make it work for you. Anything that improves safety has to be good for all of us."

RUBENS BARRICHELLO

"I haven't done as much running with it as I'd have liked, but my friends who use it in CART [in America] say that I'll get used to it. If it makes it safer for us, I'll work at getting it right."

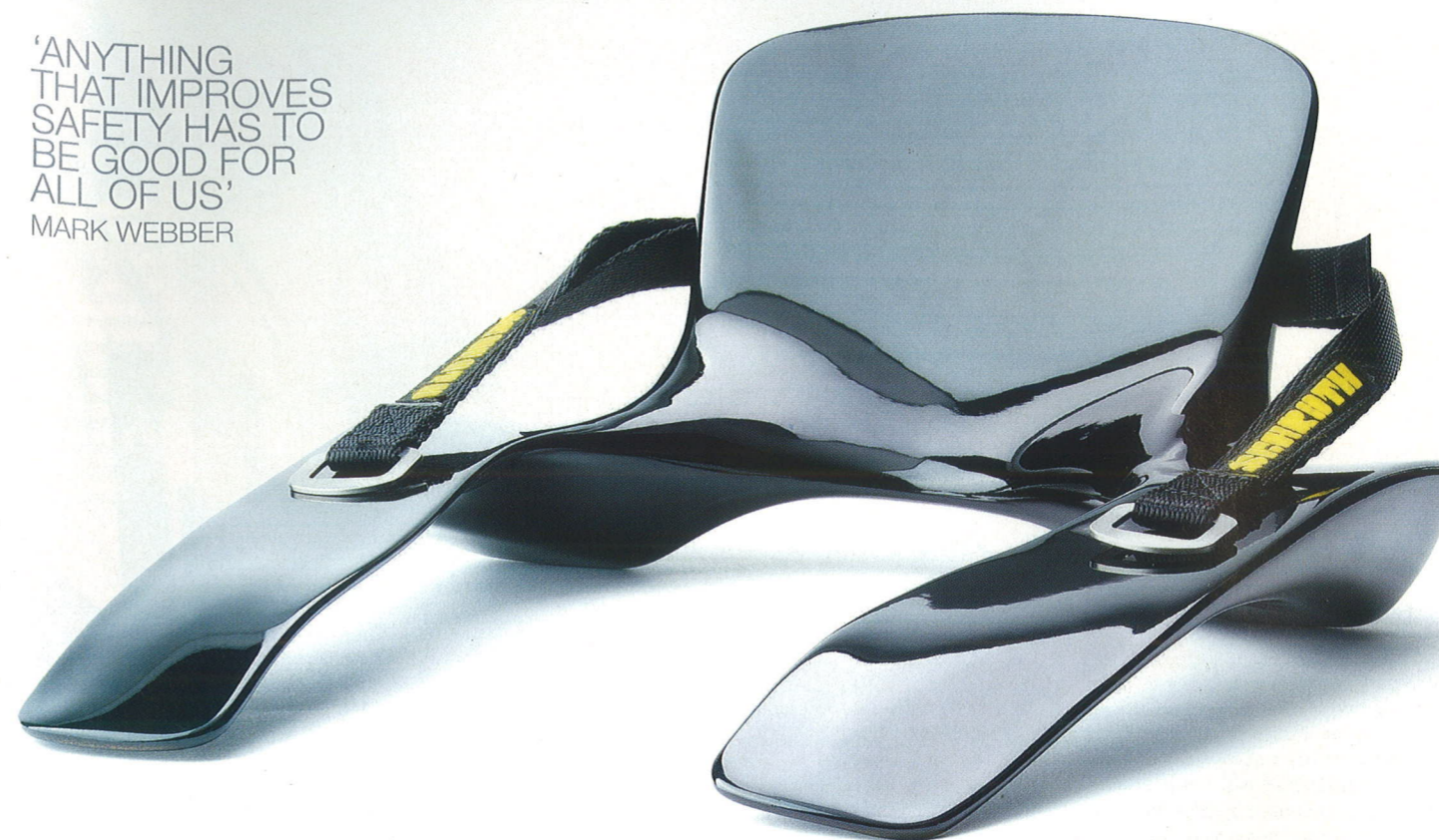
CRISTIANO DA MATTA

"I used the HANS device in CART and am completely accustomed to it. I haven't used it during testing for Toyota, but we'll have it up and running by Melbourne."



RED GIANT PROJECTS

'ANYTHING THAT IMPROVES SAFETY HAS TO BE GOOD FOR ALL OF US'
MARK WEBBER



(Left) HANS has to be separate from the chassis to prevent drivers becoming trapped in the car after an accident. Drivers have said the yoke takes some getting used to and can dig into the shoulders



(Above) The tethers can be adjusted to allow drivers some movement – for steering and so on – but David Coulthard complained early versions made it hard for him to see his McLaren's wing mirrors. Not ideal!

neck mobility, allowing limited movement fore and aft and from left and right.

It would be reasonable to ask why the HANS device makes use of a yoke worn around the driver's shoulders. A far stronger fixing could be produced if the tethers were attached directly to anchor points bonded within the carbon/honeycomb section of the monocoque. The problem with this solution, though, is that it would tie the driver to the chassis, making it very difficult for him to evacuate the car. The image of a driver held fast inside a burning wreck is the stuff of nightmares. It is essential, therefore, that any restraining tether only be connected between the driver and his helmet.

It is the degree of comfort and restriction of movement imposed by the shoulder yoke that has given rise to many driver complaints.

If the driver isn't comfortable, he can't give his best. Consequently, every aspect of the car is tailor-made to accommodate him: pedal pads are shaped for him; the seat, headrest details, cockpit padding and steering wheel grips are all moulded to his exact shape. At the start of '02, during initial

test sessions with a HANS device, the teams were using off-the-peg numbers, supplied in small, medium and large sizes. Rubens Barrichello's early feedback was that the yoke and tethers were too restrictive. Nick Heidfeld concurred, reporting that the device must be modified to suit the individual driver.

Development work continued throughout the season, and come the pre-race test at Monza many drivers were sporting a version of the HANS device, though some remained happier than others: David Coulthard complained that the tethers made it difficult for him to see his mirrors, and Juan Pablo Montoya said that the yoke restricted his steering, and that his collar bones hurt after only a handful of laps. Ralf Schumacher, on the other hand, seemed much more at ease, reporting no particular concerns and saying: "Whatever makes F1 safer is good for F1."

Williams technical director Patrick Head suggested that the conflicting opinions between his drivers were down to individual driving styles: JPM uses his shoulders more, with lots of upper body movement, while Ralf prefers to steer from the elbows. Given the

likelihood that the HANS device is here to stay, it would seem that Ralf's style is one other drivers will need to emulate. Heidfeld was much happier with the system refined by his Sauber team; in fact, he and Felipe Massa raced it in the Italian Grand Prix.

The HANS system is reasonably lightweight – no more than 2kg – but the teams are at liberty to manufacture their own versions if they wish to, although any bespoke device must pass the FIA's inspection and tests, in which the yoke and tethers are subjected to a 100g-load test.

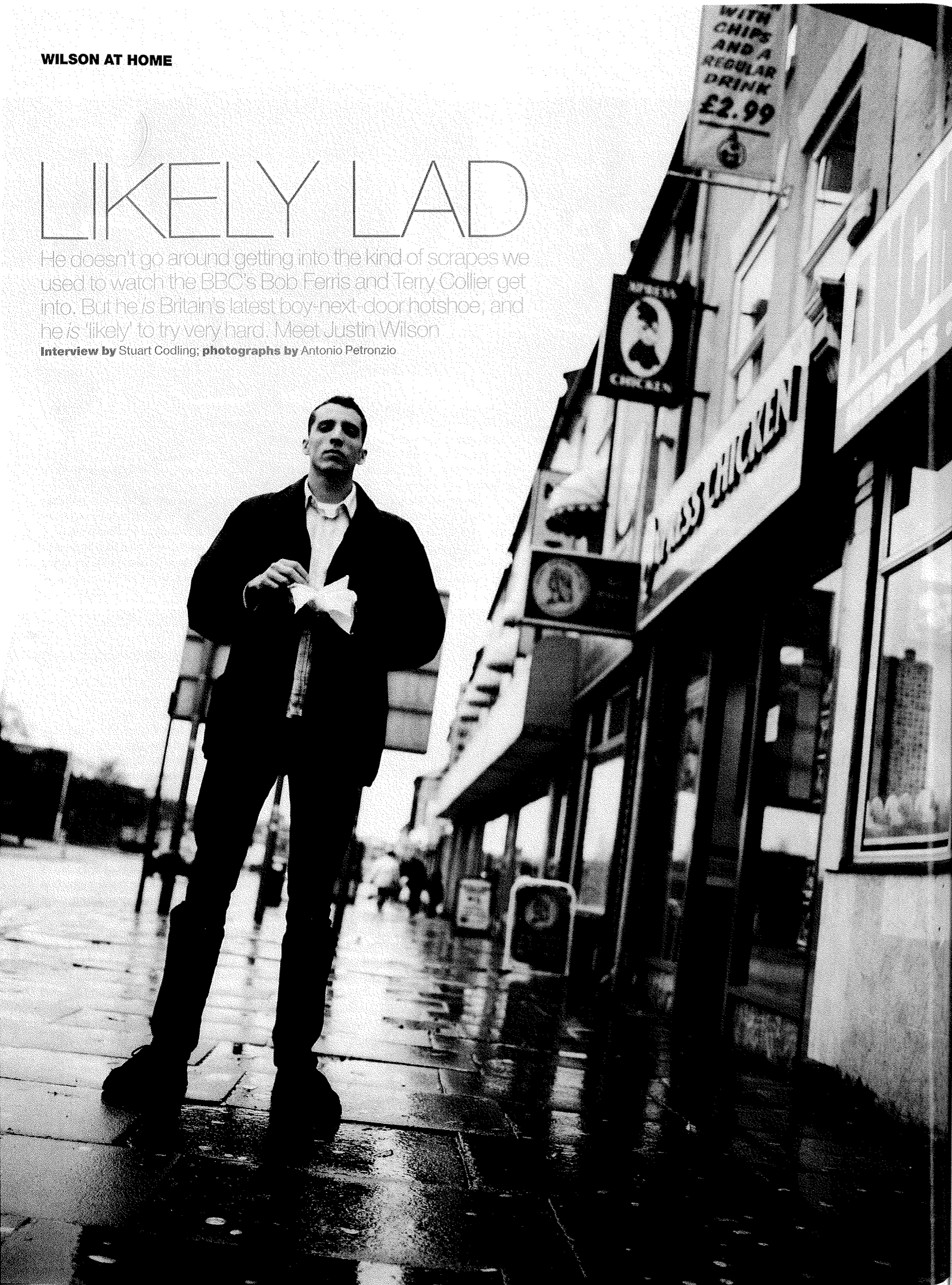
Naturally, in light of their new anchorage points, the drivers' helmets have also been redesigned, as have overalls. The epaulettes stitched atop the shoulders are there to aid the driver's extraction from the car: in an emergency they are used by the marshals as handholds to pull him clear of the chassis. Now, though, with the carbon yoke of the HANS device sitting over the shoulders, secured in place beneath the seat belts, the epaulettes have had to be relocated, stitched further out to form part of the upper sleeve itself. 1

WILSON AT HOME

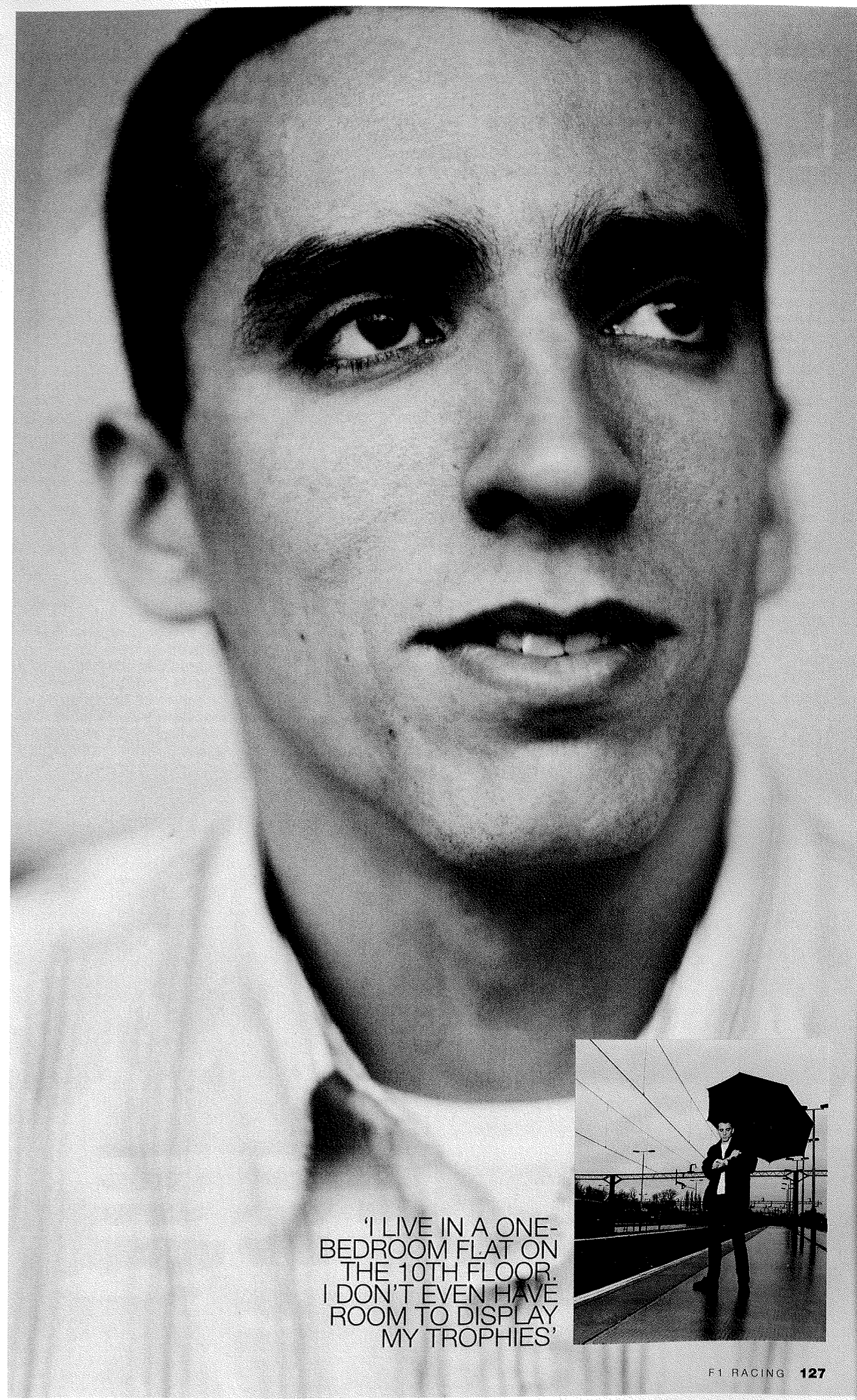
LIKELY LAD

He doesn't go around getting into the kind of scrapes we used to watch the BBC's Bob Ferris and Terry Collier get into. But he is Britain's latest boy-next-door hotshoe, and he is 'likely' to try very hard. Meet Justin Wilson

Interview by Stuart Codling; photographs by Antonio Petronzio



(Right) Get used to this face: you'll be seeing a lot of it now that Justin has finally bagged an F1 ride; (left) he's kinda normal - still likes a bag of chips and is still human enough to be caught out by the vicissitudes of the British rail network (inset)



'I LIVE IN A ONE-BEDROOM FLAT ON THE 10TH FLOOR. I DON'T EVEN HAVE ROOM TO DISPLAY MY TROPHIES'



WILSON AT HOME

ooming at us out of the Stygian Northampton murk like James Dean in classic *Boulevard of broken dreams* pose – if only James Dean were 6'3" and had pulled up not in a Porsche Speedster but in a Toyota Celica with lightly scuffed alloys – Justin Wilson, Britain's newest Formula 1 recruit, offers his hand and remarks casually, "Bit miserable today, innit?"

The tendency of Brits to salute each other by mutual agreement on the state of the weather is well documented, and indeed is the object of some derision by those we used to refer to as Johnny Foreigners. But, on a day such as this – grey, windy, half the volume of the Atlantic Ocean trying to piddle down the backs of our necks – you can see why we do it. To complete the picture of wintry grimness in Blighty, we have met Justin at the railway station.

"Northampton's in a dip, y' see," explains a railwayman in a fluorescent orange jacket. "Channels the wind straight through."

So, with apologies to any residents of Northampton who happen to be reading this, I ask what possessed Justin to move here.

"I'd started off looking for somewhere to rent, close to work [as an instructor at Bedford Autodrome]," he says. "And I ended up buying a flat here. It's on the 10th floor. Not quite the penthouse, but it's got quite a good view."

'NO, I WOULDN'T SHORTEN MY LEGS. THINK ABOUT HOW LONG IT WOULD TAKE TO HEAL AND GET FIT AGAIN'

That's the thing with Justin. Ask him even a slightly dumb question and he does his utmost *not* to respond in the monosyllabic negative. He's bemused by, yet politely supplicant to, our photographer's artistic whims. And he'll endeavour to bring out the positive, although as encomiums go his last pronouncement has not convinced me of Northampton's charms. It's not Monaco, after all.

"Well," says Justin. "If you go to Monaco when it's not the grand prix weekend, you see it's not quite as glamorous as all that..."

That's true, but Justin's lifestyle will come as a surprise to those members of the public who are grounded in the belief that F1 drivers are an elite bunch of playboys. He has lived modestly and pragmatically during the pursuit of his dream job, and his boy-next-door credentials are still intact – he can move almost unrecognised through the town (as if to underline this point, a train creaks into the station and pauses, doors open, for 10 minutes. The passengers grumble and huff into their newspapers, and take not the slightest bit of interest in the photographic activity in progress on the adjacent platform).

That may change once Justin's face is spread more evenly over the national press, but at the moment he's in the domain of slow-on-the-uptake locals. A BBC regional show tried to put together a package about him.

"They wanted pictures of me at home," says Justin, "with my trophies, at my gym, in my driving kit. I had to tell them I live in a one-bedroom flat, I don't have room to display my trophies, my gym's in Milton Keynes, and my most up-to-date driving suit is in Italy. They haven't got back to me yet."

This is only a minor setback compared with what Justin had to endure last year,



(Left) From some celebs, a pic like this would be a publicity stunt. But Justin's not wowed by F1's glitz. He's just quick enough to be there, never mind the razzmatazz

though; having won the Formula 3000 championship at his third attempt, in 2001, he then failed to secure an F1 seat. There was a time when winning F3000 was practically a guarantee of getting into F1. Now its credibility as a feeder formula is in doubt and most of the young hotshoes of recent years – the likes of Jenson Button and Kimi Raikkonen – have bypassed it entirely.

"I suppose if I'd stepped back from the situation I might have found it irritating," says Justin, "but, as it was, I was right in there working away at getting something sorted. I really felt I was ready to make the next step up – I felt confident that the timing was right. When F1 didn't happen, the most important thing for me was to keep racing."

So Justin ticked over: a one-off drive in a sports car at the Sebring 12-hour race in the US and a full season of the single-seater ▶



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WILSON AT HOME

> CV: Justin Wilson

His F1 drive is well deserved. Justin rose quickly through the formulas

Born July 31 1978, Sheffield, England	Championship
'87 Starts karting, aged eight	'98 Champion in Formula Palmer Audi Championship.
'95 Formula Vauxhall Junior Challenge Cup	Finalist in Young Driver Award again
champion, aged 16.	'99 and '00 F3000 championship
Is a finalist in the McLaren Autosport BRDC Young Driver of the Year Award	'02 Finishes fourth in Nissan Telefónica World Series
'96 Runner-up in Formula Vauxhall	'03 Minardi Formula 1 driver

to wait until they're on the grass to hit the brakes. "Apart from that occasion, have you ever felt that being tall was a disadvantage?"

"The worst thing is not being able to get in just any car," he says. "Even in something bigger, like a sports car, it can be a problem if you're partnering people who are shorter than you. Simple things like a seat fitting become more time-consuming because it's harder to get comfortable – and then you see the other driver come in, say, 'Hmm, okay, I'll sit like this, have the wheel here, the pedals there – right, that's great, bye!' I was at the Minardi factory for two days before and two days after Jos [Verstappen] had his fitting."

"How tall are you, exactly?"

"Six-three is what I measure myself at."

"Is that with shoes on or off?"

"Er, shoes off. But even so I often get people saying to me that they're 6'4" and they only come up to here." He indicates a point just above his eyebrows. "I measured myself at the doctor's, though."

Alex Wurz – another very talented driver disadvantaged by his height – once told *F1 Racing* that he had been urged to have an operation to shorten his legs. It's a variation

on an established procedure that was first used to assist people who were born with one leg shorter than the other.

"I certainly wouldn't do it on purpose, no," Justin says thoughtfully. "Maybe if I'd had an accident and broken both my legs, I might ask the question, 'Can you just take a bit off?'"

"No, seriously, I wouldn't. I mean, think about how long it would take to heal and then get fit again. And then you've got to consider what people would think about you. There's always the question: 'Is he as good now as he was before?' People would talk, and it's the talking that does the damage to your career – potential employers start to have doubts."

The apartment in Monaco may be some way off, but I get the impression that lifestyle is not Justin's barometer of success. He has already achieved his dream: he has got to F1.

One thing, though: now that his dogged persistence has paid off and he's got the F1 drive – if he does get on the podium this year, how will he display his trophy?

"Erm... I'll have to stick it in the middle of the floor for a couple of weeks, maybe with the Xbox balanced on it, and then I'll probably have to send it to my parents." **1**

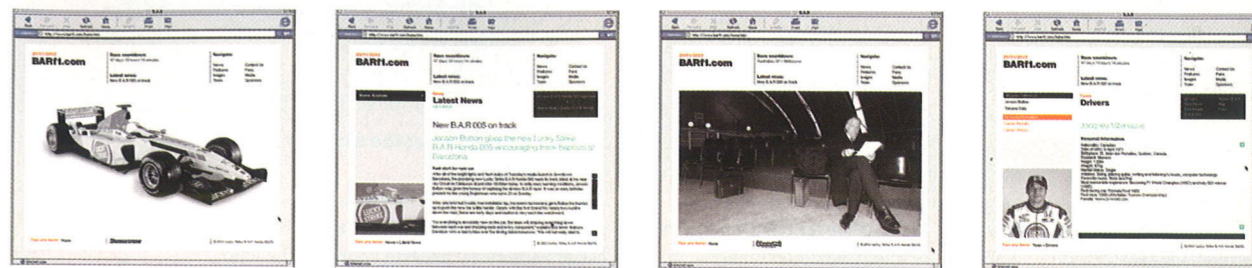
Telefonica World Series, plus instructing at Bedford Autodrome. When Minardi stood down Alex Yoong for two races mid-season, Justin was invited for a seat fitting... but, try as they might, they could not accommodate his frame comfortably in the car.

"That night, when I was sat in the hotel on my own, I was thinking, 'Is there something else I should be doing?'" He smiles wryly at the memory now. "That was the low point. But [Minardi boss] Paul Stoddart was very encouraging with what he said in the press, so we carried on pushing to make it happen."

Imagine the sheer hideousness of it: one day you're on the cusp of achieving your ambition, the next you're back at your day job, entreating commission-hungry photocopier salesmen to spear the apex correctly and not



(Left) Now that he's finally got a car to fit his frame, talent will surely out. Nothing's going to rain on Justin's parade – not even Northampton precipitation



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PRESIDENT: TOYOTA MOTORSPORT GMBH

John Howett

On stepping into the top role at Toyota, wanting to win and finding new drivers

When did you become president of Panasonic Toyota Racing?

The initial conversation began just prior to last year's Belgian Grand Prix. I went to Spa for a general discussion about whether I would be interested in a move to TMG [the racing team], but I wasn't the only candidate. Then, in early November, we decided to do a deal.

Were you surprised to be offered the job?

It's a big challenge, but I was delighted to be offered it. I really enjoy motorsport and I've worked with [vice chairman] Ove Andersson before, in the World Rally Championship, so we know each other well.

Would you agree that there is a dearth of F1 experience in Toyota's top management?

I can understand that sort of criticism from the outside, but I believe Toyota are doing something quite special. To build a team, a car and an engine from scratch is a huge challenge – and our way of doing things from a corporate point of view isn't to copy, but to learn and to try to improve.

We have a lot of good people in Cologne and I'm not sure that bringing in someone from Formula 1 would be the immediate answer for what we're trying to achieve.

How is your role different from that of vice chairman Ove Andersson?

Fundamentally, my role is to run the operation in Cologne – which includes embracing our sales side, because we have a motorsport accessories business as well. My job is to introduce the process and the operation. Personally, I don't add value from an engineering point of view; I identify the issues that we need to address. Ove's role is to maximise the exploitation of the product and the car at the track itself.

Are there too many bosses at Toyota?

No. We make it quite clear what our roles are, so I don't see any conflict between us.

How good is the collaboration between Toyota's people in Japan and Cologne?

It's very good and we have virtually a worldwide motorsport operation. We have TRD [Toyota Racing Development] in the

US, the motorsport division in Japan and the F1 team in Cologne. We're supported by those other areas of expertise.

Can a team as big as Toyota react fast enough to the F1 environment?

I think we can react even quicker than some of the other teams because we have other resources to call upon when we need to.

What are your goals for 2003?

We've stated clearly that we want to qualify in the top 10 and finish in the points on a regular basis – and not by default. Several of the teams want to finish fourth in the constructors' world championship, but we don't want to promise that for ourselves at this stage because we might not be able to deliver it.

Have you set a date by which you want to have won the world title?

Not really, but we definitely want to win it eventually. Obviously, we hope that it will be sooner rather than later, but we don't underestimate the challenge. We're fighting hard to achieve it.

For how long have Toyota committed themselves to F1?

The company are committed to F1 in the long term. You only have to see the investment we're making in Cologne to realise that this certainly isn't a short-term project. As the third-largest car manufacturer in the world, Toyota also want to look at how we can contribute to motorsport on a longer-term basis.

'THIS YEAR OUR JOB IS TO MAKE RACING MORE EXCITING – AND I BELIEVE THE MIDDLE ORDER WILL PROVIDE REALLY EXCITING RACING'

Do you worry about the state of F1 at the moment?

This year our job is to make racing more exciting – and I believe that the middle order will provide really exciting racing. In the long term we need to look at ways in which we can improve F1 to ensure its long-term well-being and growth. But it's too soon for me to say too much in that area.

You've surprised everyone by signing Ricardo Zonta as your third driver...

I've only just come on board at Toyota, but I understand that we'd been looking for a third driver – a permanent test driver – for some time. We identified Ricardo as one of the few people who ticked all the boxes, and we did the deal just prior to Christmas. We're delighted.

Was Cristiano da Matta – Brazilian, like Zonta – influential in that choice?

Not at all. We chose Ricardo on merit, and we also wanted someone with an F1 background, with good technical skills and with the capability to do a good job if he's needed to step in to race at any time. **i**



(Right) New faces at Toyota's launch in January. From left to right: Olivier Panis, Ricardo Zonta, Cristiano da Matta; new president John Howett (opposite)

GAVIN LAWRENCE/LAT



I guess that's why they called 'em *Les Bleus*...

Formula 1 barely remembers them now. But what happened to the people made redundant when Prost Grand Prix went bust? Their fortunes have been very mixed. This is their story

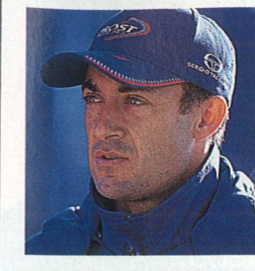
Words by Pascal Dro/Auto Plus; photographs by Thierry Gromik

October 22 2001. Prost Grand Prix go into liquidation. Since their promising 1997 season (when they scored 21 points), they had been struggling, drifting from hope towards disillusion. Internal squabbles, communication problems, budget worries, seeking someone to blame rather than solutions... In short, Prost Grand Prix had lost their way. Yet in France, the public are still loyal. The supporters' club has more than 15,000 members and they go on believing that "it will all come right some day. They just need time." Even

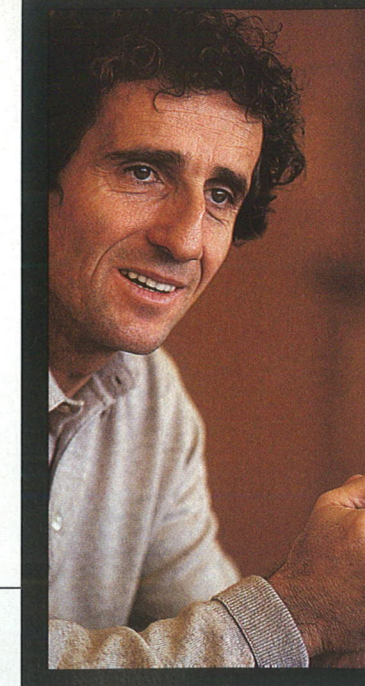
now, internet sites such as www.prost-scriptum.com are enjoying great success (1,500 hits a week!). But the team has been wound up. What's left of it? Bitterness among those who haven't moved on. But also memories of exciting times and experiences, when everyone – even the subcontractors – gave everything they had for 'the Blues'. The brains behind the operation have gone their own ways, but others, the 'little people,' are still suffering, even if the team spirit does refuse to die. What became of the people Prost Grand Prix left behind?



> Jean-Pierre Chatenet
Yesterday: in charge of the test team, Prost
Today: technical director of La Filière FFSA
 "I became technical director of La Filière [a French motorsport school] at Le Mans. It's been an extraordinary experience. But it wasn't at all fair, all this business with Prost. At 53, I didn't think I'd be able to find another job in racing. What really hurts is to see the youngsters who've been abandoned."



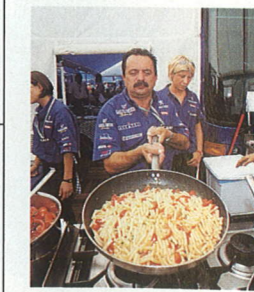
> Jean Alesi
Yesterday: Prost Grand Prix driver
Today: Mercedes driver in DTM
 "I tried to forget this experience quickly. I came to Prost with a lot of expectations, and I was more than disappointed. Now, I'm totally focused on my DTM job. I'm also the new captain of the French Motorsport Team, and I'm helping young drivers. I'm a happy man."



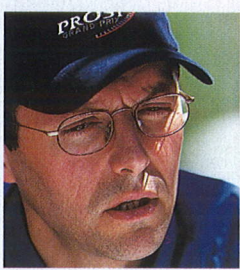
> Alain Prost
Yesterday: team principal, Prost
Today: Andros Trophy ice racing driver
 Alain Prost spent a few weeks in Mauritius when his people were struggling to find work in January '02, then spent his days relaxing in Switzerland, trying to forget the painful Prost Grand Prix experience. He is now said to be interested in setting up a team in the United States. This winter, he has agreed to drive in the Andros Trophy ice racing championship. Not a great challenge for a three-time F1 title winner. But don't worry: despite the loss of his team, Alain is wealthier than ever.
 • *Since this article is no celebration of Prost's success, we thought it tactful not to request an interview!*



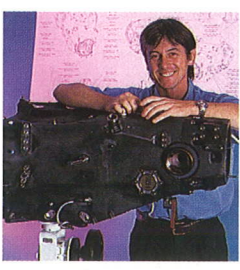
> Hervé Bodinier (far right), Thomas Vilette
Yesterday: marketing manager and his assistant, Prost
Today: they have set up their own communications agency
 "I [Bodinier] left just before the company went into liquidation to set up my own firm. Prost was a really wonderful experience and, whatever people might think about it all, it did have its measure of success. Bringing on board sponsors such as Acer, Adecco, PlayStation and Agfa is something we can be proud of. I was already thinking about setting up my own outfit and Prost going into liquidation only sped things up. Now we're working for TAG Heuer, who well know that F1 is expensive but that with a bit of creativity, a sponsor can get the most out of his investment. That reality was only partly foreseen at Prost..."



> Luigi Montanini
Yesterday: team chef, Prost
Today: restaurant owner in Modena
 "I still think about F1 a lot – but, with my restaurant in Modena, I don't really have much time any more. We're always full! I get to see the Ferrari people who come in from Maranello, including [Rubens] Barrichello, Ross Brawn [technical director] and Gilles Simon, Ferrari's French engine designer... but no-one from Prost. It all seems very far away in the past now..."



> Henri Durand
Yesterday: technical director, Prost
Today: director of design and development, Jordan
 "I left McLaren to be technical director at Prost, but I had to work on a car I didn't design (AP04). I never saw my Prost, the AP05, on track. All that remains of it is a model. I'm now at Jordan, where Gary Anderson and I have designed the EJ13."



> Serge Gautret
Yesterday: gearbox mechanic, Prost
Today: looking for work
 "What saddens me is that once the team had been wound up, Alain Prost didn't take the trouble to help us. Lots of us had sold our houses in Nièvre from the Ligier days to move with him [to Guyancourt]. That led to many a family crisis, to divorces... I worked at Le Mans with Panoz but have had nothing since then."



> Alain Sauvagère
Yesterday: chief mechanic, Prost
Today: responsible for production process at the Mygale single-seater car factory
 "There are four of us working at Mygale in Magny-Cours now. I'm in charge of industrialisation and I've teamed up with Marie-Laurence Guiot, Philippe Perrot and Philippe Brisset [above, with Sauvagère third from left], whom I worked with at Prost."



> Christophe Besse
Yesterday: measurement engineer, Prost
Today: research engineer
 "I wanted to take a bit of time out to devote more attention to my daughter. Now I'm working on suspension in 'normal' cars. As for racing – well, I can't promise that the track demon won't get me back before too long!"
> Sophie Sicot
Yesterday: Alain Prost's PA
Today: works at MotorsTV
 "I was Alain Prost's PA for over three years after more than 15 years working in F1, during which my personal life always came second. I'm on maternity leave at the moment from MotorsTV, the channel for everything that has an engine. You can't change how you're made."



> Xavier Gergaud and Alexis Lapouille
 Aéro Concept Engineering
Yesterday: in charge of the wind-tunnel and liquid dynamics simulation, Prost
Today: have bought back the wind-tunnel
 "We said to ourselves that it would be a shame to let this wind-tunnel, which is unique in France, just be lost. So with the help and advice of local and regional communities, we bought it. Now we can fully formalise, test and develop a project within Aéro Concept Engineering. Ex-Prost members of staff get first refusal on a job with us."



> Damien Py
Yesterday: chief gearbox engineer, Prost
Today: Asiatech engine designer
 "I came in during the Ligier era and worked on gearboxes. When Prost started being supplied by Ferrari, I joined Asiatech [formerly Peugeot F1] to get more engine experience. Unfortunately, the company has just gone into liquidation."



> Valérie Daulé
Yesterday: in charge of Prost's PR at grands prix
Today: looking for work
 "At the moment, I'm standing in for Sophie [Sicot, see left] at MotorsTV while she's on maternity leave. In the longer term, I still want to get back into F1. But with the recent loss of Arrows as well, the English teams' horizons have narrowed. I'd really like to know what the future holds..."

7Up yours!

When Eddie Jordan unveiled his first Formula 1 car in 1991, the critics sneered. But just a few months later, he'd told them where to go. And given Schumi his F1 debut...

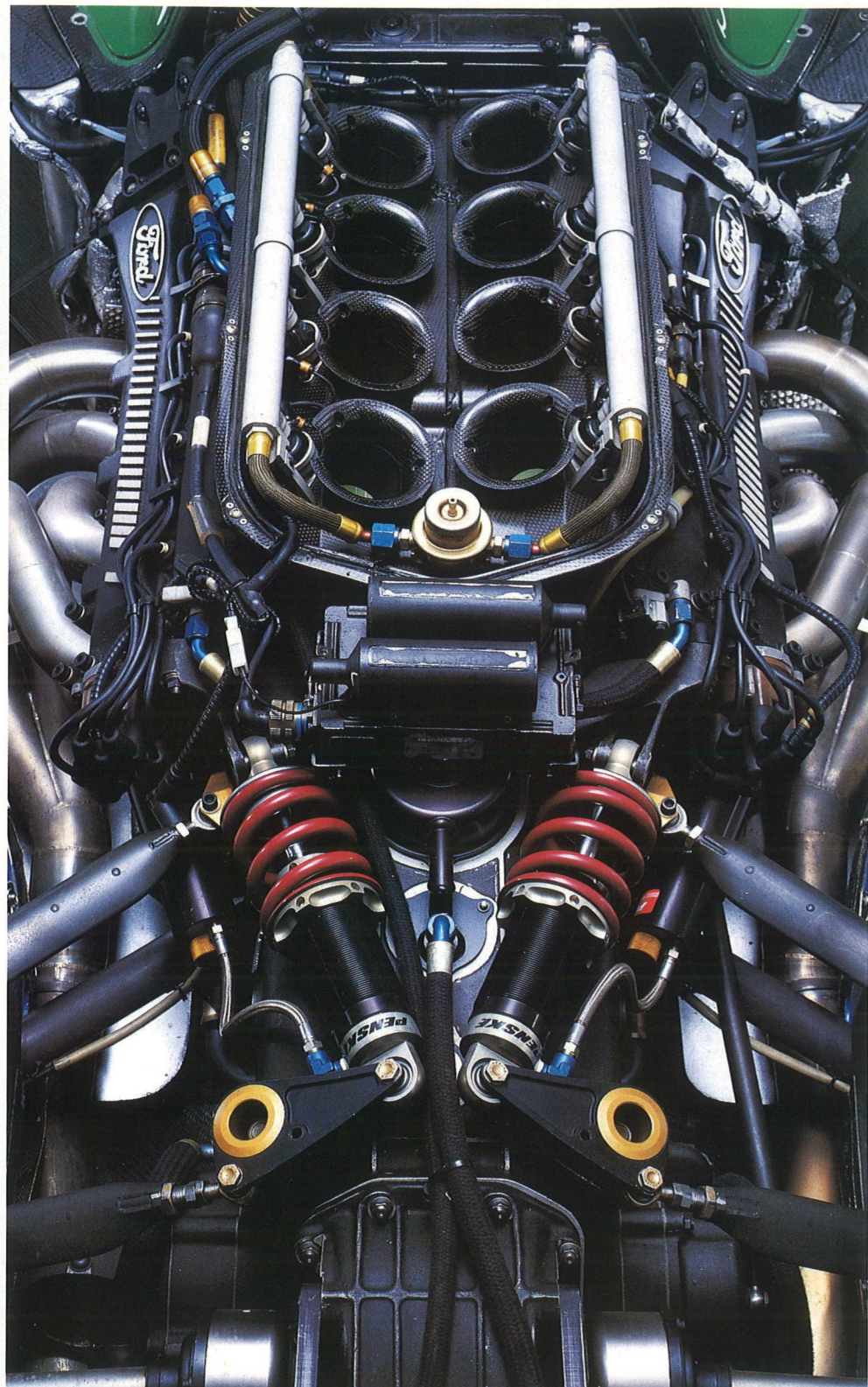
Words by Stuart Codling; photographs by Tim Kent



(Right) Ford's venerable HB V8 can trace its ancestry back to the 1960s. Even in '91 it offered good power and light-ish weight for a reasonable financial outlay. But, despite their success, by the end of the year the team were struggling for money and Eddie Jordan had to take 'free' Yamaha engines for '92

(Below right) Michael brought sponsorship from Dekra and Tic Tac. Ironically enough, Shoei helmets were already on board...

(Opposite) The compact Ford engine enabled the design team to endow 191 with a pretty, tapering rear; its successor had to accommodate the much larger V12 Yamaha engine, which adversely affected its aerodynamics (and its looks)



> Technical director: Gary Anderson

"The 191 was the first Jordan Formula 1 car, and the first that I'd overseen from scratch, so it's probably the one that means the most to me. I never thought we'd make it into F1 - that we'd get the money to actually race.

"I went away and designed the car with Andrew Green and Mark Smith. I'd spoken to John Watson earlier in 1990 about what our priorities ought to be. He said that we should make it simple and driver-friendly. Later on, after we'd built the car, he tested it and said that it had come out just as he'd said it should be.

"It was a shock when I got the call from Eddie [Jordan] that he'd

got the budget to do the season. We were new to F1, so there were a few teething troubles - we arrived at the first race and realised that we didn't have a gantry for the pitwall like all the other teams had. We had to build one overnight with scaffolding.

"Considering the budget we had, I think we got as much out of the car as we could. Prequalifying, which we had to do for the first half of the year, was the hassle: Pirelli tyres worked better on a dirty track than our Goodyears, so we had to wait until the last 10 minutes to go out.

"You were only allowed two sets of tyres, and it helped that the guys on Pirellis went out repeatedly and just cleaned them between runs."

> Jordan 191/5 - history

Chassis five was initially driven by Bertrand Gachot. When Gachot was imprisoned for assault, it passed into new hands

BERTRAND GACHOT
FRANCE
Magny-Cours,
July 7
Grid: 19/34
Race: DNF

BRITAIN
Silverstone,
July 14
Grid: 17/34
Race: 6th

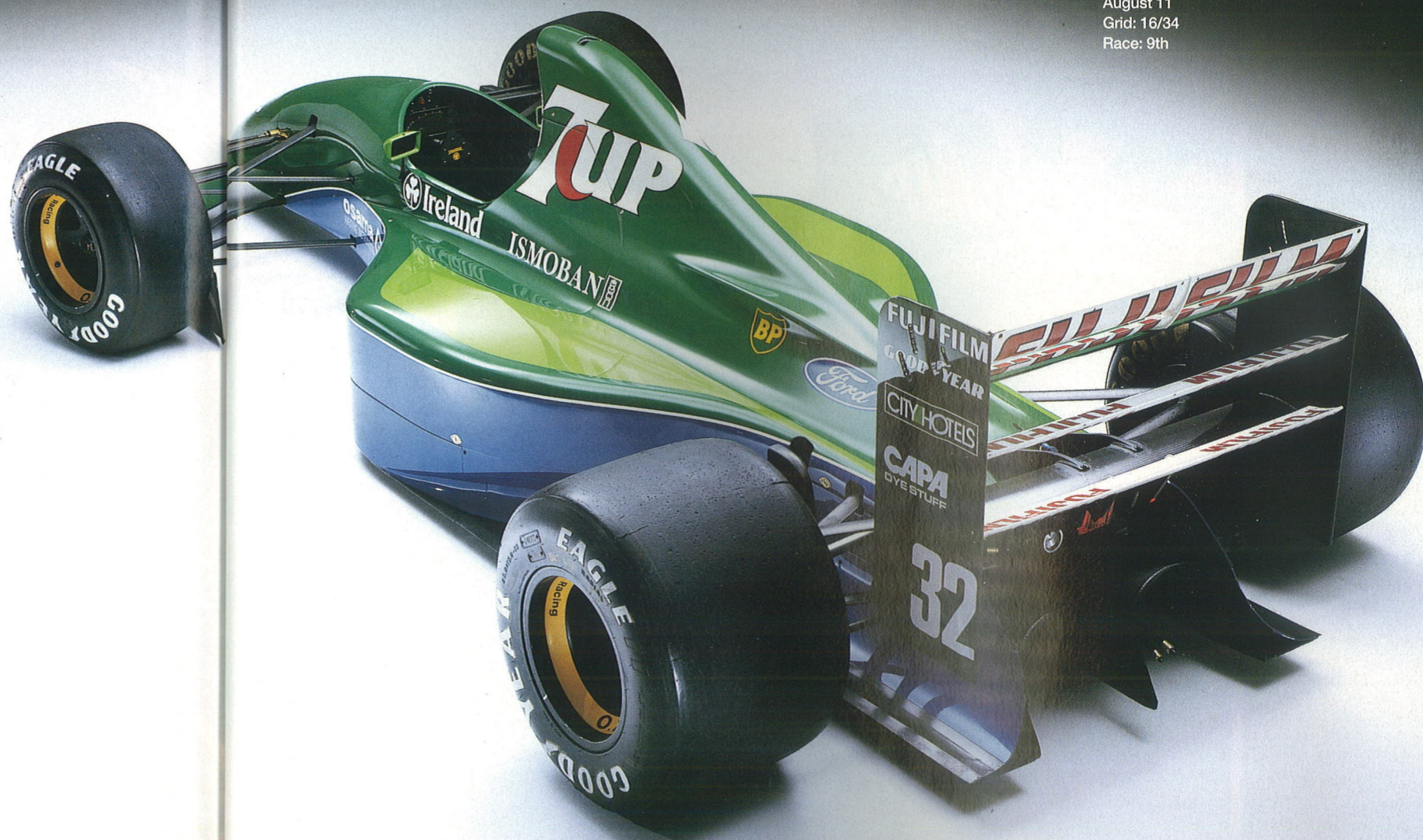
GERMANY
Hockenheim,
July 28
Grid: 11/34
Race: 6th
HUNGARY
Hungaroring,
August 11
Grid: 16/34
Race: 9th

MICHAEL SCHUMACHER
BELGIUM
Spa, August 25
Grid: 7/34
Race: DNF

ROBERTO MORENO
ITALY
Monza,
September 8
Grid: 9/34
Race: DNF

PORTUGAL
Estoril,
September 22
Grid: 16/34
Race: 10th

ALEX ZANARDI
SPAIN
Barcelona,
September 29
Grid: 20/33
Race: 9th



> Driver: Michael Schumacher

"The Jordan drive came up at the last minute – the week before the race [the Belgian GP]. My manager, Willi Weber, talked Eddie Jordan into letting me test the car. Eddie's team were short of money, so we needed a budget. Willi paid for the test out of his own pocket.

"I did about 20 laps of the Silverstone south circuit and I hoped that the team would be impressed enough to give me the drive. It seemed to work: about half way through they asked me to go easy on the engine because it was the one I'd be using in practice and qualifying!

"All the hotels near Spa were booked, so Willi and I had to share

a room at a youth hostel. It wasn't very luxurious, but at the time I would have slept under a truck if I'd had to. This was my big break.

"I hadn't driven at Spa before. My team-mate talked to me about what gears to use and I cycled around the circuit a couple of times to learn the layout. For me, the thing was to qualify, and no more. But the car had a good basic package, and that's one of the reasons I learned the circuit so quickly and qualified in seventh.

"On the first lap I made it up to fifth place before my clutch broke. That was a shame, because the car had great potential."

• Car supplied by Jordan Grand Prix

> Jordan 191 – technical specification

ENGINE
Layout: 72° V8
Cubic capacity: 3,500cc
Maximum power: 730bhp
Maximum revs: 13,800rpm
Fuel injectors: Magneti Marelli
Fuel injection system: Ford
Spark plugs: Champion

TRANSMISSION
Gearbox: Jordan transverse
Forward speeds: 6
Clutch: AP
Driveshafts: Jordan/Glaenger

Spicer
Gearbox weight: 31kg

SUPPLIERS
Fuel and oil: BP
Tyres: Goodyear

CHASSIS
Brakes: AP
Brake pads: AP/Hitco
Radiators: Behr
Battery: Jordan
Instruments: Pi Research

Tub weight: 35kg
SUSPENSION
Front suspension: monoshock, pushrod-operated,

Rear suspension: twin shock, pushrod-operated
Dampers: Williams

DIMENSIONS
Wheelbase length: 2,895mm

Front track: 1,820mm

Rear track: 1,680mm

Front wheel width: 292mm

Rear wheel width: 414mm

Fuel tank capacity: 212 litres

Total weight: 505kg (Formula weight)



(Left) When Jordan first unveiled the 191, the car's livery was still a mystery – because the sponsorship package wasn't in place. Eddie Jordan surprised his knockers by signing up new-to-F1 backers such as Fujifilm and Coca-Cola (7Up)

(Below left) Michael seized his big break tightly, qualifying the 191 in seventh – only the second time it had had such a high grid position – and giving his more established team mate, Andrea de Cesaris, a major shock

(Opposite) Undeniably the 191 was one of the prettiest designs of the '91 season, and one that Jordan's then technical director, Gary Anderson, is justly proud of

UNDER THE BRIDGE - RED HOT CHILI PEPPERS

IN MY PLACE - COLDPLAY

SHOULD I STAY OR SHOULD I GO - THE CLASH

JUST LIKE A PILL - PINK

SHINY HAPPY PEOPLE - REM

HOW YOU REMIND ME - NICKELBACK

STARMAN - DAVID BOWIE

HAVE A NICE DAY - STEREOPHONICS

BROWN EYED GIRL - VAN MORRISON

LAST NITE - THE STROKES

DON'T LOOK BACK IN ANGER - OASIS

FEEL - ROBBIE WILLIAMS

HUNTER - DIDO

I FEEL FINE - THE BEATLES

IT MUST BE LOVE - MADNESS

YOU OUGHTA KNOW - ALANIS MORISSETTE

DROPS OF JUPITER - TRAIN



RADIO

1215AM

NATIONWIDE

105.8FM

**BETTER
MUSIC
MORE OF IT**

DON'T STOP ME NOW - QUEEN

BEAUTIFUL DAY - U2

GOLDEN BROWN - THE STRANGLERS

FLOWERS IN THE WINDOW - TRAVIS

TOWN CALLED MALICE - THE JAM

COMPLICATED - AVRIL LAVIGNE

SAIL AWAY - DAVID GRAY



#1: Albert Park: to the manner 'bourne

Australia loves F1 and F1 loves Oz. There's nowhere better to start the season. Roll on first practice on March 7



Travel info

- Details of public transport for the race are at www.grandprix.com.au
- Melbourne (left) combines old and new architecture. It has over 500 hectares of parks and 14 precincts. So grab a map and get exploring!
- *F1 Racing* loves the Stokehouse Restaurant, 30 Jacka Blvd
- Take some time out and drive the Great Ocean Road
- Get really close to nature: visit www.polperro.com.au for details of how you can swim with dolphins

2002 results

Top eight finishers

- 1 Michael Schumacher**
Ferrari F2001, 1h35m36.792s, 119.931mph
- 2 Juan Pablo Montoya**
Williams-BMW FW24, +18.628s
- 3 Kimi Raikkonen**
McLaren-Mercedes MP4-17, +25.067s
- 4 Eddie Irvine**
Jaguar R3, +1 lap
- 5 Mark Webber**
Minardi-Asiatech PS02, +2 laps
- 6 Mika Salo**
Toyota TF102, +2 laps
- 7 Alex Yoong**
Minardi-Asiatech PS02, +3 laps
- 8 Pedro de la Rosa**
Jaguar R3, +5 laps

Fastest lap

Kimi Raikkonen
McLaren-Mercedes MP4-17, 1m28.541s, 133.983mph

Lap record

Michael Schumacher
Ferrari F2001, 1m28.214s, 134.473mph (2001)

Number of laps

Race distance
191.126 miles

Top eight qualifiers

- 1 Rubens Barrichello**
Ferrari F2001, 1m25.843s, 138.182mph
- 2 Michael Schumacher**
Ferrari F2001, +0.005s
- 3 Ralf Schumacher**
Williams-BMW FW24, +0.436s
- 4 David Coulthard**
McLaren-Mercedes MP4-17, +0.603s
- 5 Kimi Raikkonen**
McLaren-Mercedes MP4-17, +1.318s
- 6 Juan Pablo Montoya**
Williams-BMW FW24, +1.406s
- 7 Jarno Trulli**
Renault R202, +1.867s
- 8 Giancarlo Fisichella**
Jordan EJ12, +2.026s

When to watch ITV

Qualifying
14.00 Saturday March 8

Race

01.55 Sunday March 9
Repeat 14.30 Sunday March 9

Highlights

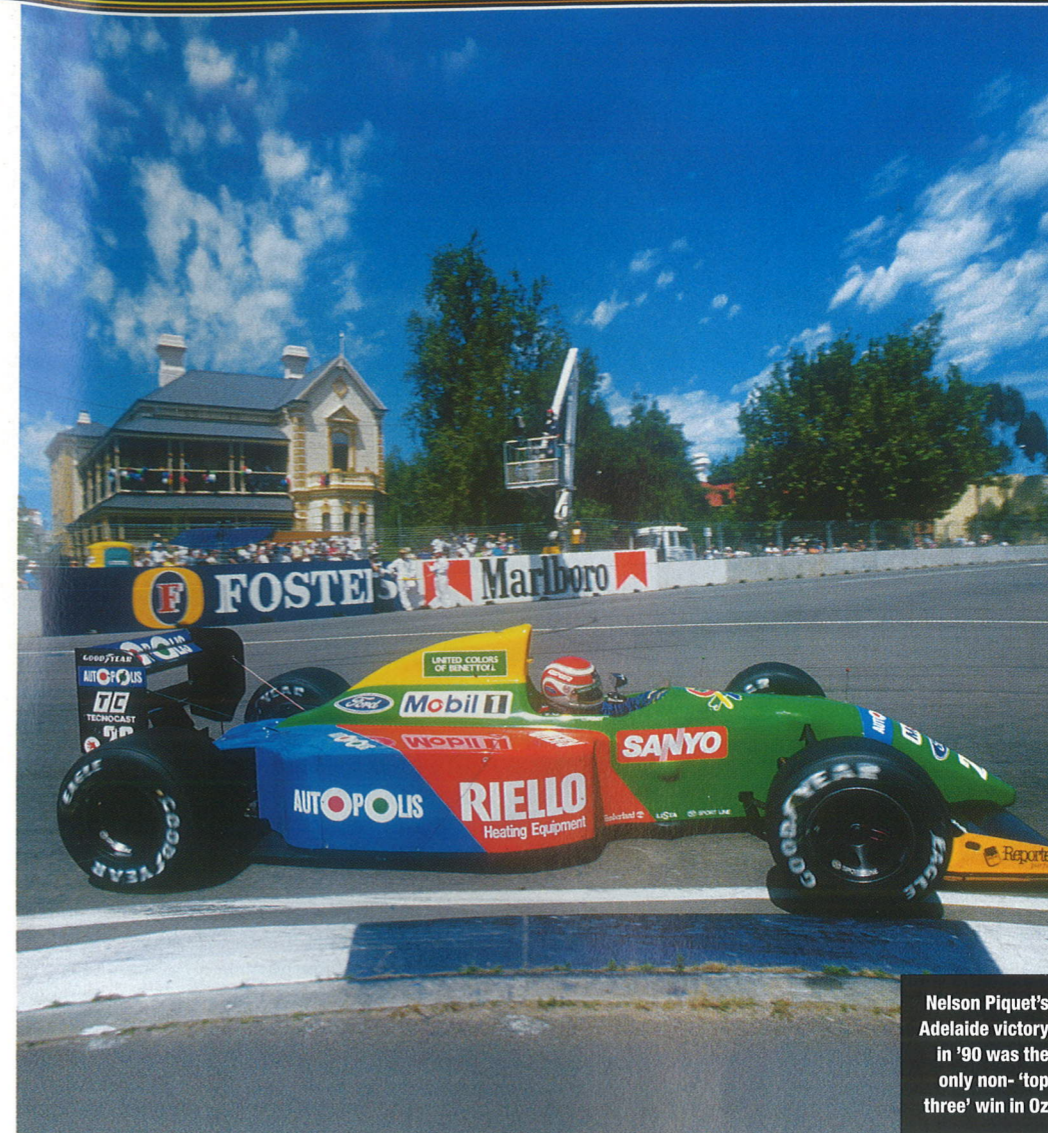
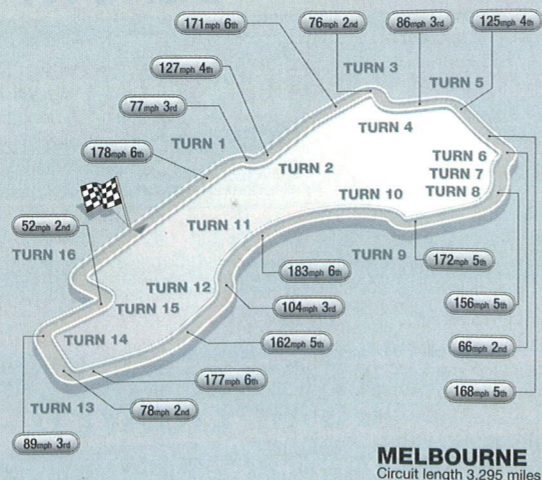
23.45 Sunday March 9
Times subject to change

Driver's eye



Mark Webber

"When I'm in the car, I try to treat the Australian Grand Prix like any other. Outside the cockpit, however, my life is fairly hectic. The Aussie media all want a slice of me, as do many of Jaguar's sponsors – and then, of course, I like to meet my friends and family, whom I see so little during the season. "Albert Park is an interesting track, too, with a couple of quick sections. "Both Jaguar and I had a good time in Oz last year. I came fifth for Minardi on my grand prix debut, and Jaguar were fourth. It would be great to repeat that, but I won't get people's hopes up. This season will be a really competitive one around the middle of the grid."



Nelson Piquet's Adelaide victory in '90 was the only non-'top three' win in Oz

MEMORY (PIT)LANE

Anything can happen...

... and it's usually quirky, to mangle a Murray Walker-ism. Especially in Australia

Australia has had a privileged position for all of its 18 grands prix since 1985. For 11 years, Adelaide provided a superb end to the season – and since '96 Melbourne has been a perfect tonic to blow away all the winter blues and get the championship off with a bang.

Since the race moved from Adelaide to Melbourne, the winner has had a reasonably good chance of taking the drivers' world championship eight months later.

Until Damon Hill triumphed in '96, Alain Prost – when he steered to victory in '86, following Nigel Mansell's agonising blow-out – and Ayrton Senna (in '91) were the only drivers to claim both the title and a win Down Under. Since then, however, only David Coulthard ('97) and Eddie

Irvine ('99) have failed to convert a Melbourne win into the ultimate prize. This doesn't necessarily mean dull races, though. Mansell's trauma aside, last year's first corner mayhem, when eight cars were eliminated, managed to top Martin Brundle's '96 roll in his Jordan 196 – but only just. That massive shunt in '02 allowed Mark Webber to claim an unlikely, yet uplifting, fifth for Minardi on his debut.

Australia has always been well known for throwing up the odd quirky result. In the very first championship Australian GP, back in '85, Philippe Streiff took his only podium in 54 attempts, after starting from 18th on the grid. Streiff's team-mate at Ligier, Jacques Laffite, was second, from 20th, with Ivan Capelli (Tyrrell 014) fourth after starting 22nd.

And hiding away in seventh was Minardi man Jos Verstappen's manager, Huub Rothengatter. It was the closest he would come to a point in his 26-race F1 career. Minardi's other driver, Justin Wilson, will be rather hoping to emulate his manager, Jonathan Palmer, who claimed a superb fourth in a Tyrrell in '87 – although he did follow it with a DNQ for the same team two years later.

Despite Ferrari's dominance in winning the past four races, McLaren still lead the way in Australia, with seven wins (to five each from Ferrari and Williams). Only Nelson Piquet in a Benetton, back in '90, has broken the domination of the top three teams, so don't expect much of a surprise on the top step of the podium...
Stewart Williams

'THE MELBOURNE WINNER HAS A REASONABLY GOOD CHANCE OF TAKING THE DRIVERS' CHAMPIONSHIP'

CRYSTAL BALLS

Webber to score a home win?

Okay, it's a bit far-fetched; but you never can tell...



Melbourne is a sporting Mecca. Be it horse racing, tennis, golf or Formula 1, the locals unconditionally embrace sport – which is why this city, the second-most populated in all Australia, is such a mega place to kick-start the season.

For a fortnight at the beginning of March, it isn't the horse Dubai Millennium, or the tennis supremo Leyton Hewitt, or even golfer Tiger Woods on Melburnians' lips, but Michael Schumacher, Juan Pablo Montoya and, of course, Mark Webber (above). The stream of pre- and post-race parties bears testimony to the festive atmosphere and, combined with the mid-20s temperatures that characterise late summer in this part of the world, it is one of the best-attended races of the year.

Giving the show some extra spice in 2003 are a host of closed-season rule changes. One-lap qualifying will be the most obvious difference, and Albert Park gives everyone their first opportunity to see (1) whether the format works and (2) which driver/team combo deals with the extra pressure most effectively.

Australia is the only race for which it is almost impossible to pick a winner from the top three teams. All pre-season testing has done is prove that lap times will drop significantly, because technical rule stability (as opposed to the sporting changes that have been made) has allowed teams other than Ferrari to push the performance envelope further.

But, while every team think they have a potential winner on their hands – even Minardi boss Paul Stoddart is expecting podiums! – you would be foolish to bet against Ferrari. They'll be racing an F2002 in Oz, and we all know how mega that is. And chief designer Rory Byrne claims to have made as big a step with F2003 as he did with F2002; if he's right, the omens are not good for the rest later in the year.

But that's the beauty of Melbourne: no-one actually *knows* what's going to happen. And it's not every day you can make such a claim in modern F1.

So, er, go for it, Mark!
Tom Clarkson

Dear Bernie,
You warned the teams: expenditure unsustainable. And now *that* Mr Mosley has put his foot down – and we've got tears from some chaps who reckon the FIA's rule-making processes aren't cricket. Which is just as well, I guess, given that Hussein's boys in (Vodafone) blue look set to press flesh with that frightful Mugabe wallah.

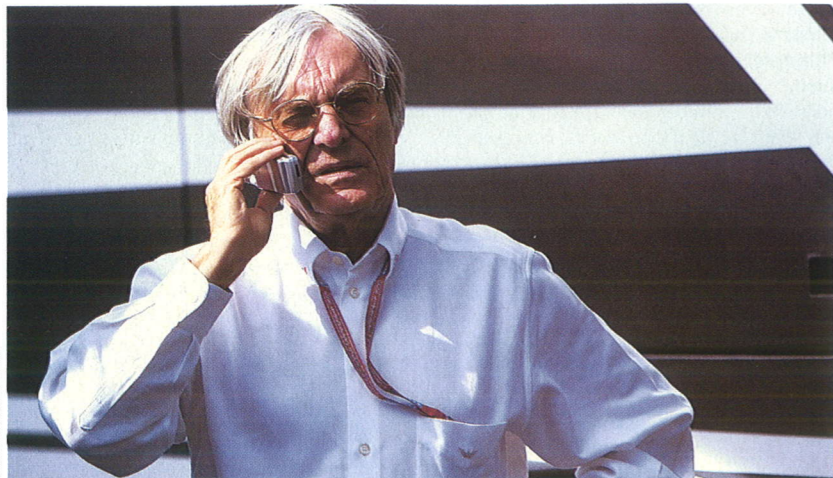
Frankly, and just between ourselves, I think the England Cricket Club could do with a bit of advice from 'our Maximilian'. Give him a weekend to plough through the rulebook and I'm damn sure he could find a dozen good reasons for not jetting off to thwack leather against willow in Salisbury and Bulawayo, or wherever, even though a simple resolution of the problem seems to be beyond the wit of Bambi Blair and his cohorts.

Max is very good at the old lateral thinking game, as I'm sure you recall from when

he was your right-hand legal eagle back in the good old days before he became poacher-turned-gamekeeper. Remember all that wonderful World Federation of Motorsport malarkey you and he dreamed up to head off the FIA back in 1981? "Have examined FIA's 'proposal' for a world championship, all very interesting, but we're off to do our own." A really neat way of facing down that Balestriere bloke who used to be FIA president. Or am I getting confused with the bloke who rallied Lancia Fulvias?

As usual (below), everyone thinks Bernie can fix their problems – but does he want to? "Sorry, Ron, no can do. Y' see, it's not really my department. Ask Max, mate..."

No matter. Either way, it was a wizard wheeze, with Max producing rabbits out of battered hats nicely to your cue, performances we all recall with much glee and which set him up nicely for his current role as chief conjurer at the FIA. The clever thing about the World Federation ruse was that it created enough of a diversion for everybody to carve up a deal with the Balestre cove under cover of smoke before creeping back across enemy lines to retake



BRYN LENNON/SPORT

'My car dealer pals in Warren Street say you've got it all taped and are about to 'buy low', as Stock Exchange parlance has it...'

their original positions, both claiming victory in stridently convincing voice.

Of course, this latest drama all really boils down to the Max-hates-Ron-hates-Max scenario. Like the rest of us, I'm sure it has crossed your mind, Bernie, that the FIA bigwig and McLaren's team principal can't really do with each other. Far from me to interpret this in a social dimension, but suffice to say their mutual relationship has patrician-elitist-versus-pipsqueak-NCO stamped through it like a stick of Brighton rock.

Without putting too fine a point on it, MM thinks RD is a johnny-(ronnie?)-come-lately who's always out of kilter with the majority opinion, while RD believes MM is a remote, upmarket pen-pusher with nothing better to do than think up daft ideas to change the face of F1 beyond credibility. Meanwhile the rest of the F1 constructors seem to sit around compliantly, chortling like Precious Pupp and revelling in their colleague's apparent discomfort.

This is all very well, of course; but, say what you might about Ron, at least he's got the balls to stand up and say this is a load of old fetlocks if he thinks that's the case. Max only has to growl at the rest of them to get them sitting up like a row of chipmunks with their arms folded over the desk, seen but not heard – and preferably neither. But then the upper classes have always been sticklers for barrack room discipline and MM's private education in Ireland, Germany and all points west (or east) clearly pays dividends when it comes to keeping the lower orders off the grass.

Talking of the grass, a journo mate of mine took a trip to the old Circuito Paul Ricard a few weeks ago and was absolutely knocked out by the way it had been upgraded under the stewardship of your good self. Even the old airport has been lengthened, presumably so that you can fly in direct from Biggin Hill without having to mix with the EasyJet riff-raff. With about 18 circuit configurations, it's an amazing test track – and I can imagine its tariff is five star-plus, structured accordingly.

I'm also bound to wonder how it goes on the commercial rights front. Have those German bankers picked over the traces of the Muppet Man's legacy to the point where they've decided how much the debris of the Kirch empire is now worth? My car dealer pals in Warren Street say you've got it all taped and are about to 'buy low', as Stock Exchange parlance has it, when the scorched detritus finally falls to earth.

You'll have to watch out for those GPWC chappies, though. Seems the car makers are out to make a killing and get in ahead of you when it comes to repurchasing the old SLEC shares. They'd better start working out how to put extra sets of long-range fog lamps on their road cars, 'cos they're gonna have to get up pretty early to outfumble 'the Bolt'. That's the way I see it, anyway (does anybody else remember Bob Monkhouse's *The Golden Shot?*).

Yours, adjusting my shades,

the SCRUTINEER



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