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- Power should always be used wisely. (page 28)

(Source: The Advanced Driver's Manual,  
Institute of Advanced Motorists, 1998)



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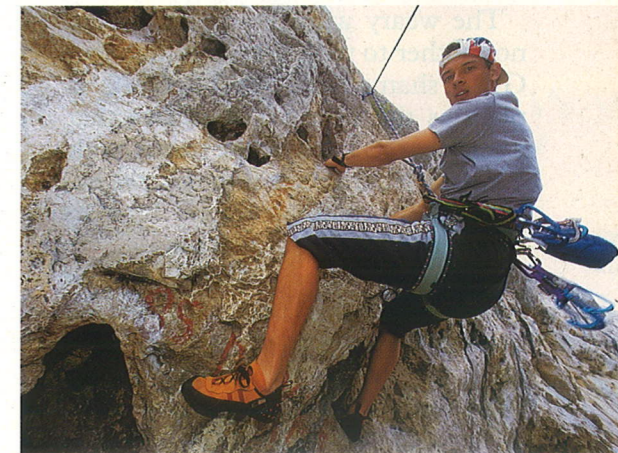
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This car had a fantastic success rate, but was found under some tyres and now lives in an Oz backwater

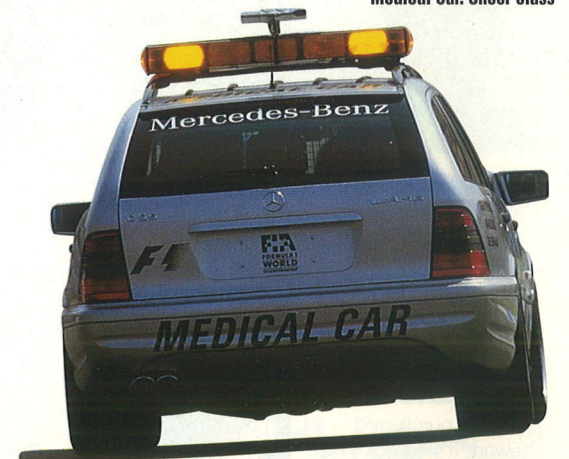


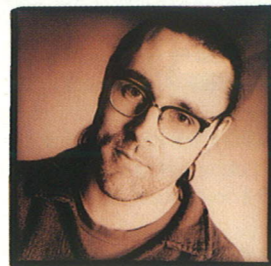
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## Hey, if you don't like it...

THE DOOM-MONGERS WERE overtaken by events in Montreal.

What is it with fair-weather fans and never-wrong columnists that makes them think they should be listened to? No, the race in Barcelona wasn't a thriller, but it shouldn't have sparked another Spanish Inquisition. And that's because anybody with a snifter of F1 knowledge could have predicted a procession race at a track the teams know intimately.

The weary whingers probably did not bother to tune into the Canadian GP. A shame that, because it was as plain as the nose on your face that a track barely used by the teams, with a low-grip surface and long straights leading into areas of heavy braking would produce a humdinger.

This is not to be complacent. The previous two paragraphs raise some questions that need answering. Also, the grumbles of the drivers should not be ignored. It's clear that F1 cars

1999-style are not as much fun to drive as those of yore. But remember, too, that any driver worth his salt wants to make each race as boring as possible – as long as he sets pole and leads from start to finish.

A return to slicks, along with some reduction in downforce, might well improve the show. But any such move is not going to provide a new winner at every race, or daring passing moves every lap. Each and every era has been dominated by a handful of drivers, and there's never been masses of overtaking at this level. It's supposed to be difficult.

So what needs to be done? A reduction in testing, especially at circuits on the calendar, has to be top of the list. Top of a short list.

Guys, you might not be having 'fun', but you're putting on a show that's enjoyed by those who know.

Keep the faith.

**Paul Fearnley**

## contributors



### Rob Wilson

Rob loves football (his dad is ITV's soccer presenter Bob), and his portfolio includes portraits of Michael Owen and David Beckham. But he's not a one-sport man. As his superb cover shot of Damon Hill proves, he shoots...

### James Allen

Three months ago, ITV's pitlane pundit pitched a feature idea about F1 and high finance (page 84). Just days ago Bernie launched his £875 million bond scheme and Ford purchased Stewart. It's called finger on the pulse!



### Clyde Berryman

He saw his first grand prix in 1970. Twenty-nine years later he sent us a 290-page book of F1 rankings! "Rating drivers from different eras is like comparing biplane pilots to those who flew jets." How did he do it? See page 92.

### Steven Tee

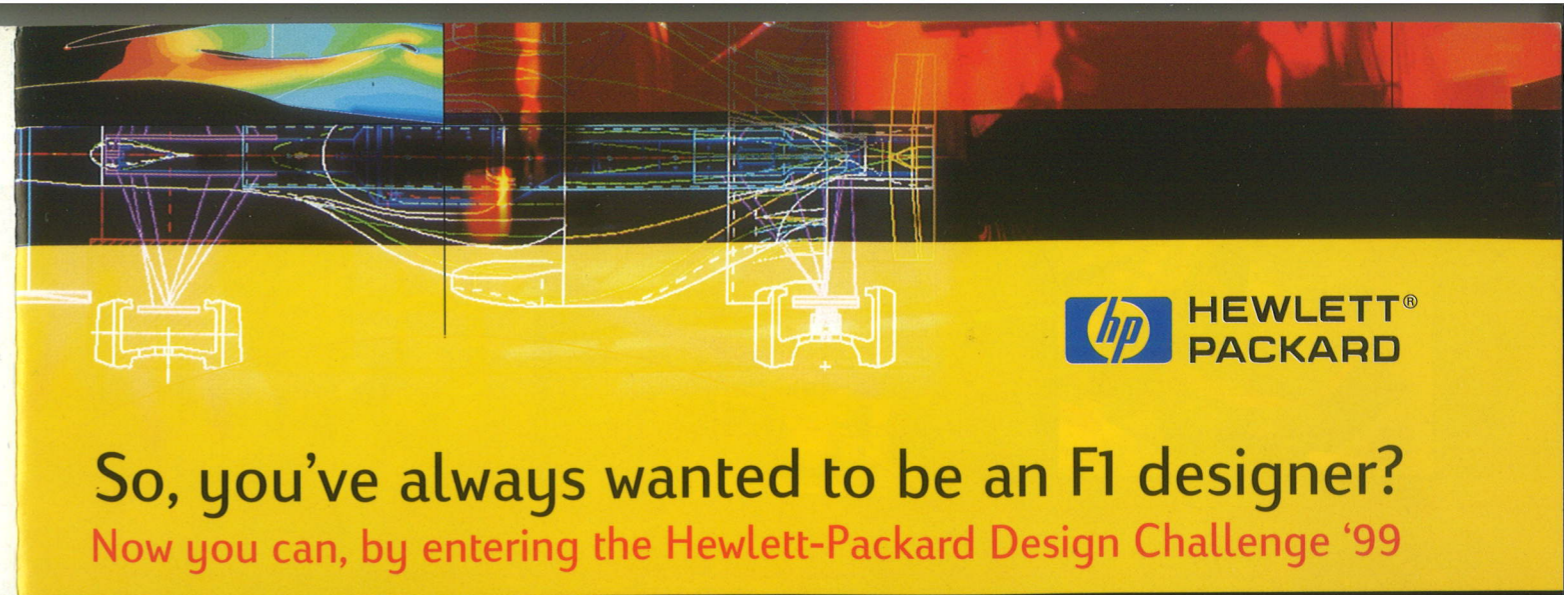
A man who suffered for his art this month. We dangled him off a cliff to take photos of daredevil Alex Wurz rock-climbing, then asked him to track down a bloke called The Punisher. Gulp! Did he survive? Turn to pages 64 and 116.



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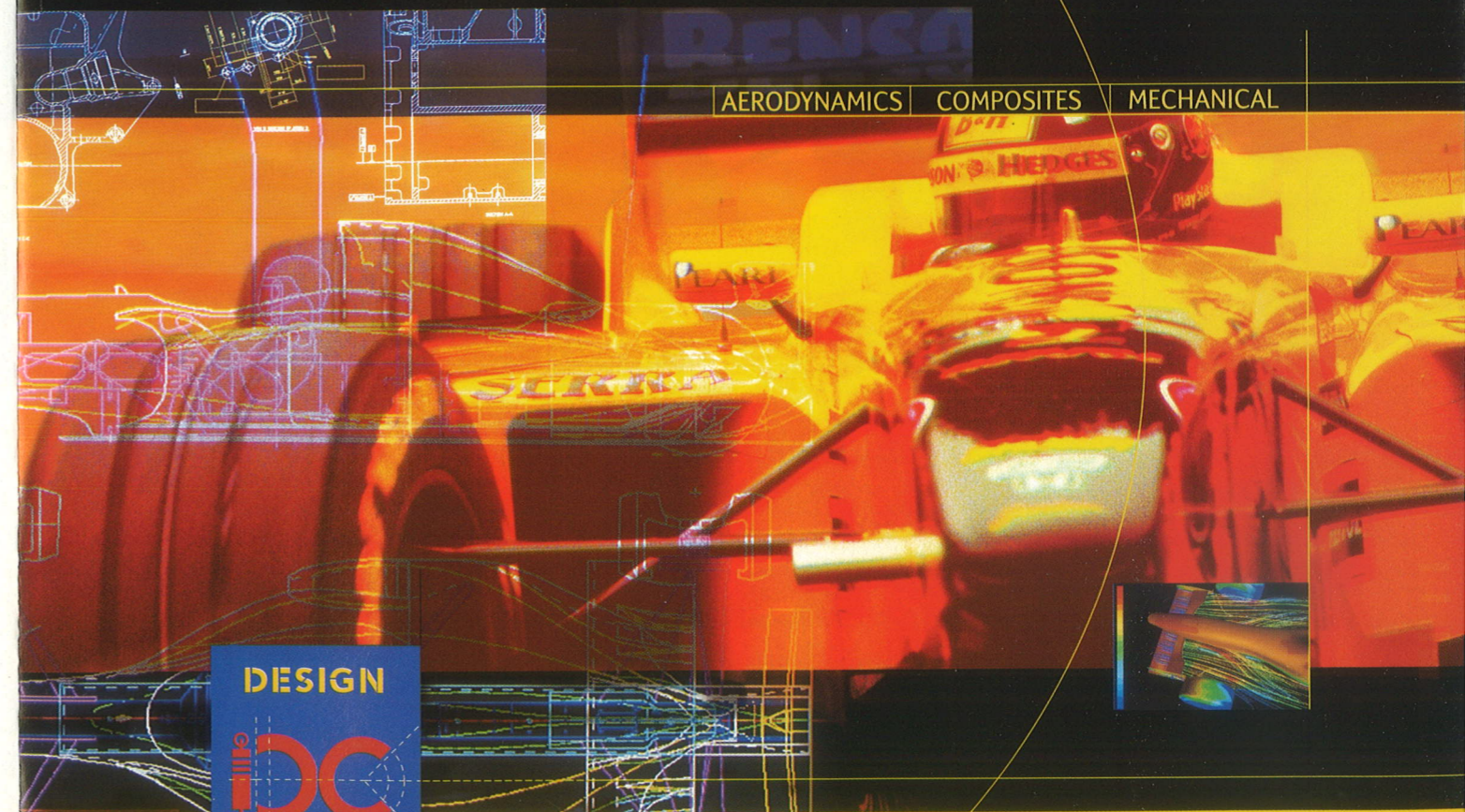
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**There's no kerbing Eddie's enthusiasm**

Ooof! It's at times like these that you realise your backside is just centimetres from the track. That the suspension travel is negligible. But Irv doesn't care. He's got the bit between his teeth. He's determined to prove Melbourne wasn't a flash in the pan. Determined to be a number one in 2000. Outta my way! Coming through!

*Photograph by Yasuhiro Okazaki, Canon EOS 1n, 500mm lens with 1.4x converter, Fuji Velvia film, 1/40th at F2.5*

**Wurz plays the blues**

Changing times indeed. Twelve months ago nothing could go wrong. Alex even managed to escape those accidents with his 'new star' tag intact. But now he is learning the hardest of F1 lessons: you are only as good as your last race. And if you don't finish well, nobody notices. All he can do now is study his lap times. And those of Giancarlo Fisichella in particular.

**Photograph by Bryn Williams, Canon EOS 1n, 600mm lens, Fuji Velvia film, 1/25 at F4**



**Waiting to make a beeline**

The T-car – a ready-to-go, multi-million-pound, high-speed substitute – is not a comfy place to sit. But it's the only place for the Jordan pitcrew to while away the minutes between stops. Sit and wait. Sit and wait. Sit and wait. Sit and wait. Then go, go, go! Not easy that.

*Photograph by Darren Heath, Canon EOS 1n, 14mm lens, Fuji Velvia film, 1/40 at F2.8*

**World-beater**

As Mika slips into view between the fluttering colours of the world's nations, he knows what he has to do. Everyone is watching him, questioning him, in Spain. He simply has to win; the press reckon a Ferrari victory on this track would mean it's all over for him. So he does what any good world champion would ... he puts the world behind him.

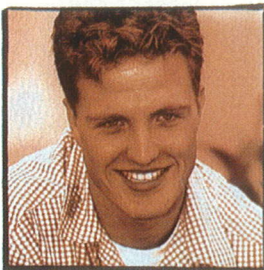
*Photograph by Paul Henri Cahier,  
Canon EOS 3, 600mm lens, 1/500  
at F8, Kodachrome 64 film*



**Give him the car, he'll get the job done**

Jarno Trulli is beginning to shine. That he has talent is undoubted, but to those outside the F1 circle his was a talent unproven. It's that age old problem, you see: a poor motor. Barcelona was different. A competitive car allowed him to show what he's truly capable of. One point for Trulli. Surely one of many. *Photograph by Darren Heath, Canon EOS 1RS, 200mm with 1.4 converter lens, Fuji Velvia film, 1/160 at F10*





## r a l f s c h u m a c h e r

Racing, testing, travelling – a frantic lifestyle. But even an F1 driver can't afford to forget his mum's birthday!

WE'RE AT THAT PART of the season where the days and the races pass so quickly that it's difficult to keep up. One minute we're testing at Monza; the next we are in a departure lounge. I keep a diary, of course. I have to. Days at home in Monaco are now so precious that I try to look at every conceivable way of maximising my time.

It's not that I don't like racing, testing or travelling. I'm very fortunate to lead the life I have. It's just that, in order to be fresh and ready for the next race, you need a certain amount of downtime, and, what with testing and other work schedules, that time is not always easy to find.

So let's have a look through my diary and see how this F1 driver filled the time between, say, Monaco and Montreal.

Monaco was a relatively short race for me, so when I woke up on the Monday morning I felt like going to the gym. If I've driven a full race distance I would usually take it easy on a Monday, but 17 May was one of those days when I still had a lot of unspent energy. My father was visiting me from Germany and so later we just spent time together, having lunch, visiting friends, etc.

Tuesday, 18 May was a promotional day, with a lengthy photo shoot for the German magazine, *Gala*. I also managed to spend a session in the gym before driving to Nice in the late afternoon and flying privately to Barcelona for the first of three days of testing. By this time I was ready to drive the car again and looking forward to the programme ahead of us.

Barcelona was a good test for us. The car was reliable and we carried out a lot of work, which left no time at all for anything else. It's always a strange atmosphere on the morning of the first day of testing after a grand prix, with everyone talking about what happened to them in the race, but very quickly you move on and think only about the programme at hand.

I tested through to the end of 21 May before working on a Saturday photo shoot for Winfield. Alex and I drove the FW21s for a variety of camera shots round the circuit, on the circuit and above the circuit. I hope you like the results when they appear on posters and billboards!

We finished at about two in the afternoon, allowing me to fly back to Nice just in time to see the sun setting over the Mediterranean. Monaco is beautiful at this time of year and I remember thinking on this day that it had never looked better.

The next three days were preparation days. I worked out for about two hours every day and afterwards spent time catching up with the rest of my life – with friends, with the newspapers and, most importantly, with my computer. I take my laptop everywhere but don't always have time to log on and fully use it.

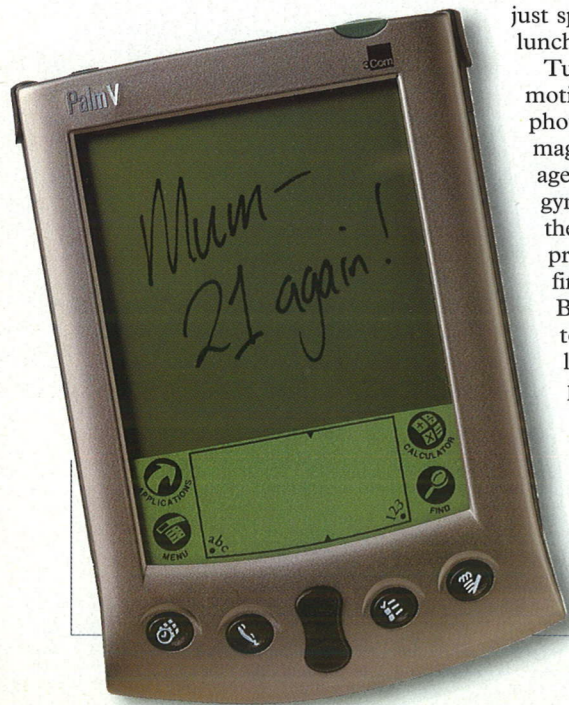
I flew to Barcelona on 27 May, departing Nice at 11am and arriving at Girona (where it is less crowded than Barcelona and within easier driving distance of the track) at about 1pm. I was obviously then in Spain for the next three days, practising and racing, before flying home on the Sunday night. My faithful BMW M5 was waiting for me at the car park at Nice airport and I drove home alone, happy with the weekend's work. Again, it was a perfect early summer's evening. I turned on the CD and settled into some soft rock.

Monday was definitely a rest day, but I was already thinking about Monza, where I was due to test later in the week. I did a serious gym session on Tuesday morning and flew to Milan later that evening, arriving at the Regione Hotel at about 9pm. We tested solidly over the next three days.

On Friday night I flew to Köln/Bonn to visit my family and celebrate my mother's birthday the following day. As usual, my dogs went through their 'going crazy' ritual and, as usual, it was nice, after all the travelling, to be back home in the town where I grew up.

I was back in Nice by Sunday afternoon and on Monday, after a morning work-out, flew to Montreal via Paris. I was in the Vogue hotel that evening and on Tuesday adjusting to the time change with a long work-out at the gym. Then, on Wednesday, I met my brother and we flew to the coast to watch the whales. We were remote from the civilised world and close to nature – a perfect way to start a grand prix weekend. ①

**'As usual, it was nice, after all the travelling, to be back home in the town where I grew up'**



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## eddie jordan

Eddie's 'new charge' is blossoming. Why? Well, that would be telling; let's just say Frentzen is a bit of a joker

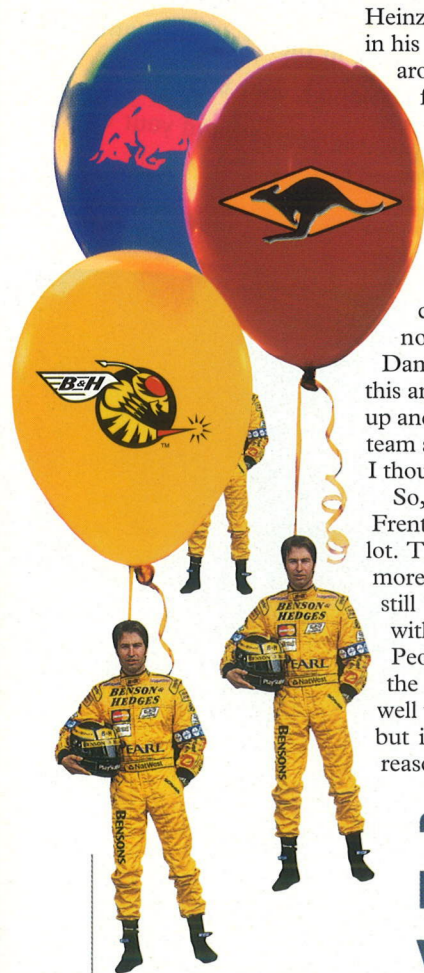
THE BUSINESS OF HUMAN RELATIONS IS A FUNNY THING. Well, perhaps funny is not the right word to use when the going gets rough but, certainly, working relationships are very interesting and sometimes intriguing – especially when linked to motor racing. In simple terms, they can be either very destructive or extremely helpful.

I only mention this because the subject has come up quite often recently in connection with Heinz-Harald Frentzen. A new door has opened in his life and he's simply walked in, taken a look around and decided he likes what he sees. The first sign of that came when we launched this year's Jordan-Mugen Honda in February.

I won't bore you with all the historic stuff about how we had worked together several years ago when he drove our F3000 cars, but let's just say I know Heinz-Harald pretty well. I could see there was a change in him when we held a press conference and the majority of questions, not surprisingly, were being directed at Damon Hill. Heinz had clearly had enough of this and I liked the way he suddenly put his hand up and joked about there being two drivers in this team and he'd be happy to answer any questions. I thought that was a huge step forward.

So, what else is different about Heinz-Harald Frentzen these days? To tell you the truth, not a lot. The one thing I will say is that he is a much more professional person. But, otherwise, he is still the same driver who liked to get involved with his engineers and the team management. People keep talking about the ambience inside the Jordan team and the way everyone works well together. That does have an influence, true, but it would be inaccurate to say it is the sole reason for Frentzen backing up my pre-season

**'As far as my relationships with drivers, I simply try to create a good ambience while being scrupulously fair to both'**



claim that he would be the dark horse this year. Even though English is not Heinz-Harald's first language, he has a particularly good knowledge of it, so much so that he is able to make jokes laced with a very dry sense of humour. Quite often, it catches you by surprise. You pause for a moment and think: 'Did he really say what I think he said?' It turns out that he did, and you're doubled up with laughter. He is a very funny guy.

What I'm trying to say is that it's not just the team which is giving him the comfort zone which he so clearly enjoys; much of it is produced by Heinz-Harald himself. He has a particularly good rapport with the technicians, including his engineer, Sam Michael, and the people from Honda.

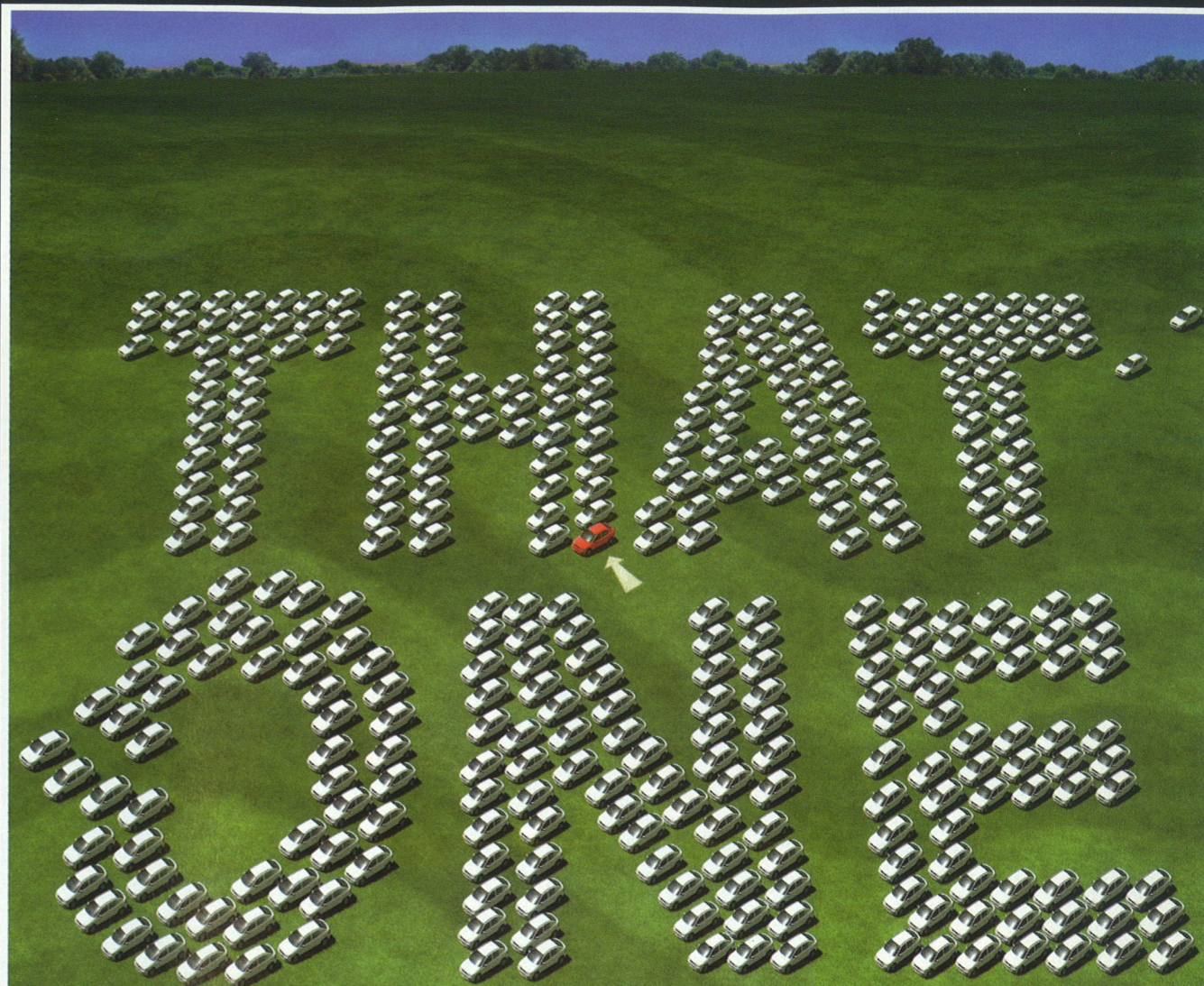
This was borne out when we were in Monaco and he threw a rock-'n'-roll party. Heinz invited everyone from the team, including Hirotoishi Honda, the boss of our Mugen engines, and his wife. Mr Honda joined in the mood by getting up and singing a song! It was quite an evening but, with the greatest of respect to Mr Honda's little ditty, I think most of the team will remember the professional singer, an unbelievably voluptuous black girl who danced on top of the tables. She was adequately dressed. Just about.

Sorry, I'm getting carried away here. The point is that any team, in my view, should have a good working relationship. Hill and Frentzen understand each other and get on very well. Of course, they're competitors on the track, but I'd like to think there's less chance of a collision between two experienced people who respect each other in the way that Damon and H-H do.

As far as my relationship with the drivers goes, I simply try to create a good ambience while being scrupulously fair to both. I found that was not always the case when I raced in Formula 3 and there would be three or four drivers in the team. Quite often the team manager would openly favour the driver who was the quickest. Since I rarely fell into that category, I can speak from hard experience about the effect such favouritism can have on other drivers! And as a result, I am very conscious that should never happen in our team. It's one of the reasons why we insist on equal status for each driver.

The harmony throughout the team has been helped greatly by the calibre of engineering and technical staff which our joint managing director, Trevor Foster, has put in place. Somehow, though, I'm probably not answering your question about just what it is we do to a driver to get the most out of him.

The fact is, I'm not going to tell you! All I'll say is that a happy driver is a quick driver, and a fast driver is even quicker when he's happy. Stating the obvious? Absolutely, but at Jordan we try not to overlook the importance of human relations.



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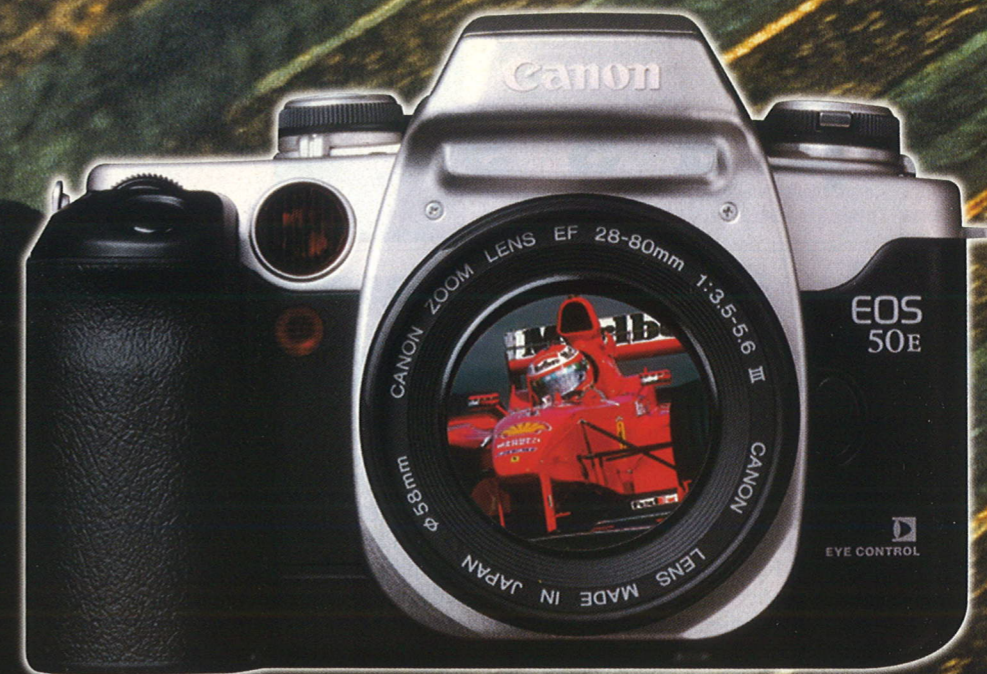


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1. THE COMPETITION IS OPEN TO AMATEUR PHOTOGRAPHERS ONLY. 2. To enter you must be aged 18 or over. Please mark your date of birth on your entry. The winner, and their guest, of the Monaco Grand Prix 2000 prize, must be over the age of 18. 3. UPON SENDING THE PHOTOGRAPHS TO F1 RACING MAGAZINE, ALL CONTESTANTS ARE DEEMED TO HAVE AGREED FOR THE COPYRIGHT INTEREST IN THE PHOTOGRAPHS TO BE TRANSFERRED TO F1 RACING MAGAZINE, AND THE WINNING PHOTOGRAPH MAY BE USED IN ANY MANNER WORLDWIDE WITHOUT PAYMENT OF ANY AMOUNT TO THE WINNER (ROYALTIES). 4. No entries will be accepted from employees or their families of this publication or any other companies associated with the competition. 5. After the competition we will not retain or make use of your name, address or date of birth for any purposes. 6. The Panel's decision is final, and no correspondence will be entered into. No alternative prize will be given, and the closing date for entries will be Thursday 30 September 1999. 7. The winners will be notified as soon as possible after the closing date. 8. No responsibility will be accepted for entries lost, damaged or delayed in transit. 9. By entering the competition, competitors will be deemed to have accepted and agreed to be bound by these competition rules and all entry instructions given are deemed to form part of the rules of the competition. 10. Prize details correct at time of going to press.

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You can have any colour as long as it's white

THE BIG GUN ESCORTS STEWART GP INTO THE NEW MILLENNIUM

# Ford's Stewart takeover

STEWART GRAND PRIX have been bought by the Ford Motor Company, the world's second-largest car manufacturer, for a rumoured £75 million.

Ford have had a major presence in the Stewart team since their inception in '97 – they financed a large chunk of

the project – but this deal means the Blue Oval own a GP team for the first time in 32 years of Formula 1 involvement.

Ford claim nothing will change in the team – Jackie Stewart will remain as chairman and his son Paul as chief executive – but from now on decisions will be made at FoMoCo's Dearborn headquarters.

The deal marks the final step in Ford's bid to get back to the top in Formula 1.

"Ford Motor Company have a long and very successful record in motor racing," said their president, Jac Nasser. "Our latest move will allow us

to take our performance to the next level."

Although Rubens Barrichello finished third in Imola and the SF-3 is an improvement over its predecessors, it still falls far short of what Ford expects in the future.

"We are not just in F1 to compete, we are in it to win," said Ford's chief technical officer Neil Ressler. "By buying our own team, and applying Ford's comprehensive resources to it, I believe the Stewart-Ford Grand Prix team will become increasingly successful."

The buy-out follows Ford's recent acquisition of their long-time engine partner Cosworth.

Now the entire package has been brought in-house, it could only be a matter of time before the Jaguar name takes an F1 bow. Watch this space.

## Champions who used Ford grunt

**1968 Graham Hill** Lotus  
His second title. A difficult year that saw the death of team-mate Jim Clark

**1969 Jackie Stewart** Matra  
Only French car to take the title. Six wins to JYS

**1970 Jochen Rindt** Lotus  
F1's only posthumous champion. Won five times before his death

**1971 Jackie Stewart** Tyrrell  
Jackie's second title for Uncle Ken. The Tyrrell make's first. Seven wins

**1972 Emerson Fittipaldi** Lotus  
F1's youngest ever world champion. Five wins in the John Player Special

**1973 Jackie Stewart** Tyrrell  
His third and last title was marred by the death of his team-mate François Cevert

**1974 Emerson Fittipaldi** McLaren  
First title for a Marlboro-backed McLaren. A stealthy bid, this one

**1976 James Hunt** McLaren  
A thrilling bid, this one. His title battle with Lauda was truly memorable

**1978 Mario Andretti** Lotus  
America's second world champion. Lotus 79 began ground effects era



**1980 Alan Jones** Williams  
A no-nonsense Aussie who prevailed with a no-nonsense team and car

**1981 Nelson Piquet** Brabham  
On the verge of collapse, but took the fifth place he needed at the last race

**1982 Keke Rosberg** Williams  
Last of 12 titles for DFV derivatives. He scored just one win in a crazy old year

**1994 M Schumacher** Benetton  
Neat V8 packaging beat the V10s, but Ford PR machine kept schtummm

Montreal was Ford's 473rd GP. They've had 174 wins and 138 pole positions

JYS with Ford's bigwigs Neil Ressler, Rob Rewey and Richard Parry-Jones – three of a four-man steering group



## Could there be copycat sales?

THE FORD DEAL has prompted much speculation as to who's buying and who's selling. Norbert Haug (above right), head of Mercedes-Benz motorsport, refused to comment on whether the Stuttgart firm would buy McLaren lock, stock and barrel; BMW's much-vaunted return to F1 with Williams

has also sparked rumours of a possible buy-out deal, although their sporting head, Gerhard Berger (below left), also kept quiet counsel.

It was stated after Ford's announcement that their rivals General Motors, the world biggest car maker are currently running a surplus of \$48 billion dollars. A future F1 entrant? Anything's possible. Ask JYS.



## Hill talks of retirement

DAMON HILL'S long-term future with Jordan could be in doubt following his lacklustre performance at the Canadian GP.

He said on the eve of the race: "I have pretty much achieved everything I set out to achieve in motor racing, and if I do not find myself in a competitive situation for 2000, I will consider retiring from Formula 1."

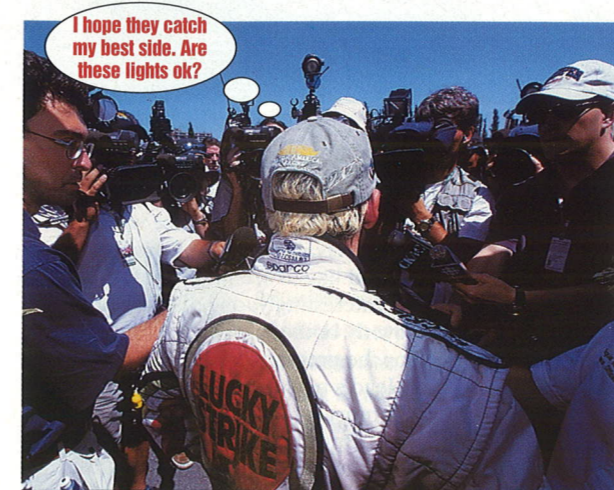
Jordan would appear to be his only option at this stage – although silly season is not yet in full swing – and Hill's

Montreal crash did not endear him to EJ.

"I have no comment to make on his race," said Eddie tersely. Hill left the circuit straight after the smash saying, "I made a mistake. I wish I could blame the wall but I can't."

Earlier this season, after receiving criticism for his crash at the Australian GP, Hill reportedly warned EJ that they could expect some grief this season from the press. Surely not this much.

DAMON HILL FEATURE, P44 >



I hope they catch my best side. Are these lights ok?

## Will JV's action be cut?

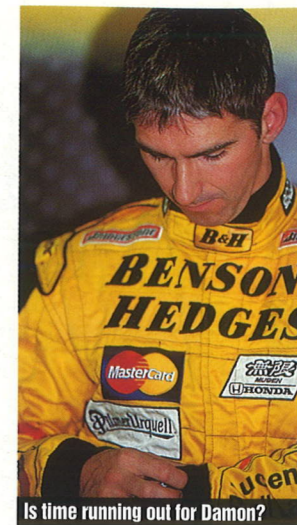
IS JACQUES VILLENEUVE to play himself in Sly Stallone's F1 movie? The Canadian flew to Montreal via Los Angeles, where he spent 24 hours with the creator of *Rocky*.

JV wouldn't comment on his reason for being there, but he is being linked to a part in the film. He could be thwarted, however. Mr E is not too keen on the sex and violence in the script, apparently.

When he got to Montreal, Villeneuve received the 'L'Ordre Nationale du Quebec' – the province's equivalent of an MBE. He wore a suit for the occasion – but no tie. At least he made the effort.



**BLUNDELL FOR BRUNDLE** Mark Blundell subbed for Le Mans racer Martin Brundle in the Canada commentary box. It was his second race with 'The Voice'. "I enjoyed it," he said. "Murray's such a pro he makes it easy for you. I still have a couple of years left as a driver, but commentary is something I would like to pursue in the future."



Is time running out for Damon?

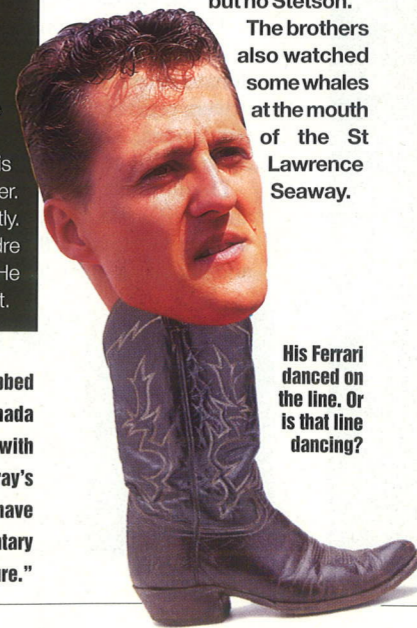
## Schumacher goes way out west – yeeha!

**ACTION MEN** Michael and Ralf Schumacher lived life to the full in Canada.

Prior to the Montreal race, they stopped off in Utah for a spot of mountain trekking and training exercises high in the hills.

Michael was so taken by the experience that he appeared in the paddock wearing cowboy boots ... but no Stetson.

The brothers also watched some whales at the mouth of the St Lawrence Seaway.



His Ferrari danced on the line. Or is that line dancing?

## fact

The latest paddock gossip

### Benetton to lose Wurz in 2000?

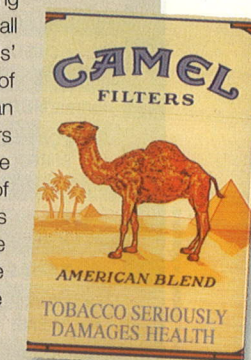
Alex Wurz could be on his way out of Benetton next year. Peter Cramer, Wurz's manager, was seen deep in conversation with Ford's Martin Whitaker and BAR boss Craig Pollock at Montreal. The lanky Austrian driver has an option with Benetton for 2000, which the team have yet to take up.



### Camel to ride on the back of F1

The Camel brand could return to F1

next year following the purchase of all of RJ Reynolds' brands outside of the US by Japan Tobacco, owners of Mild Seven, the title sponsors of Benetton. Sales of Camel have dropped since they left F1 at the end of '93 when, co-incidentally, they were backing Benetton. There could be moves afoot by their new owners to promote the brand via Formula 1, like Rothmans have done by putting Winfield on the Williams cars.



Camel got the hump with F1, but may return

### Zanardi's F1 dream might end early

Alex Zanardi's relationship with Williams might be concluded before the year is out. Williams have never cut a driver's contract



mid-season, but they are thought to have given the two-time CART champion the green light to leave before the end of '99 should he feel his current plight is too damaging to his reputation. And the possible replacements? Well, try Jörg Müller, Juan-Pablo Montoya, for starters.

STEVEN TEE/LAT; CHARLES COATES/LAT; MALCOLM GRIFFITHS/LAT

## F1 rankings

Welcome to the *F1* Racing Rankings – our monthly update on who and what is doing the business in your favourite sport. Read. Enjoy.

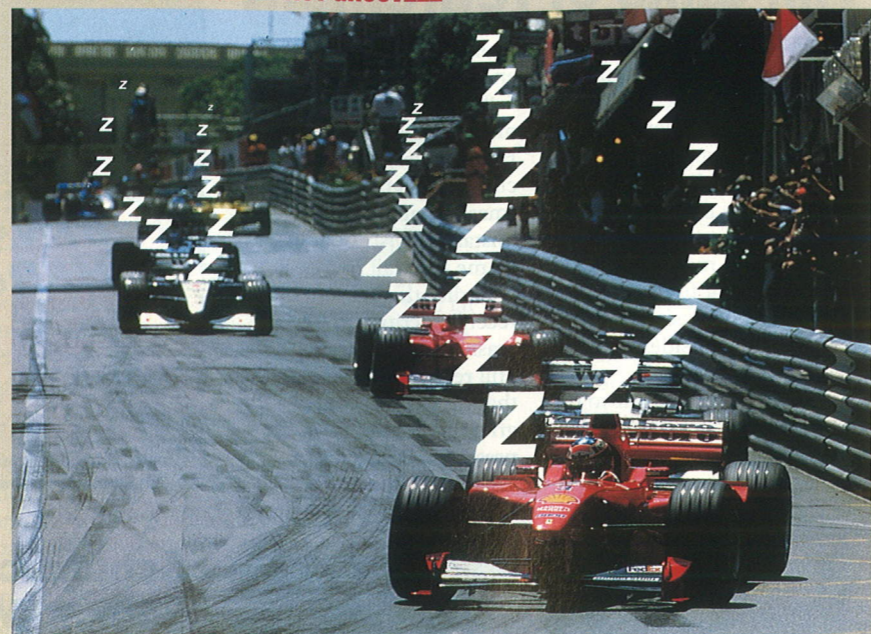
RANKING	DRIVER	RATING
1	Mika HAKKINEN	182.5
2	Michael SCHUMACHER	157.4
3	Eddie IRVINE	150.6
4	Rubens BARRICHELLO	148.8
5	Giancarlo FISICHELLA	147.4
6	Heinz-Harald FRENTZEN	144.3
7	Ralf SCHUMACHER	140.9
8	David COULTHARD	140.2
9	Jacques VILLENEUVE	129.6
10	Jarno TRULLI	129.5
11	Jean ALESI	128.9
12	Stéphane SARRAZIN	124.2*
13	Pedro DINIZ	115.9
14	Pedro DE LA ROSA	114.2
15	Johnny HERBERT	113.5
16	Damon HILL	113.4
17	Alex WURZ	112.1
18	Olivier PANIS	112.0
19	Toranosuke TAKAGI	111.7
20	Mika SALO	111.6*
21	Alex ZANARDI	108.4
22	Luca BADOER	107.4
23	Marc GENE	107.0
24	Ricardo ZONTA	102.4*

\* Provisional – 25% of scheduled races must be completed

RANKING	CAR	RATING
1	FERRARI	85.4
2	McLAREN-MERCEDES	83.0
3	JORDAN-MUGEN HONDA	52.4
4	STEWART-FORD	48.7
5	BENETTON-SUPERTEC	43.9
6	WILLIAMS-SUPERTEC	41.8
7	PROST-PEUGEOT	33.7
8	SAUBER-PETRONAS	31.1
9	BAR-SUPERTEC	29.6
10	ARROWS	18.3
11	MINARDI-FORD	11.8

These rankings were calculated after the Canadian GP. The *F1* Racing Driver Rankings are based on a driver's race and qualifying performances. They take into account the competitiveness of his car and the extent which mechanical failures impact on his results. The Car Rankings are based on race and qualifying performances. You can add Driver and Car Rankings for an Overall Rating. The rankings gather increasing accuracy as the year progresses.

### BERNIE WANTS SLICKZZZ NOT GROOVZZZ



## Take it from the Max

BERNIE ECCLESTONE AND Max Mosley are definitely not in a groovy kinda love.

Mr E has sided with the drivers and team owners and against his long-time ally by calling for a return to slick tyres: "We must go back to wide slicks to get more grip and [help] overtaking," he said.

This is a blow for Mosley who has relied on Bernie's support in the past.

Their disagreement is the upshot of months of arguing and heated debate between Mosley and the drivers regarding the current regulations. The recent line-astern Spanish GP added fuel to the fire.

Damon Hill, Jacques Villeneuve and Patrick Head are a few of those who have criticised the regulations and Mosley's plans for F1. Head told

*F1* Racing: "I don't agree with these relatively narrow, restrictive rear tyres ... I'd like to see [a return to] slicks."

Interestingly, one of those not overly bothered about grooved tyres or the present aerodynamic set-up is Head's new charge, Ralf Schumacher: "I must say that Goodyear last year and Bridgestone this year have done a very good job to compensate [for the loss of slicks] and I personally feel sometimes more happy with the grooved tyres than I did in 1997 with slick tyres."

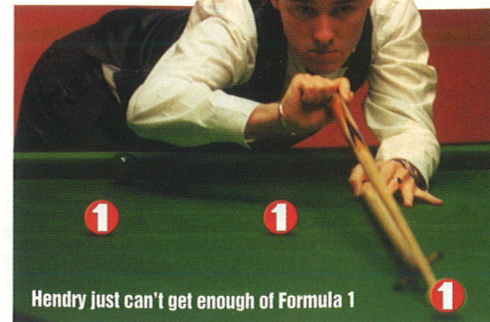
Mosley remains adamant that a reduction in tyre grip is the way to go, and played down suggestions that F1 is boring. The action-packed race in Canada added weight to his case, but with Ecclestone now off the bench, a return to slicks may not be far away.



Drivers not qualified

### Mika: let designers decide

"I am sure something could be done about it [overtaking], but it is difficult for me to talk about it because I am not a designer or an engineer. The people who should answer that question are designers, like Neil Oatley or Adrian Newey at McLaren. They are professionals. They understand what should be done to a grand prix car to make it go faster, slower or drive easier. Drivers can say a lot of things and have a lot of ideas, but at the end of the day, we don't know what is the right thing to do."



Hendry just can't get enough of Formula 1

## Snooker's golden pot

FOLLOWING A LEAKED Department of Health memo, it's been reported that snooker is to receive a tobacco reprieve until 2006, just like Formula 1.

David Hendon, the World Professional Billiards and Snooker Association's press officer stated: "We're still waiting for confirmation of this. The reports are based on quotes made by Jim McKenzie in December 1997, when he was head of our association – just before we parted company with him."

But the tobacco issue won't go away. It has been confirmed this month that BAT, the second-largest cigarette company and BAR's sponsor, have completed a £5 billion acquisition of Rothmans, who sponsor Williams via the Winfield brand. Interesting.



**JYS HITS THE BIG 6-0** Jackie Stewart had something else to celebrate at the Canadian GP beside the news that Ford have bought his eponymous team. Saturday marked his 60th birthday. He was given a rocking chair (and £75 million) by his Ford bosses (the cheeky jesters). It's 60 years young as far as JYS is concerned, and he's still in the thick of all things Formula 1. So how about a Sir Jackie?

Read all about it! Van Miert is a very capable, misunderstood, bloke, actually

## It's Christmas, Karel

BERNIE ECCLESTONE'S Eurobond deal has finally got off the ground.

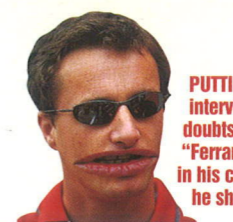
The scheme is expected to raise £875 million, and may pave the way for F1 to be floated on the Stock Market.

The bonds have been bought by several European investment banks, who will be able to cash in on the TV rights F1 commands when the sport is floated.

Bernie's bonds have been plagued by problems, not least an EU investigation

into the deal by competitions commissioner Karel van Miert. So guess who's on the front cover of *EuroBusiness* (right), the magazine owned by Bernie? Yup, it's Karel van Miert.

According to the story, van Miert is Europe's most powerful man. Second most, surely?



**PUTTING YOUR MONEY...** Eddie Irvine's been sounding off again. In a recent interview, he stated he was better than Coulthard: "I have never had any doubts about that. His ratings are going down race after race." DC's retort? "Ferrari and Eddie have been doing a great job, but I wouldn't get involved in his cheap tactics to drum up interest. If he's looking for a job at McLaren he should send his CV to our human resources centre." Well played, DC.

## on the inside

### Getting it right when it matters

Two cars are waiting at the exit of the pitlane. One is red and the other silver. It's race morning warm-up in Montreal, and the two stars of the show, Schumacher and Hakkinen, are to be the first out. They were separated by just 0.029 seconds in qualifying the day before, to line up first and second on the grid. And that's how they line up now on this informal grid.

Michael stops, leaving his car on tick-over, waiting for the green light. Mika also, two yards behind. With just hours to go before the race's real start, this is a moment of note. Folk the length of the pitlane glance left to watch these two great adversaries follow each other out onto the track. Michael glances left at me, then in his mirrors, at the familiar helmet of Hakkinen. The middle finger on his right hand tugs back on the gear paddle behind that £20,000 Momo steering wheel. There is a noticeable jolt as first gear goes in, his head hitting the Ferrari's black headrest.

The revs rise – he's going to practise a start – and he lets out the hand clutch with his left hand. The Ferrari leaps forward with absolutely no wheelspin until it has gone five yards, at which point Michael's right foot delicately feeds in some more Italian horses. The rear tyres briefly squeal for mercy, then he's gone. Perfection.

Mika's turn now. Middle finger again. But this time there is no jolt. The precision of the McLaren, you see. Again the revs rise. The world champion dumps the clutch, his MP4-14 disappearing in a cloud of rubber smoke.

Sloppy work, Mika. No prizes for guessing who got to the first corner first four hours later. Practice makes perfect – just ask Schuey.

Make that nearly perfect. Folk the length of the pitlane glanced right to see Schuey slap it into the wall. Mika wasn't two yards behind this time, but he was close enough to pressure his rival into a mistake.

Always mind games.



by TOM CLARKSON

THE LAD'S BACK IN DEMAND

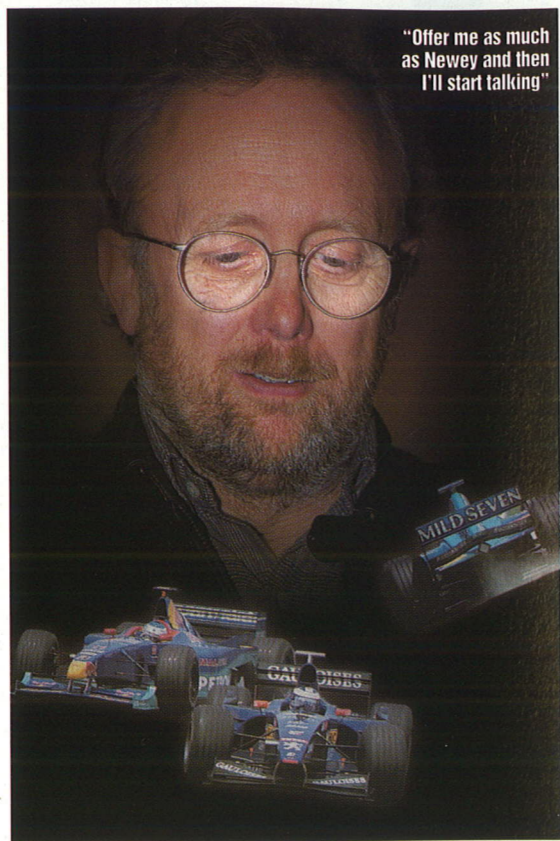
# Jenkins' triangle of love

ALAN JENKINS, Stewart Grand Prix's former technical boss who mysteriously quit, is back in demand by three F1 teams.

Jenkins can now add a Benetton job offer to his in-tray alongside those from Prost, and Sauber who are thought to have broached the subject with him first. Boss Peter Sauber has admitted he and Jenkins have met: "I am not happy with Leo [Ress, technical director] because we always want a faster car," he said. "It is true that Alan Jenkins was in Hinwil, but we were just getting in contact with one another. I think he was impressed by our facilities. But I don't think Leo and Alan could work together – the technical responsibility of a team can only fall with one man."

Prost have struggled to find a balance with the AP02, while Benetton's B199 has been struggling with a lack of grip, so both are considering Jenkins.

Whatever his decision, it is ironic that the car he designed at Stewart is so far proving to be the toast of the season.



"Offer me as much as Newey and then I'll start talking"



## Heavy metal

TAG McLAREN'S inexorable drive to achieve world domination continues. The group are in the process of building their new audio manufacturing facility – the largest in Europe.

Huntingdon's Beaufort Park, due for completion next month, includes 55,000 sq.ft. of workspace, an R&D facility, two hi-fi listening rooms, one home cinema and an 'anechoic chamber' for speaker design.

Rumours of DC visiting the site in his portable disco to entertain the builders are thought to be unfounded.



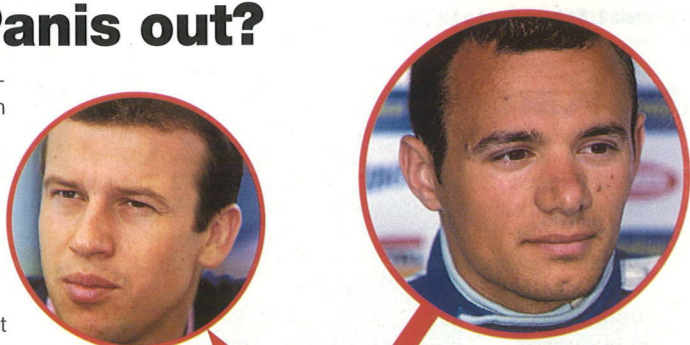
STEVEN TEE/LAT. GAVIN LAWRENCE/LAT. DARREN HEATH, DPPI. ILLUSTRATION: JOHN BRADLEY

## Sarrazin, Panis out?

PROST TEST DRIVER Stephane Sarrazin is being tipped to take over from Olivier Panis in 2000.

Sarrazin, who raced (and crashed spectacularly) for Minardi in Brazil earlier this year, looks set to replace Panis who has so far failed to deliver the goods since his rather fortuitous Monaco Grand Prix win in 1996. It's also rumoured that Panis has fallen out with Alain Prost after he criticised his driver's lacklustre performances. Panis is reported to have had talks with Arrows regarding a drive for 2000.

Sarrazin was quicker than both Panis and Jarno Trulli at a recent test and, although Trulli has been connected with a possible Ferrari drive, it's clear that Prost wants to keep him.



The in and out club: Panis (left) may be leaving to make room for Sarrazin (above)



## Zandvoort's GP return?

F1 RACING COULD return to Zandvoort, Holland, in the millennium. The track has just been upgraded and received FIA approval for F3000 races to be staged – so it's now just one step away from F1.

Mosley, who visited the track said: "It is encouraging to see that there are circuit owners whose passion and hard work have managed to preserve historic racing facilities." Despite his approval, it is still unclear if F1 will return to Zandvoort – the locals are against it and corner run-off areas are insufficient.

## Michael McDonald

HOT ADVERTISING SPACE on Michael Schumacher's baseball cap is up for grabs.

His current sponsor is Dekra, the German MOT firm, but apparently Schuey is now too expensive to advertise with. Willi Weber, his manager, said of the arrangement:

"We had a deal with Dekra which lasted for five years and it's due to finish at the end of this year. We will stay associated with them, but it is too expensive for them to stay on the head. I have already done a new deal for next year, but I can't tell you who it will be."

McDonalds are rumoured to want their golden arches on Schuey's head. Filet 'o' Fish and the McChicken Korma Naan are said to be Schuey's favourite fast food. Mmm...



FOSTER'S HAVE BEEN gearing up for the British GP with these special edition beer cans. State-of-the-art technology was used in developing the three-dimensional checkered flag that adorns the cans, one million of which are on sale in Sainsbury's and Alldays from the end of June. Bottoms up!



IT'S SNOW JOKE We stumbled across this picture of Mika Hakkinen being presented with a sleigh by a rather lovely lady. It (the sleigh) was given to Mika last year but he's only recently had the time to collect it. Huskies were the only optional extra.



## Big Motor Worries

BMW HAVE UNDERGONE staff restructuring amid rumours that their new V10 Formula 1 engine is overweight and underpowered.

The Munich firm, along with new partner Williams, have denied the problems. Nevertheless, BMW's technical director Paul Rosche (above left) has decided to retire at the end of the year, just three months before they re-enter F1.

Rosche will be replaced by Werner Laenz, who worked on Audi's stillborn F1 project and went to the same engineering college as BMW's joint motorsport boss Mario Theissen. Laenz and Rosche will work together until the latter hangs up his engineering boots.

## Silverstone's winning ladies

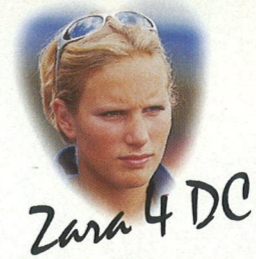
FOUR NOVICE GRID girls will be taking their place on the startline at this year's British Grand Prix after winning a national competition to join the professionals.

Alice Bleaney (right with the champagne), a stewardess with Virgin Atlantic, said of her win: "It's a dream come true. I never believed I'd actually make it to the Silverstone grid."

Bleaney's grid companions are Sarah Stimpson (far left) a leisure centre manager, civil servant Alex Joy (second from right) and Sophie Dekkers (far right), a student at Cardiff University. Irvine will have a ball.



The girls still have time to perfect their handling skills before the race



DAVID COULTHARD has a royal admirer. Zara Phillips, daughter of Princess Anne, follower of F1 and 10th in line to the throne, is said to have a soft spot for DC. Although David is very much with his girlfriend Heidi, Miss Phillips is quite a catch. Not only is she royalty (heaps of cash), but she also has her tongue pierced. Tasty.

## Honda props up BAR

BAR HAVE WON the race for Honda power and will be the Japanese manufacturer's works team for 2000. If rumours are true, they'll stick with BAR for the following two seasons too.

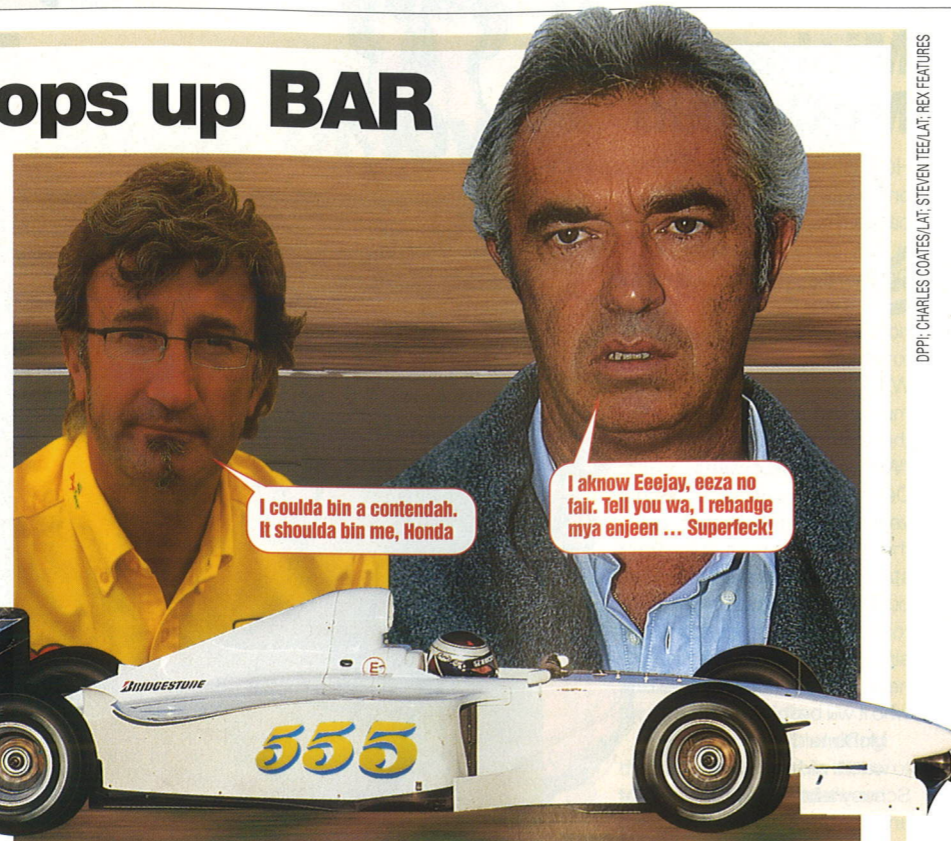
"It was easy for them to choose to come with BAR," said the team's vice president of operations Rick Gorne. "You won't find other teams willing to change the way they do things to the extent that we are."

As well as supplying engines, Honda have offered their R&D resources to BAR to aid chassis design, emulating the relationship that Ford have with Stewart Grand Prix.

Eddie Jordan will continue to use V10s supplied by Honda's tuning company, Mugen, for a further two years, although BAR have been quick to deny Eddie Jordan's claims that the two companies' engines will be of equal status.

"I have read some ridiculous things in the press recently, which are just so far off the mark it's not true," said Gorne.

POWER STRUGGLE, PAGE 54



I coulda bin a contendah. It shoulda bin me, Honda

I aknow Eeejay, eeza no fair. Tell you wa, I rebadge mya enjeen ... Superfeck!

## Guess who's not Flavio of the month

TO FREE THEMSELVES up for Honda, BAR have had to terminate their engine supply contract with Supertec one year early, much to the annoyance of Supertec boss Flavio Briatore.

"I'm not annoyed with the team," said Briatore, "but I am with the way that Honda interfered; it destroyed our relationship. I'm not at all happy with the way that these people operate."

Honda refused to comment on the situation and all BAR boss Craig Pollock would offer was: "It's been solved amicably." Read that as a rather large (approx £9 million) severance payment.

DIPPI; CHARLES COATES/LAT; STEVEN TEE/LAT; REX FEATURES

## F1 Racing at Silverstone



IT'S BRITISH GP time and this means one thing: beer at the Green Man pub. Sited on the A43 just minutes from Silverstone, F1 Racing will be taking over the place for the weekend. A special F1 Racing menu will be on offer, as well as prizes and goody bags. You can't ask for more! Come and say hello.



JOHNNY HERBERT sported his second different helmet design of the year in Spain. Herbert, who's had a tough start to '99, told a colleague he felt it was "time for a change". A change of luck or scene, Johnny?



## Through the keyhole

BALLAMAN, NIGEL MANSELL'S former house on the Isle of Man, is up for sale at a cool £3 million.

Set on a private peninsular overlooking Port Erin, the house stands in over 200 acres and comprises five reception rooms, six bedrooms, staff and guest cottages, indoor swimming pool complex (with gym), snooker room, tennis court, ballroom, an underground shooting range and the obligatory helicopter landing pad. Phew!

The island has no capital gains or inheritance tax, so it's an ideal haven for wealthy individuals. Perhaps Bernie could use it as a retirement home.



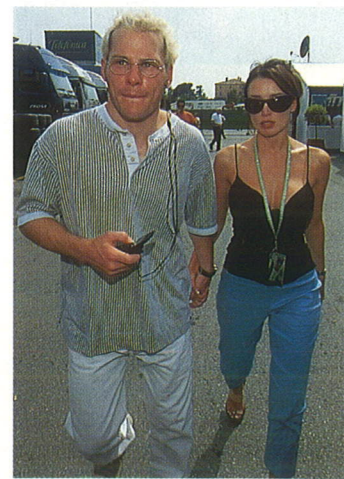
## Ferrari and Diniz court in the act?



RUMOURS THAT PEDRO Diniz will get the second Ferrari seat, should Eddie Irvine quit the Reds next year, intensified recently when the Sauber driver was represented in court by the Ferrari team's lawyer, Dr Henry Peter. Diniz was at the High Court fighting

the latest instalment in his Arrows argument. The Leaffield team are seeking compensation regarding his 'early' departure to Sauber. Jean Alesi, Luca Badoer, Jarno Trulli and even Dario Franchitti have all been linked to a 2000 Ferrari drive.

To prove it was silly season, Diniz met men wearing white wigs and stockings

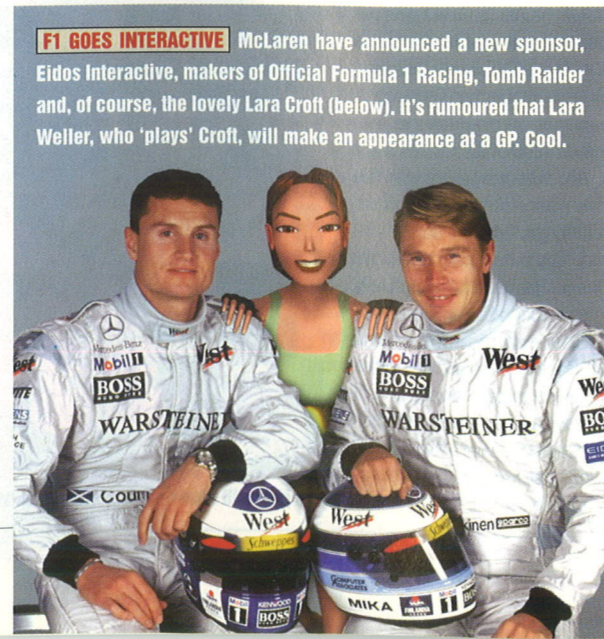


"I should be so lucky - where's your sis?"

## Jacques the Oz-mad lad

IT'S HARD WORK keeping up with Jacques Villeneuve's love-life, but it seems he's ditched Natalie Imbruglia in favour of fellow Aussie Daniil Minogue.

Jacques and Daniil (purveyor of hits like Tonight's Temptation and Love Traffic) were spotted canoodling in Monaco and are now said to be an item. At least they've something in common - both need their air pressures checked regularly. Ahem...



F1 GOES INTERACTIVE McLaren have announced a new sponsor, Eidos Interactive, makers of Official Formula 1 Racing, Tomb Raider and, of course, the lovely Lara Croft (below). It's rumoured that Lara Weller, who 'plays' Croft, will make an appearance at a GP. Cool.

## hot seat

**RUBENS BARRICHELLO**  
STEWART

**Do you believe in God?**  
Oh yes, big time.

**Who was your childhood hero?**  
It used to be Gilles Villeneuve and Keke Rosberg, but then came Ayrton Senna.

**Are women good road drivers?**  
My wife drives well, but normally I have more problems with women than men on the road.

**What do you look at first in a girl?**  
I'm crazy about hands and feet, which is a bit unusual.

**Your favourite place to holiday?**  
Anywhere on the beach in Brazil.

**What's your favourite road car?**  
I always dreamed of having a Jaguar, and now I have an XJR.

**What will you be doing at 50?**  
I hope still to be in racing. Maybe taking care of new drivers in Brazil. I'd love to own a kart track.

**What is your worst habit?**  
Getting out of the shower without a towel on.

**What is your best attribute?**  
I enjoy being original.

**Are you good in the mornings?**  
If it's not too early, I'll be okay.

**What's your best non-F1 memory?**  
My wedding - it was perfect.



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**F1** to o n e

# Mika Salo

British American Racing's supersub on Villeneuve, Pollock and wedding bells

**Did you enjoy your three-race stint with BAR?**

Very much so. They put absolutely no pressure on me and I had plenty of time to get adjusted to the car. I was unlucky with reliability, but it was good to register the team's first finish in Spain.

**How did the team compare to others you've experienced?**

It was the first time I'd had a big sponsor, which meant there were more interviews and more guests at the races. But the atmosphere was great; there are some cool people in the team.

**Were you being paid a lot of money, relative to Arrows?**

Let's put it this way, I won't be buying an aeroplane after this year, that's for sure!

**Was the BAR-01 an easy car to drive?**

There is no real difference between all the cars on the grid, bar the amount of power. But the car was sensitive to set-up changes so, yeah, it was easy to drive. But I have to say that F1 cars are all much the same – they have four wheels and a steering wheel, and we just drive them fast.

**Did the abilities of Jacques Villeneuve impress you?**

He has an even closer relationship with [race engineer] Jock Clear than I expected. Jacques was pretty good in Imola qualifying, where he qualified fifth, otherwise I didn't see anything unusual. He's got his own funny habits in the car which I can't relate to; he couldn't drive my car and I couldn't drive his.

**Did you rate Craig Pollock as a team boss?**

He is a very good organiser and he looks smart, which are the main things you need in F1. It doesn't matter that he doesn't know about racing – that's not his job. If there's still anything he needs to know he can call me and I'll tell him!

**Were you surprised that Honda will return with BAR?**

Not at all. BAR are new and fresh, and Honda can teach the team to be the way they like. If Honda had gone with an established team it would be more difficult for them to have it the way that they want. BAR might be a new team, but there are a lot of experienced people there.


**How frustrated are you that you can't finish the year?**

Not at all, because when I left Arrows I knew that this would be the case; it's what I wanted. Now I'm going to take a nice holiday in Finland – I've never had a chance to do that during the summer before. I've told all the team managers in the paddock that if they need a driver I'm free. I'll keep training the same as always and I'm sure something will come up.

**You were close to Harvey Postlethwaite. Best memories?**

His death is a big loss for many people and he and I became great friends while I was at Tyrrell. He had his own way of talking about the cars and was just so interested in racing. He wanted to know everything that was going on with the car. Sometimes he would sit me down in his office and ask me to show him how the car reacted in the high-speed corners of Silverstone. I'd sit in one of his armchairs and then show him what the car was doing with my hands and how I braked with my feet. If I had never worked with him I would definitely not know as much about F1 cars as I do now.

**There are rumours that you will marry girlfriend Noriko...**

I was testing in Nogaro when I first heard about that story. It was some rubbish written in one of the Finnish gossip magazines. Noriko and I have been together for nine years so, of course, we have talked about it. Only we haven't decided whether to do it yet! 

DARREN HEATH

**Six months into your role as boss, how's the job going?**

I really enjoy everything I do and think there is a need for me in every department. So I split myself up as much as possible, which is very challenging.

**How disappointed are you by your team's performance?**

Ferrari and McLaren have done a better job than us this year so, on the whole, our performance has been extremely disappointing. But we know the potential of our car and we know our own potential as a company, and I guess that what we are going through now is all part of the game. It's interesting that last year we were qualifying 1.3 seconds from the McLarens in fourth and fifth places and this year we are still the same distance from them, but are 14th and 15th.

**Are you personally under a lot of pressure?**

Absolutely, but not from anyone in particular. I put a lot of pressure on myself, and I'm only here because I believe I can make a difference and can help the team. Our poor results hurt me more than anybody else in the team.

**Are there motivation problems within the team?**

There are no problems in that area at all. We have a very technologically-advanced car this year and, unfortunately, all it has done is translate into headaches! But we will improve it.

**Are you happy with Fisichella and Wurz?**

Absolutely. As a company we made a commitment to young people a long time ago and this year we have, not only enthusiastic and talented drivers, but also very mature ones, which is very unusual for people aged only 25.

**You now have the swankiest motorhome – why?**

It came down to a simple discussion we had within the team last year. We were wondering why we didn't put the two motorhome awnings on the same side to create a nicer environment, rather than having the transporters separating them, as was the case then. So we decided to have the two 'rooms' next to each other, and from there – well you know how F1 is – we said why don't we do a nicer floor, a nicer this and that.

**Does Bernie Ecclestone like it?**

Very much so. When he has two seconds to spare, he comes and joins us in the motorhome.

**How close are you to signing with Renault for next year?**

Nothing is close to being done. Whether Renault return officially to F1 is a decision over which we don't have much say. They are a big company, but as soon as they have made their decision, it will be my priority to make them understand that we want to win with them, like in the past.

**Why did you want Charlie Whiting as team manager?**

It was a very logical move for me, as a new guy who doesn't understand the rules of F1, because Charlie has a lot of experience and knows the big picture of F1 very well. It's true that I asked him, but I was not as forward as everybody thought. The other team bosses were quick to explain the importance of Charlie and his current job as FIA technical delegate, and I understood that it would not be a morally correct move.

**How much do you rate fellow F1 new boy Craig Pollock?**

He seems to be getting the job done for British American Racing. I don't know him well enough to have an opinion on him, but I know that many teams wanted to get BAT and Honda. He got them, so he has my respect for that.

**Are the Benetton Group in F1 indefinitely?**

We have no interest whatsoever in stepping out of F1. It has given a lot to the Benetton Group because F1 is such a unique environment. There are a lot of TV viewers and, if you're a top team, F1 definitely gives a lot back.

**Will there be any staff changes in the near future?**

You always need new ideas in an F1 team and new ideas normally come from new people. So, if the right people became available then, definitely, I would be interested. ①

**F1** to o n e

# Rocco Benetton

The team's new boss on their recent poor run of form, his flashy motorhome and Craig Pollock

## backfire

### No to M25 Grand Prix

The Scrutineer (*F1 Racing*, May) scoffs at the thought of the British GP returning south. But Foulston knows what she wants and Bernie will follow the money. So the BRDC must acknowledge that F1's commercial weight is a real factor. But remember the fans too. A Brands move would put the race out of reach for all those bar the unfortunates who spend their hours circulating the M25. Too many events (Wembley, Wimbledon, the Dome) are held in that privileged corner of Britain. I hope common sense will prevail this time.

STEVE O'HARE  
NORTHAMPTON

### Green-fingered

How will Brands Hatch be allowed to get away with the ecological vandalism which entails chopping down the woods in the GP loop? It's all very well planting the same number of trees as you knock down, but that doesn't help the ruined habitat of the local wildlife. All this to move the British Grand Prix away from a perfectly good venue. The GP should stay at Silverstone. It's a dull, featureless area – the only wildlife there are the drunk punters!

GEMMA CAMPBELL  
BOURNEMOUTH

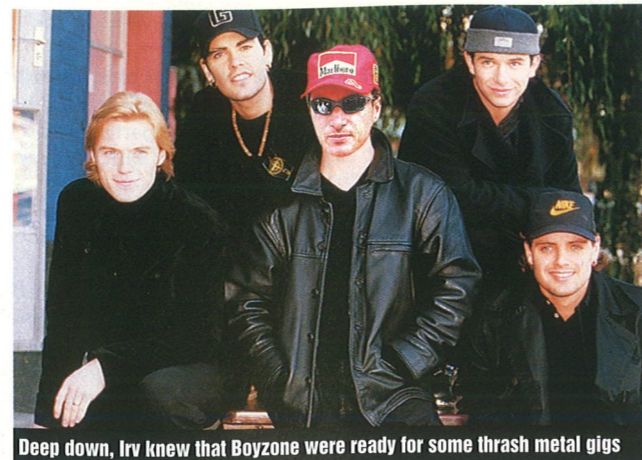
### Mind the Pollocks

Eddie Jordan must have been fuming when he learnt of BAR's audacious grabbing of Honda engines for next year (*F1 Racing*, June). Surely

Jordan are the form team and, as such,



BAR's Honda deal – EJ's not amused



Deep down, Irv knew that Boyzone were ready for some thrash metal gigs

GAVIN LAWRENCE/CAF; LARRY ARCHIVE/REX FEATURES

were expected favourites for the factory deal. Instead they are left with Mugen Honda and, though hardly a rum deal, it means they'll have to play second fiddle when it comes to developments. Still, as we're told, F1 is a business, not a sport. I hope Craig Pollock is happy to have added yet another name to his growing list of enemies.

LUKE BEDGOOD  
BRACKNELL, BERKS

### Bitter sweet

Did Hill have to collaborate with those rock dinosaurs Def Leppard on their album? The wrinkly metal merchants are hardly a group to fire the inspiration. What next? Irvine to add a wild man element to smooth Northern Irish lads, Boyzone? Herbert to join Essex pop chameleons Blur? If Damon wants us to hear his guitar skills, maybe he should give F1 credibility by linking up with ex-Verve frontman Richard Ashcroft, who is looking for a new partner now his band have split up. Maybe that's what Damon needs to become a 'lucky man' in 1999.

TOBY SYMONS  
MELTON MOWBRAY, LEICS

### What a (S)pain!

The Spanish Grand Prix was irrefutable proof that the lack of overtaking is damaging F1. The first half of the race was ruined by Schumacher's inability to get close to, let alone pass, Villeneuve, thus denying us what would have

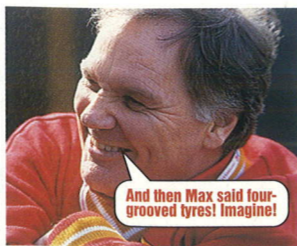
been a thrilling chase as he hunted down the McLarens. A glimmer of excitement – Schumacher's pursuit of DC – was extinguished because he hadn't a hope of getting past. It's time Max Mosley listened. He tells us that F1 is like a game of chess; maybe he should become president of the World Chess Federation and leave F1 to the fans. When the only excitement comes during pitstops, there's something dreadfully wrong.

FRANK JACKDAW  
NEWPORT PAGNELL, BUCKS

### Take it from the Max

They've all said it – pundits, drivers, ex-world champs, and now Patrick Head, one of the most respected people in the pitlane, is saying that grooved tyres are not the way forward (*F1 Racing*, June). Clearly there's a difference of opinion between Head and Max Mosley. And Patrick's right: if Mosley thinks that a 15-year-old student could understand his rulings and ramblings, then what hope is there for any more technical advances, and more importantly, a return to overtaking, in F1?

RAY TAYFUN  
MANCHESTER



And then Max said four-grooved tyres! Imagine!

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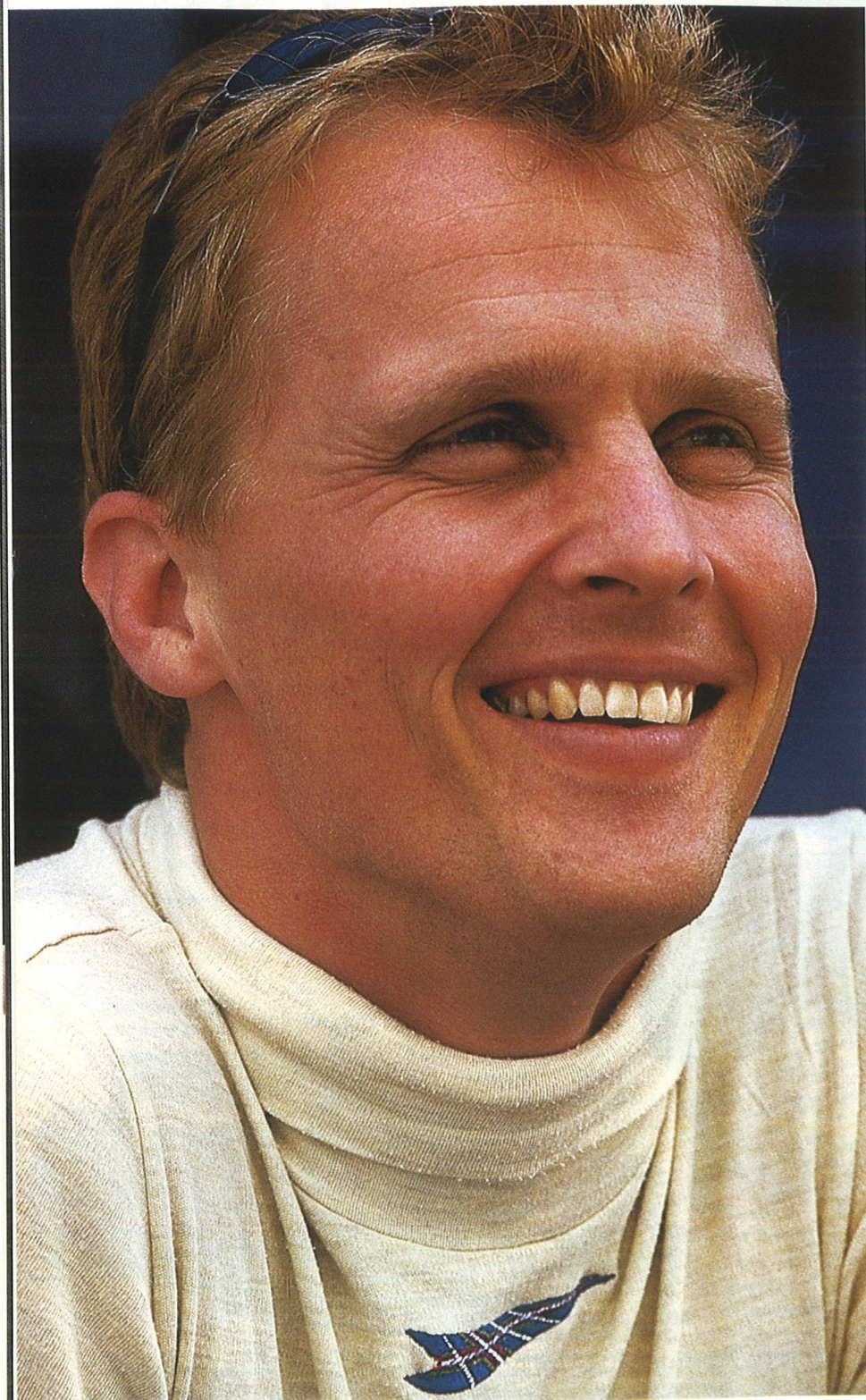
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# Coming home

Johnny Herbert's guide to the British Grand Prix



**WHAT ARE YOUR EARLIEST MEMORIES OF SILVERSTONE?**

"I remember Silverstone from my earlier career when I raced in Formula Ford back in 1985. The circuit was still pretty much in its original configuration at the time, with the famous chicane at Woodcote in place and Stowe and Club corners being really fast and posing spectacular challenges."

**CAN YOU REMEMBER EVER SPECTATING AT SILVERSTONE?**

"I think the first time I went to the British Grand Prix at Silverstone was when Keke Rosberg did his 160mph lap during qualifying for the 1985 race. It is still the fastest ever pole position lap in Formula One history."

**WHAT DO YOU LIKE BEST ABOUT THIS TRACK?**

"I like the fact that it has still got some quick corners. Copse, the first turn, was changed last year to make it much faster after it was slowed

**"It's always nice to do well in front of your home crowd"**

back in 1994 for safety reasons. It's back to how it should always have stayed. Then there is Becketts, which is a real challenge because it is a series of high-speed left-right sweeps, before you get to Stowe, which is about 180mph on the entry. Club is nowhere near as good as the old corner, because it is very slow, about 50mph through the left-hand entry, but Bridge, the 150mph right-hander, is great. Silverstone has a bit of everything."



Silverstone is one of the best places to see Johnny Herbert in action

**WHAT ADVICE WOULD YOU GIVE TO THE FANS GOING THERE?**

"The British fans are all very supportive and it's got a fantastic atmosphere. I've got great memories of the place because of my win there, my first in Formula One, back in 1995. It's always been a good circuit to me since my Formula Ford days. Silverstone is one of the few places on the calendar you can see a Grand Prix car at speed, so it's well worth a visit if you get the chance."

**HOW TO GET THERE?**

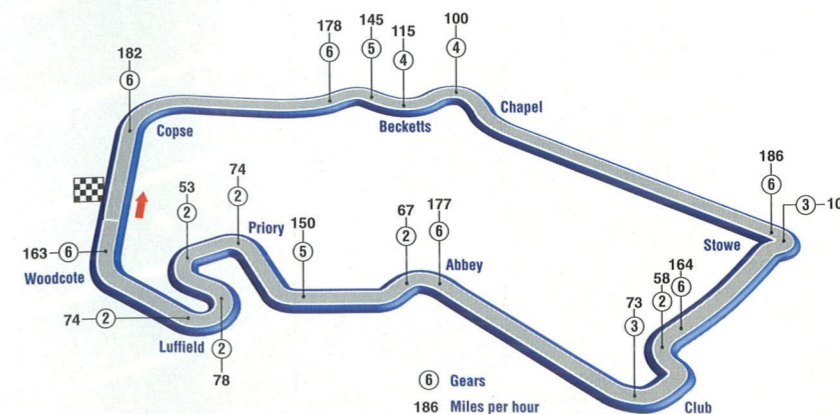
"Contrary to the reputation Silverstone has of being very difficult to get into in a car, I've never had a problem. You have just got to plan your journey quite well and avoid the more popular routes. I drive in to the track every year and have only flown in by helicopter once."

**WHERE TO STAY AND GO OUT?**

"The nearest town to Silverstone is Towcester, which is just 10 minutes away from the track. It is full of hotels, restaurants and bars. There are also plenty of small villages near the track, but don't rule out camping opposite the circuit. It can be great fun, if a little noisy."

**WHERE IS THE BEST PLACE TO WATCH YOU IN ACTION?**

"I have not watched out at the back of the track for a long time, I would say that the best place to see the true speed of a Formula One car is coming into the first corner, Copse. You see the cars rumbling and shaking out of Woodcote and they are really quick on the entry into Copse - around 180mph. The first bit of Becketts is as quick, but the corner slows down in the middle and is a bit less exciting to watch."



**WHERE IS THE BEST PLACE TO TAKE PICTURES?**

"One of the biggest problems about Silverstone is that the track is flat, which makes it very hard to get a good vantage point. I think the best places to get those snaps are at Club and at Vale, where the cars are at their slowest and there is a good chance of some overtaking."

**HOW DO YOU EXPECT YOUR STEWART-FORD TO GO AT SILVERSTONE?**

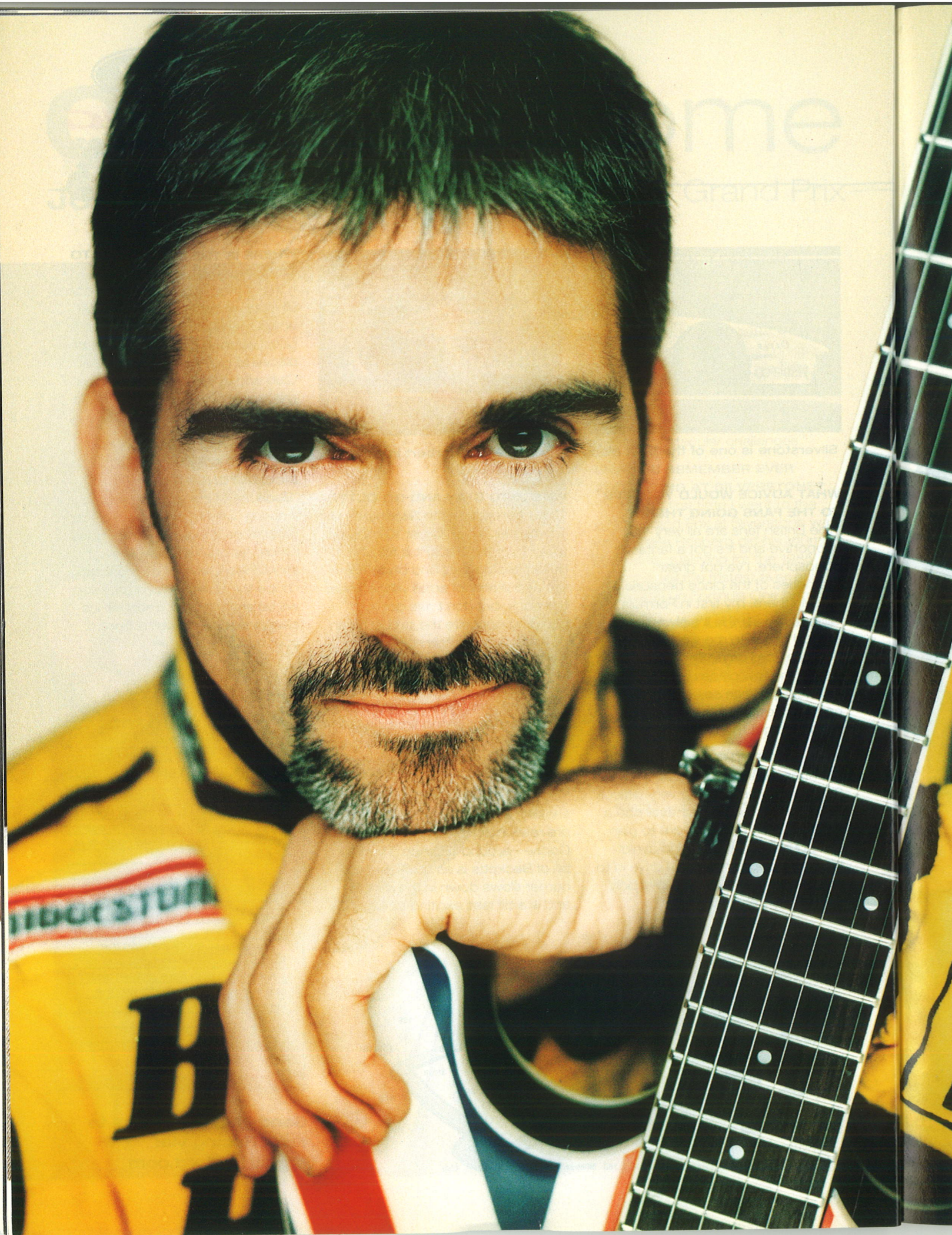
"Because of the way the engine is working, with its power and traction, Silverstone should be pretty good for us. Aerodynamically, the car should work well for us there too. I hope the Stewart-Ford package will be extra strong, because it's always nice to do well in front of your home crowd."

**ford fact file**

- Ford have powered Johnny Herbert for more races than any other car manufacturer.
- Johnny Herbert's first steps on the motor racing ladder came in Formula Ford. He made a name for himself by winning the Formula Ford Festival at the end of 1985.
- Ford's second victory in Formula One came at Silverstone in 1967 when Jim Clark won for Lotus-Ford.
- Jackie Stewart twice won the British Grand Prix - in 1969 and 1971 - each time with Ford power, and each time he went on to win the World Championship.

[www.fordracing.net](http://www.fordracing.net)

Send your questions to Ford Racing via: [question@ford.com](mailto:question@ford.com)



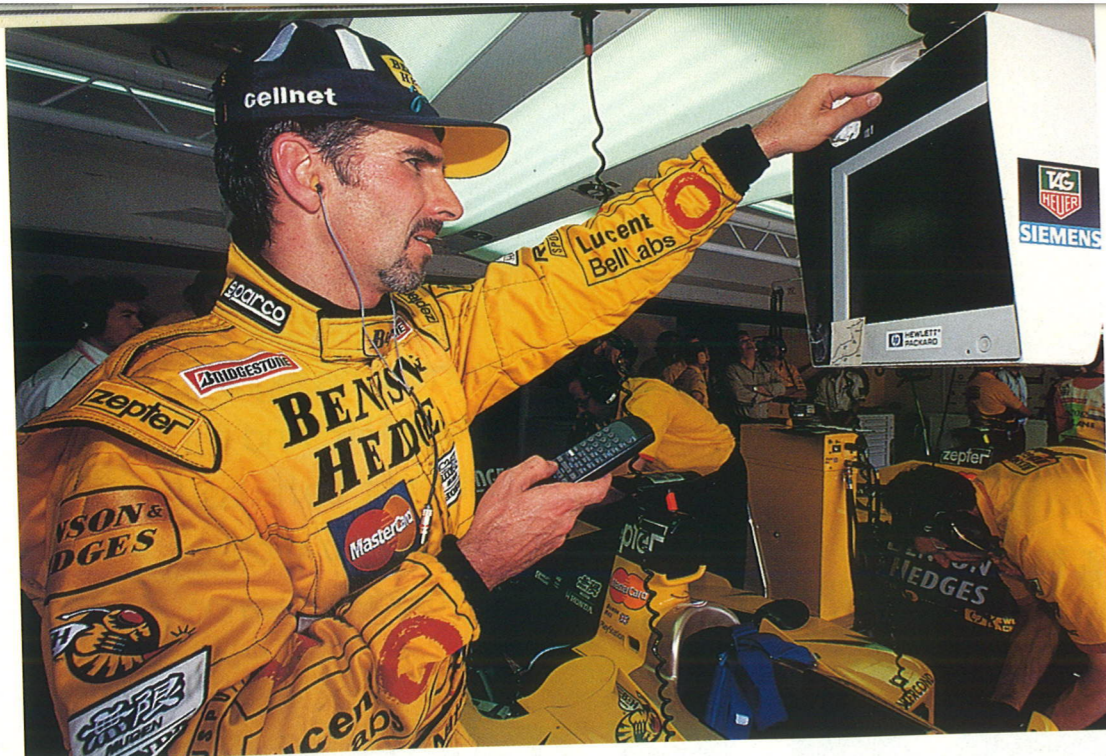
On 11 July, Great Britain's favourite racing driver will contest his eighth British Grand Prix. And it might, just might, be his last one. Matt Bishop profiles the 1999 model of Damon Hill

# 'It ain't over till it's over'

Portrait by Robert Wilson;  
motorsport by Darren Heath

**FACT:** YOU PROBABLY bought this magazine because you liked its cover. And fact: this particular magazine, *F1 Racing*, always sells a few thousand extra copies when its cover bears the image of Damon Hill. Because Damon has somehow transcended mere Britishness; Damon – unlike colleagues David Coulthard or Eddie Irvine or Johnny Herbert – is a cult, an icon, a household name.

So you probably think you know a lot about him, and you're probably right. Damon in public, by which I mean Damon engaged in any activity which is not relaxing-at-home-with-Georgie-and-the-kids in private – be it playing guitar ▶



F1's the hardest game in the world to judge an individual's skill, but since the advent of telemetry, Damon has learnt to adapt his style to what his engineers ask. But he says there is still a strong seat-of-the-pants element to it

'Frentzen has been a regular podium visitor this year, but Damon's early form suggested his only hope of a Moët moment would involve Oddbins'

alongside Eddie Jordan on drums, hanging out with best mate Pete Boutwood, surfing in Australia with *F1 Racing* journalists, joshing Murray in Pizza Hut ads, or trading insults on *Clive Anderson Talks Back* – is, in no particular order, reserved, playful, articulate, pensive, impatient and sometimes oddly giggly. Though he is nearly 39, his face in repose still radiates an angry young man's ill-tempered determination – particularly his eyes, which are rarely shielded by sunglasses but will be forever protected by commercial copyright, so careful with his image have his personal management team become.

But none of that will surprise you, because you've seen countless pictures of the famous black helmet, Nomex-framed eyes glaring through Perspex, just as you've caught a fair smattering of Damon's TV commercials and chat show appearances over the years. Point is, the Damon revealed to the great British public differs little from the Damon cocooned inside the Jordan-Mugen Honda 199.

The press get the same Damon, too. At Monaco, on the Thursday before the grand prix, the Jordan team invited the entire British press to an upmarket piss-up. The after-dinner speakers were Eddie himself, Heinz-Harald Frentzen and Damon. EJ was EJ, nothing spared – all fecks and bollixes and having the *craic*; Heinz-Harald was extremely polite, clearly contented, his unshakeably benign countenance doubtless the result of the certain knowledge that he will never again have to speak to Patrick Head; Damon was somewhere in between – nearly as funny as Eddie, almost as happy as Heinz.

Which is strange, perhaps, if you consider his on-track performances this year – particularly when compared with those of his team-mate. Heinz-Harald has been a reasonably frequent visitor to the podium this year, whereas Damon's early-season form suggested that his only hope of enjoying a Moët moment would involve popping down to Oddbins. Is he as sanguine about his lack of success as he seems?

Of course he isn't. But he's been around the block a time or two, and he knows that fortunes are fickle. Form, too. Oh yes: Damon is a great believer in the role played by the fluctuations of form.

"All drivers have good days and bad days, good patches and bad patches. And in every sport except motor racing, people accept that. But racing drivers have somehow escaped that area of analysis. In cricket, for example, form is central. People accept that good batsmen can sometimes

fail, and that it doesn't mean they have become bad batsmen.

"Heinz-Harald is, in point of fact, a very good example – because Jordan have got much more out of him than Williams ever did. At Williams he won one race in two years, while his team-mate Jacques [Villeneuve] won seven. Jacques is a very tough bloke to be a team-mate to – and Heinz didn't like the environment with Jacques, and with Williams, and I think he was very happy to get out. I think that's quite clear. And now Heinz is in a much happier environment, and his form has improved. But that transformation doesn't really bear any serious analysis, you see. Because you can't compare now with then, and you can't compare someone's performance in one team against their performance in another, because the circumstances change everything.

"I have not had a good start to this

season, but then I didn't have a good start to last season either – and I ended up winning a race and scoring quite a lot of points. Look at Manchester United versus Bayern Munich: it ain't over till it's over."

Granted, the fat lady has not yet sung out the 1999 season. But if there is a trend to be teased out of the ups and downs of Damon Hill's career, a rationale behind his fluctuations in form, it's that he raises his game when he scents the whiff of victory or even a good placing – the corollary of which is that he does not always give of his best when faced with a less-than-competitive car. More of a James Hunt than a Gilles Villeneuve, then. But why should that surprise us? Damon is approaching early middle age, his cover-shot goatee beard (now removed) a McLaren-esque lattice of silver and black. Like Hunt, but unlike Villeneuve senior, he chanced upon a championship-winning car early, and has



Hill has yet to shine – Monaco (above) is typical of his luck – but '98 started the same and ended with 20 points and a win

PAUL HEINRICH



approached poorer machines handicapped by the memory of what it is like to arrive at a circuit expecting to win ... and then duly win. Bluntly, the midfield sucks.

It's probably an unconscious thing, this diminution of effort, and Damon will allow only this: "I haven't driven a single lap the same as any other in my whole life. You aim to go as fast as you can. So you try everything. But you can't compare fighting for a world championship with running to score points, because the pressures are entirely different and people react to those pressures very differently."

Which is kind of what I mean, only sieved through the muslin of F1 PC. What is clear, however, is that when his car is sufficiently fast that pulling out all the stops may result in victory, Damon is there, ready, and never better. Hungary 1997 and Spa 1998 are the proof.

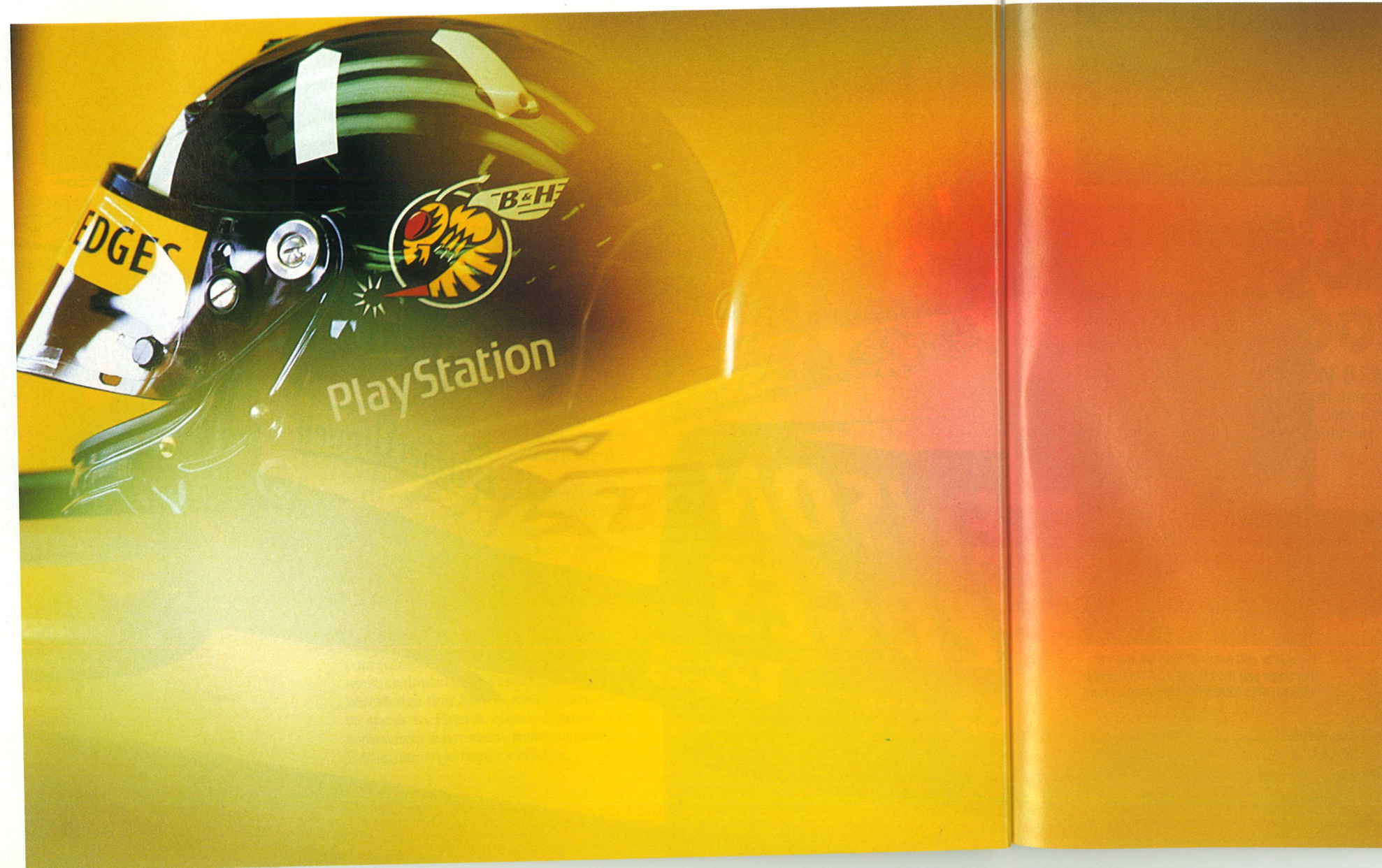
Furthermore, those races were – are – consistent with Damon's insistence that a driver's form can and will fluctuate, sometimes for no apparent reason: "Look, you can't escape your natural driving style – you can't change that. God knows where it comes from or how it begins, but you can't change it. Racing is probably the hardest sport to analyse of all. It's so difficult to see exactly what a driver is doing. With a motorbike it's much easier – you can really appraise a rider's technique. Obviously, in tennis, golf etc. you can see everything too. But it's only the advent of telemetry, and to a certain extent in-car cameras, that has brought us any real understanding of the nature of a driver's style.

"With the latest telemetry, sensible drivers are now adapting their driving in conjunction with their race engineers. Your engineer might ask you, say, to try a

shallower line through a given corner. Time was when you had this thing, this car, this appendage through which you had to express your athleticism, and it was part of your job to adapt it to suit your driving style. It still is, of course. But it's also now part of your job to adapt your style to the car, whereas before the sophisticated telemetry we have today a driver's driving style was more or less immutable."

Or not, depending on whom you ask. Gerhard Berger, when trying to explain exactly why and how Ayrton Senna was the best and fastest driver who ever lived, is at pains to stress that Senna instinctively adapted his style to suit whatever car he was driving – in effect, that he had no default-option style. In other words, Damon's telemetry-led tailoring of man's action to machine's reaction is something which Senna did by instinct without the

**'I have not driven a single lap the same as any other in my whole life.**



**Enduring images of Hill include the black helmet, the Nomex-clad face and those oh-so staring eyes. A job well done by his management team, we think you'll agree. The fact is Damon Hill still pulls the British crowds. But for how much longer?**

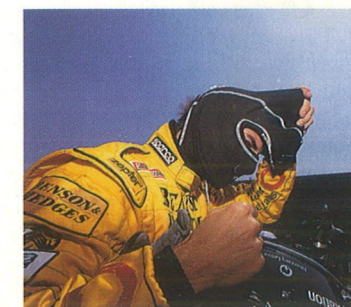
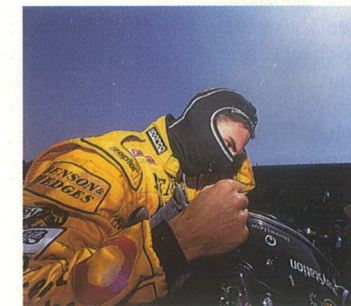


**Your aim is to go as fast as you can. So you try just about everything'**

assistance of any late-'90s ultra-high-tech computer software.

That Damon's own testimony suggests his abilities fall some way short of Senna's is, of course, hardly a disgrace. Yet it's still a tad surprising that he considers driving style to be so unfathomable a commodity: "People talk about, say, Stirling Moss and his beautiful driving style. But you simply can't tell anything from one corner on one lap. You have to look at every corner, every lap – which only telemetry allows you to do. One year in the late '80s I remember watching Nigel Mansell in qualifying in Monaco, from the edge of the track at Massanet. And I'm telling you, Nigel came into Massanet so much quicker than everyone else that I thought he was going to crash. Because I'd been watching every single car on every single lap up until that point, and suddenly there was one car going beyond that pace, to the extent that I thought, 'Shit! There's no way he's going to get around that corner.' But he did. And I couldn't tell you how he was doing it. I couldn't tell you whether he had understeer or oversteer, or what he was doing with the throttle or the brakes or whatever.

"And this year, at Monaco, I had the same experience. I walked back from the chicane, where I'd stopped early on, and it gave me a good chance to take a peek at the other guys. All right, I was dejected, because it was a sad end to a bad weekend, but I thought: 'Come on, there's still something to be learned here.' So I stood at Tabac and watched for a bit, but I couldn't really tell anything from there because the barriers are too high. So I went around to the entrance of the swimming pool bit, the fast left-right, and you could start to ▶





**'Every period has its dominant figure – this is the Schumacher era'**

see something revealing there. Michael [Schumacher] and Mika [Hakkinen] – but particularly Michael – were going through there way quicker than all the others. But when I walked on to the exit of the swimming pool, the right-left, I could really see that Michael was doing something totally different with the car. Just totally different. Really, really obviously different. But you know what: I still couldn't tell you what he was doing. I couldn't tell you whether he was understeering or oversteering or how he was braking or what he was doing with the throttle. All I could tell you is that he was different and quicker."

Throughout 1997 *F1 Racing* carried a monthly column written by Damon, of which the best in my view was that in which he gave his view of Jerezgate – namely, Schumacher's attempted professional foul on Villeneuve during the European Grand Prix. "I love Michael, really I do," Damon wrote, "but – boy! – he sure makes it difficult sometimes."

That's still his view, by and large, though the intensity of their rivalry must surely

now be dimmed by the passage of time. In the Barcelona paddock, a couple of days before the recent Spanish GP, I asked him to define his attitude to Schumacher, and he answered thus: "Look, this is the Michael Schumacher era. Every period has its dominant figure – whether it's Senna, Prost, Lauda, Stewart or whoever – and this is the Schumacher era. So, irrespective of who else I've raced against in my career, I've been doing it in the Schumacher era."

"Because the moments I will remember are the races where I really went to my limits. Really pushed it. Really extended myself. And came out on top. That, after all is said and done, is the enduring experience of Formula 1. That is the one thing a driver can take with him and remember. And if you were doing it in the '90s, you were doing it against Michael Schumacher. Because he was the guy who was there."

Damon's there, too. How long for? He's not saying.

See you at Silverstone. It might just be his last time. **1**



Damon is still hot stuff both on and off the track and it's his pal Pete Boutwood (above) who keeps the commercial tabs

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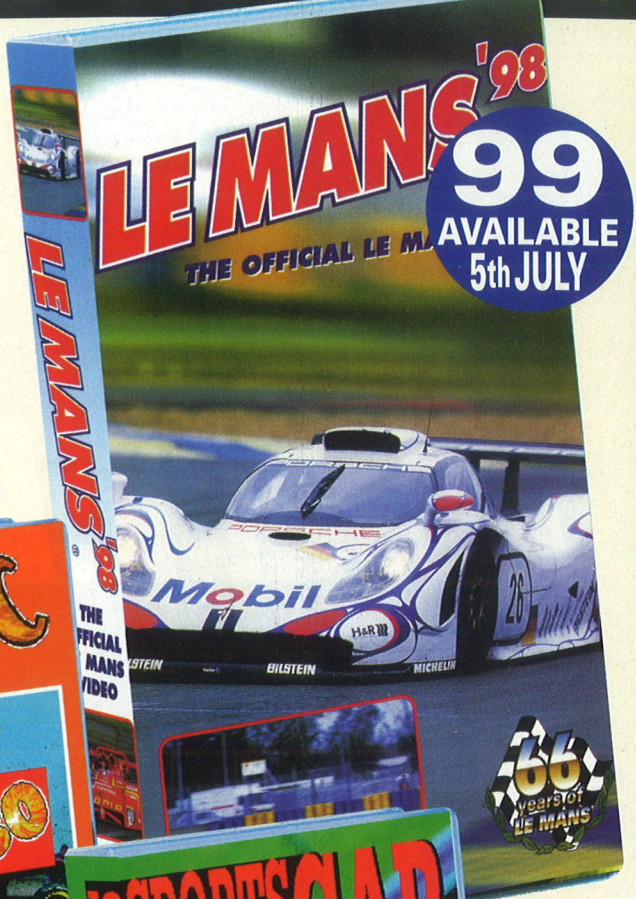
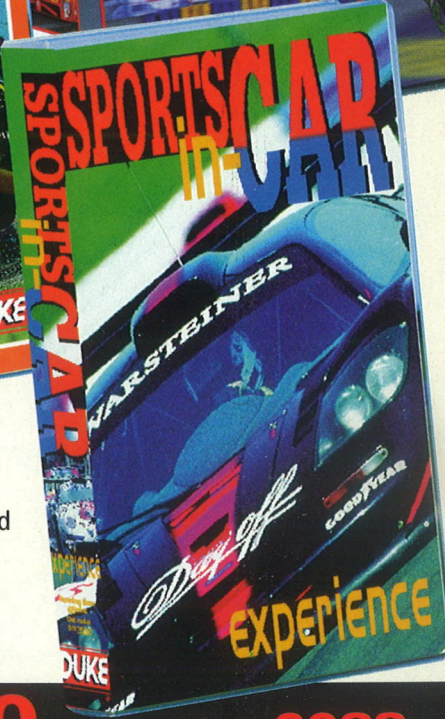
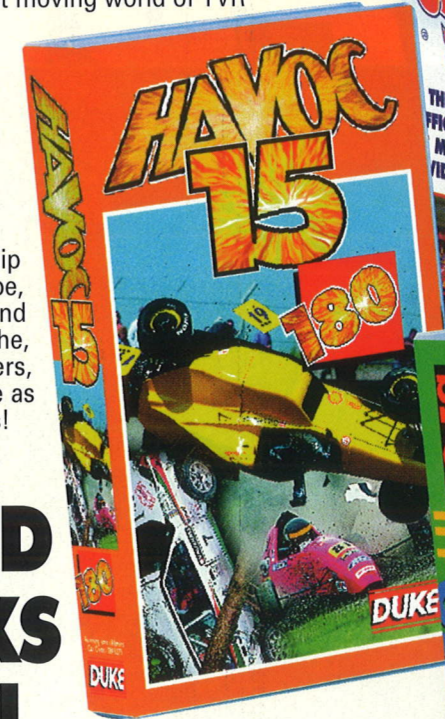
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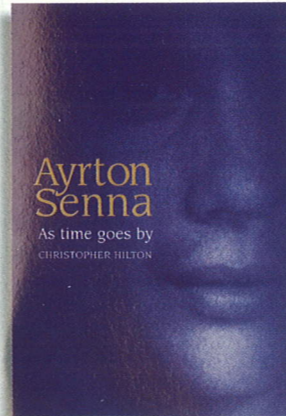
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In 1965, Richie Ginther scored Honda's first GP win. His car was built by Honda, powered by Honda. In 1999, this manufacturer was meant to test and test in readiness for a 2000 return with an all-Honda car...



# Power struggle



**E**arly in 1985, Yoshinobu Noguchi (left), a young middle-management Honda employee, married to the daughter of a high-ranking executive, is given the job from heaven: he is to work in England as advertising, media and sponsorship manager of Honda's burgeoning Formula 1 programme. Noguchi knows nothing about Formula 1; motor racing, indeed, is as foreign to Noguchi as the fish-and-chip shops in Reading. Like all ambitious Japanese, however, he relishes the challenge. He would move away from the regimented bureaucracy of life at Honda. He would create his own empire, raise his family in Europe.

And so it proved. He brought his own brand of public relations to the programme. While project director Yoshitoshi Sakurai sat in the back of the Honda motorhome, mixing half-eaten sandwiches with acres of faxes and piles of cheque books, Noguchi ▶

would be in the Williams garage, berating Japanese journalists who had failed to give Honda proper recognition. Not even the drivers were spared. Noguchi demanded that Piquet and Mansell wear Honda caps on the podium. Goodyear? What role did Goodyear play compared with that of Honda? Forget contracts; they were about as useful as appointments for meetings. Noguchi was used to driving to the Williams factory and demanding audiences with Frank Williams, who would accommodate him; he always did. Thus the Honda caps: the drivers would wear them at all times.

Well, Nigel Mansell and Nelson Piquet were about as ready to wear those Honda caps as they were to take 50 per cent pay cuts, so Noguchi shouted and waved his arms and eventually changed course. He became a trusted Sakurai adviser. He worked closely with Sakurai to put together the F1 deal of the century: in 1987, Honda would sign Ayrton Senna to a Lotus contract and groom their own Satoru Nakajima for future glory.

Williams – argumentative, difficult, always wanting more – would be relegated to B-team status. Frank's road accident in 1986 had left a question mark. Could a man with his disability still run a Formula 1 team at the level of a Honda F1 World Championship team? And could Williams survive as a company?

The Sakurai-Noguchi contract offered to Frank Williams in early 1987 included insurances against yen-dollar currency fluctuations but few other limitations. It was the adjoining words that contained the sting: in order to continue as a Honda team in 1988, Williams would have to race Nakajima in one car. With Piquet already set to join Lotus-Honda, that would leave Williams with Mansell-Nakajima against Piquet at Lotus-Honda and Senna-Prost at McLaren-Honda. Williams dismissed the request out of sight.

So they raced underpowered, uncompetitive Judd engines throughout 1988 and failed to win a race that year – the year of McLaren-Honda dominance. In the space of three and a half seasons, Williams had won 23 grands prix and three world championships for Honda and had helped

to transform the V6 turbo engine from a difficult, turbo-lagged dead weight to the greatest power unit the F1 world had ever seen. Yet they were dropped as easily as a stone is thrown into the South China Sea.

Noguchi nonetheless became a legend within Honda, basking in the glory of the Senna and Prost years and understanding at last that some names – like Nacional – could be worn on the front of a cap.

Sakurai eventually resigned, to start a grand prix travel business, and the ailing health of Honda's founder, Soichiro Honda, began to occupy the minds of journalists, who sought a successor. Would it be the forward-thinking president

was perplexed: podiums were a thing of the past; caps, for once, were a non-issue.

It continued thus throughout most of the 1990s. The genial Hiroto Honda, the son who never became president, ran his Mugen firm with clarity of mind but few results. Olivier Panis won at Monaco and the engine, on other occasions, held its own. This, though, was not the Honda that Noguchi, now having to live again in Japan, remembered fondly. With the retirement in 1997 of Kawamoto, and the appointment of a totally new president, Hiroyuki Yoshino, Noguchi thus began to persuade the board: Honda should return to F1 not as a major engine supplier



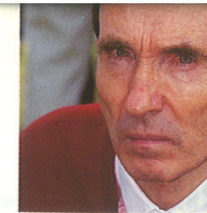
of Honda USA, Shoichiro Irimajiri? Or would it be Nobuhiko Kawamoto, the F1-orientated former mechanic?

On his deathbed, Soichiro Honda appointed Kawamoto. Irimajiri resigned immediately to become vice-president of a young computer company named Sega.

The economic downturn of the early 1990s forced Kawamoto to rethink Honda's F1 involvement. He announced a unilateral withdrawal, effective from the end of the 1992 season, but quickly changed his mind. In a bizarre about-face that he alone understood, Kawamoto agreed to supply Mugen Honda engines to teams with no hope of winning – to the debt-riddled and dead-on-its-feet Team Lotus and after that to the equally-uncompetitive Ligier team. Even Noguchi, whose F1 managerial role had been secured by the Kawamoto appointment,

but, instead, with their own team. How to do this? Obviously it would need to be based in the UK, a country that Noguchi now knew well. Obviously it would have to be staffed primarily by British engineers. Obviously it would take time.

Noguchi had worked closely with the Tyrrell team in 1991, when he had engineered a deal to run Nakajima (and Stefano Modena) with Honda turbo engines. It was a classic Noguchi master plan. Honda's contract with McLaren specified exclusive engine supply, and McLaren looked as though they were immovable. A compromise was reached whereby McLaren would agree to Honda supplying engines to Tyrrell in return for Tyrrell's "marketing rights". The press release announced that McLaren would assist Tyrrell in their search for sponsorship – a concept unheard of in today's



**'They raced uncompetitive Judd engines in 1988 and failed to win. In the space of three and a half years, Williams had won 23 grands prix and three world titles for Honda and had helped them to transform the V6 turbo engine from a turbo-lagged dead weight to the greatest power unit the Formula 1 world had ever seen. Yet they were dropped as easily as a stone is thrown into the South China Sea'**

world. Can you imagine Ron Dennis helping the BAR boys secure their next £20-million sponsor? In reality, of course, McLaren earned a percentage from the Japanese companies that came along with Nakajima's Honda deal.

Noguchi took a liking to Harvey Postlethwaite and Rupert Manwaring, Ken Tyrrell's engineer and team manager. He found them easy to work with, easy to understand and undemanding. Nakajima liked them, too, and Tyrrell became something of a home team, a place away from the always-frenzied Honda motorhome where Noguchi could relax with the Nakajima sponsors and talk business.

Noguchi quickly became much more than a Japanese abroad: he loved England and he loved those days at Tyrrell, even though they produced nothing in terms of results.

Noguchi's idea, then, was logical: who better to mastermind the new Honda team than Postlethwaite and Manwaring? Without wishing to commit to it as anything more than a fact-finding exercise, the Honda board gave the project the go-ahead in early 1998. Honda had owned engine-building premises at Langley, near Slough, since 1986, but these were going to be far too small for what Noguchi now had in mind.

A new industrial unit was rented in Bracknell, Berkshire, within easy distance of Noguchi's children's school, and Postlethwaite, while seeing the year out at Tyrrell, quickly began to think about a Honda prototype car.

He and Manwaring pulled together an eclectic support team: there was no immediate requirement to go racing, so talent and an ability to learn were higher on the list of requirements than experience. The plan always was to have the test car running as soon as possible – and the close-knit group, working seven days a week and shifts through the night, did not disappoint. Jos Verstappen, who had driven for Postlethwaite at Tyrrell, and was currently out of a drive, was selected for the initial runs and, for once, managed to stay out of the sand traps.

Critical to Noguchi's plan was that the car proved instantly competitive – or seemed to be. Anyone in F1 knows that ▶

**Honda surprised the F1 world when it dumped Williams after scoring back-to-back titles in 1986-'87. This left the team in the wilderness, while the McLaren-Honda combo reaped rich reward**

little or nothing can be assumed from testing times, but Honda's board, remote on the other side of the world, would not be so well-informed. A Honda prototype lapping faster at a Barcelona test than a McLaren-Mercedes could say more than the world's greatest salesman; and, again, Postlethwaite's team delivered the goods. The car appeared to be both quick and reliable out of the box.

Concurrently, Eddie Jordan was working hard to expand his Mugen Honda association. With the Spa win behind him; with Damon Hill, who is well-known in Japan thanks to his world champion's status and Bridgestone work in 1997, beginning to be featured strongly in the Honda ad campaigns; and with a Jordan-coloured Honda road car in the planning stages, Eddie felt confident that he could race securely into the immediate future with Honda factory backing. He would have preferred total exclusivity, in the way that McLaren eventually had it with Honda, and currently have it with Mercedes, but he was prepared to race alongside the Postlethwaite team if that was the only option. Jordan's team was on the rise and it would take years for Honda's own team to achieve his level.

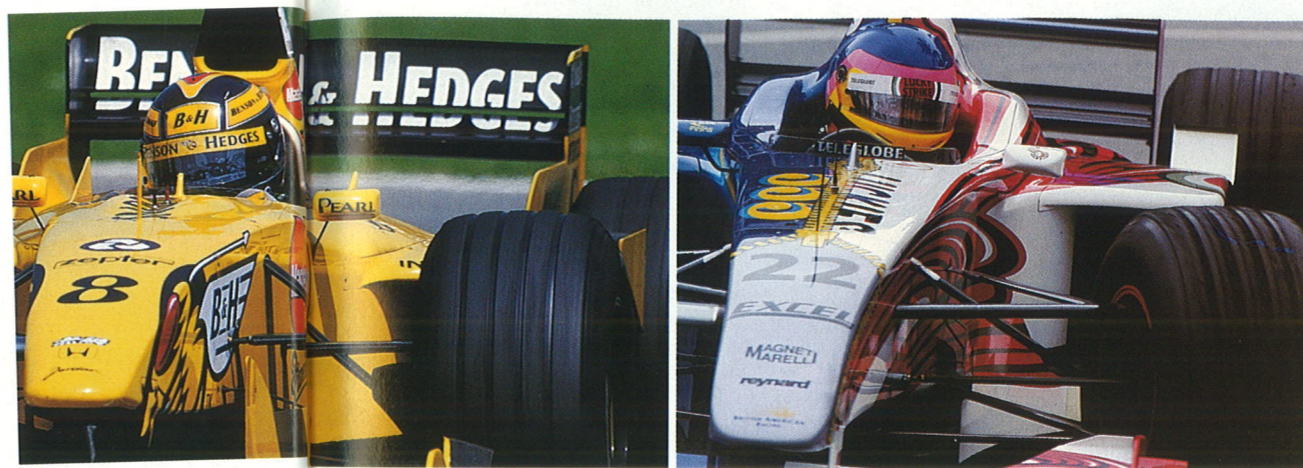
And, to cement the deal, Jordan proposed that Honda buy a slice of his company. This came as a shock to Noguchi, who could see the attraction to the Honda board of such a deal. Why did they need to create their own team from zero when they could part-own a team that was already winning with Mugen Honda? It would be cheaper and it would probably be more successful, so where was the downside?

From Noguchi's point of view, the downside was palpable: where would he fit into the team? Would he even be needed in the UK? Noguchi counter-punched immediately. While being full of merit in most departments, he said, the Jordan plan – from Honda's point of view – had one major flaw: Jordan was too strong a personality, too big a name, for Honda to reap full benefit from the merger. It would always be the Jordan team, regardless of Honda's input, regardless of the team's long-term success. And Honda wanted

**'To cement the deal, Jordan proposed that Honda buy a slice of his company. This came as a shock to Noguchi, who could see the attraction to the Honda board of such a deal. Why did they need to create their own team from zero when they could part-own a team that was already winning with Mugen Honda? It would be cheaper and it would probably be more successful, so where was the downside?'**



Honda surprised the F1 world again in 1999 when they announced that not only had they canned their own team, but that they were also going to support BAR rather than Jordan



more than that, didn't they?

The subsequent Honda contract offered to Jordan was logical and acceptable in virtually every clause. Jordan would receive full, factory support. Honda would buy shares in Jordan Grand Prix. Honda reserved the right to race with their own team but in no way would it impinge on their engine supply to Jordan.

Then came the sting: the contract also specified that Eddie Jordan must stand down as managing director of Jordan Grand Prix at the end of the 1999 season.

Jordan's reaction was very similar to that of Frank Williams' in 1987 – except that, on this occasion, Jordan still had an active Mugen Honda contract. He refused to sign the Noguchi contract but extended his Mugen deal for a further two years.

That move should have clinched it for Noguchi. Honda were under massive pressure from the FIA to confirm their intention to fill the final, 12th, F1 team franchise slot, an obligation that was becoming greater each passing day. Bernie Ecclestone believed that the Postlethwaite team would happen and was thus beginning to direct other engine manufacturers, like Toyota and Audi, towards take-overs of the franchised 12; if Honda did not fulfil their promise, and withdrew from the game, opportunities would have been lost.

It was not over, however. Adrian Reynard had achieved everything he had hoped for in American CART racing, taking the title and the Indy 500 in 1995 with Jacques Villeneuve, and thereafter

winning championships and races almost to the point of monopoly. An acutely-sharp businessman as well as a creative engineer, Reynard set up a company in North America and, in 1997, began to think in terms of an IPO (Initial Public Offering) on Wall Street – the crown jewel of motor racing success. If all went to plan, Reynard would be looking at personal wealth well in excess of £60 million.

Concurrently, and born of the CART results he had achieved with Villeneuve, Reynard became a part-owner of the new Villeneuve-inspired, BAT-financed, £300 million Formula 1 team. Reynard had long been searching for the correct route into F1, by which he meant the route that would give him the finance and engine support necessary to do the job properly.

Reynard's commitment had never been in doubt. He lost virtually everything in an attempt to break into F1 in 1992-3, and it was from that trough that he launched his North American campaign. Now he was on a roll and his objectives were clear: a flotation and the F1 world championship, in that order.

Reynard had built up close links with Honda USA over the past five years. Not all Reynards were powered by Honda, but Reynard had, from day one, formed a partnership with Chip Ganassi, the wealthy former driver and team owner. Ganassi bought the Reynard sales rights as part of his agreement to finance the design and development of the first chassis and, together, Ganassi and Reynard had

secured Honda engine supply. Ganassi hired Italian Alex Zanardi on the recommendation of Reynard ... and Zanardi's Reynard-Honda went on to dominate CART racing on both ovals and road courses – scoring back-to-back titles.

Reynard was attracted to the idea of racing with Honda, but, armed as he was by a massive treasure chest of BAT money, there were other options. Reynard brilliantly began to instill these in the minds of the Honda USA guys. He knew the main players at General Motors and Toyota ... and then there was the question of Honda forming their own team. Great idea; but why spend all that money when a third party can do it for you? Those familiar with CART racing couldn't begin to imagine how expensive it is to set up a new F1 team from scratch. We're not talking about a testing operation. This would be a full, competitive, McLaren-beating F1 team. Were Honda ready to spend that sort of money? Would Honda USA reap as much return from an investment like that as they have from CART? Could they justify it?

Reynard's idea was very simple. Honda should merge with BAR. The team was young enough, and well-funded enough, to be hewn in the Honda image. Together – as they had in America – they would win. Otherwise, there were plenty of other partners expressing an interest...

As the New Year broke, and Reynard's F1 car neared completion, the situation grew more cloudy. On Wall Street, the Reynard listing, registered with the Securities and Exchange Commission, was stalling. For a while no-one was quite sure about what was happening, but soon the rumours were out: someone had tipped off the banks about the background of Alex Hawkridge, Reynard Motor Sport Inc's chief exec. Hawkridge, who had been instrumental in the success of the Toleman F2 and F1 teams, was an old friend of Reynard's, but had fallen foul of the British tabloid press in the mid-'80s and had been low-profile, in a motor racing sense, ever since.

The word on Wall Street was that some of the numbers in the Reynard listing were also causing concern. Reynard ▶



## 'Reynard had pulled off the deal of the decade – a Honda merger that will almost certainly guarantee the success of his F1 project and will reinforce his position as the man ultimately in charge'

had paid himself disproportionately large bonuses and retainers over the past three years (\$4.7 million in '96, \$10 million in '97 and \$7.3 million in '98 – some of which was for the repayment of a loan), while other directors, most notably Rick Gorne, had been modestly compensated (\$664,343 in '98).

There were also some queries about shareholding: Gorne, who had worked with Reynard from the outset, and who many saw as the man without whom Reynard would not have achieved the same level of success, held only three per cent of the shares – only one per cent more than Malcolm Oastler, Reynard's right-hand man in the design office. Oastler was also on a larger salary than Gorne (\$942,983, excluding the money he is paid by BAR as part of his three-year contract with them). One Wall Street analyst even suggested that Gorne was going to leave Reynard and take up a new, attacking, position with BAR, thus causing an irreparable rift in the Reynard-BAT coalition.

Now under pressure to restore control, Reynard announced that he would restrict his salary to \$1.2 million until 2001 and headed for Japan. With the backing of Honda USA, he was again at his persuasive and charming best. Soon after his visit, Honda informed Harvey Postlethwaite that they would not be going ahead with the new team. Postlethwaite was sworn to silence and spent agonising days at the Bracknell factory, concerned



Reynard and Pollock find another reason to smile: Honda

about the fate of the team he had assembled. A month later, while still going through the motions of a test session in Barcelona, Postlethwaite succumbed to a heart attack.

The news sent Honda into panic. They could not be seen to be aborting the F1 team plans so soon after Postlethwaite's death. The FIA wanted an answer about the 12th team slot. The Reynard deal was likely, but not ratified. Noguchi, stunned, pleaded for more time.

That time ran out just before the Spanish Grand Prix. Honda committed to the Reynard plan and confirmed Jordan as a Mugen runner. The official press release spoke of Honda's delight with Reynard, BAT and the deal in general. It spoke little of Jordan or of the team that never was.

Thus Adrian Reynard pulled off the deal of the decade – a Honda merger that will almost certainly guarantee the success

of his F1 project and will reinforce his position as the man ultimately in charge of the project.

Honda, too, get the team they wanted at a fraction of the cost of creating their own. Is Wall Street now happy? Will the personnel and share structure at Reynard-BAR change as a result of the Honda deal? We shall see.

Eddie Jordan, clearly, is not happy. He worked hard for the Honda deal and has now been relegated to the B-division, regardless of what anyone might say about "equality of engines" and "benefiting from the greater

technology". There is an argument for Jordan taking the longer-term view, for freeing himself up for the next big manufacturer to come along – for a Toyota or an Audi. As it is, he is, in the medium term, locked into a reasonably quick engine that does not come with the manufacturer support his team needs.

The FIA are not happy because Honda have not taken up the team slot they had been allocated.

And Harvey's guys are not happy. They miss Harvey, of course, but they will also miss the chance of racing as they dreamed they were going to race. Just as the Jordan team will cherish every qualifying result and every race result that puts them ahead of Reynard, then so will Harvey's guys always imagine that they would have done a better job than anything that has replaced them.

Finally, Noguchi is to return to Japan – to run the Reynard project from there. **1**

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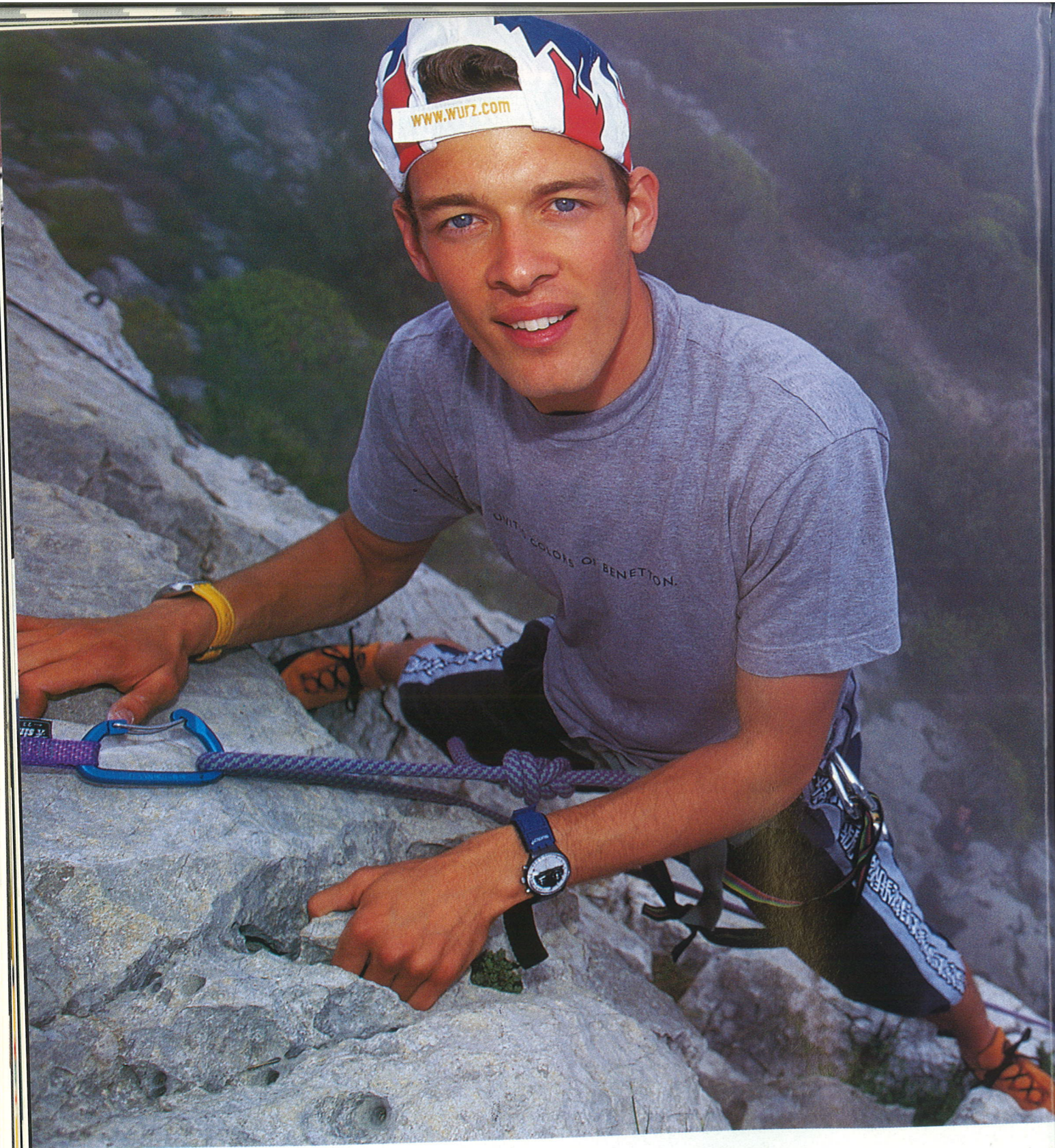
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## Sheer drop & sheer class

How does Formula 1's Action Man relax before blasting his 200mph car through the streets of Monaco? Hang off a cliff, that's how Words by Tom Clarkson; photographs by Steven Tee/LAT

Two memories: *that* rope and *those* steps. The rest? A great insight to Alex Wurz the man; hanging out in his apartment in the Fontvieille district of Monaco, racing around town in his clutchless manual Mercedes A-class, and donning official Alex Wurz lycra shorts and top. But *that* rope...

It's rock climbing this afternoon. The journey to La Turbie rock face is very sedate, albeit precise. The 1.6-litre Merc pulls cleanly up the hills, but Alex refrains from overexuberance. It's typical of his approach to his job that he should realise he can only lose by driving quickly with a journalist sitting alongside. Drive slowly and carefully, and you can, at worst, be criticised for doing exactly that.

Outdoor rock faces are measured on a scale of difficulty from zero through to eight, each with three further gradations – A, B and C. La Turbie is a 4C. It's 50 metres high and, as a climb, reasonably straightforward as there are no overhangs to negotiate. In better weather we would be able to see Monaco below, but today, sadly, it's hidden under cloud.

Alex has been climbing regularly for one year and reckons he's of 6B standard.

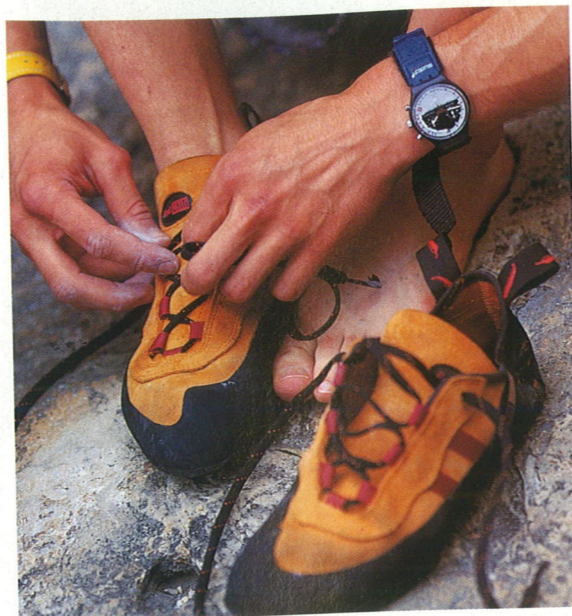
"To be higher than 6B you have to be a professional," he says. I take his word.

The equipment he – we – are using is simple: a harness around your middle and around your legs, onto which you attach the rope, which you feed through 'quick draw' hooks as you climb. Simple but vital. Your future lies in this rope, which is no more than a couple of centimetres thick. Alex doesn't scratch his armpits or eat bunches of bananas, but our closest evolutionary ancestors spring to mind as I watch him climb. He is very agile. Quick around the rock. Especially for a man of his six-foot-one-inch frame. I have never climbed before, but he controls my destiny with authority. He attaches me to the hooks and tells me where to put my hands. He proffers crucial harness advice too.

"It needs to be really tight, so you must be very careful with your balls," he says. "It's no children for you if you get them caught up!"

We begin to climb, Alex with a camera over his shoulder. As a novice, I struggle to put my faith in the rope, but Alex has complete, total trust and never once looks anxious. And to think some of his peers and rivals refuse to play in that night's football match for HRH Prince Albert of Monaco's children's charity because they deem it too dangerous. Alex Wurz remains a refreshing free spirit despite the pressures of F1.

And anyway, rock climbing is fantastic exercise for a racing driver. It strengthens the wrists and shoulders in particular – both vital in a car – yet it doesn't increase your bulk because you're only manoeuvring your body weight. When I say only... ▶



'He's very agile. Quick around the rock. Especially for a man of his six-foot-one-inch frame. I've never climbed, but he controls my destiny with authority'



'Out of control. Heading for the railings. And the drop. Suddenly, the rear tyre bites. Slide turns to tank-slapper. I'm safe. "Shit, I'm sorry," he says'

"This is what I do for relaxation," says Alex as he bounces around the face. "You have to concentrate hard when climbing, which means I'm able to completely switch off from Formula 1 while I do it. That's important if you want to do your job well."

Not once on the 50-metre climb does he slip or is he left wanting for his next move. He is decisive in his chosen route and inspires confidence. Even so, only when we are mere feet from the ground, on the way down, do I accept that the rope is strong enough to hold me.

"But drivers spend their lives trusting things, it's in our mindset to do that," my mentor chides. His. Not mine.

He understands and is conscientious in the way he looks after me; worries about my welfare. He's diligent in his duty of hauling me up and letting me safely down the mountain. Which is why he is still appalled at forgetting to warn me about *those* steps earlier in the day...

We're each on a Wurz mountain bike, racing at 50mph towards Monaco. Steep, steep downhill towards Monaco. We're returning from a photo shoot at the summit of the Roof of August hill, 500 metres above sea level in the Maritime Alps. Alex is zigzagging between the cats' eyes in the middle of the road, demonstrating the nimbleness of his official, all-singing, all-dancing bike – and a nerve of steel with the oncoming traffic.

He's mucking about, skidding, running high up the walls of a path, then motoring on. His relaxed demeanour gives me confidence to try and keep up. Ahead I see some railings to stop walkers and bikers disappearing over the cliff's edge. They halve the width of the path.

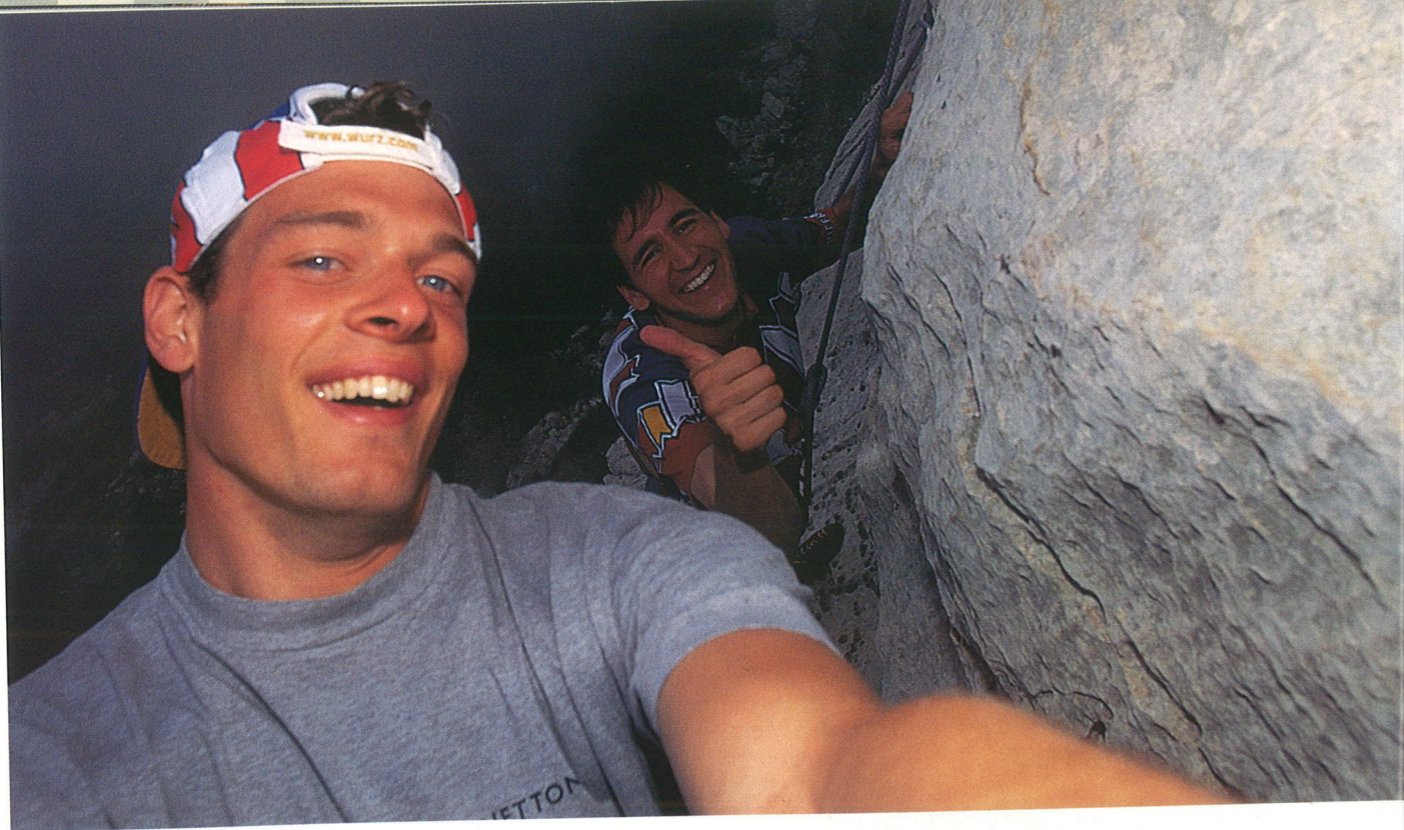
Alex is 30 yards in front and still going like a maniac. As a former BMX world champion, there's nothing he can't do on a bicycle, including simultaneous wheelies and high-fives. He clearly loves riding the bike which bears his name. He's adamant that he's not yet looking to make money from the Wurz bike; he just loves having a bike built exactly to his specification. A bike *he* can do anything with.

He disappears round a corner. I don't see him brake. He has done, of course, just out of sight. He's got to if he's to dive down the even more narrow gravel alleyway he *always* uses as a shortcut from the hill to his home. Just ahead are *those* steps...

Alex hears me lock up and turns to see me all crossed-up. Out of control. Heading for the railings. And the drop. Suddenly the rear tyre bites. Slide turns into tank-slapper. I'm okay.

Most Formula 1 drivers, in their happy-go-lucky kind of way, would have found the incident hilarious. But Wurz's distress is genuine. He sees me miss the railings by inches with my right handlebar.

"Shit, I'm sorry I didn't signal about the steps," says Alex. "It looks like you had a ▶



frightening moment." I had. "You were lucky; you would have really hurt yourself if you'd hit those railings." I would.

Later on, my heartbeat back to normal, he reflects further on my incident.

"You now know," he says, as we wend our way back into the hills in the A-class, "what a driver means when he says he had a tail-happy car, or when we say we had a near-miss. We have moments like you've just had all the time!"

The tracks may have been emasculated, but the way Alex articulates the thrill of driving a Formula 1 car, it becomes clear that they are still men, and not boys, when confronted with danger, be it a balls-out qualifying lap, climbing like a monkey or riding like a bat out of hell.

But *real* men can be thoughtful. When we stop for a quick lunch break at his apartment, Wurz catches me looking at a photograph of the TWR Porsche in which he won the Le Mans 24-Hours, becoming the youngest to do so, in 1996.

"That is the single biggest win of my career to date," he says. He shared the spoils that year with co-drivers Davy Jones and Manuel Reuter, and Jones had a big shunt the following season while racing in the Indy Racing League. "I still write faxes to him," says Alex. "Sadly, I don't think he

is the driver he was when I raced with him. He's always pleased to hear from me."

Alex Wurz would be a good friend. Out of sight (*those* steps withstanding), out of mind isn't a Wurz maxim. He celebrated our conquest of the summit with a photo, holding the camera out to one side. It's absolutely typical of him that we are both in the shot. And in focus.

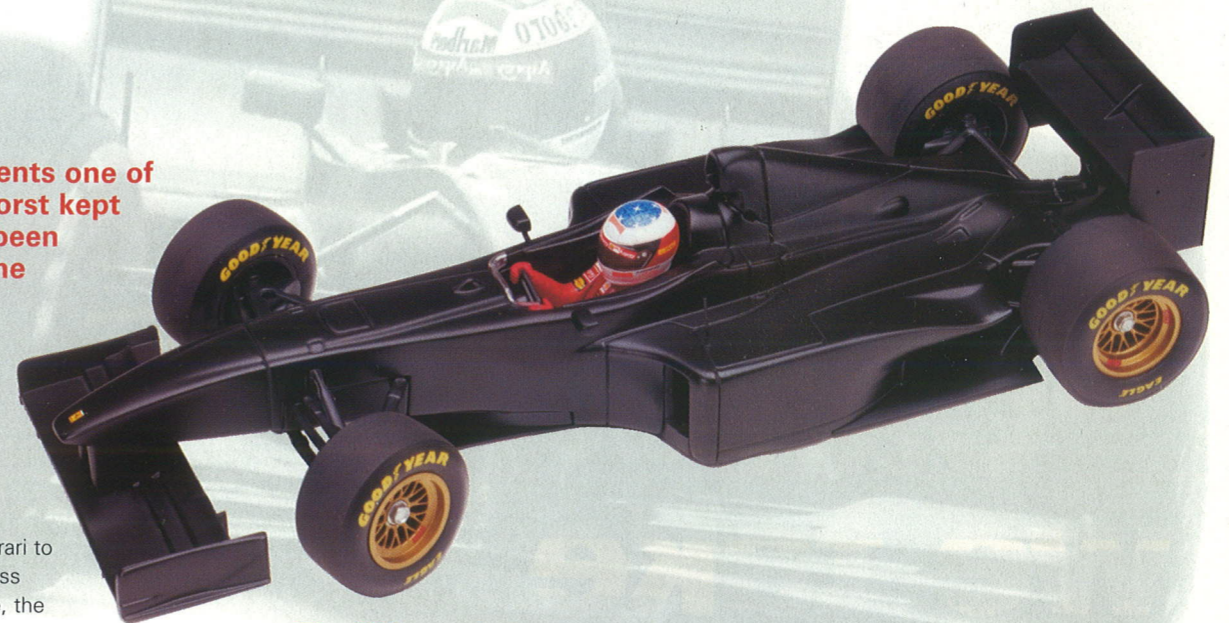
Now he's off to play in Albert's charity football match; he's an incredibly fit man. One which Rocco Benetton must be forever worrying about. **1**



'He celebrated our conquest of the summit with a photo, holding the camera out to one side. It's typical of him that we're both in the shot. And in focus'

# The Ferrari 649 1998 Test Car

This car represents one of Minichamps worst kept secrets. It has been rumoured on the internet for nearly 12 months but now it is here, albeit not for long, we suspect!



1998 saw the first Ferrari to be produced under Ross Brawn and Rory Byrne, the chief designer.

It was the first car to be designed in Italy for four years and Brawn and Byrne had to build up a new team of draughtsmen to replace John Barnard's English team.

At the time, Ross Brawn admitted, if the new 649 doesn't win the World Championship, the team will have failed!

Before Christmas Michael Schumacher tested the car at the Fiorano circuit and then again just before the car was given its final paint job for its January 14th launch.



## The Ultimate Collector's Piece

This is a car which, in this guise, never raced and which, in truth, probably spent less than 10 hours being tested.

So why is it so collectable? There are a number of reasons.

First, it is part of a very limited once only production run. In 1:43 scale, 12,222 cars are being produced. In 1:18, scale just 6,500. Given the thousands of Ferrari model collectors around the world, the numbers are tiny. (Remember, of course, that a significant proportion of the production has already been sold on the internet.)

But there is another reason. The Ferrari die-cast licence has recently moved from Minichamps, the worlds' leading high quality die-cast manufacturer, to Mattel, who will shortly be producing Ferrari models under the Hot Wheels brand name.

This car, therefore, is the last ever Ferrari Formula 1 car to be produced by Minichamps. As such it is of quite important

historical significance and around the world collectors will be adding this car to their treasured collections. There can be no doubt that one day this car is going to be very valuable. It is truly an investment for the future.

## Order your 649 now

We have a frighteningly small number of this car in both 1:43 and 1:18 so if you want one, do not delay.

The price is just £39.99 for the 1:18 scale car and £18.99 for the 1:43 version.

You can order by post, fax or phone. The Orderline, 0171 616 1900, is open from 9.00 am to 8.00 pm, Monday to Friday (5.00pm on Saturdays). But we suggest you act now!



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FRBF07

# "Can we take the long way home?"



**We've all heard it. 'Mum, are we nearly there yet?' say your treasured darlings just five minutes after departure. Two hours drive ahead of you, thick traffic, and the kids are already bored.**

**T**ry this for an alternative scenario. You've loaded up the luggage, strapped in the kids and you're all *looking forward to the journey!*

It could happen, and it all starts with the Alpine CVA-1000R Multi Media Receiver. Don't let the techy title put you off. This little baby is the key to a multimedia system that's revolutionising in-car entertainment and mobile office solutions. At its heart is a super-versatile control console that allows an incredible level of expansion - in-car TV, video, games consoles, mini-disc, CD-Shuttle, radio and navigation.

And that's just for starters. Digital Video Discs, e-mail, internet and fax facility. Fully expandable. Less tomorrow's technology, more the future *now*.

So your kids are happy. One's deeply ensconced in a favourite episode of *Rug Rats*, the other's giving it maximum attack around Silverstone on the built-in Playstation. (In half an hour they'll both stop and tune in the TV to watch *Top of the Pops*, broadcast live.) Meanwhile you're listening to your top CD. They're on headphones, you're on speakers. They're entertained. You're happy.



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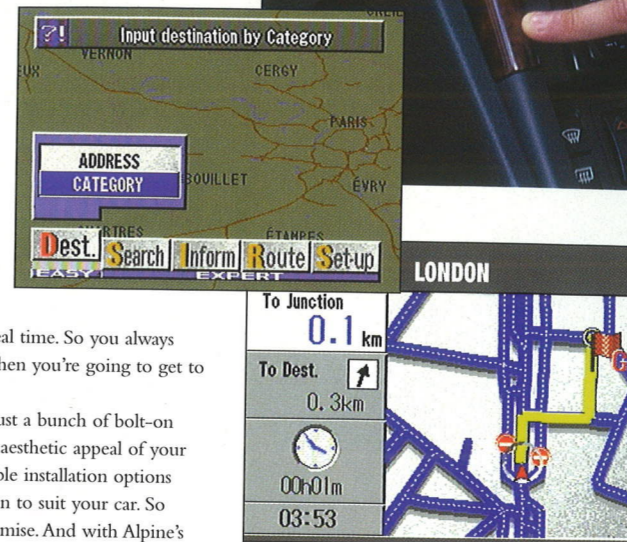
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But in your relaxed state you've started dreaming about your upcoming holiday, and missed that turn (or maybe the traffic's too thick and you deliberately want to take a different route). No problem; your in-car Alpine navigation system has already realised you've gone wrong (even before you have), and is rerouting you to get you back on course. No solo map reading. No frustrations. No kidding. It works. In every major European city and all the main routes between.

And it works in your language (well, English, French, German or Italian), and remains in your chosen tongue irrespective of which country you're in. Need some petrol? Or a bite to eat? A built in database of petrol stations, restaurants and other points of local interest is included on CD-ROM, so you'll always be able to find what you want. The whole system is versatile, instant, and crystal clear in its operation. Junctions zoom in and super-large scale displays guide you through. Distance (in miles or kilometres according to personal preference) and time to destination are updated in real time. So you always know where you are, and when you're going to get to where you want to be.

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Clear directions appear on a small TV screen and easy-to-understand instructions guide you to your destination

## Leading technology

Alpine's satellite navigation system uses digitised mapping, a remote control, display monitor, built-in GPS receiver and antenna, vibration gyroscope, and speed pulse sensor. A multimedia system, it can be used in conjunction with a video player, TV tuner, computer games, audio CDs, surround sound and headphones.

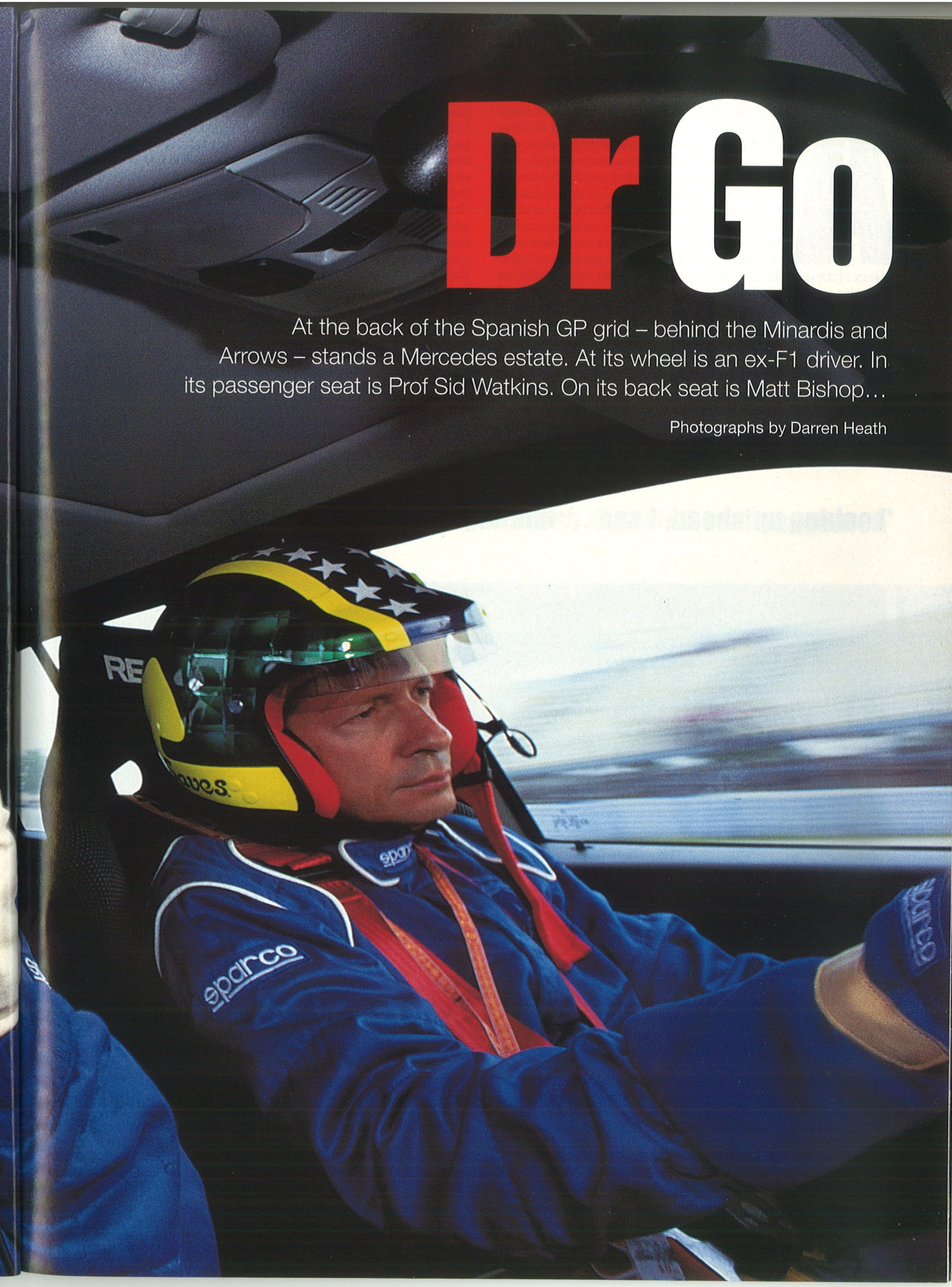
With some car makers such as Rolls-Royce or Bentley you can have your Alpine multimedia system fitted at the factory. You can also have the components fitted as aftermarket items. Graham Johnson - Alpine Sales Marketing Director says: "With our experience and network of specialist installers, multi-media systems can be fitted discretely and sympathetically to any car."



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# Dr GO

At the back of the Spanish GP grid – behind the Minardis and Arrows – stands a Mercedes estate. At its wheel is an ex-F1 driver. In its passenger seat is Prof Sid Watkins. On its back seat is Matt Bishop...

Photographs by Darren Heath

**A**s the five red lights went out on the Barcelona gantry, and 22 grand prix cars dumped 17,000-odd bhp through 44 tortured Bridgestones, you were looking at me. Oh yes: at the top of your TV screen, just a few metres behind the Minardis, was a silver Mercedes-Benz C55 AMG Estate, otherwise known as the Medical Car. Inside it were five people. And one of them, for the first time in Formula 1 history, was a journalist: me.

I'm in the middle, at the back. On my left is Gary Hartstein, the FIA's official anaesthetist; on my right is a Spanish specialist in anaesthesia and resuscitation (it's essential to have a local on board, to avoid in extremis communication problems with marshals and firemen). In the front passenger seat is Professor Sid Watkins, the FIA's chief medical officer, a legend in his own lap time, and one of the few men to whom Bernie Ecclestone will even today sometimes defer; beside him, gently slotting the autobox selector into D, is Alex Ribeiro, '70s F1 driver and official Medical Car chauffeur.

"All okay?" Sid asks. Four helmeted heads nod their assent, mine one of them. All eyes are on the lights. The atmosphere is highly charged, but oddly peaceful. Not for long. As soon as the

first light glows red, the noise is deafening: 220 pistons screaming fit to burst as the mega-tuned V10s are accelerated up to God-knows-how-many rpm. A second light, then a third, then a fourth, then a fifth and Alex buries the right-hand pedal and the Merc storms towards the wall of sound. He flicks the wheel to the right to avoid Marc Gené's Minardi, which has failed to get off the line, then – head bobbing from side to side, the better to make sure we're out of Gené's way should he suddenly find a gear – he dives past Olivier Panis's similarly stricken Prost.

Looking up ahead, I see ... nothing. Blimey. Remember that this Merc is a quick car – 5.5 AMG-honed litres of Merc V8 belting out 420-odd bhp see to that – yet though our heads are jerked back under hard acceleration, the 20 cars ahead of us have not so much departed as disappeared. They just aren't ... there any more.

As we approach the first corner, a slowish right-left, Alex brakes later than late, low-profile Bridgestones squealing under the assault. Flick right, on the throttle early, swoop left under hard acceleration, rattle the kerbs on the right and away. Is he flat-out? Later he tells me he wasn't, quite – "Maybe 95 per cent, to leave a small safety margin" – but it sure impresses me. It's vital we don't hang about because F1 cars jockey for position all around the first

lap of any grand prix and we need to be on the scene immediately if this results in a pile-up. Think of Montreal or Spa last year ...

Into Repsol – a longish, tightish, constant-radius right-hander – then ease on the power towards Seat. Hard on the brakes, lots of left-hand lock, then power-oversteer as the fat rear Bridgestones scabble to get the power down, a dab of opposite to catch the drift (Alex has the traction control off, natch). Heavy anchors again for a 90-degree left, then we're storming towards Campsa, which the F1 cars take at 130mph in fourth. Alex hugs the white line on the left, brakes late but sure, then guns us through at an indicated 165kph – a smidgen over a ton, in English.

Another long straight, then serious ABS thump-thump-thump into La Caixa – the F1 boys wipe 125mph off an 190mph approach in one savage jab on the brakes; for us it's 120mph down to 50mph, and on our right we can see the F1 cars beginning their second lap, all present and correct, already more than four corners ahead of us. We're nearly done, and we could back off, but like all born racers Alex is smoothest and safest when he's trying. The last two corners are hold-your-breath-and-brace-yourself-for-the-g-force right-handers, and Alex dispatches the first of them in one big kerb-apex-kerb swoop, then checks his mirrors – still no Gené, still no Panis – and dives into the pits before the second. Job done.

SID WATKINS HAS been around Formula 1 since before safety was invented. Nowadays such concerns are taken for granted, and no-one has done more to help that evolution than he has. Ask him to outline the medical facilities at a modern grand prix and he'll list them by rote, with the fast-but-accurate delivery of a well-practised tobacco auctioneer.

"Two spinal extrication teams, three on long circuits, six people each, trained to apply spinal splint or remove extractable seat, driver on board. Ten fast radio-linked medical intervention cars with life-saving equipment, each with resuscitation doctor or anaesthetist and racetrack-experienced driver. Ambulances all round, including pitlane, plus two helicopters."

So there you have it. Simple. Except that sorting out that little lot is the result of more than 20 years as the F1 doc, during which F1 has become not only the fastest but arguably the safest mode of motorsport in the world. So, no, not simple at all.

Sid isn't about to blow his own trumpet though. He's avuncular ("Let's say I'm over 65, okay?"), friendly ("Morning, old boy; are you behaving yourself?") and a bit of a laugh ("As you will see, I pick my teams for their beauty – the women, that is. I don't care what the bloody blokes look like!"). You get the picture.

What's more, in a world where men of pensionable age tend to ▶

**'Looking up ahead, I see ... nothing. Blimey. This Merc is quick, yet**

**the 20 cars ahead of us have not so much departed as disappeared'**



Left: Moment of truth or just another start in the Prof's amazing F1 career?

torture themselves in gyms and solariums, the better at all costs to look cool – sorry, Flav – Sid has the happy-with-his-lot sang froid of a provincial taxi driver. A poseur he ain't. So he won't tell you, unless you ask, that he was one of Ayrton Senna's closest friends – or that Gerhard Berger and Gilles Villeneuve and James Hunt and Mario Andretti were (or are, in the cases of Gerhard and Mario) also great mates. But I do ask, of course.

"Ayrton, yes, yes." A pause. "And James, yes. I thought James was a great chap. After he quit racing, he used to come fishing with me in Scotland. I always felt really at home with him. A naughty boy, but a perfect gentleman. Gilles, too. That was very sad, very hard. And, more recently, Gerhard.

"You know, at Monaco one year I was being driven by Jacky Ickx, and we'd had to stop at Sainte Devote because [Jean-Pierre] Jarier and [Derek] Daly and a few of the others had got themselves in a bit of a tangle. We'd lost quite a bit of time because it was a bit of a mess and we'd had to make sure everyone was okay. Anyway, as we came into the swimming pool section, we realised we were going to be caught by the pack, who were already on their second lap. So Jacky pulled over to let the field go past. And, typically, Mario gave us a little wave ... and Gilles missed us by half an inch, just to show us he could.

"And then there's Alex, of course. This is the first year the FIA decided I should be driven by the same guy all year, and Alex is the ideal man for the job. I've always been tremendously impressed by him. He's driven me at Interlagos for years, of course. The first time he drove me was just after he'd finished driving Formula 1, and we had a terribly slow car. And in those days it was the old Interlagos, which was very fast and very long – five miles. We worked out that we were going to be caught before the end of the first lap, which would have been a disaster. So we arranged to take a short cut from one part of the circuit to another, thus eliminating the infield loop. Even then it was going to be tight. Anyway, the short cut involved driving through a gap in the Armco. Trouble was, the gap was only about one inch either side wider than our car – literally! So we asked the organisers to enlarge the aperture before the race, and they agreed.

"Anyway, when we came upon the gap in anger on the Sunday afternoon, we found that they hadn't enlarged the aperture – and Alex kept his foot hard in and slid through the gap at more than 100mph without touching the sides! So I thought: 'This is a pretty impressive young man.' And now he's a pretty impressive slightly older man!

"He's also a wonderful guy – very intelligent, serene, almost

saintly. He's driven in Formula 1, of course, so he understands the brain – or lack of brain – of a racing driver. He's very good at predicting what's going to happen. He's a great deal more than a rapid chauffeur. A great deal more than that."

SAINTLY? AN ODD word to use ... unless you're talking about Alex Ribeiro. For this is the Alex Ribeiro who throughout his career sported a 'Jesus saves' sticker on his helmet. He still does.

When he isn't driving the Medical Car, Alex runs a São Paulo-based organisation called *Atletos de Cristo* (Athletes for Christ). A devout Christian, he works with sportsmen and-women of all varieties – racing drivers, yes, but also basketball players and footballers (he was heavily involved in Brazil's successful 1994 World Cup campaign).

His own sporting career was ultimately a frustrating one. He began his single-seater career in fine style, winning the 1973 Brazilian Formula Ford Championship with five wins from seven starts. He then came to Europe, where he instantly became a winner in Formula 3. Next was Formula 2, logically, where Alex and his main rival René Arnoux were usually the class of the field. And then, for Alex, it all went pear-shaped. For Arnoux the graph continued upwards, leading to a glittering F1 career with Renault

and Ferrari, the highlights of which were seven wins and no fewer than 18 pole positions. Meanwhile Alex joined March, struggled in an uncompetitive car, DNQ'd as often as not, and ended up high and dry with only 10 grand prix starts to his name, his reputation if not in tatters then significantly impaired. The next year he went back to F2, a brilliant win at the old Nürburgring

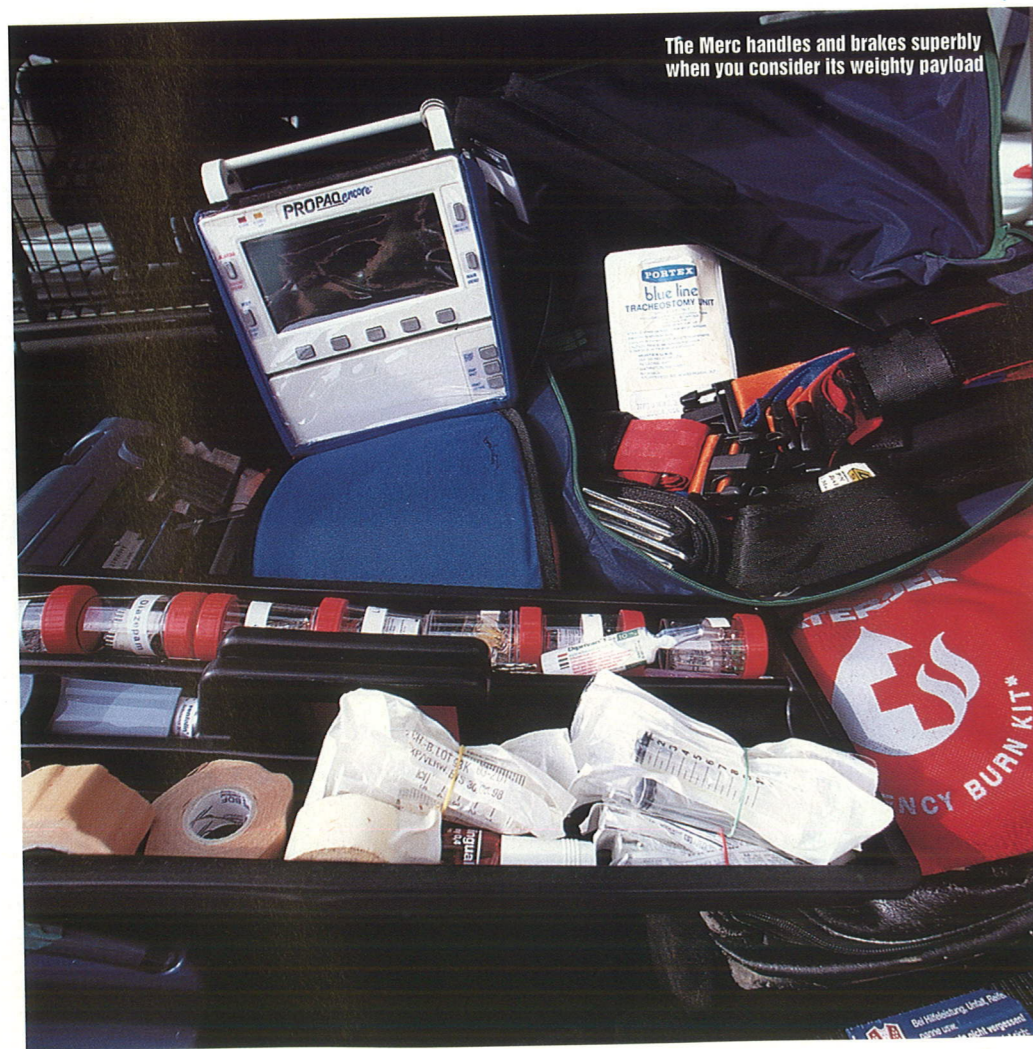
showing those who cared to notice that he was still as quick as ever. Few did.

A tiny man, now 50, he's still pretty rapid. "I enjoy driving the Medical Car. I think Sid asked for me because he feels comfortable with me. He needs a driver who's quick yet sensible – because the whole theory behind what he has organised is that medical help must be taken to an accident as soon as is possible. Sid is one of the best doctors in the world, and he likes everything to be perfect. ▶

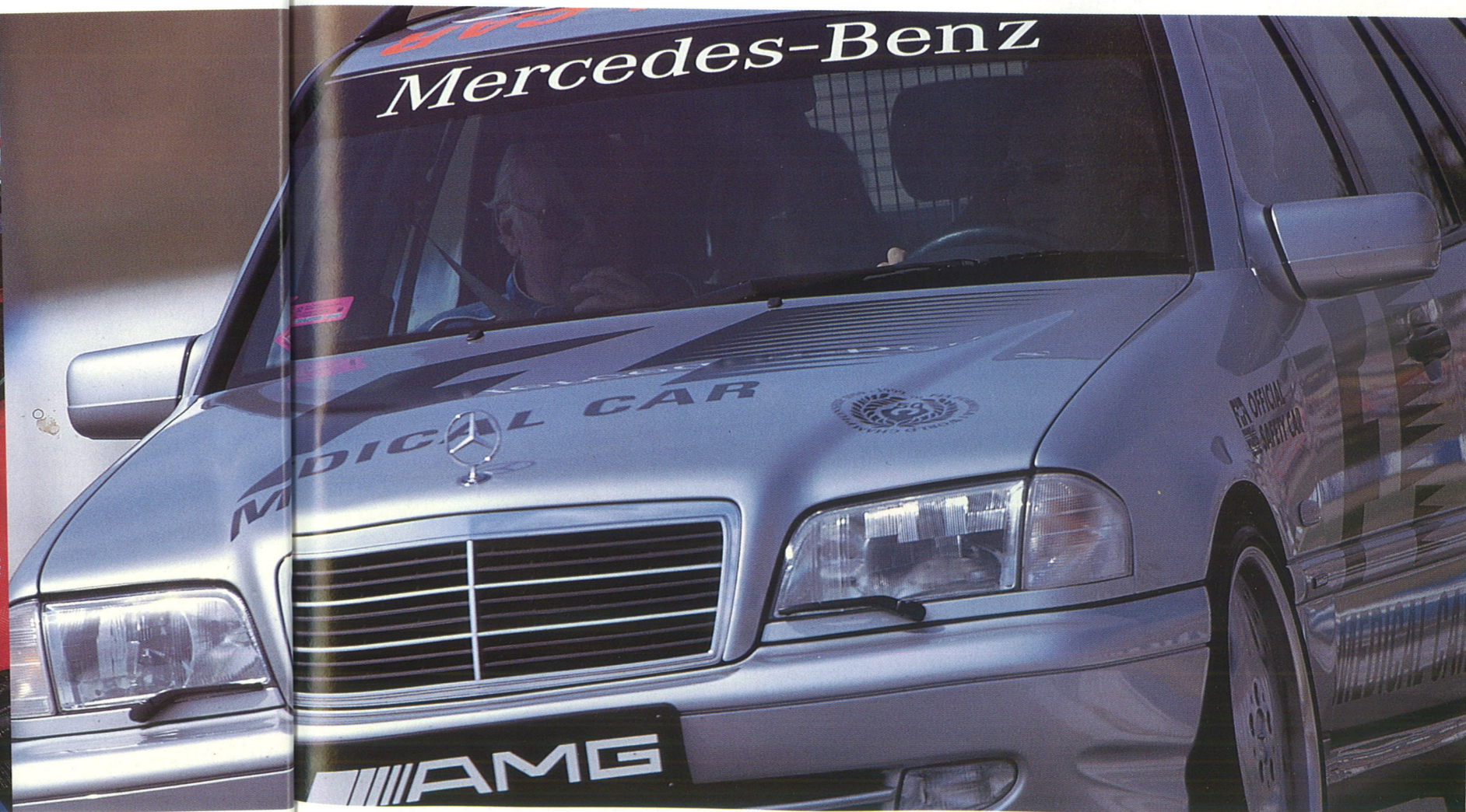


**'We realised we were being caught by the pack, so Jacky pulled over.'**

**Gilles Villeneuve missed us by a half an inch ... to show us he could'**



The Merc handles and brakes superbly when you consider its weighty payload



"When I'm driving Sid and the other doctors, I leave a small margin of safety. But on Thursdays I have half an hour of free practice, where I can really push the car, give it some stick, in order to establish the limits, so that I know where I can leave that margin. Thank God I have never lost the car with Sid inside – that would be terrible. To spin off, and delay Sid getting to an injured driver, could be fatal to that driver. I take that responsibility very seriously.

"It is easier these days than it was, because this Mercedes is a very good car. It has plenty of power – the engine has been tweaked – and lowered suspension. But not lowered too much because I have to carry many people and equipment. Oliver Gavin's CLK Safety Car is more lowered.

"When you consider that my car weighs 2000kg including payload, it stops very, very well



indeed. There's no brake fade. In Barcelona we're still using the same discs that were on the car in Melbourne, and only our second set of pads. That's good when you think that I usually do about 40 laps per weekend.

"It's an automatic, and that's terrible for engine braking. So I asked the Mercedes engineers to change the gearbox programming to bring in the downchanges under braking earlier, and they've done that. It's a bit jerky, so I've adapted my driving so that I brake always in a straight line and then turn in under power. If I brake into the corner, the jerkiness unsettles the car too much.

"It's got ABS, of course, which I don't mind too much. What I don't like is the ESP – electronic stability programme. I call it the electronic super parent – like my mother driving against me – and I tend to switch it off. That way I can slide the car – just little drifts under power. That's my style. That's the way I like to go fast.

"Sid and I have a good rapport. If an accident looks bad, I brake extra hard to allow us to pass the scene slowly, so that he has time to decide what to do. But he's the boss."

He is indeed. He's also an agnostic. So is Alex trying to convert him? "No chance, I think. Some people say it would be easier for Sid to convert me to whisky and cigars."

Nice blokes. Cheers. ☺

## 'To delay Sid getting to an injured driver could be fatal to that driver'

Jesus saves. So does Prof Watkins. Ribeiro's faith in both men is strong



# 1999 will be a year to remember!

We're nearly halfway through the season and anything can happen. No-one is running away with the points and it's shaping up for a fantastic fight to the finish! What's more, some of the best races at the best circuits are yet to come.

If you've never been to the **A1-Ring, Monza, Spa** or the **Nurburgring** then get hold of a copy of our brochure and take a look! There's a great choice of holidays for all events from good value coach tours to weekends or longer by air.

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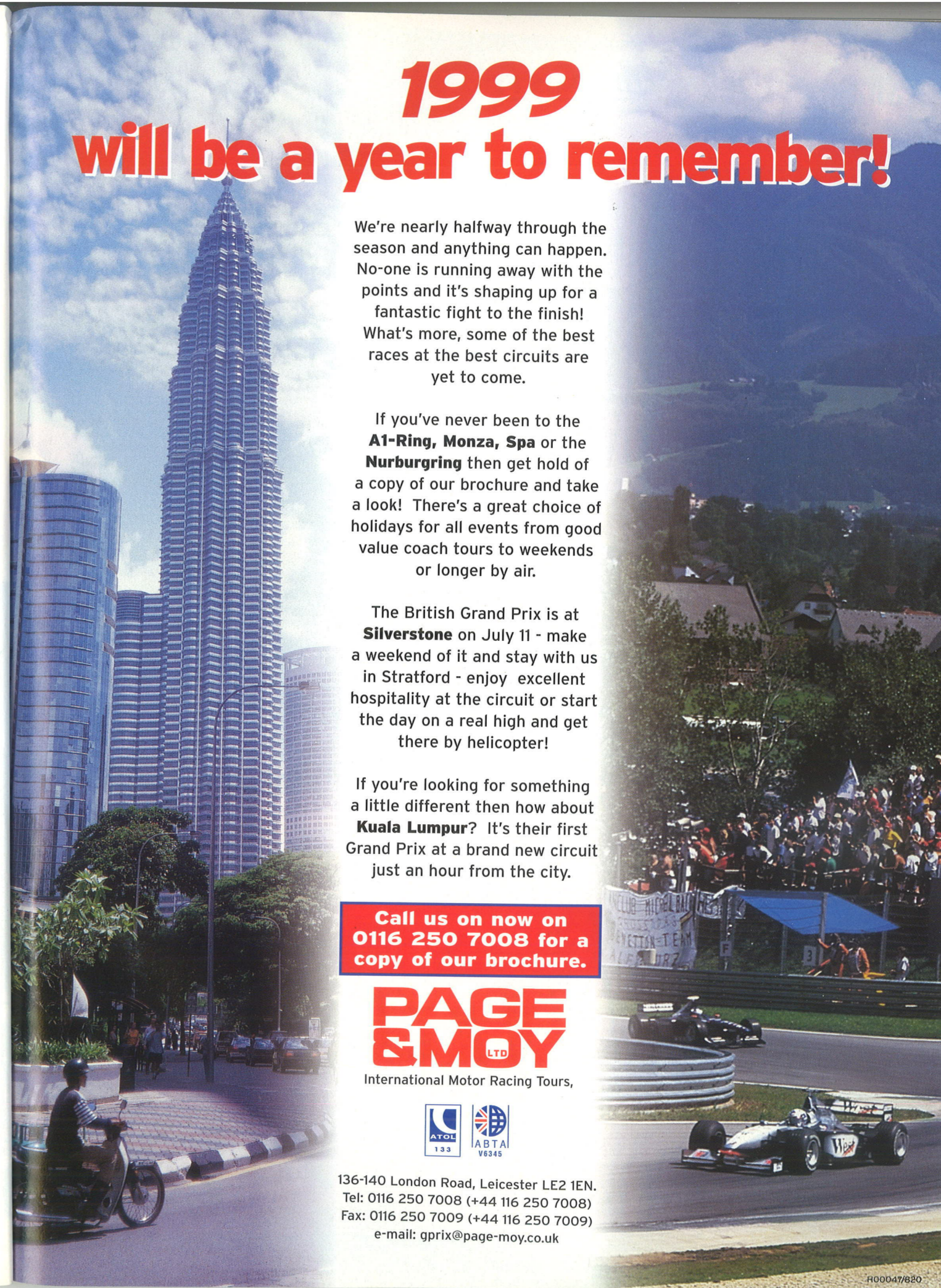
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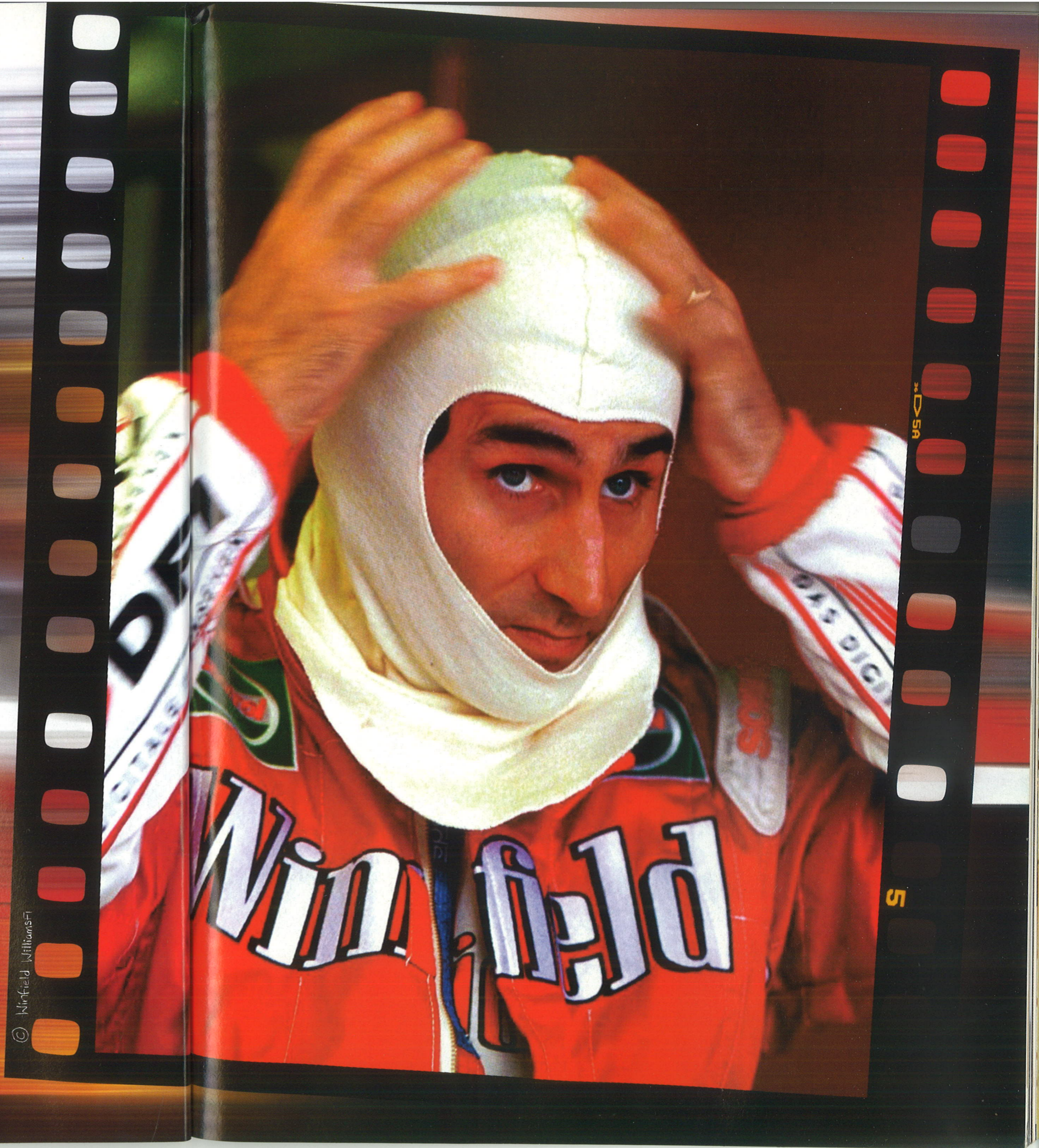


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Snapshot from *WILLIAMS F1*

"I know it fits... but is it ME?"



© Winfield Williams F1

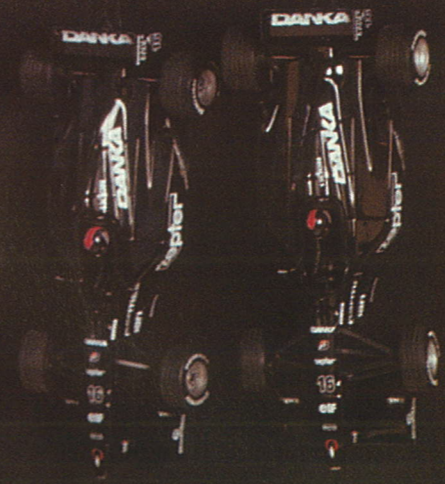
From blue collar to blue chip:  
the changing ownership of F1

Words by James Allen; photographs by Pip Calvert

# F1 IN THE CITY

THE 50 YEARS since the F1 world championship began have seen it evolve from a hobby to a sport to a business. Purists may moan that its sporting element died many years ago, replaced by rule-by-television and a hard-nosed business ethic, but then the purists have always been too close to the sport to see the wider picture.

The 11 Formula 1 teams have indeed become businesslike and rich in the last decade, but it's nothing in comparison with how they will operate and what they will be worth five years from now. The real revolution in the business that is F1 is happening today as the sport moves from the entrepreneurial to the institutional. As the banks and the manufacturers look to take a greater stake, some of the old players are cashing in their chips and it's going to – literally – change ▶





Eddie Jordan and Dominic Shorthouse of Warburg Pincus are both confident of emerging well in the black thanks to the latter's buy-in to Jordan's team

## F1 IN THE CITY

the face of F1 for all time.

As often is the case with F1, the quiet revolution began with Bernie Ecclestone, a man whose vision has shaped the sport as we know it today. Under him, it has risen from just another sport vying for the sponsor dollars via the attention of the TV viewer to be one of the top worldwide box office draws. And it's about to get even better.

"We're going through the golden age of TV sports rights," says Patrick Harverson of the *Financial Times*, "primarily because of the competition between broadcasters for programming, and also because of the development of pay-TV. The most valuable property in selling subscriptions for pay-TV is sport and that's why the rights have gone through the roof. That will continue for another five years or so, but then logic dictates it will plateau."

Sports TV is an extremely volatile

world where nothing lasts forever. Snooker enjoyed massive popularity in Britain; the world championship final of 1985 attracted more than 18 million viewers – still one of the highest British audiences. Now it struggles to draw over three million. Snooker did nothing wrong – the audience simply drifted away. No sport has a divine right to keep its audience, but F1 has developed and matured a huge following all over the world and this has kept the value of the rights high – and still climbing. Estimates put the current annual yield at £180 million.

Big moves are afoot against this backdrop to take the sport to the City. And Bernie is leading the way. He has realised that the sport is now so big that he can cash in, stay in control and plot the next course. In the last six months, three teams – Jordan, Arrows and Prost – have followed his example, taking on institutional banking partners for the big push to the front of the grid. At least one, perhaps all three, will eventually float on the stock market.

In September, Ecclestone and his bankers Morgan Stanley announced a £1.2 billion Formula 1 eurobond. A bond is a financial instrument whereby capital is raised against the current and future value of an asset. Bernie's bond is extremely unusual in that it is tied to the future TV revenues from F1. It has been done before in music – David Bowie successfully issued a bond against his future song royalties – but it's unusual in sport. In return for the £1.2 billion of investors' money, Bernie was effectively guaranteeing that he would pay them their money back with interest for a fixed period of years on the strength of the TV revenues. Making the most of the "golden age of TV sports rights".

Bernie's City advisers went to extraordinary lengths to prove to investors that the bond would be robust. There were financial models available of what would happen if the number of grand prix races fell from 17 per year to 13, and what would happen if 25 per cent of the terrestrial broadcasters currently

showing F1 defaulted. In both cases there would still be enough cash to pay back the investors with interest. The contracted gross revenues of Formula 1 were claimed to be £254 million this year, £263 million in 2000 and £265 million in 2001.

Unfortunately, the announcement of the bond coincided with a global credit crunch as Russia defaulted on a number of key loans. This sent the money markets into a panic; American investors got cold feet and kept their money closer to home.

Another reason why the bond did not fly was the ongoing European Commission investigation into the legitimacy of F1's contracts with the FIA for the rights until 2010. The EC competitions commission does not like exclusive, long-term deals and, as was demonstrated by the Bosman Ruling in football – which revolutionised the transfer market

have to do nowadays is put .com after your name and prove you can't make money and off you go. It's harder if you have a real business."

Harverson explains: "There's no doubt that Formula 1 is a sexy subject and the City boys get their pulses racing just like anyone else. But at the end of the day they will come back and crunch the numbers really, really hard and look at the security of the deal. They have two key questions: can they pay me the interest?; can they repay the principle? If you have any doubts, and you are a blue chip institution, you don't touch it."

Nevertheless, the City is drawn to Bernie and his desire to cash in on his stake in Formula 1.

"He's set up a trust to secure the family wealth for generations. If he'd been alive in the 17th century, he'd have been a duke," says one

lucrative exit from the sport.

Because Daimler-Chrysler (the parent company of Mercedes) and BMW are already public companies, a flotation of the F1 teams would seem impossible. But it is not impossible to imagine Williams and Dennis selling out to these manufacturers in the next five years and walking away from F1 with more than £100 million in their pockets. Indeed, many City analysts are predicting it. And they are also saying that Stewart and BAR will sell out to Ford and GM respectively.

The downside for teams such as Jordan, Arrows and Prost is that a trade sale of this kind is not an option right now, but the upside is that they are free to take their teams to the market and float if they want to. Judging from the deals all three have just struck with major banks, they regard this as a real possibility. ▶

## 'If Bernie had been alive in the 17th century, he'd have been a duke'

for players – the EC are quite capable of turning the rule book on its head.

The bond failed to get the rating the bankers hoped for and the big institutions, such as pension funds and insurance firms, stayed away. Morgan Stanley spent eight fruitless months trying to market the bond until in March this year German bank West LB were appointed joint lead manager. A restructured bond was launched on the Friday before the Spanish Grand Prix. It had been cut back from £1.2 billion to £860 million and will be over 11 years rather than the 22 originally planned.

The indications are that West LB have acquired as much as 60 per cent of the bonds themselves – in effect they are acting as Formula 1's 'moneylenders'. And Bernie is now buying tracks so that if he loses the EC case he will still control the TV rights for each individual circuit.

The next stage of his City plan is a full flotation of Formula 1 in around three years' time. The money raised from the flotation will be used to redeem the bonds.

He pocketed £860 million, but Ecclestone has been frustrated by his dealings with the City: "All you

City banker. "This is a unique situation. The City is fascinated that one man has control over a business which has so much control over other people's lives."

If Bernie is a latter-day Barnum, then the way in which he has built up his circus has allowed for the acts to enrich themselves too. The teams get 47 per cent of the revenue from the sales of TV rights (roughly £11 million per year for an outfit like Jordan). When this is added to the sponsorship incomes, you get huge annual budgets. But F1 is a sport which devours money, and although you know for certain that there is going to be inflation on the cost side, where is the inflation on the revenue side going to come from?

Tobacco money is to be phased out in the next six to eight years and it will be difficult to replace the £25-30 million per season which some teams collect from the demon weed. One possible route forward is to align with a motor manufacturer; the partnerships between McLaren and Mercedes, and Williams and BMW, look set to provide McLaren owners Ron Dennis and Mansour Ojjeh, and Williams bosses Frank Williams and Patrick Head, with a



## 'F1 has a huge following and this has kept the value of the rights high'

## F1 IN THE CITY

Because the F1 teams are in fierce competition, any profit they make is ploughed back into the business. Development and research costs are

very high – Jordan made a loss last year because they had to scrap their chassis during the season and start again. On top of that they built a wind tunnel which, according to Eddie Jordan, is the envy of all who see it. This all made him realise that he needed help to find new ways of generating income.

“I felt I’d taken the company as far as I could in terms of the availability of money,” he says. “I didn’t purposely set out with the intention of doing a flotation, although long term that could be quite interesting and I may well look at it. I felt that I needed someone who could help Jordan move up to the next stage as a brand. Bankers are seeing huge

potential in brands. Goldman Sachs are very heavily involved in Ralph Lauren, for example. I needed a big institutional partner who was going to pay a fair lump of capital for a shareholding which would give security to the Jordan family and a stronger foundation for the team.”

Jordan struck a ground-breaking deal in November with Warburg Pincus, a venture capital firm which invests money for large US pension funds. They specialise in the more risky or exotic investments, which offer a higher yield than playing the boring old stock market. With several billion dollars invested and a strong track record of backing firms like Channel 5, Mattel Toys, and Lucent Technologies, they managed to persuade EJ that they were the right partner for him.

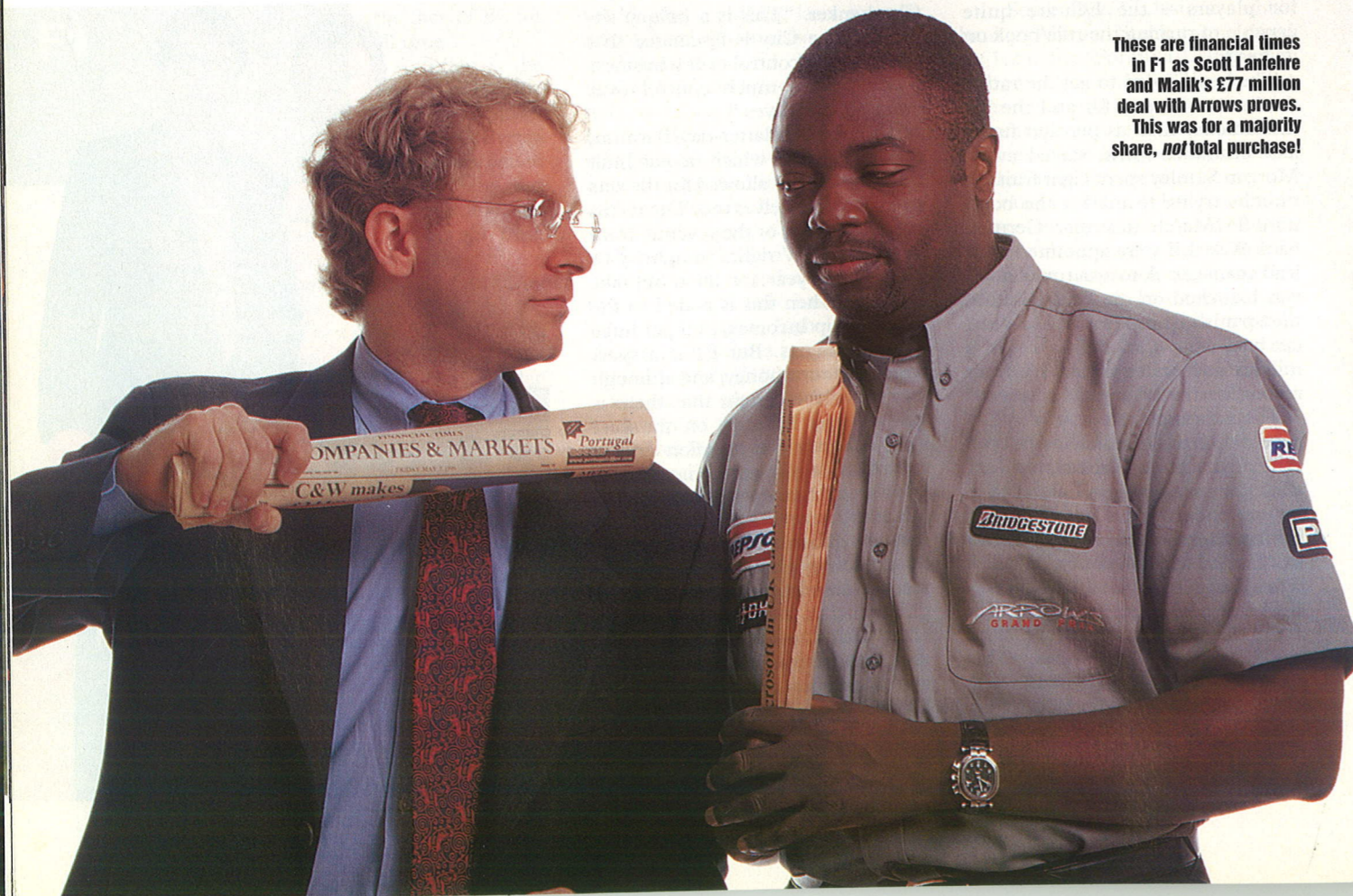
“Our business is focused on backing talented individuals and Eddie falls into that category,” says Warburg’s Dominic Shorthouse. “I think that over a period of time

F1 as a whole will continue to grow. I also think that nobody has been particularly successful at developing value by utilising the brand which each team carries. That’s the great opportunity we have.”

Can you imagine yourself walking into Selfridges, or perhaps Harrods, and choosing between a Tommy Hilfiger shirt and an Eddie Jordan shirt? Jordan wants you to think that you can and he hopes that you would choose his brand.

Brands in sport can be huge business. In America, the National Football League turns over £1.9 billion a year in merchandising. The National Basketball Association is not far behind. But brand-building takes longer than most imagine and it needs to be backed up by a solid run of high-profile success. Many sports teams have tried in Europe, but in the UK only Manchester United can be said to have built a successful brand. The rest are a very long way behind. United have a

**These are financial times in F1 as Scott Lanfahre and Malik's £77 million deal with Arrows proves. This was for a majority share, not total purchase!**



huge trade in merchandising which in turn attracts investors, who see it as a very solid investment, which keeps the share price up.

This is the world Jordan is hoping to enter, and Eddie believes that, if he gets it right, the revenue from the brand will surpass the team’s current income from sponsorship and TV money. Ferrari are the runaway brand leaders in F1, but the new generation of money men and business managers buying into the smaller teams believe that their brands can also develop into household names. They see an untapped gold mine. Teams need the extra revenue and the whizz kids sense a big profit. Arrows boss Prince Malik is also on a brand-building mission in his partnership with German-owned bank Morgan Grenfell.

“The cost of running a Formula 1 team is incredible and to rely solely on sponsorship is silly,” says Mailk. “You have to bring in experts who know how to develop all the aspects



**‘Banks are not in the charity game ... they’ll want their pound of flesh’**

of the business to make an entity which is self-sufficient and self-sustaining, hopefully even without sponsorship at some point in the future. This is my dream.

“The people who are in F1 now are the same people who were in it 20 years ago. They were mechanics or drivers. They’ve held on to this sport and not really developed it into a business. They are missing out on opportunities. If Manchester United can be valued at £700 million then a Formula 1 team must be worth that and then some.”

Malik’s partner, Scott Lanfahre of Morgan Grenfell, says: “It’s an exploding opportunity. When I saw the Jordan/Warburg Pincus deal I did wonder, ‘What do they know that I don’t?’ Strangely enough, we think it’s at a very early stage of its ultimate development.”

Malik and Lanfahre bought into Arrows in December, paying £77 million for a majority shareholding in a team valued at £110 million. Warburg Pincus’ investment of around £30 million for 40 per cent of Jordan valued Eddie’s team at

just under £100 million.

Jordan may joke that he “nicked the money”, but in reality the banks are not in the charity game and they will want their pound of flesh. The banks have an exit strategy planned, whereby they can get back their original money plus a substantial amount of interest. City analysts suggest that Warburg would be disappointed to walk away from Jordan after the specified seven years of the deal with less than £80-100 million. To do this, Jordan will need some serious success and Warburg will have to work some magic on the brand in a relatively short period of time. They have to move Jordan into a position where they can either sell their stake to a car manufacturer for two or three times what they paid for it, or successfully float the company.

It is a path scattered with pitfalls. Several Premiership soccer clubs went through a similar phase in the last few years. Some have done well, others struggled. Charterhouse, a venture capital banking arm like Warburg Pincus, bought a share of

Sheffield Wednesday and Electra Investment Trust bought a share of Derby County. Both were looking for an exit through flotation, but in both cases a float is off the cards and the value of their investment is lower than what was paid.

As Malik says, F1 team owners are mostly former mechanics or ex-drivers, racers first and businessmen second. They have built successful teams but perhaps missed out on making the most of them commercially. The new generation of owners – Malik, Rocco Benetton and Craig Pollock – have arrived in the last year from the business side with a fresh approach and new marketing ideas. Although F1 is a sexy place to do business, it’s the cash flow, not the cars going round in circles, which turns them on.

When a brash new generation comes along to challenge the old guard there will always be fireworks. But nothing lasts forever, and if things work out the way the City believes, F1 will soon be owned by institutions and not individuals. 1

# F1

RACING

## COMPETITION

# WIN

# THE RIDE OF A LIFETIME

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West in association with Team McLaren (McLaren's supporters' club), F1 Racing and The Daily Telegraph, Britain's biggest-selling quality daily newspaper, are offering you a once-in-a-lifetime opportunity to ride in McLaren's two-seater Grand Prix car at a West Adrenaline event in Mallorca this summer.

One lucky winner will be flown to Mallorca for July 17th, 1999, to experience a ride in this unique machine around a purpose-built circuit on this small and beautiful island.

For your chance to enter this fantastic competition, you will need to look for the full details which will be published in The Daily Telegraph from Monday, July 5, to Friday, July 9.

Due to the extreme nature of the ride, entrants must be in reasonable physical shape and will have to provide a doctor's certificate to prove it (see rules). Closing date for entries is Weds, July 14th, 1999

Runners-up prizes include copies of the West McLaren Mercedes official record of the team's triumphant 1998 season, hats and complimentary Team McLaren membership.

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# THE BEAT TOP 100

Two years ago we compiled our Top 100 F1 drivers of all time. It was a purely subjective list culled from the musings of a host of F1 luminaries. Grand prix enthusiast Clyde Berryman thought it was a good read – albeit inaccurate. He was sure there was a better way to select the best of the best...

Photographs by LAT Archive

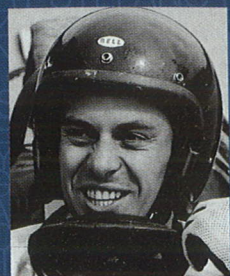
**P**rofessional tennis has the ATP Rankings. Golf has got the Sony World Rankings. Formula 1 has ... nothing. Yet.

Why the omission? The obvious answer to this is the fact that Formula 1 involves man *and* machine, a fact which poses very real obstacles to precise analysis. It's the biggest question in motorsport: how much of a driver's success is down to the quality of his car compared to that of his opponents? A frequently-heard maxim is that a driver must beat his team-mate. Why? Because that's the only way meaningful performance comparisons can be drawn.

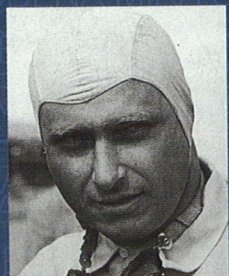
How then do you compare drivers in different teams, in different cars with different levels of performance and reliability?

To find the answer you must turn to American college football!

Rating this sport is an obsession in the States. It has been since the early years of the century. There are 140 teams competing, but there are no official play-offs to determine who are the national champions. Teams play in regional conferences and so many of them never go head-to-head. So how do you know which is the best team? Enter ▶



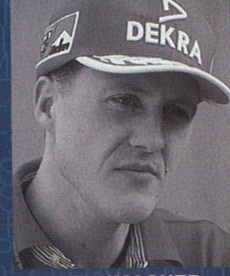
1 JIM CLARK



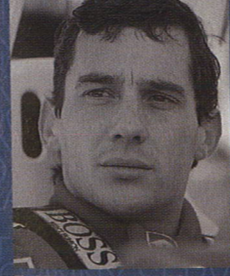
2 JUAN FANGIO



3 JACKIE STEWART



4 M SCHUMACHER



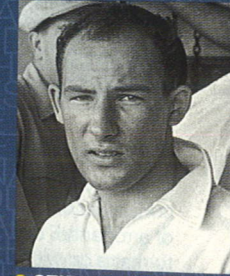
5 AYRTON SENNA



6 ALAIN PROST



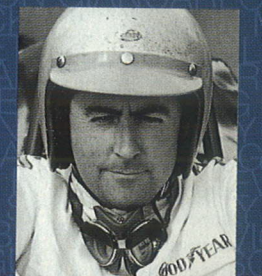
7 ALBERTO ASCARI



8 STIRLING MOSS



9 JOHN SURTEES



10 JACK BRABHAM

the statisticians. And me! And it wasn't long before I noticed some interesting parallels between the college football problem and motor racing. While football teams face (or don't, as the case may be) different opponents from regional conferences of varying strength, so F1 drivers compete against roughly the same set of opponents throughout the season – but with very different equipment at their disposal. I was intrigued.

The next step was triggered by the Top 100 list published in the June 1997 issue of *F1 Racing*. The top selections – Senna, Fangio, Clark – I had no quarrel with. Who could? It was the second stratum of drivers that I questioned. This, I felt, was where emotion and heart had prevailed over historical record. Drivers with a reputation for raw speed or spectacular driving styles – Gilles Villeneuve, Keke Rosberg and Jo Siffert – tended to come out on top. Older, grizzled world champions – Denny Hulme and Giuseppe Farina – tended to fade into the collective memory. As did consistent performers like Bruce McLaren and Richie Ginther.

I decided that to draw up such a list as fairly as possible it had to be based on the statistics compiled by each driver during their careers. I was off and running.

In tackling an in-depth rating system for grand prix racing I resolved, as I did for American college football, that it was important to maintain an historical perspective, and only rate drivers against the backdrop of their own era. It is easiest to make comparisons between two drivers who drove the same car. After this, it is easiest to compare two drivers who raced against each other, against the same opponents at the same events. It becomes more difficult to make meaningful comparisons between drivers who have never met on the track, or who only did so when one was no longer at his peak. This is why I have always been somewhat sceptical of arguments which simply tally up a driver's statistical profile in order to prove the greatness of one driver over another. These comparisons ignore three critical factors: the competitiveness of the cars he drove; the impact mechanical failures had on his results; the overall quality of the competition he faced each year. These three factors motivated me to stick to an annual rating system and make some career-long judgement about a driver later by looking at all of his annual ratings.

I believe the grand prix season is the basic unit most useful in making comparisons, since all drivers in a given year are racing ostensibly for the same prize: the world drivers' championship. And the fortunes or misfortunes which befall one inevitably have an effect on the fate of the others in the field going after that same elusive crown.

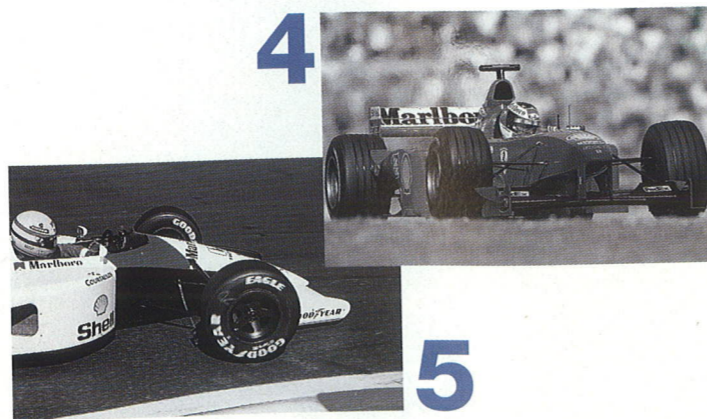
So how are the rankings calculated? I start with the cars. And them alone. I rate each make and model by looking at its qualifying and race performances throughout each year. With only a few exceptions, I generally feel comfortable about these car ratings. They don't excite the kind of strongly-worded feedback I receive about my driver rankings, but they are very important because they impact on any driver's rating.

Now comes the hard part: to judge a driver's ▶

## WHY THEY ARE WHERE THEY ARE



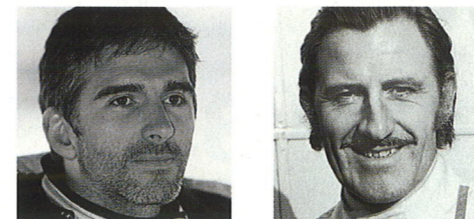
**1 JIM CLARK** The best. He spent his entire F1 career with Lotus and so did not always have the most reliable car. Only in 1963 did he drive undoubtedly the best car in the field – he blitzed everybody. He did so again in 1965 when the BRM was arguably the better bet. In terms of natural ability, he's the best, followed by, in no particular order, Senna, Fangio and Stewart. I can be subjective too!



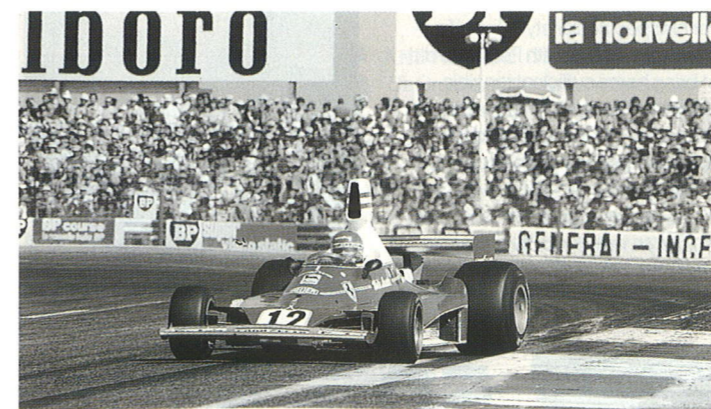
**MICHAEL SCHUMACHER & AYRTON SENNA** The parallels are irresistible: both burst on to the scene in mid-grid cars; they share the same conviction of their superiority on the track and occasionally make errors born of arrogance. But there is a big difference. Schumacher has generally had to make do with the second-best car in the field. Barring the final two years, Senna's six-season spell (1988-'93) with McLaren ensured he had the best. That's why Schuey pips him. Indeed, he could yet become number one.



**9 JOHN SURTEES** A vastly underrated driver however you look at it. Ironically, he left Ferrari (in 1966) just when they had appeared to have given him the best car. He has just six F1 wins to his name, but he regularly mixed it with Clark, Hill, Brabham and Stewart – in lesser machinery. Had he stayed with Ferrari he might have been even higher; disappointing spells with Honda, BRM and Surtees detracted from his rating.



**13 & 15 DAMON HILL & GRAHAM HILL** Not as good as his dad? Maybe so. Maybe not. That father and son should be so high, and so close, in the rankings is remarkable. That said, there are big differences: Damon got his break with a frontline team very quickly, whereas Graham went on long past his prime. If these rankings were based purely on a High Three basis (see page 96), his golden spell with BRM (1962-'64) would move him to ninth in the rankings. He might yet, however, move ahead of his son, whose star is fading.



**18 NIKI LAUDA** He didn't initially show well against his F1 BRM team-mates in 1973, but he got his break with Ferrari – and made the most of it. He's best remembered, naturally, for his remarkable recovery from that fiery Nürburgring accident. But remember too his lacklustre performance with Brabham in 1979; McLaren team-mate John Watson's defeat of him in 1982 and 1983. A career to be judged with one eye on the great cars he had during his winning seasons.

# THE REAL TOP 100

These rankings are based on car and driver performances recorded in the F1 world championships from 1950 to '98

POSITION	NAME	RATING	'97 RANK	MOVE
1	Jim CLARK	372.6	3	▲2
2	Juan Manuel FANGIO	369.3	2	■0
3	Jackie STEWART	362.7	6	▲3
4	Michael SCHUMACHER*	348.7	5	▲1
5	Ayrton SENNA	347.6	1	▼4
6	Alain PROST	342.6	4	▼2
7	Alberto ASCARI	340.8	12	▲5
8	Stirling MOSS	339.6	7	▼1
9	John SURTEES	332.0	21	▲12
10	Jack BRABHAM	330.3	15	▲5
11	Nigel MANSELL	330.1	10	▼1
12	Jochen RINDT	328.9	16	▲4
13	Damon HILL*	326.7	20	▲7
14	Nelson PIQUET	326.1	9	▼5
15	Graham HILL	319.1	17	▲2
16	James HUNT	318.7	19	▲3
17	Giuseppe FARINA	311.3	35	▲18
18	Niki LAUDA	310.2	8	▼10
19	Emerson FITTIPALDI	309.6	14	▼5
20	Denny HULME	307.5	36	▲16
21	Jacques VILLENEUVE*	307.0	29	▲8
22	Mike HAWTHORN	306.8	28	▲6
23	Ronnie PETERSON	305.6	13	▼10
24	Jody SCHECKTER	304.0	27	▲3
25	Gerhard BERGER	302.4	34	▲9
26	Dan GURNEY	301.9	22	▼4
27	Bruce McLAREN	300.2	37	▲10
28	Jacky ICKX	299.8	30	▲2
29	Carlos REUTEMANN	298.9	26	▼3
30	Mika HAKKINEN*	298.5	58	▲28
31	Mario ANDRETTI	297.9	18	▼13
32	Froilan GONZALEZ	295.2	60	▲28
33	Patrick DEPAILLER	294.8	43	▲10
34	Clay REGAZZONI	294.7	33	▼1
35	Alan JONES	293.4	24	▼11
36	Jean ALESI*	292.8	41	▲5
37	Tony BROOKS	291.9	25	▼12
38	Keke ROSBERG	290.9	23	▼15
39	Chris AMON	290.8	32	▼7
40	Gilles VILLENEUVE	290.7	11	▼29
41	Phil HILL	289.3	49	▲8
=	Jacques LAFFITE	289.3	44	▲3
43	David COULTHARD*	288.6	57	▲14
44	Riccardo PATRESE	286.0	50	▲6
45	Richie GINTHER	285.6	73	▲28
46	Didier PIRONI	282.7	42	▼4
47	Carlos PACE	280.7	51	▲4
48	Michele ALBORETO	279.0	56	▲8
49	René ARNOUX	278.6	53	▲4
50	Thierry BOUTSEN	277.7	75	▲25

Continued over page

actual performance. Two factors must be taken into account: the relative competitiveness of the car at his disposal; how badly affected was he by mechanical failures. And it's here that another problem crops up.

There are a number of other factors which have been suggested to me as worthy of inclusion, in particular who's to blame for mechanical failure. Suffice it to say that the formula would then become too unwieldy. Some limitations had to be put in place from the outset. As a result, car competitiveness is reflected by the car rating, while mechanical failure is defined as a race-ending mechanical failure. These are the principal outside factors I felt could be rated with a degree of objectivity and consistency. This might give the car-breakers a small boost, but to accrue some sort of benefit from a race-ending mechanical failure, a driver must have proved himself with qualifying and racing performances during the season. Remember, the performance of one driver with a particular make of car has a direct impact on the rating of other drivers of that same type of car; to a lesser extent, drivers of different cars in the same season have an effect on each other's rating.

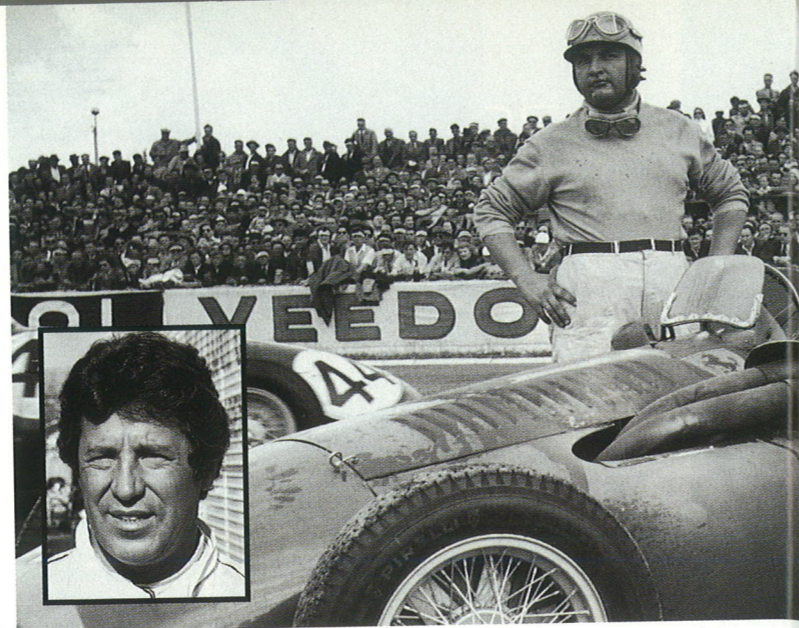
You will have realised by now that there is no perfect method of devising how much is down to car and how much to driver. And part of a driver's job has always been to secure a seat in the best car. And the best drivers usually find themselves in the best car. That said, however, we can attempt to compensate a driver for less-than-competitive or less-than-reliable machinery.

Which is where we come to my Top 100. I struggled with all kinds of ideas and methods. The straightforward averaging of their annual driver ratings was unsatisfactory as it unduly punished those who stayed in the sport long past their prime or drove uncompetitive cars longer than others – the Alboretos and Regazzonis of this world. Conversely, picking a peak period to judge a driver's potential at the wheel of a competitive car was just as problematical. How long should that period be? It would also have benefited drivers who quickly made their way into top teams.

I finally settled for a combination of a driver's career-long average and his three highest seasonal averages. For Jean Alesi these currently stand at 141.7 and 151.1 points respectively. Add these together and that's how I get his current career rating (as of the end of the 1998 season) of 292.8. High Three is a common statistical device. In this case it mitigates for the good or bad fortune which choice of machinery alone would have on a career.

Now I was ready to calculate my Top 100... But it still wasn't quite right. Unrated seasons showed themselves to be a problem. These are seasons when a driver did not compete in more than 25 per cent of the races and failed to score a point. These proved to have too much of a punishing effect on drivers who had accepted 'guest' rides and/or made infrequent attempts to qualify clearly uncompetitive cars. So I tossed out unrated seasons and redid my calculations for every driver who has tackled more than 10 GPs.

And now I'm satisfied. You, of course, might not be, but that, surely, is part of the fun. ①



**31 & 32 MARIO ANDRETTI & FROILAN GONZALEZ** One of the most well-known names in motor racing versus a fat man from Argentina who lived in the shadow of Fangio. No contest, surely? Aha! Andretti's rating suffers from his gradual introduction to F1 from 1968-'75. Take his High Three and he climbs to 21st. Gonzalez is just flat plain undervalued. Usually the number two in a team with the second-best car, he was extraordinarily consistent, witness his five podiums from six starts in 1951.



**35 ALAN JONES** A low rank for the 1980 champ. An uneven climb through the F1 ranks with the Hesketh, Hill and Surtees teams doesn't help him. Nor, ironically, does his title-winning season, for his Williams FW07B was markedly superior to the rest. The same was true in 1981, but he finished second to his team-mate and third in the championship. A frustrating comeback year with Haas-Lola in 1986 capped it off. All this is reflected in a worse-than-expected rating.

**40 GILLES VILLENEUVE** Let's be dispassionate. Ignore the understandable hoopla over his spectacular style. In his four-and-a-bit seasons with Ferrari he did not bring home sufficient tangible results to establish him as the team's undisputed number one. And the Ferrari drivers should have scored a couple more wins in 1979 given the 312 T4's advantage. His first full year with Ferrari was good, but it was no better than Stewart's at BRM (1965) – or son Jacques' at Williams (1996).



**50 THIERRY BOUTSEN** Perhaps the most unfashionable GP winner of the past 20 years. But beneath that helmet-style haircut lay a quiet, serious racer. You would expect a protégé of Jacky Ickx to be good in the wet. And he was. Witness his 1989 wins in Canada and Australia. And yes, it is hard to pass at the Hungaroring, but he did hold off Senna for the whole of the 1990 race to score his third win. This before Williams-Renault were dominant.



**JEAN-PIERRE JABOUILLE & DEREK WARWICK** The Frenchman wins the Mechanical Failure prize thanks to his super-fraught development years at Renault. He scored their first win (at Dijon in 1979) when everybody was watching the mesmeric battle between Arnoux and Villeneuve. And it was to be Prost and Arnoux who got the real benefit of his spade work at the Régie. Warwick, in turn, could give Amon a run in the Hard Luck Stakes. He either found himself in an up-and-coming or an over-the-hill team.



**71 ROBERT MANZON** You might not have heard of him. That's understandable. It was all a long time ago. Some of this French driver's career was behind him when the world championship began in 1950. And then the Italian Alfa Romeos and Ferraris were ahead of his French-built Gordini in terms of speed. But that didn't stop him from scoring some impressive results in the early '50s. In the year he switched to Ferrari (1954) he finished third in the only race that passed without incident.



**75 ANDREA DE CESARIS** 'De Crasheris' the British press called him after his spectacular debut season in 1981. So people forget he put an Alfa Romeo on pole at Long Beach the following year, and led at Spa the year after that. His reputation rode with him and he never settled at a team thereafter. Yet his spells at Ligier, Dallara, Minardi, Rial, Jordan, Tyrrell and Sauber showed he was quick and capable of finishing in the points – when he kept it out of the Armco, that is.

**DNQ STEFAN BELLOF** A sensational Monaco in '84; a superb qualifying at Zandvoort in '85. But can a career assessment be based on two performances? No. A what-if driver. Had potential, but so did his even Stevens Tyrrell team-mate Martin Brundle – and he didn't win a GP in 158 starts. Bellof's rating suffers because of Tyrrell's disqualification from 1984, but a driver's efforts must be judged on the conformity of his car.



51	Patrick TAMBAY	275.5	71	▲20
52	Innes IRELAND	275.4	52	■0
53	Lorenzo BANDINI	275.3	72	▲19
54	John WATSON	273.5	61	▲7
55	Elio DE ANGELIS	273.4	38	▼17
56	Heinz-Harald FRENTZEN*	273.2	66	▲10
57	Ralf SCHUMACHER*	272.6	-	New
58	Peter ARUNDELL	272.0	68	▲10
59	Jean-Pierre JABOUILLE	270.5	94	▲35
60	Luigi MUSSO	269.2	85	▲25
61	Pedro RODRIGUEZ	269.0	48	▼13
62	Peter REVSON	268.6	55	▼7
63	Derek WARWICK	268.4	100	▲37
64	Rubens BARRICHELLO*	268.3	-	New
65	Paul FRERE	267.5	-	New
66	Jean BEHRA	267.3	47	▼19
67	Olivier PANIS*	267.1	67	■0
68	Alessandro NANNINI	266.6	87	▲19
69	Jean-Pierre BELTOISE	263.8	91	▲22
70	François CEVERT	263.7	40	▼30
71	Robert MANZON	260.7	-	New
72	Giancarlo FISICHELLA*	260.4	-	New
73	Eugenio CASTELLOTTI	259.8	-	New
74	Mike SPENCE	259.3	62	▼12
75	Andrea DE CESARIS	258.9	-	New
76	Peter COLLINS	257.9	39	▼37
77	Wolfgang VON TRIPS	257.4	46	▼31
78	Eddie IRVINE*	256.0	89	▲11
79	Piers COURAGE	255.2	54	▼25
80	Jo SIFFERT	254.9	45	▼35
81	Willy MAIRESSE	254.2	-	New
82	Tom PRYCE	254.0	59	▼23
83	Maurice TRINTIGNANT	253.9	76	▼7
84	Vittorio BRAMBILLA	253.0	90	▲6
85	Martin BRUNDLE	252.3	70	▼15
86	Luigi VILLORESI	251.5	-	New
87	Bob ANDERSON	251.0	-	New
88	Tony BRISE	250.8	65	▼23
89	Jo BONNIER	250.7	82	▼7
90	Jean-Pierre JARIER	249.9	63	▼27
91	Gianni MORBIDELLI	249.8	84	▼7
92	Ludovico SCARFIOTTI	249.4	88	▼4
93	Mark DONOHUE	249.2	-	New
94	Harry SCHELL	249.1	80	▼14
=	Eddie CHEEVER	249.1	81	▼13
96	Teo FABI	247.4	-	New
97	Pierluigi MARTINI	247.2	-	New
98	Johnny HERBERT*	247.1	93	▼5
99	Stefano MODENA	246.4	-	New
100	Mika SALO	245.9	74	▼26

\* Driver still active

**RELEGATED** ('97 POS)

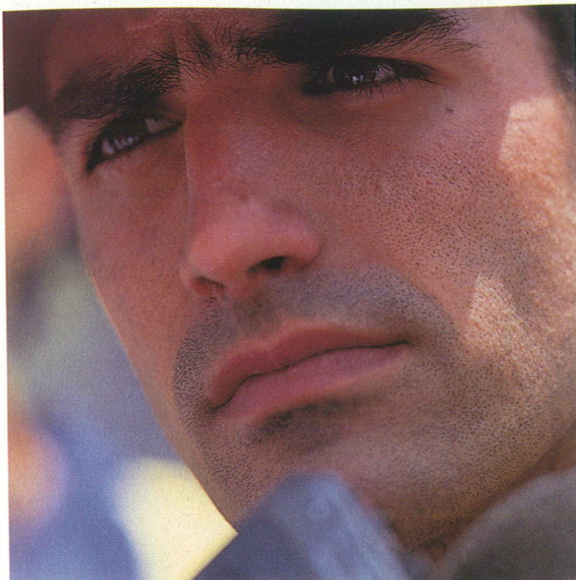
Stefan BELLOF (31)  
Mike HAILWOOD (69)  
Gunnar NILSSON (69)  
Ricardo RODRIGUEZ (77)  
Hans-Joachim STUCK (78)  
Roger WILLIAMSON (79)  
Giancarlo BAGHETTI (83)  
Johnny SERVOZ-GAVIN (86)  
Peter GETHIN (92)  
Trevor TAYLOR (95)  
Stefan JOHANSSON (96)  
Ivan CAPELLI (97)  
Bruno GIACOMELLI (98)  
Jochen MASS (99)

**PROMOTED** ('99 POS)

Ralf SCHUMACHER (57)  
Rubens BARRICHELLO (64)  
Paul FRERE (65)  
Robert MANZON (71)  
Giancarlo FISICHELLA (72)  
Eugenio CASTELLOTTI (73)  
Andrea DE CESARIS (75)  
Willy MAIRESSE (81)  
Luigi VILLORESI (86)  
Bob ANDERSON (87)  
Mark DONOHUE (93)  
Teo FABI (96)  
Pierluigi MARTINI (97)  
Stefano MODENA (99)



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Gené (above) and de la Rosa have to balance expectation with reality

# Mañana

F1 has no great tradition in Spain. Motorcycling and rallying are far more popular. But Marc Gené and Pedro de la Rosa are aiming to turn the tide of public opinion

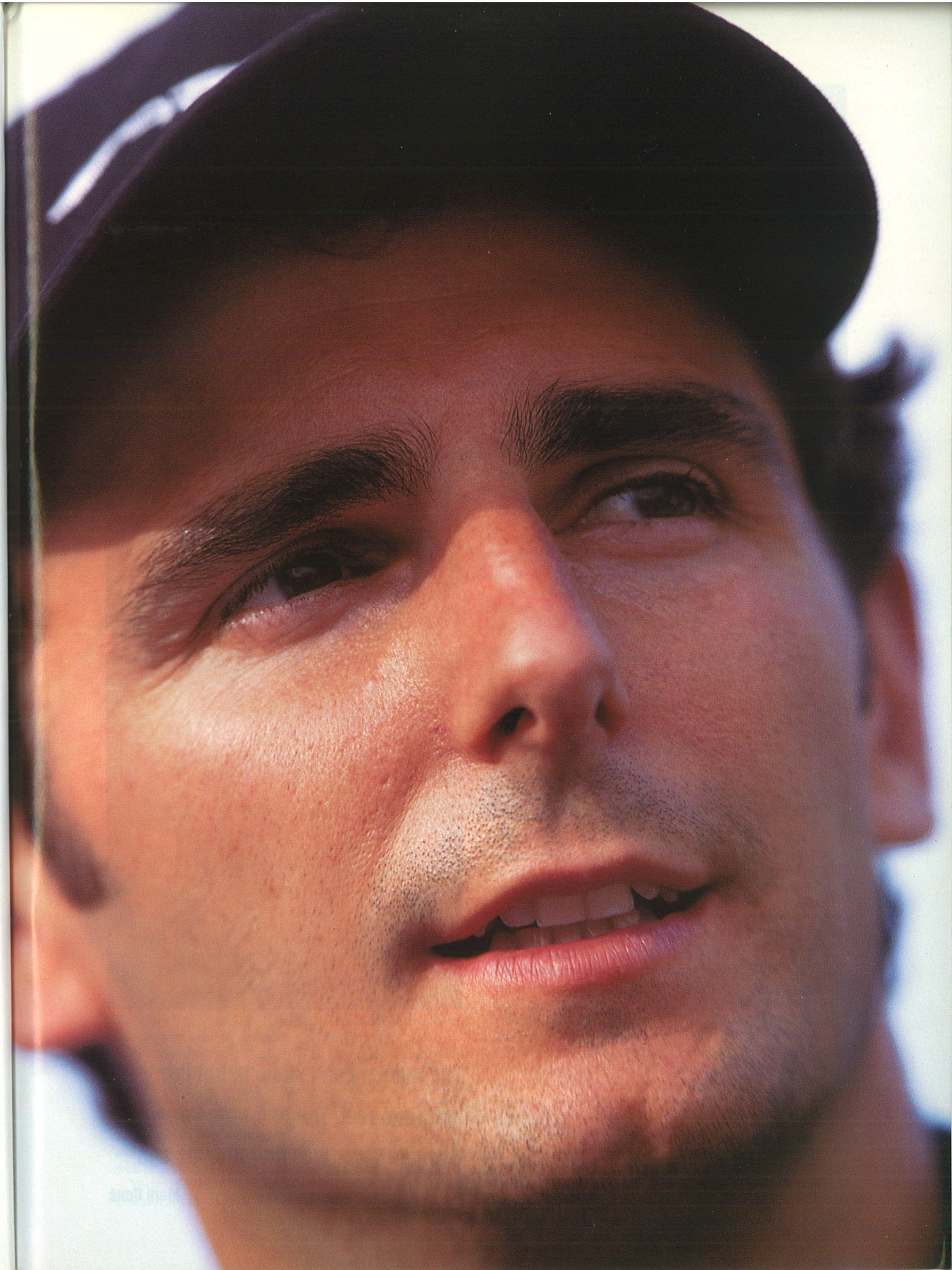
Words by Carrie Stammers; photographs by Darren Heath

~

THINK OF THE crazy, red-faced *tifosi* of Italy. The marching Dekra-cap-sporting Germans. And the reserved Brits bombarding Northants in their Union Jack shorts once a year. Everyone is in to F1 more than the Spanish.

That's not surprising when you consider the following fact: in the 50 years of the Formula 1 world championship, Spanish drivers have managed only 12 points between them. Add to this the following facts: during this time, Carlos Sainz has twice won the world rally championship, Angel Nieto has won the 125cc world motorbike title *seven* times, and Alex Crivillé and Carlos Checa are current frontrunners in the 500cc motorbike world championship. Spaniards are used to motorised success and won't accept anything less.

But this attitude is softening. Spain provides two new drivers on this season's F1 grid. And this Mediterranean nation is loving it. For the first time grandstands were sold out for a race day at the Spanish Grand Prix. The popularity of both drivers, their ever-increasing public image, is turning them into superstars at home. So the pressure is on when I catch up with them at their first grand prix in front of an expectant crowd. ►



Pedro de la Rosa of Arrows grew up in Barcelona and loves it; Minardi's Marc Gené lives in a small village and hates the hubbub of big cities. Their eventual performances in Barcelona are equally diverse – de la Rosa (on a three-stop policy) finishing a reasonable 12th, Gené stranding himself on the grid when he stalls his car.

So, any similarities?

Both are spending their first year in grand prix racing with teams not expected to qualify high up the grid. Both don't seem too bothered by this – at this formative stage in their careers. Both are being realistic, looking positively at the opportunities opening up for them in F1, appreciating what they have to achieve, trying to learn as much as they can along the way.

De la Rosa is actually in a very strong position at Arrows. The team love him. Scoring a point in his first race was a big help – with Arrows and Spain. His local media was waiting en masse when he got off the plane. Why all the fuss? It was the first point for a Spanish F1 driver since Luis Perez Sala scored one at Silverstone... in 1989!

"It felt very good," Pedro says, "but also you are never happy. If you get one point, you always want two. If you don't win, you're not happy."

Don't think he's unsatisfied, he's just bursting with determination (as any good young driver should be) to do better. But he is also very pragmatic about his chances in his first season with Arrows.

"We know where we are – we cannot expect to win races this year," he continues. "It's important that we all know what our limits are, and to be proud of what we are doing if we are doing a good job. For us, to get a point, I think, is like a victory for Ferrari. It's great for keeping up the motivation of the whole team. Our main goal for the rest of



Both Arrows and Minardi (above, top right) are perennially at the back of the grid, but Gené (right) and De la Rosa (far right) expect to be winning in the future

the year is to get used to finishing in the top six. We need to try and get more points – it doesn't matter how many."

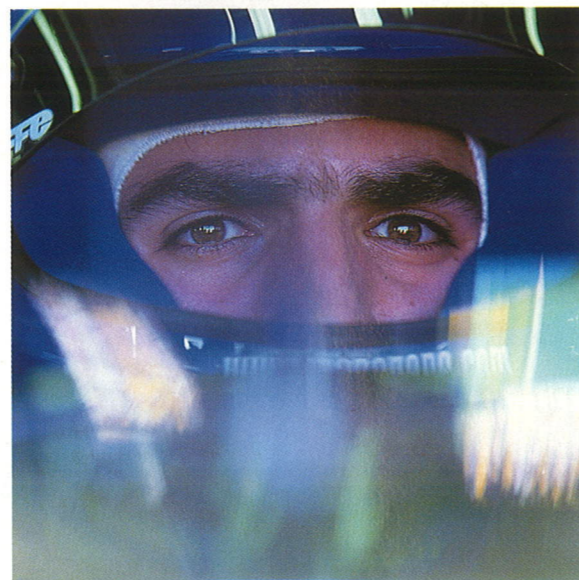
Gené finished ninth in Brazil and San Marino. Not bad. But he is not impressing as much as his fellow countryman. He says, though, that he's happy with how he's doing.

"The results might not show it, but I'm learning a lot; the learning curve is very steep," he says. "There's so much that's new. I was never a test driver – the first time I drove an F1 car was four months ago. It's all about making progress and I'm learning a lot from my team-mate Luca Badoer. The team is very good – they are used to having young, inexperienced drivers – so it's a good place to start."

De la Rosa makes similar noises about Arrows. The only difference is that his team-mate, Tora Takagi, with whom, he says, he works well, seems to be learning from de la Rosa. I ask him about his popularity within the team.

"I try to do my best," he says. "I like to have a good atmosphere – after all, we do spend a lot of hours together. I respect what the others are doing. They do a good job and we have a good relationship."

The team respect him too. Their chief press officer Christine Gorham is full of admiration for the way Pedro



**'The results don't show it, but I'm learning a lot. The first time I drove a Formula 1 car was four months ago'**

**Marc Gené**



is handling the pressure of his first home grand prix.

"He has a very good relationship with the Spanish and French press," she says. "He always helps them – gives them what they want. But this weekend he's been in demand by a whole lot more. He's done TV interviews with Japanese, English, and Italian TV stations – he's hardly been left alone. But he's a cut above the rest – so focused and balanced."

"Although this is only his first year, I'm sure he'll go far."

Pedro says on the Thursday preceding the race that already it's been a tricky balance in terms of the number of people who want to interview and film him.

"I was expecting to have to do a lot more than usual for the Spanish press, but everyone else now wants me too! It does make life much more difficult for me," he says, only half-smiling. An uncomfortable feeling descends as I realise that I, too, am one of those guilty of not usually needing to speak to him. He laughs it off as I attempt to apologise, and assures me that he really doesn't mind as long as he does well on Sunday.

You might think there is some overexaggeration here. But I'm not joking. De la Rosa and Gené are swarmed with

microphones and TV cameras every time they get out of their cars – creating scrums more commonly associated with Michael Schumacher and Mika Hakkinen. A lot of pressure on two newcomers. De la Rosa shrugs it aside.

"The truth is," he confides, "I'm just so happy to be able to race in Spain that I don't think it matters. Since '92, I've only been racing outside Spain – in the UK and Japan – so I'm a bit out of practice. It's strange to think that my friends are in the grandstands – that gives me an unusual feeling, but I like it."

It's all very upbeat. Fresh. They even like what the press has been writing about them. They really are new.

"With the Latin character," explains Gené, "we are used to winning, like in bikes and running, so everyone expects us to win. We've had to let them know that F1 is different; we're in teams that aren't at the top and we are not yet experienced enough for winning yet. The press have been telling people that we will win – just not yet."

"They didn't used to. For Sala and Adrian Campos, the most recent Spanish drivers, they just used to say 'They don't win'. But now people are more supportive which, at the end of the day, must be quite hard because we're always ▶

at the back of the grid. This is why I don't mind doing four times as many interviews than usual this weekend!"

Gené, too, has a lot of friends and family present in the crowds over the weekend, including members of his fan club. De la Rosa explains that while his girlfriend, Maria, is very understanding and goes with him to all the races, his parents – who live so close to the Barcelona track that they can hear the cars from their front room – will not be attending.

"They don't enjoy it," he says, "because they worry about me. They've always been too concerned on the safety side, so it ends up being no fun for them."

But both men see all this as positive pressure and both are inspired to outqualify their more experienced team-mates.

It must be tempting for a young driver, new to F1, to sit back and imagine all sorts of wonderful accolades for their future – especially after the promising start de la Rosa has made. He assures me, though, that this is not his way: "I can't think about next year yet. For me, it's only now that matters. I work at every grand prix as if it were the final race of the season. I don't know what's going to happen in the future and, to be honest, I don't really care."

"We have a lot of work to do to improve the car – and I'm still learning the circuits. I'm learning a lot with every race, every test, every lap. Barcelona is the first circuit I have come to that I already know!"

Gené's the same: "I want to continue with Minardi and grow with them. I think we will win, but not this year, or next year. Maybe in three or four years' time."

The sponsors feel no need to wait. De la Rosa is big news and is currently featuring in a TV ad for his backers Repsol, whom he shares with his friend Crivillé (who was leading the 500cc title battle at the time of the Spanish GP). Pedro



tells me that he "spent the day filming at Santa Pod pretending to do pitstops. The same thing over and over again." Tedious. But worth it, as he now appears regularly on mainstream terrestrial TV. An onlooker observed that de la Rosa demonstrated the "patience of a saint" that day, a quality which Repsol must appreciate in these days of jet-setting drivers with little time for anything.

And it's not just TV – you can apply for a Visa card with a picture of de la Rosa's Arrows on it!


Gené's sponsor, Telefonica, put on a huge campaign around the time of the Spanish GP – at the circuit (below left), and also on Barcelona billboards.

"The sponsors love what the press are doing at the moment," says Gené. "In Spain, it's not like Italy where people only care for Ferrari, here they really care for the drivers. With no drivers last year, there was no press, no exposure. Now, as opposed to the three or four media guys who went to the races last year, we have 40 at each race."

Unashamedly, both drivers make no secret of their belief that the growing popularity of F1 in Spain is purely down to their presence on the grid, albeit near the back. Certainly something has changed. Spanish ex-grand prix driver Emilio de Villota, who was racing in the Porsche Supercup that same weekend at Barcelona, backs up their theory.

"I last tried to qualify for a GP in Spain at Jarama in '82, and the crowd was small," he recalls. "I know that this weekend there'll be a lot of people here just to watch Marc and Pedro. There's a big expectation for them."

It looks that way. Amid the official Schumacher and Villeneuve flags, caps and T-shirts, there are plenty of home-made banners telling Pedro and Marc they will be champions one day.

Interesting thought. 



**'Unashamedly, both drivers make no secret of their belief that the growing popularity of F1 in Spain is purely down to their presence on the grid'**

## Peter Ratcliffe

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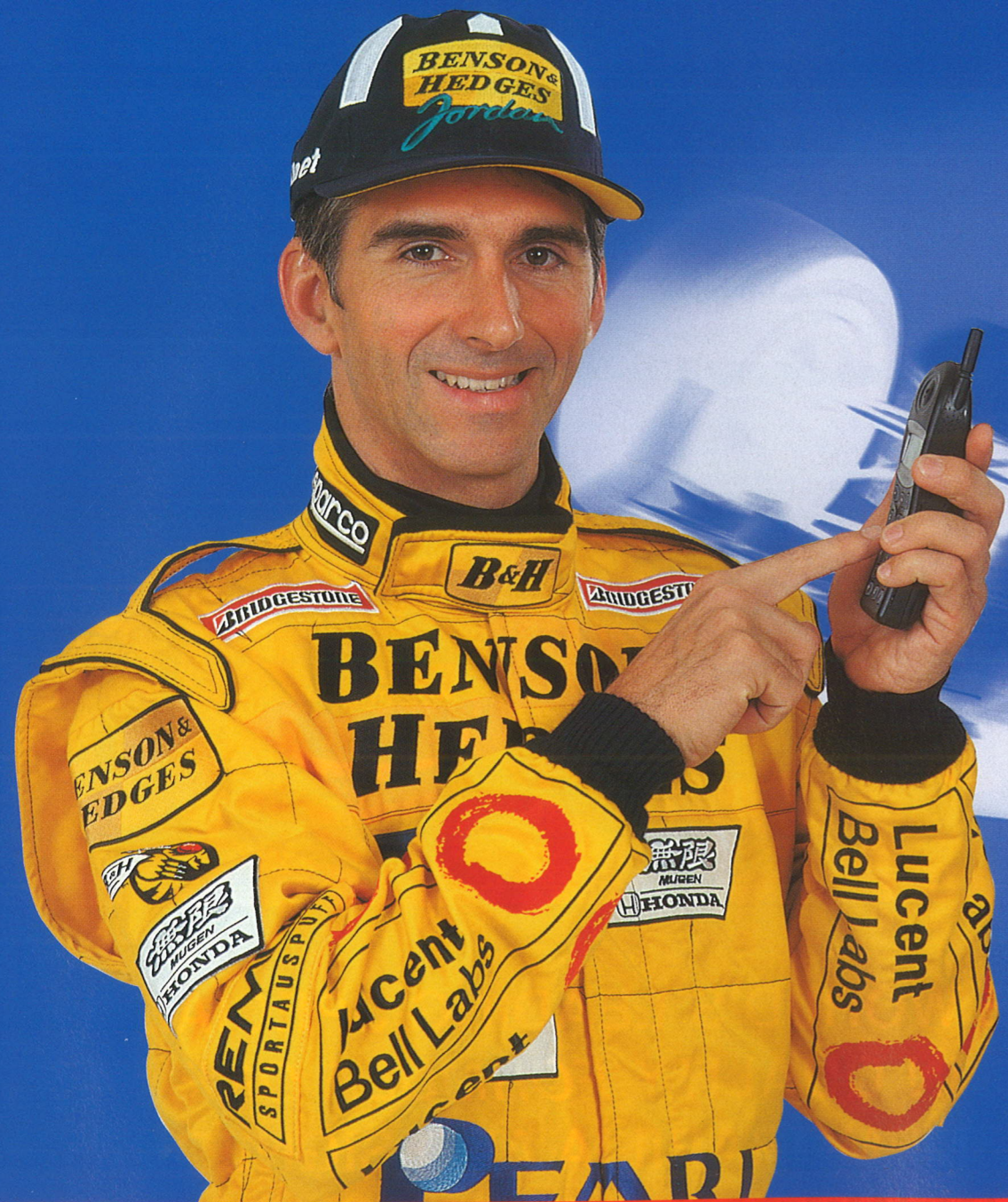
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LEGENDS IN TIME

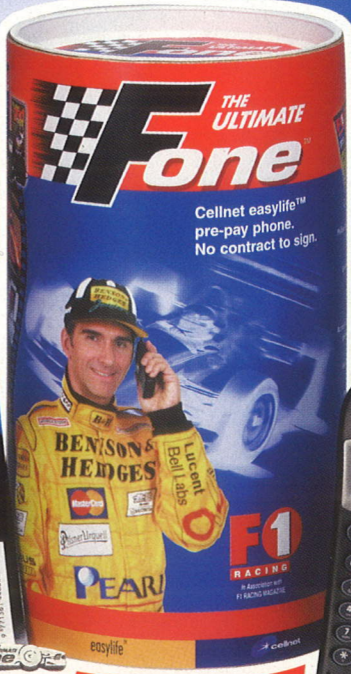


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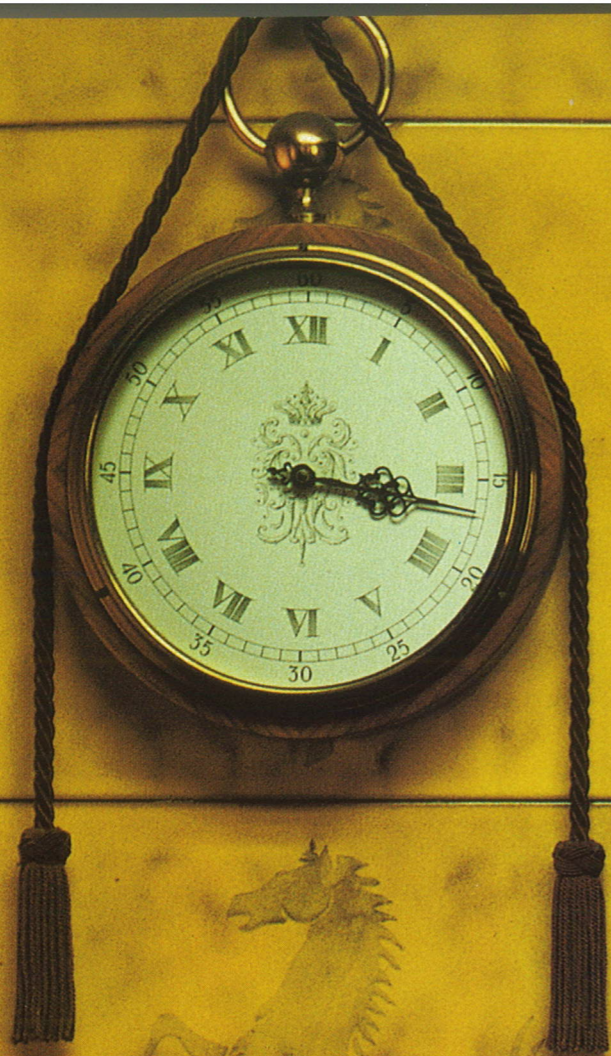
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## Number 27, Fiorano

This is where Enzo worked. It's where Schumacher stays when testing. It's the inner sanctum. And the house's number? An amazing quirk of fate, apparently

Photographs by Andreas Beil/ATP





A map of the circuit graces the waiting room's wall. The track layout packs all types of corner into its 1.85 miles



Number 27, Fiorano, is a typical Modenese farmhouse – except that Enzo Ferrari had an office on its first floor. Hence the Prancing Horse motif. He moved in during 1974 to be near his beloved F1 cars while they tested. Circuit manager Giorgio Ferri has his office here now

Enzo has gone, but F1 gods still stroll through this courtyard. Ferrari have built a functional flat for Michael Schumacher in one of the old storehouses. A normal day. Walk a few yards to the track. Test till dusk. Spend an hour in the gym at the flat. Eat light. Get some shut-eye



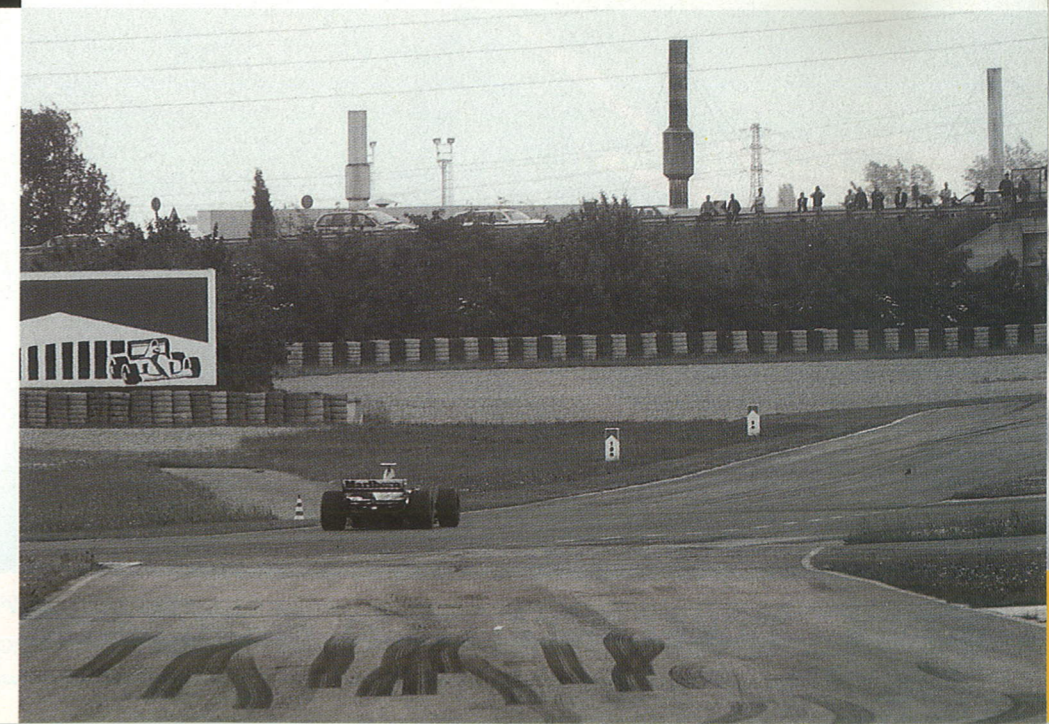


The office oozes 1970s – the radio, TV, early push-button telephone: 'Enzo here. Tell Lauda to put his foot down. I can hear him lifting.' But Ferrari is the present and future too: hence the V10 in the hall



Services: no fuel pumps, but airlines, telemetry, and 12 TV monitors that cover the whole track. The sign used to say Agip

This is a secretive place: the constant search for vital tenths and 24-hour security see to that. But nothing goes unnoticed. A constant, 8am-to-8pm crowd on the road over the track sees to that





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# THE PUNISHER

Much is made of Maranello's Benetton connection: Brawn Byrne, Schumacher. But deep in the heart of the team there's another: Nigel Stepney, the no-nonsense chief mechanic who's made a big impact too

Words by Steve Matchett

NIGEL STEPNEY OFFERED me a job with Benetton back in 1990; he was my chief mechanic for two years. In light of that, I can tell you this firsthand: when Nigel arrived in Italy, suitcase in hand, knocking at Ferrari's door, their mechanics could have had no idea how much their lives were about to change.

Having Nigel Stepney as your boss is like having the toughest sergeant-major in the regiment permanently assigned to your platoon. Under his leadership, days away from the factory become a luxury item, a rare privilege to be enjoyed. And, believe me, you make the most of them, for when the team arrives at a circuit, you will work truly fearsome hours. It wasn't for nothing that he earned the nickname 'The Punisher' during his time at Benetton.

Stepney is ambitious in the extreme, a man single-mindedly dedicated to his work. After all, a foreigner doesn't become chief mechanic at Ferrari without putting in a tremendous amount of hard graft beforehand – and Nigel has single-handedly redefined the word 'push' in the Formula 1 dictionary.

He is a perfectionist. Nothing is left to chance. Nothing is overlooked. He keeps meticulous records of absolutely everything under his control. If ever the engineers question him about any

LAT ARCHIVE

**'When he wasn't sorting problems on the cars, or sifting through endless paperwork, he'd be flat-out on mills and lathes abandoned by the machinists for the night'**

aspect of the cars' specification he always has the answer. Never a blank look, never any hint of uncertainty. He never leaves himself open to potential criticism. You can't shoot him down.

At Benetton, he constantly pushed (that word again) the engineers to finalise set-up sheets in order that we could finish the car build; he would chase, production to manufacture, the latest development parts so that they were ahead of schedule. Prior to a test or a grand prix, if he and his department were toiling in the factory at three in the morning assembling cars, he would make damn sure that any new components were finished, inspected and in the stores before ever allowing the machinist or fabricator producing them to go home.

"There are two ways of doing something: badly or properly," says Stepney. "There is either a five-minute panic or there is a five-day panic; this job is hard enough, and my attitude is that there is always room for improvement. Complacency is the root of all evil in motor racing. I'm not happy not giving my best, I don't think anyone should be. If something isn't right then I get pissed off."

Seven days a week, he would be at the Benetton factory by 7.30am (we didn't officially start until nine), where he'd work until six in the evening before going home. You might not think there's anything particularly unusual or demanding about that until you realise that he would then return to the factory at 7.30pm and work through until two the next morning! This was a regular pattern. Until the day he left Benetton, I don't think I was ever in the factory when he wasn't. When he wasn't chasing engineering, or sorting problems on the cars, or sifting through endless paperwork, he would be flat-out on the mills and lathes – abandoned by the machinists for the night – making new pieces of pit equipment or special tools he thought would improve the efficiency of his mechanics at the track.

Having begun his Formula 1 career at Shadow, Stepney joined Benetton in April 1988, after eight and a half years at Lotus, where he worked his way up to become Ayrton Senna's number one mechanic. It might have been very different though, for when Senna moved to McLaren, the legendary Brazilian wanted

Stepney to go along with him.

"Senna told me in Hungary '87 that he was on the move, and he asked me what I wanted to do," says Stepney. "I told him that if there was a possibility then I'd like to go, but I was wary about just arriving with Senna. It could put a lot of people's noses out of joint, and it wasn't only me that felt like that. Ron Dennis was also concerned. I negotiated with Ron for three months, but we never came to a firm agreement we were both happy with, even though I said to him that I was quite prepared to start again from the bottom."

"Ron wanted me to go to Japan and start the test programme, but that meant being out of Europe for eight months of the year. I like Japan, but not enough to drop everything over here. Then I started to look at a possibility with Benetton..."

The offer to join Benetton as their new chief mechanic came shortly after. Nigel jumped at it. But the icing on the cake came a few months later when the team recruited John Barnard as technical director. Nigel had always held Barnard's work – both with McLaren and Ferrari –



LAT ARCHIVE

in very high regard, and the chance to work alongside him proved irresistible.

Stepney is quick to observe, though, that things have evolved a great deal in the last decade: "You have to look at the eras. In Barnard's, you drew a car and, as soon as it came off the drawing board, you'd take it to the track and it was quick – it didn't need a lot of development work. Now you no longer need to come up with a revolutionary 'idea' each year. I think



Stepney takes 2.2 seconds out of his schedule to pose. He smiled too. Do they still call him 'The Punisher'?

STEVEN TEELAT

Colin Chapman and Barnard are very similar in that respect. I'd put both of them in that era. Harvey Postlethwaite was the same. They'd design something and it would be good, sometimes very good, but they wouldn't always understand everything about it. The next year they would design something else. There was no continuity.

"It's a different era now. It's all about continuity, evolution of the idea. Adrian Newey's a perfect example of that – just look at what he's doing at McLaren. This is why Ross Brawn and Rory Byrne work so well together at Ferrari – they are very good at developing a package from year to year. You need a group of people nowadays – it's no longer a one-man band."

The partnership between Barnard and Benetton proved short lived. He left the team under a cloud in the middle of 1991, and the rather sour ending to his tenure also took away much of Stepney's will to stay with the team. The pair had formed a strong respect for each other, and it wasn't long before they were reunited at Ferrari. For Nigel this was to be his

biggest Formula 1 challenge to date.

Barnard's second stint with Ferrari began at the end of 1992, and just as he did in his first spell, he insisted upon running the design office from England. The resultant, inevitable difficulties in communication caused several major headaches in England and Italy. What was needed was a reliable link, someone who understood Barnard's designs and working methods; someone who could calm and organise what was a chaotic race team; someone who wanted to work for Ferrari because they were Ferrari; someone who would be politely respectful to the legend, yet confident enough to stamp his authority on such hallowed ground. Guess who.

It was into a boiling cauldron of Latin temperament, unreliability, excitable drivers (Berger and Alesi), and an 'Italy expects' mentality that Stepney fell. The challenge was to bring order and discipline to a deflated race team. As Ferrari's first English chief mechanic, it was never going to be easy for him, especially as he had, initially at least, no

grasp of Italian. And when he signed to Ferrari, on 2 January 1993, morale was possibly at an all-time low. The F93A was frightful, an active car which had inherited a dreadful mix-and-match suspension; a chassis possessed by dark and demonic handling characteristics. It failed to finish 50 per cent of the races it entered and scored a mournful 28 points throughout the course of the year – an abysmal tally for the most famous marque competing in international motor racing.

"When I first arrived no-one wanted me there," says Stepney, "I was put in

a corner and forgotten. But I fought my way out of the corner. It was difficult; sometimes you had to watch them make a mistake and then show them how to put it right. Perhaps that isn't the right way to go about things – you should show them what to do before they get it wrong, but that isn't always possible.

"Joining Ferrari means that you are walking the tightrope a bit more than with other teams. When I started, there was a lot of despondency, nobody had the faith to do what they knew they had to do. Now we have a team that is very strong, mainly because we've been able to build with the people and give them the confidence to do the job.

"We're always pushing to produce the latest components for the cars, but my priorities have always been the same: I want the guys working on them to do less hours, because the efficiency of the mechanics will always tail off with an increased workload. We're only human. So the more organised you can be back at the factory makes a big difference to the team when it is in the pitlane. If you're not thoroughly organised in the garage, you waste a lot of time, effort, everything. You have to be prepared.

"I have to say that production [within Ferrari] has greatly increased over the last six months. At one time it was down to me to push to get the parts made, but now I have a team of people around me who are constantly looking into that."

Schumacher's arrival at Ferrari and his ensuing derring-do couldn't fail to lift the team's spirit. And the entourage that subsequently followed him from Oxford to Modena, namely Brawn and Byrne, added to the momentum.

These names, however, along with numerous other designers, electronics engineers and aerodynamicists are synonymous with a primary desire to work alongside Schumacher – not Ferrari. I point this out to show that Michael's team of experts are just that: Michael's experts. To a degree, where he decides to work, they decide to work too. They perform well as a team, so there's sound logic in keeping the gang together.

Despite this recent influx of Schuey-inspired, non-Italian team personnel to Maranello, Stepney has fitted into the ►

**'When I arrived no-one wanted me. I was put in a corner and forgotten. It was difficult; sometimes you had to watch them make a mistake then show them how'** Nigel Stepney



At the hub of things: Stepney joins Schumacher in an increasingly-common Ferrari victory celebration. Both have played a crucial role in the team's success

jigsaw extremely well. His excellent management of his troops and unscrupulous attention to detail have proved major assets in the Schumacher/Jean Todt/Brawn empire.

"Nigel is pretty determined, a strong character," says Brawn, "and he has the ability to adapt himself to whatever circumstance. He has plenty of experience and is willing to give whatever ... let's say he isn't afraid to give suggestions! He can make adjustments accordingly, which is important. I think he has lots of respect within the team; it doesn't matter whether you are English or not, the principles and fundamentals are the same in any top team."

It's certainly true that Stepney will do whatever he feels necessary to improve

the quality of his race team, even if that means going against the grain and upsetting the natural order of things: in the 1995 French GP, during Berger's routine fuel stop, the mechanic on the fuel hose couldn't get the nozzle to connect with the car's onboard valve – for safety reasons the alignment of these two couplings is critical, resulting in a precision go/no-go situation. He tried several times to reposition the hose but without luck. Nigel, at the front of the car with his brakes-on board, signalled with his hand that the guy had merely to calm down, take it easy. Many valuable seconds were lost before he managed to load the fuel. Following that incident the man working the fuel hose was replaced – by Nigel Stepney. He is still

the only chief mechanic in the pitlane to take on this heavy responsibility.

"Nigel's very bright, a very strong character, very professional and very organised," says Todt. "I think he's very good for the team. At the beginning it was more difficult than now, but at the moment his position, his situation and responsibilities, are clear. He's been with us for six years – he is a Ferrari man now. We're a very international team – myself included – and he's very much part of it."

Todt's suggestion that Stepney has become a "Ferrari man" seems sound enough: at the end of 1996, Barnard was replaced by Brawn, but Nigel stayed put at his adopted team.

"The tie is to the company, not to the person. I'm committed to Ferrari, not to Barnard or Jean Todt," says Stepney. "I appreciate the help that everyone has given me here, but it was also for their own benefit too. You give your all to the team you're with at the time – you can't survive any other way. It's hard to go up, but it's easy to go down – you have to give your maximum. That isn't to say I want to be Ferrari's chief mechanic for the rest of my life. There's a sell-by date on me too, don't forget!"

**'Nigel's been with us for six years – he is a Ferrari man now. We're a very international team – myself included – and he's very much part of it'** Jean Todt

# Damon Hill's 1998 Jordan J198

At last it's here; the 1998 die-cast replica everybody has been waiting for. Our supply arrives in the next 10 days and Damon will also be signing a small number exclusively for Grand Prix Legends.

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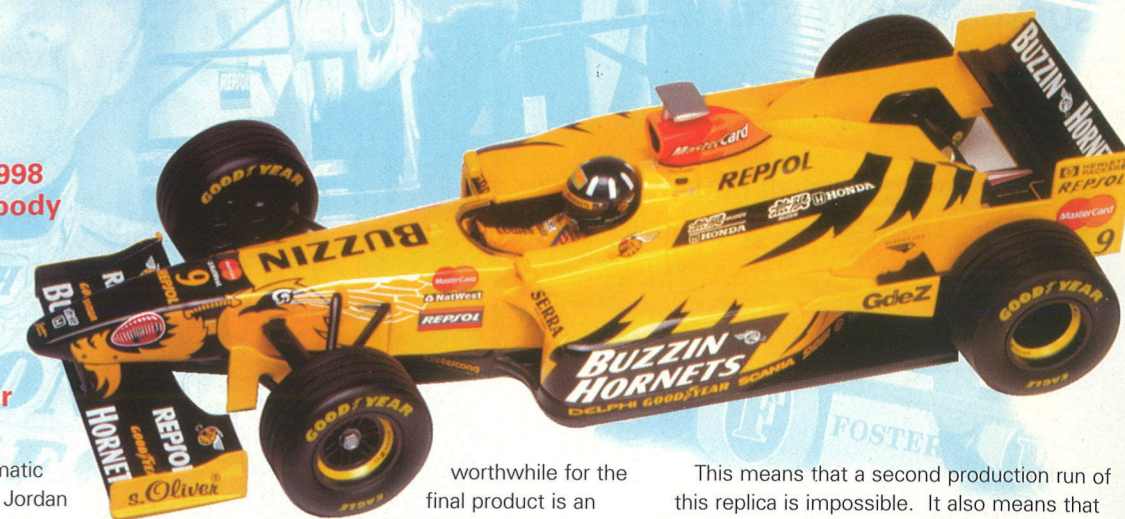
By the German Grand Prix his efforts had started to pay off and the team's resurgence began. Fourth places in Germany and Hungary came before his stunning victory in Spa, where Damon recorded Jordan's first ever victory after 237 attempts!

Sixth place in Italy and a fourth place in Japan, where Damon overtook Heinz Harald Frentzen on the last lap gave Jordan a much improved fourth place in the Constructor's Championship.

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Rubens laughs in sheer relief that *F1 Racing* didn't publish the address of his hideaway ranch in São Paulo (Jct 5, first right...)



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How did one of Jackie Stewart's GP-winning cars end up in a small motor museum in Australia, via a shed and lock-up in Surrey. Eoin Young knows...

# The hides of March

IT ISN'T TRUE to say that I found a Formula 1 March 701, chassis number two, in one of Tyrrell's sheds at Ockham. It had always been there. Since 1970. Buried under old body sections and the general flotsam that grand prix teams accumulate over the years. It came up for sale in 1978 when Ken was spring cleaning. In fact, the Marches he had raced in 1970 while the first Tyrrell was being built (in secret) were half-owned by Ford, and the Blue Oval had asked whether – if Ken had finished with them, that is – they might be sold.

I clambered in to make sure the chassis plate said 701-2, confirming it to be the car Jackie Stewart had driven to victory in the Spanish Grand Prix, and then arranged purchase. For £1000. A fair amount of history per pound, I reckoned. I still do. I wasn't actually buying a grand prix car as such: it lacked an engine and a few other vital parts. The wing was in the rafters, a rear wheel was under a pile of old wheels and tyres, and the gearbox and rear suspension were hidden away in a dark corner. And I have to admit that when we assembled the

bits I'd just bought, it didn't conjure up my preconceived ideas about the car I was buying. It looked as though it had fallen off the back of a lorry.

The parts were interred in a rented lock-up garage in East Horsley and lay there until I came to terms with former GP mechanics Allan McCall and Kerry Adams to rebuild it to exhibition trim. They found a blown-up Cosworth DFV, complete but for exhausts, and proceeded to work on their March Meccano set. They fabricated new adjustable front wings in aluminium because the original tabs had been lost; also a new roll-over hoop. The little sliver of Perspex forming the windscreen on top of the cockpit coaming provided an abnormally difficult problem, but White Ellerton, the company that supplied the screens originally, eventually were able to come up with a copy.

The end result was a piece of unique motor racing history. It has to be one of the least-raced, most successful F1 cars, notwithstanding Stewart's dislike of its track manners. It

started in only six F1 races – four GPs and two non-title events – and was on pole position four times, never off the front row, led at some point in all six events, scored two wins, one second, one third, and suffered two retirements.

With nearly three decades of hindsight, 701-2 seems positively prehistoric, basic to an extraordinary degree, but then the drivers of March 701s thought that in 1970. It was a car designed down to a price that would attract customers, and it was built by a company started by four partners with a capital investment of £2500 each. The March name was an acronym of the directors' initials: Max Mosley, Robin Herd, Alan Rees and Graham Coaker. They had no money, no factory, no staff. Rees and Herd boosted their stakes by backing Stewart to the tune of £500 each at 2:1 to win the 1969 world championship. Stewart would be the jewel in the March crown the following season, too.

Mosley, now president of the FIA, was a master at making silk purses from sows' ears: "I felt that if you had enough talent

and you assembled the right people, the money would simply come in. We thought that if we put it all together, announced it all and made a big enough thing out of it, the sponsors would pour in, the suppliers wouldn't ask for payment particularly promptly, and the thing would get off the ground.

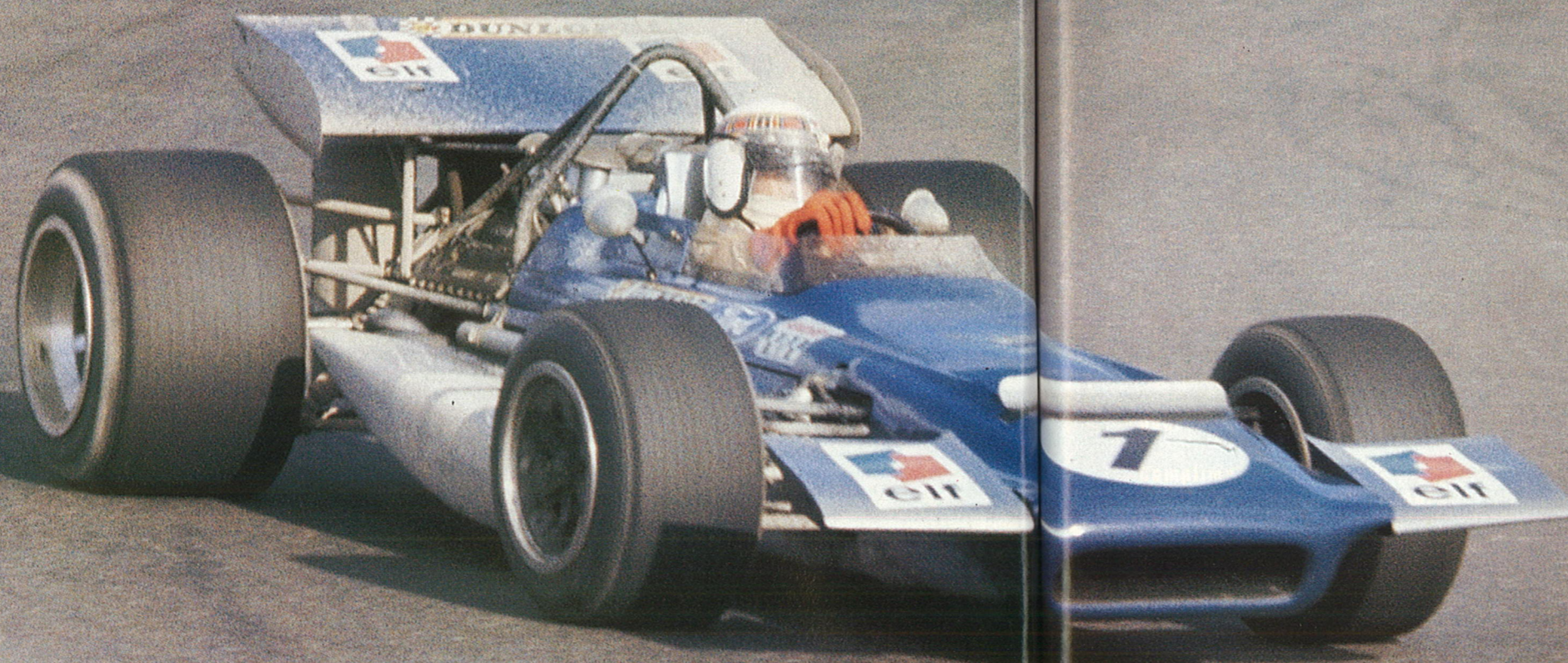
"We built a total of ten 701s. We had intended to sell them for £6000 each, but Walter Hayes at Ford told us that was not enough. He said, 'Put the price up to £9000. Ken won't mind.' Ken *did* mind, but Walter persuaded him not to."

Not all of the Formula 1 brigade appreciated these upstart efforts. They said March stood for 'Much Advertised Racing Car Hoax'. But Ken bought their wares – for £9500 each, plus £530 for the gearbox.

The whole project was undertaken at a breathtaking pace. March moved into a factory in Bicester in October 1969, yet there were five 701s on the grid for the fairy-tale opening of the 1970 season in South Africa. Two of them were tied for pole position: Stewart in 'my' chassis, and Chris Amon in a

'March 701-2 has to be one of the least-raced, most successful cars, notwithstanding

Stewart's dislike of its track manners. It did six races and was never off the front row'



Jackie Stewart scored March's first win in only their second GP, dominating the 1970 Spanish race at Jarama. This car sold for £1000 eight years later



According to Eoin, metal shrinks with age. That's his story and he's sticking to it

**'The Matra was built like a missile – by comparison, the March was a Chieftain tank'**

works-entered version. Jackie led for 19 laps before his tyres started to go off and he finished third.

He won the Race of Champions at Brands Hatch and then travelled to Jarama for the Spanish GP. There he qualified third behind Jack Brabham (Brabham) and Denny Hulme (McLaren), and so lined up on the outside of the front row. He grabbed the lead from the start and was never headed.

At Monaco, he put 'my' March on pole and led for the first 26 laps before ignition problems stopped him. He was on pole again at Spa, a full 2.1 seconds clear of Jochen Rindt's Lotus. He traded the lead with Rindt and Amon in the opening laps, only for his engine to go off song. Amon then battled Pedro Rodriguez's BRM all the way to the flag, setting an incredible lap record of 152.08mph in the brick-shaped March, yet still finishing 1.1 seconds behind the BRM.

A new lighter chassis was ready for Stewart at Zandvoort, scene of the Dutch GP, and so 701-2 was pensioned off after less than half a season.

"You couldn't say it was a bad car," says Stewart now. "It just wasn't a very good one. It didn't feel like the highly sophisticated car the Matra had been the season before. That was built like a missile – by comparison, the March was like a Chieftain tank. It was a very workmanlike, basic racing car, which could be taken to fairly high levels of performance when you consider that Chris and I tied for pole position first time out. Not many new cars do that. But we never felt it was a car we could work with. It was overly basic.

"Had it not been for the Lotus 72 that year, the March could have done quite well, but it really was light years behind the Lotus. The 701 showed itself at the worst possible moment, but as a kit car for customers it was a pretty good effort. It did win a grand prix after all."

So where is 701-2 now?

The little town of York. That slumbers in the sunshine 60

miles inland of Perth. Western Australia! In a motor museum there. The museum is owned by Peter Briggs, for whom I have bought several racing cars, including one-and-a-half BRM H16s – minus the super-complex engine – and a Williams FW07 Alan Jones drove in 1980, his championship-winning year. He had crashed this particular version while testing at Donington Park, and it had been built up into a show car.

Hanging from the ceiling of the museum are the remains of the Tyrrell that Derek Daly spectacularly somersaulted at Monaco's Ste Devote in 1980, landing on Jean-Pierre Jarier – his team-mate! And in the corner of the museum is one of the few non-Lotus cars Jim Clark raced late in his career, the Vollstedt-Ford he used in the 1967 Indianapolis 500. I didn't recognise it, in its bright yellow livery, when I visited the museum last November. True, I had bought it, but I had never seen it in the flesh.

Unlike 701-2. The March looked a little sad, in need of TLC befitting its pedigree. The rear tyres were soft and the nose was hanging slightly askew. And I was appalled at the difficulty I had in squeezing into its cockpit. It had been so easy two decades before. I was only slightly mollified when someone pointed out that it was a well-known fact metal shrinks with age...

As a final note, I must shed some light on the 701's shapely sidepods. Well, Max Mosley must...

"It looked as though the sidepods were a stroke of aerodynamic genius because of what the others did later. In fact, they came about when it was obvious that the car wasn't going to hold enough petrol. Robin [Herd] added the sidepods [to take the extra fuel] and gave them a bit of shape." It was time for some more of those upstart proceedings. "I decided to make a bit of a thing out of it. In the first press release I said the sidepods were low-aspect-ratio wings specially designed to operate in turbulence, which was absolute cock!"

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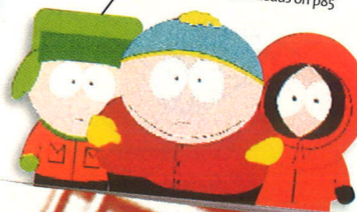
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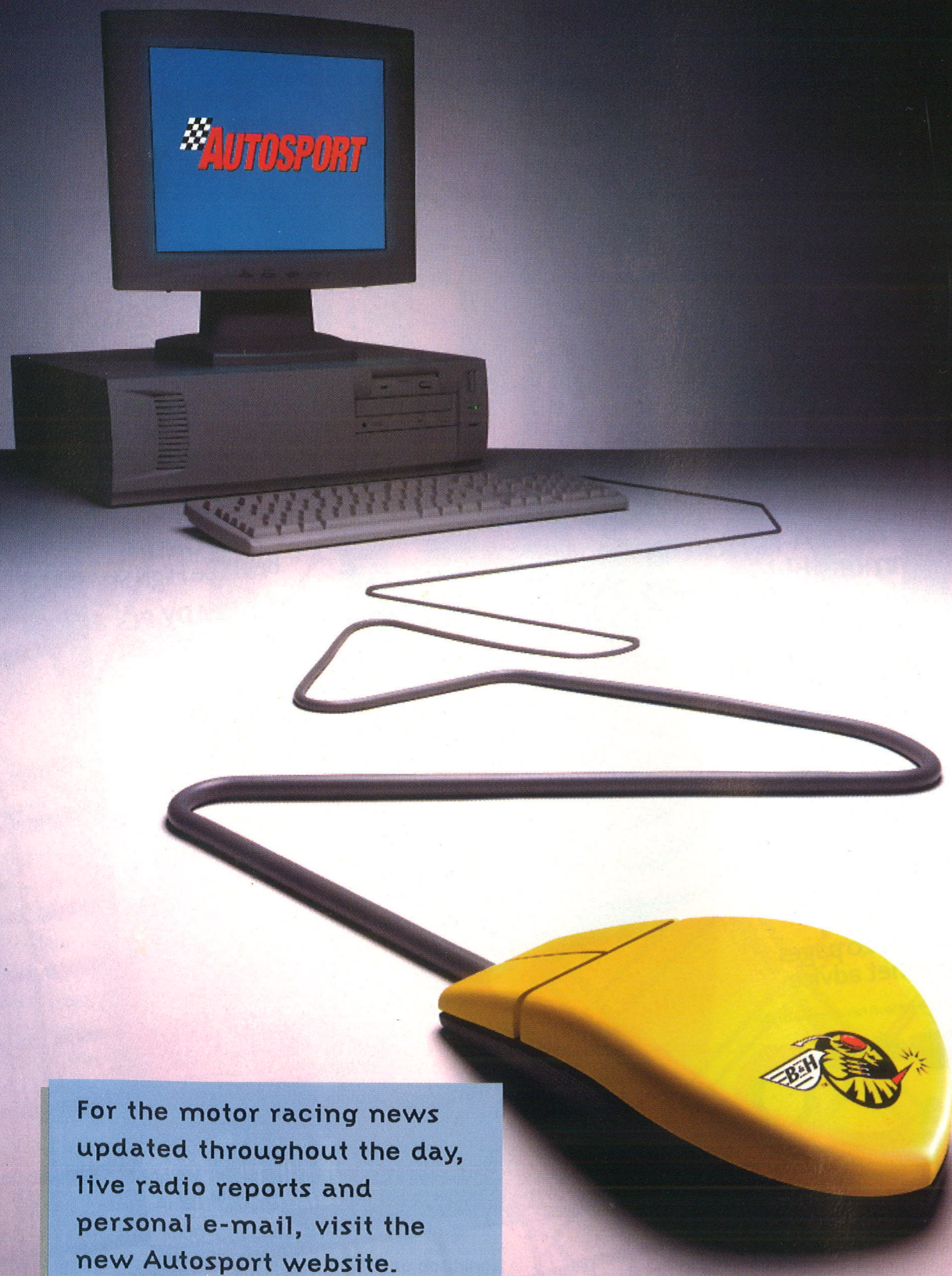
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The statistics so far...

**Australia** 7 March, Winner: Eddie Irvine

**Brazil** 11 April, Winner: Mika Hakkinen

**San Marino** 2 May, Winner: Michael Schumacher

**Monaco** 16 May, Winner: Michael Schumacher

**REVIEW Spain** 16 May Winner: Mika Hakkinen **p132**

**REVIEW Canada** 13 June Winner: Mika Hakkinen **p138**

**PREVIEW France** 27 June Magny-Cours **p146**

**PREVIEW Britain** 11 July Silverstone **p148**

**Austria** 25 July, A1-Ring

**Germany** 1 August, Hockenheim

**Hungary** 15 August, Hungaroring

**Belgium** 29 August, Spa-Francorchamps

**Italy** 12 September, Monza

**Europe** 26 September, Nürburgring

**Malaysia** 17 October, Sepang

**Japan** 31 October, Suzuka

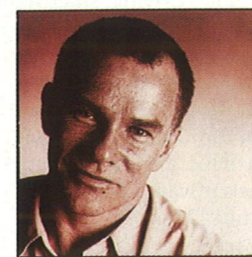
## DRIVERS CHAMPIONSHIP

1	Mika Hakkinen	34
2	Michael Schumacher	30
3	Eddie Irvine	25
4	Heinz-Harald Frentzen	13
=	Giancarlo Fisichella	13
6	David Coulthard	12
=	Ralf Schumacher	12
8	Rubens Barrichello	6
9	Damon Hill	3
10	Johnny Herbert	2
11	Pedro de la Rosa	1
=	Olivier Panis	1
=	Jean Alesi	1
=	Alex Wurz	1
=	Jarno Trulli	1
=	Pedro Diniz	1

## CONSTRUCTORS CHAMPIONSHIP

1	Ferrari	55
2	McLaren-Mercedes	46
3	Jordan-Mugen Honda	16
4	Benetton-Playlife	14
5	Williams-Supertec	12
6	Stewart-Ford	8
7	Prost-Peugeot	2
=	Sauber-Petronas	2
9	Arrows	1

## Head-to-head all over again



WEST McLAREN MERCEDES needed to bounce back after Imola and Monaco, after those Michael Schumacher wins in very special air. They needed to show that they not only have the pace to race, and to beat, Ferrari; they needed to confirm that also they have reliability.

And they needed to do that as the championship tightens itself up. The races are now two weeks apart. There is little time to find your own bed, to do the washing or to think clearly about the job list in front of you. The engineers need spares, and lots of them, and, on top of that, they want development bits, made now. Barcelona was an abstract objective: let's have a fifth monocoque for Spain. Not because it is needed at Barcelona but because the championship needs to be divided that way. It is a tangible within the vortex of non-stop mayhem. It is the only way to survive.

And that's just for the race team! The test team needs it, too, and the test team needs it fast. Heads down, and keep the canteen open – all hours.

Against all this, McLaren proved that they can do it. This was a test at least as tough as withstanding the pressure towards the end of '98. This was a world championship-winning team, struggling a little bit, having to dig deep and do it all again – with probably the most sophisticated racing car on the planet earth.

We have a championship. We have Mika Hakkinen's McLaren-Mercedes head-to-head with Michael Schumacher's Ferrari.

All over again.

*Peter Windsor also writes for The Sunday Times*



t-minus was on display. The kerbs were used but tyres weren't an issue in Canada

DARREN HEATH, CHARLES COATES/LAT, MALCOLM GRIFFITHS/LAT

# The Processionals

**B**arcelona is not only one of the few circuits on which the teams are regularly allowed to test, but also the circuit on which most teams *want* to test: the sun shines mainly in Spain, and that makes the circuit a whole lot better for testing than, say, Silverstone. As a result, the teams race at Barcelona with bulging database files. And it's something of a comprehensive test – car against car, engine against engine.

It is also a testing circuit in the truest sense of the word. If your car's chassis works at Barcelona, where the corners are slow, medium-speed and fast, where tyres give up quickly, and where the nature of the circuit (sectors one and three spell aerodynamic performance, sector two mechanical grip) demands the sharpest of compromises, then chances are that it will work anywhere.

The Spanish GP didn't give us a motor race, therefore, in the sense that one car passed another, but it did answer some of the most fundamental questions of the year so far. By how much, for instance, have Ferrari closed the performance gap to McLaren? Are BAR emerging as best of the Supertec teams? Is it really more difficult, as Michael Schumacher insists, to overtake on four-groove tyres?

**'The Spanish GP didn't give us a motor race ... but it did answer some of the fundamental questions of the season so far'**

The answer to F1's burning question – could McLaren still give us a championship and respond to Ferrari's two-win streak? – was clearly answered: the latest McLaren is still superior to the Ferrari. So much so that Mika Hakkinen and David Coulthard alone in Spain made the harder Bridgestone tyre look good. Along the way, McLaren also showed us in retrospect how good Schumacher's drives had been in Imola and Monaco.

The Spanish race pace was slow, and any real opposition from Ferrari disappeared the instant Jacques Villeneuve grabbed third place on the outside of the first corner. There was no doubt, however, that the softer Bridgestone was a good race

tyre for everyone that chose it ... and that it was worth at least three to four tenths when used from new.

For this reason, Schumacher opted for the softer tyres: thanks to the 1500 miles of testing most teams had managed in the build-up, it seemed as though everyone at Barcelona was going to extract the maximum from their equipment, and Schumacher wasn't going to run the risk of qualifying below the second row of the most competitive grid of the season so far. Testing miles produce data; they also take the advantage away from drivers like Schumacher, who adapt to changing

conditions quicker than most. Thus Eddie Irvine, with a slightly better set-up than Schumacher, actually outqualified his Ferrari team leader. That isn't to detract from Irvine's driving: since that Melbourne win, Irvine has been growing in confidence and has never been more able to take points from McLaren.

Consider that the softer Bridgestones were worth a minimum of 0.3 seconds a lap and you have a clearer picture of where McLaren were at Barcelona. Neither Mika nor David would admit that their cars were fun to drive, 1997-style, but their package was significantly better. If McLaren had qualified on softs and Ferrari vice versa, the margin would probably have been about a second.

What was not so clear was McLaren's reliability. None of the ugly hydraulic or gearbox problems appeared on Friday ▶



Frentzen and Barrichello had below-par races



A flawless pole-to-flag victory for Mika Hakkinen summed up a procession GP. This was a race McLaren had to win following back-to-back successes for Ferrari

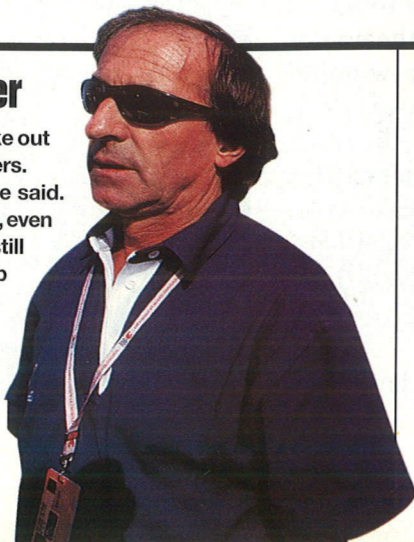
DEBRIEF ROUND-UP by Tom Clarkson

## Laffite: F1 is smiles better

SIX-TIME GP winner Jacques Laffite spoke out in Spain about the current breed of F1 drivers.

"Some of these guys look so glum," he said. "They should lighten up and remember that, even when things aren't going well, they are still being paid a lot of money to do the best job in the world. I mean, just look at Benetton's Giancarlo Fisichella: I have never seen anyone look so miserable."

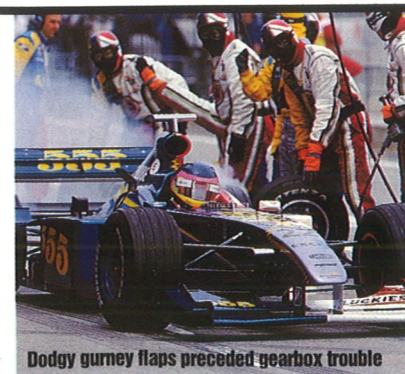
Drivers should smile, reckons 'Happy Jacques'



## Irvine's frightening flight

EDDIE IRVINE SUFFERED a heart-stopping moment en route to the Spanish Grand Prix when the cockpit windscreen of his Falcon jet cracked at 27,000 feet. It was caused by a 'micrometeorite' impact.

The damage forced Irvine to return to Milan airport and catch a scheduled flight to Barcelona. For once his cool exterior was ruffled: "It was a terrible moment," he said. "I was scared and feared the worst."



Dodgy gurney flaps preceded gearbox trouble

## JV and BAR get into a flap

JACQUES VILLENEUVE RETIRED with gearbox trouble while in the pits on lap 40. But a faulty gearbox wasn't his reason for pitting – he wanted mechanics to remove a loose gurney flap on the rear wing.

"Two bolts had broken which meant it had to be removed," said technical director Adrian Reynard. "The methodology by which the rear wing flaps are attached have been carried over from Tyrrell – until now. We will redesign them for Canada."

## ■ OVERTAKE THE TESTING

With just one significant overtaking move, that of Hill around the outside of Barrichello on lap 63, the call has come for F1 to be livened up. And, according to Eddie Irvine, the best way would be to ban testing. "We're spending money for no reason," he said. "If we did no testing we would be 0.4 seconds slower per lap, but it would be the same for everybody."



ALL PICTURES DARREN HEATH

Not even Brawn inspiration could put Schumacher out in front. His strategy was spoiled by the Arrows of Takagi "going for a coffee break" – slow, to you and me

or Saturday, but Coulthard was subjected to a major reflex test on Saturday morning when his rear suspension broke in the middle of a very, very quick right-hander. Luckily it was the unloaded suspension point that failed. David hit the brakes, flicked the steering and drove neatly into the pitlane.

Hakkinen had nothing but a gap to his team-mate to think about on race day, but Coulthard, for most of the way, was preoccupied by his margin over Schumacher. DC was relatively slow on his first set of tyres and lost more time still when he overshot his pit. His re-pressured second set of Bridgestones were worse and by this time Michael was flying: Villeneuve's BAR, which had held him up for the first third of the race, was now a thing of the past.

David and Michael were only three seconds apart as they came in for their second sets of tyres but, for once, Ferrari

**'Except that traffic and Coulthard are this year about as compatible as Bernie and Silverstone. He'd pull out a couple of seconds – and lose them again. He'd retrace his steps – and lose them again'**

could not respond. Michael was caught in the pitlane behind Takagi's Arrows and remarked later that Takagi appeared to be "going for a coffee break". "If that's the speed Michael goes in for coffee then he's probably going to spill some," replied an Arrows spokesman in perhaps the most curious cameo of the weekend.

We had a race, then, between DC and Michael – and DC won it convincingly. Now with some sort of handling balance, he drove away in a true demonstration of where McLaren currently are: Michael, with less grip in the higher ambients, appeared unable to reply.

Except that traffic and DC are this year about as compatible as Bernie and Silverstone. He'd pull out a couple of seconds – and lose them again. He'd retrace his steps – and lose them again. He withstood the pressure and finished a good second, but it could've been easier.

Irvine, a distant fourth, had to some extent defined the race. He jumped quickly away from his front-row slot but spun the wheels too much in the intermediate gears. Coulthard was inside him and Michael was trapped behind him, braking so as to avoid him, which left Jacques on the outside, ahead of both the



Despite outqualifying his team-mate for the first time this year, Irvine got too much wheelspin at the start. Ferrari reliability held though, and he finished fourth



### Alesi's 30 minutes of qualifying fame

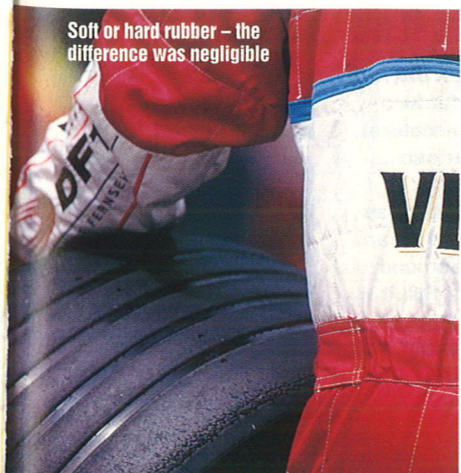
JEAN ALESI STUNNED the top teams when his qualifying time – set in the eighth minute of the session – put him on pole for half an hour. He was eventually placed fifth, just 0.3 seconds behind the pole time of Hakkinen. "It was a good lap, but I got it in early when the track was coolest and quickest," he said. Track temperature increased by half a degree every two minutes.

Asked whether he could outdrag the Ferraris to the first corner, Alesi said: "There are some things even I can't do..."

Alesi was in magnificent form during qualifying

### NICKED BY THE RULES

Rubens Barrichello was thrown out of eighth place because of a rule infringement involving the centimetre thick wooden plank by which ride heights are controlled. Stewart use the plank to hold ballast and, during the race, five retaining bolts had sheared, resulting in the penalty. "It was a harsh penalty given the seriousness of the crime," said the team's technical director Gary Anderson.



Soft or hard rubber – the difference was negligible

### Bridgestone compound problem

BRIDGESTONE WERE CRITICISED in Spain for providing tyre compounds too similar with regard to longevity. They took a soft- and a medium-compound tyre to Barcelona, the soft worth 0.5 secs per lap in qualifying trim. Yet in the race, the 'soft' runners – notably Schuey – were able to complete the distance on just two stops, the same as the slower, hard rubber runners.

"The teams have had a lot of experience on these tyre compounds," said Bridgestone technical boss Yoshihiko Ichikawa. "They did most of their durability running the week before the race when the track temperature was 40-45 degrees. In the race, it was 33-35 degrees, so durability was not such a factor."

### A NEW EXCUSE

Johnny Herbert has put his early-season poor showings down to the four-grooved front tyres. "I'm still changing my driving style for the four-grooved front tyres," he said in Barcelona. "But I don't know quite why it has taken me so long to adapt to them. Now, that's an excuse I haven't used before!"



DARREN HEATH/STEVEN TEZEL/AT

Ralf Schumacher (above) posted another strong finish – fifth. But the Supertec star on this occasion was Jacques Villeneuve (below), who ran third early on



**'And the Supertecs? BAR are the lightest but the least reliable; Williams are light and reasonably reliable; Benetton are heavy and very reliable'**

Ferraris. Michael Schumacher made one move to pass him on the opening lap but suddenly backed off, memories of Jerez '97 still vivid. Stuck behind Villeneuve, unable to pass, visual proof that these cars are indeed the most difficult yet with which to overtake, Schumacher then proceeded to lose 25 seconds to the McLarens. It was all over.

And the Supertecs? British American Racing are the lightest but the least reliable; Williams are light and reasonably reliable; Benetton are heavy and very reliable. Ralf Schumacher (Williams) thus finished a good fifth place, albeit on hard-compound tyres, ahead of Jarno Trulli, again driving well, in the softer-tyred Prost-Peugeot. ①

**Coulthard overshoots in the pitlane**

DAVID COULTHARD'S first pitstop, on lap 26, took 12.8 seconds (instead of the usual six or seven) after he overshot his pit. "Doing that cost me a lot of time," he said. "But it was only my second pitstop of the year [due to early retirements in all the preceding races bar Imola] so I felt a bit out of practice." Quite.



"It's the middle pedal, David! Stop!"

**Cantona soaks it up**

FORMER MANCHESTER UNITED star Eric Cantona was due for a ride in the McLaren two-seater at Barcelona, but failed to do so ... because he was too drunk! King Juan Carlos of Spain was the only person to get a three-lap run with Martin Brundle around the Circuit de Catalunya. Still, it could have been Grant Mitchell. "Mine's a large one Mart, cheers!"



Weather Sunny; Track temperature 36 degrees; Lap distance 2.937 miles; Laps 65; Race distance 190,905 miles; Attendance 161,000

**QUALIFYING TIMES**

Closest McLaren/Ferrari qualifying battle so far in 1999. Alesi remained fastest for 34 minutes. Barrichello finally failed to make the 1999 top six

Position	Driver	Time
1	Mika Hakkinen	1:22.088
2	Eddie Irvine	+0.131
3	David Coulthard	+0.156
4	Michael Schumacher	+0.189
5	Jean Alesi	+0.300
6	Jacques Villeneuve	+0.615
7	Rubens Barrichello	+0.832
8	Heinz-Harald Frentzen	+0.850
9	Jarno Trulli	+1.166
10	Ralf Schumacher	+1.215
11	Damon Hill	+1.229
12	Pedro de la Rosa	+1.243
13	Giancarlo Fisichella	+1.245
14	Johnny Herbert	+1.417
15	Olivier Panis	+1.471
16	Mika Salo	+1.595
17	Alex Zanardi	+1.615
18	Alex Wurz	+1.736
19	Pedro de la Rosa	+2.531
20	Toranosuke Takagi	+3.192
21	Marc Gené	+3.584
22	Luca Badoer	+3.745

**THE FINAL STANDINGS**

Final position	Driver & car	Total race time	Pos after 1 lap
1	Mika Hakkinen McLaren Mercedes MP4-14	1:34:13.665	1
2	David Coulthard McLaren-Mercedes MP4-14	+6.238	2
3	Michael Schumacher Ferrari F399	+19.337	4
4	Eddie Irvine Ferrari F399	+57.026	5
5	Ralf Schumacher Williams-Supertec FW21	1 lap behind	8
6	Jarno Trulli Prost-Peugeot AP02	1 lap behind	6
7	Damon Hill Jordan-Mugen Honda 199	1 lap behind	13
8	Rubens Barrichello Stewart-Ford SF-3	1 lap behind	10
9	Mika Salo BAR-Supertec 01	1 lap behind	17
10	Giancarlo Fisichella Benetton-Playlife B199	1 lap behind	14
11	Alex Wurz Benetton-Playlife B199	1 lap behind	16
12	Pedro de la Rosa Arrows A20	2 laps behind	18
13	Toranosuke Takagi Arrows A20	3 laps behind	19
<b>RETIREMENTS</b>			
	Luca Badoer Minardi-Ford M01	spin – 50 laps	20
	Jacques Villeneuve BAR-Supertec 01	gearbox – 40 laps	3
	Pedro Diniz Sauber-Petronas C18	gearbox – 40 laps	12
	Johnny Herbert Stewart-Ford SF-3	gearbox – 40 laps	11
	Heinz-Harald Frentzen Jordan-Mugen Honda 199	driveshaft – 35 laps	9
	Jean Alesi Sauber-Petronas C18	electrics – 27 laps	7
	Alex Zanardi Williams-Supertec FW21	gearbox – 24 laps	15
	Olivier Panis Prost-Peugeot AP02	gearbox – 24 laps	21
	Marc Gené Minardi-Ford M01	gearbox – 0 laps	-

**FASTEST RACE LAPS**

The McLaren/Ferrari quartet highlighted the gap between them and the rest by a massive 0.5s. Diniz (6th) and Alesi (10th) proved Sauber's speed

Position	Driver	Time (lap)
1	Michael Schumacher	1:24.982 (29)
2	Mika Hakkinen	+0.227 (7)
3	Eddie Irvine	+0.361 (40)
4	David Coulthard	+0.505 (8)
5	Rubens Barrichello	+1.024 (40)
6	Pedro Diniz	+1.333 (20)
7	Damon Hill	+1.366 (47)
8	Jarno Trulli	+1.523 (25)
9	Ralf Schumacher	+1.538 (35)
10	Jean Alesi	+1.560 (24)
11	Jacques Villeneuve	+1.693 (9)
12	Heinz-Harald Frentzen	+1.912 (35)
13	Mika Salo	+2.022 (58)
14	Alex Wurz	+2.047 (35)
15	Giancarlo Fisichella	+2.116 (59)
16	Olivier Panis	+2.193 (20)
17	Alex Zanardi	+2.266 (19)
18	Pedro de la Rosa	+2.427 (33)
19	Johnny Herbert	+2.460 (17)
20	Toranosuke Takagi	+4.202 (7)
21	Luca Badoer	+4.650 (39)
22	Marc Gené	no time

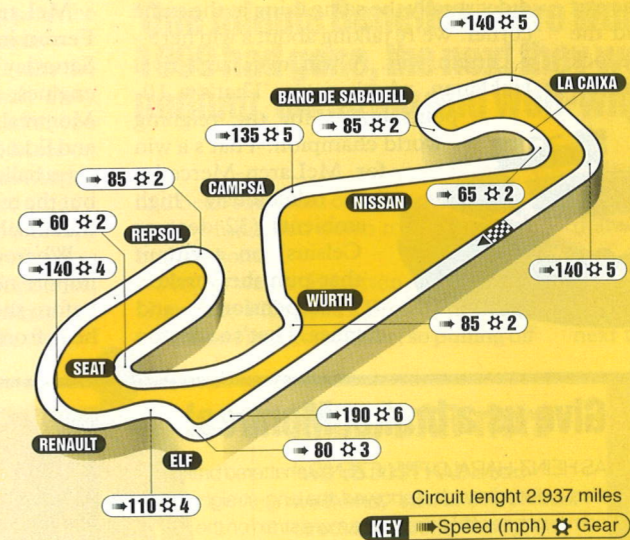
**DID YOU KNOW?**

Only world champions have ever won at the Circuit de Catalunya in Spain. Michael Schumacher has finished in the points of all eight Spanish Grands Prix he has contested. This is only the fourth time in four years at Ferrari that Eddie Irvine has outqualified his illustrious team-mate, Michael Schumacher. Stewart's Johnny Herbert raced with his second new helmet design of the year

**FASTEST 'IN-PIE-OUT' LAPS**

Ferrari's two drivers spent almost identical time during their stops. Prost's Jarno Trulli proved consistently competitive – even when pitting

Position	Driver	Time
1	David Coulthard	3:13.096
2	Michael Schumacher	+0.507
3	Eddie Irvine	+0.525
4	Mika Hakkinen	+0.922
5	Ralf Schumacher	+1.602
6	Giancarlo Fisichella	+1.865
7	Jarno Trulli	+2.554
8	Damon Hill	+2.995
9	Heinz-Harald Frentzen	+3.007
10	Jean Alesi	+3.320
11	Rubens Barrichello	+3.507
12	Alex Wurz	+3.699
13	Pedro Diniz	+3.699
14	Pedro de la Rosa	+5.131
15	Johnny Herbert	+5.359
16	Jacques Villeneuve	+5.779
17	Mika Salo	+5.781
18	Luca Badoer	+9.913
19	Toranosuke Takagi	+12.473
20	Alex Zanardi	no time
21	Olivier Panis	no time
22	Marc Gené	no time



**LAP-BY-LAP**

**START** Hakkinen leads from pole; Irvine slow away – Coulthard takes second, Villeneuve third. Gené and Panis stall **LAP 1** Schumacher tries to pass Villeneuve at Turn 5 but fails **LAP 16** Hakkinen has 23s lead over the held-up Schumacher, the race effectively won. Fisichella runs wide at Turn 9 **LAP 22** Irvine first frontrunner to pit (7.8s) **LAP 23** Hakkinen pits in 6.8s **LAP 24** Schumacher and Villeneuve pit, Ferrari's stop is 1.8s faster than BAR's. Schuey emerges ahead **LAP 26** Coulthard overshoots pit area, stop takes 12.8s **LAP 38** Frentzen retires with driveshaft problem **LAP 40** Herbert and Diniz retire with gearbox troubles. Villeneuve pits to have rear gurney flap removed, then retires with gearbox trouble **LAP 41** Irvine pits – 8.5s **LAP 42** Schumacher gets the gap to Coulthard down to 0.8s during a demon second stint **LAP 43** Schumacher pits in 7.7s **LAP 44** Hakkinen pits in 7.9s **LAP 48** Coulthard pits in 7.4s, coming out 1.2s ahead of Schumacher **LAP 46** Coulthard begins pulling away from Schumacher at one second per lap **LAP 63** Hill makes the only significant passing move of race, around outside of Barrichello **LAP 65** Mika Hakkinen takes the flag

**THE DOWN-THE-PUB FACT BIT**

<b>FASTEST THROUGH THE SPEED TRAP</b>	<b>FASTEST PITSTOP</b>	<b>OPTIMUM LAP BASED ON SECTOR TIMES</b>
Mika Hakkinen 199.282mph	Alex Wurz 24.678s	Michael Schumacher 1:24.774
<b>SLOWEST THROUGH THE SPEED TRAP</b>	<b>SLOWEST PITSTOP</b>	<b>SLOWEST LAP BASED ON SECTOR TIMES</b>
Luca Badoer 186.793mph	Luca Badoer 32.096s	Takagi/Badoer/Takagi 1:29.241
These speeds are taken from the race. Both Prosts and BARs were among the 10 quickest		
Wurz's Benetton team-mate Fisichella enjoyed the second- and third-fastest stops of the race		
Just two tenths covered the top four – Schumacher, Irvine, Hakkinen, Coulthard – in all splits		

# A concrete success

**Y**ou can no longer give Hakkinen a hard time for making unforced errors, because Schumacher had Montreal all but won. He'd won the pole, he'd won the start and he'd won the first phase of the race: such was Michael's pace that already Mika's McLaren was beginning to fall away. Mika denied afterwards that his car was anything but perfect, as he would, but the gaps told a story. A comfortable three seconds became four – and four became 4.6. It was going to be a good race, a defining race, but it was going to be Ferrari's race. Ferrari had a tad more mechanical grip than the McLarens; Ferrari had no problem with the brakes.

Then Michael hit the wall. There were mitigating circumstances – perhaps. He had left his braking breathtakingly late for the final chicane in order to pass Olivier Panis' trimmed-right-back Prost. He ran wide through the right-hander, flicked it back to the left... but he was on the loose stuff and the car slid wide. Michael jabbed the throttle, trying to flick the back end out, but suddenly there was no more room. There's no grass on the exit of the last Montreal chicane, and the Ferrari hit the wall with opposite lock applied. Michael jumped from his car, crossed the track and walked grimly back to the Ferrari garage.

It's no consolation for a guy like Schumacher to hear that other drivers made similar sorts of mistakes – to hear that Damon Hill,



And they're off. For the moment, Schumacher twice had his lead wiped out by the Safety Car (below)

Jacques Villeneuve and Ricardo Zonta did virtually the same thing at the same corner. We're talking about a win here – a certain win. A win over arch-rival Hakkinen, what's more. That's a 10-point bonus for the reigning world champion. That's a win for McLaren-Mercedes in ridiculously high ambients (32 degrees Celsius) on a circuit that punishes brakes, suspensions and engines. That's a win, too

for McLaren reliability.

McLaren also managed to out-fly Ferrari in Canada, for the big story on Saturday was that new, lighter qualifying engines had been air freighted to Montreal at the last minute. Schumacher and Eddie Irvine showed the worth of the extra ballast these allowed them to place, but the team, for reliability's sake, raced the Brazil-spec V10. End of story.

Whereupon McLaren managed to import new disc brake bells the night before the race, the better to dissipate heat from the calipers. Mika had had

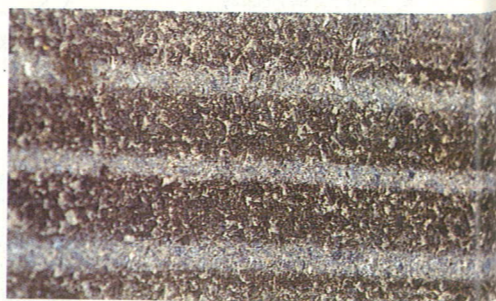
## DEBRIEF ROUND-UP by Tom Clarkson

### FERRARI LIGHTENS UP

Ferrari brought along a new lightweight qualifying engine to the Canadian Grand Prix. The unit weighed seven kilos less than the V10 the team actually ran in the race, and the engine is now close to the standard-setting Ilmor-Mercedes at 95 kilos. According to Eddie Irvine it had more driveability too, if not much more horsepower.

### Give us a brake, Montreal

AS HEINZ-HARALD FRENTZEN'S shattered brake disc-induced accident showed, the long-straight-slow-corner nature of Montreal puts more strain on the anchors than any other circuit on the calendar. To allow for this, teams were forced to explore the limits of their cars' braking capabilities by using the maximum legal width of discs and pads. That's 25 millimetres for the pads and 28 millimetres for the discs. Ferrari placed huge air ducts around their front brakes, while McLaren flew out new cooling ducts specially at the weekend.



Montreal's tell-tale signs were plain for all to see



Fisichella revived Benetton's fortunes with another measured drive. This increasingly-mature Italian star repeated his second place of last season

some braking problems during practice and this was the quick-fix response.

Could Irvine and Coulthard take the minor placings, behind Mika? They should have, but they collided after one of the three Safety Car periods. More on that elsewhere. Could the Jordan-Mugen Hondas? Frentzen was about to, but a right-front brake disc exploded four laps from the finish. The Stewarts? After another brilliant qualifying performance, Rubens Barrichello was T-boned at the first corner by Jarno Trulli, who

## 'One minute Benetton were wondering where their 1999 had gone, the next they were in front of the podium, cheering and wolf-whistling Giancarlo'

had been squeezed out, Wurz '98-style, as they funnelled down to the turn-left braking zone.

No, it was a Benetton, specifically Giancarlo Fisichella's Benetton, which finished in second place, so pulling off

a whirlwind turnaround performance that was reminiscent of Jordan's a year ago. One minute Benetton were in decline, wondering where their 1999 championship had disappeared to; the next they were in front of the podium, ▶

### Right off his head

JEAN ALESИ THREW his helmet into the crowd after qualifying, having running out of fuel at the hairpin.

"I love the crowd here," he said. "I stopped there in '95 after I won and they were ecstatic. So, when I stopped this time, I wanted to give them something back. All I had was my helmet!"

Alesi off in search of another souvenir hunter



### In the BAR-riers

"WE'VE JUST HAD a bad weekend," said BAR technical director Malcolm Oastler on Sunday night in Montreal. "Our lack of pace hasn't been due to one particular problem; we've been lacking a bit here and a bit there. It's very important that we keep on improving."

In the race, both cars suffered the same fate: Ricardo Zonta crashed at the final turn, a feat Jacques Villeneuve repeated – at a higher speed.



CHARLES CORTES; STEVEN TEE/LAT



Frentzen (above) would have been second but for a broken front brake disc just four laps from home. Irvine (main) would have been second but for a clash with Coulthard. He was brilliant nonetheless. Trulli and Alesi (below) were eliminated from the race at the first corner for the second year in a row. Schumacher (right) spoiled this theme by finishing fifth.



DARREN HEATH, STEVEN TEE/LAT, ALLSPORT

cheering and wolf-whistling Giancarlo. Call it back-to-basics. Yes, they are heavier than their Supertec rivals and thus much less able to move ballast around to tune the car; yes, they have been playing around with their FTT (front torque transfer) system. Their problems, though, have been deeper than that. The car is quick, the car is slow. It has grip, it has no grip. There is a pattern of Benetton inconsistency that stretches back two, three, maybe four years, and until now the team have failed to jump on top of it. They revised their



**'There is a pattern of Benetton inconsistency that stretches back two, three, maybe four years, and until now the team have failed to jump on top of it'**

thinking after Spain because they had to find a reason. They had to try something new. And so they looked at the very heart of the car's set-up, right there in the factory and again in Montreal. Flat plate. Corner weights. Response systems. Response systems?

No longer was anything taken for granted. If early-Friday understeer implied more front wing, the engineers thought before they acted. If poor traction was obvious, the solution was not to be jumped at.

And they found grip. They had their

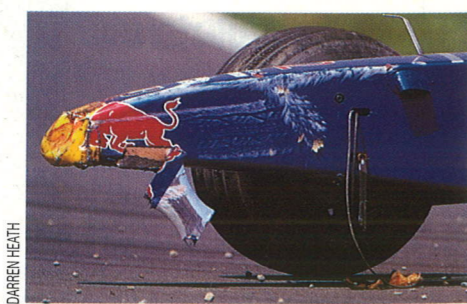
problems and they had their imbalances, but still they had grip – as BAR appeared to have had grip (but didn't, ironically, in Canada). Fisi hit the wall late in qualifying, yet still he lined up seventh: that was a true measure of how competitive he'd become.

Then, in the race, he had understeer on a full fuel load yet still he ran up there ahead of Frentzen, ran as quickly as any Supertec car has since the start of 1999.

Someone else hit the wall; the Safety Car was deployed. Fisi was brought in, early. The stop was immaculate. He was

**PITLANE HACKERS**

Benetton and McLaren had laptops and minor pieces of software stolen from their pit garages on Thursday night before the race. This despite security guards being on duty at the doors to each pit around the clock throughout the weekend. Doh!



TORRID: Diniz's Sauber lost all its brakes on Friday

**Anchors away for Diniz**

PEDRO DINIZ HAD a huge accident after only five laps of Friday morning practice.

The Sauber number two was on his second flying lap of the weekend when, at 175mph, he suffered complete front brake failure at Turn One.

"It's completely unacceptable to have that," he said. "The car is too wrecked for the team to establish what the problem was, but it was scary. I went to change down the gears in an effort to slow the car, but all that did was lock the rears."

**"... and in the red corner"**

EDDIE IRVINE'S THIRD place seemed under a threat for a while after McLaren boss Ron Dennis complained to the stewards about the Irishman's role in his lap 40 clash with David Coulthard.

The incident occurred as the pair headed towards Turn One at the end of a Safety Car period.

"A backmarker put dirt on the track, which meant I had to slow," said Irvine. "We were side by side, he clipped my back wheel and I spun." Coulthard disagreed: "I can't make myself invisible. We wouldn't have hit if he hadn't turned into me."

The stewards ruled in Irvine's favour.



EMPICS



STEVEN TEEL/LAT

Hakkinen scored his third win of the season and moved to the front of the title race. This result was compensation for the victory he threw away at Imola

back out ahead of Frentzen and, for a long time, they were fourth and fifth, Fisi and Frentzen.

Then Irvine and Coulthard collided after a restart and suddenly Fisi was second. He lost ground, he lost a place to Frentzen, when he was trapped behind Panis and Badoer with 26 laps to go. As they entered the closing laps, though, Fisi was right there, filling Frentzen's mirrors. There was no way that Irvine, charging through the field after his scuffle, was going to do him.

It became second when Frentzen hit

### 'Benetton have suffered from personnel disruptions more than most in recent years. It is difficult, when some of your key players leave, to keep the faith'

the tyre wall and the Safety Car cruised them to the finish.

It wasn't all down to set-up. Benetton have suffered from personnel disruptions more than most in recent years (first Michael-to-Ferrari, then, more recently, BAR) and it is difficult, when some of

your key players leave, always to keep the faith. And there's no doubt that the Benetton remains a heavier car than the other Supertecs, FTT or not.

This, though, was a result for good management and clear thinking – just as Mika's was for McLaren. **1**

### Zonta wins his foot race

RICARDO ZONTA RETURNED to the cockpit of the BAR for the first time since crashing in practice at the Brazilian GP.

He managed just five installation laps at a wet Silverstone before arriving in Canada, so the fact that he was able to outrun team-mate Villeneuve by a tenth of a second on Friday was very impressive.

"I am pleased," said Ricardo, who was now beginning to use his injured right foot for braking, "but you won't believe how much better the car is to drive now than in Brazil. It doesn't move around under braking as much as before."



Back in the fold: Zonta rejoined the BAR team

Weather Sunny; Track temperature 42 degrees; Lap distance 2.748 miles; Laps 69; Race distance 189.612 miles; Attendance 262,244

#### QUALIFYING TIMES

Schumacher's and Ferrari's first pole of the year. Coulthard's lowest placing so far. Alex Zanardi out-qualifies Ralf Schumacher for the first time

Position	Driver	Time
1	Michael Schumacher	1:19.298
2	Mika Hakkinen	+0.029
3	Eddie Irvine	+0.142
4	David Coulthard	+0.431
5	Rubens Barrichello	+0.632
6	Heinz-Harald Frentzen	+0.860
7	Giancarlo Fisichella	+1.080
8	Jean Alesi	+1.161
9	Jarno Trulli	+1.259
10	Johnny Herbert	+1.531
11	Alex Wurz	+1.702
12	Alex Zanardi	+1.778
13	Ralf Schumacher	+1.783
14	Damon Hill	+1.796
15	Olivier Panis	+1.954
16	Jacques Villeneuve	+2.004
17	Ricardo Zonta	+2.169
18	Pedro Diniz	+2.273
19	Toranosuke Takagi	+2.395
20	Pedro de la Rosa	+3.315
21	Luca Badoer	+3.510
22	Marc Gené	+4.089

#### THE FINAL STANDINGS

Final position	Driver & car	Total race time	Pos after lap 1
1	Mika Hakkinen McLaren Mercedes MP4-14	1:41:35.727	2
2	Giancarlo Fisichella Benetton-Playlife B199	+0.781	5
3	Eddie Irvine Ferrari F399	+1.796	3
4	Ralf Schumacher Williams-Supertec FW21	+2.391	9
5	Johnny Herbert Stewart-Ford SF-3	+2.804	7
6	Pedro Diniz Sauber-Petronas C18	+3.710	10
7	David Coulthard McLaren-Mercedes MP4-14	+5.003	4
8	Marc Gené Minardi-Ford M01	1 lap behind	17
9	Olivier Panis Prost-Peugeot AP02	1 lap behind	18
10	Luca Badoer Minardi-Ford M01	2 laps behind	15
11	Heinz-Harald Frentzen Jordan-Mugen Honda 199	accident - 65 laps	6
NOT CLASSIFIED			
	Alex Zanardi Williams-Supertec FW21	gearbox - 50 laps	8
	Toranosuke Takagi Arrows A20	transmission - 41 laps	16
	Jacques Villeneuve BAR-Supertec 01	accident - 34 laps	11
	Michael Schumacher Ferrari F399	accident - 29 laps	1
	Pedro de la Rosa Arrows A20	transmission - 22 laps	14
	Damon Hill Jordan-Mugen Honda 199	accident - 14 laps	12
	Rubens Barrichello Stewart-Ford SF-3	handling - 14 laps	19
	Ricardo Zonta BAR-Supertec 01	accident - 2 laps	13
	Jean Alesi Sauber-Petronas C18	accident - 0 laps	-
	Jarno Trulli Prost-Peugeot AP02	accident - 0 laps	-
	Alex Wurz Benetton-Playlife B199	driveshaft - 0 laps	-

#### FASTEST RACE LAPS

Irvine did five laps faster than Schumacher's best and seven in the 1m20s bracket during his late charge. Takagi was an impressive 12th fastest

Position	Driver	Time (lap)
1	Eddie Irvine	1:20.382 (62)
2	Michael Schumacher	+0.327 (28)
3	David Coulthard	+0.579 (35)
4	Mika Hakkinen	+0.665 (28)
5	Heinz-Harald Frentzen	+0.902 (65)
6	Giancarlo Fisichella	+0.963 (65)
7	Pedro Diniz	+1.482 (63)
8	Ralf Schumacher	+1.620 (28)
9	Johnny Herbert	+1.696 (64)
10	Olivier Panis	+1.718 (57)
11	Jacques Villeneuve	+1.901 (29)
12	Toranosuke Takagi	+2.410 (26)
13	Marc Gené	+2.506 (60)
14	Pedro de la Rosa	+2.898 (19)
15	Luca Badoer	+3.012 (32)
16	Alex Zanardi	+3.060 (27)
17	Rubens Barrichello	+3.403 (11)
18	Damon Hill	+3.571 (12)
19	Ricardo Zonta	+42.656 (2)
20	Jean Alesi	no time
21	Jarno Trulli	no time
22	Alex Wurz	no time

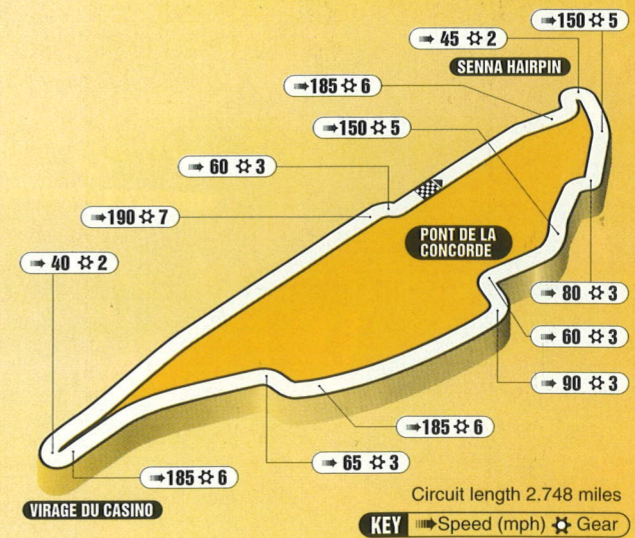
#### DID YOU KNOW?

The same wall at the chicane, claimed four world champions during the race; Hill, Villeneuve, Schuey and Zonta (reigning sports car champ). Since Mansell in 1992, every points leader to crash there has gone on to win the title! Montreal is the oldest continually inhabited settlement in North America. Citizens of Montreal are still paying for the 1976 Olympics through their taxes

#### FASTEST 'IN-PIT-OUT' LAPS

Drivers with asterisks made their stops behind the Safety Car, which is why their times are erratic. Herbert and Takagi were the only two-stoppers

Position	Driver	Time
1	Heinz-Harald Frentzen	3:05.280
2	Johnny Herbert	+0.112
3	Toranosuke Takagi	+1.376
4	Giancarlo Fisichella	+4.766
5	Ralf Schumacher	+6.178
6	Alex Zanardi*	+6.711
7	Pedro Diniz	+7.382
8	Olivier Panis*	+11.386
9	Eddie Irvine*	+14.982
10	Mika Hakkinen*	+16.262
11	Luca Badoer*	+17.205
12	Marc Gené*	+21.966
13	David Coulthard*	+1:01.701
14	Jacques Villeneuve	no time
15	Michael Schumacher	no time
16	Pedro de la Rosa	no time
17	Damon Hill	no time
18	Rubens Barrichello	no time
19	Ricardo Zonta	no time
20	Jean Alesi	no time
21	Jarno Trulli	no time
22	Alex Wurz	no time



#### LAP-BY-LAP

START Schumacher leads Hakkinen into Turn One; Trulli hits Barrichello and Alesi. Safety Car comes out LAP 1 Schuey 0.7 seconds ahead. Barrichello pits, Wurz retires LAP 4 Zonta crashes at the chicane. Safety Car again LAP 8 Green flag. LAP 14 Schuey leads Hakkinen by 2.3s. LAP 15 Hill hits the wall at the chicane LAP 16 Barrichello retires from damage sustained on lap one. LAP 29 Schumacher runs wide and crashes out of the lead at the chicane LAP 35 Villeneuve crashes at the last corner. Safety Car LAP 36 Fisichella (in fourth) pits in 9.9s LAP 37 Hakkinen pits in 8.7s. Irvine pits in 12.3s LAP 38 Coulthard pits in 10.4s. LAP 40 Green flag. Coulthard and Irvine clash at Turn One, they fall to 10th and ninth places LAP 41 Coulthard pits to check car. LAP 42 Fisichella runs wide trying to lap Panis. Frentzen snatches second LAP 48 Next two laps see Badoer, Zanardi, Coulthard and Panis make 10-second stop-gos LAP 52 Irvine passes Herbert into last corner, both go over the grass. LAP 56 Irvine takes Ralf for fourth then chases Fisichella LAP 65 Frentzen crashes at Turn Three after brake failure - fourth Safety Car period LAP 69 Safety Car pulls off, leaving Hakkinen to coast home

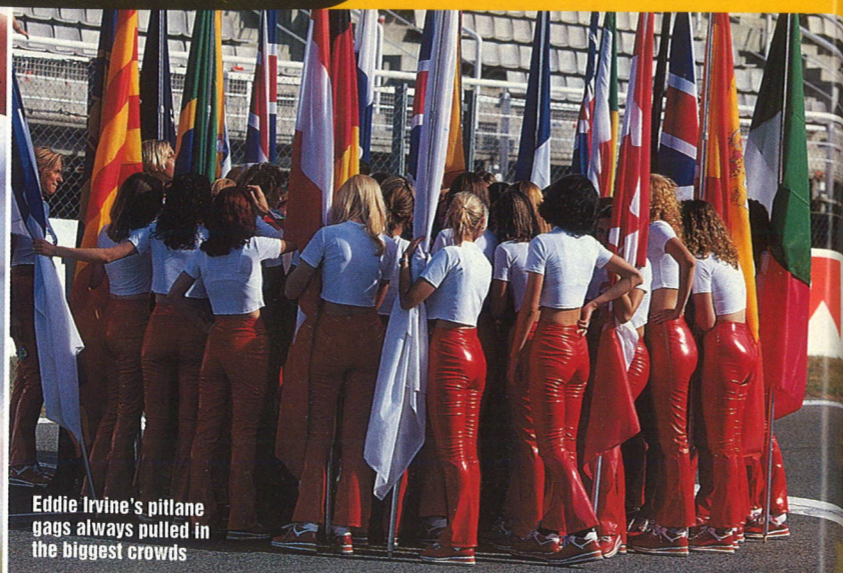
#### THE DOWN-THE-PUB FACT BIT

FASTEST THROUGH THE SPEED TRAP	FASTEST PITSTOP
David Coulthard 203.571mph	Olivier Panis 25.716s
SLOWEST THROUGH THE SPEED TRAP	SLOWEST PITSTOP
Alex Wurz 77.12mph	Rubens Barrichello 2:58.079s
Wurz passed the trap with a broken driveshaft. Ralf Schumacher was next slowest - 193mph	Rubens Barrichello stopped to investigate damage sustained during Trulli's first-corner accident

OPTIMUM LAP BASED ON SECTOR TIMES	OPTIMUM LAP BASED ON SECTOR TIMES
Irvine/Irvine/Schumacher 1:20.241	Zonta/Wurz/Zonta 1:29.648
SLOWEST LAP BASED ON SECTOR TIMES	Irvine's best was less than 0.2s slower than the all-Ferrari mark. His own optimum was 1:20.29



Nice



Eddie Irvine's pitlane gags always pulled in the biggest crowds



Poor girl was tired



"No, I don't want to go! I'm staying. You'll have to make me leave!"

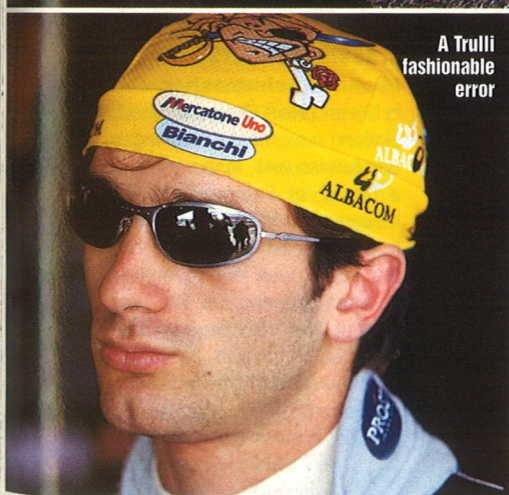


"I'll get on the bone - me bruv can sort yer a decent jar. Clocked alright, yeh? Where's Cortnee gone?"

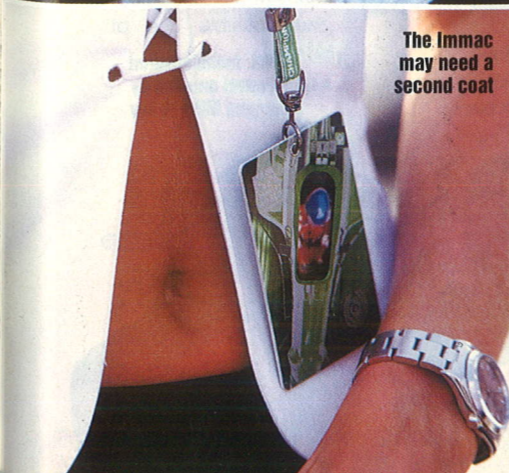


DARREN HEATH; GAVIN LAWRENCE/LAT; CHARLES COATES/LAT; STEVEN TEE/LAT

Cantona has a quick word with the Almighty before reminding the mechanic to watch his seagulls...



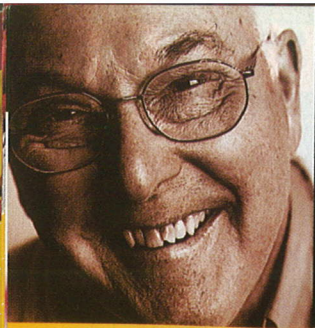
A Trulli fashionable error



The Immac may need a second coat



"And now they say he's to retire - can you imagine?"  
"I know, it's like David leaving McLaren. Ha! Ha!"



# MURRAY WALKER'S PREVIEW

## On course for top action at Magny-Cours

SO WITH, HOPEFULLY, all the misplaced hysteria about Formula 1 being boring behind us after a typical, incident-packed Canadian GP, which saw the lead in the drivers' championship change and McLaren draw closer to Ferrari, we go to Magny-Cours. Now, to be honest, the French GP is not always the most exciting of races but I reckon this year's will turn out to be different. All the ingredients are certainly there for lots of drama.

Eddie Irvine reckons the Ferrari is going to be just as competitive on Magny-Cours' billiard-table-smooth Tarmac as it was at Montreal and, if it is, that'll do nicely for me and, I'm sure, all of us. Last year there was almost as much talk of football, but we won't have that distraction this time. Schumacher, on his own admission, makes only one mistake per year – so the Michael-versus-Mika battle for the title is back on.

**'Schumacher, on his own admission, makes only one mistake a year'**

With Johnny Herbert (below) having reminded us how good he really is, and Irvine having further strengthened his solid image, perhaps now we'll see Damon recover his lost form and David Coulthard's luck turn to provide an eventful preamble to our own grand prix at Silverstone.

I'm still a bit breathless after Canada! Fingers crossed then for something as good in France, where I've a hunch that Alain Prost's team could be up at the sharp end with their much-changed car.

But, whatever else happens, the fight between McLaren and Ferrari is going to be intense and absorbing.

Murray Walker



LAT ARCHIVE; ILLUSTRATION: ALAN ELDREDGE

Hakkinen's pole celebrations in '98 were quickly forgotten after the restart

## A track where you can expect Schuey to star

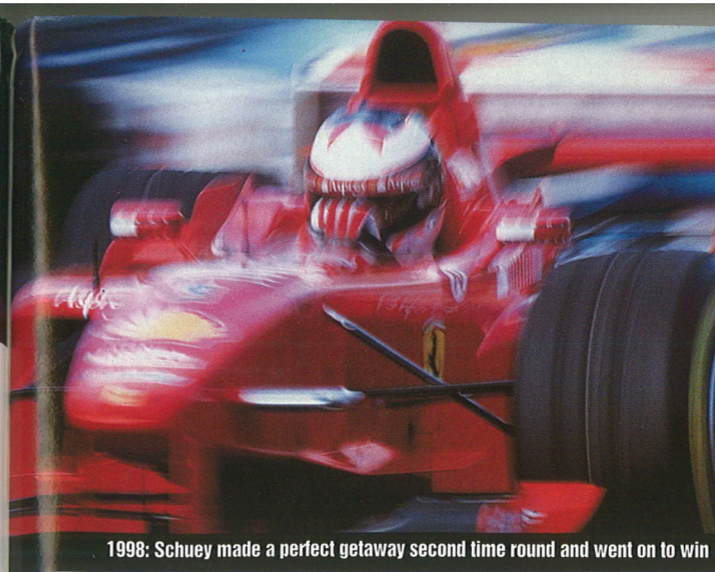
A SMOOTH TRACK surface, extensive gravel traps, superb facilities and a variety of corners – Magny-Cours is everything a '90s F1 venue could want. It also boasts as much charisma as a night-in studying the F1 rules, and the races tend to reflect the antiseptic atmosphere of its out-of-the-way location. Rarely has there been a memorable event, although '98 made up for it with a Ferrari one-two. Most modern circuits are tailor-made for McLaren, but Ferrari have a habit of surprising at this one, and the faraway spectators frequently get the opportunity to see Schuey at his most inspired – if they've got their binoculars.

### CLASSIC MOMENTS

**Michael Schumacher** won in '98 and **Ron Dennis** fumed. Nothing new there – this year's San Marino was, in many ways, a replay of France '98. The McLaren of **Mika Hakkinen** took the lead from pole, but the start was controversially aborted because the Stewart-Ford of **Jos Verstappen** was stranded on the grid.

At the second time of asking, the Ferraris of Schumacher and **Eddie Irvine** got the jump on Hakkinen (which led many to mumble about the possible use of

1998: Irvine ensured a Ferrari one-two by keeping Mika at bay



1998: Schuey made a perfect getaway second time round and went on to win



Jabouille wins (above) in '79, the first victory for him, Renault, and a turbo

traction control) and, with a series of blistering early laps, Schuey wrapped up the race.

An angry Dennis felt the race stoppage was unnecessary. "Sometimes the playing field doesn't seem level," he said.

Irvine kept Hakkinen bottled up behind him for the early period of the race. The Finn had a stab at overtaking him after 20 laps, but lost the back end of his MP4-13. This mistake pushed **David Coulthard** up to third place, but refuelling problems hampered the Scot and he plummeted back down to sixth position. In the later stages of the race, Hakkinen closed in on Irvine, but the Irishman clung to second in a close finish.

Schumacher had been supreme in 1997 too, romping away in the wet and even having time for a spin. **Heinz-Harald Frentzen** was second, but his Williams team-mate **Jacques**

**Villeneuve's** last-lap lunge at Irvine for third place ended in failure. He spun his Williams into the pitlane but was able to recover quickly enough to still finish fourth.

In '96, Schumacher didn't make the start. A catastrophic, mid-season run of mechanical problems had struck Ferrari and an engine failure put paid to his hopes for Magny-Cours on the warm-up lap. **Damon Hill** went on to win in his Williams-Renault, a result that went a long way to securing his world championship.

Schumacher triumphed the previous year, in 1995, in a Benetton-Renault, completing the double after his victory in a Benetton-Ford in '94, a race in which Nigel Mansell subbed for Williams. Proof, if it were needed, that the French Grand Prix has been a Schumacher benefit in recent years.

### ANORAK HEAVEN

The nomadic French GP only settled down in the 1980s. In the '60s and '70s, it called in at the super-fast Rheims, the plunging, swooping Rouen road course, the dull Le Mans Bugatti track, the beautiful Clermont-Ferrand, the sweeps of Dijon and then the new autodrome built by *pastis* magnate Paul Ricard. Was he from Cornwall?

At Rheims in 1961, Giancarlo Baghetti became the first – and to date only – man to win on his GP debut. In 1979 at Dijon, Jean-Pierre Jabouille's Renault took the first victory for a turbocharged car, while team-mate Rene Arnoux and Ferrari's Gilles Villeneuve duelled wheel-to-banging wheel in his wake.

Dijon's last race was in 1984, after which the race moved to Ricard, where the circuit had been chopped in half to cut the immensely long Mistral Straight.

The grand prix then moved to Magny-Cours in 1991 and, although the venue had a reasonable history, the track was all new. Its corners are named after other tracks, so it's difficult for anyone to develop any fondness for the place. Now it appears the race could be heading back to Paul Ricard.

### HOW TO GET THERE

It's not one of the easiest to get to, but it's one of the cheapest. Page & Moy (0116 250 7007) offer a wide variety of deals. As do Airtrack (01895 810810). And Motor Racing International (01304 612424) offer four coach trips from £75-£189. Tickets are extra. Call Just Tickets (01304 228866) for details.

### PREVIEW FRANCE

Round 7 Magny-Cours 27 June 1999

### PAST RESULTS

#### 1998 TOP SIX

- 1 **Michael Schumacher** Ferrari F300, 118.644mph
- 2 **Eddie Irvine** Ferrari F300, 118.257mph
- 3 **Mika Hakkinen** McLaren-Mercedes MP4-13, 118.941mph
- 4 **Jacques Villeneuve** Williams-Mecachrome FW20, 117.282mph
- 5 **Alexander Wurz** Benetton-Playlife B198, 116.941mph
- 6 **David Coulthard** McLaren-Mercedes MP4-13, 116.840mph

### POLE POSITION

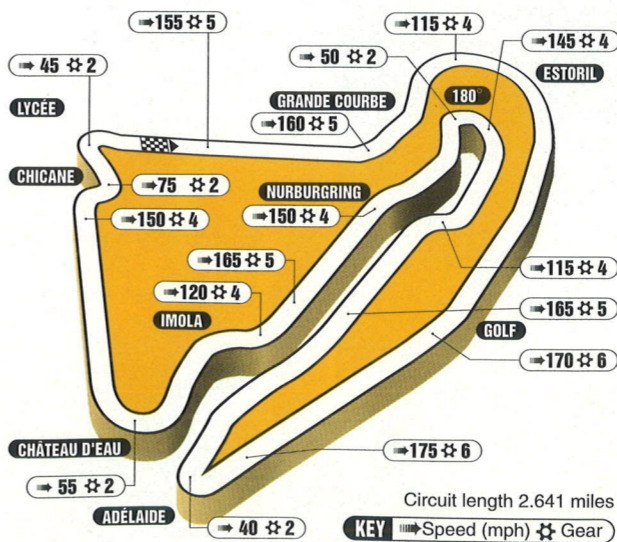
**Mika Hakkinen** McLaren Mercedes MP4-13, 1m14.929s, 126.888mph

### PREVIOUS WINNERS

- 1998 **Michael Schumacher** Ferrari
- 1997 **Michael Schumacher** Ferrari
- 1996 **Damon Hill** Williams-Renault
- 1995 **Michael Schumacher** Benetton-Renault
- 1994 **Michael Schumacher** Benetton-Ford
- 1993 **Alain Prost** Williams-Renault
- 1992 **Nigel Mansell** Williams-Renault
- 1991 **Nigel Mansell** Williams-Renault
- 1990 **Alain Prost** Ferrari
- 1989 **Ayrton Senna** McLaren-Honda

### WHEN TO WATCH ITV

- Qualifying 11.30 Saturday 26 June
  - The Race 12.00 Sunday 27 June
  - Highlights 23.45 Sunday 27 June
- Times subject to change





# PREVIEW BRITAIN

## The track has changed, the vibe stays the same

It hosted the first ever F1 world championship grand prix. Ferrari registered their first GP win there. Keke Rosberg set the quickest ever F1 lap there. Silverstone – where history is made

THE DAYS OF straw bales, garden party atmospheres and the winner stopping on his cool-down lap for a beer with the marshals are long gone, but Silverstone is still home to the British Grand Prix. Until the year 2001, anyway.

A huge amount of work has been done to the track since 1985, when Keke Rosberg set the world's first 160mph F1 lap with a 1000+bhp of Honda power in his Williams. Essentially, though, the vibe of Silverstone has remained unchanged. It is still a venue for purists. But it now appears to be on borrowed time, with this the first of its last three current episodes before the GP moves to Brands Hatch.

### CLASSIC MOMENTS

Bumbling officials. One of those quaint British traditions. Rarely has this been better displayed

than at the British grands prix of 1998 and 1994, and 1976, and 1974 and...

Last year, F1's public image was done a power of no good when **Michael Schumacher** passed the chequered flag at Silverstone on the wrong side of the pitwall. The German was deemed to have lapped the Benetton of **Alex Wurz** under yellow flags 17 laps before the end of the race. Amazingly, the stewards didn't advise Ferrari of their punishment – a stop-go penalty – until six minutes after the allotted notification period. Ferrari sensibly brought Schuey in anyway – but only on the last lap, so that he crossed the finish line while in the pits.

**Mika Hakkinen** should've won this wet race for McLaren, but he speared off the road when leading. He continued with a damaged front wing to be second ahead of **Eddie Irvine**.



McLaren could have won in 1997 too. **David Coulthard** led, but was delayed by brake problems. Then Hakkinen appeared set fair for his first grand prix victory until his Mercedes engine grenaded with just eight laps to go.

**Jacques Villeneuve** was the beneficiary of this, and so he maintained his 100 per cent Silverstone record. In 1996, his first British GP, he strode home in one of history's less memorable grand prix. There was disappointment for the crowd when **Damon Hill** ended his

race in the Copse gravel trap.

This was in contrast to 1994 and 1995. Hill won easily in '94 after Schumacher was shown the black flag for the heinous crime of overtaking the Briton on the warm-up lap. The duo collided the following season, resulting in unadulterated joy from the fans as **Johnny Herbert** took his first GP win.

### ANORAK HEAVEN

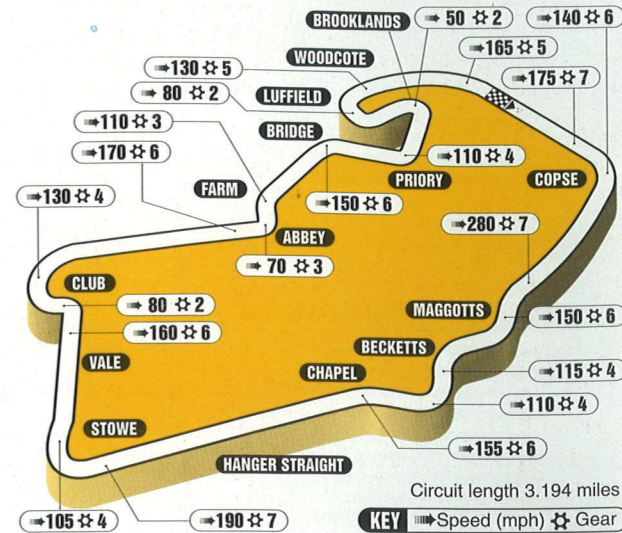
A complicated starfish-type layout greeted competitors when they arrived at Silverstone for the first British Grand Prix, in 1948.

Then, from the early 1950s on, the track shape settled as the perimeter of the disused airfield.

Since those days, Silverstone has shared the British GP only with Aintree and Brands Hatch. The Grand National venue in Liverpool hosted the race five times between 1955 and '62 – but they missed out the jumps. Brands moved onto the scene in 1964, alternately holding the event until Silverstone won it on an exclusive basis from 1987.

That was the year the bulldozers set to work. A constant series of changes have led to Silverstone's present layout. There's even a bit of undulation now at Vale – well, you might have to change down a gear if you're on a bicycle, anyway.

British grands prix have tended to be memorable more for their oddball incidents than classic wheel-to-wheel racing. Even so, the 1987 duel between Williams team-mates Nigel Mansell and Nelson Piquet was a thriller. The Briton passed his Brazilian nemesis with a blinding move into Stowe three laps from home, finished the race with a negative fuel read-out, coasted to a halt on the slowing-down lap and was consequently mobbed by his fans.

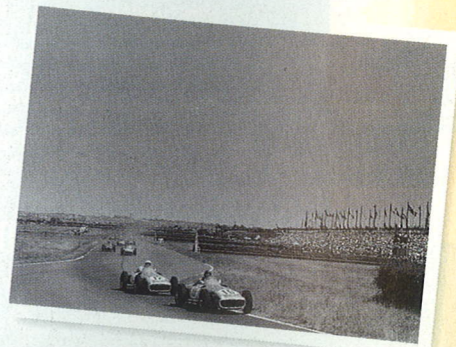


A scarcely less-reserved 1976 crowd at Brands Hatch raucously disapproved when it appeared that Britain's golden boy James Hunt wouldn't be allowed to take the restart. The officials relented under the pressure of people power and Hunt was allowed to start. He finished first too, only to be excluded two months later.

### HOW TO GET THERE

Airtrack (01895 810810) and Page & Moy (0116 250 7007) offer helicopter rides and a range of hospitality packages for the weekend. Motor Racing Inter-

national (01304 612424) offer coach trips from over 60 towns. Just Tickets (01304 228866) have Sunday tickets for £99.



## PREVIEW BRITAIN

Round 8 Silverstone 11 July 1999

### PAST RESULTS

#### 1998 TOP SIX

- 1 **Michael Schumacher** Ferrari F300, 107.217mph
- 2 **Mika Hakkinen** McLaren-Mercedes MP4-13, 107.009mph
- 3 **Eddie Irvine** Ferrari F300, 106.898mph
- 4 **Alexander Wurz** Benetton-Playlife B198, 105.153mph
- 5 **Giancarlo Fisichella** Benetton-Playlife B198, 105.134mph
- 6 **Ralf Schumacher** Jordan-Mugen Honda 198, 104.751mph

### POLE POSITION

**Mika Hakkinen** McLaren-Mercedes 1m23.271secs, 138.083mph

### PREVIOUS WINNERS

- 1997 **Jacques Villeneuve** Williams-Renault
- 1996 **Jacques Villeneuve** Williams-Renault
- 1995 **Johnny Herbert** Benetton-Renault
- 1994 **Damon Hill** Williams-Renault
- 1993 **Alain Prost** Williams-Renault
- 1992 **Nigel Mansell** Williams-Renault
- 1991 **Nigel Mansell** Williams-Renault
- 1990 **Alain Prost** Ferrari
- 1989 **Alain Prost** McLaren-Honda

### WHEN TO WATCH ITV

- Murray & Martin Show** 23.30 Friday 9 July
  - Qualifying** 12.15 Saturday 10 July
  - The Race** 12.00 Sunday 11 July
  - Highlights** 23.45 Sunday 11 July
- Times subject to change



Top left: Damon won in 1994 despite being blinded by patriotism. Mika and David will be hoping to emulate Juan Manuel and Stirling (above) in their Silver Arrows. Left: Villeneuve is a double winner at Silverstone. Middle left: Three things you expect to see at Silverstone; helicopters, D Hill caps and flags. Two more things you can expect to see! Far left: Despite the stewards best efforts, Schuey won last season – in the pits

# F1 Fantasy

Fulfill your

### HOW TO ENTER

- You have a budget of £40 million to spend on assembling your Fantasy F1 team. Out of this you need to select your engine, chassis and three drivers, at least one of whom must come from the £1 million category
- Create a name for your Fantasy F1 team
- Call 0891 891810 to register your team. At this stage you'll also be asked to predict how many points this year's champion will amass. Your forecast will only come into play in the event of a tie-break. You might like to note that Hakkinen became the 1998 world champion with 100 points
- You can enter as many teams as you wish, and at any time during the season, but only one team can be registered per telephone call to the 0891 number

### HOW TO SCORE

- Just like the real thing, the top six finishers score points on the same 10-6-4-3-2-1 system. However, for Fantasy F1 players, all drivers finishing in the top

six are awarded an extra 10 points. So, for example, the driver finishing second gets six points plus an extra 10 points for being in the top six, thereby earning 16 points. Players will also earn or lose points in the following circumstances:

- Six points will go to the fastest driver in race day warm-up. The second-quickest gets five points, down to the sixth-fastest who receives a single point
- The driver making the fastest pitstop (pitlane entry to exit) during the race earns five points
- At the finish, each place made up over the starting grid position will score that driver an extra point. Points are not lost for losing places
- The first driver to retire from the race will lose five points. Four are lost by the second retirement down to the forfeit of one point by the fifth driver to pull out
- The driver accredited with the fastest race lap will gain five points
- Pole position is worth five points
- A stop-go penalty (for whatever reason) loses the driver five points
- Five points will be awarded to the driver declared by *F1 Racing* as Driver of the Day
- Failure to qualify will mean two points being lost. If a driver fails to take the start on race day, but is on the FIA's published starting grid, then no points will be lost
- Drivers lose all points gained over the weekend if they are removed from the results, for whatever reason
- Scoring for a chassis is the same as that for a top six driver or an early retirement, but only the first chassis home can score for a team. Similarly, only one chassis loses points if it's among the first five retirements
- The rules for engines are the same as those for chassis, but without retirement penalties
- All queries should be addressed to Jacqui Weston at *F1 Racing* 38-42 Hampton Road, Teddington, Middlesex TW11 0JE
- Technical helpline: 0181-288 1321

Fantasy F1 registration hotline:

**0891 891 810**

Fantasy F1 team positions:

**0891 891 811**

Top 50 Fantasy team results:

**0891 891 812**



F1 SIM COMPACT

## Top Prize PAGE & MOY

Fancy going to the Monaco GP in 2000? If you lead the Fantasy F1 table after the last race of 1999, a superb VIP trip, courtesy of Page & Moy, is up for grabs. It includes three nights in a luxury hotel, grandstand tickets, flights and travel to and from the circuit.

## Canada & France DIGITAL EDGE

The Fantasy F1 winners from the Canadian and French GPs will each receive one of these fantastic limited-edition bundle packs from the leading supplier of PC hardware, Digital Edge. Included in the prize is the award-winning F1 SIM COMPACT steering wheel and pedal set for the PC, plus one free software racing game. What more could you ask for? But you won't win if you're not a player!

### Last month's Fantasy F1 winners

Monaco: Mrs Feeny - Couchie F1: Irvine, Verstappen, Montoya, Prost, Ford V10 (works) = 51 points  
Spain: Mr Wilson - Barn Stormers: Fisichella, Trulli, de la Rosa, Prost, Peugeot = 53 points

### THE RULES

Team entrants must be 18 or over and residents of the UK. Telephone calls are charged at 50p per minute with a typical call to register entries lasting between five and seven minutes. Once registered, teams will be eligible to score/lose points at all remaining 1998 F1 GPs. The deadline for entering a team is midday on the Friday preceding the race and teams start scoring only after they are registered. Team scores are worked out using the official FIA timesheets from GPs. No correspondence will be entered into and there is no cash alternative to prizes. Employees of Haymarket Publishing and their agents are ineligible. The nominal values of drivers, chassis and engines bear no relation to real life. *F1 Racing's* decision is final.



## Shopping list

You have £40 million to spend creating a team. We'll update the scores every issue and you can also use the 0891 numbers (left) to check on your progress

Name	Fantasy Price	Monaco	Spain	Total
<b>DRIVERS</b>				
1 M Schumacher	£25m	32	24	87
2 M Hakkinen	£23m	28	31	105
3 J Villeneuve	£21m	0	5	2
4 D Coulthard	£21m	3	22	32
5 D Hill	£19m	-3	5	-7
6 E Irvine	£19m	28	15	86
7 H-H Frenzen	£19m	15	-1	58
8 A Zanardi	£16m	3	-3	0
9 R Schumacher	£16m	1	17	57
10 G Fisichella	£11m	16	9	41
11 A Wurz	£11m	15	8	25
12 M Salo	£11m	0	8	8
13 J Alesi	£11m	0	1	0
14 R Barrichello	£7m	0	0	9
15 J Trulli	£7m	0	14	11
16 O Panis	£7m	0	-4	13
17 P Diniz	£5m	0	0	3
18 J Herbert	£5m	-1	0	-5
19 T Takagi	£5m	0	8	30
20 R Zonta	£3m	0	0	0
21 J Verstappen	£2m	0	0	0
22 S Nakano	£2m	0	0	0
23 M Gené	£1m	-3	-5	4
24 J Magnussen	£1m	0	0	0
25 J-P Montoya	£1m	0	0	0
26 D Franchitti	£1m	0	0	0
27 G Moore	£1m	0	0	0
28 P de la Rosa	£1m	-2	8	34
29 N Heidfeld	£1m	0	0	0
30 R Rosset	£1m	0	0	0
31 J-C Boullion	£1m	0	0	0
32 S Sarrazin	£1m	0	0	0
33 L Redon	£1m	0	0	0
34 N Larini	£1m	0	0	0
35 L Badoer	£1m	-4	0	-4
36 J Müller	£1m	0	0	0
<b>CHASSIS</b>				
37 McLaren	£21m	16	20	52
38 Ferrari	£19m	20	16	72
39 Williams	£19m	11	11	48
40 Benetton	£16m	13	0	37
41 Jordan	£16m	9	11	41
42 BAR	£13m	-1	11	7
43 Sauber	£13m	0	-2	-8
44 Prost	£11m	12	9	30
45 Stewart	£11m	-2	0	6
46 Arrows	£7m	-3	0	8
47 Minardi	£4m	-4	-5	-9
<b>ENGINES</b>				
48 Mercedes	£22m	16	20	56
49 Ferrari	£19m	20	16	72
50 Mugen Honda	£16m	14	12	56
51 Supertec	£16m	13	14	54
52 Sauber Petronas	£12m	0	0	0
53 Peugeot	£10m	12	13	37
54 Ford V10 (works)	£7m	11	0	24
55 Ford V10 (customer)	£3m	0	0	0

**NEXT  
MONTH**

### BT phones your home with all the GP news

Do you keep thinking that you must get around to buying a mobile phone? Well maybe we can persuade you. The Ultimate Fone - doh, get it - from BT Cellnet, *F1 Racing* and endorsed by Damon Hill, comes in a cylinder containing a Phillips Diga phone with battery, charger and £10 worth of free calls. This barrel of goodies also includes a Grid '99 video, key-ring, offers for free copies of F1's top mag and subsidised subscriptions. If that's not all, once the phone is connected, you'll benefit from the GP information service from BT Cellnet. This sends messages to the phone, keeping you informed of news from the races. The Ultimate Phone from BT Cellnet and *F1 Racing*. Price £99.99, from Comet and specialist mobile phone outlets. We have five of these great packages to give away if you can tell us: who won the British Grand Prix in 1994? Answers on a postcard to the usual address.

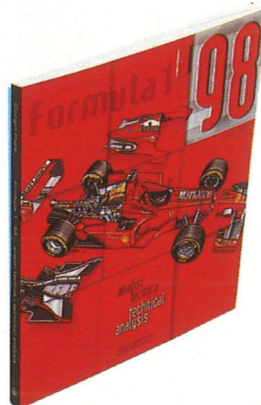


### backstraight



### Keeping up with the Schumachers

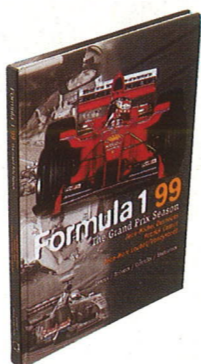
This Limited Series Omega Dynamic is all the rage in racing circles, and both the Schumacher boys are supported by the Swiss company. It's definitely a cool wrist item - self-winding with rhodium-plated finish, it has a scratch-resistant sapphire crystal face and is anti-reflective. Price £750+. For info call the stockist on 01703 646800.



### Making sense of Formula 1

Giorgio Piola is a one-off. As F1 gets ever more technical, he's still making sense of it all. Piola's text (which covers last season) verges on the prosaic, but is more than compensated for by his exquisite technical drawings. This book takes some reading - forwards and backwards from text to diagrams - but it's worth it. A little gem.

Price £20.00. Published by International Motoring Bookstore in Milan. Call 0039 02 27301462-8.



### Looking ahead to this season

This claims to be the most up-to-date guide to the 1999 GP season. To its credit, the book is comprehensive and informative, but you have to ask yourself why anybody would want to spend money on a preview book, when they could buy the full story in five month's time? Price £15.99. Published by Virgin Publishing Ltd.



### Mika's true water colours

Häkkinen, Herbert and Michael Schumacher have all been captured in Simon P Taylor's 1999 collection of limited editions prints. You had better hurry though, last year's lot sold out in six weeks. Price £40.00. Prints can be ordered on 01865 373582.



## THE CHANGING FACE OF JACQUES

**NEXT ISSUE ON SALE  
JULY 16**

## black flag

Dear Alex,

Ever heard of a bloke called Tyce Carlson? No, no. Not the roly-poly fellow who used to rally Saabs way back when, but the guy in the yellow car who was responsible for helping Arie Luyendyk into the wall at this year's Indy 500.

When it was announced that you would be returning to F1 this year for the Williams team, I recall you reflecting how ironic it was that you would finally get the chance to race at Indianapolis only when the Formula 1 cars went to Tony George's inner sanctum for the US Grand Prix.

That's as maybe, but I bet there have been times this year when you'd happily have swapped your Williams FW21 for Luyendyk's G-Force – whatever that might be – let alone your familiar Ganassi Reynard-Honda which Juan Pablo Montoya seems to be using to such good effect. The Indy Racing League may be regarded as bush-league motor racing these days, but at least you could have found yourself a competitive motor.

Unlucky you, I say. Just like Michael Andretti did with McLaren, you seem to have arrived at Sir Frank's place at just the wrong moment in time. Back in '93 Mikey's problem was that the FIA had just imposed a lap limitation for practice and qualifying, not quite the ticket when you're trying to learn the circuits with the aid of a rough sketch on somebody's dog-eared media guide.

Now you've traded wide cars with aerodynamic sidepods, a measure of suspension movement and slick tyres for grip-less grooved rubber, narrow track and tippy-toed F1 cars. And not the best one at that, although Patrick Head's confidence in the future is quite breathtaking. Perhaps he knows something we don't.

Of course, whether you sink or swim remains to be seen, but talking to Williams insiders it's quite clear that the powers that be haven't got round to fingering the drivers for the lamentable performance being delivered by the team so far in 1999.

And I should bloody well hope not. If Williams had taken out a subscription to the AA Get-You-Home service this year they would have already had their membership revoked on the basis of excessive claims and a curt letter telling them to bog-off with the passing suggestion that they might like to fork out for a replacement engine if they're thinking of motoring more than 200 miles on a Sunday afternoon. Not your fault at all, the way I see it.

Of course, this Supertec business is a right old laugh. To hear Flavio Briatore speak, you'd have been forgiven for thinking he believed he was doing charity work. Lack of customer engines in F1, Supertec filling a necessary demand, lots of commitment to development – you know the patter. What Naomi Campbell's



**'The F1 community is much taken with your charm and good nature. Just don't allow them to exploit it'**

other half doesn't mention is that he's charging around 15 million smackers a year just to lease the damn things. On second thoughts, who the hell would want to buy them? Unless Bernie Ecclestone was in the market for an anchor for his new \$16 million yacht.

Happily, next year you won't have to worry about them any longer. Our German cousins from Bavaria are all fired up to go racing with their new V10 which is currently pounding round some Godforsaken outpost of southern France in the hands of the boy Müller.

How will they go? In the longer term, pretty well. But the Munich brigade are under no illusions about F1 in the new millennium being a walk in the park. I can't realistically think that a Williams-BMW is going to be ready to win grands prix on a regular basis until 2002 at the earliest. Which means you've still got a long time to wait before the good times start rolling.

I hope you stay the course. And that Williams retain their confidence in your talents. The F1 community is much taken with your charm and easy-going nature. Just don't allow them to exploit those qualities as weak points. It would be unfortunate if you were picked on as a softie, a technique which is one of the less appealing traits to be found in GP racing today. Just because you're polite doesn't have to mean you are a pushover.

Returning to the subject of Champcars, I must say that this Montoya bird looks as though he's riding for a fall. Cocky doesn't make a start on it, and tackling an oval as if you're on the first lap of the Brands Hatch Formula Ford Festival seems to be a decidedly short-term strategy. I gather the fellow has been supplied to Ganassi on some sort of 'lend-lease' arrangement from the Williams team. Perhaps it would have been better if they'd sent a few destroyers in exchange, something the Yanks were very decent about during the '39-'45 show. They might only manage twenty knots, but it would still be nip and tuck – as the Japanese actress said to the plastic surgeon – whether they ended up going slower than the equipment entrusted to your care at the moment.

One last word. I wonder if a McLaren MP4/4 would be slower than this year's Williams if it was fitted with a Supertec engine? Just a thought. Yours, stuck in the slow lane,

*the SCRUTINEER*

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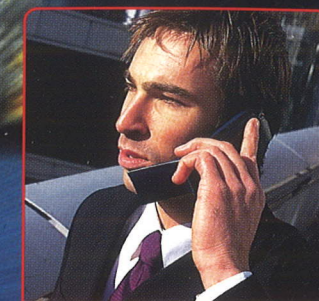
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