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RAIKKONEN

...HERE COMES

KUBICA

This boy is the real deal. For sure. Full interview: page 44



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haymarket



Southern Spain gets a new test track
A new circuit near Seville is nearing completion. The 2.66-mile Monteblanco track has been designed to FIA Grade One spec and features a sprinkler system that will simulate wet weather



Ex-Alonso tech moves to Williams
Rod Nelson (left), formerly Fernando Alonso's race engineer at Renault, has moved to Williams. He's likely to have a track engineering role, so reducing tech director Sam Michael's burden



PADDOCK SPY

FROM THE '50S TO THE NOUGHTIES, GRID GIRLS HAVE LONG BEEN A BLESSED PRESENCE



1 USA 1959 Bruce McLaren's first win – rising from a Perfect 10 on the grid to score a victory snog **2 Britain 1968** Very David Bailey. Siffert plays second fiddle to the babe fondling his trophy **3 Monaco 1972** Brrmm-Brrmm... BRM won with Beltoise in the cockpit **4 Britain 1973** Brollies? But it didn't rain (honest) **5 Spain 1974** The colour's right – Niki won for Ferrari **6 Brazil 1982** Baldi wonders just how Brazilian his new friend really is **7 Britain 1998** Ralf scored a point, Damon retired, EJ laid on the talent **8 Hungary 2001** Mother approves **9 Japan 2002** Mother disapproves **10 Brazil 2003** V-power made flesh (nice one, Shell) **11 Turkey 2006** Istanbabelicious



BMW third driver (and Red Bull junior) Sebastian Vettel bolsters the German theme



BLUE MUNICH RISING

So far, so terrific. Nobody at BMW is quite saying it, but their F1 progress to date is better than good. They shouldn't be surprised, either – in every motorsport field they've tackled, they've triumphed

Words Steve Cooper

You're always wiser after the event – that's the way the world works. So when Mario Theissen speaks openly of his recent divorce, it's with the self-assurance of someone who has emerged from the experience relatively unscathed.

"It became obvious that one of us had to take control," he says. "In any relationship, you need to fully integrate – to fully exploit the potential of your partner – and I found that their mentality was always to think of two separate entities."

He's talking about Williams, of course. Or BMW.WilliamsF1, as they were formally known before Theissen's Munich bosses decided to pull the plug on a partnership they felt was going nowhere. Confounded by Williams's total refusal to allow their German partners to share in their chassis research, BMW grew so dissatisfied that they chose to dissolve the marriage – citing irreconcilable differences – and to start afresh, building a new relationship elsewhere.

So, armed with a clear mandate to keep BMW in Formula 1, Theissen went shopping for a new team. It didn't take him long to decide that Peter Sauber's modest yet tidy and effective little outfit were exactly what he was looking for.

"We're now all BMW-Sauber," he says, allowing himself a customary toothy grin. "And that's what

makes the difference in the end. Now, there are no secrets and no arguments. There's no more blaming each other or attempting to overcome a problem independently."

Sauber were a particularly neat answer to BMW's problem. Despite a rock-solid sporting history, they were short on budget and resources to fight the manufacturers and were slowly driving themselves up a dead-end street.

In order to delay the inevitable, team owner Peter Sauber had instigated the building of a state-of-the-art wind tunnel that would make the team more competitive. He also reasoned that the new tunnel would make his Hinwil factory significantly more attractive to any prospective buyer and also lock in the skilled local workforce he had worked so hard to cultivate and stabilise during his 13-year stint in F1. Typically, for this Swiss entrepreneur, the logic was impeccable.

"We'd always been searching for a close relationship with an engine manufacturer," Sauber admits. "We worked with Mercedes for many years and I was always being asked if I would sell the team to them. To be honest, I was only looking for two criteria from a buyer – the initiative to keep the team moving forward and, secondly, to keep the team based in Hinwil. That's why I built the new tunnel. After all, it would be impossible to move it elsewhere."

For BMW, however, the wind tunnel was not the sole reason for purchasing Sauber: "The most



ULTIMATE RACING MACHINE

THE WINNING PEDIGREE

BMW IN TOURING CARS (1960s-80s)

Derek Bell gives it large in the Tourist Trophy at Silverstone in 1973

From the outset, BMW's motorsport campaigns were garlanded in success, especially in touring cars. Hubert Hahne set the ball rolling by winning the first of BMW's 16 European touring car titles in 1966, before the unmistakable 3.0 CSL scooped six titles in the 1970s. The big 635 Csi scored another three in the 1980s before giving way to the dazzling M3, which also won the world title in 1987 and two DTMs. At this time, BMW's touring cars also proved their 24-hour strength at Spa and the Nürburgring. Their combined win total at both tracks now rests at 39. **Tim Scott**



BMW powered March in the 1970s (right, with Beppe Gabbiani in 1979)



BMW IN F2 (1967-84)

BMW were the most successful engine supplier in the 18-year life of Formula 2, scoring 94 wins and six titles with their 1.6- and 2.0-litre customer units. In 1969-70 they even built their own F2 chassis. The following year they began a famous partnership with March Engineering that groomed many young drivers and reaped five titles before the 2.0-litre rules were changed to introduce Formula 3000. **TS**

▷ attractive selling-point was that they already had an experienced and well-skilled workforce," says Theissen. "It was a little small, but very knowledgeable – and we knew that would benefit us in the long term."

Theissen had pinpointed what made Sauber such a dependable F1 brand – expertise rather than budget and resources. "When we were Sauber, we couldn't afford to take lots of small steps with the car's development," says long-time technical director Willy Rampf. "For instance, we'd never introduce a new floor because it was very expensive and only brought minor improvements. So we had to introduce larger upgrades at irregular intervals – that meant we weren't always competitive."

Nick Heidfeld remembers the constraints that used to exist at Sauber: "When the nose cone passed the crash-test, it would go straight on the

race car. Nowadays, when it passes, they say: 'Well, it's too heavy; we can get closer to the limit.' Sauber would never spend a lot of money on something that might end up in the bin if it was a disaster. Now they can experiment a lot more."

Before such proper experimentation could start, however, BMW needed to integrate the Munich engine and Hinwil chassis plants into working as a unified whole. Months of planning were needed, first, to determine exactly what had to change and, second, how to implement such change.

It's a period that pushed Theissen's operational talents to the full. He clearly revelled in all the minutiae of moving house and how to manage it effectively. In fact, Theissen appears to love processes, full stop; he's devoted to classic managerial buzz-words – core competencies, dynamism, structural pillars etc – but, more important, knows exactly what they mean and how and why to use them. It suggests that it was his expertise that skilfully greased the wheels of what could have been a supremely tricky physical and psychological takeover.

As soon as the deal with Sauber was signed in June 2005, BMW began looking at integration. They created a five-man managerial forum – involving key figures from Munich and Hinwil – to carry out an evaluation and analysis of all the assets in Switzerland, quickly establishing what Theissen calls a 'road map' of how best to proceed. On top of this, the group instigated a resources plan, outlining the new personnel needed, the key areas of factory expansion and the budget to achieve it. That road map was essential. Sauber suddenly found their ranks swelling – the Hinwil plant employed 280 people in summer 2005; by the end of 2007 there will be 430.

"It was a time-consuming, complicated process," says Theissen. "For each individual new position, we needed to create a job description and a start-date. It was vital that we maintained a smooth ramp-up so that we could more easily digest the growth. You can't grow too quickly. Remember, we still had to go racing, develop the car and design next year's car while integrating all the new people. That's why the employment plan stretched over two years."

As with all emerging F1 teams, the sport's really high-achievers – the superstar technical directors and world champion drivers – are hard to attract, so BMW could find it difficult to lure the best names away from the UK's prosperous Motorsport Valley in southern England.

They would no doubt argue that being Europe-based has never done Ferrari any harm, and it does appear that the German manufacturer's profile is already starting to buck the trend. "It was always particularly difficult to get British families to make the step," says Sauber. "But nowadays, more engineers are willing to join because they see there's a chance to move to the front of the grid. The BMW name has helped a lot."

The sudden change at Hinwil is clear to see. For the first time last winter the team built an interim test car to run BMW's new V8, and created an independent test team in March 2006. A month later, the factory expansion started and their aggressive aero programme was massively expanded, switching from a single- to double-shift operation this winter.

"There's been massive change," says Heidfeld. ▷

Polish newcomer Kubica (right) gels with the unflashy yet effective BMW ambience

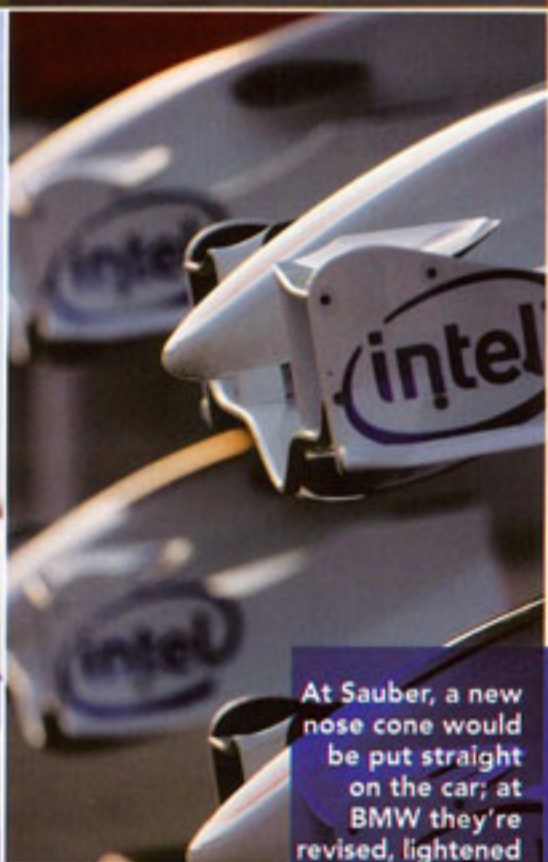
Hard to credit but true – Briatore's managerial style is reminiscent of Mario Theissen's



MARIO MAZZA/REUTERS/LAT ARCHIVE



“Superstar technical directors and drivers are hard to attract”



At Sauber, a new nose cone would be put straight on the car; at BMW they're revised, lightened

“Like Flav, Theissen has realised that building an F1 team doesn't require complicated alchemy”



Robert Kubica, F1 Racing's top 2006 rookie, got his first podium in his third race



THE WINNING PEDIGREE
BMW IN F1 Pt1 (1982-87)

BMW's record of excellence continued in Formula 1. In their first full season with Brabham in 1983 they won the championship with Nelson Piquet. Their tiny 1.5-litre four-cylinder turbo engine was possibly the most powerful F1 powerplant of all time, and the marque scored nine wins in their six-year spell, the last being with Benetton at Mexico in 1986. **TS**

Piquet won his second world title with BMW power in 1983 in a Brabham



BMW IN F1 Pt2 (2000-05)

BMW's return to F1 came with a 3.0-litre V10 through a tie-up with the Williams team that produced 10 wins in six seasons. After a promising but winless opening year, the combination triumphed with Ralf Schumacher at the San Marino GP in 2001. Three more wins followed that year. Then in 2003 there were another four wins as Juan Pablo Montoya challenged to the wire for the title. But by 2005 their relationship with Williams had turned sour, and BMW bought Sauber to go its own way. **TS**

Montoya leads Ralf at the US GP in 2001; both team and driver pairings fell apart



"When I rejoined Sauber at the start of 2006, it was almost exactly as I had left it three years earlier. But when I go to the factory now, it's like I don't know every second guy. It's changed more in a few months than in the three years before it." Sponsor acquisition has been rapid and – in true Theissen style – somewhat merciless, too. For instance, as soon as microchip manufacturer Intel stopped talking to McLaren last winter, BMW were there to snaffle the deal from under several other teams' noses. Theissen proudly proclaims that sponsor-schmoozing has been so successful that BMW now spend less as a team than they did as an engine manufacturer. That's quite a boast.

You can't fault Theissen's modus operandi either. In some ways, he reminds you of Flavio Briatore. Not as in some sort of louche, Teutonic playboy way – that would be too, too horrible – but he works by the same simplified rationale that has enabled Flav repeatedly to define a problem crisply and solve it. Like Flav, he's realised that building and operating a Formula 1 team doesn't require some sort of complicated, intangible alchemy – it just needs the right people in the right jobs doing the right things. Look at the evidence. He's created an effective race team from virtually nothing, found the best sponsors to pay the bills and has ▶



ULTIMATE RACING MACHINE

THE WINNING PEDIGREE

BMW IN TOURING CARS (1990s-2000s)

The introduction of the 2.0-litre engine rules for touring cars at the start of the 1990s ushered in a new era that has suited BMW's 3-series ever since. They kicked off with a hat-trick of British titles in 1991-93, before titles followed in Germany, Italy, Japan, Australia and many other countries. More recently, the Super 2000 rules have seen BMW back on top, with Andy Priaulx winning the ETCC in 2004, then taking back-to-back FIA World Touring Car Championships. **TS**

Winkelhock leading Soper (Schnitzer BMW 318s), 1993 BTCC at Silverstone



BMW IN SPORTS CARS (1995-00)



Le Mans 1999: Jo Winkelhock (right) wins in the BMW he shared with Dalmas and Martini

BMW's sports car heritage reaches back to the 1970s – their 2.0-litre engine a popular sports car unit and their CSL and M1 cars achieving limited GT success. But it was not until various versions of their 6.0-litre-plus V12 were installed in the McLaren F1 road car that they found sustained global sports car success. After winning the 1995-96 FIA GT titles, they embarked on their first prototype Le Mans chassis. After making its debut in 1998, the LMR derivative won the French classic the following year. **TS**

▷ drafted in two drivers at the perfect stages in their careers to deliver the necessary results.

Like Flav, too, he also has a ruthless streak that banishes inefficiency from his world-view and focuses on getting the best from everything within his regime. So, while Briatore revels on his yacht, content in the knowledge that he's currently F1's undisputed kingmaker, don't bet against Theissen coming up on the inside to usurp the crown. That ruthless streak won't be curbed – he has already faced down Frank Williams and Jacques Villeneuve, remember – and he hasn't even got properly started yet.

Does that mean there's no room for sentimentality? Have Sauber's heart and soul survived or have they been suffocated by BMW's mighty corporate machine?

"It's a bit of both," says Heidfeld. "The place is slowly changing but the old faces are still here – particularly the people defining the team, like [team manager] Beat Zehnder and Willy Rampf. And most of the mechanics are still Sauber

hirings, remember. They've been there for a long time and are still based in Switzerland – so it's not as though everything has changed."

What emphatically did change, however, was the on-track progress in 2006. While the Swiss team enjoyed a reputation for bringing well-built and engineered cars to the season-opening race, they were equally famous for not being able to sustain their strong winter progress throughout the rest of the year. That gradual fade – blame an inadequate budget – caused a general downward spiral in competitiveness during the sport's current manufacturer age. Now, as a manufacturer team themselves, BMW are well set to change things.

"I'm really satisfied with how things have come along," says Theissen. "For the first time since the existence of the Sauber team, we've improved our competitiveness over the season rather than let it decline. And that's a strong indicator of what goes on back at the factory."

Indeed, having expected their first podiums in 2007, the team are already slightly ahead of schedule, but are keen to rein in expectations. Nobody is allowing the handful of strong results in 2006 to accelerate their plans and everybody is mindful that, until the factory ramp-up is complete at the end of 2007, they will still not be operating at their maximum potential.

"I thought it would be difficult this year because the team were still building themselves up," says Heidfeld. "But our progress has been surprising. Of course, it raises the pressure – but what can you do? I'd rather have it this way than the other way round."

"The pressure is not on us to win races yet," adds Polish new boy Robert Kubica. "We still have to achieve podiums, but everyone is putting themselves under more pressure because the two podiums we got were very encouraging and we all want more."

Again, everybody is concerned to get those foundations sorted before loading them with the heavy weight of overweening expectation. "I wouldn't say the second year is harder than the first," muses Theissen, no doubt already plotting the processes that will lead his team to their first world championship. "But if you want to get to the top, the final step is always the hardest."

So what is BMW's secret? In 2000, they arrived in F1 after a 13-year absence and quickly built the sport's most powerful engine. And in 2006, they showed up many of their rivals despite their inexperience of team management and with an outfit still slowly growing to accommodate their needs. How have they achieved what so many others have signally failed to do?

"Everything is very well thought through and



Sauber (below) provided the ideal foundation on which BMW are now building



"Having expected their first podiums in 2007, the team are already ahead of schedule"



Heidfeld feels more buoyant than ever, now that serious money makes progress possible



Swiss/German efficiency? Sure, but the team are now finding their heart, too

done with the minimum of bother," says Heidfeld, who has seen both sides of the coin at Sauber – both pre- and post-BMW. "They don't discuss things in the media. They don't go out and hire the most expensive guy; they really look into things and see who fits best. They get the right people for the right reasons.

"They just do things differently from some of the other teams. Their focus is on the important stuff. It's not like they have a beautiful motor-home but forget to build the car. They have enough people and enough departments to make sure everything works properly."

In the end, it all makes sense. Imagine all that Swiss precision engineering – like the beautifully handcrafted internals of a Swiss watch – run by a crack German technical organisation. Under Theissen's regime, all is already running like clockwork. Just give the two camps enough time to fit all the parts together and everything will be ticking over nicely. And while such an alliance may yet be a fraction short of heart and soul, when the mix has truly matured all that pin-sharp accuracy and perpetual reliability – freely infused with racing passion – could produce truly devastating results. **F1**



Rarely, if ever, has an F1 driver made a more spectacular leap from obscurity to pit-lane fame

ROBERT KUBICA



HALF MONK, HALF HITMAN

Well-grounded – and well quick. BMW's veteran of six whole races, Kubica has it all – a special talent bolted onto an ideal temperament

Interview Dom Taylor

"So, Robert's the star now," quips BMW-Sauber's droll and amused Swiss press officer, Hanspeter Brack, when *F1 Racing* suggests that the magazine's February cover might feature the team's Polish driver, and not the experienced German, Nick Heidfeld.

It's true. Right now, Kubica is *the* reason to get excited about BMW-Sauber. The jury may still be out on Heidfeld, but there's little doubt in most paddock insiders' minds that, of the two, Kubica is the greater natural talent. Regardless of whether the results bear this out – Heidfeld could still prove the cannier racer – Kubica, as the younger of the two, is automatically BMW-Sauber's brighter future prospect.

But star status doesn't sit comfortably with him. He's a guy who, on the occasion of ▶

“He’s anxious to subvert
the weight of expectation
that early success brings”



Kubica testing at Jerez in
December – helping to solve
the Bridgestone conundrum



his stunning maiden podium at Monza 2006 (finishing third in his third grand prix), was relieved not to be the centre of attention.

"It was quite good," he says as we chat at the final Jerez test in December, "because Michael announced his retirement; so in the press conference there were no questions for me, or maybe just one. The whole race was very good for me, but it was even better that all the attention went onto him."

This anxiety about the limelight isn't a shyness thing, or even insecurity about stumbling over his thoughts in a foreign language. Speaking, and indeed racing, in front of millions of TV viewers fazes him not a jot, and in person he's confident and more than accomplished and relaxed about expressing himself in English.

"Why I should be nervous? With things like that I think, 'Don't stress yourself, just do it.' Where's the problem? If you fail, okay, that's life. If everything goes well, it's good."

In truth, his reluctance to be the focus of all eyes is explained by his very sensible wish to subvert the weight of expectation

that much-lauded early success naturally brings. It isn't that he's unsure he can repeat (and preferably better) his Monza success, but, as the most famous Pole since Pope Jean Paul II (no joke, Kubica is now a massive star back home, bigger even than the national ski-jumping hero, Adam Malysz. Who he? Exactly), he's carrying the hopes of a nation on his shoulders – and quite a big nation at that (population: 38.5 million).

"It's a nice feeling, getting recognised in the street," he says, "and it's normal for your country to get interested when you have good results. But it's a strange situation because one year ago no one was caring about motorsport or about me. So everyone is very new to F1, and sometimes it's not so easy for them to understand how it works. There are many things that have to come together for success in F1, but many people in Poland don't know that."

So if you have a bad race, people in Poland assume you've suddenly become hopeless?

"Yeah, basically. So, at Monza everyone said I didn't look happy. I was happy, but I would have been happier on

the highest step. For my team, of course, third place felt like victory. But I knew it would be very difficult to repeat. We knew we had a car that suited low-downforce tracks [such as Monza], and that going back to normal downforce configuration at the next races, things would be harder again."

In other words, even in the flush of his first podium, he was thinking about how best to manage the consequences.

"Maybe it's just because I know that you do the best job when everything is quiet around you, and relaxed. I always try to keep a low profile. Then everything is going all right. In Poland there's a lot of stuff in newspapers about what's going on, and a lot is simply not right. You say something and newspapers who want to create sensational stories change your words. I sometimes think they just sit there with a few beers and decide what to write. But that's how it is; I can't change it."

What he can change, though, is his own reactions to things. Rather than get stressed about them, he has already figured out how to control his emotions at the top level and focus his energy on the longer term. It's a frighteningly well-thought-out and mature approach to public-profile management for one so new to the F1 game (just six GP starts). But throughout his career Kubica has won a reputation for having an old head on young shoulders – personally as well as professionally.

He takes his ability to control his emotions from his parents, he says. (Were they particularly proud and excited after Monza? "Honestly, I don't know. They sent me an SMS to congratulate me, but they don't like to show too much their feelings. It's the same with me.") But his worldly-wise ways, he believes, are entirely self-taught.

And that isn't altogether surprising. He has lived away from home since he was 14, when he moved to Italy to live full-time with his karting team. He remained there until he was 19, later living in an apartment in the workshop of his Formula Renault team, and returning to Poland every couple of months to see his parents and take school exams. (He was educated by private tutors up to the age of 17, at which point he chose racing over school. "Not a ▷

THE POLISH EFFECT

Kubica's arrival in F1 as the sport's first Polish driver turbocharged its popularity in Poland overnight

TV viewing figures (for live race coverage. Source FOM)



THE EFFECT ON POLES

F1 Racing's annual Man Of The Year awards receives online votes from all over the world. In 2005, before Kubica was on the scene, less than one per cent of the votes cast were from Poland. In 2006, that figure rose to 20.2 per cent, making them the highest voting country behind the UK





As always, Kubica (main) will be expected to compete, first, with his team-mate, Heidfeld



“A belief is forming at BMW-Sauber that they’re onto a winner at every level”

difficult decision,” he says, although he was bright enough, had he so decided, to do well in further education.)

“For most of the growing-up years of my career, from 14 to 19, I was alone, living in Italy with my teams. So you have to teach yourself how to organise everything, how to live your life. They’re not difficult things, but when you’re 14 or 15 and you have to wash your own clothes, prepare your own food, you learn a lot. That’s why, I think, often when I was 18 and 19, people would think I was older. Being away from your parents means you grow up quicker. You have to. Or you don’t eat.”

So, out of those extraordinary teenage years springs today’s self-aware, 22-year-old, highly

As Schumacher announces his retirement, Kubica takes his first podium – Monza 2006



professional F1 driver whom everyone at BMW-Sauber now seems to have fallen in love with. It’s his mental aptitude and highly analytical approach that they rate so highly – all of which would count for naught if he was even a fraction pedestrian behind the wheel. But he has speed in spades, and results already, to back it all up.

He knows his worth, but clothes it in an appealing and wholly genuine modesty – allowing his talent and not his mouth to speak for him. As Judi Dench, in her role as MI6’s chief agony aunt M in the latest James Bond movie, *Casino Royale*, observes: “Arrogance and self-awareness seldom go hand-in-hand.” Kubica is F1’s personification of Bond’s witty retort: “So, you want me to be half monk, half hitman?”

“I want you to take your ego out of the equation,” replies M. Which is exactly what Kubica does. He doesn’t deceive himself into thinking he doesn’t have an ego (he agrees it’s “nice” to appear on the cover of *F1 Racing* because “it’s nice that an important magazine recognises that you’ve done a good job”), but the humility/confidence mix is well balanced.

He agrees that the future

looks promising, but takes nothing for granted. “Everybody wants to get better, as a team, as a driver. I’m quite happy with what I’ve achieved in 2006 because – like at Monza or other grands prix where our pace was really good because everything, set-up, car, tyres, was working well – I showed that in those situations I can fight with the top guys. That surprised me a bit, but it gives me even more motivation to get there again. But you have to have everything for that. The team are working hard but it can be quite a long process to get to the top. Maybe it can happen quickly, maybe not. You have to be patient.”

Wise words. You can see why a belief is forming at BMW-Sauber that they’re onto a winner at every level with Robert Kubica. In fact, you get a sense that he’s very much the catalyst for the team’s burgeoning optimism. BMW’s own recent cash-injection (which helps no end) wouldn’t, on its own, have provided such a powerful morale-boosting kick. It took a simultaneous talent-injection following Jacques Villeneuve’s departure to deliver that. Kubica is an elite talent and an elite bloke. BMW-Sauber just need to make sure they hold onto him – tight. **F1**

HOW ROBERT KUBICA SLIPPED THROUGH FLAVIO’S FINGERS – TWICE



Kubica realised he was good enough to be an F1 driver within the first hour of his first F1 test, for Renault at Barcelona on December 1 2005. The test was a one-off prize for winning the 2005 World Series by Renault title, but, ironically, he’d previously been part of the Renault Driver Development programme (the same that nurtured Heikki Kovalainen), but was dropped at the end of 2002.

At Barcelona, some at Renault no doubt grasped the scale of the talent they’d let slip through their fingers. By the end of that first hour, says Kubica, he was 0.2sec quicker than Franck Montagny – Renault’s regular test driver – on equivalent tyres, set-up and fuel load.

So how did Renault miss out on Kubica for a second time? There were rumours of a second Renault F1 test, but that may have included the need to sign management options with Flavio Briatore’s FFBB management. Instead, Kubica’s manager, Daniele Morelli, had a quiet word with Peter Sauber, and BMW-Sauber signed him on the strength of the Renault test alone, before even running him themselves.





Words Tom Clarkson

HOW QUICK IS 'QUICK NICK'?

Underdog or just underwhelming? How tasty a driver is Heidfeld?

The challenge

Nick Heidfeld was once thought to be The Next Big Thing – quick and neat, he was expected to pick up Germany's F1 baton when Michael Schumacher retired. Mercedes invested heavily in his early career and Nick duly won everything he contested en route to F1. The German press's 'Quick Nick' moniker stuck and, when he entered the top echelon in 2000, the only doubt was 'when' he'd win grands prix – not 'if'.

Seven years on, though, it's still yet to click into place for the unassuming 29-year-old. Now in his second year at BMW-Sauber, he faces a full season racing their own Next Big Thing – Robert Kubica.

Indeed, it's becoming fashionable to suggest he'll be brushed aside by the superfast Polish rookie. But it's unfair to assume that will happen easily – and recalling these half-dozen races should remind us that Nick's 'quick' tag is kinda justified.

Great racing

2000 Australian GP Prost-Peugeot AP03

The AP03 was an appalling car, and neither Heidfeld nor his vastly experienced team-mate, Jean Alesi, scored a point all year. But Nick impressed the pit lane when he out-qualified and out-raced Alesi on his F1 debut: his qualifying lap was 0.2s faster than Jean's, and his best race lap was fully 1.0sec quicker.

2001 Brazilian GP Sauber-Petronas C20

The C20 was a great car and Heidfeld put it to good use. He out-qualified his ace rookie team-mate,

Kimi Räikkönen, 10:7 in 2001, and was sensational at Interlagos. Heidfeld qualified ninth, one place ahead of Kimi, and stayed out of trouble in the dry early stages of the race. When rain hit on lap 44, he switched to Bridgestone's dominant intermediate tyre and ran rings around many of the drivers ahead of him. On lap 60, he overtook Jarno Trulli to take third place, his first podium finish. Räikkönen? He spun out on lap 56.

2002 British GP Sauber-Petronas C21

Qualified 10th, but dropped four places early in the race owing to traction problems with his first set of tyres. He was one of 14 drivers to pit when it began raining on lap 12, and that's when his incredible comeback drive began. On Bridgestone's intermediate tyre, Heidfeld carved his way from 14th to sixth by the finish.

2005 Malaysian GP Williams-BMW FW27

After starting 10th, Heidfeld stole two places on the opening lap. He then carved his way up to third place by lap 37, when his team-mate, Mark Webber, and Giancarlo Fisichella collided. He set the second fastest lap and was fastest through sector three. Nick also proved his level of fitness in this race, having driven the entire race – staged in 38C heat and 70 per cent humidity – with no water bottle.

2005 Monaco GP Williams-BMW FW27

In an attempt to progress from sixth on the grid, Heidfeld banged wheels on lap one with Mark Webber. Both continued

unhindered, with Nick behind, but the intent was clear. He went on to pull the masterstroke of the race on lap 57, when he persuaded the team to let him pit early and jump ahead of Webber. To cap a great race, he pulled a brilliant overtaking move on Fernando Alonso on lap 70 to secure second place.

2006 Hungarian GP BMW-Sauber F1.06

Heidfeld's only podium finish of 2006 was a thoroughly deserved third in Hungary. After starting 10th, he nursed his F1.06 through the damp opening laps and jumped up the order after pitting under the Safety Car on lap 27. He then pulled a stunning overtake on Michael Schumacher for third place with just three laps remaining. The pair made contact and Schumi was

forced to retire with suspension damage.

The future

The fact remains, though, that to prolong his top-line F1 career beyond the end of 2007, Heidfeld must beat his 21-year-old team-mate, Kubica, consistently.

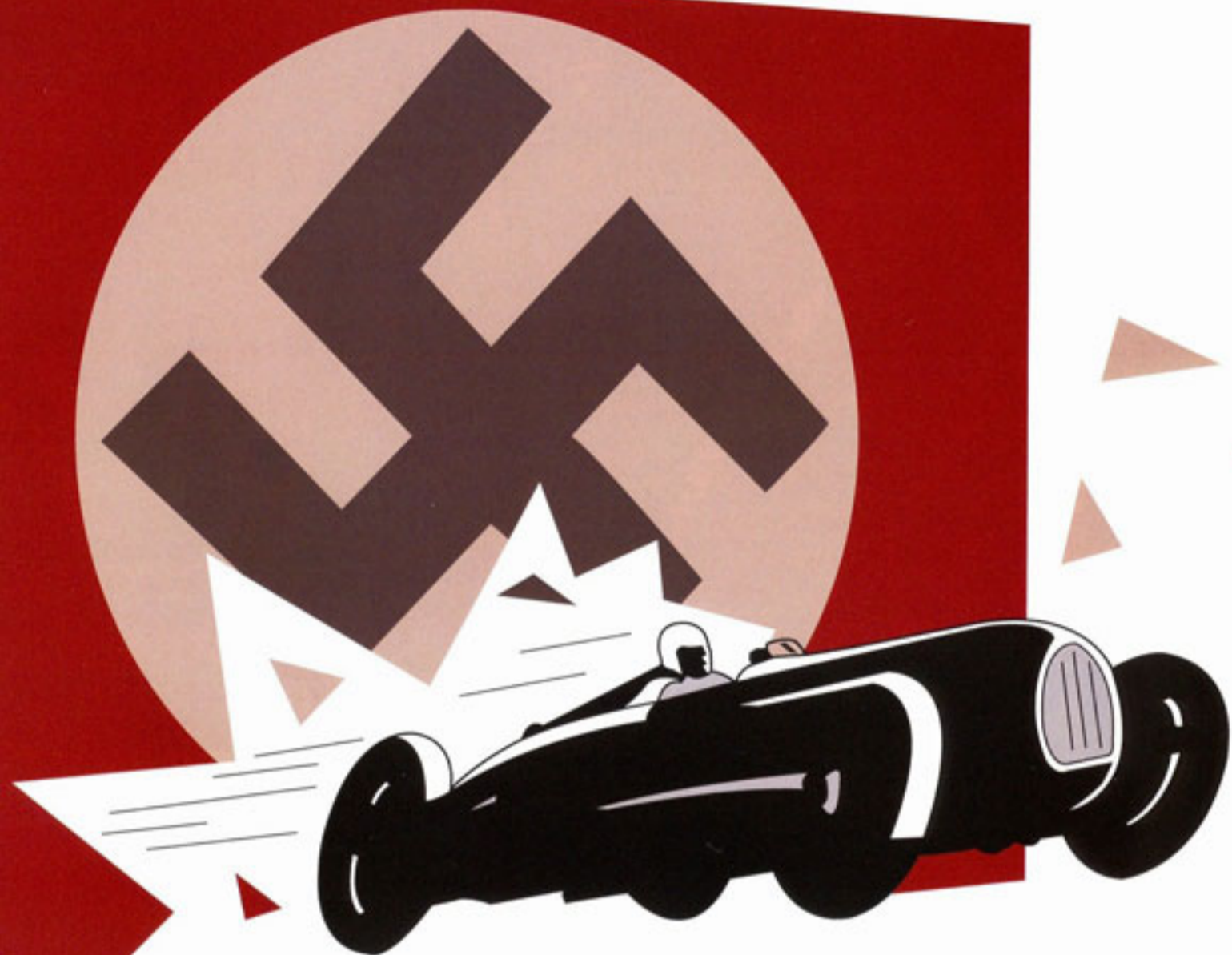
The youngster is getting all the plaudits for his six 2006 performances, which Heidfeld must find galling. Indeed, Nick out-qualified Kubica – on speed – every time for the final six grids (on average 0.65sec quicker), scored points in four races to the Pole's one, while they were fairly evenly matched for race pace.

But super-Kubica's performances became increasingly polished and, as a rookie, he has so much more room for improvement. With a winter's testing behind him, Robert will be even stronger in 2007, so Quick Nick will have to prove he's up to the task. And with a young German, Sebastian Vettel, now waiting in the wings, the pressure being applied to Nick by BMW shows little sign of easing. **F1**



Nick (above, with Kimi) has long had strong team-mates; he takes Alonso (below) at Monaco 2005

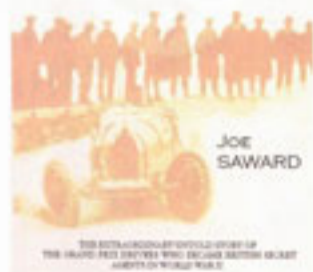




NEVER IN THE FIELD OF RACING CONFLICT...

...has so much been owed by so many to so few. **Joe Seward** salutes three GP saboteurs – 'Williams', Benoist and Wimille – who put their lives on the line in war, just as surely and heroically as they did on track

THE GRAND PRIX SABOTEURS



The Grand Prix Saboteurs
by Joe Seward
Morienvall Press
364 pages £12.99
ISBN 978-0-9554868-0-7
www.morienvall.com

You're not going to believe this ripping yarn – but it's so strange and so tragically dark, and pulls together such an improbable mix of ingredients, that it simply has to be true. You couldn't invent it. It's James Bond meets Jenson Button.

The story of racing drivers working as secret agents may also strike you as almost laughably Boy's Own, but a new book, *The Grand Prix Saboteurs*, tells the amazing true tale of how three top grand prix drivers worked for a clandestine British secret service operation in occupied France during World War Two.

The story began in the 1920s when a mysterious racer, 'W Williams', shot to fame as the first-ever winner of the Monaco Grand Prix. No one knew much about him.

"Some said he was a wealthy sportsman because he drove a magnificent town car – an Hispano-Suiza," recalled fellow driver René Dreyfus. "Others thought he was one of the livery men who operated from the Place de l'Opéra in Paris and hired out his car and services as a chauffeur to wealthy clients. No one knew for sure."

The truth is that 'W Williams' was really William Grover. His father was an Englishman who had moved to France and married a Frenchwoman, so he grew up fluent in both languages. He worked as a chauffeur in Paris in 1918 and used a pseudonym for his racing so his mother wouldn't know about the risks he was taking. At the time Henry Segrave was the only Briton to have made any impact in European GP racing by winning the French Grand Prix of 1923 in a Sunbeam. 'W Williams' was then hired by Sunbeam to race alongside Segrave, but the team closed their racing department just a few months after he signed in 1926. So Willy acquired a Bugatti – there was little choice – and in the years that

“**'Williams' shot to fame as the first-ever winner of Monaco. No one knew much about him**”

followed won two French Grands Prix and one in Belgium before retiring to live the life of a gentleman-sportsman, splitting his time between a house in Paris and a villa on the French Riviera.

Nevertheless Grover was proud to be an Englishman, and enlisted in the British Army when war broke out in 1939. He served as a humble private, chauffeuring generals around northern France until the armies were driven out by the German *blitzkrieg* of 1940. Willy then retreated with them to England. It was a year before the top-secret Special Operations Executive (SOE) found him as they searched for French speakers willing to parachute into France to help the Allied cause. He was then trained in the black arts of clandestine warfare and in June 1942 dropped back into France and headed for Paris.

"Paris was far and away the most dangerous place in which to work," his chief, Maurice Buckmaster, wrote years later. "It was swarming with Germans and security police of every description."

Willy's orders were to create a sleeper network for specific demolition work in the run-up to D-Day, whenever that might be. He was to put sabotage teams in place and then wait, doing whatever else he could without drawing attention to his group. To achieve this he turned to old friends, among them Robert Benoist, France's top racing star of the 1920s and the winner of every major grand prix in 1927. He also led Bugatti to victory in the 1937 Le Mans 24 Hours. But, as a former WWI fighter pilot, Benoist was keen to go to war.

Willy's achievements remain secret, still, but there's no doubt that he helped to slow production at the important Citroën factory in Paris, where the Germans were building trucks. In 1942 the factory built 9320 vehicles – a year later that was halved.

By now the war was changing. British Prime Minister



Benoist was France's top racing star of the '20s and the winner of every major GP in 1927



Winston Churchill had been to Moscow in the late summer of 1942 and, unable to promise Soviet leader Joseph Stalin an invasion in 1943, told the Russian leader that he would be sure to create trouble in France. Churchill then ordered the SOE to speed up a new sabotage network led by Francis Suttill, called Prosper.

"Prosper was magnificent," remembered Henri Déricourt, one of those involved. "Suttill was strong, young, courageous and decisive, a kind of Ivanhoe; but he should have been a cavalry officer, not a spy."

The SOE put all their resources into Prosper, leaving Willy Grover's own sleeper network, Chestnut, without the tools they needed. Then came disaster. In the summer of 1943, the Germans infiltrated Prosper and hundreds were arrested.

Willy's Chestnut group survived, helping the Prosper agents as they tried to escape. However, within a ▶



Benoist (below, and driving the winning Delage 1558, left) in the 1927 Grand Prix de l'ACF



1926 English Grand Prix at Brooklands (left) where Benoist takes third place, also in a Delage 1558, in 4hr18m

THE GRAND PRIX SABOTEURS



“**‘W Williams’ and Benoist were marked men, and Benoist was executed by strangulation**”



‘W Williams’ (above and main), winning the 1929 Monaco GP in a Type 35B Bugatti; Wimille (above left) on the winner’s podium at the 1948 GP de l’ACF, and (left) in the 1938 Coppa Ciano in a Tipo 312 Alfa Romeo in which he finished third

month one of Benoist’s recruits betrayed Willy and he and his team were arrested. He underwent vicious interrogation at the hands of the SS, while Benoist survived a dramatic series of adventures before escaping to England. The SOE saw in him a leader to replace Prosper’s Suttill, and Robert was quickly trained and flown back to France to start a new network called Clergyman.

His primary goal was to prepare attacks on the port of Nantes. Once they were ready, he was free to attack the

Germans as and when he could. Caution was thrown aside. Robert recruited Wimille – France’s top racing star of the 1930s and a double Le Mans winner – and despite some setbacks Clergyman groups managed to paralyse Nantes in the days before D-Day.

Benoist wanted to lead an armed insurrection just south of Paris, but, as he was trying to organise that, the SS discovered his safe house. Many of his group were arrested, but Wimille escaped when the Germans raided the hideout.

Willy and Robert were both marked men by then and Benoist’s fate was to be executed by slow strangulation at Buchenwald in September 1944. Grover and Suttill were treated as special prisoners and held in a special secure unit within Sachsenhausen concentration camp until March 1945, when the pair disappeared. No one knows the details – almost no SS survived when the Red Army swept into Berlin a few weeks later – but it is clear that both had been killed.

Wimille survived and in August 1945 – just a week after the Japanese surrender – he was present in the Bois de Boulogne in Paris for the first post-war motor race, the Coupe Robert Benoist. Later that day Jean-Pierre won the Coupe des Prisonniers and a trophy named after ‘W Williams’. And from there he would go on to become the dominant driver in grand prix racing until his death in an unexplained crash in Buenos Aires in January 1949.

You may well ask how it is that the story of Willy Grover and Robert Benoist has never emerged before, but even the existence of the SOE wasn’t officially acknowledged until several years after the war. The racing world knew that the two men had worked for the Resistance but only a few knew the facts. The files remained closed until 2003, and it’s only now that the full story can be told. **FO**

MASSA PPEAL

Don't be fooled by the boyish looks. Felipe is a serious, thinking, potential champ well-schooled in Schumi's ways

Words Peter Windsor

How will Felipe Massa fare at Scuderia Ferrari in 2007? The question, of course, has several layers. Can Felipe win the championship? Can he win more races? Can he out-score Kimi Räikkönen? Will he beat Kimi at all – either in qualifying or race conditions?

A fair majority of F1 people, I think, believe that Kimi will blow Felipe away. Quite a few McLaren people think we've yet to see the best of Kimi and that he will touch even higher skies in 2007. In the sense that Kimi was very frustrated at McLaren – frustrated by poor reliability in 2005 and by inadequate car performance in 2006 – these people are probably right. Kimi will indeed be *different* at Ferrari. The car will most likely be rock-solid reliable; it will almost certainly be very competitive at every race; and Kimi will also love the 'foreign-ness' of the place. While they have their meetings and their conferences, mainly in Italian, Kimi will switch off and just *drive*. And so, yes, Kimi will be happy at Ferrari.

None of this means that he'll thrash Felipe, however – mainly because Felipe isn't your average Brazilian nutcase who is quick in a quick car but who will lie down and die once The Superstar does his thing. Felipe isn't that driver at all.

He's a very different animal... and his character suggests that there are several good reasons why he'll continue to perform at Ferrari – even with Kimi as a team-mate. More important than any of those, however, is the essence of Felipe himself: he is strong – very strong. He is self-disciplined, spiritually robust, self-contained, extremely organised, close to his family and accurately self-critical. Everything about him is neat and tidy. He dresses down, not up. He avoids cynicism and third-party judgement. He has learnt from the Todts (Jean and his manager, Nicolas) and has learnt from Michael Schumacher. He knows how not to believe ▷



Felipe is a disciplined driver, a Schumi protégé who has quit his youthful extravagances

FELIPE'S COMING OF AGE

the hype. He knows how to separate the important from the less important. He has known, probably since Canada 2005, what he needs in order to be quick.

That 2005 season was his coming-of-age. The Brazilian kid with two black labradors back in São Paulo, the loner who chose to flat quietly in Switzerland rather than in the synthetic glitz of Monaco – the prodigy who for many was a Latino Takuma Sato – this guy was a different driver in 2005. He had done his “I am mega-quick” thing; he had shunted a few Saubers. He had tested, too, for Ferrari, with the pressure off and the odometer spinning about as fast as the rear Bridgestones in the wet at Fiorano. The naturally reactive driver expanded a variety of run-off areas that testing year at Ferrari, and concluded at the end of the year, and relatively simply, that there was an easier, more consistent, Michael-like, way of going about his racing.

He began to think about dynamic mass management as much as he continued to think about strategies for starts, places to pass, bumps to avoid and pit stops to perfect. He began to free-up some mental space for thought and thus rely less upon reflexes and bravery.

The results weren't instantaneous but he didn't read his press and he didn't question his progress. He just drove within his new, fixed framework. It was a bit like a successful pro golfer deconstructing his swing before rebuilding it for a new, more repeatable, less destructive set of muscle patterns.

And then, going into the final phase of the 2005 Canadian Grand Prix, he found himself ahead of Mark Webber's quick Williams-BMW. The smart pit-lane money was on Felipe locking-up into the hairpin or clipping the wall by the startline chicane. The smart money was on Webber making the pass. This was the quick, wild, Brazilian, remember? His Sauber-Petronas wasn't, on that day, a match for the Williams.

As good as Webber was, Felipe took it all. He finished a great fourth. It was the best drive of his career to date. After that, winning with a fantastic Ferrari in Turkey 2006 would be a breeze.

Of course, Felipe is by no means the perfect racing driver – nor is he in the same class as Kimi right now. Based on what has transpired already, however, and on his outstanding ability to be self-critical, we can assume he'll be content also to learn from Kimi. If he can do that, then we genuinely will have a new title contender on our hands.

Learn what? Felipe's weak point in 2006 was still his propensity under pressure to brake and accelerate too abruptly for the lateral mass the car was carrying. This he did under braking in Bahrain, when he lost the rear of the car at the end of the pit straight; at Monaco in Q1, when he failed to find a 'flat



New team, new car, and Massa overcooks in Bahrain (above), but later wins in Turkey (left)

car' into Casino Square; and in Shanghai in the wet, when he was all over the place with both pedals. On other days, of course, in other situations and with other grip levels, he was fantastically good – but here we're talking about his scope for improvement. If Felipe can dissect Kimi's laps, can look at his throttle trace from tease-to-full alongside his steering inputs, he will undoubtedly see why Kimi is so good at eliminating lateral load from the car as efficiently as possible.

And this he will do, I think. Rubens Barrichello bristled when Michael was quick with a set-up that he, Rubens, couldn't use. And Juan Pablo Montoya not once was prepared to admit that Kimi was doing a better job with the McLaren; from Juan's viewpoint, the team needed to make the car more palatable for him. Felipe, though, is different: he will learn from Kimi and will benefit from Kimi's presence, I think. A lesser driver would see Kimi as a threat and ultimately would switch teams in order to be 'number one' or some other such rubbish. Felipe will continue to flourish.

There are plenty of other reasons, too, why things should sweep along quite nicely for the man who won twice (with Michael ▶

"Mad, fast and clever"

Early in 2002, we decided that the centrepiece of that year's F1 Racing season preview edition (our March 2002 issue) should consist of the views of two recently retired grand prix stars, Damon Hill and Jean Alesi. Over some very good wines, we talked through the season ahead, team by team. When we got to Sauber, Damon had to admit he hadn't seen the Massa lad – an F1 new boy – race, and therefore had little to say.

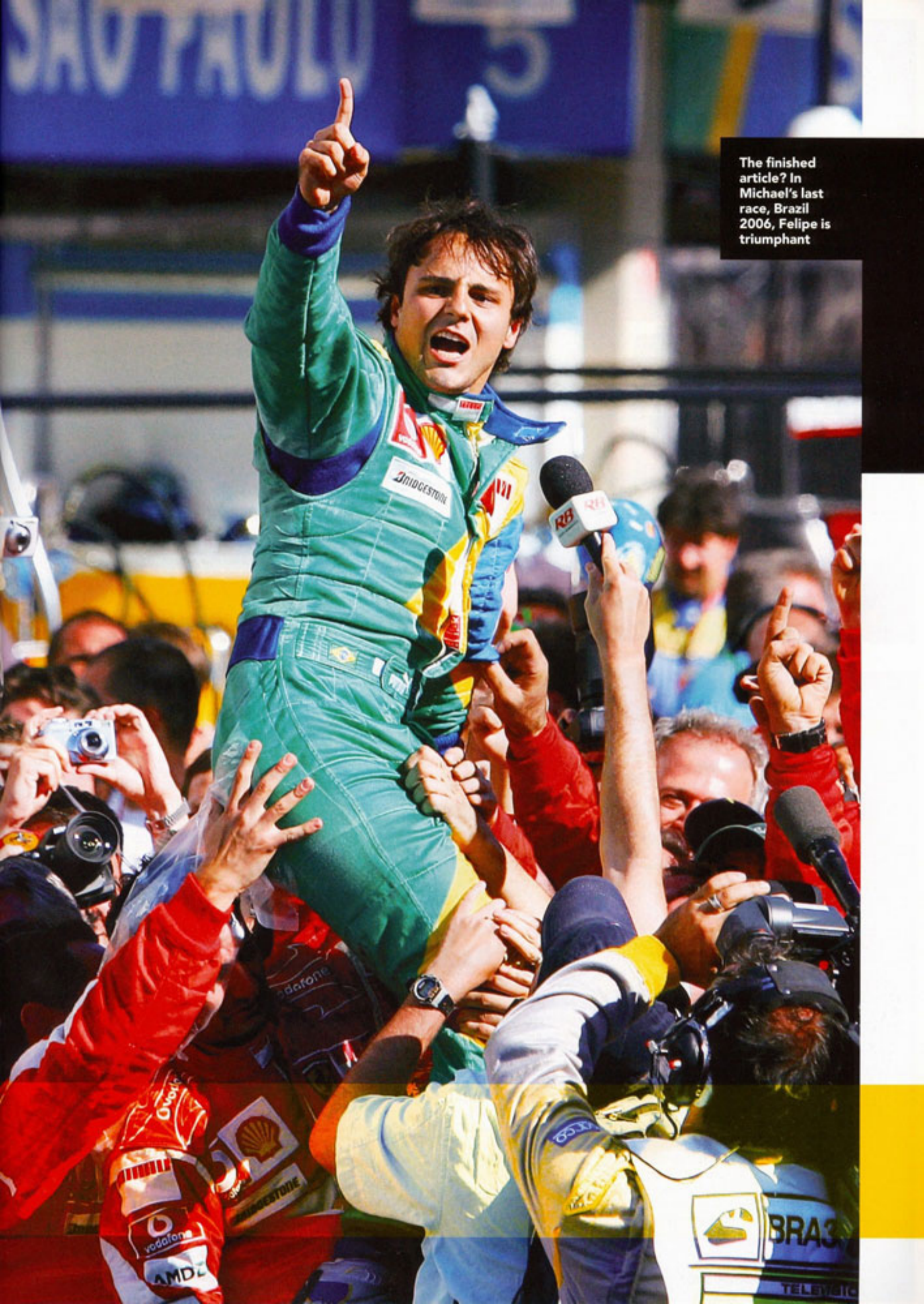
Jean, however, emboldened by a glass or six, began to wax lyrical. "I think he's a future champion," he said. "I've watched him testing at Mugello – and he's mad, fast and clever."

"Formula 1 needs guys who are mad, fast and clever," said Damon. "I love that!"

He's still fast. He's still clever. So let's hope Kimi doesn't drive him mad.

Matt Bishop

"A lesser driver would see Kimi as a threat and ultimately switch teams, but Felipe will continue to flourish"



The finished article? In Michael's last race, Brazil 2006, Felipe is triumphant

Massive improvement

You may know Massa by reputation only. Here's F1 Racing's quick YouTube guide to his best (and worst) bits... By Dom Taylor

DRIVING STYLE

Massa has worked on his driving over the years, to great effect. 'Before' and 'after' clips show a marked improvement



'Before'. Search for: **Massa onboard Sepang**
A great example of Massa's jerky early style, from 2004. His quick hands make lots of steering inputs



'After'. Search for: **Massa onboard Turkey**
Two years on, Steering inputs have become visibly more decisive, and he's so much smoother

OVERTAKING

One of Massa's unsung abilities is his Montoya-like skill for overtaking, some of which are karting-like in their audacity



Search for: Massa Montoya Spa
In a battle for P8 at Spa 2004, JPM sneaks ahead at La Source, but Massa has the balls to nip back into Eau Rouge, forcing Juan to yield



Search for: Massa Villeneuve Suzuka
Massa's move on JV executed at Turn 1 in 2004, is almost identical to Kimi's classic overtake on Giancarlo Fisichella a year later

CLUMSINESS

Felipe earned a reputation early in his F1 career for cock-ups, and his gremlins remained for a few races at Ferrari



Search for: Massa Bernoldi
Massa chasing Bernoldi at Monaco in 2002, gets on the brakes way too late and shunts the Arrows. Stupid



Search for: Massa Australia
Crashes out at the first corner in 2006 after starting 15th. It's a turning point; his season then improves hugely



Kimi and trainer Mark Arnall look on as Felipe goes testing; a happy crew (left) Schu, Todt, Massa



Schumacher as a team-mate) in 2006.

- In no particular order, they are:
- (1) He speaks perfect English and Italian – Ferrari's two main languages; Kimi speaks no Italian and isn't very comfortable in English.
 - (2) Felipe knows the Ferrari system: he knows the mechanics. Their families. The logistics. The things it's worth spending time on and the things it isn't; Kimi knows the McLaren way... a more clinical environment.
 - (3) Felipe has also learnt Michael's management system – how to train, for example, and how to think about the race ahead; and how to work with the people around you. Michael, of course, isn't a bad example to follow in these instances; Kimi, by contrast, has only his system. He learns from no one; he is self-made, self-taught.
 - (4) No one will admit it but it's true: if Michael wants any Ferrari driver to win in 2007 it will be Felipe Massa. Felipe is a sort of protégé; Kimi is the guy who has taken Michael's place. That means nothing now, but could be significant as the season heats up.
 - (5) Felipe knows the full spread of Bridgestone tyres – right back to the YO construction of 2005 (and thus the probable race structure for 2007); Kimi does not. By the season's start he will of course have a reasonable amount of Bridgestone mileage beneath him, but it will be nothing compared with Felipe's database.
 - (6) The Ferrari team will be very different in 2007. No Ross Brawn. No Michael. Felipe

nonetheless has a feel for how Ross thought and worked; ditto for Michael – so he can use that experience to advantage. Kimi has no such grasp of either key person. That may be good in terms of starting afresh... but neither Ross nor Michael had obvious downsides. In that sense, Felipe has an additional benefit.

(7) Felipe has won two races, and thus has 'his team' within the Ferrari team. People believe in him. People like him. And quite a few Ferrari people want him to win. For Felipe, this is much better than never having won and so having to run as a team-mate alongside such a proven winner as Kimi.

Okay. He could go off the rails. Felipe could start believing the sycophants. He could begin to blame the team and the car when things aren't right. He could do many things. The signs over the past 24 months, however, are that he won't do any of that. Nicolas Todt, for sure, is a stabilising influence – and, like Felipe, low-key and industrious. And learning is exponential: the more you apply, the better the results. Through hard work, self-criticism and maximising his place in the ultimate F1 classroom, beside Michael, Felipe improved more as a driver during 2005 and 2006 than probably anyone else on the grid. For that learning curve now to flatten and perhaps even to dip, Felipe will have to wake up one morning a very different person.

Prediction? Felipe will score more points than Kimi in 2007 but will out-qualify him only about 45 per cent of the time. Felipe can therefore definitely win the championship but the deciding factors will be Kimi (and how many points the Ferrari drivers take from one another); Fernando Alonso and McLaren-Mercedes; and perhaps a few ring-ins – the boys at Renault, for example, or some other wilder cards.

It won't be easy, and he needs to continue to improve, but, by this time next year, Felipe Massa can be world champion. **FO**

GRAND DESIGNS – PART 1: THE '90s

JORDAN 191

Words Steve Cooper Photographs LAT Archive

THE DREAM BEGINS



Anderson, Jordan in the 191; James Allen (of Autosport, centre) and Crombac (right)

It was at the 1987 Birmingham F3000 Superprix that Eddie Jordan first approached Gary Anderson and asked about the possibility of making the leap into Formula 1. Both had become big fish in European single-seater racing's small pond – Jordan as a championship-winning wheeler-dealer team owner, and Anderson as the designer of a string of beautifully built low-volume Formula 3 cars.

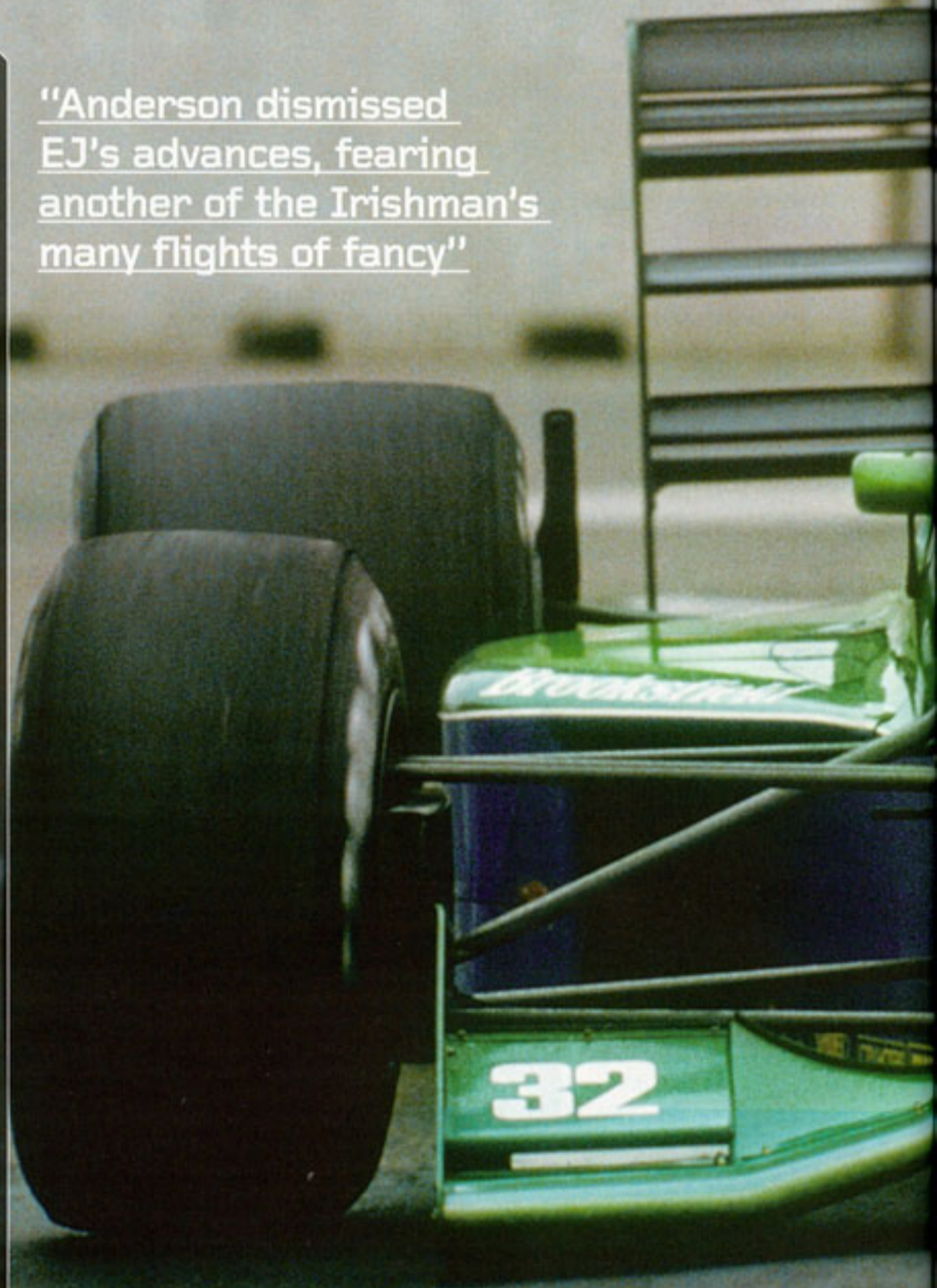
Ever practically minded, Anderson initially dismissed Jordan's advances, fearing that this was another of the Irishman's many flights of fancy. The plan then lay dormant for a year or two before Jordan revisited it, finally calling Anderson out of the blue during Christmas 1989.


"Eddie told me: 'I think I've got enough money to build a car; will you come and join me?'" Anderson recalls. "But I resisted. I'd never done a Formula 1 car and was stalling. But Eddie wouldn't listen and kept calling my wife until they both convinced me."

Jordan believed all along that Anderson was the man for the job.

"I knew Gary had been an F1 mechanic," he says, "but I didn't realise that he had such a good grasp of the engineering side until I saw the F3 cars he'd been designing and building. He'd been working since he was 16 and was absolutely practical. He'd never been to engineering college yet he was one of the cleverest people I knew." ▶

"Anderson dismissed EJ's advances, fearing another of the Irishman's many flights of fancy"





In a three-part series, we unpick the development of classic F1 cars of the 1970s, '80s and '90s. Each, in some way, caught the trends and thinking of their decade. First up is the Jordan 191 of 1991, a machine that still looks stunningly pretty. Its neat, fluid lines and fuss-free chassis made it a genuine classic



First-ever race:
Bertrand Gachot
qualifies 14th for
the 1991 US GP,
and is classified
10th at the finish



De Cesaris (main) had a good 1991 and was running second at Spa when he retired

FIRST TENTATIVE STEPS

In February 1990, Anderson arrived at Jordan's modest Silverstone industrial unit fully expecting to begin work immediately: "Eddie told me I'd have my own office with all the best equipment. But when I arrived, there was no office – just an A4 pad, a pencil and a ruler. And the pencil was blunt. That was the extent of the drawing office."

But he quickly roped in two former colleagues – Andy Green, to work on the suspension and mechanical layout, and Mark Smith, to focus on transmission and engine installation. Anderson oversaw them and supervised the design and build process. The trio installed three drawing boards, bought pencils, rulers and French curves from WHSmith, and got to work.

"First, we decided that it needed to be a car we understood," says Anderson. "We were going to be pre-qualifying and

knew it was going to be a hustle. There was no point designing something fancy, using pictures from magazines, and then not knowing anything about it. The car needed to be good under braking, fairly stable and easy to drive and set up."

The car's swooping aerodynamics belied its brief acquaintance with a wind tunnel – the team spent several days at a local facility until Jordan himself saw the bills. "When I found out the wind tunnel cost £1600 a day, I told Gary to do something about it," he says today. "It was mad – we were just blowing air over the car and it was costing me nearly two grand a day!"

FLUKING THE ENGINE

The team's initial design scheme assumed the car would use a Judd V10 – one of F1's regular off-the-shelf motors. But a chance meeting in a Silverstone pub led the team down a different route. Anderson and

Green had gone for a sandwich and a pint at the White Horse and squeezed in next to a bloke eating his lunch alone.

"We got chatting and told him we were working at Jordan," says Anderson. "He said, 'Oh, you must be involved in the F1 car. What engine are you using?' I said the Judd V10 was probably all we could get."

"Have you ever thought of the Ford HB?" asked the man at the table.

"It's a good little engine," Gary says he'd replied, "but it's tied to Benetton. There's no way we could get it. Then the guy gave me his card and told me to give him a ring, saying he thought we could do something."

That was Cosworth's Bernard Ferguson. And that chance meeting led to Jordan adopting Ford's neat little motor for their first F1 car. "That's why there's a bulge on the engine cover," says Anderson. "The Ford sat a little higher than the Judd and it was too late to change the car's profile."



Jordan 191 as naked as the day its carbonfibre was born (left); gets its first shakedown at Silverstone from John Watson (centre); Ford HB in situ



THE LOWDOWN

Model Jordan 191
Engine Ford HB 3.5-litre V8
Tyres Goodyear
Drivers Andrea de Cesaris, Bertrand Gachot, Roberto Moreno, Michael Schumacher, Alex Zanardi
Points 13 (5th)
Fastest laps 1 (Gachot, Hungary)
Pole positions 0
Wins 0



The green machine

The car was originally going to be yellow, in deference to sponsor Camel. But Ford then convinced the cigarette company that Benetton were the works team and a better bet. Securing a new deal with drinks brand 7Up necessitated a hasty switch to a green paint job.

But the colour-change had an unusual knock-on

effect. "When the car was still yellow, I'd been talking to Kodak," says EJ. "But when we painted it green they said, 'How can we possibly sponsor a car that's the colour of our main rival, Fuji?' A lightbulb went off in my head and I jumped on a plane to Japan and did the deal."

"Wow, I was on a rollercoaster back then..."

THE DREAM MADE FLESH

Ulsterman, F1 vet and five-time GP winner John Watson shook down the first car at Silverstone and confirmed that it did everything its designers intended. Anderson and Jordan felt a mixture of pride and fear – their baby was ready face the world.

"At the launch, Gary was very particular about the weight of the paint we could use," says Jordan. "So we hadn't painted the car at all by that stage – but it looked stunning in black carbonfibre. Most journalists couldn't believe how pretty it was. But one comment from [Swiss journalist] Jabby Crombac really struck me: he came to the launch and wrote a piece about how he'd visited all the pre-qualifying teams in the weeks before the season-opener. He'd been to Jordan and written: 'Why do they bother? They can't even afford to paint the car.' So I thought: 'Fuck 'em, I'll show 'em!'"

LEGACY OF THE 191

"I never imagined the car would ever race," admits Anderson. "I thought it was another of Eddie's mad moments." Yet the little green car became genuinely fast – almost winning at Spa – and its beautiful looks and startling colour scheme made it a hit with fans and a genuine F1 design classic.

However, it was the giant-killing attitude and team effort that Anderson remembers most. "We really proved that if you put the effort in, you would succeed," he says. "A lot of teams were just competing because it was F1; they didn't try. I think we woke a few people up. We knew we wouldn't win a race – but we could qualify in the top and score a few points in the races. You just can't do that any more..." **F1**

NEXT MONTH Part 2: McLaren MP4/2



Drivers Gachot (left) and de Cesaris (right) with EJ and Fuji rep; Gachot (above) was replaced by Schumacher at Spa '91 (right), Michael's first F1 race

F1 to One

Sébastien Bourdais

Three-time Champ Car champion

On his test with Toro Rosso, F1's *g*-forces, and his chances of a deal for '08

How do you feel after your three-day test with Scuderia Toro Rosso?

The first morning was more about getting myself up to speed and getting used to the tyres. After that, I felt pretty comfortable – although it was a little tough on the first day to really know how the tyres were going to behave, particularly as you get so few shots on new rubber. But I very quickly became part of the team – which was very rewarding.

Could you cope with everything physically?

It took less than a week for the deal to come together, so there was really no time to work on my neck muscles. I knew that it would cause me a little bit of trouble, so I just had to make sure it wouldn't stop me from testing for all three days. I put some padding on my neck during the second day as I didn't want to take any chances – I could feel it getting a little stiff and didn't want to risk it. Once it's gone, it's gone! The higher *g*-forces are the biggest difference from Champ Car, where we don't really have any quick tracks anymore.

Was it difficult to adapt from one discipline to another?

No, I'm actually very used to it. When I was racing in Formula 3 in 1999, I drove a GT2 Porsche at Le Mans and had no problems. I've driven so many sports cars, GTs, touring cars and single-seaters that Formula 1 just feels like another category to add to the list. I just switch my brain into a different mode whenever I drive a different type of car; there are no crossovers or mix-ups. It's quite useful

because you absorb all those experiences, stack them up in your brain and draw on them whenever you need them. It actually helps you adjust to different scenarios more easily. In fact, I think my depth of motorsport education really helped my success in the US.

Were the team impressed with your feedback?

I'm not the one to answer that. I did my very best to impress the team and to get the job done for three days. We never targeted any low-fuel times because we only had eight sets of tyres for the whole three days. It's not worth risking it for a single quick lap. The team just wanted to run consistent fuel loads and do long runs over all three days. Okay, it didn't make us look super-good on the time sheet, but we ran the same engine for two days and didn't have any failures. The team were just playing it safe, taking care of stuff and staying out of trouble. If they're happy with me, then hopefully they will get back to me again. It was just a great opportunity which I really enjoyed – it's been a long time since I was last in a Formula 1 car.

How did you fare against STR's regular drivers?

There's no doubt in my mind that Tonio [Liuzzi] is very talented. I didn't get a clear comparison with Scott [Speed], but set very similar times to Tonio. Obviously, you don't arrive in Formula 1 and just blow everybody away. There are a lot of very good drivers and if you can match what they do then that's very encouraging. I'll keep that in mind and keep working in case

I'm given another opportunity. Is there a chance that you could test for the team again?

It's tough to say. The main reason we tested here was because it was free testing. Next year everything will be a lot more optimised and I don't know if they'll be able to give me any opportunity to get back in the car before the season starts. Maybe, once the season starts, I'll be able to do a test session – but we're getting carried away here. It's just a positive for me to finish the test successfully.

So there's no chance that you'll end up racing for STR in 2007?

There's no chance for 2007. I will honour my contract with Newman/Haas for next year – after all, they're the team that got me where I am today. We've got a deal for next year and it simply wouldn't be right for me to say, 'Sorry, I've found something better' and walk out on them. For me, that's not even worth discussing.

What about your longer-term aspirations?

Well, Toro Rosso's first season was very much a transitional year, so it's still difficult to judge the job that the team and drivers did in 2006. I think that their second season will allow them to build a stronger base, and maybe I can join the team in 2008. Again, however, that's very far ahead, so I'll take it step by step and see what happens. But F1 cars are the fastest on the planet and lots of fun to drive. I probably won't have the power to choose whether I get a race seat – but if it's meant to be, it will happen. **F0**

+5 fast facts

- 1 Do you believe in God?**
No. I don't like to believe in things that don't have a rational explanation
- 2 How would you define happiness?**
A loving wife, a kid and a great job
- 3 What's your favourite thing about Formula 1?**
Just driving the car – it's like getting a kick in the butt!
- 4 What's the worst thing about Formula 1?**
I haven't seen that much of it yet!
- 5 Apart from racing, what's your greatest achievement?**
My daughter, Emma. You can win all the championships in the world, but I don't think anything tops the arrival of your first kid



Bourdais posted similar times to regular STR driver Liuzzi



"I very quickly became
a part of the team –
which was very
rewarding"

F1 to One

Christian Klien

Test and reserve driver, Honda

On losing 'golden boy' status at Red Bull, and on joining Honda's 'big family'

So... how does Honda's car compare with Red Bull's?

Well, the biggest difference is this year's Bridgestone tyres. But, putting that to one side, the Honda has a lot more downforce, it's much better in high-speed corners, it's more stable under braking, and you can feel the engine pulling a bit stronger at higher revs.

Are Honda a more serious team than Red Bull?

Well, they're more professional, they have better structure, and their facilities are better.

Was there ever a stage when you regretted not taking the Champ Car drive that Red Bull wanted you to take for 2007?

No. For me, the target was always to stay in F1, because that's where I see myself in the future. Besides, I always had opportunities – I was speaking to Honda about a test drive, and to Spyker about a race drive. In the end I reckoned the option of testing for a top team was better for my future.

Did you fall out with Red Bull?

No, we never fought. I had a great time with Red Bull for nine years, and they helped me a lot. But at some point you have to go your separate ways.

But they didn't really support you in the end, did they?

[Long pause] Not really, no. But over the past nine years they supported me a lot. They helped me into F1, and then things changed. They thought Champ Car was my best bet, but I said, "No, it's F1 for me."

What reasons did they give for dropping you before the end of last season?

No proper reason. I guess one reason was that I didn't take the Champ Car seat. The other factor was that they wanted to

give [Robert] Doornbos the chance to race, maybe because they wanted to keep him for 2007. But that's history now.

Is Red Bull's new driver pairing, David [Coulthard] and Mark [Webber], a good one?

Ha! Well, they've drifted away from what they were doing before, haven't they? Because, before, via their young driver programme, they supported young drivers into F1. So I guess it's a bit strange that they now have, let's say, two, er, *very* experienced drivers.

Okay, let's talk about Honda again. With Jenson [Button] out of action through injury, has testing been extra-intense?

First of all, yes, it's a shame he hurt his ribs and couldn't test. On the other hand, it gave me a great chance to dive straight in and start working with the team really seriously. In the first three weeks of testing, I did six full days, which was really good. You need a bit of time to get used to new people as well as a new car.

Did it take a while to dial back in, having not driven an F1 car for more than two months?

To be honest, at the beginning, I was pretty nervous. And, sure enough, it was quite a strange feeling. I'd spent two-and-a-bit months doing tons of training, because I had nothing else to do, but what they all say is true: you can train your neck *only* by driving. And, because I hadn't been driving, by day two I was in quite a bit of pain. Even so, I still managed 190 laps in two days. And it felt so good to be back in an F1 car.

How can you get yourself back into an F1 race drive?

Good question. Being a test driver is obviously a bit of a

setback, but working with a top team is a big bonus. And, because I'm still young [23], I can still learn and improve. I can focus on developing, and therefore understanding, the car. And, that way, I'll work my way back into a race seat.

Rubens [Barrichello] struggled last season. Are you secretly hoping he might be dropped before the end of 2007?

Well, I've tested with him now, and it's clear that he's very quick and very experienced. So I'm not thinking that way.

Okay, but do you reckon your future is with Honda?

Absolutely. It's a huge team, but it feels like a great big family. I feel good here.

But didn't Red Bull feel like a family, too? Aren't you still good pals with their drivers?

Yes, absolutely.

But not with the management any more, eh?

Look, I was a part of that team for three years [two as Red Bull, one as Jaguar], so I know everyone really well. I still have a very good relationship with Dietrich [Mateschitz, Red Bull co-owner], but the fact is that we've gone our separate ways.

You didn't mention Christian [Horner]. Do you feel let down by him?

Not really, no; he was always good to me. Besides, it isn't him who makes the decisions.

Okay, so what about Helmut [Marko], then?

Leave it. The decision wasn't made by any one individual. That isn't how it works.

Even if it might be tempting to blame one person?

Exactly, but I'm not into that.

So do you still drink Red Bull?

Yes, I still drink Red Bull.

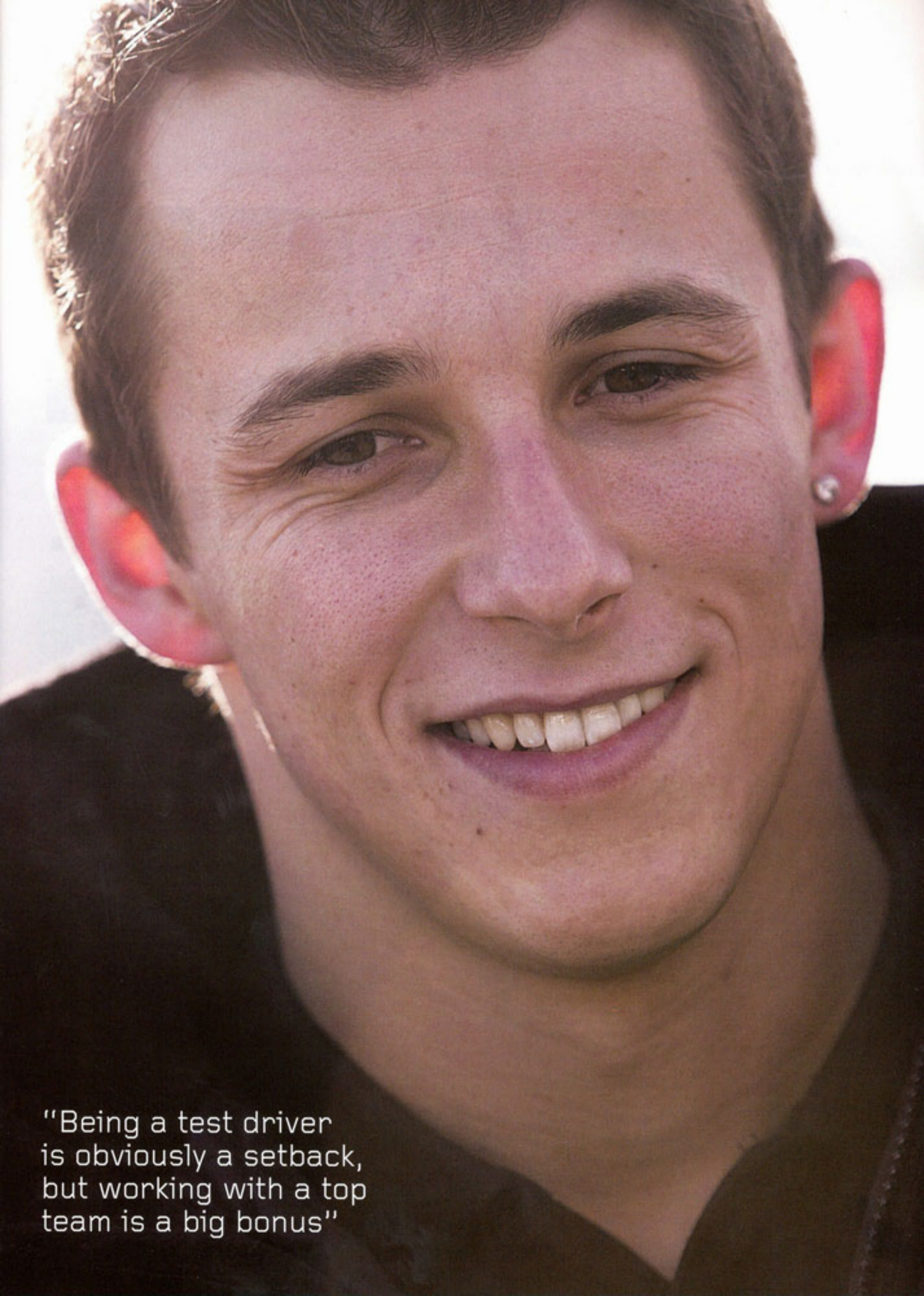
Why shouldn't I? **FO**

+5 fast facts

- 1 Do you believe in God?**
Not during the good times, no. But in the bad times, like maybe last year, then, yes, you start to believe
- 2 Happiness is...**
When everything's good: good job, good family, good relationship
- 3 The best thing about F1 is...**
Travelling a lot in different countries
- 4 And the worst thing about F1 is...**
All the politics
- 5 What's your proudest non-F1 achievement?**
You won't believe this, but I qualified as a sheet-metal apprentice during my F3 years



Turkey 2006, with Horner: for CK, the RBR era was all but over



"Being a test driver is obviously a setback, but working with a top team is a big bonus"

LIVING WITH **LOLÉ**



In London for the *Autosport Awards*, 'Lolé', aka Carlos Reutemann, catches up with old F1 friends, old teammates, revelling in the fun of raking over old coals. *F1 Racing* spent three days sharing in the nostalgia trip

Words Peter Windsor



Austria 1981, where Carlos found he had little grip after a switch from Michelins to Goodyears



SATURDAY

It could be 1978 except that the Colombian Embassy now occupies the block opposite Harrods where Ava Gardner used to live. Basil Street is the same. The Capital Hotel is the same. And there is Carlos Alberto Reutemann, almost 25 years on from his last Formula 1 race, chatting to the doorman, sniffing the London air.

British Airways aside, it has been an easy trip. "Forty-five pounds, sir," the taxi driver had said. Carlos had liked that. Only the British are so polite when they're asking for your wallet. And then, of course, there was the question of the £5 tip.

He's a little craggier but still the epitome of the racing driver. He brushes the pleasantries aside and asks immediately about the '07 Bridgestone constructions.

"For sure they're more conservative. Is one they use before or a new one they test now with Ferrari?"

It's a good question, of course; Reutemann's questions are always good. I suggest that the 2007 Bridgestone will probably be a late '05 tyre but add that Bridgestone are nothing like as open about ▶



Carlos (right) bandies words with Windsor at the Autosport Awards



Carlos (right) at the 1981 Spanish GP with Williams stalwarts Jeff Hazell, Charlie Crichton-Stuart, Alan Jones and Patrick Head

their nomenclature as Michelin used to be. "What happens if Ferrari have big problems with the tyre?" he continues. "Do Bridgestone then develop around Ferrari or will the tyre be fixed now for all the testing?"

Again, a good question. We head past Flavio Briatore's fashion store – "For sure is very expensive" – and then out west, to the Williams factory. It's a bright, clear morning.

"Very cold in England," I say, turning up the heating in the Mégane.

"No. Is okay. No problem. England look very nice."

We talk more about Ferrari. Carlos loves Ferrari – loves the intrigue of Ferrari. Two years ago he drove Michael Schumacher's current car at Fiorano. It was wet and he wasn't comfortable. Even so, he was in awe.

"The power. The acceleration. The gearbox. I was also very impressive by the little house at Fiorano. All Michael's things there for him. Perfect. The gym, the bathroom, the TV. Everything. I think Michael Schumacher took everything that was available to him in Formula 1 and ran it at the maximum for his entire career. Maximum. Everything. The perfect job."

He talks little about his life in Argentina – and one doesn't ask him about it. As a senator, he was on the point of standing for the Argentine presidency a couple of years ago but eventually chose not to. He has his senate seat until 2009 – at which point he may think again about higher office. Meanwhile, he still bases himself in Santa Fe, north of the capital, and commutes to Buenos Aires two or three days a week in a BMW X3.

We pull up at the Williams security gates.

"We talk about Ferrari. Carlos loves Ferrari – the intrigue of Ferrari"

"Is here? Fantastic. For sure Frank make a lot of money..."

Jonathan Williams, Frank's eldest son, greets us at the entrance to the Williams conference centre.

"Jon-a-tan! How are you!" These are statements, not questions.

Then we're in the FW07 section – Carlos's section. He's attracted immediately to Williams FW07C/12, the car with which he won the 1981 Brazilian and Belgian GPs.

He sits on the left rear Goodyear, staring at the cockpit, memories stealing the moment. And you realise quickly that today, now, here, is probably the first time Carlos has squarely faced that 1981 season. He was shattered after Las Vegas that year, having lost the title in that last race; and he decided to retire after only the second race of 1982, in Brazil. At the time, most observers blamed his decision on the Falklands war – or the Malvinas war, as Carlos calls it – but that wasn't an issue. Despite driving impeccably to finish second in South Africa, 1982, where he was beaten only by Alain Prost's Renault turbo, Carlos didn't feel comfortable in the new-look Williams team. Quietly, and without any public statement, he walked away from the sport. And from the realities



Reutemann starts in Las Vegas 1981 (right) from pole, but, sadly, fades; skirts (below) are banned from the mid-season



LAT ARCHIVE

of Vegas. You see it in the hollow visage, the penetrating eyes. Jonathan is talking about the detail differences between the FW07B (with which Carlos won the 1981 South African Grand Prix) and the FW07C. Carlos, though, is a million miles away...

"So this is chassis 12," he says, looking up at last. "Very nice car. So why did I race 17 in the last races?" Jonathan smiles and admits that the question is best put to his father.

Outside, Carlos stares wide-eyed at the wind tunnels and main office/factory

complex. We take in the machine and race shops and walk along the shiny corridors – empty now – up to Frank Williams's office. "Frank!"

"Carlos! How are you? Great to see you. How's life in the Casa Rosada [Argentina's equivalent to the White House]?"

Carlos loses no time: "Good. Good. Frank, why we switch from Michelin to Goodyear half way through the year? I score 37 points on Michels and then, on the race morning in Spain, Dupasquier said to me, 'Carlos, you are about to start your last race on Michelin tyres. Why? Why we switch mid-season like this? I don't remember. On Goodyears, I score only 12 points. I don't understand."

Frank is a little taken aback, you can tell, but does well to respond swiftly. "I think it was a political thing," he says, quickly re-living 1981. "Bernie thought it would be better to be on Goodyears because Michelin were favouring Renault. That sort of thing..."

Carlos is unconvinced. "For sure, it was better for Brabham [and, ergo, Bernie] for us to be on Goodyears. From the moment we switched to Goodyear we were not quick. At the Silverstone test we were two seconds >

At Monza '81, Reutemann starts on the front row, but a (single!) tyre change on the grid unbalances the car. He finishes third

CV Carlos Reutemann

- Born** April 12 1942, Santa Fe, Argentina
- 1971** Runner-up to Ronnie Peterson in European F2 Trophy series
- 1972** Joins Brabham F1. Breaks legs crashing Ron Dennis's F2 Rondel Brabham BT38
- 1973** String of top-six placings at Brabham
- 1974** Wins in South Africa, Austria and US; sixth in championship
- 1975** Just one win – at Nürburgring
- 1976** Buys himself out of his Brabham contract to join Ferrari
- 1977** Wins one grand prix: Brazil
- 1978** Wins four grands prix: Brazil, US (Long Beach), Britain and US (Watkins Glen); third in championship
- 1979** Has a miserable year at Lotus
- 1980** Moves to Williams as No2 to Jones; wins at Monaco; third in championship
- 1981** Wins twice: Brazil, Belgium; misses out on championship by 1pt to Piquet
- 1982** Retires from F1 after two races



CARLOS REUTEMANN

slower on Goodyears. Brabham had a better ground effect and were better on the Goodyears. For us it was very difficult. I remember in Austria I had no grip at all.

"And the engines – I remember there was a problem with the metering units on some of the Judd-tuned engines. I think 349 was very quick but remember at Hockenheim the problem with 310? I think I lost the championship in that race..."

Frank volleys straight back: "Three-five-three was very quick in your car at Monza."

"Ah yes. Monza. Very quick but I do the test with Neil [Oatley] and we did a lot of running on Cs [C-compound Goodyears]. I could run all day on Cs. Then on the grid, with the rain starting, with five minutes to go, they change the left rear for a [harder] B. The balance was impossible. I never understand that. On Cs we would have been quick."

"I think we were worried – Goodyear were worried – by temperatures," says Frank in mitigation.

They talk for an hour or so – two very different people with many common bonds. The respect is mutual and undying. As night falls, we leave Grove and head back to London.

"Very impressive," says Carlos. "Very impressive".

SUNDAY

We meet for lunch at Zia Teresa, the restaurant at which we ate on the Monday after his win at Brands Hatch in 1978. And, again, nothing has changed. Same wooden tables and

followed it. "Bernie was so happy after that," remembers Carlos. "He hated that airbox on the BT42 even though it was better for revs, and so he walked up to the crashed car and threw the airbox away. After that we had to race with the narrow airbox. The engine was slower but Bernie was happy because he thought it looked much better."

SUNDAY NIGHT

Carlos walks into the Grosvenor House Hotel and is immediately greeted by the familiar form of Neil Oatley.

"Neil!"

"Carlos!"

The architects of some of the best single laps ever driven in F1 quickly embrace and then do what they always did – say nothing. Carlos's facial expressions always did the talking in 1980-81 and so it is now, with Neil looking slightly embarrassed by the attention.

"Neil. Monza. Vegas. Why we race chassis 17? Why we have to bed-in brakes on race morning? I no find a good set of tyres for the race. Disaster."

Neil replies along the lines of it seeming like a good idea at the time, and then we're all ushered in, down the stairs, through the doors and into the madding crowd.

"Ho-gan!" John Hogan (late of Marlboro and now of Just Marketing) used to sign off the Reutemann-Marlboro deals.

"What happened at Thruxton with the front hub?" Carlos is referring to his accident in the 1972 Easter Monday Thruxton F2 meeting, when a left-front hub broke on



Third on the grid at Hockenheim in 1981, but Carlos doesn't finish, the win going to his closest championship rival, Piquet

"I'd love to be driving now. Everything is there for you to do the job perfectly"

chairs. Same Italian chaos.

Carlos orders salad and pasta. *F1 Racing's* Matt Bishop details the schedule for that evening's *Autosport Awards* at the Grosvenor House Hotel – including the guest list for Carlos's table.

"Alan Henry – you remember Alan."

"Of course. Alan Henry. I bet him £40 after 310 blew at Hockenheim that I would lose the championship. I won the bet."

"And I still have Alan's cheque," I interject. "Uncashed, of course."

"Jo Ramirez."

"Jo! The mechanic of François Cevert! Very good. Jo gave me the mould for Jackie Stewart's Tyrrell gearlever. Fantastic gearlever. Perfect. Typical Jackie. Will be great to see Jo again."

"Was there any driver you followed in your career," asks Bishop, "who made you think, 'This driver knows what he's doing. This is very impressive?'"

"When I follow Jackie in the early laps at Silverstone in 1973," says Carlos, "before the big accident, I was very impressive with his driving. His car was not fantastic but Jackie was absolutely perfect. Very nice to watch."

The subject turns to Jody Scheckter's accident and the multi-car shunt that



Brazil 1982 and the end of the line – Frank Dernie and Frank Williams consult with Carlos (top) and Carlos considers his position (above); after the race he retires

his Rondel Brabham BT38. Rondel – Ron Dennis, Neil Trundle – was today's McLaren in its embryonic form. Hogan was one of the team's directors.

"Yes, what *did* happen?" replies Hogie, dodging the issue.

The awards proceedings begin. Carlos is slightly worried – about his English, about what or what not to say – but the presentations he makes are warmly received. As the only Michelin driver – the only driver – ever to score podium finishes in rounds of the World Rally Championship (Argentina, 1985) and the F1 World Championship, Carlos is uniquely qualified to put [Michelin motorsport director] Dupasquier's role into context. He loves Michelin – and, of course, missed them greatly in the second half of 1981.

For Black Jack Brabham there is also a trophy – also presented by Carlos. He sits down, laughing about the 1970 BT33 he raced in the 1971 non-championship race at Brands. "They told me it was just as Jack had set it up and it had very funny gear ratios – only three usable gears – but Jack was absolutely right. It was perfect; one of the best cars I ever drove."

The evening dissolves into tableside chats and dashes for the bar. Carlos puts his arm



around Ron Dennis – and raises again the question of Thruxton, 1972; and he is keen, too, to meet Lewis Hamilton. “For sure McLaren go well in 2007,” he says. “Very nice team. Fernando. Lewis. Very impressive.”

He leaves, signing autographs. “Carlos, you were always a hero. Because of you I began to be interested in F1. Can you sign this?” It is Mark Slade, Fernando Alonso’s race engineer at McLaren.

MONDAY

We eat again at Zia Teresa. The talk is of McLaren, Williams, Ferrari and Michael. He is impressed by it all – fascinated by it all.

“Do you think things were better back



then?” I ask. “Did you drive in the best era?”

“No way. It’s much better now. I would love to be driving in these times. Everything is there for you to do the job perfectly. Look at Michael. He was as good as he was because of the system he had around him – and because he was able to use the system to the maximum.”

A system, you surmise, that was never there in 1981, when Carlos needed it most.

He flew away then, and at Heathrow I realised that this had been more than a regular, three-day trip to London. This was Carlos confronting the pivotal moment of his life – confronting the loss of the 1981 world championship. For 25 years he had lived as the driver who failed to deliver at Vegas.

Argentine senator Reutemann with the country’s president-elect Néstor Kirchner in 2003 (left); Carlos finished third, for Peugeot, in the ‘85 Argentine Rally (far left)

Now, though, at Williams, and then in a motorsport evening punctuated by people such as Jack Brabham, John Surtees, John Hogan, Ron Dennis, Marcus Grönholm, Jo Ramirez, Neil Oatley, Mark Webber – by people like him – he was at last able to feel that ‘81 wasn’t lost in one race. It had slipped away – as things often do in racing – in a confused clash of absurd events; in the retrospectively applied non-championship status of the South African GP, in the last-minute banning of sliding skirts, in the mid-season switch to Goodyears. In the crucial, unexplained engine failures.

Like Phil Hill, then, who realised only in his later years that he *deserved* to win the ‘61 title, and that it hadn’t been luck after all, Carlos, I think, is at last able to sit back and to enjoy. If 1981 was about anything, it was about that flawless qualifying lap at Monza – or his driving on slicks in the wet at Kyalami.

They, and feats like them, were the substance of 1981. **FO**